

**A DC-3 Airways World Rally 2004 flight.**

**Wilmington, North Carolina to Cherry Point, North Carolina.**

**My thanks to Charles Wood, DC-3 Airways founder. DC-3 001.**



On the 18<sup>th</sup> of September 2003, the eastern coast of the USA took a terrible pounding from Hurricane Isabel. Around one million people were without electrical power and gusting winds of 90 mph (145 km/h) caused widespread structural damage and severe flooding. President Bush declared parts of Northern Carolina a major disaster zone.

Charlie has devised an Imaginary emergency flight based on the failure of a back-up generator at a children's hospital near Cherry Point. The personnel at the hospital are struggling with emergency lighting and important specialized equipment cannot function. A spare part for the generator is urgently required and

you volunteer to make the delivery, despite the dangerous flying conditions.

As you can imagine, the flight is going to be rough and although this is a relatively short flight, you are going to be one very busy pilot. Charlie has gone to great lengths to make sure you are well equipped for the flight. The accompanying Flight Planning document is essential reading and offers all the information you will need to make a success of this important flight. The flying skills are, of course, down to you.....

**The very best of luck and enjoy a very challenging flight.**

**September 18, 2003 ... 12:00 Noon Departure from Gate 1 at Wilmington Int'l Airport, KILM**

**Begin this flight with all tanks full and aircraft at Maximum Gross Weight.**

**You must use the supplied weather file for this flight. Install instructions are included in the Readme File.**

From - To	<u>Flight Description.</u>				Course (Leg) deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy : 35	Init. Hdg: 010deg	Init. Alt: 5,000ft	Apt Elev: 32ft			
<b>Wilmington, North Carolina (KILM) USA</b>  <b>To</b>  <b>Cherry Point, North Carolina (KNKT) USA</b>	Preliminary settings. Tune ADF to OA NDB, 261.0; and Nav 1 to NKT DME, 112.80. <u><b>Start flight timer when brakes released on apron.</b></u>  <b>Departure.</b> Taxi from Gate 1 to Rwy 35 per instructions on the Wilmington Taxi diagram. Dep. Rwy 35, turn right on magnetic course 027°t owards OA NDB. Use the WCA you calculated during Flight Planning for this segment. Climb to 5000 ft. Maintain 105 kts during climb.....				027		00+04
	<b>En Route.</b> Fly by Dead Reckoning towards OA NDB, 261.0; until signal is received then fly direct to OA NDB. Recalculate WCA during climb at 2000 ft and 4000 ft. After reaching 5000 ft, recalculate WCA every 5 minutes. Check altimeter setting 10 minutes after leaving Wilmington.....				027	31	00+19
	At OA NDB, turn right to mag course 070°and fly direct to EW NDB, 362.0. Check altimeter setting at OA NDB. Recalculate WCA after leaving OA if you notice a significant wind shift.....				070	35	00+19

	<p>AT EW NDB, turn right to mag course 138° and fly direct to NKT NDB, 245.0.          Begin 300 FPM descent to 2500 ft on leaving EW NDB.          Check altimeter setting at EW NDB.          Calculate WCA at 4000 ft and 2500 ft.          Check altimeter setting shortly before reaching NKT NDB.          Cross NKT NDB at 2500 ft and 120 kts.....</p> <p><b>Approach.</b>          Right Procedure Turn for NDB Approach to KNKT Rwy 32L          At NKT NDB, turn right to mag course 145°.          Maintain 2500 ft and 120 kts.          Fly the 145° course for 2 minutes.          Use the WCA you calculated during Flight Planning for this segment.          Your RMI will point to 325°.....</p> <p>After two minutes, turn right to 190°.          Once on 190° heading fly that course for one minute.          Descend to 1500 ft while in the procedure turn.....</p> <p>Turn left to heading 010° and Slow to 105 kts.....</p> <p>When the RMI points to 325° turn left and fly to NKT NDB.          Use the WCA you calculated during Flight Planning for this segment.....</p> <p><b>To runway:</b>          At NKT NDB, begin 500 FPM descent to the 700 ft. MDA.          Lower Gear and One notch of flaps ... you'll use one notch all the way in to TD.          Slow to 85 kts.          Do not allow your airspeed to drop below 85 kts when leveling out at the 700 ft. MDA.          Use the WCA you calculated during Flight Planning for this segment.          Rigidly keep the RMI pointing to 145° until sighting the approach lights.          You should sight the approach lights about 2.6 DME from NKT DME, 112.80; 1.5nm from Rwy threshold. Your WCA will put them to your right, maybe behind the</p>	138	18	00+10
		145	21	00+14
		190		
		010		
		325		

	<p>windshield bar! .....</p> <p>Land Cherry Point MCAS, Rwy 32L, Cherry Point, NC          Your work is not yet finished on sighting the approach lights. Adjust for the strong crosswind from your left and keep the aircraft centered on the Rwy while landing.          Refer to Cherry Point, Airport layout. Taxi all the way to the end of Rwy 32L then turn left about 30° and taxi to the control tower.  <b>Stop timer after arriving at control tower and parking brakes are set.</b></p> <p><b>Missed approach.</b>          If you do not sight the Approach Lights or Rwy 32L by 1.1 DME, execute the Missed Approach Procedure shown on the NDB Approach Plate. Then attempt the approach again.</p> <p>Rwy 32L Info: Length ... 8402 ft. Width ... 200 ft. Surface ... Asphalt.</p>	325		
Flight No:- WR 04-02	Arrival Airport Elev: 29ft	Estimated totals for this flight>>>	105nm	01+11