

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

**Haikou, China to Hong Kong Intl (old), Hong Kong.**  
**My thanks to VP Charters Tim Cook. DC3-813.**



**Be sure to install the Kai Tak scenery in your preparations for flying this flight!**

**Kai Tak is named after two businessmen, Sir Ho Kai and Mr. Au Tak, who were involved in a company formed to reclaim land in Kowloon Bay for a residential housing scheme. The Company failed and the reclaimed land was left vacant. The first recorded flight from Kai Tak took place on Lunar New Year's Day in 1925, and the first commercial passenger flight, operated by Imperial Airways, landed on 24th March 1936 from Penang.**

**In 1974, the visual approach to runway 13 was replaced by the Instrument Guidance System (IGS). This significantly increased the utilization of the runway under adverse weather conditions particularly during long**

**periods of the prevailing easterly winds.**

**On July 6th 1998, Kai Tak was replaced with Chek Lap Kok Airport, which was named after one of the islands that make up the airport's 1,248-hectare platform that was reclaimed from the sea.**

The best of luck and enjoy a 'different' landing in Hong Kong.

"You are advised to start the flight with all tanks full."

From - To	<u>Flight Description.</u>				Course (Leg) deg	Distance (Leg) nm	ETE (Leg) HH+MM
	Dep. Rwy : 9	Init. Hdg: 040deg	Init. Alt: 3,500ft	Apt Elev: 75ft			
<b>Haikou (ZJHK) China</b>  <b>To</b>  <b>Hon Kong Intl (old) (VHHX) Hong Kong</b>	Preliminary settings. Tune NAV1 to MLT VOR/DME, 112.70 and set OBS to 040°. Tune ADF to LH NDB, 356.0. <b>Start flight timer on brake release at gate.</b> Refer to Haikou, Airport layout.jpg for taxiing information to Rwy 9.  <b>Departure.</b> <b>To MLT VOR/DME, 112.7:</b> (Refer to Departure.pdf) After take off maintain runway Hdg and commence climb to 500ft AGL. Intercept MLT R-040. Climb to 3,500ft MSL. Direct to VOR.....				040	19.4	00+09
	<b>En Route.</b> <b>To LH NDB, 356.0:</b> (Refer to En-Route 1.pdf) Turn left to intercept MTL R-344 OB. Climb to 4,500ft MSL. Check ADF tuned to LH NDB, 356. Direct to NDB. VOR 1 DME will read 61.8nm at waypoint.....				344	61.8	00+25
	<b>To ZUH VOR/DME, 116.70:</b> Turn right to intercept 071° bearing OB from LH NDB . Climb to 5,500ft MSL. Tune NAV 1 to ZUH VOR/DME, 116.7 and set OBS to 071°. When signal received, intercept ZUH R-071. Direct to VOR..... <b>Note for those pilots flying with the R4D-6 panel.</b> The DME instrument simulates a mechanical device and readings are limited to distances below 99.9 nm. However, it is still possible to intercept and track a course up to the limit of the VOR's range.				071	186.4	01+16

<b>To Fix 02:</b> Turn slight right to intercept ZUH R-081OB. Tune ADF to LC NDB, 390.0. Waypoint at D-15.0 ZUH .....	081	15.0	00+06
<b>To LC NDB, 390.0:</b> Maintain Hdg, slow to 120kts and commence descent to 3,000ft MSL. Direct to NDB.....	081	9.2	00+04
<b>Approach.</b> <b>To Fix 03:</b> Turn slight left to 070° and follow course of estuary. Slow to 120kts and Commence descent to 1,500ft MSL. Tune NAV 1 to KL IGS/DME, 111.9 and set OBS to 088°. Waypoint is the large suspension bridge over the river.....	070	9.3	00+04
<b>To Fix 04:</b> Turn right over the bridge to 125° and closely watch NAV 1 needle. Waypoint reached when needle approaches center..... <b>Note.</b> I suggest saving your flight and making a note of the elapsed time at this point!	125	2.9	00+01
<b>To Runway:</b> Turn left to 088° and commence IGS approach. This is essentially the same as an ILS approach. The red/white checker board will be seen approximately 5nm in the distance which I think you will find is smaller than you might imagine! The IGS aiming point is slightly to the right of the checker board. If you now change the cockpit zoom to 0.5 it will help you to see the runway appear in the top right of the screen, You must now judge for yourself the exact point before reaching the checker board at which to commence the right turn to runway Hdg 136°. This is very much a matter of experience and will depend on many factors such as the model of DC-3 you are flying.....	Final Hdg 136	5.8	00+04
Land Hong Kong Intl (old) Rwy 13. Length -10,930. Width -200ft. Surface – Concrete. Refer to Hong Kong, Airport layout.jpg. <b>Turn left off Rwy when convenient and taxi to the bridge. Cross over the bridge and turn right. Halt in front of building ahead. Stop timer when engines stopped.</b>			

	<b>Missed approach.</b> Climb on Rwy Hdg 136° to 2,500ftMSL. Direct to TH VOR/DME, 115.50. Turn right to 268°. Direct to CH VOR/DME, 112.30. Turn right to CH R-303 OB. At CH DME-8.0 turn right to 070°. Enter river estuary and repeat approach.				
<b>Flight No:- WR 04-03</b>	<b>Arrival Airport Elev: 0ft</b>	<b>Estimated totals for this flight&gt;&gt;&gt;</b>		<b>309nm</b>	<b>02+09</b>