



DC-3 Airways World Rally 2013 – Flight Eight briefing.

From Norm – This humorous and challenging flight is by the founder of DC-3 Airways, Charles Wood, and is as Charles says in his own introduction, rather unorthodox. I have deliberately left the flight description unedited. You will understand why Please read the flight description thoroughly before attempting the flight. Read on –

Intro – Unorthodox Sightseeing. A Flight by Charles Wood

New York City is a fascinating place to visit. Americans love it; foreign visitors love it. One could sightsee there for a year and still not have seen everything. The ambience is awesome. The noisy crowds, jammed busses, cross town traffic that can't keep up with pedestrians, Police whistles, sirens of emergency vehicles and taxi cabs that can't see one's frantically waving hand when it's raining. Hotels that start at \$350 a night, and up is also very New York.

One thing you can say about New York, though; there are unlimited opportunities to buy stuff. You don't even have to be in a store. When someone approaches you on the sidewalk, sidles over near you and says "Smoke-Smoke?" He's not trying to bum a cigarette, but rather is trying to sell you some weed.

And then there's the heavy duty stress, like getting a shoe shine at a one-man stand on a street corner and discovering that he doesn't even have WiFi for your iPad. I mean, how 1950ish can one get?

The good news is that DC-3 pilots have a solution. The bad news is that it comes with the rather scary title of "Unorthodox Sightseeing." But hey, DC-3 pilots don't scare easy, so let's go.

This flight begins at Westchester County Airport, a few chain-link fences up the Hudson River from New York City. It ends in Caldwell, New Jersey. Three hundred gallons of fuel will give you plenty of margin, unless you are a normal person and then you may want four hundred gallons. The weather is perfect Microsoft Flight Simulator Default. The season is Summer and it is a mid-day flight.

Enjoy. Charles Wood.

To begin the flight, from the opening screen select Free Flights, and in the sub menu located above the aircraft image select ... Load / Title and select WR2013-08. To begin the flight when FSX is already open, click Flights/Load and in the Category window select My Saved Flights. In the Title window select WR2013-08 and click Fly Now.

Important - For this flight only. There is an item of scenery included as part of the flight which ‘may’ cause the aircraft to “Crash”. Please set the ‘Crashes and damage’ radio button in the Aircraft/Realism settings section to ‘Ignore crashes and damage’. Remember to reset to your preferred setting after the flight.

Another **Important** - I understand that if you are using **FSGenesis 38M mesh scenery** you may see a submerged George Washington bridge! There is a fix available for this bridge - nybridges20.zip - available on AVSIM.

WR2013– 08. Westchester Co, White Plains, New York (KHPN) to Essex Co, Caldwell, New Jersey (KCDW).

From – To		Warning!! This flight was created using Microsoft Default Scenery. The use of add-on scenery may require an amendment to cruise heights on some flight sections.			Course (Leg) Deg	Distance (Leg)	ETE (leg)
		The symbol ± where used indicates an approximate course.					
		Remember – To hit key ‘D’ regularly to maintain Gyro accuracy.					
		Dep. Rwy: 16	Init. Hdg: 255deg	Init. Alt: 700ft	Apt Elev: 439ft	True / Mag	nm
						HH+MM	
Westchester Co, White Plains, (KHPN) New York.	Departure:	Tune NAV1 to JFK VOR/DME 115.90MHz. Set OBS to 130deg. Tune NAV1 Standby frequency to TEB VOR/DME 108.40 MHz. Tune NAV2 Active frequency to TEB VOR/DME 108.40 MHz.					
	To Waypoint 1:	1... Departure ... Westchester County airport, KHPN, about 24 nm north of midtown Manhattan, New York City. Print the two approach plates included in this package: ILS Rwy 14 for Farmingdale, N.Y. (Republic Airport), KFRG and LOC Rwy 22, KCDW, Caldwell, N.J.					
Essex Co, Caldwell (KCDW) New Jersey.	Take off from Rwy 16 (6549 x 150 ft.), climb to 700 ft., a scant 261 ft. (80m) above the field elevation of 439 ft. (134m). Turn right to 255° to intercept the Hudson River 5 to 7 minutes away.						
	Cruise, climb and descend at 120 kts for ALL LEGS unless otherwise noted.						
Turn left at the river, immediately begin a descent to 100 ft., and follow the river south. When you arrive at the George Washington Bridge, the world’s busiest bridge, fly under it. Waypoint #1 is under the bridge. No need to pull in your shoulders while crossing under this bridge; it is 212 ft. (65m) above the river. Leg #1 ≈ 10 minutes.....					Init Hdg 242° 255°	20.0	±00+10

En-route:

To Waypoint 2: Time to provide the tourists on the observation deck of the Empire State Building a thrill to long remember. **Immediately after clearing the George Washington Bridge, turn left to 180° and rapidly (800 fpm or greater) climb to 1 200 ft. Fly across to the center of Manhattan island and then turn right to ±220°. You will be over world-famous Central Park. Fly toward the Empire State Building.** At 1454 ft. (443m) in height, including the 204 ft. (62m) antenna tower. It is New York City's most recognizable attraction. The Empire State Building is easy to identify because of the pointed antenna tower on its top. Keep the building to your left as you pass within a meter or so of the gaping tourists on the observation deck, 1211 ft. (369m) above the street.

Let's see if we can drum up some excitement at JFK Airport. **Turn left and intercept JFK R-310 Inbound (Course 130°) to Kennedy VOR (JFK, 11 5.90 MHz). Once you have left the tall buildings behind, descend to 300 ft.** You do understand that all eyes will be on you as you cut across JFK's active runways at 300 ft. **JFK VOR is Waypoint #2. Leg #2 ≈ 10 minutes.....**

Init Hdg		
167° / 180°	19.5	00+10

To Waypoint 3: This has never been done before. **At JFK VOR, set your OBS to 280° and turn right to 300° to intercept JFK R-280 Outbound. Climb to 400 ft. At DME 9.0, turn left to 260°, then line up with and cross the Verrazano-Narrows Bridge at car-top height.** This bridge spans from Brooklyn to Staten Island. At nearly a mile long, it is the longest suspension bridge in the western hemisphere. **Waypoint #3 is where the bridge makes landfall in Staten Island. Leg #3 ≈ 8 minutes.....**

Init Hdg		
287° / 300°	13.5	00+08

To Waypoint 4: Miss Liberty. From Waypoint #3, turn left to 180° and maintain that heading for two minutes. Climb to 600 ft. and switch NAV1 to the Standby frequency for Teterboro VOR (TEB, 108.40 MHz). Set VOR1 OBS to 006°. At two minutes, turn left to 090°, hold that heading for 30 seconds, and then turn left to 360° and adjust your heading to overfly the bridge near the eastern tower. Promptly intercept TEB R-186 Inbound (Course 006°) after crossing over the bridge and descend to 200 ft. If necessary, adjust your heading a degree or so as you approach the statue to center it in your screen. The Statue of Liberty, a gift from France, has welcomed all who arrived by ship through New York Harbor since 1886.

Behind and to the right of Lady Liberty is a windowed, two-story building. Maneuver your aircraft so that building fills your screen. That building sits on Ellis Island. More than 12 million immigrants were processed to enter the United States between 1892 and 1954. Ellis Island is **Waypoint #4.** Leg #4 ≈ 10 minutes.....

Init Hdg		
167° / 180°	15.0	00+10

To Waypoint 5: New York City is fun, but for DC-3 pilots, a stop at the American Airpower Museum at Republic Airport (KFRG) in Farmingdale, Long Island, New York, could be the high point of a trip. C-47 rides are offered twice a year, (www.americanairpowermuseum.com), and their museum has a nice compliment of WWII war birds . So let's go check it out with an ILS Approach to Rwy 14 and a full-stop landing.

Fly to KFRG at your NORMAL cruise speed. Turn right to about 120° and climb to 2900 ft. Switch NAV1 back to Kennedy VOR, (JFK, 115.90); center your VOR1 needle and fly direct to the VOR, about 13 nm. Enroute, set the NAV1 standby frequency to 111.9 MHz, the Rwy 14 ILS frequency at Republic Airport and have the approach plate for the KFRG ILS landing within reach. At JFK VOR, tune VOR1 to 083° and track that radial outbound. Slow to 120 kts at about 12 DME; at 17.3 DME you will be directly over the airport. Turn left to 330° and when on that heading start your timer. Slow to 105 kts, descend to 1600 ft. and switch the NAV1 Standby ILS frequency of 111.9 MHz to Active. Check that your tail wheel is unlocked. At five minutes, turn left to 175° to set up for your intercept of the ILS. Field elevation is 82 ft. Then make a normal ILS approach. On touch down, brake to a full stop. This will be Waypoint #5. Leg #5 ≈ 26 minutes.....

Init Hdg		
107°/ 120°	40.3	00+26

To Waypoint 6: KFRG to Teterboro VOR. **Fly this leg at NORMAL cruise speed**, also. Fully raise your flaps to the take-off position, turn right off of the runway and then another right turn onto the parallel taxiway and taxi back to the beginning of Rwy 14. It is not necessary to log your taxi time. Check that the fuel in your active tanks is adequate, lock your tail wheel, and dial in 3.0° nose-up trim. **Retune NAV1 to Teterboro VOR (TEB, 108.40 Mhz) and set the OBS of VOR1 to 295°. Set the Standby frequency of NAV1 to the Caldwell Rwy 22 Localizer frequency, 109.35 MHz. If you did not do it earlier, set NAV2 to TEB, 108.4 MHz Have your approach plate within reach for the KCDW Caldwell, N.J. LOC Rwy 22 approach. Takeoff, turn right to 315° and intercept TEB R-295° Inbound , climb to 3000 ft. TEB VOR is Waypoint #6. Leg #6 ≈ 14 minutes.....**

Init Hdg		
302°/ 315°	36.3	00+14

Approach and land, Essex Co, Caldwell: Pause your aircraft for a moment. The landing at Caldwell Airport, KCDW, was chosen because of its Localizer approach to Rwy 22. You will have very accurate horizontal guidance to the runway, but there is no glide slope and hence you must manually control your altitude during the approach. But there is more. There are two intersections along the localizer where you are prohibited from descending below a certain altitude until passing them. Those two Intersections are defined by radials from Teterboro VOR. The first is SNAFU, 323°FROM TEB. (See 'Important note' below) The other is KOLLI, 305°FROM TEB. You will track the localizer inbound to the runway with VOR1 and use VOR2 to identify the intersections. Here is a complication, though. If VOR2 is a conventional VOR gauge with an OBS knob, simply set the OBS to the radial and when the needle centers you are at that radial. BUT, if your VOR2 is within an RMI gauge, the needle points TO the VOR, 180°different from the FROM radial. So I will post both numbers, and you choose the one that fits your VOR2 gauge. SNAFU, OBS=323°, RMI=143°is the way I will post it.

One further item. Note on the chart that the outbound leg for the procedure turn is 358°. That is also the heading specified to depart from TEB VOR. Then, when you cross the localizer, you are already on the correct heading for the outbound leg of the procedure turn.

OK, let's get flying. **Switch the Standby frequency of NAV1 (109.35 MHz) to Active and set VOR1 OBS to 223°as a reminder of the Localizer course. Depart from TEB VOR with a heading of 358°, slow to 105 kts and descend to 2700 ft. Cross the Rwy 22 Localizer. VOR1 needle will swing through center to identify that event. Then maintain 358°hdg for 1 minute, 30 seconds and then turn right to 178°. NAV 2 should already be tuned to TEB, 108.4 MHz. But if it isn't, do that now. We need that for intersection information as we proceed along the localizer. Note on the chart that we cannot descend below 2000 ft. until after passing SNAFU Intersection, at OBS=323°, RMI= 143°radial of TEB. Thus, If your VOR2 is a conventional VOR gauge, set the OBS to 323°now. Monitor VOR1 and as the needle begins to move in, turn right to heading 223°and intercept the localizer. Switch on the APR button on your autopilot to lock you to the localizer beam. This would be a good time to save your flight, including noting total fuel used and total flight time to this point, in case you want to refly this approach. Begin your descent to 2000 ft., but no lower until reaching the SNAFU Intersection, OBS=323°, RMI=146° . Then continue your descent to 960 ft. but no lower until passing the KOLLI Intersection, OBS=305°, RMI=125°. Then complete your landing. Waypoint #7 and the end of the flight is reached at the full-stop point of your aircraft on Rwy 22. Leg #7 ≈ 33 minutes.....**

Init Hdg		
345°/ 358°	34.9	00+33

Important note – For **FAAIR ISEC** on the Caldwell Approach Plate please read **SNAFU ISEC**: The reason - FSNavigator, Plan-G and FSCommander all place SNAFU ISEC in this location, and FAAIR ISEC in other locations.

**Land: Essex Co, Caldwell,
New Jersey Rwy 22**

Length: 4,553ft

Width: 80ft

Surface: Asphalt

Flight: 08

Arrival Airport Elevation : 173ft

Estimated totals for this flight >>>

178nm 01+28