

**A Five Leg Round Robin from Osan Air Base**

**AUTHOR'S NOTE:** When I was stationed (U. S. Air Force) at Osan Air Base in South Korea (ROK – Republic of Korea), I flew these legs in the C-47. We didn't always hit all the bases on a single day, but often flew to two or three of the airfields.

**Abbreviations**

AGL	Above Ground Level	Length	Length of runway
Approx	Approximately	METO	Max (power) Except Take Off
BOD	Beginning Of Descent	MSL	Mean Sea Level
DIR	Direct	NDB	Non Directional Beacon
DR	Dead Reckoning	OB	Out Bound
Elev	Runway Elevation	Rwy	Runway
HDG	Heading	VOR	VHF Omni Range

**NOTAMS**

There is a single FSNavigator (FSN) flight plan for the entire charter (324-11.fsn). It is saved in Version 3.0.

Some spellings differences between real life and FSN exist. In FSN, Kunsan is Gunsan, Kwang Ju is Gwang Ju and Kangnung is GangNeung. I don't know if they've changed the names since I was there in 1970, or whether it's language translation problem. In either case, follow the route to the VORs, etc. and you'll find the correct field.

Based on altitudes I've indicated, you should be able to fly all legs either VFR or IFR without running into any granite clouds.

Time and fuel figures shown are for each leg and do not include ground time.

Two minor differences in FS 2002 are noted in the description.

Send a single PIREP for the entire round robin.

Enjoy the flights

John Achor :-)>

DC3-324    \_\_x\_(" ")\_x\_\_



From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Kunsan AB ROK (RKJK)</b>  <b>to</b>  <b>Kwang Ju AB ROK (RKJJ)</b>	<b>Charter: 324-11                  Initial Altitude 2500 MSL</b>  = Dpt Rwy 18, (Elev 29, Length 9022 x 148)  = After takeoff, Hdg 176 -----  = Dir Kwang Ju VOR (KWA 114.4) -----  = Rwy in sight, BOD to 1000 MSL, enter left downwind for Rwy 04L [FS 2002 – Rwy 04]  = Land Rwy 04L, (Elev49 , Length 9308 x 148) [FS 2002 – Rwy 04]  = Taxi to ramp, discharge passengers and taxi out for next leg  <b>Approximate total                  Fuel used - 43 gal -----</b>	176   176	42	0+22
			50	0+25



From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Taegu AB ROK (RKTN)</b>  <b>to</b>  <b>Kangnung AB ROK (RKNN)</b>	<b>Charter: 324-11                  Initial Altitude 5000 MSL</b>  = Dpt Rwy 31L, (Elev 114, Length 9007 x 148)  = After takeoff, left turn to 350 deg. Intercept and track OB on 011 deg radial of Donchon VOR (DOC 116.5)  = Caution: High terrain N of field, use 800 – 1000 fpm climb  = Dir Gagnwon VOR (KAE 115.6) -----	011	109	0+44
	= Dir Kangnung VOR (KOG 113.5) -----	087	9	0+03
	= OB 056 deg radial KOG VOR			
	= BOD 2100 MSL, OB to 8 DME -----	056	8	0+04
	= Right turn to final approach heading, 256 deg			
	= ILS Rwy 26 (256 deg, 111.5) -----	256	8	0+05
	= Land Rwy 26, (Elev 36, Length 9001 x 148)			
	= Taxi to ramp, discharge passengers and taxi out for next leg			
	<b>Approximate total                  Fuel used - 93 gal -----</b>		120	0+59

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Kangnung AB ROK (RKNN)</b>  <b>to</b>  <b>Osan AB ROK (RKSO)</b>	<b>Charter: 324-11                      Initial Altitude 4000 MSL</b>  = Dpt Rwy 26, (Elev 36, Length 9001 x 148) = After takeoff, Hdg 258 deg ----- = Dir Gagnwon VOR (KAE 115.6) ----- = Dir Wonju VOR (HGS 110.2) ----- = Wonju VOR, OB 239 radial to 35 DME (Fix01) ----- = BOD to 2100 MSL = ILS Rwy 27 (271 deg, 111.3) = Land Rwy 27, (Elev 39, Length 8989 x 148) ----- = Taxi to ramp, shut down engines  <b>Approximate total                      Fuel used - 70 gal -----</b>  <b>= Submit single PIREP for all five legs</b>	    258  258  258  239    271      102	    9  39  35    17    102	    0+05  0+15  0+18    0+10    0+45