

**Narsarsuaq to Thule AB to Camp Century (and return to Thule AB)**

**AUTHOR'S NOTE:** I've flown into Sondre Stromfjord AB, but not to Thule AB. At Sondre Stromfjord, the minimums are 1200 feet, because the runway is at the bottom of the one-thousand foot deep fjord and there is no missed approach – only a narrowing canyon of granite and ice.

**Abbreviations**

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

**NOTAMS**

There is a single FSNavigator (FSN) flight plan for the entire charter (CampCentury-DC3.fsn), and it is broken into legs. It is saved in Version 3.0.

Flight plans are based on 7500 MSL, but should be adjusted for direction of flight and VFR / IFR conditions. Time enroute (ETE) is flight time only. It does not include approach time or taxi time.

FS9 (FS2004) used for flight planning. There are only minor differences in elevation and runway length / width in FS2002.

Send one PIREP for each leg to Thule AB and a single PIREP for the Camp Century out and back.

## NOTAMS (continued)

For those not using FSNavigator, airport locations from the nearest navigation aid are shown below:

Airfield Name / ICAO	Navigation Aid – Name-ID	Nav aid frequency	Radial / distance
Narsarsuaq / BGVW	Narsarsuaq NDB – NA	369.0	Approach end, Rwy 25
Nuuk / BGGH	Godthab NDB – GH	314.0	108 / 2.0
Maniitsoq / BGMQ	Maniitsoq NDB – MA	391.0	347 / 0.6
Kangerlussuaq / BGSF	Sondre Stromfjord NDB – SF	382.0	105 / 6.6
Sisimiut / BGSS	Sisimiut NDB – SM	341.0	312 / 0.6
Aasiaat / BGAA	Aasiaat NDB – AA	336.0	At airfield
Ilulissat / BGJN	Ilulissat/Jakobshavn NDB – JV	367.0	118 / 0.3
Qaarsut / BGUQ	Uummannaq NDB – UU	285.0	339 / 0.6
Upernavik / BGUK	Upernavik NDB – UP	399.0	353 / 0.3
Thule AB / BGTL	Thule VOR/DME – THT	111.0	335 / 6.5

Choose runways for takeoffs and landings as dictated by weather (wind) or ATC or your choice.

Enjoy the flights

John Achor :-)>

DC3-0324 \_\_x\_(" ")\_x\_\_

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE DC-3
	<b>Charter: 324-13-01</b>			
<b>Narsarsuaq (BGBW)</b>	= Dpt Rwy 07 / 25 (Elev 111, Length 6040 x 148)			
<b>to</b>	= After takeoff, turn to intercept the 260 degree inbound to NARSAQ NDB (NS 404.0) -----	260	23	0+10
<b>Nuuk (BGGH)</b>	= Dir to FREDERIKSHAB NDB (FH 331.0) -----	339	123	0+48
	= Dir to GODTHAB NDB (GH 314.0) -----	016	143	0+45
	= Land Nuuk, Rwy 05/23, (Elev 282, Length 3093 x 98) ILS/DME for Rwy 23, 110.3 (Final 237 deg)			
	<b>Approximate total (PIREP, Leg 01)</b>		289	1+43
	<b>Charter: 324-13-02</b>			
<b>Nuuk (BGGH)</b>	= Dpt Nuuk, Rwy 05/23, (Elev 282, Length 3093 x 98)			
<b>to</b>	= After takeoff, turn to intercept 018 deg radial outbound from GODTHAB NDB (GH 314.0)			
<b>Manliitsoq (BGMQ)</b>	= Dir to MANIITSOQ NDB (MA 391.0) ----- Use Maniitsoq VOR (MS 110.55) for DME only	018	80	0+30
	= Land Manliitsoq Rwy 16/34, (Elev 91, Length 2613 x 98)			
	<b>Approximate total (PIREP, Leg 02)</b>		80	0+30

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Manliitsoq (BGMQ)</b>  <b>to</b>  <b>Sondre Stromfjord Kangerlussuaq (BGSF)</b>	<b>Charter: 324-13-03</b>  = Dpt Manliitsoq, Rwy 16/34, (Elev 91, Length 2613 x 98)  = After takeoff intercept 027 radial outbound from MANIITSOQ NDB (MA 391.0) - Use Maniitsoq DME (MS 110.55) for dist--	027	42	0+16
	= At 42 DME of MS VOR (Fix01), turn to easterly heading Dir to Sondre Stromfjord NDB (SF 382.0) ----- = Follow fjord to airfield, descend to 4000 MSL	088	78	0+30
	Land Sondre Stromfjord, Rwy 10, ILS/DME 109.55 (Final 103 deg) (Elev 164, Length 9191 x 198)-----	103	5	0+03
	<b>Approximate total (PIREP, Leg 03)</b>		125	0+49
	<b>Charter: 324-13-04</b>  = Dpt Sondre Stromfjord, Rwy 28, (Elev 164, Length 9191 x 198)  = After takeoff fly hdg 311, Dir SISIMIUT NDB (SM 341.0) ----- Use SISIMIUT DME (SS 108.15) for distance info			
<b>Sondre Stromfjord Kangerlussuaq (BGSF)</b>  <b>to</b>  <b>Sisimiut (BGSS)</b>	= Land Sisimiut, Rwy 14/32, (Elev 32, Length 2613 x 98) ----- <b>Both RwyS – ldg over ridge, dangerous approach – land            on beach south of runway</b>	311	71	0+28
	<b>Approximate total (PIREP, Leg 04)</b>		71	0+28
	<b>REFUEL</b>			

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Sisimiut (BGSS)</b>  <b>to</b>  <b>Aasiaat (BGAA)</b>	<b>Charter: 324-13-05</b>  = Dpt Sisimiut, Rwy 14/32, (Elev 32, Length 2613 x 98) <b>Depart from beach</b>  = After takeoff, turn to intercept 056 radial outbound from SISIMIUT NDB (SM 341.0)  = Dir AASIAAT NDB (AA 336.0) ----- Use AASIAAT DME (AA 108.75) for distance info  = Land Aasiaat, Rwy 12/30, (Elev 75, Length 2613 x 98)	056	108	0+29
	<b>Approximate total (PIREP, Leg 05)</b>			
	<b>Charter: 324-13-06</b>  = Dpt Aasiaat, Rwy 12/20, (Elev 75, Length 2613 x 98)  = After takeoff turn to intercept 093 deg radial outbound from AASIAAT NDB (AA 336.0)  = Dir ILULISSAT NDB (JV 367.0) ----- Use ILULISSAT DME (JV 111.95) for distance info  = Land Ilulissat, Rwy 08/26, (Elev 95, Length 2753 x 98)			
	<b>Approximate total (PIREP, Leg 06)</b>			
<b>Aasiaat (BGAA)</b>  <b>to</b>  <b>Ilulissat (BGJN)</b>		093	48	0+13
			48	0+13

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Ilulissat (BGJN)</b>  to  <b>Quarsut (BGUQ)</b>	<b>Charter: 324-13-07</b>  = Dpt Ilulissat, Rwy 08/26, (Elev 95, Length 2753 x 98)  = After takeoff turn to intercept 029 deg radial outbound from ILULISSAT NDB (JV 367.0)  = Dir UUMMANNAQ NDB (UU 285.0) ----- Use UUMMANNAQ DME (QA 110.15) for distance info  = Land Quarsut, Rwy 16/34, (Elev 288, Length 2942 x 98)	029	95	0+26
	<b>Approximate total (PIREP, Leg 07)</b>			
	<b>Charter: 324-13-08</b>  = Dpt Quarsut, Rwy 16/34, (Elev 288, Length 2942 x 98)  = After takeoff turn to intercept 027 deg radial outbound from UUMMANNAQ NDB (UU 285.0)  = Dir UPERNAVIK NDB (UP 399.0) ----- Use Upernavik DME (108.55) for distance info = Land Upernavik, Rwy 06/24 (Elev 413, Length 2610 x 98)  CAUTION – Rwy located on mesa/bluff Ldg Rwy 06 provides more over run in case of ldg long	027	140	0+54
	<b>Approximate total (PIREP, Leg 08)</b>			
			140	0+54

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
	<b>Charter: 324-13-09</b>			
<b>Upernavik (BGUK)</b>	= Dpt Upernavik, Rwy 06/24 (Elev 413, Length 2610 x 98)			
<b>to</b>	= After takeoff intercept 035 deg radial outbound, UPERNAVIK NDB (UP 399.0)			
<b>Thule AB (BGTL)</b>	= Dir to Thule VOR/DME (THT 111.0) ----- = Land Thule, Rwy 15/33, (Elev 252, Length 9940 x 140) Rwy 15 – ILS/BC 109.5 (Final Hdg 333) Rwy 33 – ILS/GS 109.5 (Final Hdg 153)	035	295	1+53
	<b>Approximate total (PIREP, Leg 09)</b>		295	1+53

#### **The story of Camp Century – one of them at least**

It was established as a site for a nuclear power plant and was located 100 miles from Thule AB – hence Century in the name.

As I stated at the top of this charter description, I’ve never flown into Thule AB. I did, however, have the “pleasure” of going to Sondre Stromfjord on many occasions, circa 1962. As a crew member in the Strategic Air Command, we flew KC-97Gs there from Otis AFB, MA, USA. The KC-97 (air refuel tanker) was the military version of the Boeing 377 Stratocruiser. Once at Sondre Stromfjord we went on 24 hour per day alert status. We were there to refuel B-52 bombers in case someone started WW – Three.

Back to Camp Century. I can’t swear this is true, but it sure sounds plausible. To handle waste products, **human** and otherwise, from the Camp, a large and very deep hole was drilled down into the glacier. The waste at the bottom of the hole would freeze and not bother anyone. The downside was – glaciers move, albeit at a verrrrrry slow pace, toward the ocean.

Someone figured that in a few hundred years, a tall column of brown “something” would reach the coast. :-)

#### **FSNavigator and MS Flight Simulator Anomalies**

If you are using FSNavigator, in the leg below (-09), there is slight confusion. To arrive at Fix 02 (Camp Century) set the OBS to 130deg and ignore the headings given by FSNavigator.

Don’t sweat the small stuff, just fly to THT 130/104 DME, execute the holding pattern and land. Heck fire, there isn’t anything down there anyway – at least not in Microsoft Flight Sim.

Landing is easy, stopping is the tough job. My guess is that this is due to “cheap” terrain (scenery – small polygons repeated over and over). Once on the ground with the tail wheel down, just hold the brakes until the airspeed finally bleeds off to zero. It may take several minutes.

From / To	Flight Description	Course (Leg)	Dist. (Leg)	ETE (Leg)
<b>Thule AB (BGTL)</b>  <b>to</b>  <b>Camp Century</b>  <b>to</b>  <b>Thule AB (BGTL)</b>	<b>Charter: 324-13-10 – 7500 MSL</b>  = Dpt Thule AB, Rwy 15/33, (Elev 252, Length 9940 x 140)  = After takeoff turn to intercept 130 deg radial outbound from THULE VOR/DME (THT 111.0)  = Dir THT VOR, DME 104 (Camp Century) -----  = Enter holding pattern (left to 099 deg for 1 minute, then right turn back to holding fix THT 130/104). Set up for landing, gear and 1/2 flaps) At holding fix, complete a single holding pattern (right turns, 1 min legs) and descend to approx 4500 MSL. Inbound to holding fix, full flaps and land – Elev about 4000 MSL  = <b>It may take several minutes after landing to bleed off airspeed to zero. Be patient :-)</b>  = Takeoff on a heading of approx 310 deg.  = Dir to THULE VOR/DME (THT 111.0) -----  = Land Thule, Rwy 15/33, (Elev 252, Length 9940 x 140) Rwy 15 – ILS/BC 109.5; Rwy – 33/GS 109.5	130	104	0+30
		309	104	0+30
			208	1+00
	<b>Approximate total (PIREP, Leg 10)</b>			