Pilots Notes

- Welcome to Discover Great Britain! Before we discuss each flight and you embark on your epic journey here are a few key facts that we hope will fascinate you.
- There are a total of 65 flights stretching the length and breadth of Great Britain, plus some optional VFR (visual) flights!
- For the geographical purist, we use the term Great Britain to also encompass the United Kingdom, Channel Islands and locally dependent territories.
- The journey takes us on a clockwise route visiting England, Northern Ireland, Scotland, Wales, the Scilly Isles, Channel Islands, Shetland Isles, the Isle of Man, the Hebrides and the Orkneys.
- The route is in the format of a continuous tour that will eventually return you to the starting airport.
- There are over 3000 miles of flying!
- We have worked hard to choose the best of nature and man, visiting both beautiful cities and dramatic natural landscapes.
- Each flight on loading already has a flight plan pre-loaded for your convenience. Each flight plan has been carefully devised to steer your aircraft over the most interesting landmarks between each destination.
- For those who enjoy a challenge we have also included some a couple of long range endurance flights over water!

We hope that you enjoy a memorable and epic journey around Great Britain! Remember to send us a postcard!

Flying The Flights

Each flight will load with the Auster Autocrat aircraft. Each flight starts with a full fuel load. The fuel tank loading has been kept simple to allow easy access to the flights regardless of your simulation experience. If you are a veteran flight simmer, please feel free to adjust the fuel load before each flight. We do realise that many of you gain great enjoyment from fuel planning. For your reference the fully laden Autocrat should, under optimum piloting, have a range of a shade under 350nm, so full tanks should be considered as that distance under normal circumstances. Again, we emphasise that the aircraft is fuelled and ready to go upon
loading the flight and manual fuel adjustment is only recommended for those who enjoy the additional challenge of careful calculation.

If you wish for greater performance data please refer to the included tutorial which adds a greater level of technical information for the aircraft.

For those wishing to confirm the exact routing for each flight, opening the flight simulator flight planning tool and choosing the Navlog option will display both the route of flight, waypoint by waypoint and exact distances between each waypoints and origin and destination airports. Those flying using online organisations such as VATSIM or IVAO can transpose the waypoints from the navigation log to the flight plan tool of the online organisation using simple cut and paste. Alternatively, those who choose to fly offline can enjoy the full facilities of the default Air Traffic Control within the simulation. Each flight is ready to go simply by opening the ATC window within the simulator and requesting IFR clearance. Technically each of these flights are best considered VFR (visual flight rules) flights, however, we have chosen to deem them as full instrument flights within the ATC simulation. This ensures that you will receive full en-route guidance and a vector to the final runway upon arrival at your destination. Alternatively, you may wish to fly without any air traffic control guidance, either simulated or through an online organisation and again the aircraft is fully configured for flight in this manner.

If you choose to fly these flights using one of the online organisations you may wish to share anecdotes with your fellow pilots who are also taking this journey. Please feel free, should you desire, to place “Discover Great Britain” in your online flight plan notes to signal to other pilots that you are engaged in this adventure. By doing this, we heartily encourage you to be in contact with your fellow adventurers who are displaying this note to swap anecdotes and stories of how your adventure is progressing. When flying online, half of the fun is the sharing of the experience!

We have taken care to ensure that there is little cloud coverage or winds for the flight. This is deliberate as much of the enjoyment of the adventure is in the sightseeing. Flying over banks of heavy cloud would ruin the flight experience. This also ensures that those wishing to fly under VFR rules are not disappointed. Experienced simmers, or those looking for more of a challenge after completing the journey are welcome to reprise each of the routes with weather of their choice. Be aware, however, that this does require appropriate visibility for landing when flying the Autocrat unless another aircraft is chosen that is equipped for a landing in low visibility conditions.

At any time the Autocrat can be substituted for an aircraft of your choice simply by selecting the aircraft from the aircraft menu in Flight Simulator.
Customised Scenery And Airports

Discover Great Britain is fully compatible with third party scenery, photo scenery and mesh expansions for FSX. In fact, the use of such scenery will only serve to enhance the enjoyment from this journey. Please note however that each flight starts at a specific location on the airfield that is appropriate to the default FSX airport sceneries. If you use a third party expansion airport for any of our origin airports you may find the aircraft being parked in undesirable locations. This is an unavoidable limitation of additional airport scenery. The simple solution is simply to slew your aircraft (using the slew keys) to an appropriate parking place within your version of the airport.

Enjoying The View

Our journey visits a great number of exciting locations and we encourage you to explore each in depth. We recommend that you take the time to explore each destination by flying around it and exploring the sights before moving on. This can be achieved by simply taking off from the airport and flying over each area spotting key landmarks. We have not provided a flight plan for this sightseeing. Our hope is that you take a little time after arriving at an airport to see the sights before moving on to the next flight plan. Do not feel constrained by our 65 (plus optional extra) flights. If you find an area of interest feel free to explore and return to the formal flight plans when you are ready to continue to the next destination.

The Airports That We Use

You will immediately notice that the huge international airports have by and large, been avoided in Discover GB. The reason for this is that with the excellent short field performance of the Auster Autocrat we felt that more enjoyment would be had by visiting small airstrips well off the beaten track. Expect a fair few grass landings as part of the enjoyment of the experience as you visit airstrips that you may not have even been aware of. Our real aim is to look into the nooks and crannies of Great Britain that are missed by the large jets rushing in and out of airports such as London Heathrow.

Charts

Charts for most of the included airfield can be found at the AIP section of the following website: http://www.nats-uk.ead-it.com/public/index.php.html
A Note on Flight Plans
You will see occasionally a flight plan listed below postfixed with the letter A. Such as GB001A. This means that the flightplan is an extension of an existing flight and should use the master flightplan. For this example, GB001A refers to another flight using the GB001 flight plan. You should load the master flightplan (without the postfix) and follow the notes for these optional additional flights.

GB001A
We have provided a short tutorial flight to become acquainted with the Autocraft. Simply load GB001 which will place your aircraft on the ramp at Jersey Airport. Refer to the tutorial document in this package for a fully detailed guide to flying the Auster in training circuits around the island of Jersey.

GB001 Jersey to Guernsey
A very short 10 minute flight takes us from the idyllic island of Jersey to the equally idyllic retreat of Guernsey. The short flight duration helps make this flight an ideal supplementary introduction to the Auster Autocrat. Use this short flight to practice trimming the aircraft for level flight as the Auster has no autopilot, just yourself at the controls!

GB002 Jersey to Alderney
Another gentle introductory flight takes us to Alderney. Interestingly, this small island, covering only 3 square miles is much closer to the French mainland than the mainland of England. It is only 10 miles to the Normandy region of France whilst some 60 miles from the south coast of England.

GB002A
Whilst in Alderney if you wish to overfly and explore the northern region of France, please feel free to do so. We promise not to look if you fly away from Discover GB territory before returning to Alderney!

GB003 Alderney to Plymouth
It is time for us to cover the aforementioned 60 miles, heading to Plymouth Airport on the English mainland. Whilst renowned for its rich naval history, Plymouth also provides an aviation stepping stone for small aircraft travelling to or from mainland Europe.
GB004 Plymouth to Perranporth
We leave Plymouth and head to the delightfully named Perranporth in Cornwall. The airfield is located some six miles west of Newquay, the premier surfing location in Britain! The airfield itself was originally a world war 2 fighter station before being handed over to civilian use in peacetime. If you are feeling particularly adventurous this is also the home of the Cornish Parachute Centre!

GB005 Perranporth to St Just
We fly to the very tip of the mainland UK, reaching St Just airfield at the appropriately named Land’s End. Be prepared for a grass landing and some crosswinds if you choose to add real weather to the flight!

GB006 St Just to Truro
We land at another quaint Cornish airfield, this time at Truro as we head back northeasterly.

GB007 Truro to Bodmin
We arrive at Bodmin and the haunting Bodmin Moor. During World War 1 many priceless artifacts including the Crown Jewels and the historical census - the Domesday Book were held for safekeeping at the nearby Bodmin Prison!

GB008 Bodmin to Chivenor
We have been given special virtual permission to visit the military airfield of Chivenor. Today the airfield is home to the Royal Marines and 2 search and rescue Sea King helicopters. Many people, both on land and in the sea owe their lives to the brave efforts of the rescue crews of Chivenor. During the 2004 Boscastle floods helicopter crews performed rescue operations around the clock, rescuing those stranded in the devastation cementing the place of the aircrews in the hearts of the local population. Today, the airfield regular plays host to a variety of aircraft, including large C17 and Hercules aircraft in support of Royal Marine operations around the world. Perhaps, our Auster Autocrat is an unusual visitor!

GB009 Chivenor to Swansea
We temporarily bid farewell to England, crossing the Bristol Channel into Wales, arriving in the second city of Swansea. A well equipped regional airport, Swansea serves the South Wales conurbations and heavy industry along the corridor of the M4
motorway. Whilst Wales is essentially rural, this southern corridor bounded by the motorway plays host to the primary population of Wales and the majority of its industry.

**GB009A**

There is no saved flight plan for this optional route as nature provides us with a perfect guide. Flying VFR (visual flight rules) head out East, following the coast of Wales for a visit to the capital of Wales and a landing at Cardiff Airport. Just simply follow the coastline and Cardiff Airport is impossible to miss!

**GB010 Cardiff to Swansea**

Again, there is no flight plan for this optional flight (but we have not used the A designation as it is standalone). If you chose to fly GB009A above, a short hop east across the Bristol Channel from Cardiff will bring the Auster to the city of Bristol. Head back from Bristol to Swansea to continue the journey. This whole flight can be conducted very easily using visual flight rules.

**GB011 Swansea to Pembrey**

A very short flight from Swansea brings us to Pembrey airfield. Now a civilian aerodrome the airfield is well worth a visit for its rich history. During World War 2 RAF Pembrey as it was known, played host to fighters and bomber crews. Before his Dambusters raid, Wing Commander Guy Gibson was stationed here as was Ian Smith who was later to become Rhodesian Primer Minister.

**GB012 Pembrey to Haverfordwest**

Haverfordwest is a popular market town, deep in West Wales. The adjacent imposing coastline is not to be missed, forming the Pembrokeshire Coast National Park, the only coastal park in the UK.

**GB013 Haverfordwest to Aberporth**

We continue across West Wales and descend over the market town of Cardigan and the head of the Teifi River into Aberporth Airfield. Since the war years and to this day, Aberporth has been home to military research. Currently Aberporth is involved in missile development for the military, with regular firings in test ranges stretching out to sea. The airfield shares between civilian and military use and it is not unusual to see an RAF Tornado parked here awaiting its involvement in missile testing! During the war years, the mystique of Aberporth was heightened by regular visits by Sir Winston Churchill to discuss a range of secret projects!
GB014 Aberporth to Llanbedr
We travel across the most rural region of Wales to Llanbedr in North Wales at the foot of the Snowdonia Mountains. Interestingly, akin to Aberporth, Llanbedr is involved in defence research developing a range of pilotless drones for military use.

GB015 Llanbedr to Caernarfon
A fantastic opportunity to view the majesty of the Snowdonia range from the air as we head to Caernarfon. Perhaps, Caernarfon is best known for its hugely impressive castle; in fact the name comes from the Welsh Caer Yn Arfon - translated to Castle near Anglesey.

GB016 Caernarfon to Welshpool
Our final landing in Wales is at Welshpool just four miles from the English border. The airport, referred to as the Mid Wales Airport is home to many tourist flights with a range of celebrities having landed here, including Harrison Ford and Calista Flockhart (the star of the Ally McBeal TV series). On a more serious note, the airfield is also home to the Mid Wales Air Ambulance.

GB017 Welshpool to Wolverhampton
We travel to the English Midlands, landing at Wolverhampton Airport, The city of Wolverhampton forms part of the midlands conurbation and is situated just to the west of the city of Birmingham.

GB018 Wolverhampton to Woodford
We travel north to the city of Manchester, but in keeping with the spirit of this journey we avoid Manchester International Airport and land at the nearby airfield at Woodford, home to many general aviation aircraft.

GB019 Woodford to Liverpool
A short flight westwards towards the coast brings us to Liverpool “John Lennon” airport. A busy regional airport, both in terms of general aviation traffic and low cost jet airlines the airport sits on the banks of the world famous River Mersey.

GB020 Liverpool to Blackpool
We travel north to Blackpool Airport. Forever associated with beach holidays and
fairground attractions, Blackpool has attracted holidaymakers since the turn of the 20th Century who delight in visiting the Pleasure Beach. During the winter months the town is world famous for the Blackpool Illuminations and the “Golden Mile” where the main street is lit with festive display lights.

**GB021 Blackpool to Walney Island**
Walney island is a small island on the West Coast, that forms part of the county of Cumbria and is joined to the mainland by bridge. For aviators, the island has the dubious reputation as being the windiest lowland spot in the entire British Isles. If you are keen for a challenge, visit the island using the real weather option of Flight Simulator.

**GB022 Walney Island to the Isle of Man**
We head out across the Irish Sea, making landfall at Ronaldsway Airport in the Isle of Man. The island is famed for the peak of Snaefell, where it is said that anyone standing atop Snaefell on a clear day has a vista of 5 kingdoms - England, Ireland, Scotland, Wales and the kingdom of Heaven!

**GB023 Isle of Man to Belfast City**
We make a forray into Northern Ireland, landing at the commuter airport of Belfast City. Named after the local footballer George Best, the airfield is shared by the aircraft construction company Shorts/Bombardier renowned for a wide range of iconic aircraft.

**GB024 Belfast City to Islay**
We head back across the Irish Sea, making landfall in Scotland at the picturesque island of Islay. Referred to as the Queen of the Hebrides the island forms the southernmost island of the Hebrides chain. The main industry of the island is brewing of malt Whisky, although as we are about to take to the air, we do recommend a regime of soft drinks whilst we visit Islay!

**GB025 Islay to Prestwick**
Prestwick is a busy airport. Although officially named Glasgow Prestwick Airport, it actually is sited some 30 miles from the city. The airport is a major cargo hub and also serves
international passenger flights in addition to general aviation operations, making it one of the busiest airports in Scotland and one of the largest of our tour. The claim to fame of the airport is that it is reputed to be the only United Kingdom soil to be touched by Elvis Presley, when he alighted from a military aircraft during a refuelling stop before returning him home during his national service. This has recently been challenged with discussion of a secret visit to London, but Prestwick officials state that until proof is given of a visit elsewhere it will remain the only part of the UK recognised as visited by Presley.

**GB026 Prestwick to Glasgow**

We travel from one busy airport to another, to visit Glasgow Airport. Served by heavy aircraft and general aviation alike, Glasgow Airport is one of the busiest in the UK.

**GB027 Glasgow to North Connel**

We land at North Connel airport, adjacent to the picturesque town of Oban. This is picture postcard Scotland on the Firth of Lorn and is much loved by tourists.

**GB028 North Connel to Tiree**

We head back out to the islands with a visit to Tiree. The most westerly of the inner Hebrides, Tiree actually boasts a higher percentage of sunshine hours during spring and summer than almost anywhere else in the United Kingdom.

**GB029 Tiree to Barra**

The island of Barra is unique in being a predominantly Gaelic speaking island. Renowned for its stunning beaches, wild flowers and nature walks, the island is a haven for the discerning tourist.

**GB030 Barra to Benbecula**

We arrive on the island of Benbecula. Benbecula is an island of freshwater lochs and moorland and is home to a wide range of wildlife. For aviators, the VOR station often ensures that Benbecula is a welcome navigational aid for traffic arriving from the Atlantic Ocean approaches.

**GB031 Benbecula to Stornoway**

Akin to Benbecula, Stornoway is no stranger to aviation traffic, often featuring on the
routes of transatlantic jets, albeit passing overhead in excess of 30,000ft. For more modest general aviation traffic Stornoway is often a stopping off point for those flying to Iceland and Greenland and other Atlantic destinations.

**GB032 Stornoway to Inverness**
A long flight east brings us to the famous Scottish town of Inverness and its well equipped regional airfield.

**GB032A**
An optional flight involves heading west out of Inverness and overflying the iconic shores of Loch Ness. If you fly low enough you just might spot “Nessie” the Loch Ness Monster! Simply head west from the airport and follow the shores before returning to Inverness.

**GB033 Inverness to Wick**
We travel ever northwards to the tip of the Scottish mainland at Wick. Known for rough gales and heavy weather those up for a real challenge may wish to load current weather conditions into the simulator, especially in the winter months. Beware, however, to ensure the cloud base supports a visual landing with the Autocrat!

**GB034 Wick to Kirkwall**
We reach the Orkney Islands with a landing at Kirkwall. During the year whales can be seen passing close to the island, so keep your eyes peeled!

**GB035 Kirkwall to Stronsay**
We continue across the Orkneys to the tiny island of Stronsay, covering only 13 square miles. Aviators should be pleased to note that the island is relatively flat, with an elevation of a little over 100ft above sea level.

**GB036 Stronsay to Papa Westray**
We continue across the island chain to Papa Westray.

**GB037 Papa Westray to Westray**
Welcome to the shortest scheduled airline flight in the world, from Papa Westray to the adjacent Westray Island. When the ferry service was cancelled an airline stepped in
during the latter months of 2009 to ferry school children between the islands. Officially the shortest airline flight in the world, this is also likely to be the shortest return flight you ever make in Flight Simulator. Believe it or not the travelling time is around 47 seconds from airport to airport. In fact, the entire journey distance is shorter than the length of the runway at Edinburgh Airport! Don’t bother to retract your flaps or landing gear or to climb higher than around 200ft or so!

GB038 Westray to Papa Westray
We could hardly miss the opportunity to make the return leg of the world’s shortest scheduled airline flight. Travelling eastbound the headwinds can increase the journey time considerably, to erm, well, just over a minute in the air!

GB039 Papa Westray to Fair Isle
We visit the most remote inhabited island in the United Kingdom, with a visit to Fair Isle, providing an idle stopping off point, straddling the Orkney and Shetlands island chain.

GB040 Fair Isle to Sumburgh
We continue ever northwards to Sumburgh, the main airport serving the Shetland Isles. Unusually, in addition to a runway for fixed wing aircraft a runway has been provided for helicopters, rather than the traditional landing pad.

GB041 Sumburgh to Unst
We continue across the Shetland Islands to Unst. Whilst we visit Unst, we must pay a tribute to Bobby and his bus shelter! A teenager named Bobby was distraught to hear that the local bus shelter was going to be removed. He actually used it as an impromptu bicycle shed and rest point on the way to school. He contacted the local council who not only decided to keep the shelter, but along with local residents decorate it in his honour. It is equipped with carpet, television and even a computer. In 2009 the local council painted the shelter a pink colour, in honour of Bobby raising funds for Breast Cancer Research! Well done Bobby!

GB042 Unst to Whalsay
Well land on the small airstrip at Skaw on Whalsay Island. The island is composed mainly of peat, with crofting and fishing being the primary trades.

GB043 Whalsay to Tingwall
We land at Tingwall. The name Tingwall is derived from old Norse, meaning Gathering of the Assembly. This reflects the fact that this was the seat of the Norse government who administered the Shetland Islands.

**GB044 Tingwall to North Ronaldsay**

With North Ronaldsay being our northernmost point, at approximately 60 degrees north, we return south from here.

**GB045 North Ronaldsay to Kinloss**

We return south and visit RAF Kinloss on the mainland. The entire UK Nimrod fleet is based at Kinloss, engaged in a range of activities including maritime surveillance.

**GB046 Kinloss to Dundee**

We continue south and visit the scenic city of Dundee.

**GB047 Dundee to Dyce**

We divert slightly to the north, to visit Aberdeen. We have chosen this route to ensure that you have the opportunity to overfly this very scenic part of Eastern Scotland before reaching the coast at Aberdeen. The airport itself is busy, serving the oil industry and regular helicopter shuttle flights out to the North Sea oilrigs.

**GB048 Dyce to Crail**

We return to a southbound track and visit Crail. The beautiful town and harbour supports many period buildings lovingly restored by the National Trust and is seen as a key heritage site for Scotland.

**GB049 Crail to Edinburgh**

An opportunity to follow along the Firth of Forth to Edinburgh. Look out for the famous Forth Road Bridge! before making a landing at this busy international airport in the Scottish capital.

**GB050 Edinburgh to Carlisle**

We cross over the border and return to England, visiting the town of Carlisle.
GB051 Carlisle to Newcastle
We travel east, following the route of Hadrians Wall. This wall, built by the Roman Emperor Hadrian was built as a barrier between the Roman Empire and the Scots. Although largely fallen into disarray, many remains can still be found in semi derelict state. We land at the busy regional airport at Newcastle, the largest city in the North East of England renowned for its “Geordie” population.

GB052 Newcastle to Teesside
We continue south to Teesside Airport. Today, the airport stands close to the industrial complexes of Hartlepool and close to the massive ICI Billingham chemical works. Yet for all of this industry, a short flight out of the airport returns us to the rolling countryside of the northern counties of England.

GB053 Teesside to Brough
We reach the small Brough airfield adjacent to the city of Hull, on the banks of the River Humber. The British Aerospace factory shares the runway with civilian traffic. Many aircraft and aircraft components have been manufactured here, including the Harrier Jumpjet!

GB053A
Feel free to fly along the River Humber by following its path east from Brough. You will eventually meet the famous Spurn Point where a small spit of land juts out into the North Sea. Spurn Point is a famous nature reserve at the mouth of the Humber Estuary and is in constant danger of coastal erosion separating the point from the mainland. Just north of Spurn Point is Easington, one of the primary import points for natural gas and North Sea Oil. Follow back west and if you wish, land just south of Brough at Humberside Airport before returning to Brough. Ensure you explore the huge suspension bridge, the Humber Bridge, until recently the world’s largest single span suspension bridge, dwarfing the Golden Gate bridge.

GB054 Brough to North Coates
We travel to the Southern bank of the Humber Estuary to visit North Coates, serving the fishing town of Grimsby and the coastal resort of Cleethorpes.

GB055 North Coates to Fenland
We reach “The Fens”, the historic lowlands of England, home to a mass of waterways.
such as the nearby Norfolk Broads and a multitude of wildlife reserves

**GB056 Fenland to East Midlands**

We turn inland to the busy East Midlands Airport. This busy regional airport serves a wide variety of passenger traffic and is also famed for its night cargo flights, being the second largest cargo airport in the United Kingdom (after Heathrow), serving the Royal Mail, TNT and United Parcels Service (UPS) amongst other notable parcel carriers.

**GB057 East Midlands to Kidlington**

We fly southward and reach Kidlington on the outskirts of the city of Oxford

**GB058 Kidlington to London City**

Our route from Kidlington to London City has been specially formulated to offer a grandstand view of the primary sites of London. Travelling directly west to east over the heart of the city you will overfly the River Thames, Buckingham Palace, the Houses of Parliament and the Tower of London, to name but a few iconic tourist sites as you descend into London City Airport.

**GB059 London City to Shoreham**

We head to the South Coast and make a landing at Shoreham Airfield. Shoreham is a “must visit” airfield being the oldest licenced airfield in the UK, opening in 1910! During World War 2, RAF Shoreham was home to squadrons of Hurricane and Spitfires along with a raft of other aircraft!

**GB060 Shoreham to Southampton**

We continue across the south coast of the UK, landing at Southampton, a growing regional airport, handing nearly 2 million passengers in 2009. Southampton is an appropriate airfield to visit after Shoreham as both airfields have a historic Supermarine Spitfire link. Whilst Spitfires were based at Shoreham, Southampton has a claim to fame in that the first Spitfire test flight took place from the airport on the 5th March 1936.

**GB061 Southampton to Sandown**

A short hop across the Solent brings us to the popular holiday destination of the Isle of Wight
GB062 Sandown to Bournemouth
We continue the holiday theme, returning back to the mainland with a landing at Bournemouth, a popular south coast holiday resort.

GB063 Bournemouth to Thruxton
We land at Thruxton airfield, close to the historic town of Salisbury and Salisbury Plain.

GB063A
A short flight from Thruxton allows us to visit Stonehenge! Depart from runway 25. Fly a heading of 255 degrees at 80 knots for 4 minutes. You will see Boscome Down runway pass by your left wing and then you spot a roundabout on the main road under you. At around the 4 minute mark you should see the fork in the road. Stonehenge is very small but it is in the middle of the Y. Feel free to fly low and slow to get a good view of the stones before returning to Thruxton.

GB064 Thruxton To Exeter
We continue southwest to Exeter airport. During the "Battle of Britain" in 1944, this was a key airfield for the RAF with over 24 squadrons from Fighter Command using the
airfield as a base, representing nearly every fighter in service with the RAF. In addition, the United States used Exeter as a staging post for the D-Day, flying paratroopers from the airfield who were dropped over Carentan in Northern France as part of the invasion.

**GB065 Exeter to St Mary’s**

We fly a long flight over Devon and Cornwall before heading out over the sea to reach St Mary’s on the Scilly Isles. This duration flight of around 2 hours will put your flying skills to the test. However, much of it is over land with copious landmarks and diversionary airports.

**GB066 St Mary’s to Jersey**

From the most Westerly point of the United Kingdom we take a long 2 hour water crossing to return us to our starting point on the island of Jersey. Fans of dead reckoning flying will be right at home with this final challenge. If you are unsure of your navigation skills, the Flight Simulator GPS route line will guide you safely to Jersey and the end of our tour!

I hope that you have enjoyed this massive tour of Great Britain as much as the team has in producing it for you. We have learnt a great deal along the way, and we hope that you will too, sharpening up your flying skills and perhaps picking up some historical knowledge along the way! In all sincerity, we appreciate your interest in flying with us on these voyages of Discovery.

*Jane-Rachel Whittaker*