

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.

*FP's revised for **FSX** (Steam), **MSFS**, **P3D5**, **XP12***

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<<< Special Remarks (with reference to original documents)>>>

FSX users :

Nothing to be mentionned so far.

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MSFS users :

VVDB airport is not included into the simulator, but can be found as addon (check internet – Flightsim.to has 2 VVDG airport addons).

PHO and OUD NDB's do not exist.

SAR NDB does not exist.

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P3D5 users:

OUD NDB does not exist.

VVNT airport now only used for military purposes. Civil traffic was transferred to VVCR (Cam Rahn), which will be the airport used in this simulator.

Depending on P3D version, there might be some differences on airports or runway headings. Please feel free to amend flightplans accordingly.

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XPlane users :

PHO and OUD NDB's do not exist.

VVNT airport now only used for military purposes. Civil traffic was transferred to VVCR (Cam Rahn), which will be the airport used in this simulator.

BK VOR does not exist.

Vietnam Charter Flight - DC-3 Airways

1. Visas in Bangkok – FSX, MSFS, P3D5

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.*

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 3R	Init. Hdg– 029°	Init. Alt – 5,500ft	Apt Elev. – 9ft			
Bangkok (VTBD) Thailand To Vientiane (VLVT) Laos	Departure (07:30 hrs): Before departure, tune ADF to BK NDB (293.0) and Nav1 to CMP VOR/DME (112.90). Set OBS to 026° radial. After take off, continue on runway heading and start climb to 5,500ft.....				029	3.9	
	To BK NDB. When crossing 1,000ft, amend heading to 026° and fly towards NDB.....				026	3.4	
	En Route: To CMP VOR. Overhead BK NDB, continue on heading 026° and maintain heading until signal is received.....				026	176.0	
	To VTN VOR (117.50). Overhead CMP VOR, turn left to 022°. Tune NAV1 to 117.50 and set OBS to 022°. "Ride the line" upto VTN VOR.....				022	88.0	
	Approach: At VTN VOR, make station passage at 120kts and 2,500ft. Turn left to the Rwy reciprocal, 316degs. Fly heading for three minutes or until DME reads 6nm..... Turn left to 271degs.and fly heading for one minute.....				316 271	6.0 2.0	
	Make a right turn to 091degs and intercept the ILS, 109.90..... To the runway (runway heading 136°).....				091 136	2.0 7.1	
	Land: VLVT Rwy 13	Length: 9,864/9,836/9,861ft	Width: 197/132/148ft	Surface: Asphalt			
Flight No.: 519-02-01-FMP	Arrival Airport Elev: 563/563/566ft				Estimated totals for this flight>>>		289.0 nm

Vietnam Charter Flight - DC-3 Airways

1. Visas in Bangkok – XP12

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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 3R	Init. Hdg– 029°	Init. Alt – 5,500ft	Apt Elev. – 5ft			
Bangkok (VTBD) Thailand To Vientiane (VLVT) Laos	Departure (07:30 hrs): Before departure, tune Nav1 to CMP VOR/DME (112.90). Set OBS to 027° radial. After take off, continue on runway heading and start climb to 5,500ft.....				029	3.9	
	En Route: To CMP VOR. When crossing 1,000ft, amend heading to 027° and maintain heading until signal is received.....				027	180.0	
	To VTN VOR (117.50). Overhead CMP VOR, turn left to 022°. Set NAV1 to 117.50 and OBS to 022°. "Ride the line" upto VTN VOR.....				022	88.0	
	Approach: At VTN VOR, make station passage at 120kts and 2,500ft. Turn left to the Rwy reciprocal, 317°. Fly heading for three minutes or until DME reads 6nm.....				317	6.0	
	Turn left to 271degs.and fly heading for one minute.....				272	2.0	
	Make a right turn to 091degs and intercept the ILS. 109.90.....				091	2.0	
	To the runway (runway heading 137°).....				137	7.1	
	Land: VLVT runway 13	Length: 9,859ft	Width: 148ft	Surface: Asphalt			
Flight No.: 519-02-01-X	Arrival Airport Elev: 550ft				Estimated totals for this flight>>>		
						289.0 nm	

2. The Valley of Shadow – FSX

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 31	Init. Hdg – 317°	Init. Alt – 7,500ft	Apt Elev. 102ft			
Vientiane (VLVT) Laos To Dien Bien Phu (VVDB) Vietnam	Departure: Set Nav 1 to VTN VOR/DME (117.50), and ADF to PHO NDB (230.0). After take off continue on runway heading 316° to VTN VOR. Start climb to 7,500ft.....				316	1.9	
	Enroute: To PHO NDB. Overhead VTN VOR, turn right to 022° and fly towards NDB.....				022	92.0	
	To OUD NDB (305.0). Overhead PHO NDB, turn left to 355° and fly towards NDB. Descent to 5,500ft..... Tune NAV1 to DIB VOR/DME (113.60), and set OBS to 342°. Tune ADF to DB NDB (380.0).				355	75.0	
	To Fix 01. Overhead OUD NDB, turn right to 014° and maintain heading and altitude for 5 minutes, then start descent to 2,500ft. Waypoint reached when DIB DME reads 17.5nm and needle centers, DB NDB pointing to 344°				014	27.0	
	Approach: At Fix 01, turn left to 344° The runway is dirt and difficult to see, so look out for the tower. When airfield is in sight, adjust heading for visual approach(runway heading 340°)..... If airfield isn't seen then continue to fly to DB NDB and join the traffic pattern.				final hdg 340	17.0	
	Land: VVDB Rwy 34	Length: 6,004ft	Width: 98ft	Surface: Planks			
Flight No.: 519-02-02-F	Arrival Airport Elev: 1,512ft					212.0 nm	
Estimated totals for this flight>>>							

Vietnam Charter Flight - DC-3 Airways

2. The Valley of Shadow – MSFS, P3D, XP12

MSFS users: So far, MSFS does not contain VVDB airport. VVDB airport addon for MSFS can be found via internet

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).

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 31	Init. Hdg – 316/317°	Init. Alt – 7,500ft	Apt Elev. 566/550ft			
Vientiane (VLVT) Laos To Dien Bien Phu (VVDB) Vietnam	Departure: Tune Nav 1 to VTN VOR/DME (117.50), and set OBS to 024°. After take off continue on runway heading 317/316/317° to VTN VOR. Start climb to 7,500ft.....				317/316 317	1.9	
	Enroute: To THX VOR/DME. Overhead VTN VOR, turn right and track VTN 024° OB radial. Tune NAV2 to THX VOR (114.00). When signal is received, track THX 024° IB radial.....				024	94.0	
	To Fix 01. Overhead THX VOR, turn right to 357/356/357° and track THX 356/357° OB radial. Start descent to 5,500ft at 500fpm.....				357/356 357	85.0	
	To Fix 02. Tune NAV1 to DIB VOR/DME (113.60). When DME reads 31nm, turn right to 13° and reset OBS to 343°. Waypoint reached when needle centers.....				013	15.1	
	Approach: At Fix 02, turn left to +/-343°. Start descent to 2,500ft. Fly towards VOR. The runway is difficult to see, so look out for the tower. When airfield is in sight, adjust heading to catch runway34, visual approach to runway (runway heading 343/339/338°)..... If airfield isn't seen then continue to fly to DB NDB, 380.0, and join the traffic pattern Without any VVDB addon, schedule short field landing near the Dien Bien Phu city. If an addon is installed, review the flight plan as required.				final hdg 343/339 338	17.1	
	Land: VVDB runway 34	Length: .../6,004/6017ft	Width: .../98ft	Surface: .../Planks/Concrete			
Flight No.: 519-02-02-MPX	Arrival Airport Elev: 1,512/1,583ft				Estimated totals for this flight>>>		214.0 nm

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3. To the Vietnamese Capital – **FSX**

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 3rd 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 16	Init. Hdg – 170°	Init. Alt – 7,500ft	Apt Elev. – 1512ft			
Dien Bien Phu (VVDB) Vietnam To Hanoi (VVNB) Vietnam	Departure: Tune NAV1 to DIB VOR/DME (113.60) and set OBS to 167°. Tune ADF to BQ NDB (349.0). To Fix 01. Take off and start climb to 7,500ft. Once airborne, turn right to +/- 175/177° to catch DIB 167 OB radial.....				175/177	1.7	
	Enroute: To Fix 02. When VOR needle centers, turn left to 167° To BQ NDB. Turn left to 094° Tune NAV1 to NOB VOR/DME (116.10)				167	6.8	
	To Fix 03. Overhead BQ NDB, turn left to 091° and fly towards NOB VOR. Waypoint reached when NOB DME reads 15nm..... Tune ADF to KW NDB (320.0)				094	56.0	
	To Fix 03. Overhead BQ NDB, turn left to 091° and fly towards NOB VOR. Waypoint reached when NOB DME reads 15nm..... Tune ADF to KW NDB (320.0)				091	86.0	
	To KW NDB. When NOB DME reads 22nm, turn left to 083°				083	10.1	
	Approach: Overhead KW NDB, turn right to 109° (heading to NOB VOR), tune NAV1 to NB ILS (110.50) and follow the glidepath for visual approach to RWY 11L (runway heading 109°).....				109	3.5	
	Land: VVNB Rwy 11L	Length: 10,500ft	Width: 148ft	Surface: Concrete			
Flight No.: 519-02-03-F	Arrival Airport Elev: 40ft				Estimated totals for this flight>>>		164.0 nm

Vietnam Charter Flight - DC-3 Airways

3. To the Vietnamese Capital – P3D5, XP12

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 3rd 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 16	Init. Hdg – 159/158°	Init. Alt – 7,500ft	Apt Elev. – 1,512/1,583ft			
Dien Bien Phu (VVDB) Vietnam To Hanoi (VVNB) Vietnam	Departure: Tune NAV1 to DIB VOR/DME (113.60) and set OBS to 168°. Tune ADF to BQ NDB (349.0). To Fix 01. Take off, maintain runway heading and start climb to 7,500ft. Once airborne, turn right to +/- 175/177° to catch DIB 167 OB radial				159/158	1.4	
	Enroute: To Fix 02. Overhead Nam Rom river, or when crossing 2,000ft, turn right to 186° to catch DIB 168° OB radial.....				186	0.8	
	To Fix 03. Turn left to 168° and maintain heading no climb. Waypoint reached when DME reads 8.4nm.....				168	6.8	
	To BQ NDB. Turn left to 094°..... Tune NAV1 to VPH VOR/DME (113.90) and set OBS to 089°.				094	56.0	
	To VPH VOR. Overhead BQ NDB, turn left to 089° and track NOB VOR 089° IB radial.....				089	88.0	
	To KW NDB (320.0). Overhead VPH VOR, turn right to 107°. Tune NAV1 to NB ILS (110.50).				107	8.4	
	Approach: Overhead KW NDB, turn right to 109° and follow the glidepath for visual approach to RWY 11L (runway heading 109°).....				109	3.5	
	Land: VVNB Rwy 11L	Length: 10,500 / 10,488ft	Width: 148ft	Surface: Asphalt			
Flight No.: 519-02-03-PX	Arrival Airport Elev: 40/39ft				Estimated totals for this flight>>>		165.0 nm

Vietnam Charter Flight - DC-3 Airways

3. To the Vietnamese Capital – MSFS

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 3rd 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 16	Init. Hdg – 159°	Init. Alt – 7,500ft	Apt Elev. –ft			
Dien Bien Phu (VVDB) Vietnam To Hanoi (VVNB) Vietnam	Departure: Without any VVDB addon, schedule short field take off near the Dien Bien Phu city. If an addon is installed, review the flight plan as required. Tune NAV1 to DIB VOR/DME (113.60) and set OBS to 167°. Tune ADF to BQ NDB (349.0). To Fix 01. Take off, maintain runway heading and start climb to 7,500ft.....				159	1.4	
	Enroute: To Fix 02. Overhead Nam Rom river, or when crossing 2,000ft, turn right to 186° to catch DIB 168° OB radial.....				186	0.8	
	To Fix 03. Turn left to 168° and maintain heading no climb. Waypoint reached when DME reads 8.4nm.				168	6.8	
	To BQ NDB. Turn left to 094° Tune NAV1 to VPH VOR/DME (113.90) and set OBS to 089°.				094	56.0	
	To VPH VOR. Overhead BQ NDB, turn left to 089° and track NOB VOR 089° IB radial.....				089	88.0	
	To KW NDB (320.0). Overhead VPH VOR, turn right to /107°. Tune NAV1 to NB ILS (110.50).				107	8.4	
	Approach: Overhead KW NDB, turn right to 109° and follow the glidepath for visual approach to RWY 11L (runway heading 109°).....				109	3.5	
	Land: VVNB Rwy 11L		Length: 10,500 / 10,488ft	Width: 148ft			
Flight No.: 519-02-03-M	Arrival Airport Elev: 39ft <div>Estimated totals for this flight>>></div>					165.0 nm	

Vietnam Charter Flight - DC-3 Airways

4. Into South Vietnam – FSX – MSFS - P3D5 - XP12

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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 11	Init. Hdg – 109°	Init. Alt – 5,500ft	Apt Elev. – 40/39ft			
Hanoi (VVNB) Vietnam To Hue (VVPB) Vietnam	Departure: Set NAV1 to NOB VOR/DME (116.10). Take off from runway 11L. After take off continue on runway heading 109° to NOB VOR. Start climb to 5,500ft.....				109	1.7	
	Enroute: To NAH VOR. Overhead NOB, turn right to 163/164° and tune NAV1 to NAH VOR/DME (115.50). Fly towards NAH.....				163 / 164	52.0	
	To Fix 01. Overhead NAH, turn left to 156/157° and track NAH 156/157° OB radial. When signal fades, tune NAV1 to DAN VOR/DME (114.40). When signal is received, continue flying towards DAN. Tune ADF to PB NDB (440.0), tune NAV2 to HUE VOR/DME (115.80) and set OBS to 240°. Waypoint reached when DAN DME reads 28.6nm, HUE DME reads 17.6nm and needle centers.....				156 / 157	253.0	
	To PB NDB. Turn right to 230/231° and fly towards PB NDB.....				230 / 231 230 / 231	14.5	
	Approach: Turn to 274/276/275/276° to the airport. As soon as runway in sight, amend heading for a visual approach to runway 27 (runway heading 270/275/274/275°).....				274 / 276 275 / 276	3.8 / 4.0	
	Land: VVPB Rwy 27	Length: 8,858/8,875/8,859/8,862ft	Width: 131/139/148/130/ft	Surface: Asphalt/Concrete			
Flight No.: 519-02-04-FMPX	Arrival Airport Elev: 044/027/049/046ft				Estimated totals for this flight>>>		325.0 nm

Vietnam Charter Flight - DC-3 Airways

5. The Central Highlands – FSX – MSFS - P3D5 - XP12

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 4th Infantry Division will be glad to see Pleiku, the division's headquarters for much of the war. Nearby, to the southwest, is the ominous La 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 09	Init. Hdg – 094/096/095/096°	Init. Alt – 9,500ft	Apt Elev. – 044/027/049/046ft			
Hue (VVPB) Vietnam To Pleiku (VVPK) Vietnam	Departure: Before take off tune ADF to PB NDB (440.0). Take off runway 09 (heading 90°) and start climb to 9,500ft. To PB NDB. Turn right to 094/096/095/096°. Direct to NDB.....				094 / 096 095 / 096	3.8 / 4.0	
	Enroute: To PK NDB: Overhead PB NDB, turn right to 175/176° bearing OB from PB NDB. When signal fades, tune ADF to PK NDB (282.0). Maintain heading, and fly towards PK NDB.....				175 / 176	144.0	
	Approach: Overhead PK NDB, turn to 185/186°. Slow to 120kts. Fly heading for one minute, then turn right to 275/276/275/276° and fly heading for two minutes, then turn right to 005/006° for +/- one minute, and finally to 095/092° for a straight in visual approach.....				Final hdg 095 / 092°	12.0 / 11.8 11.5 / 11.4	
	Land: VVPK Rwy 09	Length: 5,920/5,959/5,920/7,865ft	Width: 118/108/118/148ft	Surface: Asphalt			
Flight No.: 519-02-05-FMPX	Arrival Airport Elev: 2,434 / 2,424 / 2,434 / 2,439ft Estimated totals for this flight>>>					160.0nm	

Vietnam Charter Flight - DC-3 Airways

6. To the Coast of the South China Sea – FSX – MSFS

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 4th 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

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm		
	Dep. Rwy – 09	Init. Hdg – 093/094°	Init. Alt – 5,500ft	Apt Elev. – 2,434/2,424/2,434/2,439ft				
Pleiku (VVPK) Vietnam To Nha Trang (VVNT) Vietnam	Departure: Before take off tune NAV1 to PCA VOR/DME (116.30), and OBS to 093/094°. Tune ADF to TH NDB (200.0). Take off runway 27 (heading 095/092°), and start climb to 5,500ft on runway heading.							
	Enroute: To PCA VOR. Once established on climb, track PCA VOR 093/094 IB radial and fly towards VOR...				093/094	59.0/60.0		
	To TH NDB. Overhead PCA VOR, turn right to 163/164°				163/164	57.0		
	To NG NDB (289.0). Overhead TH NDB, turn right and track 190/189° bearing OB from TH NDB. Descend to 4,500ft. Twelve minutes after station passage TH NDB, commence 500fpm descent to 1,500ft. Continue to overhead NG NDB airport.....				190	50.0		
	Approach: Overhead NG NDB, slow to 120kts. Continue on 190/192° hdg for +/- 1 minute, and turn left to 118/119° and fly +/- 1 and half minute (ADF needle pointing to 324/325°). Turn left to 028/029°. When ADF needle about to point to 304/305°, turn left to 298/301° for straight in visual approach to runway (runway heading 298/301°).....				Final hdg 298/301	9.4/9.6		
Land: VVNT Rwy 30		Length: 6,146/6402ft	Width: 148/137ft	Surface: Asphalt				
Flight No.: 519-02-06-FM	Arrival Airport Elev: 20/25ft				Estimated totals for this flight>>>		176.0nm	

6. To the Coast of the South China Sea - P3D5 - XP12

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 09	Init. Hdg – 093/094°	Init. Alt – 5,500ft	Apt Elev. – 2,434/2,439ft			
Pleiku (VVPK) Vietnam To Cam Rahn (VVCR) Vietnam	Departure: Before take off tune NAV1 to PCA VOR/DME (116.30), and OBS to 093/094°. Tune ADF to TH NDB (200.0). Take off runway 27 (heading 095°), and start climb to 5,500ft on runway heading.						
	Enroute: To PCA VOR. Once established on climb, track PCA VOR 093 IB radial and fly towards VOR...				093 / 094	59.0 / 60.0	
	To TH NDB. Overhead PCA VOR, turn right to 164/164°				164	57.0	
	To WP1. Overhead TH NDB, turn right to 187°. Tune ADF to CR NDB (414.0). Tune NAV1 to CRA VOR/DME (116.50) and set OBS to 187°. Maintain heading 187° and fly towards CRA VOR. Descend to 4500ft. Twelve minutes after station passage TH NDB, commence 500fpm descent to 1,500ft. Continue to VVCR airport. When CRA DME reads 13.8nm and OBS 185°, you are overhead Hon Tre island, and you can see Nha Trang on your right.....				187	50.0	
	Approach: Slow down to 120kts. Turn left to 181° and maintain heading.....				181	10.0 / 10.1	
	When CRA DME reads 3.9nm, turn right to 199/200° for straight in visual approach to runway...				199 / 200	3.0	
	Land: VVCR Rwy 20L	Length: 10,100/10,026ft	Width: 148ft	Surface: Concrete			
Flight No.: 519-02-06-PX	Arrival Airport Elev: 43/40ft				Estimated totals for this flight>>>		179.0/180.0nm

Vietnam Charter Flight - DC-3 Airways

7 Down the Coast to the Paris of the Orient – FSX – MSFS

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.]

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 12	Init. Hdg – 118/121°	Init. Alt – 4,500ft	Apt Elev. – 20/25ft			
Nha Trang (VVNT) VietnamTo Ho Chi Minh City (VVTs) Vietnam	Departure: Before take off tune VOR1 to PTH VOR, 114.10, and set OBS to 246/247°. Take off runway 12 (heading 118/121°). Start climb to 4,500ft. Continue on runway heading for two minutes..... Turn right to 194/195°. Maintain heading.				118 / 121	3.8 / 3.5	
	Enroute: To WP1. When VOR1 needle centers, DME should read approx. 61nm. Turn right to 246/247°.....				194 / 195	53.0	
	To PTH VOR, 114.10. Turn right to 246/247° and fly to VOR.....				246 / 247	61.0	
	To VTV VOR, 114.70. Turn left to 240/241° and fly to VOR.....				240 / 241	66.0 / 67.0	
	To TD NDB, 358.0. Turn right to 325/326° and fly to NDB.....				325 / 326	36.0 / 35.0	
	Approach: Overhead TD NDB, turn left to 249/250° for straight in approach or ILS, 110.50.....				249 / 250	5.5 / 5.6	
	Land: VVTs Rwy 25R	Length: 10,026/9,983ft	Width: 150/141ft	Surface: Concrete/Asphalt			
Flight No.: 519-02-07-FM	Arrival Airport Elev: 33/27ft				Estimated totals for this flight>>>		225.0nm

Vietnam Charter Flight - DC-3 Airways

7 Down the Coast to the Paris of the Orient - P3D5 - XP12

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.]

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 20/20R	Init. Hdg – 199/200°	Init. Alt – 4,500ft	Apt Elev. – 43/40ft			
Cam Rahn (VVCR) Vietnam Ho Chi Minh City (VVTs) Vietnam	Departure: Before take off tune VOR1 to PTH VOR, 114.10, and set OBS to 246/247°. Take off runway 20 (heading 199/200°). Start climb to 4,500ft. Continue on runway heading for two minutes..... Turn left to 199°. Maintain heading.				199 / 200	4.0	
	Enroute: To WP1. When VOR1 needle centers, DME should read approx. 61nm. Turn right to 198°..... To PTH VOR, 114.10. Turn right to 246/247° and fly to VOR..... To VTV VOR, 114.70. Turn left to 241° and fly to VOR..... To TD NDB, 358.0. Turn right to 326° and fly to NDB.....				198 246 / 247 241 326	39.0 61.0 67.0 35.0	
	Approach: Overhead TD NDB, turn left to 249/250° for straight in approach or ILS, 110.50.....				249 / 250	5.6	
	Land: VVTs Rwy 25R	Length: 10,026/9,978ft	Width: 150/153ft	Surface: Concrete/Asphalt			
Flight No.: 519-02-07-PX	Arrival Airport Elev: 33ft				Estimated totals for this flight>>>		211.0nm

Vietnam Charter Flight - DC-3 Airways

8. Into the Mekong Delta – FSX

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.*

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 25R	Init. Hdg – 249°	Init. Alt – 4,500ft	Apt Elev. – 33ft			
Ho Chi Minh City (VVTs) Vietnam To Camau (VVCm) Vietnam	Departure: Before take off tune VOR1 to TSN VOR, 116.70, and set OBS to 231°. Take off runway 25R (heading 249°). Start climb to 4,500ft. Continue on runway heading for two minutes.....				249	3.0	
	Enroute: To WP1. Turn left to 203deg. and intercept the 231° radial OB from TSN VOR. Tune ADF to CT NDB, 420.0.....				203	1.4	
	To CT NDB. When VOR1 needle centers, turn right to 231° and fly straight to the NDB.....				231	66.0	
	To QL NDB. Overhead CT NDB, turn left to 211°. Retune ADF to QL NDB, 305.0 and fly to NDB..... Eighteen minutes after station passage CT NDB, commence 300fpm descent to 1,500ft.				211	64.0	
	Approach: Left hand pattern To WP2. Overhead QL NDB, turn left to 180°, slow to 120kts and fly heading for one minute.....				180	2.0	
	To WP3. Turn left to 90° for approx. 2 minutes and reduce power to pattern speed.....				090	3.1	
	To WP4 (= RW27+3). Turn left to 02° for approx. 1 minute and half, or until you have runway in sight at your 11 hours.....				360	2.9	
	Then turn left to 270° for straight in visual approach.....				270	3.0	
	Land: VVCm Rwy 27	Length: 4,921ft	Width: 98ft	Surface: Asphalt			
Flight No.: 519-02-08-F	Arrival Airport Elev: 7ft				Estimated totals for this flight>>>		146.0nm

Vietnam Charter Flight - DC-3 Airways

8. Into the Mekong Delta – MSFS - P3D5 - XP12

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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 25R	Init. 250/249/250°	Hdg –	Init. Alt – 4,500ft	Apt Elev. – 27/33 ft		
Ho Chi Minh City (VVTG) Vietnam To Camau (VVCN) Vietnam	Departure: Before take off tune VOR1 to TSN VOR, 116.70, and set OBS to 232°. Take off runway 25R (heading 250/249/250°). Start climb to 4,500ft. Continue on runway heading for two minutes.....				250 / 249 250	3.0	
	Enroute: To WP1. Turn left to 198/201/197° and intercept the 232° radial OB from TSN VOR. Tune ADF to M NDB, 408.0.....				198 / 201 197	1.3	
	To M NDB. When VOR1 needle centers, turn right to 232° and fly straight to the NDB.....				232	67.0	
	To QL NDB. Overhead M NDB, turn left to 211°. Retune ADF to QL NDB, 305.0 and fly to NDB..... Eighteen minutes after station passage M NDB, commence 300fpm descent to 1,500ft.				211	64.0	
	Approach: Left hand pattern To WP2. Overhead QL NDB, turn left to 182/180/182°, slow to 120kts and fly heading for one minute...				182 / 180 182	2.0	
	To WP3. Turn left to 092/090° for approx. 2 minutes and reduce power to pattern speed.....				092 / 090 092	3.5 / 3.3 3.5	
	To WP4 (= RW27+3). Turn left to 002/360° for approx. 1 minute and half, or until you have runway in sight at your 11 hours.....				002 / 360 002	2.1	
	Then turn left to 272/270° for straight in visual approach.....				272 / 270 272	3.0	
	Land: VVCN Rwy 27	Length: 4,882/4,921/4,915ft	Width: 91/98ft	Surface: Asphalt			
Flight No.: 519-02-08-MPX	Arrival Airport Elev: 5/7/5ft				Estimated totals for this flight>>>		146.0nm

Vietnam Charter Flight - DC-3 Airways

9. To the Island – FSX

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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 27	Init. Hdg – 270°	Init. Alt – 4,500ft	Apt Elev. – 7ft			
Camau (VVCN) Vietnam To Phu Quoc (VVPQ) Vietnam	Departure: Before take off tune ADF to QL NDB, 305.0. Take off runway 27 (heading 270°). Start climb to 4,500ft. Continue on runway heading for two minutes.....				270	3.0	
	Enroute: To WP1. Turn right to 330° and intercept the 311° radial OB from QL NDB.....				330	4.0	
	To PQ NDB. When reaching the 311° QL OB radial, turn right to 311° and maintain heading. After some 20 minutes, or when you see islands slightly at your right as well as at your left, retune ADF to PQ NDB, 278.0 and fly direct to NDB..... 29 minutes after takeoff commence a 300fpm descent to 1,500ft.				311	89.0	
	Approach: To WP2. Overhead PQ NDB, turn right to 029°, slow to 120kts and fly heading for one minute.....				029	2.4	
	To WP3. Turn right to 079° for approx. 1 minute and half.....				079	3.0	
	To WP4 (= RW26+3). Turn left to 169° for approx. 1 minute and half, or until you have runway in sight at your 3 hours.....				169	2.1	
	To runway 26: Turn left to 259° for straight in visual approach.....				259	3.0	
	Land: VVPQ Rwy 26	Length: 6,889ft	Width: 98ft	Surface: Asphalt			
Flight No.: 519-02-09-F	Arrival Airport Elev: 23ft				Estimated totals for this flight>>>		107.0nm

Vietnam Charter Flight - DC-3 Airways

9. To the Island – MSFS - P3D5 - XP12

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.*

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 27	Init. Hdg – 272/270/272°	Init. Alt – 4,500ft	Apt Elev. – 7/5ft			
Camau (VVCN) Vietnam To Phu Quoc (VVPQ) Vietnam	Departure: Before take off tune NAV1 to PQU VOR/DME, 113.0 and set OBS to 312°. Take off runway 27 (heading 272/270/272°). Start climb to 4,500ft. Continue on runway heading for two minutes				272 / 270 272	3.0	
	Enroute: To WP1. Turn right to 332/334° and intercept the 312° radial to PQU VOR.....				332 / 334 332	4.6	
	To WP2, flying towards PQU VOR. When reaching the 312° PQU IB radial, turn left to 312° and fly towards PQU VOR.....				312	77.0	
	29 minutes after takeoff commence a 300fpm descent to 1,500ft.						
	Approach: To WP3. When PQU DME reads 6nm, turn right to 351/352°, slow to 120kts and fly heading for approx. one minute and a half. Tune NAV2 to IPH ILS, 118.7. NAV1 DME should read 4nm when you reach the waypoint.....				351/352	3.6	
	To runway 26: Turn left to 276° for straight in visual approach.....				276	6.7	
	Land: VVPQ Rwy 26	Length: 9,839/9,842/9,851ft	Width: 146/148/164ft	Surface: Asphalt			
Flight No.: 519-02-09-MPX	Arrival Airport Elev: 18/23/22ft				Estimated totals for this flight>>>		96.0nm

Vietnam Charter Flight - DC-3 Airways

10. Back to the delta – FSX

Veterans: Can Tho is one of the 13 delta provincial capitals attacked by the VC and NVA during the 68 Tet Offensive. The 101st Airborne and the 1st Cavalry Division operated in this area. We'll land at the Army's old Cantho Airfield.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 08	Init. Hdg – 79°	Init. Alt – 3,500ft	Apt Elev. – 7ft			
Phu Quoc (VVPQ) Vietnam To Tra Noc / Can Tho (VVCT) Vietnam	Departure: Before take off tune ADF to PQ NDB, 278.0. Take off runway 8 (heading 079°). Start climb to 3,500ft. Continue on runway heading for two minutes				079	3.0	
	Enroute: To WP1. Turn right to 126° and intercept the 103° bearing OB from PQ NDB.....				126	3.1	
	To RG NDB, 335.0. Turn left to 103° and fly direct to NDB.....				103	65.0	
	To WP2. Track to CT NDB, 420.0. Commence 300fpm descent to 1,500ft three and a half minutes after passing RG NDB.				077	26.0	
	To WP3. Eleven minutes after passing RG NDB turn right to 100° and maintain heading until ADF indicates 060°				100	4.7	
	Approach: To runway 06. ADF indicating 060°, turn left to 060deg for straight in visual approach.....				60	5.7	
	Land: VVCT Rwy 06	Length: 6,003ft	Width: 98ft	Surface: Asphalt			
Flight No.: 519-02-10-F	Arrival Airport Elev: 18ft				Estimated totals for this flight>>>		108.0nm

Vietnam Charter Flight - DC-3 Airways

10. Back to the delta – MSFS - P3D5 - XP12

Veterans: Can Tho is one of the 13 delta provincial capitals attacked by the VC and NVA during the 68 Tet Offensive. The 101st Airborne and the 1st Cavalry Division operated in this area. We'll land at the Army's old Cantho Airfield.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm		
	Dep. Rwy – 10	Init. Hdg – 96°	Init. Alt – 3,500ft	Apt Elev. – 18/22ft				
Phu Quoc (VVPQ) Vietnam To Tra Noc / Can Tho (VVCT) Vietnam	Departure: Before take off tune NAV1 to PQU VOR/DME, 113.00, and set OBS to 101°. To PQU VOR. Take off runway 10 (heading 096°). Start climb to 3,500ft. Continue on runway heading up to PQU VOR.....				096	4.3		
	Enroute: To RG NDB, 335.0. Overhead PQU VOR, turn right to 101°. Follow the PQU 101° OB radial and fly direct to NDB, which you should reach when DME reads 66nm.....				101	66.0		
	To WP1. Overhead RG NDB, turn left to 078°. Re-tune NAV1 to TRN VOR/DME, 113.20 and set OBS to 078°. Fly towards VOR. Commence 300fpm descent to 1,500ft three and a half minutes after passing RG NDB.....				078	26.0 / 25.0		
	To WP2. Eleven minutes after passing RG NDB, or when TRN DME reads 8.9nm, turn right to 100° and maintain heading. Tune your NAV1 to ICT ILS, 109.30.....				100	4.3		
	Approach: To runway 06. Catching the ILS, turn left to 060deg for straight in visual approach.				60	5.4 / 5.5		
	Land: VVCT Rwy 06		Length: 9,797/9,852 /9,864ft	Width: 136/148ft	Surface: Asphalt			
Flight No.: 519-02-10-MPX	Arrival Airport Elev: 10/8ft				Estimated totals for this flight>>>		106.0nm	

Vietnam Charter Flight - DC-3 Airways

11. Over the Ho Chi Minh Trail and back to the Central Highlands – **FSX**

Veterans: 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 25th 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 06	Init. Hdg – 060°	Init. Alt – 5,500ft	Apt Elev. – 7/ft			
Tra Noc / Can Tho (VVCT) Vietnam To Buonmathuot (VVB) Vietnam	Departure: Before take off tune ADF to CT NDB, 420.0. Take off runway 06 (heading 060°). Start climb to 5,500ft. Continue on runway heading for two minutes...				060	3.6	
	Enroute: To WP1. Turn left to 360° to intercept CT NDB OB radial 031°.....				360	1.8	
	To MD NDB. Turn right to 031° and maintain heading. When signal fades out, re-tune ADF to NB NDB, 381.0, and fly direct to NDB on heading 031°.....				031	163.0	
	To BU NDB. Overhead MD NDB, turn right to 076, following MD NDB OB radial 086°. Re-tune ADF to BU NDB, 386.0 and fly direct to BU NDB.....				076	51.0	
	Approach: To runway 09. Overhead BU NDB, runway in sight, turn right for straight in visual approach to runway (heading 090°).....				090	3.5	
	Land: VVBW Rwy 09	Length: 9,842ft	Width: 148ft	Surface: Asphalt			
Flight No.: 519-02-11-F	Arrival Airport Elev: 1,759ft				Estimated totals for this flight>>>		224.0nm

Vietnam Charter Flight - DC-3 Airways

11. Over the Ho Chi Minh Trail and back to the Central Highlands – MSFS - P3D5 – XP12

Veterans: 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 25th 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 06	Init. Hdg – 060°	Init. Alt – 5,500ft	Apt Elev. – 10ft			
Tra Noc / Can Tho (VVCT) Vietnam To Buonmathuot (VVBV) Vietnam	Departure: Before take off tune NAV1 to TRN VOR/DME, 113.20, and set OBS to 032° Take off runway 06 (heading 060/061°). Start climb to 5,500ft. Continue on runway heading for two minutes.....				060 / 061	3.8	
	Enroute: To WP1. Turn left to 360° to intercept TRN VOR OB radial 032°				360	2.3	
	To MD NDB. Turn right to 032° and maintain heading. When signal fades out, re-tune ADF to NB NDB, 381.0, and fly direct to NDB on heading 031°				032	164.0	
	To BU NDB. Overhead MD NDB, turn right to 077, following MD NDB OB radial 086°. Re-tune ADF to BU NDB, 386.0 and fly direct to BU NDB.....				077	51.0	
	Approach: To runway 09. Overhead BU NDB, runway in sight, turn right to 092° for straight in visual approach to runway (heading 092°).....				092	3.8 / 3.6	
	Land: VVBV Rwy 09	Length: 9,791/9,842/9,826ft	Width: 132/148ft	Surface: Asphalt			
Flight No.: 519-02-11-MPX	Arrival Airport Elev: 1,721/1,759/1,734ft				Estimated totals for this flight>>>		225.0nm

Vietnam Charter Flight - DC-3 Airways

12. Back to the Coast – FSX

Veterans: *Phucat, where we'll land, was an Air Force Base that provided support to infantry elements of the 173d Airborne, the 4th Infantry Division, and the 1st 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.*

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 09	Init. Hdg – 090°	Init. Alt – 5,500ft	Apt Elev. – 1,759ft			
Buonmathuot (VIBM) Vietnam To Phucat (VNPC) Vietnam	Departure: Before take off, tune NAV1 to BMT VOR/DME, 112.10, set OBS to 036°, and tune ADF to HT NDB, 370.0. Take off runway 09 (heading 090°). Start climb to 5,500ft. Continue on runway heading for one minute and a half.....				090	3.8	
	Enroute: To HT NDB. Turn left to 005° to NDB.....				005	0.7	
	To WP1. Overhead NDB, turn left to 360° to intercept BMT VOR 036° OB radial.....				360	1.8	
	To WP2. Track to PCA VOR, 116.30. When DME reads 15nm turn right to 062°				035	76.0	
	To PC NDB, 250.0. Fly direct to NDB.....				062	14.0	
	Approach: To runway 33. Overhead NDB, turn left to 327° radial IB to PCA VOR for straight in visual approach to runway (heading 331°).....				327	5.4	
	Land: VNPC Rwy 33	Length: 10,053ft	Width: 148ft	Surface: Concrete			
Flight No.: 519-02-12-F	Arrival Airport Elev: 102ft				Estimated totals for this flight>>>		102.0nm

Vietnam Charter Flight - DC-3 Airways

12. Back to the Coast – MSFS - P3D5 – XP12

Veterans: Phuocat, where we'll land, was an Air Force Base that provided support to infantry elements of the 173d Airborne, the 4th Infantry Division, and the 1st 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 09	Init. Hdg – 092°	Init. Alt – 5,500ft	Apt Elev. – 1,721/1,759ft			
Buonmathuot (VBM) Vietnam To Phuocat (VPC) Vietnam	Departure: Before take off, tune NAV1 to BMT VOR/DME, 112.10, set OBS to 036° Take off runway 09 (heading 092°). Start climb to 5,500ft. Continue on runway heading for one minute and a half.....				092	3.6 / 3.7	
	Enroute:						
	To WP1. Turn left to 002/005° to intercept BMT VOR 036/035° OB radial.....				002 / 005	3.0	
	To WP2. Track to PCA VOR, 116.30. When DME reads 15nm turn right to 061/062°				036 / 035	76.0	
	To PC NDB, 250.0. Fly direct to NDB.....				061 / 062	13.8 / 14.0	
	Approach: To runway 33. Overhead NDB: turn left to 328° radial IB to PCA VOR (alternatively, intercept ILS IPC, 110.10). Straight in visual approach to runway (heading 328°) turn left to 326° .Straight in visual approach to runway (heading 328°) turn left to 328° radial IB to PCA VOR (alternatively, intercept ILS IPC, 110.10). Straight in visual approach to runway (heading 328°)				328	5.4	
					326	5.7	
					328	5.8	
	Land: VVPC Rwy 33	Length: 9,993/10,143/10,041ft	Width: 144/148ft	Surface: Concrete/Asphalt			
Flight No.: 519-02-12-MPX	Arrival Airport Elev: 88/102/80ft				Estimated totals for this flight>>>		102.0 nm

Vietnam Charter Flight - DC-3 Airways

13. Where it all Began – FSX - MSFS - P3D5 – XP12

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 101st Airborne, 199th 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 33	Init. Hdg 331/328°	–	Init. Alt – 3,500ft	Apt Elev. – 102/88/102/80ft		
Phucat (VVPC) Vietnam To Da Nang (VVDN) Vietnam	Departure: Before take off, tune NAV1 to PCA VOR/DME, 116.30, and set OBS to 010/011/010/011°. Take off runway 33 (heading 331/328°). Start climb to 3,500ft. Continue on runway heading for one minute and a half.....				331 / 328	3.7 / 3.4	
	Enroute: To WP1. Turn right to 027/034°. and intercept the 010/011/010/011° OB radial from PCA VOR, 116.30....				027 / 034 033 / 034	3.5 / 3.7	
	To WP2. Continue on the heading of 010/011/010/011° until DME reads 30nm.....				010 / 011 010 / 011	25.0	
	To WP3. Turn left to 344/345/344/345° and continue to follow coast.....				344 / 345 344 / 345	57.0	
	To WP4. When DME reads 85nm turn left to 318/319/318/319° and track to DAN VOR, 114.4.....				318 / 319 318 / 319	31.0	
	To WP5. When DME reads 25nm, turn left to 309° and continue on heading to intercept DAD ILS, 110.50				309	19.3	
	Approach: To runway 35R. Turn right to 353/354/353/354° for straight in visual approach				353 / 354 353 / 354	5.8	
	Land: VVDN Rwy 35R	Length: 10,044/11,453/11,532/10,041ft		Width: 148/127ft	Surface: Asphalt/Cement/Concrete		
Flight No.: 519-02-13-FMPX	Arrival Airport Elev: 33/24/30/33ft				Estimated totals for this flight>>>		145.0 nm

Vietnam Charter Flight - DC-3 Airways

14. Back to the World - FSX – P3D5 - XP12

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.*

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 17L	Init. Hdg – 173°	Init. Alt – 6,500ft	Apt Elev. – 33ft			
Da Nang (VVDN) Vietnam To Ubon Ratchathani (VTUU) Thailand	Departure: Before take off, tune ADF to DJ NDB, 212.0. Take off runway 17L (heading 173°). Start climb to 6500ft. Continue on runway heading for one minute and a half.....				173 / 174	3.8 / 4.0	
	Enroute: To DJ NDB, 212.0. Turn right to 178/177/178° and fly direct to NDB.....				178 / 177 178	1.8 / 2.0	
	To SAR NDB, 200.0. Overhead DJ NDB, turn right to 262/263° and fly DJ 262/263° OB radial. When signal starts to fade out, re-tune ADF to 200.0 and fly direct to NDB.....				262 / 263	105.0	
	To WP1. Overhead SAR NDB, turn left to 254°. Tune NAV1 to UBL VOR/DME, 112.70, and track to UBL VOR.....				254	64.0	
	To WP2. When DME reads 30nm, turn right to 268/269°. Maintain heading and intercept the IUBL ILS, 110.10.....				268 / 269	18.7	
	Approach: To runway 23. Turn left to 232°. ILS or straight in visual approach, at your convenience.....				232	11.5	
	Land: VTUU Rwy 23	Length: 9,867ft	Width: 148ft	Surface: Asphalt			
Flight No.: 519-02-14-FPX	Arrival Airport Elev: 406/404ft				Estimated totals for this flight>>>		205 nm

Vietnam Charter Flight - DC-3 Airways

14. Back to the World - [MSFS](#)

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.*

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 17L	Init. Hdg – ...°	Init. Alt – 6,500ft	Apt Elev. – 24ft			
Da Nang (VVDN) Vietnam To Ubon Ratchathani (VTUU) Thailand	Departure: Before take off, tune ADF to DJ NDB, 212.0. Take off runway 17L (heading 173°). Start climb to 6500ft. Continue on runway heading for one minute and a half.....				174	4.0	
	Enroute: To DJ NDB, 212.0. Turn right to 178° and fly direct to NDB.....				178	2.0	
	To WP1. Overhead DJ NDB, turn right to 263° and fly DJ 263° OB radial. Maintain heading and track to VLSV airport.....				263	105.0	
	To WP2. Overhead VLSV airport, turn left to 254°. Tune NAV1 to UBL VOR/DME, 112.70, and track to UBL VOR.....				254	64.0	
	To WP3. When DME reads 30nm, turn right to 268°. Maintain heading and intercept the IUBL ILS, 110.10				268	18.7	
	Approach: To runway 23. Turn left to 232°. ILS or straight in visual approach, at your convenience.....				232	11.5	
	Land: VTUU Rwy 23	Length: 9,835ft	Width: 135ft	Surface: Asphalt			
Flight No.: 519-02-14-M	Arrival Airport Elev: 399ft				Estimated totals for this flight>>>		205 nm

Vietnam Charter Flight - DC-3 Airways

15. Return to Bangkok - FSX – MSFS - P3D5

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, Manila, 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 23	Init. Hdg – 232°	Init. Alt – 6,500ft	Apt Elev. – 406/399ft			
Ubon Ratchathani (VTUU) Thailand To Bangkok (VTBD) Thailand	Departure: Before take off, tune NAV1 to UBL VOR/DME, 112.70, and set OBS to 271°. Take off runway 23 (heading 232°). Start climb to 3500ft. Continue on runway heading for one minute and a half.....				232	3.8	
	Enroute: To WP1. Turn right ot 282° and intercept the 271° radial OB from UBL VOR.....				282	5.4	
	To BRM VOR, 112.70. Turn left to 271° and fly direct to VOR.....				271	86.0	
	To KRT VOR, 113.70. Overhead BRM VOR, turn left to 254/255° and fly direct to VOR.....				254 / 255	68.0	
	To WP2. Overhead KRT, turn left to 236/237° and track to BKK VOR, 117.70. Tune ADF to BK NDB, 293.0.....				236 / 237	89.0	
	To BK NDB. When DME to KRT reads 20nm turn right to 249° and intercept the IBKK ILS, 109.30.....				249	14.5 / 14.4	
	Approach: To runway 21R. Turn left to 209° for ILS or straight in visual approach at your convenience.....				209	4.7	
	Land: VTBD Rwy 21R	Length: 12,185ft	Width: 197ft	Surface: Concrete/Asphalt			
Flight No.: 519-02-15-FMP	Arrival Airport Elev: 9/6ft				Estimated totals for this flight>>>		271 nm

Vietnam Charter Flight - DC-3 Airways

15. Return to Bangkok - **XP12**

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, Manila, 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.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	
	Dep. Rwy – 23	Init. Hdg – 232°	Init. Alt – 6,500ft	Apt Elev. – 404ft			
Ubon Ratchathani (VTUU) Thailand To Bangkok (VTBD) Thailand	Departure: Before take off, tune NAV1 to UBL VOR/DME, 112.70, and set OBS to 271°. Take off runway 23 (heading 232°). Start climb to 3500ft. Continue on runway heading for one minute and a half.....				232	3.8	
	Enroute: To WP1. Turn right to 282° and intercept the 271° radial OB from UBL VOR.....				282	5.4	
	To BRM VOR, 112.70. Turn left to 271° and fly direct to VOR.....				271	86.0	
	To KRT VOR, 113.70. Overhead BRM VOR, turn left to 255° and fly direct to VOR.....				255	68.0	
	To WP2. Overhead KRT, turn left to 237° and track to BKK VOR, 117.70. Tune ADF to BK NDB, 293.0..				237	89.0	
	To WP3. When DME to KRT reads 20nm turn right to 249° and intercept the IBKK ILS, 109.30.....				249	14.5	
	Approach: To runway 21R. Turn left to 209° for ILS or straight in visual approach at your convenience.....				209	4.7	
	Land: VTBD Rwy 21R	Length: 12,185ft	Width: 197ft	Surface: Asphalt			
Flight No.: 519-02-15-X	Arrival Airport Elev: 6ft				Estimated totals for this flight>>>		271 nm