



## Helicopter Tour Russia, 9<sup>th</sup> to 22<sup>nd</sup> of May 2015

14 days

This is our Russian Adventure where we bring in a good serving of luxury compared to previous trips. Out via Poland and Belarus and back via Estonia, a fascinating journey through the countries bordering Europe. Thanks to our partnership with the Russian Helicopter Club what was previously impossible is now a reality and the real icing on top, we hope, is to follow the newly created Heli-Lane along the Mockba river – past Red Square, the Kremlin and overflying the spot Mathias Rust landed his Cessna 152 in 1987. After Moscow, we will continue to St.Petersburg, before leaving for home.

The flying will be good, the ground events and company will be fantastic.

### Prices

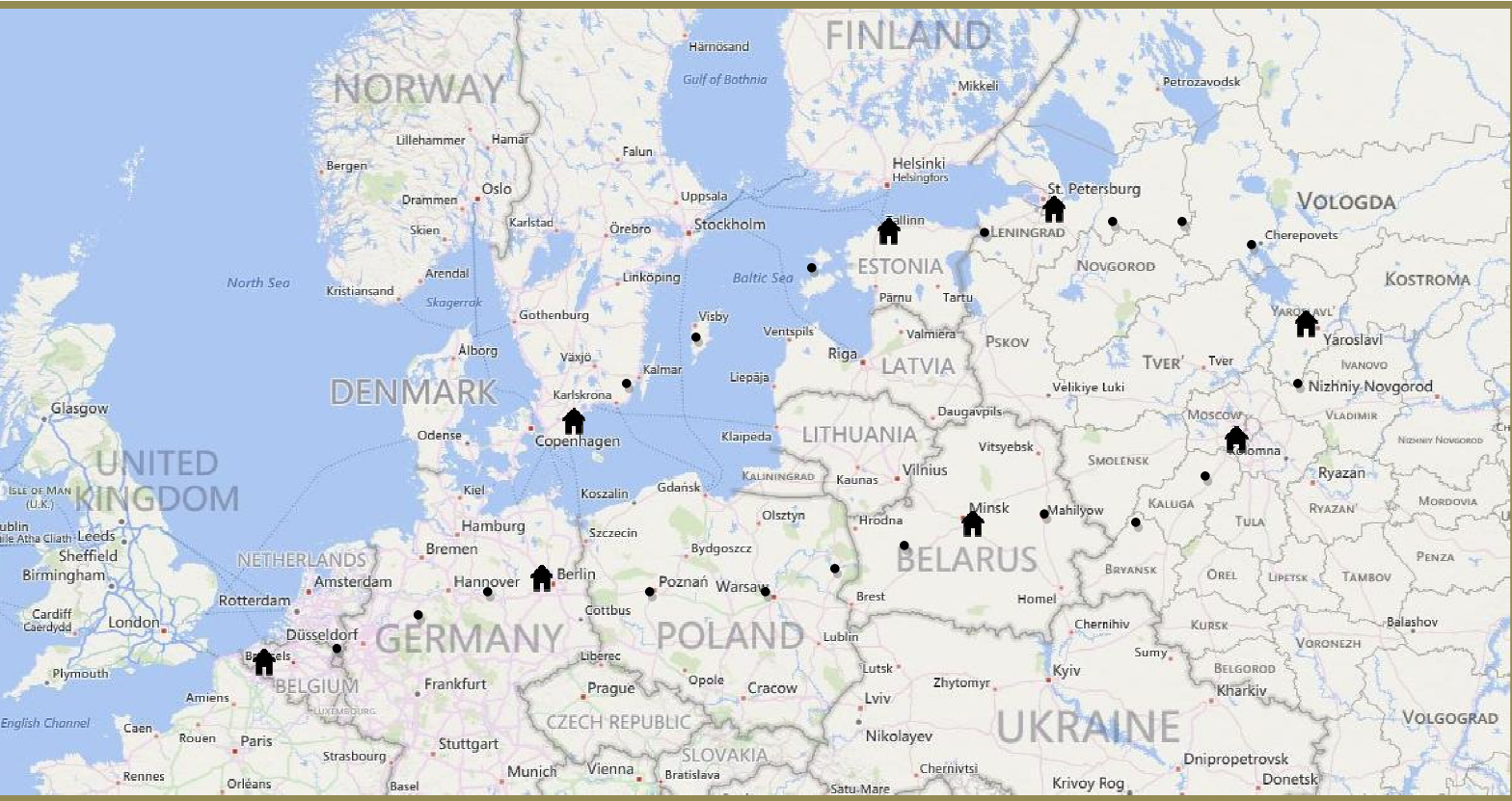
Registration price per aircraft (one or two persons aboard), services included 4000 Euro

### Code of the trip

HTR15

Fly with us, you will not be disappointed.

Approximate route



## Itinerary

### **Day 1 Arrival in Kortrijk (Belgium) – The preparations**

We will meet this afternoon in Kortrijk (EBKT). Full briefings will be given (and perhaps a couple of beers drunk) before our departure the next morning.

### **Day 2 Kortrijk to Berlin (Germany) – To the wall...**

A simple, direct line flight of 396nm (with a tech stop for fuel and lunch) will lead us to Berlin, the capital of Germany.

### **Day 3 Berlin to Minsk (Belarus) – To the wild side of Europe**

Today we fly to the most unexplored country of Europe, Belarus (535nm with a fuel stop in Eastern Poland). On arrival, we'll hit the town!

### **Day 4 Minsk – A fascinating and almost unknown city, right on the doorstep of Europe**

We'll spend the day seeing the highlights of the Belarus' capital. Choose from the parliament building, the National Opera House or the many castles and rivers in the city. Enjoy, you'll probably never have the opportunity to return!

### **Day 5 Minsk to Moscow (Russia) – From a capital to another**

After a technical stop in Bryansk (240nm), we will continue towards the capital of Russia, Moscow (181nm) where we will spend 3 nights.

### **Day 6 Moscow – What else to say**

Famous for so much, it is difficult to know where to start. Red Square (with St Basil cathedral and Lenin's mausoleum), a boat trip on the Mockba, an underground bar for homebrewed Vodka? Worry not, we have enough time to really get beneath the skin of this fascinating city.

### **Day 7 Moscow – Discovering more**

This is the day set aside for our Moscow Heli-lane flight (a world first), as well as further excursions on the ground.

### **Day 8 Moscow to Yaroslavl – Arriving at the "Golden Ring"**

We fly again, heading to beautiful Yaroslavl – yes, we know that you have never heard of it!

### **Day 9 Yaroslavl – Cruise along the Volga**

We will visit the Ipatievsky Monastery, take a Volga boat tour, and generally enjoy Yaroslavl and its environs.

### **Day 10 Yaroslavl to St Petersburg – Up to the westernmost city of Russia**

After a 362nm flight via Cherepovets we arrive to St Petersburg. Another city so steeped in history that the mind boggles.

**Day 11 St Petersburg – Visit the “Venice of the North”**

We cannot miss the world-famous Hermitage, the Yusupov palace or Marinski theatre – perhaps even catch an evening show. St.Petersburg is as famous for the nightlife as the names changes!

**Day 12 St Petersburg to Tallinn (Estonia) – To one of Europe’s oldest medieval capitals**

After a visit of Petergof Palace in the morning, we will head to the helicopters. Today we proceed to Tallinn (167nm). Estonia’s capital city has one of the best preserved medieval walls, streets and houses in the world. You may have the impression that time has stopped here since the 15<sup>th</sup> century!

**Day 13 Tallinn to Copenhagen (Denmark) – Landing at sea**

After 455nm (with lunch and fuel halfway) we will arrive in Copenhagen, landing on an abandoned sea-fort out in the Oresund strait. Method of travel to the hotel? By the world’s fastest RIB boats, hitting in excess of 180kmh!

**Day 14 Copenhagen to home – End of the trip**

After having celebrated our exploit all night we head back home (well, apart from those who choose so spend a little longer here).

Notes:

**We are vulnerable to political change.** Should our permissions be revoked at the last minute then we have a backup plan to fly deep into Scandinavia instead. Also a great trip, with hotel and fuel costs being slightly less than the Russian plan. We are confident that all will go smoothly, but things can change quickly and it is as well to be prepared.

Return via Latvia and Lithuania?

You have a partner/friend who would like to fly commercially into Moscow, and out again from St.Petersburg? No problem.

Please contact us now with any plans or dreams you may have, we can make it work.

## Standard Operating Procedures

### Daily

Leisurely starts will be the order of the day (0900 breakfast) as we have time. On days where a second flight is planned, we'll start a little earlier...

We will generally be using large airports or heliports. JET A1 and Avgas are available at nearly all stops.

### Emergencies

We will travel as (similar speed) aircraft buddy pairs, maintaining radio contact (VHF 123.475) at all times. The buddy will be first call responsible for problem noting and solving. The fastest aircraft will depart last each time.

In the case of a forced landing they will note location and remain above as long as fuel permits – also passing all information to local SAR by airborne means. Assuming a successful landing, communications can be established by phone, aircraft systems or handheld VHF. We will also provide a Tripfixx satellite messenger/tracker to every aircraft.

## Base Information

### Our role

- We will coordinate all the permissions (aircraft and people): flight-permissions, airspace clearances, landing, overnights, flight plans, immigration requirements, police and customs. Non-EU passport holders may incur additional costs with visa processing.
- All fees and charges for these items are paid by the PIC directly. You may assume approximately 4700EUR per aircraft for permits/clearances/visas etc., including landing fees, but not fuel.
- You should estimate an average of 2.30EUR per litre for avgas, and 1.40EUR/L for JET A.
- We will supply all VFR maps and current airfield data, as well as a detailed trip Flightbook.
- Full Tripfixx tracker and in-flight weather support. You will receive a satellite tracker/messenger (SMS and email) for the duration of the expedition.
- There will be a tour leader from Prepare2go throughout. He is your point of contact for any questions at any time (or other members of his team). He will also be giving all flight briefings (and will normally be available to help in the air on 123.475).

### Accommodation and food

- You can assume costs of approximately 4000EUR for two people, for food and hotels, visits and activities for the whole trip. The price estimates apply to accommodation in twin or double rooms. If you prefer single room accommodation (or indeed have any other requests/requirements) please contact us.
- We will reserve hotels/restaurants (4\* or higher), these costs will be paid directly by the PIC at the time.
- We suggest you bring a supply of snacks for lunches.

### Miscellaneous

- We will have basic tools for small repairs and we will help you to solve bigger problems with local workshops – any third party bills are to be paid for by yourselves. Limited aircraft repairs and maintenance may be possible at the overnight stops, but it is preferable to have the aircraft checked completely before the trip, and any causes for concern attended to before departure.
- Euro cash is the best form of payment for fuel. You should have good reserves in addition to your planned expenditure.
- Our estimates are exactly that, but we have tried to estimate 'high' so that you should come in under budget.
- You will find ATMs in many locations.

### Insurance

- Every aircraft must have full civil responsibility insurance with specific coverage for the expedition.
- Every participant must have travel insurance with a repatriation service in case of accident or illness – the insurance company must have been informed about the full nature of the expedition.

**Minimum Pilot requirements**

- A combined total of 250 logged hours amongst the crew.
- An international ICAO licence, appropriate to the aircraft to be flown.
- Experience in the type of aircraft to be used (if not with the actual aircraft).
- Language skills: the pilot must be capable of communicating with ATC in English.
- We recommend that each pilot has a fly-buddy (ideally a pilot), who can help out on the Safari (sorting maps, programming GPS, taking photos etc.).
- All legally required paperwork, documents, certificates and licences (originals).

**Minimum equipment requirements**

- Aircraft requires a zero wind range of 250nm, with additional 30 minute reserve
- Aviation GPS, with current Europe database
- All legally required registration paperwork, documents, certificates etc. (originals)
- Cereal bars, nuts and dried fruits
- One handheld VHF airband transceiver
- One first aid kit
- One handheld GPS (does not need to be aviation style)
- One torch per person
- One yellow hi-visibility vest per person
- Mini toolkit
- Sufficient oils etc.
- Life jackets, one per person

**Note**

If you don't wish to buy some of the above equipment, then it can of course be rented for the duration of the safari. **OR** if your aircraft does not satisfy the range requirements, please contact us. Additional refuel points can be arranged for any of the flight legs (possibly at additional cost).