

*The U.S. and many other countries are plagued by a constant flow of illegal drugs across their borders. Many countries where the actual drug production takes place, are also victims in this crisis and not fully equipped to deal with the problem at the source. The U.S. Department of Justice branch called the **DEA (Drug Enforcement Agency)** and other law enforcement agencies work hard to try and stop the flow. It's a difficult and sometimes futile effort, but maybe not this time!*

*Through exhaustive undercover work, it has been determined that a major shipment of a new drug called "7th Heaven", is about to be flown into the U.S. This drug is 30 times more potent than Heroin and more addictive than Crack cocaine. The drug manufacturers have hired DC3 Airways to fly their cargo of 'Brown Sugar' from their 'refinery' in La Florida, Colombia to Florida. The finished product looks like, and has the same consistency as normal brown sugar. It is believed that because of our 'untarnished' reputation, we will not attract attention to the shipment. They don't know that you are actually working '**undercover**' with the DEA on this operation. Imagine, they thought they could take advantage of our Airline and it's untarnished reputation in the industry, to ship their 'poison'! They will regret that decision.*

At the same time your shipment is confiscated when you arrive in Florida, the DEA in conjunction with the Government of Colombia is swooping down on the actual drug factory to put it out of business. The DEA actually wants the shipment to make it into the U.S., so more serious charges can be brought against the people involved.

*This is obviously a very dangerous and difficult situation to put yourself into. It is '**strictly voluntary**' and there will be no accolades when you're done. We don't want it getting out that you were actually involved, in the event our help is needed again in the future.*

The Charter consists of 10 legs and will take you from the west coast of Colombia, through mountain passes, up the coast of Central America and eventually over to Florida. These flights are for **DAYTIME** only.

Good Luck!

Leg 1

You're fueled and ready to roll. At the moment you have only a few 'passengers' that will be making the entire journey, but they needed to be picked up in La Florida, Colombia. The actual 'shipment' will be picked up at the end of your third leg. Your palms are sweating profusely, so as a precaution, you wear some flying gloves, until your nerves settle down a bit. The clearance to taxi comes in and the adventure begins.

NOTE: You will be flying around mountains, keep alert!

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 24	Init. Hdg – 093deg	Init. Alt – 9,500ft	Apt Elev. – 6ft			
La Florida (SKCO) Turnaco Colombia To Guillermo Leon Valencia (SKPP) Popayán Colombia	Departure: To Fix 01. Continue on runway heading 050deg until 500ft MSL.....				050	3.0	00+01
	Enroute: To MER VOR/DME, 116.30. Turn right to intercept MER 095R ¹ . Direct to VOR.....				093	93.7	00+38
	To Fix 02. Turn left to 036deg and track 038R outbound from MER. When the DME reads 28nm commence your descent to 7,000ft.....				036	46.8	00+17
	Approach: To runway. Turn right to 071deg and descend at pilot's discretion for a visual approach.....				071	5.0	00+02
	Land: Guillermo Leon Valencia runway 7 Length: 6,236ft Width: 98ft Surface: Asphalt						
Flight: 375-07-01	Arrival Airport Elev. – 5,685ft			Estimated totals for this flight>>>		149nm	00+58

¹ FSNav shows a course error of +2deg for MER

Leg 2

This may be a dangerous mission you are on, but the mountain scenery is spectacular and provides some needed distraction to take your mind off of what's going to happen when you finally reach Florida.

NOTE: You will be flying around mountains again, keep alert!

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	ETE (leg) HH+MM
	Dep. Rwy – 7	Init. Hdg – 012deg	Init. Alt – 9,500ft	Apt Elev. – 5,685ft			
Guillermo Leon Valencia (SKPP) Popayán, Colombia To Matecana (SKPE) Pereira, Colombia	Departure: To Fix 01. Continue on runway heading 071deg until 7,000ft MSL.....				071	2.0	00+01
	Enroute: To CLO NDB, 210.0. Turn left to 012deg. Direct to NDB.....				012	57.1	00+22
	To ULQ VOR/DME, 117.70. Turn right to intercept ULQ 014R ² . Direct to VOR.....				016	43.1	00+16
	To PEI VOR/DME, 116.90. Turn right to intercept ULQ 033R ³ . When the DME reads 26nm commence your descent to 6,000ft. Direct to VOR.....				031	47.4	00+18
	Approach: To runway. Turn right to 073deg and descend at pilot's discretion for a visual approach.....				073	5.7	00+02
Land: Matecana runway 7 Length: 6,431ft Width: 148ft Surface: Asphalt							
Flight: 375-07-02	Arrival Airport Elev. – 4,419ft				Estimated totals for this flight>>>		155nm 00+59

² FSNav shows a course error of –2deg for ULQ

³ FSNav shows a course error of +2deg for PEI

Leg 3

Well, we're picking up the shipment after this leg. There's no turning back now!

NOTE: You will be flying around mountains again, keep alert!

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	ETE (leg) HH+MM	
	Dep. Rwy – 7	Init. Hdg – 043deg	Init. Alt – 10,500ft	Apt Elev. – 4,419ft				
Matecana (SKPE) Pereira, Colombia To Olaya Herrera (SKMD) Medellín, Colombia	Departure: To Fix 01. Continue on runway heading 074deg until 6,500ft MSL.....				074	2.0	00+01	
	Enroute: To LNA NDB, 337.0. Direct to NDB.....				039	18.0	00+08	
	To Fix 02. Turn left to 352deg, and follow the OB (172deg) bearing from LNA. Tune Nav 1 to PEI VOR/DME, 116.90 and set the OBS to 013deg ⁴ . Waypoint reached when Nav 1 OBS needle centers.....				352	46.6	00+17	
	Approach: To runway. Turn right to 013deg and start a 500FPM descent at 120kts when the DME reads 63nm. Descend at pilot’s discretion for a visual approach.....				013	23.8	00+09	
	Land: Olaya Herrera runway 1 Length: 5,931ft Width: 125ft Surface: Asphalt							
Flight: 375-07-03	Arrival Airport Elev. – 4,940ft				Estimated totals for this flight>>>		90nm	00+35

⁴ FSNav shows a course error of +2deg for PEI

Leg 4

Now you are really starting to get nervous, they've finished loading the 'Brown Sugar' on your aircraft. At the same time you are feeling tense, there is also a sense of anger in the back of your mind because you know that these 'parasites' are preying on people throughout the world with this poison. Completing this charter will be worth it, to see them all in shackles. Some additional 'passengers' now join your original two 'guests' for the rest of the journey. These guys are very nasty looking and only serve to enhance your tension.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 1	Init. Hdg – 043deg	Init. Alt – 8,500ft	Apt Elev. – 4,940ft			
Olaya Herrera (SKMD) Medellín, Colombia To Wannukandi (MPWN) Wannukandi, Panamá	Departure: To Fix 01. Continue on runway heading 013deg until 5,500ft MSL.....				013	2.0	00+01
	Enroute: To Fix 04. Turn right to 213deg and head to the right of the hill you can see in front of you. Tune Nav 1 to RNG VOR/DME, 115.1 and set the OBS to 180deg. Waypoint reached when the OBS needle centers.....				213	26.6	00+11
	To Fix 05. Turn right to 340deg and head up the valley, when the valley gets less distinct continue to follow the river. Tune Nav 1 to LCE VOR/DME, 112.6 and set the OBS to 287deg. Waypoint reached when the OBS needle centers.....				Av C'rse 019	100.4	00+37
	To LCE. Turn left to 285deg and intercept LCE 287R ⁵ . Direct to VOR.....				285	85.5	00+31
	VFR to (SKAD) Acandi airport (oil treated Rwy). Start descent to 4,500ft MSL.....				323	52.3	00+20
	To TPL NDB, 356.0. Direct to NDB. Start descent to 1,500ft MSL and slow to 120kts when the DME reads 100nm.....				314	67.8	00+28
	Approach: To Fix 06. Turn right to 352deg and fly Hdg for 2 minutes..... To runway. Commence a left procedure turn. Make a left 45deg turn to 307deg and fly Hdg for one minute. Make a right 180deg turn to 127deg. When the RMI reads 172deg turn right for a visual approach. The runway is short, narrow and can be very difficult to see, so don't come in too fast. Use the RMI as a localizer				352 Final Hdg 172deg	4.0 9.7	00+02 00+05
Land: Wannukandi runway 17 Length: 2,198ft Width: 30ft Surface: Concrete							
Flight: 375-07-04	Arrival Airport Elev. – 6ft				Estimated totals for this flight>>>		348nm 02+15

⁵ FSNav shows a course error of +2deg for LCE

Leg 5

You are scheduled to make a few stops along the way to Florida. These guys are actually giving away 'free samples' to the local element at these stops to create an additional ready-made 'customer' base. This is one of those times you wish you could trade in the aircraft for a very fast jet, just to put an end to this as soon as possible. The criminals that hired DC3 Airways, want to go 'low and slow', because they believe that it will bring less suspicion. They also believe they have an inside person at the Florida terminal where 'customs' will clear this shipment. These guys are gullible ;-)

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 35	Init. Hdg – 273deg	Init. Alt – 4,500ft	Apt Elev. – 6ft			
Wannukandi (MPWN) Wannukandi, Panamá To Limón (MRLM) Limón, Costa Rica	Departure: To Fix 01. Set the airplane up for a short field take off and continue on runway heading 352deg until 500ft MSL.....				352	2.0	00+01
	Enroute: To FNC VOR/DME, 109.00. Turn left to intercept FNC 273R. Direct to VOR.....				273	103.3	00+42
	To BDT VOR/DME, 114.90. Turn left to intercept BDT 268R. Direct to VOR.....				268	141.4	00+57
	To Fix 02. Turn left and track the LIO 308R towards LIO VOR/DME, 116.30. Waypoint reached when the DME reads 20nm.....				308	39.6	00+16
	To Fix 03. Turn left to 302deg, slow to 120kts and start descent to 1,500ft MSL. Reset the OBS to 325deg, waypoint reached when the OBS needle centers.....				302	14.1	00+06
	Approach: To runway. Turn right to 325deg for a visual approach.....				325	5.0	00+03
	Land: Limón runway 32 Length: 5,923ft Width: 98ft Surface: Asphalt						
Flight: 375-07-05	Arrival Airport Elev. – 6ft Estimated totals for this flight>>>					305nm	02+05

Leg 6

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 32	Init. Hdg – 324deg	Init. Alt – 4,500ft	Apt Elev. – 6ft			
Limón (MRLM) Limón, Costa Rica To Augusto César Sandino (MNMG) Managua, Nicaragua	Departure: To COL NDB, 380.0: After take off continue on 324deg. Direct to NDB.....				324	59.3	00+25
	Enroute: To CHI NDB, 221.0. Turn left to 281deg. Direct to NDB.....				281	68.1	00+27
	To Fix 01. Turn right to 307deg, follow the OB (127deg) bearing from CHI. When you lose the NDB signal commence your descent to 1,500ft MSL. Retune the NDB to YNB, 290.0, waypoint reached when the RMI reads 277deg.....				307	103.4	00+42
	Approach: To runway. Turn left to 274deg for a visual approach.....				274	5.0	00+03
Land: Managua runway 27 Length: 9,014ft Width: 193ft Surface: Asphalt							
Flight: 375-07-06	Arrival Airport Elev. – 193ft				Estimated totals for this flight>>>		236nm 01+37

Leg 7

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 27	Init. Hdg – 329deg	Init. Alt – 8,500ft	Apt Elev. – 193ft			
Augusto César Sandino (MNMG) Managua, Nicaragua To Goloson (MHLC) La Celba, Honduras	Departure: To Fix 01. Continue on runway heading 274deg until 600ft MSL.....				274	2.0	00+01
	Enroute: To TNT VOR/DME, 112.30. Turn right to intercept TNT 330R ⁶ . Direct to VOR.....				329	128.3	00+51
	To SJB NDB, 207.0. Turn right to 359deg. Commence your descent to 1,500ft MSL when the DME reads 80nm. Direct to NDB.....				359	96.8	00+37
	Approach: To Fix 02. Turn right to 074deg – you will see the runway slightly to the left.....				074	13.7	00+06
To runway. Turn left to 058deg for a visual approach.....				058	5.0	00+03	
Land: Goloson runway 6 Length: 12,487ft Width: 148ft Surface: Concrete							
Flight: 375-07-07	Arrival Airport Elev. – 49ft				Estimated totals for this flight>>>		246nm 01+38

⁶ FSNV shows a course error of +1deg for TNT

Leg 8

This is an amazing leg that takes us very near the 'who's who' of vacation spots in Central America. If only those people knew what we were carrying on board.

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	ETE (leg) HH+MM
	Dep. Rwy – 27	Init. Hdg – 273deg	Init. Alt – 8,500ft	Apt Elev. – 193ft			
Goloson (MHLC) La Celba, Honduras To Isla Mujeres (MMIM) Isla Mujeres, Mexico	Departure: To Fix 01. Continue on runway heading 058deg until 600ft MSL.....				058	3.1	00+01
	Enroute: To BZE VOR/DME, 114.30. Turn left to intercept BZE 319R. Direct to VOR.....				319	137.0	00+56
	To CTM VOR/DME, 116.30. Turn right to intercept CTM 358R ⁷ . Direct to VOR.....				357	57.9	00+23
	To CZM VOR/DME, 112.60. Turn right to intercept CZM 032R ⁸ , and descend to 3,500ft MSL. Direct to VOR.....				031	144.7	00+59
	To CUN VOR/DME, 113.40. Turn right to intercept CUN 007R ⁹ . Direct to VOR.....				005	30.3	00+12
	To Fix 02. Turn left, track 0047R outbound from CUN and descend to 1,500ft MSL. You will need the eyes of a hawk to spot the runway so try to position yourself as accurately as possible...				045	12.4	00+05
	Approach: To runway. Turn left to 332deg for a visual approach.....				332	5.0	00+03
	Land: Isla Mujeres runway 33 Length: 3,937ft Width: 82ft Surface: Asphalt						
Flight: 375-07-08	Arrival Airport Elev. – 6ft					390nm	02+39
	Estimated totals for this flight>>>						

⁷ FSNav shows a course error of +1deg for CTM

⁸ FSNav shows a course error of +1deg for CZM

⁹ FSNav shows a course error of +2deg for CUN

Leg 9

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 33	Init. Hdg – 069deg	Init. Alt – 3,500ft	Apt Elev. – 6ft			
Isla Mujeres (MMIM) Isla Mujeres, Mexico To La Coloma (MULM) Pinar Del Rio, Cuba	Departure: To Fix 01. Continue on runway heading 332deg until 500ft MSL.....				332	1.5	00+01
	Enroute: To Fix 02. Turn right to 069deg and continue de'd reckoning across open ocean for about 106 nm to the most westerly tip of Cuba.....				069	106.4	00+44
	To USJ NDB, 402.0. Turn right to 072deg. Direct to NDB.....				072	43.3	00+18
	To Fix 03. Turn left to 064deg and track towards the ULM NDB, 465.0 which you will pick up after a few minutes. When you start to receive the signal commence a 500FPM descent to land.....				064	31.6	00+13
	Approach: To runway. Turn right to 071deg for a visual approach.....				071	3.0	00+02
	Land: La Coloma runway 7 Length: 6,564ft Width: 148ft Surface: Asphalt						
Flight: 375-07-09	Arrival Airport Elev. – 98ft Estimated totals for this flight>>>					186nm	01+18

Leg 10

Finally, this is the last leg of this charter. You have managed to keep your cool this far. The Plan is to go to Miami and after landing on 27L at Miami Intl. you are to exit the runway to your right when able, make a left down the taxiway and proceed to the last terminal building to the west, where the shipment will be unloaded. These guys don't know there's a surprise waiting for them ;o)

Normally, direct flights from Cuba to the U.S. are not permitted however, special permission has been given to this flight. The producers of this nasty drug think it is because they have 'friends in high places'. Actually, in a rare event, the Cuban government is cooperating with the U.S. to help bring these criminals to justice. This drug is a problem in all countries and it's in everyone's best interest to stop the flow. The dealers arrogance that they are 'well connected' will be part of their undoing ;o)

You know what they say about 'best laid plans', (famous last words) well the wheels are about to come off.....

The 'factory' has arranged for 'security' staff to accompany the flight and that has made the journey that much more tense, given that you actually know what the 'Brown Sugar' really is. I wonder why they needed 'security' to keep an eye on a shipment of 'Brown Sugar'? After landing at La Coloma for fuel, one of the passengers receives a cell phone call that seems to really upset him and he is not very happy right now. Maybe he's found out you are working 'undercover'? Was the Charter worth taking on? Only 1 more leg to Miami and you would have made it all the way. You need to keep a cool head and try hard not to show your growing nervousness.

The guy who received the phone call is really agitated and he demands the re-fueling to be stopped and that we take-off, right away. You carefully explain that you will need the extra fuel to make it to Miami, (as a stall tactic) but he reaches inside his coat in a very threatening way and 'insists' we leave now. You don't need to be told twice. Everybody gets on board and you get clearance to roll down runway 7 towards your next leg.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather"				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy – 7	Init. Hdg – 069deg	Init. Alt – 3,500ft	Apt Elev. – 98ft			
La Coloma (MULM) Pinar Del Rio, Cuba To Immokalee (KIMM) Immokalee, Florida	Departure: To Fix 01. Continue on runway heading 071deg until 500ft MSL.....				071	2.0	00+01
	Enroute: To UCY NDB, 380.0. Turn left to 055deg. Direct to NDB.....				055	52.4	00+22
	To UPB NDB, 250.0. Turn right to 058deg. Direct to NDB.....				058	18.0	00+07
	To Fix 02. Turn left to 015deg, and follow the OB (195deg) bearing from UPB. It is absolutely imperative that you are dead on track for this leg.....				015	38.7	00+16
	<i>The guy who was really agitated comes up to the flight deck. He leans over and whispers in your ear, "Señor, I think you have just developed some engine trouble, take the plane down to 100 ft and follow my directions if you want to see the sun rise tomorrow". Just as he speaks the last few words, you feel something cold and hard touch the back of your head, just behind your right ear. It doesn't take a big imagination to know what that is. Like the last time, you don't have to be told twice. What have you gotten yourself into?</i>						
	To Fix 03. Continue on course and descend to 50ft.....				015	15.7	00+06

He now instructs you to call in a 'Mayday' and tell the ATC center you are experiencing some engine trouble, losing altitude quickly and may need to ditch in the ocean. Once you reach 50 ft, you will drop off the radarscope and the ATC center will assume you have ditched. It's now obvious that these 'security' guys had no intention of going to Miami, because as soon as you start to descend, he hands you a 'new flight plan' that you are to fly after you reach 100 ft. He also insists you maintain radio silence, so the belief you've had to ditch is strengthened.

To Naples (KAPF). Continue on course and at 50ft. Tune the ADF to APF, 201.0, which you will pick up from about 10 miles away when you should track towards it.....
Up to this point your flight plans have been strictly by the book, sort of 'hiding in plain sight', but the DEA also suspected that something like this might happen and have had high altitude surveillance of you since Goloson Intl. They have also been tracking you on infrared using a FLIR (Forward Looking Infrared Radar) system. You are aware of this, but will they see you now amongst the clutter of the ocean waves cruising at 100 ft?

It just occurred to you, if they are watching you on infrared radar, the hotter your infrared signature is, the better! It's a risky move and may cause the engines to fail, but worth the risk. Without being noticed you slip the 'mixture ratio' to very lean, so the engines run much hotter. Hopefully, you'll show up on their FLIR scopes easier and not end up going for a swim!

To Fix 04. Turn right to 061deg, follow the OB (241deg) bearing from APF and climb to 1,500ft. Tune Nav 1 to LBV VOR/DME, 110.40 and set the OBS to 000. Waypoint reached when the OBS needle centers.....
In order to continue to avoid conventional radar you are instructed to fly along the terrain as close as possible to the treetops. You're not getting paid enough for this flight!! Even though you are only flying at around 137kts, it feel's more like a thousand at this altitude. The slightest error at this point will be very unforgiving. If you go down in the everglades, you'll probably end up as Alligator food.....not a pleasant thought. Obviously this was a well thought out plan. You are now instructed to climb to 1,500 ft and make like you just departed from Naples' airport. You'll appear on radar again, but will probably be seen as some aircraft in the middle of nowhere that didn't file a flight plan, departing VFR. This will allow you an easier approach to Immokalee where you'll be landing very shortly.

There it is, you have visual on the airstrip. It looks deserted, hopefully the 'Brown Sugar' gets unloaded quickly and you get out of this in one piece

015

138.4

00+59

061

23.5

00+09

	Approach: To runway. Turn left to 001deg for a visual approach..... Take the last exit to the left off the runway and proceed to the terminal building adjacent to the radio antenna. Land: Immokalee runway 36 Length: 5,015ft Width: 150ft Surface: Asphalt	001	4.0	00+02
Flight: 375-07-10	Arrival Airport Elev. – 36ft	Estimated totals for this flight>>>		293nm 02+02

Tension mounts as you roll off the runway. You proceed to the terminal and the 'brown sugar' is unloaded. The guy that appeared to be in charge of your 'passengers', walks up to you and slowly reaches inside his jacket!! Do you bolt?? Where are those DEA agents?? The guy pulls out a 'wad' of cash and hands it to you. "A very pleasant journey Señor, here is a small token of our appreciation. Perhaps we will travel again some time?" Just as he utters the word "time", dozens of DEA officers come from out of nowhere and swoop down on everyone including yourself. It only takes seconds and not a shot has to be fired! Unfortunately, you are also handcuffed and roughed up a bit. This was part of the plan to maintain the illusion, that you were not aware of the operation ;o) Eventually, you are freed and after a debriefing session get to go on your way. I wonder if I'll ever do that again, you think to yourself as you leave the building? I think I'll hit DCA up for a raise! ;o)

Epilog

It seems that apparently that phone call at La Coloma was from the main boss at the factory, who was returning the call. That agitated guy was actually trying to pull a fast one and wanted a 'bigger' slice of the pie. Flying to Immokalee was his backup plan to go into business for himself, if the boss didn't 'up' his fee. Another informant gave the DEA a heads-up that this alternate plan was a possibility, but they didn't know exactly where he was planning to land. DEA actually had several of the small airstrips around the area under surveillance.

The main DEA officer informed me that they actually lost contact with the aircraft for about 15 minutes, but my decision to run the engines hotter made me light up like the 'Forth of July' on their infrared scopes. They also told me that I was lucky to get out of this in one piece, the agitated guy's nick name is "The Mutilator", and you know, I really didn't need to hear that :-) I think I'll hit DCA up for a vacation as well as a raise!!