CARGO CREW

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Introduction

Thank you for purchasing Cargo Crew!

Welcome to your new career as the lead pilot for the Cargo Crew Company. The company is a small, but dedicated operation, operating cargo services right around the world with the iconic Douglas DC-3.

Your career as a cargo pilot is very different of the life of your passenger carrying brethren. Freight dogs, as they are affectionately called in the industry, often travel on around the world trips with their aircraft and are away from home many weeks before returning to their home base. Flight legs are often alternated with a relief crew, with the primary crew flying ahead of the aircraft to take some rest at key locations along the route, awaiting the arrival of their aircraft and the relief crew before continuing the circumnavigation. Cargo Crew simulates one such trip, with 20 flights spanning the globe! You will visit major cargo hubs, small airfields that are rarely visited, well away from the main airways and have to battle against the forces of Mother Nature. Cargo flying is a very different experience to any other form of commercial aviation, but seasoned freight dogs will tell you that it is often the most rewarding!

The Aircraft And Weather

All of the flights are setup by default to use the custom Cargo Crew DC-3 included with this pack. You can just jump in right away and fly any flight, knowing that you have a perfect choice of aircraft for the task in hand.

However, should you wish to use a favourite aircraft of your own, simply check the "Enable changes in selected mission" box on the missions selection screen. You can then use your own aircraft from within each mission by utilising the Aircraft menu and selecting any aircraft within your hangar. It is wise to always validate that the aircraft you choose is suitable for both the flight duration and the length of runway of your chosen mission.

If you wish to make the challenges even more spectacular, you can adjust the weather to your heart's content utilising the same method as discussed above and changing the weather from within the mission.

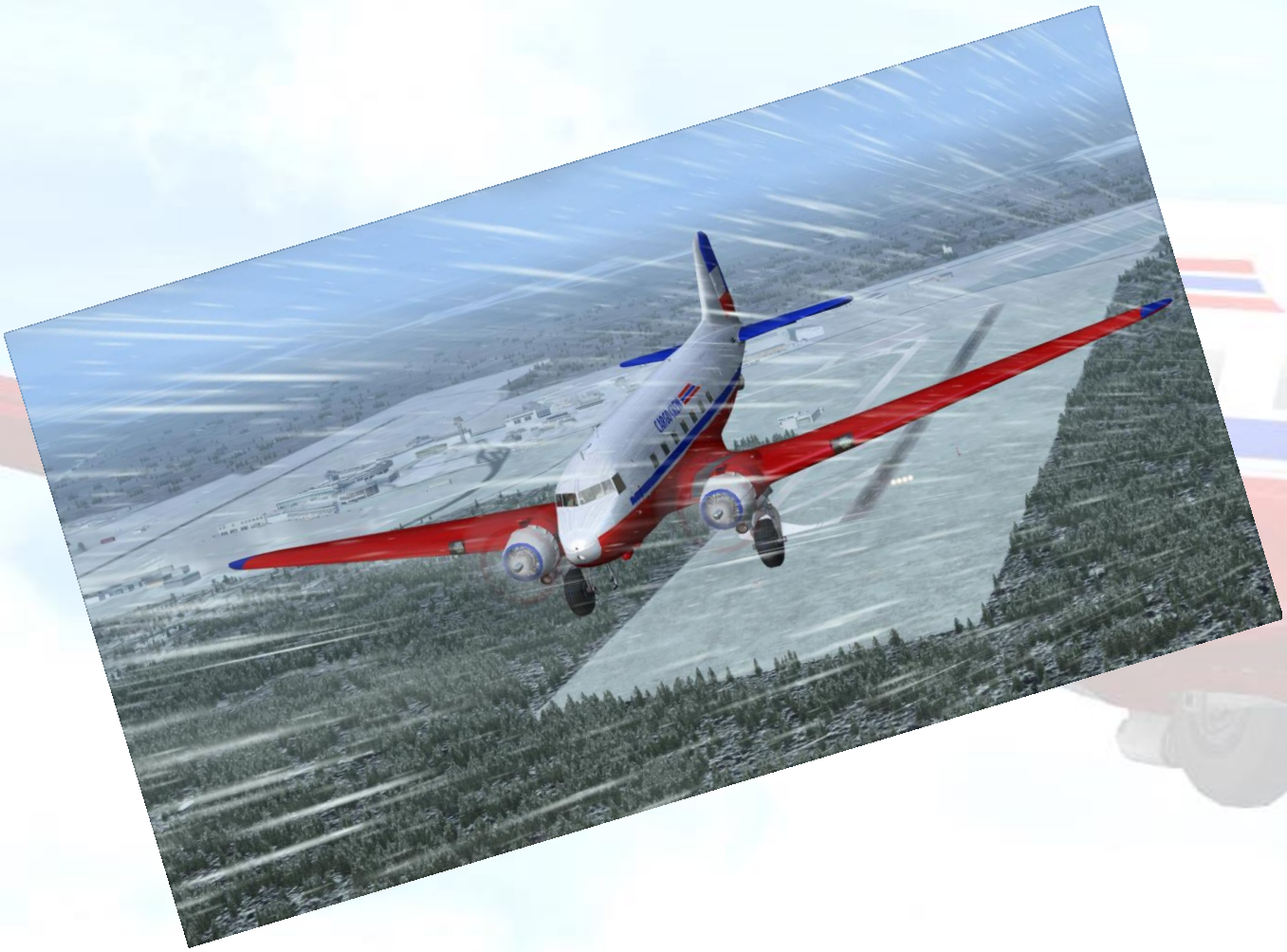
Flying The Flights

Each flight has been designed to be flown by following the flight plan automatically provided within the flight simulator's GPS for each mission. For maximum enjoyment, rather than just set up each mission pre-prepared for final approach, each mission includes a full and authentic flight plan taking you to your destination. Flight durations vary from 30 minutes to over 3 hours and follow actual flight plans used by the airlines and general aviation aircraft. You should follow the approach procedures at each airport by ensuring you always track the GPS.

Please note that the FSX mission compass has not been included, except in the missions were indicated. Unless instructed otherwise, you should navigate using both the GPS and the Air Traffic Control facilities of the simulator.

Starting Your Mission

Each mission, complete with a briefing can be found from within the Missions screen of Flight Simulator X: Steam Edition. Change the category, using the drop down menu and select "Cargo Crew" to list each mission in the display window.



Air Traffic Control

Cargo Crew has been designed to fully support the Air Traffic control facilities within Microsoft Flight Simulator: Steam Edition. You should make full use of the ATC to guide you for your entire route of flight, from pushback to landing unless requested otherwise in the mission briefing.

Starting Your Descent

In aviation, there is no set point at which aircraft will start their descent for an airport. When you descend is based on a number of factors, including ATC requirements, weather, and performance limitations of your aircraft.

However, there is a handy rule of thumb used by pilots that will help you decide when you should be descending:-

Divide your altitude by 1000

Multiply this number by 3

This will give you the number of miles to start your descent to reach sea level. Modify accordingly, based on the elevation of your arrival airport.

For example, we wish to reach sea level from 30,000ft. This yields 30x3, giving us a guide to start our descent 90 miles from the airport.

To arrive at an airport 10,000ft above sea level from 30,000ft we must descend 20,000ft. This yields 20x3, giving us a descent distance of 60 miles.

I usually give another 10 miles to this figure, for good measure, allowing plenty of time for deceleration to landing speeds.

Choosing Your Runway

You will be guided to both your take-off and landing runway using the ATC facilities of flight simulator. Ensure that you fully comply with all ATC taxi, take-off and landing instructions to get the most enjoyment from Cargo Crew.

On Route Diversions

In some missions you may be asked to divert to a new airport. You can achieve this by opening the ATC dialogue window and using the **"select a new IFR destination**" option. A flight planning panel will open, offering you the option to create a new flight plan. Keep the origin airport as already defined and change the destination to that requested by your co-pilot for the diversion. Create an IFR (direct GPS) flight plan, with the **"Find Route"** option in the flight planner and save it using the dialog box. Return to the simulator main screen and ATC will now divert you to your new chosen airport.

MISSION 1: Little River to San Francisco

ESTIMATED TIME TO COMPLETE: 1 hr 30 minutes

BRIEFING: An introductory flight to the iconic DC-3, takes us from Little River, California to San Francisco

San Francisco Intl (KSFO)

ATIS:	**118.850 MHz**
Clearance Delivery:	**118.200 MHz**
Clearance Pre-Taxi:	**118.200 MHz**
Ground:	**121.800 MHz**
Tower:	**120.500 MHz**
Tower:	**125.150 MHz**
Tower:	**127.675 MHz**
Tower:	**128.650 MHz**
Departure:	**120.900 MHz**
Departure:	**135.100 MHz**
Approach:	**120.350 MHz**
Approach:	**135.400 MHz**
UNICOM:	**122.950 MHz**
AWOS:	**118.050 MHz**
Latitude:	**N37*37.14'**
Longitude:	**W122*22.49'**
Elevation:	**12 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
10L	11861	Asphalt			
28R	11861	Asphalt	IGWQ	111.700	283
10R	10594	Asphalt			
28L	10594	Asphalt	ISFO	109.550	283
1R	8654	Asphalt			
19L	8654	Asphalt	ISIA	108.900	193
1L	7506	Asphalt			
19R	7506	Asphalt			

HINTS AND TIPS This flight is a great opportunity to learn to handle the DC-3. The weather is good and there are no expected delays or difficulties on route. Use this short flight to really get to grips with the aircraft. You will find her a joy to handle, but don't expect rates of climb or descent equivalent to a modern jet aircraft. Aim to keep your vertical speed at less than 1000ft per minute when changing altitude. She is also a relatively slow aircraft so take that in to account when planning your flights. You should make full use of Air Traffic Control who will guide you down the coast from Little River to San Francisco for your final approach. The route of flight, over the Pacific coastline and Point Reyes National Park is one of the most scenic in the world, so sit back, relax and enjoy flying this historic aircraft.

MISSION 2: Stansted to Prestwick

ESTIMATED TIME TO COMPLETE: 1 hr 30 minutes

BRIEFING: A flight from London Stansted to Prestwick fails to go as planned!

Prestwick (EGPK)

ATIS:	**121.125 MHz**
Tower:	**118.150 MHz**
Tower:	**121.800 MHz**
Approach:	**120.550 MHz**
Approach:	**119.450 MHz**
Latitude:	**N55*30.57'**
Longitude:	**W4*35.67'**
Elevation:	**65 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
13	9778	Asphalt	IPP	110.300	126
31	9778	Asphalt	IKK	110.300	306
3	5991	Asphalt			
21	5991	Asphalt			

HINTS AND TIPS Having previously "deadheaded" across the Atlantic, you are now ready for your first revenue flight for the company. You will be flying from London Stansted, one of the world's premier cargo handling airports, to Prestwick Airport, Glasgow. Well, that is the plan, but thing's don't always go as planned!

MISSION 3: Manchester to Prestwick

ESTIMATED TIME TO COMPLETE: 2 hours

BRIEFING: We continue our journey to Prestwick after engine repairs at Manchester have been completed

Prestwick (EGPK)

ATIS:	**121.125 MHz**
Tower:	**118.150 MHz**
Tower:	**121.800 MHz**
Approach:	**120.550 MHz**
Approach:	**119.450 MHz**
Latitude:	**N55*30.57'**
Longitude:	**W4*35.67'**
Elevation:	**65 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
13	9778	Asphalt	IPP	110.300	126
31	9778	Asphalt	IKK	110.300	306
3	5991	Asphalt			
21	5991	Asphalt			

HINTS AND TIPS After a successful emergency landing in Manchester, you have been twiddling your thumbs on the tarmac whilst the DC-3 has been repaired. Ground engineers found it necessary to fit a new engine. The good news is that it will increase reliability of the aircraft, the bad news is that during the 2 days repairs have been taking place the weather has deteriorated. You can expect heavy weather and challenging flying as you continue north to finally reach Glasgow Prestwick Airport.

MISSION 4: Prestwick to Edinburgh

ESTIMATED TIME TO COMPLETE: 45 minutes

BRIEFING: During to our late arrival at Prestwick, we must make an urgent delivery to Edinburgh within 45 minutes!

Edinburgh (EGPH)

ATIS:	**131.350 MHz**
Ground:	**121.750 MHz**
Tower:	**118.700 MHz**
Approach:	**121.200 MHz**
Approach:	**128.975 MHz**
Latitude:	**N55*57.00'**
Longitude:	**W3*22.35'**
Elevation:	**135 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
6	8384	Asphalt	IVG	108.900	064
24	8384	Asphalt	ITH	108.900	244
12	5919	Asphalt			
30	5919	Asphalt			
8	2684	Asphalt			
26	2684	Asphalt			

HINTS AND TIPS You have arrived in Prestwick, after the drama of both an engine fire and stormy weather threatened to derail your cargo schedule. Unfortunately, your onward flight across Scotland to Edinburgh has been heavily delayed. We must get a cargo of perishable food to Edinburgh within 45 minutes or risk losing a connection with a waiting aircraft. If the food is spoilt, your career will likely be spoilt too!

MISSION 5: Edinburgh to Humberside

ESTIMATED TIME TO COMPLETE: 2 hours

BRIEFING: We make a transit flight to Humberside Airport, our gateway to continental Europe.

Humberside (EGNJ)

ATIS:	**124.125 MHz**
Tower:	**119.125 MHz**
Tower:	**124.900 MHz**
Approach:	**119.125 MHz**
Approach:	**129.250 MHz**
Latitude:	**N53*34.47'**
Longitude:	**W0*21.05'**
Elevation:	**121 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
3	7194	Asphalt			
21	7194	Asphalt	HIS	108.750	205
9	3397	Asphalt			
27	3397	Asphalt			

HINTS AND TIPS After making an on-time delivery to Edinburgh, we set our sights on flying in to continental Europe. First, we must make a delivery of machine parts to Humberside Airport, close to the city of Hull and a primary gateway airport for flights to the European mainland. Angel, our co-pilot states that the aircraft is now in perfect working order and that we have been routed down the east coast of the the UK, in what should prove to be an extremely scenic flight. A highlight of the trip will be the opportunity to fly over the Humber Bridge, which at the time of construction, was the world's longest single span suspension bridge, dwarfing the Golden Gate Bridge in length!

MISSION 6: Humberside to Hamburg

ESTIMATED TIME TO COMPLETE: 4 hours

BRIEFING: We fly across the North Sea, across the Netherlands and in to Germany.

Hamburg (EDDH)

ATIS:	**123.125 MHz**
Ground:	**121.800 MHz**
Tower:	**121.275 MHz**
Tower:	**126.850 MHz**
Approach:	**118.200 MHz**
Approach:	**124.625 MHz**
Latitude:	**N53*37.82'**
Longitude:	**E9*59.30'**
Elevation:	**53 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
15	12007	Asphalt	IHHS	111.350	152
33	12007	Asphalt	IHHN	109.900	332
5	10639	Asphalt	IHHE	110.500	049
23	10639	Asphalt	IHHW	111.500	229

HINTS AND TIPS We have had a rest day in Lincolnshire and are returning to Humberside Airport to re-join our aircraft which has been readied for our next flight. We prepare to make our first sea crossing, traversing the North Sea as we head in to Germany and Hamburg. We will be heading out across the water, making landfall on the Dutch coast and latterly crossing in to Germany. Angel, our co-pilot has advised that the weather for the trip is quite poor with only limited visibility. You should concentrate on following the GPS and your instruments and paying careful attention to all ATC instructions as this flight is definitely going to be an instrument flight!

MISSION 7: Hamburg to Copenhagen

ESTIMATED TIME TO COMPLETE: 90 minutes

BRIEFING: We head north across the Baltic and reach Copenhagen

Kastrup (EKCH)

ATIS:	**122.750 MHz**
Tower:	**118.100 MHz**
Departure:	**120.250 MHz**
Departure:	**124.975 MHz**
Approach:	**119.100 MHz**
Latitude:	**N55*37.07'**
Longitude:	**E12*39.36'**
Elevation:	**17 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
4L	11694	Asphalt	CH	110.500	040
22R	11694	Asphalt	KLK	110.900	220
4R	10812	Asphalt	NE	109.300	040
22L	10812	Asphalt	OXS	109.500	220
12	8728	Asphalt	KA	109.900	122
30	8728	Asphalt	OY	108.900	302

HINTS AND TIPS The aircraft has been refuelled and serviced. The flight crew are fully refreshed, so it is time to head across the Baltic Sea to Copenhagen as our final shuttle flight for today. This short 90 minute flight shouldn't pose too many problems, but be aware of cloud cover and winds on route. The aircraft is also very heavy, so you should factor that in to your landing technique. An empty aircraft doesn't generate income, so it is quite normal for cargo companies to squeeze every last inch of space out of the cargo hold! Once we reach Copenhagen we can take a well-earned rest before continuing the cargo tour.

MISSION 8: Copenhagen Rescue!

ESTIMATED TIME TO COMPLETE: 90 minutes

BRIEFING: You have been tasked to drop urgent medical supplies to a stricken Baltic ferryboat!

Kastrup (EKCH)

ATIS:	**122.750 MHz**
Tower:	**118.100 MHz**
Departure:	**120.250 MHz**
Departure:	**124.975 MHz**
Approach:	**119.100 MHz**
Latitude:	**N55*37.07'**
Longitude:	**E12*39.36'**
Elevation:	**17 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
4L	11694	Asphalt	CH	110.500	040
22R	11694	Asphalt	KLK	110.900	220
4R	10812	Asphalt	NE	109.300	040
22L	10812	Asphalt	OXS	109.500	220
12	8728	Asphalt	KA	109.900	122
30	8728	Asphalt	OY	108.900	302

HINTS AND TIPS Whilst we were at Copenhagen, radio messages have been received that a ferryboat is in trouble and sinking. It just so happens that we were fuelled and ready to go, so the emergency services have requested that we drop urgent supplies to the boat.

You should not use ATC for this flight, but be guided either by the mission compass or the last known coordinates of the vessel, which will be relayed to you during the mission. When you are over the vessel, use the SHIFT-D key combination to drop emergency medical supplies. You should then return to Copenhagen Airport to complete the mission.

MISSION 9: Copenhagen to Stockholm

ESTIMATED TIME TO COMPLETE: 3 hours 30 minutes

BRIEFING: We brave the elements, to reach Stockholm in a driving snow storm!

Arlanda (ESSA)

ATIS:	**119.000 MHz**
ATIS:	**121.625 MHz**
Clearance Delivery:	**121.825 MHz**
Ground:	**121.700 MHz**
Ground:	**121.925 MHz**
Ground:	**121.975 MHz**
Tower:	**118.500 MHz**
Tower:	**125.125 MHz**
Latitude:	**N59*39.12'**
Longitude:	**E17*55.12'**
Elevation:	**137 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
1R	8181	Asphalt	TSA	109.350	007
19L	8181	Asphalt	USA	111.350	187
1L	10803	Concrete	SSA	109.900	007
19R	10803	Concrete	NSA	110.700	187
8	8183	Concrete	WSA	109.550	072
26	8183	Concrete	ESA	110.100	252

HINTS AND TIPS We have returned to Copenhagen after our mercy dash to help a vessel in distress. Unfortunately, as we prepare to head out to Stockholm our co-pilot Angel, informs us that heavy snows are forecast.

For this flight, pay careful attention to all ATC instructions and allow them to vector you for final approach as visibility will be poor due to the heavy snows. You should pop out of the snow cloud as you establish on finals to make a visual approach to the runway.

MISSION 10: Cologne to Frankfurt

ESTIMATED TIME TO COMPLETE: 60 minutes

BRIEFING: Our aircraft arrived late in Cologne due to heavy weather. We have to make up time and reach the cargo terminal in Frankfurt within an hour so our freight can make an onward connection.

Frankfurt/Main (EDDF)

ATIS:	**118.025 MHz**
ATIS:	**118.725 MHz**
Clearance Delivery:	**121.900 MHz**
Ground:	**121.800 MHz**
Tower:	**119.900 MHz**
Departure:	**120.150 MHz**
Departure:	**136.125 MHz**
Approach:	**118.450 MHz**
FSS:	**119.150 MHz**
Latitude:	**N50*02.00'**
Longitude:	**E8*34.23'**
Elevation:	**364 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
7L	13099	Concrete	IFNE	110.100	069
25R	13099	Concrete	IFNW	109.500	249
18	13123	Concrete			
26L	8202	Concrete	IFWL	111.350	248
7R	13102	Concrete	IFSE	110.950	069
25L	13102	Concrete	IFSW	110.700	249

HINTS AND TIPS We flew ahead of our aircraft to Cologne, to take a short break before continuing our cargo trip. The relief crew have just arrived with our DC-3, but were delayed due to inclement weather. We must make it to Frankfurt within an hour for our cargo to be transferred to another aircraft.

MISSION 11: Athens to Lesvos

ESTIMATED TIME TO COMPLETE: 90 minutes

BRIEFING: A beautiful sunrise flight from Athens to the tourist island of Lesvos as we deliver agricultural parts.

Odysseas Elytis (LGMT)

Tower:	**122.100 MHz**
Tower:	**123.850 MHz**
Approach:	**122.100 MHz**
Approach:	**123.850 MHz**
Latitude:	**N39*03.44'**
Longitude:	**E26*35.87'**
Elevation:	**57 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
14	7896	Asphalt			
32	7896	Asphalt			

HINTS AND TIPS A wonderful morning for flying as we had across the Aegean. We cross an archipelago of idyllic islands as we fly from the Greek capital of Athens to Lesvos. This flight should pose no problems, so sit back, relax and enjoy some of the world's most stunning scenery!

MISSION 12: Cyprus to Ben Gurion

ESTIMATED TIME TO COMPLETE: 2 hours

BRIEFING: A night flight across the Mediterranean to Ben Gurion Airport in Israel.

Larnaca Intl (LCLK)

Tower:	**119.400 MHz**
Tower:	**121.200 MHz**
Approach:	**121.200 MHz**
Latitude:	**N34*52.73'**
Longitude:	**E33*37.82'**
Elevation:	**8 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
4	9814	Asphalt			
22	9814	Asphalt	ILC	110.300	222

HINTS AND TIPS Our first night flight takes us across the Mediterranean to Ben Gurion Airport in Israel. Night flying brings its own set of challenges, the most prominent of which is maintaining situational awareness with no outside references. This issue is compounded by flying over water. You will need to carefully monitor your instruments to maintain confirmation of the position and orientation of the aircraft.

Please note, this flight works great with the Ben Gurion Airport scenery for FSX:SE available at the Steam Store! It will also work with default scenery.

MISSION 13: Shanghai to Taipei

ESTIMATED TIME TO COMPLETE: 4 hours

BRIEFING: A flight across the East China Sea from Shanghai to Taipei. Thunderstorms are a major problem this time of the year.

Chiang Kai Shek Intl (RCTP)

ATIS:	**127.600 MHz**
Clearance Delivery:	**121.800 MHz**
Ground:	**121.700 MHz**
Tower:	**118.700 MHz**
Approach:	**119.500 MHz**
Latitude:	**N25*04.81'**
Longitude:	**E121*13.93'**
Elevation:	**107 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
5	12020	Concrete	ITIA	111.100	052
23	12020	Concrete	ITYA	109.300	232
6	11001	Concrete	ICKS	110.700	052
24	11001	Concrete	ICJN	111.900	232

HINTS AND TIPS We have travelled to China, "deadheading" another aircraft and taken rest days in Shanghai, ahead of our next flight. The day for our flight has arrived, the aircraft is on the ramp and loaded and all seems well until the news breaks that a major storm system, Typhoon Ellie, is engulfing the entire East China Sea. It is not an unusual occurrence this time of the year, but it will make for hazardous flying. Unfortunately, we are carrying a hold full of urgent automotive parts so we need to get across to Taiwan. You will have to pay careful attention to the storm cells in your path, diverting around any cumulonimbus clouds that you encounter. As Captain, you have ordered additional fuel to be loaded for diversions, so fuel is not an issue. However, this extra weight of fuel means a very heavy take-off from Shanghai with the associated reduction in aircraft performance. Take great care on the take-off and expect to find yourself in the midst of the storm, shortly after going "wheels up"!

MISSION 14: Sydney to Canberra

ESTIMATED TIME TO COMPLETE: 90 minutes

BRIEFING: We fly from Sydney to Canberra, fighting heavy winds!

Canberra (YSCB)

ATIS:	**127.450 MHz**
Clearance Delivery:	**121.700 MHz**
Ground:	**121.700 MHz**
Tower:	**118.700 MHz**
Approach:	**124.500 MHz**
Approach:	**125.900 MHz**
FSS:	**125.900 MHz**
MULTICOMM:	**118.700 MHz**
Latitude:	**S35*18.41'**
Longitude:	**E149*11.70'**
Elevation:	**1886 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
17	8806	Asphalt			
35	8806	Asphalt	ICB	109.500	348
12	5516	Asphalt			
30	5516	Asphalt			

HINTS AND TIPS After a couple of rest days in Sydney, waiting for the relief crew and the DC-3 to catch up with us it is time to move on. Ahead of us lies a challenging 90 minute flight to Canberra. The forecast weather warns of heavy winds, so pay careful attention to the handling of your aircraft and be alert to both dangerous windshear and aircraft drift. The winds are close to the operating limit of the aircraft, so you will need all your wits about you, especially during the take-off and landing phase of the flight.

MISSION 15: Nadi to Namalata

ESTIMATED TIME TO COMPLETE: 55 minutes

BRIEFING: A flight using dead reckoning across the Fijian islands!

Namalata (NFKD)

Latitude:	**S19*03.00'**
Longitude:	**E178*10.00'**
Elevation:	**6 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
16	919	Asphalt			
34	919	Asphalt			

HINTS AND TIPS We have flown from Australia to the tropical paradise of Fiji. A short hop to the nearby island of Namalata gives us our first flight using dead reckoning without the help of navigation aids. The GPS has been loaded with the flight plan and you can request an IFR flight with ATC, however, for maximum realism and challenge it is suggested that you fly without GPS or ATC assistance concentrating on your dead reckoning skills.

You should travel on a course of 140 degrees for 83 miles once you get airborne. This will take us directly to Namalata where we can make a visual approach to the runway. We have a slight crosswind so land on a runway of your choice. Dead reckoning in remote areas is a key tool in the arsenal of the cargo pilot, who is often requested to fly in lonely parts of the world, well away from the regular passenger service routes.

The very short runway, of less than 1000ft requires very careful handling and a slow approach speed and also poses a significant challenge. However, with careful airspeed management, use of full flaps and a perfect aiming point a safe landing is entirely possible.

MISSION 16: Honolulu to Hilo

ESTIMATED TIME TO COMPLETE: 1 hour 50 minutes

BRIEFING: Fly across Hawaii in heavy rain to the island of Hilo.

Hilo Intl (PHTO)

ATIS:	**126.400 MHz**
CTAF:	**118.100 MHz**
Ground:	**121.900 MHz**
Tower:	**118.100 MHz**
Departure:	**119.700 MHz**
Approach:	**119.700 MHz**
FSS:	**122.100 MHz**
Latitude:	**N19*43.22'**
Longitude:	**W155*02.91'**
Elevation:	**38 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
8	9796	Asphalt			
26	9796	Asphalt	IITO	110.700	260
3	5610	Asphalt			
21	5610	Asphalt			

HINTS AND TIPS A wet and windy day greets us as we fly from Hawaii to Hilo, on a picturesque flight across the Hawaiian Archipelago. You should aim to find the sweet spot of flying below the cloud, whilst remaining above the terrain. For the ultimate challenge, fly the flight without ATC and fly visually to Hilo, navigating around both the weather and the mountains!

MISSION 17: Vancouver to Squamish

ESTIMATED TIME TO COMPLETE: 30 minutes

BRIEFING: Fly directly north to the small strip at Squamish. A real challenge for your mountain flying skills!

Squamish (CYSE)

UNICOM:	**122.800 MHz**
Latitude:	**N49*46.90'**
Longitude:	**W123*09.72'**
Elevation:	**171 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
14	2400	Asphalt			
32	2400	Asphalt			

HINTS AND TIPS In this flight we will be flying from Vancouver to Squamish.

Squamish has been rated as one of the top 10 scenic aircraft approaches in the world, so this is a flight that is extremely popular with pilots from around the world. We should consider ourselves lucky that the Cargo Crew Company has a regular shuttle service from Vancouver with food supplies.

The airfield at Squamish is nestled in the mountains, so this is a great chance to brush up on your mountain flying. You can fly north and follow the waterway of Howe Sound directly to Squamish. Howe Sound is immediately to the north after take-off from here at Vancouver. It will lead you to the airport, but beware the mountains.

You should stay within the confines of the waterway to reach Squamish. That will avoid having to climb over the mountains as we can cut through them. However, the price is that we must be very careful to avoid a mountain collision!

Given that you are following a specific path to the airport, you may want to fly this flight without using the FSX ATC facilities.

MISSION 18: Vancouver to Seattle

ESTIMATED TIME TO COMPLETE: 1 hour 30 minutes

BRIEFING: Fly south from Vancouver to Seattle. The weather forecast is for extreme winds, so take great care!

Seattle-Tacoma Intl (KSEA)

ATIS:	**118.000 MHz**
Clearance Delivery:	**128.000 MHz**
Clearance Pre-Taxi:	**128.000 MHz**
Ground:	**121.700 MHz**
Tower:	**119.900 MHz**
Departure:	**119.200 MHz**
Departure:	**126.500 MHz**
Approach:	**119.200 MHz**
UNICOM:	**122.950 MHz**
Latitude:	**N47*26.94'**
Longitude:	**W122*18.56'**
Elevation:	**433 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
16L	11894	Asphalt	ISNQ	110.300	161
34R	11894	Asphalt	ISEA	110.300	341
16R	9421	Concrete	ISZI	111.700	161
34L	9421	Concrete	ITUC	111.700	34

HINTS AND TIPS We start to head south across the United States, crossing the Canadian border just south of Vancouver and heading for the city of Seattle. Angel, our co-pilot has received the weather briefing and we have been warned of high winds for the entire journey!

This will be the ultimate test of your DC-3 flying skills as the winds are close to the operating limits of the aircraft. Take great care when handling the aircraft and do not be afraid to make a go-around in Seattle if the crosswind gusts blow you off course. There is plenty of fuel to make enough attempts to get down safely!

MISSION 19: Los Angeles to Monterey

ESTIMATED TIME TO COMPLETE: 2 hours

BRIEFING: One of the most scenic flights in the world, as we head north following California Highway 1 to Monterey

Monterey Peninsula (KMRY)

ATIS:	**119.250 MHz**
Clearance Delivery:	**135.450 MHz**
CTAF:	**118.400 MHz**
Ground:	**121.900 MHz**
Tower:	**118.400 MHz**
Departure:	**127.150 MHz**
Approach:	**127.150 MHz**
UNICOM:	**122.950 MHz**
Latitude:	**N36*35.22'**
Longitude:	**W121*50.58'**
Elevation:	**257 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
10R	7611	Asphalt	IMRY	110.700	098
28L	7611	Asphalt	IMTB	110.700	278
10L	3510	Asphalt			
28R	3510	Asphalt			

HINTS AND TIPS We rejoin our DC-3 in Los Angeles, after having been flown further south by the rotating relief crew. We start the journey north as we head back to the Cargo Crew Company's home base of San Francisco. First, we have a delivery to make on the California coast at Monterey.

After the hard work of the last flight, this is an easy ride where you can enjoy the real beauty of California. We will follow the tourist route of California Highway 1 as it hugs the coastline all the way to Monterey. Highway 1 is one of the premier destinations for tourists from all over the world and we will get a bird's eye view of the spectacular beauty of the California coast.

MISSION 20: Monterey to San Francisco

ESTIMATED TIME TO COMPLETE: 45 minutes

BRIEFING: The trip around the world comes to an end as you travel the final miles up the California coast back to our home base at San Francisco.

San Francisco Intl (KSFO)

ATIS:	**118.850 MHz**
ATIS:	**135.450 MHz**
Clearance Delivery:	**118.200 MHz**
Clearance Pre-Taxi:	**118.200 MHz**
Ground:	**121.800 MHz**
Ground:	**128.650 MHz**
Tower:	**120.500 MHz**
Departure:	**120.900 MHz**
Approach:	**120.350 MHz**
UNICOM:	**122.950 MHz**
AWOS:	**118.050 MHz**
Latitude:	**N37*37.14'**
Longitude:	**W122*22.49'**
Elevation:	**13 FT**

Runway	Length	Surface	ILS ID	ILS Freq	ILS Hdg
10L	11861	Asphalt			
28R	11861	Asphalt	IGWQ	111.700	283
10R	10594	Asphalt			
28L	10594	Asphalt	ISFO	109.550	283
1R	8654	Asphalt			
19L	8654	Asphalt	ISIA	108.900	193
1L	7506	Asphalt			
19R	7506	Asphalt			

HINTS AND TIPS Our final flight is a spectacular short hop of only 45 minutes as we traverse further up the California coast to our home base of San Francisco. If you have flown all 20 flights, you have now completed an adventure that has stretched right around the world!

You can take a well-earned rest before the company calls you back to the cockpit for the next tour in the iconic DC-3!

Rosie Davies Appeal

Proceeds from the sale of Cargo Crew provides direct financial support for the Rosie Davies Appeal.

Rosie was born with her legs stuck in a crossed position and a gap in her spine. She has Caudal Regression Syndrome and is one of just three people in the world to undergo life-saving and pioneering surgery. Despite having her legs amputated below the knee and the removal of a kidney, it has not stopped her getting around.

Rosie, who describes herself as “a daredevil, nosey, and extra lucky”, has great upper body strength. She uses her arms to push herself along on her skateboard and she can walk on her hands. Surgeons used some of Rosie’s amputated leg bone to fill the gap in her spine between the bottom of her chest and the top of her pelvis. Special rods and plates were then used to secure her chest to her pelvis. As the bone healed it became a natural support.

However, whilst this surgery has undoubtedly saved the life of this tenacious little girl, it is not a panacea for all of her issues. Her lower body remains paralyzed without sensation and Rosie will never walk. As she grows, she faces further major ongoing surgeries to stabilize her body.

Not that amputations have slowed Rosie, far from it! She can often be found outside of her home in the UK midlands town of Walsall on her skateboard and playing with her friends. Whilst others would be confined to a wheelchair, Rosie lives life to the full, on her hands or scooting on her skateboard. If you call her disabled to her face, you can expect a quizzical look and a flat denial from a girl who considers herself to have a very lucky life.

Yet, her care needs are ever present in a multitude of forms, from medical equipment, to specialist clothing (Rosie is not able to wear pants due to a stomach bag and medical appliances permanently attached on the outside of her body!) to just letting a little girl have fun, with a new teddy bear to take to bed or a day out to the zoo.

These needs are never going to go away, with ongoing medical treatments and major surgeries all being part and parcel of Rosie's life. The good news is that with your generous support in purchasing Cargo Crew the care is never going to go away either!

Credits

Mission Design and Programming – Jane Whittaker
Voiceovers - Angel Heaven Lee
Art Support - Daniel Dunn

Special Thanks

Nick Rooke, Simon Sauntson, Aimee Sanjari and all the Dovetail team
Ellie, Thimble, Tanna, Kate, Ben and all the Silverman family!
The MacIntyre Family
Rosie Davies, Mia Davies and their amazing mother Amanda!
Derek Davis and all the PC Pilot team.
Claire Whittaker

Especially, you for buying and we hope enjoying this product!