

## Light Aircraft Stopovers Japan to Alaska

This BGL set was produced as a request from an intrepid Australian who is circumnavigating the globe using the Default Cessna and with only Forum ( CIS\Internet ) freeware scenery.

The problem in this sector is getting from Matsomuto Japan to the Alaskan mainland. Even using my previously uploaded Kamachata Peninsula scenery, the distances involved coupled with the large Magvar changes en-route made this a daunting crossing in a slow speed aircraft.

I will describe the route from Matsomuto through to the Alaskan mainland and detail exactly what is in the three BGL files

KEES1.BGL East of the 180° E/W Line  
KEES3.BGL West " " " "  
KEES2.BGL Nav aids for Japan if **you do not have MS-JAPAN** loaded  
LIGHTRTW.WRI This file  
LIGHTRTW.TXT A winplanner import file  
TEX.ZIP All the required R8 Files unzip direct to your FS5/TEXTURE directory  
( if you have any of my previous scenery answer "yes" to the  
overwrite prompt )

KEES2.BGL You only need to load this if "**YOU DO NOT HAVE MS-JAPAN**" It contains only the VOR nav aids to get you north in Japan, If you have MS-JAPAN a good kick off point is WAKKANANI.  
Nav aids working north from Matsumoto

NIIGATA	GTC	115.50	N037'57.30	E139'10.12	MAGVAR	-7
AKITA	ATE	116.10	N039'42.60	E140'03.90		-6
HAKODATE	HWE	112.30	N041'46.30	E140'05.10		-8
SAPPORO	SPE	113.90	N043'10.30	E141'18.40		
WAKKANANI						

**KEES1.BGL** This contains an assortment of airfields and nav aids through to the 180° E/W line of latitude, this makes the scenery ranges easier to define,  
I will describe what you have going North , with positions so that you can prime your own Flight Planner ( A import file for Winplanner is included )

VOR POINT THREE	PTT	114.00	N46'28.58	E146'50.21		-6
NDB POINT TWO	PTD	352	N49'06.03	E148'19.56		-6
VOR POINT ONE	PTW	113.00	N51'53.01	E152'43.52		-6
VOR PETROPVLOSK	PSK	120.10	N53'40.29	E157'30.00		-7
NDB MALKA	WZ	342	N53'19.00	E157'40.18		-7
VOR KAMACHATA	KTA	111.35	N53'10.00	E160'00.00		-6
NDB PETRO NORTH	PTN	350.00	N53'50.52	E157'29.59	-7 LOM 19	
NDB PETRO SOUTH	PTS	351.00	N53'29.07	E157'30.00	-7 LOM 01	
NDB NIKOLSKOE	UJ	595.00	N55'11.00	E165'59.50		-5 **
VOR NYMPH	NYP	110.10	N53'24.53	E168'14.39		-0
VOR SHEMYA	SYA	109.00	N52'43.10	E174'03.73		3
NDB W-SHIP ZULU1	Z1	355.00	N52'00.00	E179'55.00		7

AIRFIELDS.

BP OIL ( A small oil exploration site ) N49°06.03 E148°19.56 WINPANNER CODE BPOIL  
ATIS 118.60  
runway 28/10 Hdg 281/101  
1500' dirt  
minimal lighting  
NDB POINT TWO 352

YUZHNO-SALHALINSK N46°43.00 E142°43.00 YUZHNO  
ATIS 118.80  
Runway 20/02 Hdg 201/021  
8858' Asphalt  
good lighting  
VASI  
ILS 36 109.50

KAMACHATA Intl N53°39.59 E157°30.00 KAMCT  
ATIS 118.70  
Runway 19/01  
11000 concrete  
good lighting  
VASI  
ILS 19 110.30  
ILS 01 110.70

COSCO COVE (Coastguard Emergency landing strip ) PACC  
ATIS 118.90  
Runway 1500' x 60' dirt  
minimal lighting

So the route north, after leaving WAKKANANI  
Tune NAV2 to YUK 115.00  
Tune NAV1 to 109.50 YUZHNO ILS  
Leaving YUZHNO Tune NAV1 to 115.00 and fly "FROM"  
Tune NAV2 to PTT 114.00  
Then NDB TO PTD 352  
OPTION LAND AT bp-oil atis 118.60 ( NDB on the field ) interesting approach  
or continue to  
POINT ONE NAV1 113.00  
Then tune NAV2 to PSK 117.10 and ADF to 351 NAV1 to 110.70  
swing your track to heading ADF 0° The LOM for Kamachata 10  
Leaving Kamachata  
Tune NAV1 to 111.35 this coasts you out over the sea  
when you lose 111.35 tune to 110.10 NYMPH this is an airwats reporting point ( now a GPS !!  
) You will be a while picking it up, **"MAINTAIN YOUR PLANNED HEADING"** YOU ARE  
ENTERING THE RAPID magvar shift area, you may tune to NIKOLSKOE 595 depending on your  
altitude you may get a fix, if you do when the ADF needle is at 270 you are about halfway to  
Cosco Cove.  
When you lose NYMPH tune NAV1 to SHEMA 109.00 Cosco Cove is about 32.5 miles short of  
SHEMA so come down to 1500' at 40 miles for a visual to Cosco Cove 27/09  
Leaving Cosco Cove tune NAV1 to SHEMA 109.00 when you lose SHEMA WEATHERSHIP  
ZULU1 is ahead and has an NDB 355

YOU ARE NOW LEAVING KEES1.BGL

## KEES2.BGL

Apart from the scenery range help this BGL has been kept separate so that if Dean Slaman expands his Alaska scenery you only have to delete the bgl ( KEES3.BGL ) to make it compatible.

YOU NOW NEED THE ALSKA SCENERY LOADED (LIB 6 ALKSCR.ZIP )

NAVAIDS (just this one )

VOR ADAK NUD 115.10 N51'52.31 W176'40.42 MAGVAR 8  
( This is a Tacan converted to VOR for this scenery )

## AIRFIELDS

ADAK NAS N51'52.31 W176'40.42 PAAD  
126.40  
Runway 23/05 18/36  
7790' concrete  
good lighting  
VASI  
ILS 23 108.90

COLD BAY N55'12 W162'43 PACB  
ATIS 123.60  
Runway 14/35  
10420' concrete  
good lighting  
VASI  
ILS 14 110.30

## CARRY ON THE ROUTE

Leaving WEATHERSHIP ZULU1 TUNE NAV2 TO 115.10 ADAK Tacan  
and NAV1 to 108.90 ADAK ILS 14

Leaving ADAK for COLD BAY this is a long run heading about 240° leave ADAK on 115.10 **AND MAINTAIN YOUR HEADING** tune NAV 2 to 113.90 DUTCH HARBOUR swing left 223° and tune to 112.6 when you lose DUTCH HARBOUR you should pick up COLD BAY straight away the ILS for COLD BAY is for RW14 110.30.

FROM HERE ON IN YOUR CHOICE.

I have a new wet lease Twin Otter to pick up from NARITA for NOBLE AIR Highlands & Islands, I am routing from here to HOMER - SITKA - VANCOUVER and across Canada, unless I have a look at the NORTH POLE (yes thats in the ALASKA scenery )

COMING SOON A ROUTE ACROSS NORTHERN CANADA TO GREENLAND !!!!

**My thanks to Manfred Moldenhaur for SCASM which has provided me with many hours of frustration and enjoyment, and without which this scenery would not be possible.**

Comments welcome **GOOD** or **BAD**

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