

FLYING THE PAN AMERICAN HIGHWAY - PART I

` You have been hired to do a photo survey of the Pan American Highway. This charter will take us from the north slope of Alaska all the way to the southern tip of South America, roughly following the path of the Pan American. Officially, the northern terminus of the PAH is on the Mexico/Texas border, and all the various branches north of there are all add-ons. This charter follows one published route that begins at the far north of Alaska rather than beginning in Circle or Fairbanks (more on this later). For now, bundle up, turn up the heater on the old girl and let's get into the air.

Leg 1 - Deadhorse to Delta Junction, Alaska. This leg begins on the North Slope of Alaska, at Prudhoe Bay, perhaps best known as the origination point of the Trans Alaskan Pipeline. From there you'll fly south to Fairbanks before turning east towards the Canadian border.

From - To	Dep. Rwy: per conditions	Init. Hdg: 174 deg	Init. Alt: 9,500	Apt. Elev: 62 ft.	Course (Leg)	Distance (Leg)	
Deadhorse (PASC) Alaska To Delta Junction (PABI) Alaska	Prior to departure: Tune Nav 1 to BTT VOR (116.00) and the OBS to 170 deg. Once clear of the runway, turn north and cross back over the center of the runway on a course of 170 deg.-----						
	Enroute: To BTT VOR/DME: Continue on a course of 170 deg and fly DR until signal from BTT is picked up (approximately 10 minutes), then fly direct to the VOR-----				180	209	
	To FAI VOR/DME (108.60): Turn to 117 deg and fly direct to the VOR-----				123	153	
	To BIG VOR/DME (114.90): Turn to 100 deg and fly direct towards the VOR. Contact PABI tower when you are 20 nm from the VOR for landing instructions-----				105	76	
	Approach: To Allen AAF: BIG VOR is on the grounds of Allen AAF. Land as directed -----				168	.6	
1066-09-01	Land Rwy: Per conditions	Dim: Various ft	Surface: Asphalt	El: 1,276 ft		438nm	

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Leg 2 - Delta Junction, Alaska to Watson Lake, Canada. This leg will take us over the Alaska / Canada border into the Yukon Territory. You'll be flying west to east, ending up on the border with British Columbia. The Canadian Rockies can be particularly spectacular during the morning and evening hours.

From - To	Dep. Rwy: Per conditions	Init. Hgd: 091 deg	Init. Alt: 9,500	Apt. Elev: 1,276 ft.	Course (Leg)	Distance (Leg)	
Delta Junction (PABI) Alaska To Watson Lake (CYQH) Canada	Prior to departure: Tune Nav 1 to ORT/DME VOR (116.30), set OBS to 096 deg. Upon take-off, turn to fly course of 096 deg and fly direct to the VOR (signal will be picked up in about 5 min) -----				096	120	
	Enroute: To CYDB airfield: Fly outbound 114 deg radial from ORT for 127nm.				114	127	
	To CYHT airfield: Overhead CYBD, turn to heading of 105 degrees for 56 nm.				105	56	
	To YXY VOR/DME (116.60): Turn to 076 deg and fly direct to the VOR (set OBS to 082 to compensate for magnetic deviation) -----				076	71	
	To YQH VOR/DME (114.90): Turn to 076 deg and fly direct towards the VOR (set OBS to 082 deg to compensate for magnetic deviation) -----				076	189	
	To Watson Lake airfield: Airport is 2.1 nm due north of YQH VOR. Land per wind conditions-----				009	2.1	
1066-09-02	Land Rwy: Per conditions	Dim: 5,486 x 150	Surface: Asphalt	Elev: 2,254 ft		563nm	

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Leg 3 - Watson Lake to Whitecourt, Canada. From Watson Lake we cross into British Columbia. Some routes of the Pan American Highway will go east through Fort St. John to Dawson Creek and then head south and west to Vancouver and then down the west coast of the United States. This route, however, will continue south and east from Dawson Creek to end up 100 miles or so NW of Edmonton, Alberta.

From - To	Dep. Rwy: Per conditions	Init. Hgd: 082 deg	Init. Alt: 9,500	Apt. Elev: 2,254ft.	Course (Leg)	Distance (Leg)	
Watson Lake (CYQH) Canada To Whitecourt (CYZU) Canada	Prior to departure: Tune Nav 1 to YYE VOR/DME (112.90) and set OBS to 097 deg (mag dev). Upon take-off, turn to 091 deg and fly direct to the VOR (signal will be picked up with sufficient altitude - about 8 min) -----				091	191	
	Enroute: To YXJ VOR/DME (114.20): Turn to 130 deg and fly direct to the VOR (set OBS to 135 to compensate for magnetic deviation) -----				130	171	
	To YZU VOR/DME (112.50): Turn to 108 deg and fly direct towards the VOR (signal will be picked up on about 6 min) -----				108	217	
	Approach: To Whitecourt airport: Airport is located immediately next to YZU VOR. Land per wind conditions---				090	0.4	
1066-09-03	Land Rwy: Per conditions	Dim: 5,784 x 100	Surface: Asphalt	Elev: 2,566 ft		579nm	

Leg 4 - Whitecourt, Canada to Lewiston, Montana. Flying over cowboy country, this leg will take you over Calgary, home of the annual Calgary Stampede, and ending up in Central Montana.

From - To	Dep. Rwy: Per conditions	Init. Hgd: 109 deg	Init. Alt: 9,500	Apt. Elev: 2,566 ft.	Course (Leg)	Distance (Leg)	
Whitecourt (CYZU) Canada To Lewistown (KLWT) Montana	Prior to departure: Tune Nav 1 to YEG VOR/DME (117.60) and set OBS to 114 deg. Upon take-off, fly direct to the VOR (signal picked up with sufficient altitude)-----				114	89	
	Enroute: To YYC VOR/DME (116.70): Turn to 165 deg and fly direct to the VOR-----				165	124	
	To CTB VOR/DME (114.40): Turn to 141 deg and fly outbound 141 deg radial from YYC for approximately 25 min, then retune Nav 1 to 114.40 and fly direct to the VOR-----				141	164	
	To LWT VOR/DME (112.00): Turn to 113 deg and fly direct to the VOR-----				113	143	
	Approach: To Lewiston Municipal airport: Airport is 5.7 nm east of the VOR. Land per wind conditions-----				077	5.7	
1066-09-04	Land Rwy: As directed	Dim: Various	Surface: Asphalt	Elev: 4,170 ft		527nm	

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Leg 5 - Lewiston, Montana to Colorado Springs, Colorado. From Lewiston, the route follows the eastern slope of the Rocky Mountains past Denver and ending up on Colorado Springs, home of the U.S. Air Force Military Academy.

From - To	Dep. Rwy: Per conditions	Init. Hgd: 140 deg	Init. Alt: 13,500	Apt. Elev: 4,170 ft.	Course (Leg)	Distance (Leg)	
Lewistown (KLWT) Montana To Colorado Springs (KCOS) Colorado	Prior to departure: Tune Nav 1 to BIL VOR/DME (114.50). Upon take-off, turn to 141 deg and fly direct to the VOR (signal picked up with sufficient altitude-----				141	82	
	Enroute: To DDY VOR/DME (116.20): Turn to 136 deg and fly direct to the VOR-----				136	192	
	To BJC VOR/DME (115.40): Turn to 154 deg and fly direct to the VOR-----				154	198	
	To BRK VOR/DME (112.50): Turn to 150 deg and fly direct towards the VOR-----				150	63	
1066-09-05	Approach: To City of Colorado Springs Municipal Airport: Airfield is 8.9 nm south of BRK VOR. Contact tower 10 nm from the BRK and land as directed-----				193	8.9	
	Land Rwy: As directed	Dim: Various	Surface: Asphalt	Elev: 6,184 ft		542nm	

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Leg 6 - Colorado Springs, Colorado to Cavern City, New Mexico. From Colorado you'll have the opportunity to view some of the desert terrain of the American Southwest. Keep an eye out for UFOs during the last hour or so of the flight. You won't be too far from Roswell, famous for its reported 1947 flying saucer crash site.

From - To	Dep. Rwy: As directed	Init. Hgd: 147 deg	Init. Alt: 14,500	Apt. Elev: 6,184 ft.	Course (Leg)	Distance (Leg)	
Colorado Springs (KCOS) Colorado To Cavern City (KCNM) New Mexico	Prior to departure: Tune Nav 1 to PUB VOR/DME (116.70) and set OBS to 151 deg (mag dev). Upon take-off, turn to 149 deg and fly direct to the VOR-----				149	33	
	Enroute: To TAS VOR/DME (117.60): Turn to 202 deg, set OBS to 200 deg (mag dev) and fly direct to the VOR-----				204	123	
	To ABQ VOR/DME (113.20): Turn to 193 deg, set OBS to 191 deg (mag dev) and fly direct to the VOR-----				193	104	
	To CME VOR/DME (116.10): Turn to 121 deg, set OBS to 119 deg (mag dev) and fly direct to the VOR-----				121	150	
	Approach: To Carvern City Airport: Turn to 151, set OBS to 149 deg (mag dev) deg and fly outbound radial from CME VOR. Airport is 63 SE of the VOR. Land per wind conditions-----				151	63	
1066-09-06	Land Rwy: Per conditions	Dim: Various	Surface: Asphalt	Elev: 3,294 ft		473nm	

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Leg 7- Cavern City, NM to Monterrey, Mexico. This is the last leg flying over the United States. Leaving New Mexico, we go southeast to Laredo, Texas. Here is, as far as I can determine, the official beginning of the Pan American Highway, also known through Mexico and Central America as the Inter-American Highway. This leg ends in Monterrey, Mexico, just over 100 miles south of the Texas border.

From - To	Dep. Rwy: Per conditions	Init. Hgd: 132 deg	Init. Alt: 9,500	Apt. Elev: 3,294 ft.	Course (Leg)	Distance (Leg)	
Cavern City (KCNM) New Mexico to Monterrey (MMMY) Mexico	Prior to Departure: Tune Nav 1 to FST VOR/DME (116.90). Upon take-off, turn to 130 deg and fly direct to the VOR-----				130	106	
	En Route:						
	To DLF VOR/DME (114.40): Turn to 122 deg and fly direct to the VOR-----				122	149	
	To LRD VOR/DME (117.40): Turn to 138 deg and fly direct to the VOR-----				138	134	
	To MTY VOR/DME (114.70): Turn to 195 and fly direct towards the VOR. There is a ridge of high ground approximately 25 nm from MTY. Do not descend below 6,000 ft until you have cleared this-----				195	109	
	To Gen Mariano Escobedo International Airport: Airport is located at MTY VOR. Contact tower 20 nm from MTY for landing instructions. Land as directed.-----						
1066-09-07	Land Rwy: As directed	Dim: 8,166 x 148	Surface: Asphalt	Elev: 1,270 ft		496nm	

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Leg 8 - Monterrey to Oaxaca, Mexico. This is a log leg, flying south over Ciudad Victoria and Mexico City before turning eastward to end up in Oaxaca (pronounced "wahaka" for our non-Spanish speaking flyers). In case you don't already know, Mexico is the southernmost country in North America.

From - To	Dep. Rwy: As directed	Init. Hgd: 146 deg	Init. Alt: 11,500	Apt. Elev: 1,270 ft.	Course (Leg)	Distance (Leg)	
Monterrey (MMMY) Mexico to Oaxaca (MMOX) Mexico	Prior to departure: Tune Nav 1 to CVM VOR/DME (113.70). Upon take-off, fly direct to the VOR (signal picked up with sufficient altitude-----				147	139	
	Enroute:						
	To TMN VOR/DME (113.30): Turn to 169 deg and fly direct to the VOR-----				169	100	
	To PCA VOR/DME (112.70): Adjust course to 171 deg and fly direct to the VOR-----				171	115	
	To MEX VOR/DME (115.60): Turn to 202 deg and fly direct to the VOR. As you approach Mexico City, climb to 12,500 ft to clear the mountains to the south-----				202	47	
	To CUA VOR/DME (116.30): Turn to 159 and fly direct towards the VOR				159	40	
	To OAX VOR/DME (112.00): Turn to 126 and fly direct towards the VOR (signal picked up in about 10 min). There is a ridge of high ground, so do not start your descent until you are 14nm from OAX----				126	165	
	To Xoxocotlan International Airport: Airport is 1.6 N of OAX VOR. Contact tower 20 nm from the VOR for landing instructions-----				006	1.6	
1066-09-08	Land Rwy: As directed	Dim: 8,166 x 148	Surface: Asphalt	Elev: 5,013 ft		608nm	

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Leg 9 - Oaxaca, Mexico to Tegucigalpa, Honduras. From Oaxaca we fly southeast to enter Central America at the border with Guatemala. From there we will cross a corner of El Salvador (the smallest country traversed by the Pan American Highway) and end up in the Capital of Honduras.

From - To	Dep. Rwy: As directed	Init. Hgd: 088 deg	Init. Alt: 13,500	Apt. Elev: 5,013 ft.	Course (Leg)	Distance (Leg)	
Oaxaca (MMOX) Mexico To Tegucigalpa (MHTG) Honduras	Prior to departure: Tune Nav 1 to TGZ VOR (113.90). Upon take-off, make a westerly 270 deg turn (to gain sufficient altitude to clear the mountains to the east of the airfield), then fly direct to the VOR (signal picked up with sufficient altitude -----				092	205	
	Enroute: To AUG VOR/DME (114.50): Turn to 129 deg and fly direct to the VOR (signal picked up in approximately 5 min) -----				129	201	
	To TNT VOR/DME (112.30) Turn to 099 deg, start your descent to 9,500 ft and fly direct to the VOR. At 14nm before TNT start your descent to 5,800ft, and complete your descent to pattern altitude once you are past the final ridge -----				099	195	
	To Toncontin International Airport: Airport is 2 nm N of the VOR. Contact the tower 20 nm from the VOR and land per directions. Regardless of runway direction, plan on flying to the VOR before turning into the landing pattern -----				020	2	
1066-09-09	Land Rwy: As directed	Dim: 6,829 x 148	Surface: Asphalt	Elev: 3,294 ft		600nm	

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Leg 10 - Tegucigalpa, Honduras to Panama City, Panama. This last leg takes us over Nicaragua and Costa Rica before reaching Panama, home of the Panama Canal. We will be landing just east of the Canal Zone and your flight path will take over the first set of locks on the way from the Pacific to the Atlantic. You might want to take a little detour to explore the canal before making your final approach. After landing, be sure to have a reputable DC-3 mechanic (is Roscoe available) go over your aircraft. Part II of this charter will be taking you over some very high mountains and you want to insure that the old bird is up to the challenge.

From - To	Dep. Rwy: As directed	Init. Hgd: 149 deg	Init. Alt: 9,500	Apt. Elev: 3,294 ft.	Course (Leg)	Distance (Leg)	
Tegucigalpa (MHTG) Honduras To Panama City (MPMG) Panama	Prior to departure: Tune Nav 1 MGA VOR (112.10). Upon take-off, make a circuit in a westerly direction (to gain sufficient altitude to clear the mountains to the east of the airfield), then fly direct to the VOR (signal picked up with sufficient altitude)-----				151	131	
	Enroute: To TIO VOR/DME (115.70): Turn to 137 deg and fly direct to the VOR-----				137	173	
	To DAV VOR/DME (114.30): Turn to 134 deg, climb to 13,500 ft and fly direct to the VOR-----				134	143	
	To TBG VOR/DME (110.00): Turn to 086 deg and fly direct to VOR				086	172	
	To Marcos A Gelabert International Airport: Airport is 11.2 north of TBG VOR. Contact tower 10 nm from the VOR for landing instructions -----				6	11.2	
1066-09-10	Land Rwy: As directed	Dim: Various	Surface: Asphalt	Elev: 135 ft		630nm	