# Chitina-Kennecott Area Additions

This scenery packages is designed to give the user many add on locations to fly to and explore in the Chitina-Kennecot Glacier areas near McCarthy (15Z). You should add "The Last Resort" as this gives you the airstrip at Bear Island. In the Chitina-Kennecott Area package, you will find everything from simple tent campsites to the complex abandoned Kennecott Copper Mine and of course a sprinkling of cabins and lodges in between. The map below gives the location of all of the additions in this package.
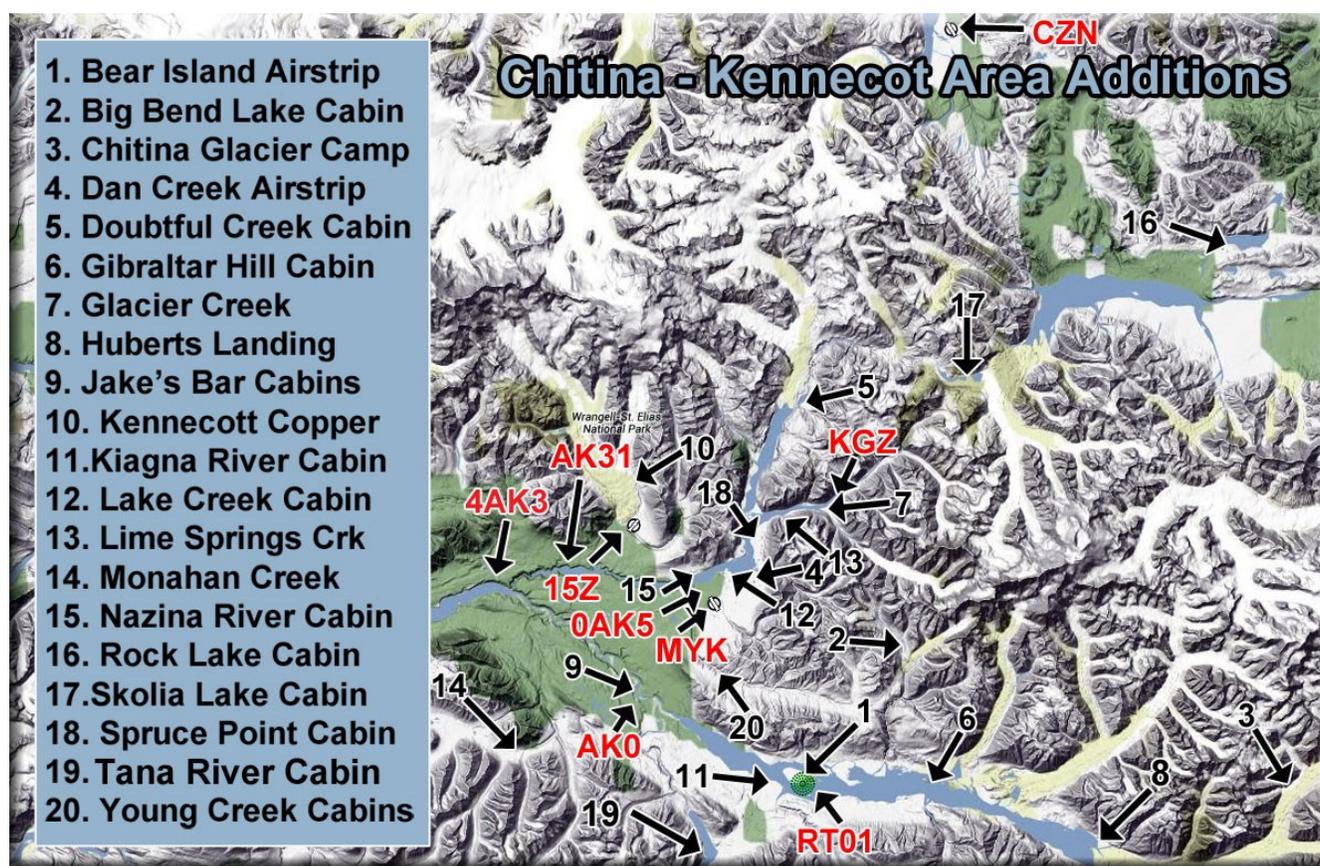
The key airports in the area are: (Depicted in RED on the map)

- Bear Island – RT01
- Chisana – CZN
- Glacier Creek – KGZ
- Jakes' Bar – AK0
- Long Lake – 4AK3
- May Creek - MYK
- McCarthy – 15Z
- Swift Creek – AK31
- Young Creek - 0AK5

The map is a little confusing to read, but there is a lot to see and many places from which you can launch your adventure.

Flying the Chitina-Kennecott Area Scenery Package

At RTMM, we have purposely made going from "here to there" easy. We have many entry level pilots that need early successes for encouragement. This package, however, is not for the entry level pilot. Chitina-Kennecott is for the advanced bush flight sim pilot. Other than the trip ticket in the Last Resort Scenery Package that brings you from Wasilla to Bear Island, there are no "autopilot" trips, no Plan-G routes, etc. You are given maps (similar to sectionals) that tell you "where" the locations can be found. You will have to figure out the best approach to these and determine the type of aircraft you will use.

On Plan-G, many large lakes appear near the locations. You would think most of these would then be available for a float plane approach. But most of these are "moraines". These are areas covered with glacier silt … some of it is "muddy and sticky" and other places are sandy that you can land on. If you have a sectional of this area, you will see those sandy areas noted. For this reason, many of the landings in this package will be for tundra-equipped fixed wing aircraft. You often will be landing "near by" the location … choosing a safe landing zone depending on trees and terrain. You may have to fly over an area a couple of times to determine the best approach. The Readme for this package gives you rough guidelines for landing at the location.

For sim helicopter pilots, everything is accessible to the helicopters. There are landing pads at most of the locations in this package and also in the Last Resort Package. Where landing pads are not placed, there is nearby solid tundra with open flat spaces where a helicopter can land.

There are 9 airports generated by the SAK package. There are 3 landing strips generated by this package. So instead of using a central airport and flying from there to these locations, you can choose a different starting location to try to find the locations from different directions. Or use the starting points and fly from the location to different airports. Few routes will be the same.

Where you see roads, you can actually "drive" on them with a sim vehicle. It is best to drive on these using the "slew" mode as they are very bumpy as produced by the Instant Scenery 3 Technique. But you will find the roads will give you another perspective to what is in the package by being "up close" to what objects are placed in the package. This is particularly true of the Bear Island and the Kennecott Copper Mine complexes.

Until you are familiar with the locations and their idiosyncrasies, you may want to begin by using the "starting point" for a particular location. Starting points are listed for each location. Start at a location and pick one of the airports and select a 'direct' route on the GPS (avoiding the mountains in the path). Heli pilots may want to reposition with slew to the helipad (if there is one) after beginning at a starting point. This will place you at the location and you can look around at it looking for the best way to take off. Once you can do this, then remembering this will be your best method of landing at the site. The landing strips and take off areas are short and some are narrow. You will need an STOL aircraft … and good control on your part.

Being able to find and land at these locations will give you a true feeling for the complexity of this kind of flying as experienced by "real" bush pilots. The bottom line is, you have to know your territory and to "know" it, you must "learn" it. This package will take practice. Add the typical inclimate weather and you are ready for a very realistic adventure.

All water, except at Bear Island, Hubert's Landing and Kiagna River Cabin, freezes in winter so be ready to use a Ski Plane or Tundra-Equipped aircraft in winter except in these 3 areas.

Bear Island Airstrip and The Last Resort (#1 on Map)

The Airstrip at "The Last Resort" at Bear Island
Ramp Starting Point: N61 6.24 W142 26.71 Heading: 173*

The airstrip at Bear Island is gravel. It is not set up for "after dark" operations. The NDB (GRR) can be located on 270 mhz for your ADF, and you can approach on a 042* course. The airstrip and all of "The Last Resort" lodges and dwellings comes in the "Last Resort on Bear Island" scenery Package.

Big Bend Lake Cabin (Map #2)

Big Bend Lake Cabin - N61 12.32   W142 15.40   Alt: 3546
Water Start Point: N61 12.32 W142 15.47 Heading: 049*
Tundra Start Point: N61 12.33 w142 15.35 Heading: 228*

A very remote cabin on Big Bend Lake … literally miles from ANYthing! Great open meadows in the area as well as deep gulches and mountains. You can safely land near the cabin with a Tundra equipped aircraft (or helicopter). The lake is also suitable for safe float plane landings. Located 9 miles NNE of Bear Island, you need to fly east up the Chitina River to Canyon Creek, turning to port and following the creek and resulting gulch to the cabin area.

Chitina Glacier Camp (Map #3)

Chitina Glacier Camp
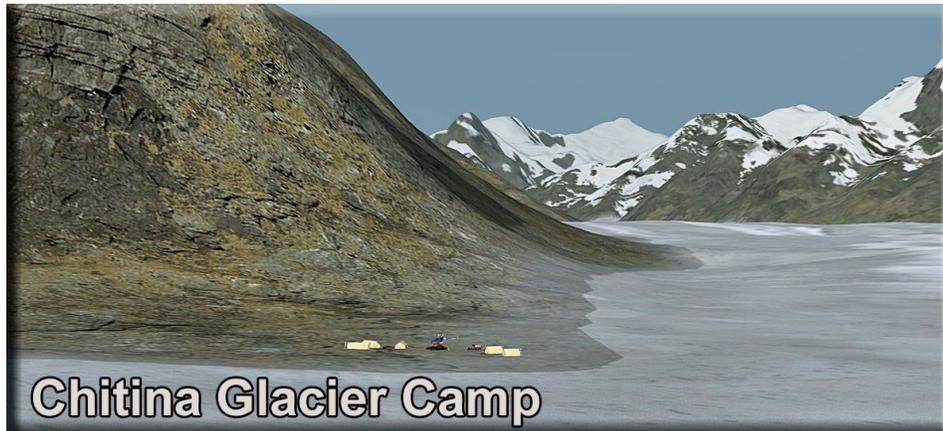
Chitina Glacier Camp - N61 05.69   W141 08.94   Alt: 4389
Starting Point (Ski, Tundra, Heli) – N61 05.68 W141.08.94 Heading: 022*

The Chitina Glacier Measurement team has a camp up on Chitina Glacier at about the 4400 foot level of the glacier. The camp consists of tents for people and equipment. You can easily land nearby with a ski, tundra equipped or helicopter as the glacier is very smooth in this area.

Dan Creek Airstrip & Cabins (Map #4)
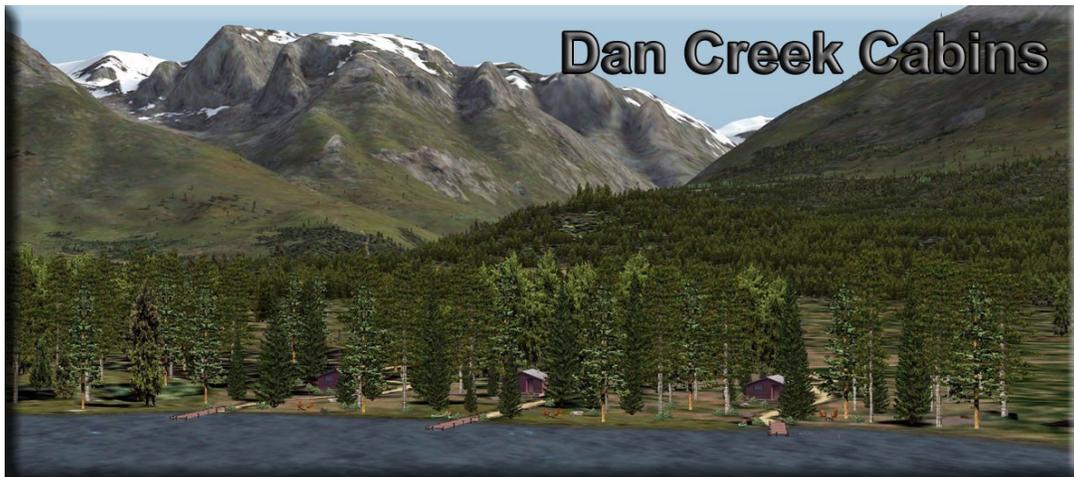
Dan Creek Cabins

Dan Creek Cabins - N61 21.74   W142 36.53   Alt: 1579
Float Start: N61 21.73 W142 36.57 Heading: 055*
Airstrip Start: N61 22.54 W142 33.99 Heading: 256*

The lake is small and good only for STOL float planes. There is a nearby "Dan Creek Airstrip" just down the road where you can land with a wheeled aircraft. This is a set of three cabins located on a little lake beside "Dan Creek Road."

Doubtful Creek Cabin (Map #5)
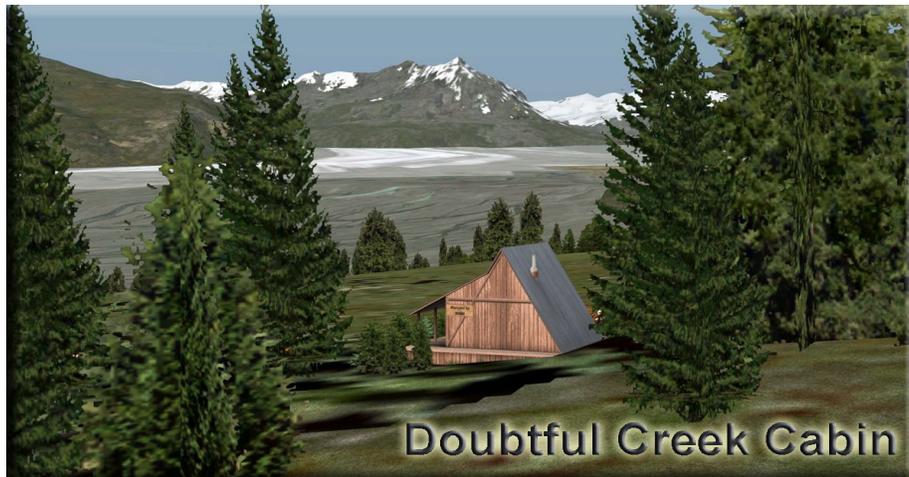
Doubtful Creek Cabin - N61 35.53 W142 26.15 Alt: 2506
Tundra Starting Point – N61 35.55 W142 26.15 Heading: 148*

A small A-Frame Cabin near Doubtful Creek. The view out the front of this cabin is spectacular with a panorama of two major glaciers, the Nazina and the Regal. The landing zone is tundra, it is sloped and the best approach is from the glacier toward the cabin (up the slope). Tundra equipped aircraft only, the slope is too great for helicopters and amphibians.

Gibraltar Hill Cabin (Map #6)

Gibraltar Hill Cabin - N61 6.30 W142 6.05 Alt: 1512
Water Starting Point: N61 6.24 W142 5.93 Heading: 275*

A single dwelling cabin tucked back into the trees on the eastern shore of Gibraltar Hill. This can only be approached by float plane. A helicopter may land nearby, but there is no helipad. There is a small dock out on the river where you can tie up after you land, then walk up the path to the cabin.

Glacier Creek Airstrip and Cabins (Map #7)
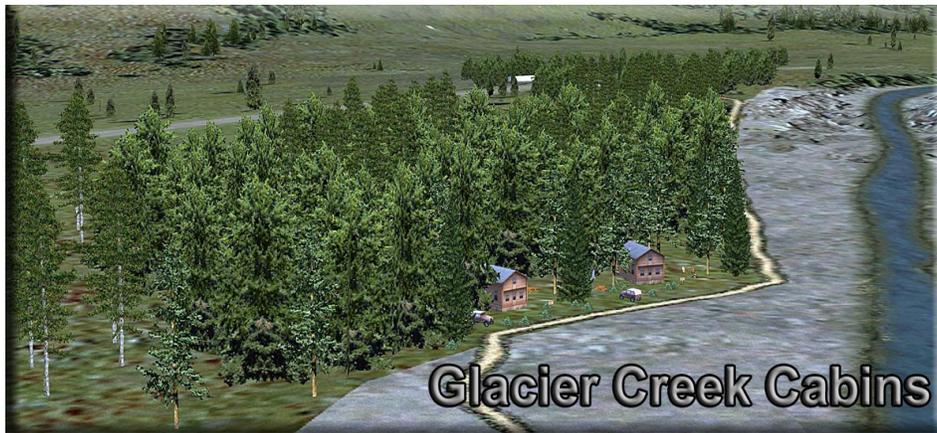
Glacier Creek Airstrip and Cabins - N61 27.30 W142 23.26 Alt 2293
Starting Point: N61 27.19 W142 22.66 Heading: 204*

Three Cabins, all connected by road to the airstrip that has also been "landscaped" in this package. You can land at the airstrip or on the moraine beside the creek near the cabins. One cabin is off by itself with a walking path to it and a bridge over Glacier Creek.

Huberts Landing Airstrip (Map #8)

Hubert's Landing (Airstrip and Campsite): N61 01.51 W141 38.64 Alt: 2012
Starting Point Tundra: N61 01.50 W141 38.54 Heading: 274*
Starting Point Float: N61 01.50 W141 38.73 Heading: 271*

A little landing strip near the Chitina Glacier. A great place for camping and hiking out onto the moraine and up the glacier. It is a relatively short runway for tundra wheeled aircraft. There is also a float plane dock.   The water does not freeze in winter, so float planes can land year around.

Jake's Bar Cabins (Map #9)

Jake's Bar Cabins – N61 13.35 W142 53.75 Alt: 1035
Starting Point: N61 13.36 W142 53.76 Heading: 128*

Two small single dwelling cabins located near the Jake's Bar Airstrip. There is a road leading from the airstrip to the cabins. You can land easily at the Jake's Bar Airstrip or land in front of the cabins in a float plane (large and long landing zone).

Kennecott Copper Mine (Map #10)
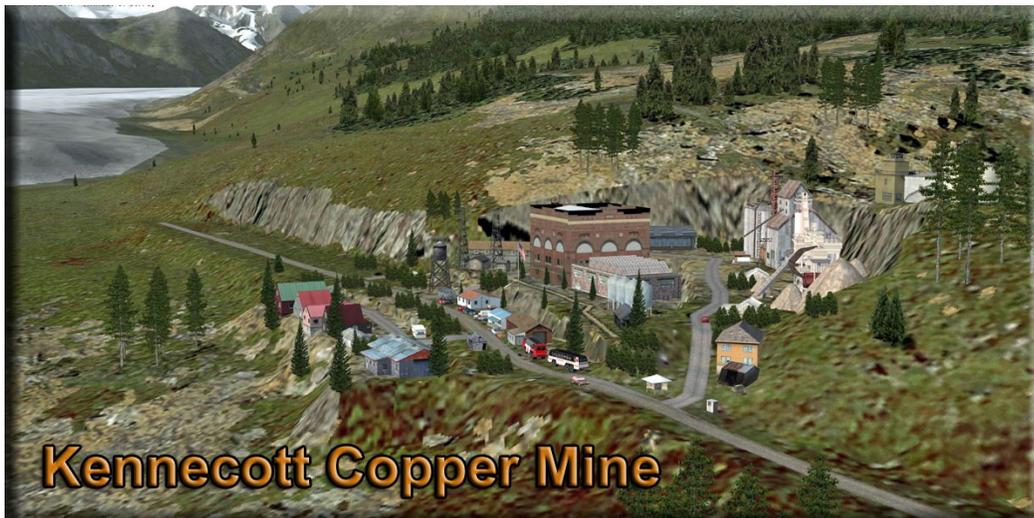
Kennecott Copper Mine - N61 29.08 W142 54.23   2010
Starting Point (Tundra) – N61 29.25 W142 53.47 Heading 137*

You will find the abandoned Kennecott Copper Mine near the Kennecott Glacier above McCarthy Airstrip (15Z). The distance is only 3 miles. There is an "extended roadway" to land on if you have an STOL aircraft and a little luck. This is a national historic site that is now a popular tourist attraction. In the area are gift shops, outfitters and tour buses. There is a helipad for tours out over the glacier.

Kiagna River Cabin (Map #11)

Kiagna River Cabin - N61 6.29 W142 31.09 Alt 1226
Tundra Starting Point: N61 6.32 W142 31.09 Heading: 153*

This is a single cabin located beside the moraine only 3 miles from Bear Island. The moraine nearby is safe to land on. There is a water landing zone for float equipped aircraft and space nearby for the safe landing of helicopters.

Lake Creek Cabin (Map #12)

Lake Creek Cabin – N61 22.44 W142 38.71 Alt 1540
Starting Point: N61 22.44 W142 38.71 Heading: 183*

A short hop from the May Creek Airstrip or the Young Creek Airstrip. Located on Lake Creek just before it empties into the Nazina River. A simple, single dwelling cabin with a short fishing pier. Canoes are provided. You will have to find your own firewood, but there is plenty in the surrounding area. Steelhead fishing is excellent right off the pier in your "front yard". This can only be approached by float plane (or helicopter, but no landing pad). Tundra is possible, but a "hike" from the cabin to a safe landing zone.

Lime Springs Creek Cabin   (#13 map)

Lime Springs Creek Cabin - N61 27.15 W142 29.42   Alt 2054
Tundra Starting Point: N61 27.18 W142 29.48 Heading: 234*
Float Starting Point: N61 27.26 W142 29.75 Heading: 144*

A single cabin set back from Lime Springs Creek. There is a very short landing zone for a float plane, but landing with a Tundra equipped aircraft is the safest for this location. Watch for a long dirt road out across the moraine to the water, the cabin is just off the moraine. This scenery is included in the "Eastern Glaciers Scenery Additions" package.

Monahan Creek Cabin (Map #14)

Monahan Creek Cabin - N61 8.58   W143 14.32   Alt: 2638
Tundra Starting Point: N61 8.57 W143 14.42 Heading: 051

A single dwelling cabin located on Monahan Creek. About 22 miles west of Bear Island and 10 miles southwest of Jake's Bar. A tundra equipped aircraft (or helicopter) will be best for landing near this cabin.

Nazina River Cabin (Map #15)

Nazina River Cabin - N61 22.53 W142 45.20 Alt:1404
Tundra Starting Point: N61 22.51 W142 45.21 Heading: 347*

A tiny, single dwelling cabin above the moraine of the Nizina River. Sourdough Peak is the view from the back yard of the cabin. The terrain is somewhat level and possible for safe Tundra equipped aircraft to land. You can land down at the river, but it is a long trek across the moraine and up the slope to the cabin.

Rock Lake Cabin (Map #16)

Rock Lake Cabin - N61 48.26   W141 18.98   Alt: 3587
Starting Point: N61 48.31 W141 18.93 Heading: 180*

A secluded cabin in the high country on Rock Lake. The nearest airport is Chisana (CZN) but this also can be easily accessed (with a little navigating skill) from Bear Island (RT01). The lake freezes in winter and can be accessed then with tundra or ski. But a float plane is best for summer operations.

Skolia Lake Cabin (Map #17)

Skolia Lake Cabin - N61 37.95 W142 3.59 Alt: 4434
Float Plane Summer Start: N61 37.97 W142 3.61 Heading 134*
Ski/Tundra Winter Start: N61 37.97 W142 3.61 Heading 134*

A tiny cabin in a huge setting. This cabin is located at Skolai Lake, typical of many of the glacial lakes you'll find at the higher elevations, this one is at 4300 feet above McCarthy. In the summer, you can land a float plane on the lake, in the winter, the lake is frozen and you'll need a ski plane or tundra wheels. There is also plenty of flat terrain nearby where you can land a tundra plane year-round.

Spruce Point Cabins (Map #18)
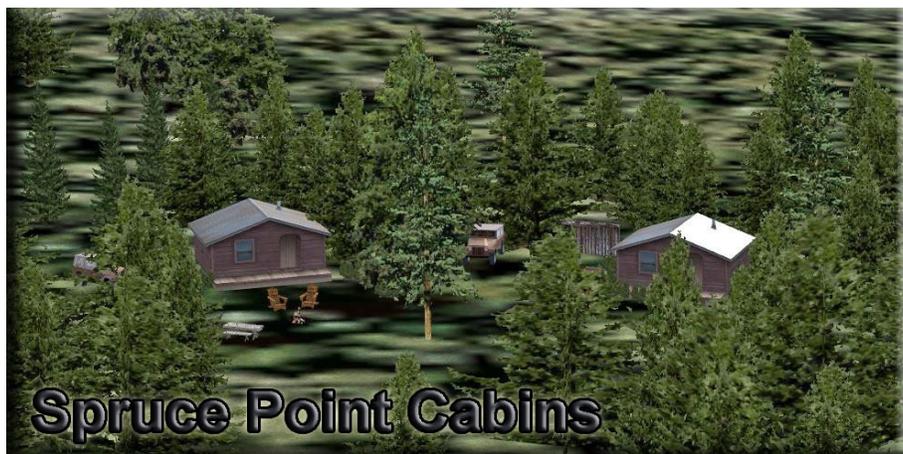
Spruce Point Cabins - N61 25.40 W142 33.86 Alt: 1714
Tundra Starting Point: N61 25.41 W142 33.93 Heading: 080*

A very difficult-to-find set of cabins tucked back in a secluded and woodsy area. The pilot will have to know where he is going to successfully locate these. There is plenty of flat terrain in the area to land a Tundra equipped plane (or a helicopter). There are two cabins, seemingly accessible only by off-road vehicles and Tundra plane or Helicopter. If you are wanting to be "alone" in the wilderness, these cabins are a good choice!

Tana River Cabin & Airstrip (Map #19)

Tana River Cabin & Airstrip: N61 00.98 W142 43.10 ALT 1407
Starting Point Tundra: N61 00.80 W142 42.96 Heading: 332*

A 2-family cabin on the Tana River, not far from Bear Island Airstrip. This is a perfect location for a family with their own plane. There is a landing strip on the property. A helicopter can land on the tundra nearby. The strip is grass and a little bumpy.

Young Creek Cabins (Map #20)

Young Creek Cabins - N61 20.90   W142 43.68 Alt: 1518
Tundra Starting Point: N61 20.90 W142 43.57 Heading: 240*

A grouping of three single-dwelling cabins located around a fire circle. Roads are nearby to access the site and a bridge now connects the site to the road to the Young Creek Airstrip about 3 miles away. There is flat terrain suitable for Tundra equipped aircraft (or helicopters). There is a path to and a dock on Young Creek behind the complex for fishing. A float plane landing here is possible, but not advised.

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Installation of Scenery

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ORBX SAK … You must have installed ORBX SAK software for this package to work correctly.

1. Put the "Chitina-Kennecott Area " folder into your addon scenery folder. (RTMM recommends: FSX/Addon Scenery/Misty Moorings/Last Resort)
2. Activate the scenery in FSX
3. Put the flight plan into your "Flight Simulator X Files" (in documents)
4. Go fly!

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DOCUMENTATION

READ ALL OF THE INSTALLATION FILES IN EACH OF THE INCLUDED ZIP FILES WE PRODUCE. THEY ARE NOT ALWAYS GOING TO BE THE SAME!!

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DISCLAIMER

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- Flightplan and map created with Plan-G. http://www.tasoftware.co.uk

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