

**MFC0061 BWEP Dalton Hwy (PF63-PAPR)**

This is the forth BWEP segment: MFC0061 BWEP Dalton Hwy section. This "pipe" segment is very short but we will be taking some side trips to outlying areas before resuming the BWEP pipe exploration. (Note\*: Orbx Global Base required. (Orbx Vector required for P3Dv3x and P3Dv4x but not required for P3Dv5x). Will be exploring not only the special airport side trips and pipes but also the general vicinity of this area. (We won't be back here for while!)

Those who brave the Dalton Highway by car or truck will travel an uncomfortable roadbed of dirt, loose gravel and rocks. It cuts through boreal forests, along endless stretches of wilderness, prairie and permafrost, across the Arctic Circle, up and down the unforgiving passes of the Brooks Range and deep into the reaches of an arctic coastal plain. The Highway 'boasts', if that is the right word, the longest stretch of unserviced road on the North American continent.

For 240mi/386km, from Coldfoot to Deadhorse, there is nothing. There are no gas stations, no flush toilets, no auto body shops, no restaurants, no medical facilities, no hotels, no motels, no state police posts, no cellphone service, no internet connections, no radio reception — nothing at all. Nothing but the thoroughfare itself. The one thing that you will find, guaranteed, is that it is a spine-snapping seven-hour drive, if you're lucky! Because of the absolute desolation, the discomfort it offers and the risk-taking involved, there is no good reason for a [sane] non-professional driver to drive the Dalton Highway.

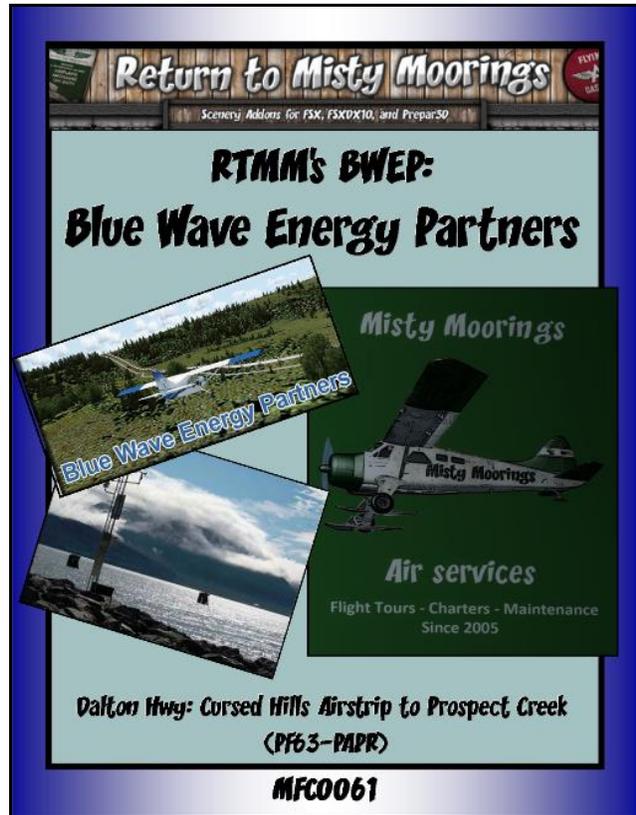
Aircraft: Low and slow single engine prop fixed wing: DHC-2 Beaver, Maule M7, C185, C140, C170, C17, C182, C206, C207, PC-6, PA-18 Super Cub etc, and if running in winter season perhaps you might want to add ski-wheel or tundra wheels. These make great aircraft to use in this exploration tour. There are BWEP liveries on the RTMM BWEP page, (RTMM's Klaus Tröppner has also created some great BWEP repaints for these designated aircraft). (This trip, although not long in entirety it does have some longer legs so expect I'll run the Cessna 207 or perhaps the Cessna 182 but, as always, please 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 rivers and 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 – MFC0061 BWEF DALTON HWY (PF63-PAPR): TOUR CONDITIONS

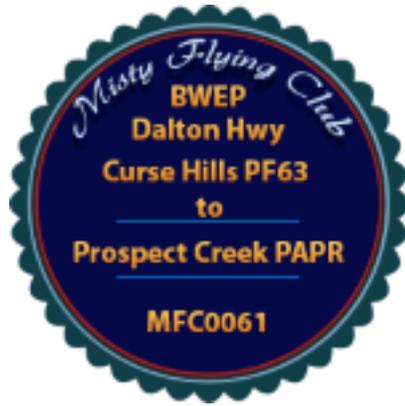
**Conditions/Restrictions to successfully complete this VA Exploration:**

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 – MFC0061 BWEF DALTON HWY (PF63-PAPR): 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  Autopilot NOT recommended  Land Moorings	* All stop-over landing rates, where applicable, are accepted to a max of -600fpm.  Land Moorings	* All destination landing Rates are accepted to a max of -600fpm.  Land Moorings	MFC	(*) Tour Legs generated bids from Tour Centre  For single legs use flight # as listed below in KACars: MFCxxxxxx	Reg: N207MM	(Nautical Miles) (nm)	(ALT Feet) (But you can fly much lower most of the time)
1	Cursed Hills Airstrip (PF63)	<b>STOP-OVER at Five Mile (FVM)</b>	Beaver (WBQ) (*Find Flying Beaver Lodge)	MFC	T00796-6A1	C207	76.9	2500
2	Beaver (WBQ)	<b>STOP-OVER at Birch Creek (Z91)</b>	Ft. Yukon (PFYU)	MFC	T00797-6A1	C207	71.3	2500
3	Ft. Yukon (PFYU)	<b>STOP-OVER at Beaver (WBQ) (Have lunch at the lodge)</b>	Cursed Hills Airstrip (PF63)	MFC	T00798-6A1	C207	115.4	3500
4	Cursed Hills Airstrip (PF63)	<b>STOP-OVER at Timberline Gulch Airstrip (PF66)</b>	Winter Trail Depot (PF64)	MFC	T00799-6A1	C207	49.5	4500
5	Winter Trail Depot (PF64)	<b>Direct - No Stops</b>	Prospect Creek (PAPR)	MFC	T00800-6A0	C207	35.3	4500
6	Prospect Creek (PAPR)	<b>Direct - No Stops</b>	Allakaket (6A8) (Dinner at the Lodge)	MFC	T00801-6A0	C207	59.1	2500
7	Allakaket (6A8)	<b>Direct - No Stops</b>	Bettles (PABT)	MFC	T00802-6A0	C207	39.9	2500
8	Bettles (PABT)	<b>Direct - No Stops</b>	Crevice Creek (1AK1)	MFC	T00803-6A0	C207	31.8	4500
9	Crevice Creek (1AK1)	<b>STOP-OVER at Bettles (PABT)</b>	Prospect Creek (PAPR)	MFC	T00804-6A1	C207	51.7	5500
Total Miles: 531.0 nm								



RTMM Scenery Website: <http://return.mistymooring.com/>  
Misty Flying Club: <http://www.mistymooringflyingclub.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](http://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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