

MFC0060 BWEP The Interior (PAFA-PF63)

This is the third BWEP segment: BWEP The Interior Pipeline Segment. (Note ORBX Global Base/Vector Needed for V3.5-V4.5 Not needed for Prepar3d V5).

'Interior Alaska' is so vast it seems limitless and stretching 414mi/666km across this foreboding land is a single gravel road from Fairbanks to Deadhorse and the oilfields of Prudhoe Bay. Construction of the North Slope haul road that parallels the pipeline began in 1973 and includes the first bridge to span the Yukon River. This mostly gravel highway travels through rolling forested hills, across the Yukon River and the Arctic Circle. It winds its way through the rugged Brooks Range and over the North Slope to the Arctic Ocean. Along most of its length, you'll see no restaurants, no gift shops, no service stations — just forest, tundra, and mountains, crossed by double 'ribbons' of road and pipe.

If you've watched the TV show "Ice Road Truckers", then you're familiar with this dangerous and challenging ribbon of gravel that passes over and through some of Alaska's most remote wilderness. How remote is it up here? There are only three very small towns along the way. For many miles the Trans-Alaska pipeline is the driver's only companion. From the midpoint (the town of Coldfoot) to the end of the road, there is nothing but wilderness. In fact, you won't find services of any kind over the last 240-mile stretch. In other words, if you love lonely roads, this is the drive for you. But not many non-commercial travelers take this route, it is predominantly trucks and big rigs hauling heavy gear. Don't forget that it gets dangerously cold here in the winter. In fact, the highest and lowest recorded temperatures in Alaska are both in the Interior. The highest is 100 °F (37.8 °C) in Fort Yukon on 27 June 1915 and is -80 °F (-62.2 °C) in Prospect Creek on 23 January 1971.

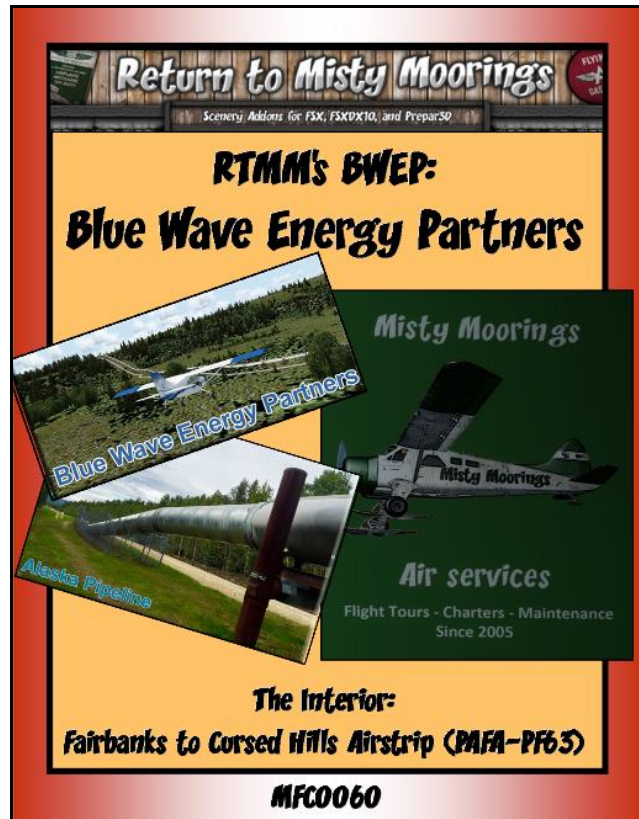
Aircraft: Low and slow single engine prop fixed wing: DHC-2 Beaver, Maule M7, C185, C206, C207. PC-6, PA-18 Super Cub etc, and if running in winter season perhaps you might want to add ski-wheel or tundra wheels. These make great aircraft to use in this exploration tour. There are BWEP liveries on the RTMM BWEP page, (RTMM's Klaus Tröppner has also created some great BWEP repaints for these designated aircraft). (Expect I'll run the Maule M7 or Piper Cub P-18 in this trip but feel free to use the aircraft of your choice). The idea here is to run as low and slow as possible to be able to see the various scenery locations and to be able to follow the "pipes".

For the helo pilots - specifically helicopters operated by the BWEP: refer to Klaus Tröppner's Helicopter repaints: These include BWEP liveries of the following models that you can fly in this tour: Erickson S64, Bell212, Bell412, AS332, Bell 206, Bell 222 or the MD530.

Hope you enjoy the trip following the pipes and visiting most of the RTMM/BWEP poi's in this rugged area.

Tour Flight Leg Rating Conditions: IE: "6A0" or 6A1, 6A2 etc:
6=Max landing rate is -600fpm,
A=Autopilot and/or GPS use permitted: (but not recommended).
1= # of Stop-overs in the flight leg* IE: 1 = One stopover in the flight leg.

The Tour download for this excursion is available in the Tour downloads section which contains the all the tour details, scenery requirements, stop-over locations, flight plans, sky vector map links as well as the award for completion so make sure you obtain the tour download for all of the tour specifics.



MISTY FLYING CLUB – MFC0060 BWEF THE INTERIOR (PAFA-PF63): TOUR CONDITIONS

Conditions/Restrictions to successfully complete this VA Exploration:

All landings, including stop-overs, must not exceed a landing rate of greater than **-600fpm**. In this excursion there are one or two stop-overs in each of the flight legs. Remember all stop-over landings as well as the final destination landing all must be -600 fpm or under!!

Have an eye on your other operational practices and try to adhere to the aircraft tolerances of the aircraft you are flying: IE over-speed conditions, over speed flaps/gear use etc. as they can cause major damage to the aircraft. Enjoy this pipeline trip.

MISTY FLYING CLUB – MFC0060 BWEF THE INTERIOR (PAFA-PF63): FLIGHT LEG DETAILS:

Leg:	Departure Airport Name/ ICAO	Stop-over Locations/ ICAO	Destination Airport Name/ICAO	Airline ID	Flight # (*):	Aircraft ICAO	Distance	Alt-(VFR Rules)
#	Departure	* All stop-over landing rates, where applicable, are accepted to a max of -600fpm.	* All destination landing Rates are accepted to a max of -600fpm.	MFC	(*) Tour Legs generated bids from Tour Centre ----- For single legs use flight # as listed below in KACars: MFCxxxxxx	N260CMM-W	(Nautical Miles) (nm)	(ALT Feet) (But you can fly much lower most of the time)
1	Fairbanks (PAFA)	STOP-OVER at Nenana Municipal (PANN)	Manley Hot Springs (PAML)	MFC	T00787-6A1	Maule M7	85.2	4500
2	Manley Hot Springs (PAML)	STOP-OVER at Eureka Creek (222)	Minto (51Z) * (*Find Wandering Lakes Lodge)	MFC	T00788-6A1	Maule M7	38.2	5500
3	Minto (51Z)	STOP-OVER at BWEF Executive (PF58)	Chatanika Airstrip (PF59)	MFC	T00789-6A1	Maule M7	72.5	3500
4	Chatanika Airstrip (PF59)	STOP-OVER at Chena Hot Springs (AK13)	Circle City Airport (PACR) * (*Visit Circle City Lodge)	MFC	T00790-6A1	Maule M7	125.9	5500
5	Circle City Airport (PACR)	STOP-OVER at Central (PACE-CEM)	Chatanika Airstrip (PF59)	MFC	T00791-6A1	Maule M7	114.5	4500
6	Chatanika Airstrip (PF59)	STOP-OVER at Livengood Camp 1 (4AK)	Hess Creek Airstrip (PF60)	MFC	T00792-6A1	Maule M7	68.6	4500
7	Hess Creek Airstrip (PF60)	STOP-OVER at Quail Creek (20K)	Rampart (RMP)	MFC	T00793-6A1	Maule M7	63.4	4500
8	Rampart (RMP)	STOP-OVER at Stevens Village (SVS)	Hess Creek Airstrip (PF60)	MFC	T00794-6A1	Maule M7	82.6	3500
9	Hess Creek Airstrip (PF60)	No Stopovers	Cursed Hills Airstrip (PF63)	MFC	T00795-6A0	Maule M7	15.4	2500
Total Miles: 666.2 nm								



RTMM Scenery Website: <http://return.mistymoorings.com/>

Misty Flying Club: <http://www.mistymooringsflyingclub.com/>

Discord App (Comms): <https://discordapp.com/developers>

MFC Discord Server* (Comms): <https://discord.gg/Q4Tm872>

JoinFS (Multi-Sim Client): <https://pmem.uk/joinfs/>

JoinFS Server*: aviator.digitalthemepark.com

FSCloud (Multi-Sim Client): <http://www.fscloud.net/>

Credits:

RTMM Team – RTMM Website, Scenery Design and Enhancements

MFC VA Website creator: Henry Kirk MFC0001

MFC VA Flight Systems/Tour Design & Builds: Norm Richards MFC0002/January 2021

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