

MFC0062 BWEP Gates of the Arctic (PAPR-PAGB)

This is the fifth BWEP segment: MFC0062 BWEP Gates of the Arctic (PAPR-PAGB). This “pipe” segment is very short but we will be taking some side trips to see the ranges and visit a couple of outlying airfields. (Note*: Orbx Global Base required. (Orbx Vector required for P3Dv3x and P3Dv4x but not required for P3Dv5x).

While the Brooks Range covers some of Alaska’s coldest and most isolated and intense terrain, the traces of human activity here are notable. The Trans Alaska Pipeline System and Dalton Highway (or Haul Road) traverse north-south through the range connecting the oil-busy North Slope to Fairbanks and beyond (the road’s elevation peaks at Atigun Pass, elevation ~4,700 feet); the Red Dog Mine, set in the western part of Brooks Range, is the world’s largest zinc mine; and the tiny community of Coldfoot, just north of the Arctic Circle, is pretty much the last-chance-for-gas, food and a warm bed for most travelers heading north until they clear the Range and reach Prudhoe Bay and Deadhorse.

For some interesting history visit the RTMM BWEP Page:
PAGE LINK: <https://return.mistymoorings.com/bwep/index.php#install>
And refer to the BWEP Gates of the Arctic narrative.

This segment of the BWEP Project starts out at Prospect Creek and ends near Galbraith Lake Airport. It travels through beautiful sections of the Brooks Range along rivers, valley’s and over treacherous mountain passes.

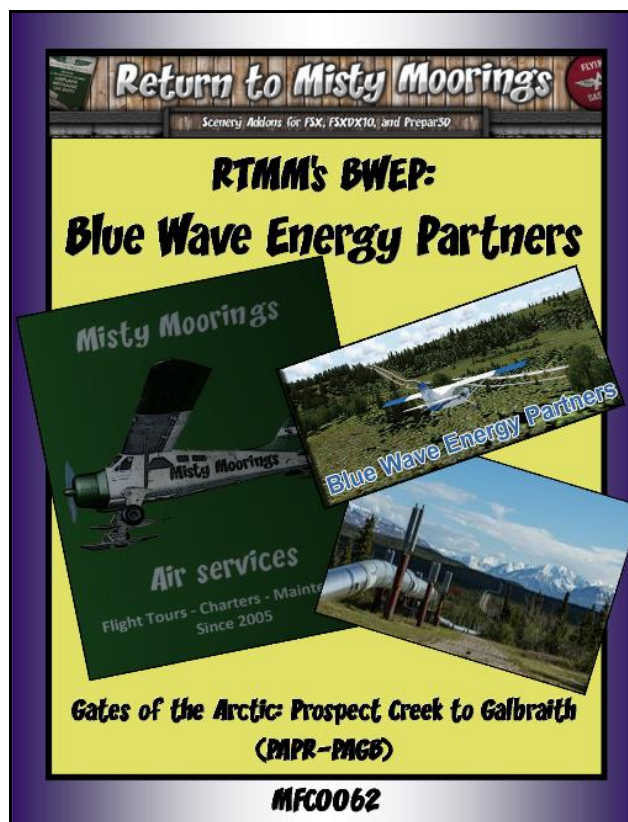
Aircraft: Low and slow single engine prop fixed wing: DHC-2 Beaver, Maule M7, C185, C140, C170, C17, C182, C206, C207, PC-6, PA-18 Super Cub etc, and if running in winter season perhaps you might want to add ski-wheel or tundra wheels. These make great aircraft to use in this exploration tour. There 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, Bell 407 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 – MFC0062 BWEP GATES OF THE ARCTIC (PAPR-PAGB): 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 – MFC0062 BWEP GATES OF THE ARCTIC (PAPR-PAGB): 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: N001M M-TW	(Nautical Miles) (nm)	(ALT Feet) (But you can fly much lower most of the time)
1	Prospect Creek (PAPR)	Direct - No Stops	Coldfoot (CXF)	MFC	T00805-6A0	PA-18	33.3	5500
2	Coldfoot (CXF)	Direct - No Stops	Chandalar Lake (PALR)	MFC	T00806-6A0	PA-18	47.7	5500
3	Chandalar Lake (PALR)	Direct - No Stops	Coldfoot (CXF)	MFC	T00807-6A0	PA-18	56.1	6500
4	Coldfoot (CXF)	STOP-OVER Wiseman (WSM)	Chandalar Shelf (SCD)	MFC	T00808-6A1	PA-18	55.7	7500
5	Chandalar Shelf (SCD)	Direct - No Stops	Anaktuvuk Pass (PAKP)	MFC	T00809-6A0	PA-18	62.9	6500
6	Anaktuvuk Pass (PAKP)	Direct - No Stops	Chandalar Shelf (SCD)	MFC	T00810-6A0	PA-18	54.8	7500
7	Chandalar Shelf (SCD)	Direct - No Stops	Galbraith Lake (PAGB)	MFC	T00811-6A0	PA-18	27.8	7500
Total Miles: 338.3 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

Copyright 2021 by Norm Richards for Return to Misty Moorings All Rights Reserved.