



<p>Start Time and Place</p>	<p>Start your flight at Murcia San Javier – LELC airport on 9th June at this time:</p> <ul style="list-style-type: none"> - Between 18:00z and 19:00z. - That is between 19:00 – 20:00 BST - That is between 20:00 – 21:00 in Spain. <p>Staggered start times are preferred, so that everyone does not arrive back in the circuit at the same time.</p> <p>The departure point is the civil parking of the airport (labelled “PLATAFORMA CIVIL” on the charts).</p> <p>The event is expected to be managed by Spanish controllers speaking in English, so that please talk to them as clearly and slowly as possible.</p>
<p>Departure and Duration</p>	<p>We will depart and fly individually or in small groups. The distance is approximately 100 nm. Anticipate spending 1 hour depending on the speed of your aircraft. Keep in mind that in Spain it is 1 hour ahead, so that try not to finish your flight too late.</p>
<p>Weather ...or not</p>	<p>Before starting we will check the weather. If it is unsuitable for our trip as planned, then we will fix it. Something we can do in the simulator - wouldn't it be nice if we could do it in real life! FSInn has a "CAVOK" button. Click this and you get calm clear weather. Those using SB will need to turn off the on-line weather updates, and select calm in the FS weather options.</p>

<p>Overview</p>	<p>This round-robin starts and ends in Murcia San Javier - LELC airport. It's a clockwise circuit, following the coast at first and flying inland later on, with a landing in the airport of Alcantarilla – LERI and a touch and go in the aerodrome of “Los Martínez del Puerto – LEMP” (excuses for the long name).</p> <p>Then we will be back to the departure airport.</p> <p>This flight can be done perfectly over default FS9/FSX scenery, although I recommend downloading and installing free VFR Photographic Spanish Scenery. Details about the installation can be find in the CIX forum in the Events section.</p> <p>This is a relatively easy exercise, so that it could be an excellent opportunity for newcomers to participate in their first official Club event.</p>
<p>Documentation</p>	<p>You can download a zip file including the documents that you'll need to do this flight here:</p> <p style="text-align: center;">www.matradi.com/Simuvuelo/Murcia/Murcia.zip</p> <ul style="list-style-type: none"> - VFR charts of the LELC and LERI airports. - The map with the route drawn in it. - The flight plan files for FSX and FS9 <p>I recommend using the excellent program Plan-G in case you want to open the flight plan in advance and prepare your route, for example by considering winds in the heading calculations.</p>
<p>Differences Spain-UK</p>	<p>The main differences between Spanish and UK procedures are:</p> <p>The visual reporting points (VRP) around an airport are not called by the name of the feature as it's in the UK. In Spain they are called N, E, S, W (I don't know why, they don't say “North”, “East”, “South” and “West”... but “November”, “Echo”, “Sierra” and “Whisky”). In some airports, such as San Javier, you can have several “N” points called “N”, “N-1” and so on. These points are usually placed over visual references, but the names of these references are not always indicated in the charts and you don't have to say them.</p> <p>Outside the airports surroundings, you don't have official VRP's. You simply notify where you are by telling the name of the places that you are passing over.</p> <p>When shortening a callsign, they usually say the last 3 letters. For example, my callsign EC-CMM would be shortened as “Charlie-Mike-Mike”. In this event they probably will follow the VATSIM rules and use the first and last two letters (“Echo-Mike-Mike”).</p> <p>Most of Spanish callsigns start with the letters EC. They mean “España-Civil”.</p>
<p>Outbound Flight Plan</p>	<p>Departure: LELC Destination: LELC Alternate: LERI Route: E – S1 – S – PTO MAZARRON – W – LERI – LEMP – N1 – LELC Remarks: /V/ DAYLIGHT / CIX VFR CLUB</p>
<p>Outbound Flight Detail</p>	<p>Before departure, file your flight plan and contact the ATC. Tune also the airport's VOR. These are the radio facilities at LELC:</p> <p>GND: 121.60 TWR: 118.20 APP: 130.30 VOR: VSJ 113.0</p> <p>From General Aviation Parking, (labelled “PLATAFORMA CIVIL” on the charts) contact the ATC and ask for taxi instructions. The prevailing winds in this area come from north-east (locals call this wind “levante”) so that very probably the active runway will be 05.</p>

Take off and turn east until you reach “La Manga”, the strip of sand orientated north-south in front of you, at an altitude no higher than 1000 ft (“manga” means sleeve in Spanish).



The official departure route to the South starts in the VRP “E” (Echo) that is situated between the sports port and the small island that you can see in the charts, and continues out to sea.



But real pilots use to fly closer to the coast following it north or south. So that I recommend you to do so and, by the way, enjoy the views!

When you reach the cape called “Cabo de Palos”, turn west following the coast. This is the VRP “S-1” (Sierra one)

Continue to the west following the coast (don’t get inland as it’s forbidden airspace!) until you reach the VRP “S” (Sierra) that indicates the limit of the CTR. You can also identify this point by the distance to the VOR, that is 15.5 nm



Contact the ATC and after exiting the CTR, initiate an ascent to a safer altitude of 2000 ft.

“Cabo Tiñoso” is the most prominent cape in front of you. “Puerto de Mazarrón” is the VRP where we will turn north to fly inland. You can also identify this point by the distance to the VOR, that is 25.0 nm

Turn heading 338° and continue at an altitude of 2000 ft.



Our next waypoint is the VRP “W” (Whiskey) of the Alcantarilla – LERI airport. You will have to arrive at this point again at an altitude of 1000 ft, so that prepare your descent in advance.



It’s very close to the city of Alhama de Murcia, that is at the foot of a long mountain to the south. The VRP is over an industrial estate. You can also locate this point at a distance of 27.8 nm from VOR VSJ, on radial 280°.

As soon as you pass W, turn heading 045°, tune the NDB ATR 345.0, contact Tower of Alcantarilla airport on 118.10 and prepare your landing. Keep in mind that the NDB is a little to the right of the runway.

If we are lucky enough, active runway will be 07 that is almost in our heading, so that we can ask for a direct approach and landing. The altitude of the airport is 253 ft and the runways 07 – 25

After the landing, go to the parking area, park your aircraft for a brief break, and call again the controller for a departure to the south-east.

Our next stage is a little challenging, as we have to climb for passing the “Sierra de la Cadena” mountain range, and descend again for a touch and go at “Los Martínez del Puerto” – LEMP aerodrome.



After take off, initiate a step ascent and turn right heading 141°. Look at the terrain, and search the highway that crosses the mountain range at the lowest part.

We will fly over it, at a minimum altitude of 1800 ft. As soon as you pass the mountain, contact the

LELC ATC, as we are entering again the CTR.



Descend again and start looking for the aerodrome “Los Martínez del Puerto – LEMP” a very small aerodrome with a runway of ground. There are neither NDB nor VOR to locate it, so that you will have to do it visually. A good clue is to follow the same highway because it passes very close to the runway.

The frequency of the Tower is 122.60, the altitude is 630 ft MSL and the runways 16 – 34.

	 <p>Once again, the runway 16 is almost in our heading, so that we can ask for a direct approach.</p> <p>This time we will practice just a touch and go. You can also locate the aerodrome with the VOR VSJ, at a distance of 13.9nm on radial 287°</p> <p>After taking of, turn heading 075° and ascend again, no higher than 1000 ft as we continue under the CTR.</p>
	<p>At this moment we are flying parallel to the mountain range "Sierra de la Cadena" at our left and, if you look at your right, you will see a mountain in the middle of wide flat terrain, called "Cabezo Gordo" (Fat Head). It's used by real pilots as an unofficial VRP.</p>  <p>Our next waypoint is "N-1" (November One), located in the cape "Cabo Roig", near Torrevieja. You can locate this point also by the distance to VOR VSJ that is 9.0 nm.</p> <p>At this point, contact again the ATC for receiving instructions for approaching and landing at LELC. Follow the coast to the south and prepare your landing.</p> 
<p>VOR and NDB Tracking</p>	<p>The Instrument Flight document in the Training section of the club web site contains a section on VORs and NDBs, and how to use them. If you are unsure how to track a VOR radial, download and have a look at this.</p> <p>The document covers the use of NDB and DME for direction and distance measurements as well.</p>
<p>Radio Discipline</p>	<p>Take care not to let our Teamspeak chat cut across ATC. Stop any conversation immediately the R/T comes alive, then continue if "he wasn't talking to us". This is difficult because when transmitting on Teamspeak you can't hear the R/T. So be brief on Teamspeak, and be aware that ATC might be trying to get through. If anyone hears an R/T message which seems to be being ignored, just say "ATC is calling G-CIXN" if you have identified the callsign, or "ATC is calling us" which is a cue for everyone to be quiet on Teamspeak until ATC call again (which they will). Remember too that if asked to "Stand By" by ATC, you do not reply - not even "Roger", but simply wait until you are called again.</p> <p>Remember also that there are several different ATC frequencies in use, and you may not be able to hear when communications are taking place. Make sure you have set and know how to use a Teamspeak mute switch.</p>
<p>Created by Francisco García Garrido (fran@matradi.com) Valencia – Spain. 3rd June 2010 with the kind collaboration of "Cierva Codorniú" airclub, based at Los Martínez del Puerto – LEMP Aerodrome (Tel. 609 447 213)</p>	