

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)	ETE (Leg) HH + MM
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----- To FAI VOR/DME (108.60): Turn to 117 deg and fly direct to the VOR----- 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-----				170 117 100	208.5 153.0 76.3	01+21 00+57 00+29
Approach:							
To Allen AAF: BIG VOR is on the grounds of Allen AAF. Land as directed -----				163	.6	00+01	
1066-09-01	Land Rwy: Per conditions	Dim: Various ft	Surface: Asphalt	El: 1,276 ft		438nm	02+48

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
Delta Junction (PABI) Alaska To Watson Lake (CYQH) Canada	Prior to departure: Tune Nav 1 to ORT/DME VOR (116.30), set OBS to 091 deg and tune ADF to DB NDB (341.0). Upon take-off, turn to fly course of 091 deg and fly direct to the VOR (signal will be picked up in about 5 min)-----				091	119.8	00+45
	Enroute: To DB NDB: Fly outbound 109 deg radial from ORT until NDB signal is picked up (about 13 min), then fly direct to the NDB-----				109	126.6	00+43
	To YXY VOR/DME (116.60): Turn to 080 deg and fly direct to the VOR (set OBS to 088 to compensate for magnetic deviation)-----				080	120.0	00+41
	To YQH VOR/DME (114.90): Turn to 068 deg and fly direct towards the VOR (set OBS to 074 deg to compensate for magnetic deviation) -----				068	189.0	01+07
	To Watson Lake airfield: Airport is 2.2 nm due north of YQH VOR. Land per wind conditions-----				000	2.2	00+01
1066-09-02	Land Rwy: Per conditions	Dim: 5,486 x 150	Surface: Asphalt	Elev: 2,254 ft		558nm	03+17

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
Watson Lake (CYQH) Canada To Whitecourt (CYZU) Canada	Prior to departure: Tune Nav 1 to YYE VOR/DME (112.90) and set OBS to 088 deg (mag dev). Upon take-off, turn to 082 deg and fly direct to the VOR (signal will be picked up with sufficient altitude - about 8 min)-----				082	191.4	01+09
	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	170.7	00+58
	To YZU VOR/DME (112.50): Turn to 102 deg and fly direct towards the VOR (signal will be picked up on about 6 min)-----				102	216.5	01+17
	Approach: To Whitecourt airport: Airport is located immediately next to YZU VOR. Land per wind conditions---				083	0.4	00+01
1066-09-03	Land Rwy: Per conditions	Dim: 5,784 x 100	Surface: Asphalt	Elev: 2,566 ft		579nm	03+25

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)	ETE (Leg) HH + MM
Whitecourt (CYZU) Canada To Lewistown (KLWT) Montana	Prior to departure: Tune Nav 1 to YEG VOR/DME (117.60) and set OBS to 109 deg. Upon take-off, fly direct to the VOR (signal picked up with sufficient altitude)-----				109	89.2	00+35
	Enroute: To YYC VOR/DME (116.70): Turn to 161 deg and fly direct to the VOR-----				161	124.2	00+46
	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	164.2	01+01
	To LWT VOR/DME (112.00): Turn to 113 deg and fly direct to the VOR-----				113	142.8	00+54
Approach: To Lewiston Municipal airport: Airport is 6.4 nm east of the VOR. Land per wind conditions-----				077	6.4	00+03	
1066-09-04	Land Rwy: As directed	Dim: Various	Surface: Asphalt	Elev: 4,170 ft		527nm	03+19

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
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 140 deg and fly direct to the VOR (signal picked up with sufficient altitude-----				140	81.9	00+32
	Enroute:						
	To DDY VOR/DME (116.20): Turn to 135 deg and fly direct to the VOR-----				135	191.6	01+11
	To LAR VOR/DME (117.60): Turn to 155 deg and fly direct to the VOR-----				155	108.1	00+39
	To BJC VOR/DME (115.40): Turn to 153 deg and fly direct to the VOR-----				153	89.5	00+33
To BRK VOR/DME (112.50): Turn to 147 deg and fly direct towards the VOR-----				147	62.7	00+23	
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-----				189	8.9	00+03	
1066-09-05	Land Rwy: As directed	Dim: Various	Surface: Asphalt	Elev: 6,184 ft		542nm	03+23

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
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 144 deg (mag dev). Upon take-off, turn to 147 deg and fly direct to the VOR-----				147	33.2	00+13
	Enroute:						
	To TAS VOR/DME (117.60): Turn to 204 deg, set OBS to 202 deg (mag dev) and fly direct to the VOR-----				204	123.2	00+44
	To ABQ VOR/DME (113.20): Turn to 194 deg, set OBS to 192 deg (mag dev) and fly direct to the VOR-----				194	103.8	00+37
To CME VOR/DME (116.10): Turn to 122 deg, set OBS to 120 deg (mag dev) and fly direct to the VOR-----				122	149.5	00+56	
Approach:							
To Carvern City Airport: Turn to 153, set OBS to 151 deg (mag dev) deg and fly outbound radial from CME VOR. Airport is 62.6 SE of the VOR. Land per wind conditions-----				153	62.6	00+24	
1066-09-06	Land Rwy: Per conditions	Dim: Various	Surface: Asphalt	Elev: 3,294 ft		472nm	02+54

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
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 132 deg and fly direct to the VOR-----				132	106.0	00+41
	En Route:						
	To DLF VOR/DME (114.40): Turn to 121 deg and fly direct to the VOR-----				121	149.0	00+56
	To LRD VOR/DME (117.40): Turn to 140 deg and fly direct to the VOR-----				140	133.6	00+50
To MTY VOR/DME (114.70): Turn to 192 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-----				192	107.7	00+42	
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	03+09

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
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)-----				146	139.2	00+53
	Enroute:						
	To TMN VOR/DME (113.30): Turn to 168 deg and fly direct to the VOR-----				168	100.2	00+36
	To PCA VOR/DME (112.70): Adjust course to 169 deg and fly direct to the VOR-----				169	114.8	00+42
To MEX VOR/DME (115.60): Turn to 200 deg and fly direct to the VOR. As you approach Mexico City, climb to 12,500 ft to clear the mountains to the south-----				200	46.8	00+17	
To CUA VOR/DME (116.30): Turn to 159 and fly direct towards the VOR				159	40.4	00+15	
To OAX VOR/DME (112.00): Turn to 131 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----				131	164.8	01+02	
To Xoxocotlan International Airport: Airport is 1.7 N of OAX VOR. Contact tower 20 nm from the VOR for landing instructions-----				003	1.7	00+01	
1066-09-08	Land Rwy: As directed	Dim: 8,166 x 148	Surface: Asphalt	Elev: 5,013 ft		608nm	03+51

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
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)-----				088	194.3	01+12
	Enroute:						
	To AUG VOR/DME (114.50): Turn to 124 deg and fly direct to the VOR (signal picked up in approximately 5 min)----- To TNT VOR/DME (112.30) Turn to 097 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-----				124	209.1	01+16
To Toncontin International Airport: Airport is 2.1 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-----				097	194.6	01+12	
				016	2.1	00+01	
1066-09-09	Land Rwy: As directed	Dim: 6,829 x 148	Surface: Asphalt	Elev: 3,294 ft		600nm	03+41

FLYING THE PAN AMERICAN HIGHWAY - PART I

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)	ETE (Leg) HH + MM
Tegucigalpa (MHTG) Honduras To Panama City (MPTO) 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)-----				149	130.4	00+47
	Enroute: To TIO VOR/DME (115.70): Turn to 136 deg and fly direct to the VOR-----				136	172.5	00+58
	To DAV VOR/DME (114.30): Turn to 130 deg, climb to 13,500 ft and fly direct to the VOR-----				130	143.3	00+49
	To TUM VOR/DME (117.10): Turn to 078 deg and fly direct towards the VOR-----				078	184.5	01+07
To Tocumen International Airport: Airport is 1.6 nm NE from TUM VOR. Contact tower 20 nm from the VOR for landing instructions-----				135	1.6	00+01	
1066-09-10	Land Rwy: As directed	Dim: Various	Surface: Asphalt	Elev: 135 ft		632nm	03+42