

## **Vietnam Charter Flight**

### **DC-3 Airways**

**Take a tour with real veteran Roger Hayes through areas of Vietnam that were better known for all the wrong reason several decades ago.**

A group of Vietnam veterans has contracted with DC-3 Airways for a return trip to Vietnam. The DC-3 crew meets the veterans in Bangkok, Thailand. Once visas are obtained, they plan to fly into Vietnam and tour the country, stopping at places with names that resound with history. The veterans in the cabin will be heard by the pilot, first officer, and crew as they discuss landmarks, their historical significance, Vietnam trivia, and additional tidbits. Take the controls as we fly back into time and land at some of the places where Americans served, and some airports where they would have been taken captive during the 60s and early 70s, but where they are now welcomed by the friendly Vietnamese people. Many of the air strips incorporated herein were built and used by American forces during the war. Other than a few bomb craters and areas still showing signs of defoliation, few indications of the war remain.

A note about real weather: Vietnam's monsoon season begins in mid-April and ends in November. It's tempting to fly "real weather" for a taste of some of the heaviest rainfalls in the World, which total 80 inches per year. While developing this flight, which was in the middle of the monsoon season, I flew real weather, but found mostly clear, sunny skies. I have a hunch that if I tried in the middle of the night, which would be daytime there, it might turn out differently.

## Vietnam Charter Flight DC-3 Airways

### 1. Visas in Bangkok

### 519-02-01.fsn flight plan

Veterans: *I can't wait to get back to Vietnam to see that beautiful land and its people once again, this time at peace. Perhaps we'll see signs welcoming us to the "land of the giant rice paddy," as American soldiers, marines, sailors, and air men called it. But first, we'll fly to Vientiane, the capital of Laos, the "land of a million elephants." Laos is home to 4.5 million inhabitants representing 47 ethnic groups. Buddhism is the country's largest religion. From Vientiane we'll fly into the northern part of Vietnam and begin our tour.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-01	Bangkok, Thailand To Vientiane. Laos.	VTBD to VLVT	282.9	5500ft	Depart Rwy. 3R. Continue on Rwy heading. Climb to 5500ft.
					<b>Course      Distance      ETE.(h:m:s)</b>
					To BK NDB, 293.0.      027deg.      6.4nm      03:06
					To CMP VOR, 112.90      027deg.      176.3nm      01:10:32
					To VTN VOR, 117.50.      022deg.      88.1nm      35:12
					At VTN VOR make station passage at 120kts and 2500ft. Turn left to 344deg. Fly heading for two minutes. Turn left through 210 deg. to 134deg.
					Land VLVT Rwy 13.      134deg.      12.1nm      05:52

## Vietnam Charter Flight DC-3 Airways

### 2. The Valley of Shadow

519-02-02.fsn flight plan

Veterans: *Dien Bien Phu* was the site of the French defeat in 1954. The French experienced the same problem with the Viet Minh—a term which means liberated Vietnamese—as we did later with the Viet Cong; they wouldn't come out and play. Rather, they preferred to engage in guerilla warfare: hit and run attacks, ambushes, booby traps, and similar tactics that inflicted damage without leading to significant losses of Communist troops. The French, in an attempt to block the Viet Minhs' access to Laos, established a post in a mountain valley at Dien Bien Phu, correctly believing that the Viet Minh would be compelled to attack--the knock-down battle they were looking for. Dien Bien Phu is a valley surrounded by mountains, and the French mistakenly presumed that the Viet Minh would not be able to get their howitzers up on top of the mountains. The Vietnamese dismantled their heavy guns and dragged them with ropes and by hand up the mountains, from which they proceeded to pound the French forces while ground troops encircled the base with tunnels and trenches, leading to eventual French surrender and the end of the French colonial period in French Indo-China (Vietnam).

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-02	Vientiane, Laos to Dien Bien Phu, Vietnam.	VLVT to VVDB	213.3	7500ft	Depart Rwy. 31. Continue on Rwy heading. Climb to 7500ft.
					<b>Course.</b> <b>Distance.</b> <b>ETE (h:m:s)</b>
					To VTN VOR, 117.50      312deg.      2.5nm      01:11
					Turn right to 022deg radial OB from VTN VOR.
					To PHO NDB, 230.0      022deg.      92.7nm      36:30
					Climb to 8500ft.
					To OUD NDB, 305.0      355deg.      74.8nm      28:14
					Track to DB NDB, 380.0      002deg.      38.7nm      15:16
					Descend to 5500ft at 500fpm. Remain at this altitude until you cross a ridge and a wide valley lies ahead, then descend further to 2500ft at 500fpm. The runway is dirt and difficult to see so look out for the tower. When airfield is in sight turn right to 024E for one and a half minutes, then turn left to 320deg for visual approach. If airfield isn't seen then continue to fly to DB NDB and join the traffic pattern.
					Land VVDB Rwy 32.      320deg.      4.6nm      02:16

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### 3. To the Vietnamese Capital

519-02-03.fsn flight plan

*Veterans: Vietnam, meaning “land to the south,” was settled by Chinese immigrants approximately 1600 years ago. The mountains, over which we will fly on this leg, helped thwart invaders. Hanoi, about 70 miles inland from the Gulf of Tonkin on the Red River, was founded in 1010, making it Southeast Asia’s oldest capital, with human habitation dating to the 3d century BC. During the war, 75% of Hanoi’s inhabitants left, but since the war’s end, it has grown to more than 3 million citizens. The people here are more reserved than those farther south, and their clothing items are not as brightly colored. Bicycles are the most common form of transportation.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-03	Dien Bien Phu, Vietnam to Hanoi, Vietnam.	VVDB to VVND	163.3	7500	Depart Rwy 14. Turn right to 170degs. Climb to 7500ft. <div> <div>Course.</div> <div>Distance.</div> <div>ETE (h:m:s)</div> </div> Continue on 170deg heading for three minutes then turn left to 095degs. To BQ NDB, 340.0      095deg.      63.4nm      26:45 Track to NOB VOR, 116.10      091deg.      77.9nm      30:05 When DME reads 22nm turn left to 063degs. Intercept the ILS, 110.50 Land VVND Rwy 11.      108deg.      21.8nm      09:08

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### 4. Into South Vietnam

519-02-04.fsn flight plan

Veterans: *Shortly after takeoff, we'll fly within sight of the City of Hanoi, the capital of Vietnam and site of the Ho Chi Minh Mausoleum, where "Uncle Ho's" preserved remains lie in state in a glass coffin. Our flight path will take us over the Gulf of Tonkin, where on August 2, 1964, the destroyer Maddux reported enemy fire. Although it was later determined that the ship's crew may have misinterpreted sonar and other signals as enemy fire, it was this event that launched the Gulf of Tonkin Resolution, giving President Johnson authority to commit troops to South Vietnam. We'll make landfall south of the old DMZ, and land in Hue, the historical imperial capital, a city of 350,000. Hue served as Vietnam's capital for over 140 years. It was invaded by the French in 1833, and the Japanese in 1945. During 1968's Tet Offensive, Hue suffered damage, but many cultural attractions remain.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-04	Hanoi, Vietnam To Hue, Vietnam.	VVNB to VVPB	325	5500	Depart Rwy 11. Continue on Rwy heading. Climb to 5500ft.
					<b>Course. Distance. ETE (h:m:s)</b>
					To NOB VOR, 116.10. 108deg. 02.5nm 01:13
					To NAH VOR, 115.50. 163deg. 52.0nm 21:48
					Track to DAN VOR, 114.40. 156deg. 252.9nm 01:39:57
					When DME reads 33nm turn right to 230deg.
					To PB NDB, 440.0. 230deg. 14.5nm 06:02
					Turn to 275deg for a six deg. angled approach to runway.
					Land VVPB Rwy 27. 269deg. 03.1nm 01:20

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### 5. The Central Highlands

### 519-02-05.fsn flight plan

Veterans: During the war, DC-3s were common in the skies over Vietnam. The Navy's R4D and the Army's C-47 are familiar to most Vietnamese. The "gooney bird" was a work horse in Vietnam, not only delivering goods and troops, but also serving as a platform for mini-guns, which the troops called "Puff the Magic Dragon." Those who served with the 4<sup>th</sup> Infantry Division will be glad to see Pleiku, the division's headquarters for much of the war. Nearby, to the southwest, is the ominous Ia Drang Valley, site of a 1965 battle, which is the subject of both literature (*We Were Soldiers Once And Young*) and film. Located in the Central Highlands on a large, fertile plateau, Pleiku is a market town composed of 40,000 people of various Asian ethnic origins.

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-05	Hue, Vietnam to Pleiku, Vietnam.	VVPB to VVPK	156.5	9500	Depart Rwy 9. Continue runway heading. Climb to 9500ft.
					<b>Course.</b> <b>Distance.</b> <b>ETE (h:m:s)</b>
					To P NDB, 348.0. 093deg. 2.1nm 01:01
					Turn to 174deg bearing OB from P NDB.
					To PK NDB, 282.0. 174deg. 144.6nm 45:26
					Turn to 244deg. Slow to 120kts. Fly heading for two minutes then turn right through 210deg to 094deg for a straight in visual approach.
Land VVPK Rwy 9. 094deg 09.8nm. 03:59					

## Vietnam Charter Flight DC-3 Airways

### 6. To the Coast of the South China Sea

519-02-06.fsn flight plan

Veterans: *We'll fly from the Central Highlands to the coast, and pass over several old American military bases on this flight. They were home to units of the 4<sup>th</sup> Infantry Division and a few others. Nha Trang is one of Vietnam's popular, natural ports. It's a resort-coastal city of 200,000 people with four miles of beautiful beaches*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-06	Pleiku, Vietnam to Nhatrang, Vietnam.	VVPK to VVNT	176.4	5500	Depart Rwy 27. Continue on runway heading. Climb to 5500ft.
					<div><div>Course.</div><div>Distance.</div><div>ETE (h:m:s)</div></div>
					To PCA VOR, 116.30.093deg59.0nm23:54
					To TH NDB, 200.0.163deg.57.3nm22:38
					Turn right to the 189deg bearing OB from TH NDB.
					Descend to 4500ft.
					Commence 500fpm descent twelve minutes after station passage TH NDB.
					To 1500ft.
					To VVNT.189deg.49.9nm20:06
					Turn left to 148deg. Slow to 120kts. Continue heading for two minutes then turn left through 210deg. Straight in visual approach.
Land VVNT Rwy 30.298deg.10.2nm04:18					

## Vietnam Charter Flight DC-3 Airways

### 7 Down the Coast to the Paris of the Orient.

519-02-07.fsn flight plan

Veterans: As we clear the mountains on this flight, we begin to see hints of the low-lying, table-top-flat land that is excellent for growing rice. We'll pass over Vung Tau, which was an in-country rest and recreation spot for American soldiers, and, if the rumors were true, for communist soldiers, as well. [Vung Tau is on a peninsula at VTV VOR.] From there, we'll follow the Saigon River upstream to Saigon, the Paris of the Orient. With a population of five million, this city is among the world's largest. Saigon displays French influence with its architecture, tree-lined avenues, and sidewalk cafes. We'll land at the former Tan Son Nhut Air Force Base, the world's busiest airport, in terms of takeoffs and landings, in the late 60s. [Your charter developer's infantry company provided security in the form of overnight ambush patrols for the AFB during the rainy season of 1968.]

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-07	Nhatrang, Vietnam. To Ho Chi Minh City, Vietnam.	VVNT to VVTS	224.9	4500	Depart Rwy 12. Continue on runway heading for one minute. Climb to 4500ft.  <div style="text-align: right;"> <b>Course.      Distance.      ETE (h:m:s)</b> </div> Turn right to 194deg. And maintain heading. Tune VOR 1 to PTH VOR, 114.10 and set OBS to 246deg. When needle centers DME should read approx. 62nm. Turn right to 246deg. To PTH VOR, 114.10.      246deg.      117.3nm      48:11 To VTV VOR, 114.70.      240deg.      66.3nm      26:31 To TD NDB, 358.0.      325deg.      35.7nm      14:33 Turn left to 249deg. for straight in approach or ILS, 110.50. Land VVTS Rwy 25R.      249deg.      05.6nm      02:23



## Vietnam Charter Flight DC-3 Airways

### 8. Into the Mekong Delta

519-02-08.fsn flight plan

Veterans: *We'll fly over the Plain of Reeds and into the Mekong Delta. Because few roads exist in the delta, transportation is mostly by water. Ca Mau is located in one of the world's largest mangrove swamps and at the south end of the U Minh Forest. Be sure to be inside by dark or the mosquitoes will make you wish you were.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-08	Ho Chi Minh City, Vietnam to Camau, Vietnam.	VVTS to VVCN	149.5	4500	Depart Rwy 25R. Turn left to 203deg. and intercept the 231deg radial OB from TSN VOR, 116.70. Climb to 4500ft.
					<div><div>Course.</div><div>Distance.</div><div>ETE (h:m:s)</div></div>
					To CT NDB, 420.0. 231deg. 74.0nm 29:33
					Eighteen minute after station passage CT NDB commence 300fpm descent to 1500ft.
					To QL NDB, 305.0. 211deg. 63.9nm 25:43
					Turn left to 120degs. Slow to 120kts and fly heading for two minutes. Turn left through 210degs to 270deg for straight in visual approach.
					Land VVCN Rwy 27. 270dg. 11.6nm 04:56

## Vietnam Charter Flight DC-3 Airways

### 9. To the Island

519-02-09.fsn flight plan

Veterans: *Phu Quoc, Vietnam's largest island, is a tropical paradise with some of the world's most scenic, palm tree-lined beaches. The island's sovereignty is also challenged by Cambodia, but a large Vietnamese military base on the north half of the island keeps the Khmer at bay. Don't wander into the northern half of the island; you may become a guest of the Vietnamese military. Developers have discovered Phu Quoc, and unfortunately, the pristine beaches may be soon lined with resorts and hotels. During the war, Phu Quoc was a Viet Cong stronghold, and was also occupied by a small Air Force Forward Air Control Post.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-09	Camau, Vietnam to Phu Quoc, Vietnam	VVCN To VVPQ	109.7	4500	<p>Depart Rwy 27. Turn right to 327deg. and intercept the 311deg bearing OB from QL NDB, 305.0. Climb to 4500ft.</p> <p style="text-align: center;"><b>Course.      Distance.      ETE (h:m:s)</b></p> <p>29 minutes after takeoff commence a 300fpm descent to 1500ft.</p> <p>To PQ NDB, 278.0.                      311deg.      100.2nm                      39:44</p> <p>Turn right to 048deg. Slow to 120kts and maintain heading for two minutes then turn right through 210 deg to 259 deg for a straight in visual approach.</p> <p>Land VVPQ Rwy 26.                      259deg.      09.5nm                      04:00</p>

## **Vietnam Charter Flight**

### **DC-3 Airways**

#### **10. Back to the Delta , Over the Ho Chi Minh Trail and back to the Central Highlands.**

**519-02-10.fsn flight plan**

Cantho airfield does not exist in FS2000 therefore flights 519-02-10 and 519-02-11 have been combined into a single flight, **519-02-10.fsn**  
The route follows more or less the original route of the two original flights so the narrative remains true.

*Veterans: Can Tho is one of the 13 delta provincial capitals attacked by the VC and NVA during the 68 Tet Offensive. The 101<sup>st</sup> Airborne and the 1<sup>st</sup> Cavalry Division operated in this area. We'll fly over the site of the Army's old Cantho Airfield where CT NDB is located.*  
*As we leave the delta, we'll pass the "parrot's beak," so named for the shape of a projection of the Cambodian border, due west of Ho Chi Minh City (Saigon). North of the parrot's beak is the old area of operations of the 25<sup>th</sup> Infantry Division, and where several other units also spent time. To the left of the flight path—provided good visibility—will be the Black Virgin Mountain [halfway between CT NDB and MD NDB], which dominates the skyline in this table-top-flat section of Vietnam. This flat terrain, between 30- and 50-feet above sea level, with its rich, alluvial soil, produces tons of rice. The same characteristics were perfectly suitable for a successful war-time strategic feature: tunnels. It was here that the Viet Minh taught tunnel warfare to their troops in the 1940s, and the site of the most concentrated tunnels—approximately 200-kilometers in length—in the country. A portion of the tunnel system has been preserved and is a tourist attraction today. North of the Black Virgin Mountain, on the Cambodian Border, was the Viet Cong's national headquarters. [This area is the old stomping grounds for your charter developer, also the author of the military memoir: *On Point*, winner of the Army Historical Foundation's Distinguished Book Award. Another familiar name among DC-3 Airways members also saw military service here: Bill Rambow.] Next, we'll fly across the Cambodian border and pass over a portion of the historic Ho Chi Minh Trail, used to transport military supplies, ammunition, weapons, and troops outside of Vietnam's borders and away from American and South Vietnamese Army installations and patrols. The trail's southern-most significant exit into Vietnam was near the Black Virgin Mountain. We'll land near the site of the last major battle between the North Vietnamese Army and the Army of the Republic of Vietnam (South Vietnam's army) as the NVA moved south to capture Saigon. The area is populated with indigenous hill tribes, some of which specialize in elephant hunting and training, and by the Montagnards, who made excellent soldiers and staunch allies of American forces.*

## Vietnam Charter Flight DC-3 Airways

Flight No.	From / To	Airport ID's	NM	Init. Alt.	Flight description
519-02-10	Phu Quoc, Vietnam to Buonmathuot, Vietnam.	VVPQ to VVBM	319.2	3500	Depart Rwy 8. Turn right to 124deg. and intercept the 104deg bearing OB from PQ NDB, 278.0. Climb to 3500ft.
					<div><div>Course.</div><div>Distance.</div><div>ETE (h:m:s)</div></div>
					To RG NDB, 335.0.104deg.75.3nm29:41
					To CT NDB, 420.0.076deg.36.4nm14:45
					To TSN VOR, 116.70.051deg.69.4nm28:06
					Continue on the 037deg radial OB from TSN VOR.
					Climb to 5500ft.
					Commence a 300fpm descent to 3500ft forty seven minutes after passing TSN VOR.
					To BU NDB, 386.0.037deg.138.2nm54:57
					Turn right to 094deg for a five deg. left angled visual approach.
Land VVBM Rwy 9.089deg.03.8nm01:35					

## Vietnam Charter Flight DC-3 Airways

### 11. Back to the Coast

### 519-02-11.fsn flight plan

Veterans: Phucate, where we'll land, was an Air Force Base that provided support to infantry elements of the 173d Airborne, the 4<sup>th</sup> Infantry Division, and the 1<sup>st</sup> Cavalry Division. Korean troops were also active in this area. Nearby, to the south, is Qui Nhon, which was heavily involved in the war. We'll pass within sight of its air strip [VVQN]. Qui Nhon is a notable seaport supporting a population of 250,000 people.

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-12	Buonmathuot, Vietnam to Phucat, Vietnam.	VVBM to VVPC	99.7	5500	Depart Rwy 9. Turn left to 011deg. and intercept the 041deg bearing OB from BU NDB, 386.0. Climb to 5500ft.
					<div><div>Course.</div><div>Distance.</div><div>ETE (h:m:s)</div></div>
					Track to PCA VOR, 116.30. 035deg. 94.5nm 38:34
					When DME reads 15nm turn right to 062deg.
					To PC NDB, 250.0. 062deg. 14.1nm 05:52
					Turn left to the 327deg radial IB to PCA VOR.
					You now have a choice of a visual or a VOR approach.
Land Rwy 33 VVPC. 331deg. 05.4nm 02:19					

## Vietnam Charter Flight DC-3 Airways

### 12. Where it all Began

519-02-12.fsn flight plan

Veterans: *We'll get a great view of this part of the country as we fly along the coast. The road running along the coast is Highway 1, which goes from Hanoi to Saigon, and then making a turn to the northwest to Phnom Penh in Cambodia. We'll fly over the areas of operation for the 101<sup>st</sup> Airborne, 199<sup>th</sup> Light Infantry Brigade, and the Americal Division. We'll land in Da Nang, site of American troops'—Marines in this case—first combat mission in Vietnam, providing security for the large airfield. Rather than passively perform bunker guard duty, the Marines began patrolling the countryside to restrict enemy activity. This eventually widened with more units being brought in, and eventually grew into what has become known as the Vietnam War.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-13	Phucut, Vietnam to Da Nang, Vietnam.	VVPC to VVDN	142.3	3500	<p>Depart Rwy 33. Turn right to 031deg. and intercept the 010deg. OB radial from PCA VOR, 116.30. Climb to 3500ft.</p> <p style="text-align: center;"><b>Course.      Distance.      ETE (h:m:s)</b></p> <p>Continue on a heading of 010deg. Until DME reads 30nm.</p> <p>Turn left to 343deg. and continue to follow coast.</p> <p>Track to DAN VOR, 114.4.    332deg.    116.7nm    48:15</p> <p>When DME reads 25nm turn left to 309deg.</p> <p>Continue heading and intercept the ILS, 110.50.</p> <p>Land Rwy 35R VVDN.    353deg.    25.5nm    10:37</p>

## Vietnam Charter Flight DC-3 Airways

### 13. Back to the World.

### 519-02-13.fsn flight plan

Veterans: *Although we're leaving Vietnam, we're not leaving the war behind. We'll fly to Ubon Ratchathani, which was the Air Force's largest air base in Thailand during the war. Bombers took off here and returned after dropping their payload. Today it is the home of the Royal Thai Air Force.*

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-14	Da Nang, Vietnam to Ubon Ratchathani, Thailand.	VVDN to VTUU	204.0	6500	Depart Rwy 17L. Slight right turn to 174deg. Climb to 6500ft.
					<b>Course.</b> <b>Distance.</b> <b>ETE (h:m:s)</b>
					To DJ NDB, 212.0. 174deg. 04.8nm 02:20
					To SAR NDB, 200.0. 262deg. 104.9nm 41:57
					Track to UBL VOR, 253deg. 76.2nm 21:45
					When DME reads 20nm turn right to 276deg. Maintain heading and intercept the ILS, 110.10.
					Land VTUU Rwy 23. 232deg. 19.0nm 12:59

## Vietnam Charter Flight DC-3 Airways

### 14. Return to Bangkok.

519-02-14.fsn flight plan

Veterans: We're heading back to Bangkok where we began our tour, and will probably follow the same flight path as thousands of GIs enjoying a rest and recreation break from the war. Bangkok was an R&R city for troops serving in Vietnam, along with Singapore, Sydney, Taipei, Hong Kong, Tokyo, Manilla, and Hawaii. Bangkok, nicknamed the City of Angels, is criss-crossed with rivers and man-made canals, originally built for transportation. This charming Asian city is the home of 5.5 million inhabitants.

<u>Flight No.</u>	<u>From / To</u>	<u>Airport ID's</u>	<u>NM</u>	<u>Init. Alt.</u>	<u>Flight description</u>
519-02-15	Ubon Ratchathani, Vietnam to Bangkok, Thailand.	VTUU to VTBD	269.9	6500	Depart Rwy 23. Turn right to 281deg. and intercept the 271deg. radial OB from UBL VOR, 112.70. Climb to 6500ft.
					<b>Course.      Distance.      ETE (h:m:s)</b>
					To BRM VOR, 117.20.      271deg.      94.7nm      38:18
					To KRT VOR, 113.70.      254deg.      68.1nm      26:22
					Track to BKK VOR, 117.70.      236deg.      88.5nm      34:31
					When DME reads 20nm turn right to 248deg.
					To BK NDB, 293.0.      248deg.      14.2nm      05:55
					Turn left to 209deg. You have a choice of ILS or VOR approach.
					Land Rwy 21R.      209deg.      04.7nm      02:01