



DC-3 Airways World Rally 2010 – Flight six briefing.

WR2010-06 flight begins at Poptun Airport, Poptun, Guatemala and concludes at Toncontin Int'l Airport, Tegucigalpa, Honduras. The distance is about 226nm and flight time is about one hour and thirty-two minutes.

The route traverses a wide range of interesting scenery and ends with what many pilots consider the most dangerous airline approach in the world behind the now-closed Kai- Tak airport in Hong Kong. A circling approach is required, which is well-documented in an included official approach plate. Freeware Addon FS9 scenery is available from FlightSim.com: flytegv2.zip, 33.4Mb (Toncontin Int'l Airport) and hondmesh.zip, 16.6mB (Honduras terrain mesh). For those who wish to step up a scenery notch, LatinVFR (www.latinvfr.com/Honduras.html) has payware terrain mesh for Honduras which includes the city of Tegucigalpa and Toncontin Int'l Airport. Toncontin is one of the oldest airports in Central America and one of the oldest constant operations in the world. The airport was officially inaugurated in 1933 with the arrival of the DC3.

To begin the flight in FS9, from the Main Menu go to... Select a Flight / 1.Choose a Category / 2.Choose a flight, and select WR2010-06.

To begin the flight in FSX, from the opening screen select Free Flights, and in the sub menu located above the aircraft image select ... Load / Title and select WR2010-06. 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 WR2010-06 and click Fly Now.

You will be placed at Rwy 08 at Poptun Airport in the default Cessna 172. You now have to change aircraft to your chosen DC-3 and prepare for flight. The minimum suggested fuel load is 280 US gallons (1,680 Lbs). See the following pages for more information.

Departure is under a beautiful sky with scattered clouds and unlimited visibility. The winds are from 020deg Magnetic at 15kts for all altitudes, so it is recommended that you calculate all of your Wind Correction Angles (WCAs) in advance and note them on the flight information sheets. Initial Cruise altitude is at 5500ft MSL, although you will ultimately climb to 9500ft. The route ends with the challenging circling approach to Rwy 02 at Toncontin Int'l Airport, as described in the Approach plate included in this package. NOTE: All times listed below are for a no-wind situation. They will change based on the influence of winds. DME Required!

If your DC-3 does not have the "Auto-Rich/Auto-Lean" Mixture option, it is recommended that you set your Flight Simulator to "Enable auto mixture" (alt/Aircraft/Realism Settings), Also uncheck "Unlimited fuel"

Enjoy the flight

WR2010-06 Poptun, Guatemala (MGPP) to Tegucigalpa, Honduras (MHTG)

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.

From – To	The symbol ± indicates an approximate course.	Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 08 Init. Hdg: 122deg Init. Alt: 5,500ft Apt Elev: 902ft			
Poptun (MGPP) Guatemala	Departure: Tune ADF1 to 347.0 kHz, and BOTH Nav1 and Nav2 to 112.30 MHz. Set VOR1 OBS to 198deg and VOR2 OBS to 205deg.			
To	Your aircraft is on Rwy 8, a 6890ft x 185ft gravel surface, at Poptun Airport, Guatemala. Set the DC-3 Mixture to "Auto Rich, " lock your tail-wheel and set pitch trim to +3deg. Start your flight timer (or relax and let your Goodrick Timer automatically start when reaching 35 kts).			
Tegucigalpa (MHTG) Honduras	To Fix01: After take off climb on runway heading to waypoint at 2,100ft MSL.....	080	2.0	00+02
	To BAR NDB (347.0): After takeoff turn to course 124deg. (Be sure to apply your calculated Wind Correction Angle to your heading to maintain a 124° course.) Commence climb to 5,500ft MSL. Unlock your tail-wheel. Fly Direct to NDB. At 5500 ft change the DC-3 mixture to "Auto Lean." WCA =	124	59.9	00+25

En-route:

To SAP NDB (360.0): Turn left to course 104deg. Fly 104deg outbound course from BAR NDB (ADF Gauge will point to 284deg). Begin 300fpm climb to 7500ft. After 10 minutes, tune ADF1 to SAP NDB (360.0). Adjust heading, if necessary, to maintain the 106deg course direct to the NDB. **WCA =**

104 44.2 00+17

To TNT NDB (405.0): Turn right to course 154deg. Fly 154deg outbound course from SAP NDB (ADF Gauge will point to 334deg). Begin 300 fpm climb to 9500ft. After 10 minutes, tune ADF1 to TNT NDB (405.0). Adjust heading, if necessary, to maintain 154deg course direct to the NDB.

WCA =

154 86.9 00+33

At 10 DME, TNT VOR (112.30) begin 500 fpm descent to 9000ft and slow to 105 kts. Lower flaps to the 1/4 position (one notch) when passing through 130 kts IAS. Set NAV1 OBS to 198deg. Also set Nav2 to 112.30 and set the VOR2 OBS to 205deg. Set mixture to Auto Rich for the descent.

154 8.3 00+03

At TNT NDB, turn right to 192deg and fly direct to TNT VOR where you will begin your circling approach for Rwy 02 of Toncontin Int'l airport. DO NOT lock your AP in the Nav position for this very short leg to TNT VOR. The leg is so short that the AP will wildly gyrate your aircraft trying to find the 192deg radial!

192 2.5 00+02

NOTE: It is advisable to save your flight at this point, record both the total flight time and total fuel consumption in the event that you might want to repeat the approach phase.

Approach: DME Required!

At TNT VOR turn to radial 198deg outbound and fly the circling approach described on the attached approach plate (NOTE: Rwy 01 was renamed to Rwy 02 after this approach plate was released). Maintain 105 kts until about 3.0 DME inbound then go to landing configuration and land visually. Apologies on the low quality of the approach plate. It was the best that could be found on the Internet.

24.0 00+12

CAUTION: The inbound glide path after the 5 DME waypoint is 5.3deg, almost double the usual 3.0deg of most runways. Adjust your rate of descent accordingly! Monitor your radio altimeter for your clearance above ground on your inbound leg to Rwy 02.

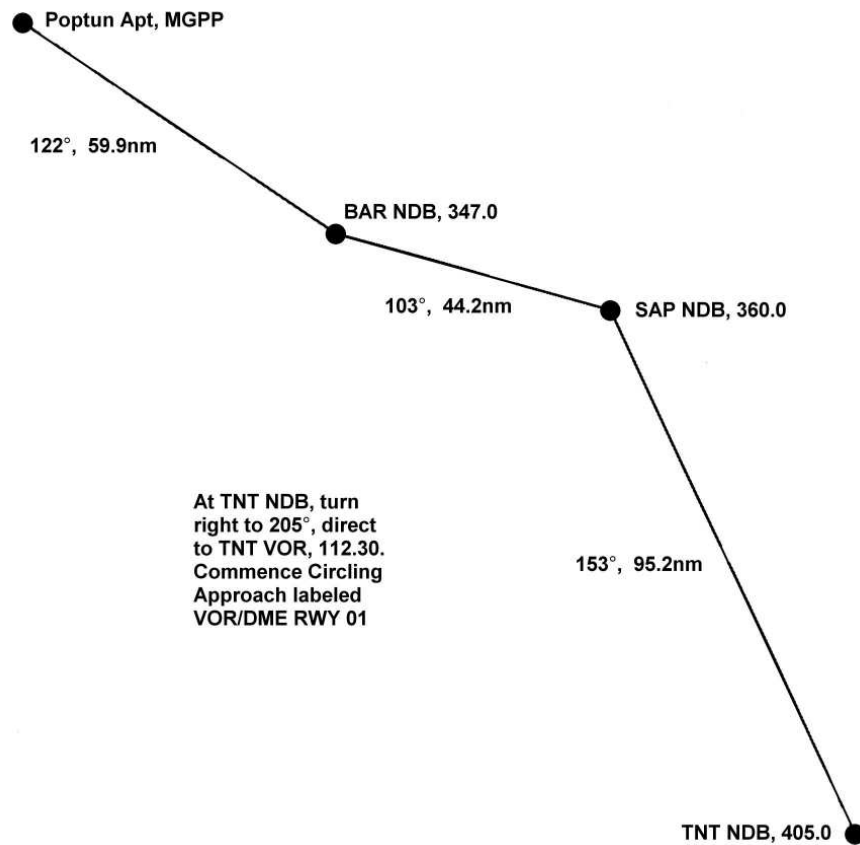
NOTE: If you are unfamiliar with flying an approach plate, here are the steps for this circling approach:

- 1... Fly 198deg radial outbound from TNT VOR to 7.0 DME. Descend to 8000 ft, but no lower
- 2,,, At 7 DME turn right to 243deg. When your aircraft heading is stabilized at 243deg, start timer and fly 243deg heading for one minute. Maintain 8000ft
- 3,,, Change VOR1 OBS to 018deg
- 4... At 1 minute turn left to heading 063deg and fly almost to intercept of 018deg inbound radial to VOR.
- 5... Turn left to intercept 018deg radial to VOR. Begin descent to 6700ft. Do NOT descend below 6700ft before reaching DME 5 waypoint.
- 6... At DME 5, Rwy 02 is 6.7 nm in front of you and the PAPI glide path lights beside the runway should be visible.
- 7... You must descend about 3400 ft from the DME 5 waypoint to the Rwy 02 threshold.
- 8... At about 3 DME, reduce speed to 85 kts and set up your landing configuration.
- 9... Land visually on Rwy 02.

Land: Toncontin Int'l Rwy02 Length: 6,869ft Width: 150ft Surface: Asphalt

Flight: 06 Arrival Airport Elev: 3,294ft Estimated totals for this flight >>> 226nm 01+32

Poptun, Guatemala (MGPP) to Tegucigalpa, Honduras (MHTG) ... FS9



VOR/DME RWY 01

VOR/DME INT	APCH CRS	Rwy Idg
112.3	018°	5436
Chan 70		TDZE 3294
		Arpt Elev 3294

[USAF] AL-1087 [DGAC]

TONCONTIN INTL (MHTG)

V *Circling not authorized E of Rwy 01-19.

MISSED APPROACH: Climb to 6500 via TNT VOR/DME R-008 remaining within 6.5 NM. Then left turn climbing to 9000 direct TNT VOR/DME. Request ATC instructions.

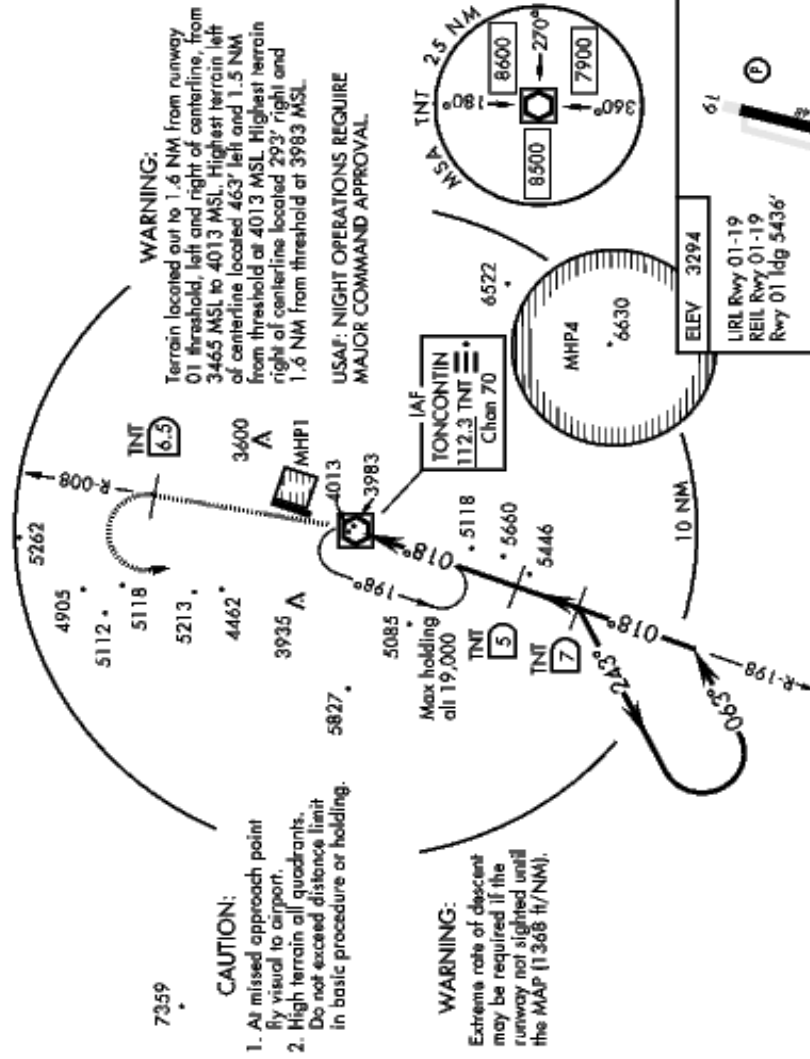
ATIS ★	TONCONTIN APP CON	TONCONTIN TOWER	GND CON
112.3	126.7	118.7	121.9


**CIRCLING ONLY
PROCEDURE**

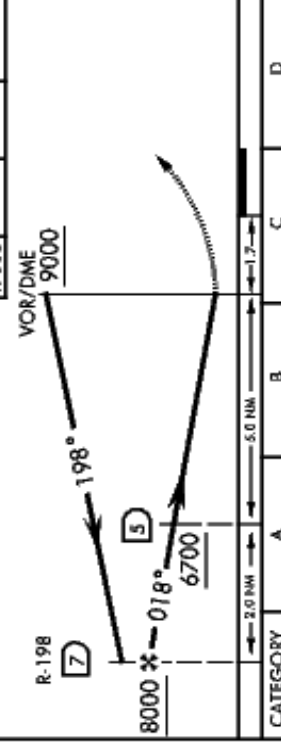
564

.7365

• 7513



IA 19,000	6500	WITHIN 6.5 N/A	9000	TNT
				



5-01	NOT AUTHORIZED	
CIRCUIT *	5620-2	2326 [2400-2] 5620-3 2326 (2400-3)

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

14°04'N-87°13'W

TONCONTIN INTL (MHTG)

Amdt 2 03135

Amdt 2 03135

VOR/DME RWY 01

Effective 2 OCT 2003 - 30 OCT 2003