FLYING THE CHINA-BURMA-INDIA HUMP

Go back in time to WWII and experience the challenge of flying war materials from India to China over the famous "Hump" route. This charter is comprised of seven flights. The first 4 are the main India to China routes named, in order of their establishment, Able, Easy, Fox and Nan. The next 2 flights are the main China to India return routes, again named in order of their establishment, Charlie and Oboe. Route Able was flown in both directions. The last flight (unnamed) is based on a 1944 pilot's hand drawn map.

Custom scenery is required for these flights! Scenery and texture files accompanying this charter are copy written by Alex Nicolson. Alex has recreated all the airfields and radio beacons used during the China-Burma-India airlift for these flights as they existed during WWII. **Thanks for your great work, Alex!** These scenery files are not available for download from any other website yet. Only through the kindness of Alex have they been made available on the DC3 Airways website. If you want more information, details, or future revisions to the scenery (which could possibly conflict with these FSNav files and flight descriptions), you simply need to contact Alex at gpvl@shaw.ca and he will be happy to send the files to you and keep you updated with any revisions.

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PLEASE READ:

1. These flights use custom airfields and some of the names and codes shown on FS Nav are not recognized by MSFS. Therefore, for "go to airport" purposes, always use airfield information listed in the flight description. Aircraft placement using "go to airport" is also unavoidably a bit off in some cases and a little taxi time may be required. Last of all, some of the airfields are very bumpy to replicate the crude runway surfaces that existed for some airfields during WWII.

2. The scenery was designed for FS9, and gives the occasional, non-fatal, error in FS9.

3. ATC should not be used as it is apparently locked to the default airfields and modern times.

4. Weather was a constant challenge. For realistic conditions, use real weather, or better yet the worst weather you can create. Also, load your DC3 with 5,000 lbs. of payload for flights into China, then fly empty or nearly so for the return

5. Altitudes listed are actual <u>minimum altitudes</u> set by the US Army Air Force during WWII for instrument flying and do not conform to the modern convention of odd thousands going east and even thousands going west with an extra 500 feet for VFR.

These are long flights, ranging from 450 to 902 miles. All routes had multiple origin and destination airfields. Airfields used in these flights were selected both for variety and "go to airport" accessibility.

Have fun with these. Please notify me at n6zxe@yahoo.com if you find any needed corrections.

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Route Able – **Most northern route and requires the highest flight altitude. Route Able was flown in both directions. Navigation aids require scenery files from Alex Nicolson.**

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"			Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 5	Init. Hdg – 241deg	Init. Alt – 16,000ft	Apt Elev. – 137ft		
Rupsi **(VERU),** India To Chengtu **(HSCU)** China	**Departure:** To Fix 02. Before take off tune the ADF to RU NDB, 337.0. After take off turn right to 090deg and commence climb to 16,000ft MSL. Waypoint reached when RMI reads 254deg………………			090	5.0	00+02
	Enroute: To QK NDB, 590.0. Turn left to 074deg, and follow the OB (254deg) bearing from RU. 30mins after station passage Fix 01 retune the ADF to QK NDB, 590.0. Direct to NDB………………………..			074	141.9	00+53
	To YP NDB, 375.0. Turn right to 123deg. Direct to NDB………………………………………………			123	12.3	00+04
	To PH NDB, 317.0. Turn left to 066deg, and follow the OB (246deg) bearing from YP. 30mins after station passage YP retune the ADF to PH NDB, 317.0. Direct to NDB…………………………..			066	172.3	00+59
	To DH NDB, 385.0. Turn right to 109deg. Direct to NDB……………………………………………			109	98.8	00+34
	To DM NDB, 350.0. Turn left to 098deg, follow the OB (278deg) bearing from DH, and start your climb at 105kts towards 20,000ft. 30mins after station passage DH retune the ADF to DM NDB, 350.0. Direct to NDB……………………………………………………………………………………			098	150.9	00+49
	To LB NDB, 333.0. Turn left to 063deg, and follow the OB (243deg) bearing from DM. 10mins after station passage DM retune the ADF to LB NDB, 333.0. Direct to NDB………………………….			063	118.8	00+38
	To IF NDB, 465.0. Turn left to 040deg, follow the OB (220deg) bearing from LB, and start your descent towards 15,000ft MSL. 10mins after station passage LB retune the ADF to IF NDB, 465.0. Direct to NDB…………………………………………………………………………………………			040	127.7	00+44
	To LF NDB, 375.0. Turn left to 011deg, and commence 500FPM descent to 5,000ft MSL. Keep the speed to no more than 140kts during the descent, and slow to 120kts as you near the NDB. Direct to NDB……………………………………………………………………………………………………			011	52.3	00+23
	Approach: To Fix 03. Turn left to 340deg, commence descent to 2,500ft MSL and fly heading for 5mins. Follow the OB (160deg) bearing from LF and when established on course retune the ADF to RCU NDB, 201.0. …………………………………………………………………………………………			340	10.8	00+05
	To RCU NDB, 201.0. Make a half standard rate right turn to 159deg. Direct to NDB………………			159	6.6	00+03
	To runway. Turn right to 197deg for a visual approach………………………………………………..			197	3.7	00+02
	Land: Hsingching runway 20 Length: 6,199ft Width: 298ft Surface: Concrete					
Flt # 1066-01-01	Arrival Airport Elev. – 1,571ft Estimated totals for this flight>>>				901nm	05+16

FLYING THE CHINA-BURMA-INDIA HUMP

Route Easy - One of two "middle" altitude West to East routes to the Kunming, China area. Navigation aids and airfields require scenery files from Alex Nicolson.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"			Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 5	Init. Hdg – 206deg	Init. Alt – 10,000ft Apt Elev. – 364ft			
Dibrugarh **(VEMN)** India To Kunming **(ZPPP)** China	**Departure:** To LX NDB, 650.0. Before take off tune the ADF to LX NDB, 650.0. After take off continue on runway heading 050deg for I min, and then make a standard rate right turn to 206deg and head towards the NDB. Commence climb to 10,000ft………………………………………………………………			206	26.6	00+12
	Enroute: To ID NDB, 724.0. Turn left to 122deg, and follow the OB (302deg) bearing from LX. 10mins after station passage LX retune the ADF to ID NDB, 724.0. Direct to NDB…………………………			122	115.6	00+44
	To SW NDB, 250.0. Turn left to 117deg, follow the OB (297deg) bearing from ID and start a 500FPM climb towards 13,200ft. 25mins after station passage ID retune the ADF to SW NDB, 250.0 Direct to NDB…………………………………………………………………………………			117	149.5	00+53
	To IX NDB, 465.0. Turn left to 090deg, follow the OB (270deg) bearing from SW and start a 500FPM descent towards 12,000ft. 15mins after station passage SW retune the ADF to IX NDB, 465.0. Direct to NDB………………………………………………………………………………			090	126.2	00+45
	Approach: To RQ NDB, 327.0. Turn right to 091deg, commence 500FPM descent to 10,500ft MSL, and slow to 120kts as you near the NDB. Direct to NDB………………………………………………			091	67.4	00+25
	To Fix 03. Turn left to 065deg, commence descent to 7,700ft MSL and fly heading for 3½mins. Follow the OB (245deg) bearing from RQ and when established on course, retune the ADF to RW NDB, 200.0. …………………………………………………………………………			065	7.0	00+03
	To RW NDB, 200.0. Make a standard rate left turn to 245deg. Direct to NDB………………………			245	4.4	00+02
	To runway. Turn left to 213deg for a visual (offset) approach………………………………………			213	4.4	00+03
	 Land: Kunming RQ runway 21 Length: 7,219ft Width: 328ft Surface: Oil treated					
Flt # 1066-01-02	**Arrival Airport Elev. – 6,230ft** **Estimated totals for this flight>>>**				**500 nm**	**03+07**

FLYING THE CHINA-BURMA-INDIA HUMP

Route Fox - **One of two "middle" West to East routes to the Kunming, China area. Navigation aids and airfields require scenery files from Alex Nicolson.**

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 30	Init. Hdg – 304deg	Init. Alt – 13,000ft	Apt Elev. – 482ft			
Dimapur **(VEMR)** India To Luliang **(LULI)** China	**Departure:** To Fix 02. Before take off tune the ADF to FO NDB, 385.0. After take off turn right to 304deg and hold course for 2mins…………………………………………………………………………..				304	5.3	00+03
	To FO NDB, 385.0. Make a standard rate left turn to 107deg. Commence 600FPM climb to 4,000ft, and then climb at 500FMP to 13,000ft. Direct to NDB……………………………………....				107	6.3	00+03
	Enroute: To FJ NDB, 800.0. Continue on 107deg, and follow the OB (287deg) bearing from FO. 35mins after station passage FO retune the ADF to FJ NDB, 800.0. Direct to NDB………………………....				107	164.9	01+01
	To XU NDB, 742.0. Turn right to 113deg, follow the OB (293deg) bearing from FJ. 5mins after station passage FJ retune the ADF to XU NDB, 742.0. Direct to NDB……………….……………				113	109.9	00+39
	To GV NDB, 301.0. Turn left to 086deg, follow the OB (266deg) bearing from XU. When you lose the XU NDB, retune the ADF to GV NDB, 301.0, which you will start to receive after about 10mins. Commence a 300FPM descent to 10,000ft. Direct to NDB…………….…..…………...				086	226.1	01+20
	To IM NDB, 344.0. Turn left to 069deg and head towards the NDB. 10mins after station passage GV commence a 500FPM descent to 7,000ft and slow to 120kts…………………………………....				069	51.1	00+
	Approach: To runway. Turn left to 041deg for a visual approach……..…………………………….……				041	2.9	00+02
	Land: Luliang runway 4 Length: 10,850ft Width: 249ft Surface: Oil treated						
Flt # 1066-01-03	**Arrival Airport Elev. – 6,128ft** **Estimated totals for this flight>>>**					**567nm**	**03+30**

FLYING THE CHINA-BURMA-INDIA HUMP

Route Nan – **The southernmost West to East route to the Kunming, China area. Navigation aids and airfields require scenery files from Alex Nicolson.**

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 17	Init. Hdg – 115deg	Init. Alt – 10,000ft	Apt Elev. – 22ft			
Tezgaon Airfield Dhaka **(VGTJ)** Bangladesh To Lo-Ping Airfield **(LOMP)** China	**Departure:** To RA NDB, 340.0. After take off turn left to 115deg and commence a 500FPM climb towards 10,000ft. Direct to NDB………………………………………………………………				115	50.0	00+23
	Enroute: To HW NDB, 378.0. Turn left to 093deg, and follow the OB (273deg) bearing from RA. 30mins after station passage RA retune the ADF to HW NDB, 378.0. Direct to NDB……………………..…				093	170.3	01+03
	To FK NDB, 280.0. Turn right to 096deg, follow the OB (276deg) bearing from HW. 35mins after station passage HW retune the ADF to FK NDB, 280.0. Direct to NDB………………..………..				096	192.9	01+11
	To LP NDB, 645.0. Turn left to 094deg, follow the OB (274deg) bearing from FK. 30mins after station passage FK retune the ADF to LP NDB, 645.0. Direct to NDB………………..…………				094	177.0	01+06
	To CG NDB, 545.0. Turn left to 049deg, follow the OB (229deg) bearing from LP. 10mins after station passage LP retune the ADF to CG NDB, 545.0. Direct to NDB……………………………..				049	199.4	01+14
	To MP NDB, 368.0. Turn right to 066deg, follow the OB (248deg) bearing from CG. 5mins after station passage CG retune the ADF to MP NDB, 368.0 and head towards the NDB. 35mins after station passage CG commence a 500FPM descent to 8,000ft, and when you can see the aerodrome in front of you commence a 500FPM descent to 6,200ft and slow to 120kts……………				066	27.1	00+10
	Approach: To Fix 02. Turn left to runway reciprocal 031deg and fly heading for 2mins…………………………				031	4.0	00+02
	To runway. Commence a right procedure turn. Make a right 45deg turn to 076deg and fly Hdg for one minute. Make a left 180deg turn to 256deg. When you can see the runway turn left to runway Hdg 211deg for a visual approach…………………………………………………………….				Final Hdg 211	9.0	00+05
	Land: Lo-Ping runway 21 Length: 5,999ft Width: 249ft Surface: Oil treated						
Flt # 1066-01-04	**Arrival Airport Elev. – 4,855ft** **Estimated totals for this flight>>>**					**830nm**	**05+14**

FLYING THE CHINA-BURMA-INDIA HUMP

Route Charlie - The middle East West return route from China to India. Navigation aids and airfields require scenery files from Alex Nicolson.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 21	Init. Hdg – 032deg	Init. Alt – 11,000ft	Apt Elev. – 6,230ft			
Kunming (ZPPP) China To Chabua Airfield (VECA) India	**Departure:** To CP NDB, 660.0. After take off turn left to 032deg and commence a 500FPM climb towards 11,000ft. Direct to NDB……………………………………………………………				032	42.0	00+16
	Enroute: To BJ NDB, 520.0. Turn left to 269deg. Direct to NDB……………………………………………				269	127.3	00+47
	To YU NDB, 340.0. Turn right to 291deg, and commence a 500FPM climb towards 15,000ft. Direct to NDB…………………………………………………………………………..				291	79.9	00+28
	To CR NDB, 360.0. Turn left to 287deg, follow the OB (107deg) bearing from YU. 30mins after station passage YU retune the ADF to CR NDB, 360.0, which you will start to receive after about 20mins. **You must be very careful to reset the ADF after 30mins, otherwise it will start to receive the DH NDB, which would take you well off course.** Direct to NDB………………………..				287	178.5	01+02
	To OH NDB, 680.0. Turn right to 323deg, and commence a 700FPM descent to 3,000ft. Direct to NDB…………………………………………………………………………………				323	59.6	00+23
	Approach: To VG NDB, 400.0. Turn left to 279deg, slow to 120kts and commence a 500FPM descent to 1,800ft. Direct to NDB ………………………………………………………………………				179	16.9	00+07
	To runway. Turn left to 229deg for a visual approach………………………………………………..				229	4.7	00+03
	Land: Chabua runway 23 Length: 5,999ft Width: 200ft Surface: Oil treated						
Flt # 1066-01-05	Arrival Airport Elev. – 351ft Estimated totals for this flight>>>					509nm	03+06

FLYING THE CHINA-BURMA-INDIA HUMP

Route Oboe – **Southernmost of the return routes from China to India. Navigation aids and airfields require scenery files from Alex Nicolson.**

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 21	Init. Hdg – 189deg	Init. Alt – 12,500ft	Apt Elev. – 6,230ft			
Kunming **(ZPPP)** China To Barrackpore **(VEBR)**, India	**Departure:** To CG NDB, 545.0. After take off maintain runway heading for 1min and then turn left to 189deg and commence a 500FPM climb towards 12,500ft. Direct to NDB………………………………………				189	53.4	00+20
	Enroute: To SN NDB, 975.0. Turn right to 263deg, follow the OB (083deg) bearing from CG. 30mins after station passage CG retune the ADF to SN NDB, 975.0. Direct to NDB………………….…………..				236	166.2	00+59
	To CN NDB, 455.0. Turn right to 285deg, follow the OB (105deg) bearing from SN. 10mins after station passage SN commence a 500FPM descent to 10,000ft and retune the ADF to CN NDB, 455.0. Direct to NDB…………………………………………………………………………				285	132.4	00+49
	To BX NDB, 660.0. Turn left to 273deg, follow the OB (093deg) bearing from CN. When you lose the CN NDB (after about 30mins), retune the ADF to BX NDB, 660.0, which you will start to receive after a further 30mins. You should pass directly over the Tamu aerodrome about 50mins after station passage CN, however it is very difficult to pick out from the surrounding terrain………				273	292.4	01+48
	To GI NDB, 700.0. Turn left to 249deg, and commence a 300FPM descent to 6,000ft. Direct to NDB………………………………………………………………………………………………………				249	89.6	00+35
	To EA NDB, 323.0. Turn left to 238deg, follow the OB (058deg) bearing from GI. 10mins after station passage GI retune the ADF to EA NDB, 323.0 and head towards the NDB. 35mins after station passage GI commence a 300FPM descent to 2,500ft...………………………….……………..				238	130.7	00+52
	Approach: To Fix 02. Turn right to 337deg and follow the river whilst making a 500FPM descent – aim to be at 1,000ft at the waypoint which is on the left bank of the river opposite the aerodrome……………				337	7.7	00+04
	To runway. Turn right to 019deg for a visual approach………………………………………………				019	1.1	00+01
	Land: Barrackpore runway 2 Length: 5,999ft Width: 151ft Surface: Concrete						
Flt # 1066-01-06	**Arrival Airport Elev. – 22ft**		**Estimated totals for this flight>>>**			**874nm**	**05+28**

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Unnamed route – **This an unnamed route based on a hand drawn map and poem by an ATC pilot in 1944. The map can be viewed at** http://www.centercomp.com/cgi-bin/dc3/story?1431 **Navigation aids and airfields require scenery files from Alex Nicholson.**

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 4	Init. Hdg – 019deg	Init. Alt – 16,000ft	Apt Elev. – 419ft			
Sookerating **(VE0F)** India To Kunming **(ZPPP)** China	**Departure:** To PH NDB, 317.0. Before take off tune the ADF to PH NDB, 317.. After take turn left to 019deg and commence climb to 16,000ft. Direct to NDB……………………………………………				019	18.9	00+09
	Enroute: To DH NDB, 385.0. Turn right to 109deg. Direct to NDB... ………………………………………				109	98.8	00+36
	To YU NDB, 340.0. Turn right to 130deg and follow the OB (310deg) bearing from DH. About 25mins after station passage DH the RMI will suddenly swing round and point at YU (!). Direct to NDB... …………………………………………….. ………………………………………….				130	134.8	00+46
	To BJ NDB, 520.0. Turn left to 111deg, and commence a 500FPM descent to 14,500ft. Direct to NDB………………………………………………………………………………………..				111	79.9	00+28
	To RQ NDB, 327.0. Turn left to 104deg (you will pick up RQ after a few mins), commence 500FPM descent to 10,500ft MSL, and slow to 120kts as you near the NDB. Direct to NDB……..				104	109.9	00+41
	Approach: To Fix 02. Turn left to 065deg, commence descent to 7,700ft MSL and fly heading for 3½mins. Follow the OB (245deg) bearing from RQ and when established on course, retune the ADF to RW NDB, 200.0. ………………………………………………………………………………				065	7.0	00+03
	To RW NDB, 200.0. Make a standard rate left turn to 245deg. Direct to NDB………………………				245	4.4	00+02
	To runway. Turn left to 213deg for a visual (offset) approach…….…………………………………				213	4.4	00+03
	Land: Kunming RQ runway 21 Length: 7,219ft Width: 328ft Surface: Oil treated						
Flt # 1066-01-07	**Arrival Airport Elev. – 6,230ft**		**Estimated totals for this flight>>>**			**458nm**	**02+48**