

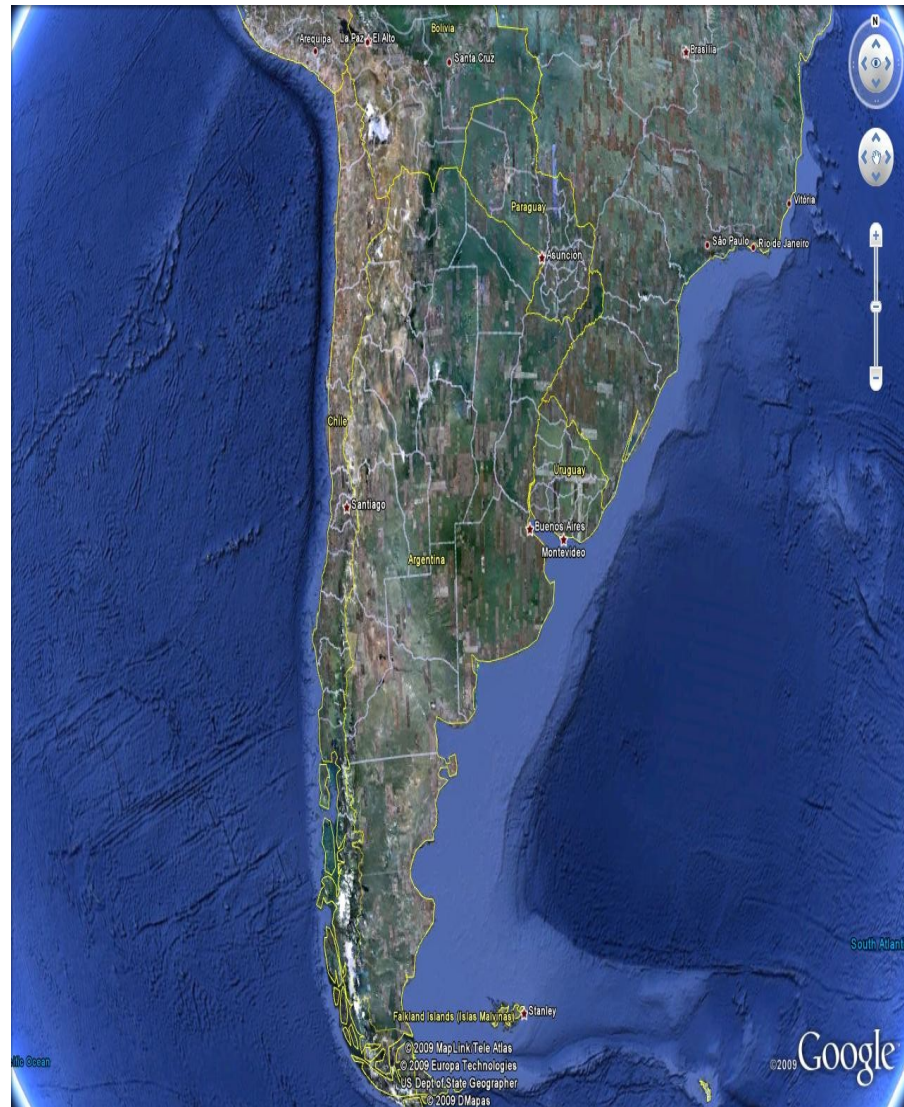
South America's Shoestring Charter

South America is the boot of the Americas and Chile was known in the past as the shoestring of South America because Chile is a long and narrow strip (2,700 miles long and 150 miles at it widest point) between the Pacific Ocean and the majestic Andes Mountain range. The north section of the country is all deserts and begins to get green towards the center, then forests towards the south and icy at the Antarctic.

Many of the airports are quite removed from the towns and serve the surrounding mining industry. In real life I have landed at some of the fields in this Charter and when no one is there to greet you, it is you, the aircraft, and a lot of desert. Another real life bit of info is that flying across the Atacama Desert between noon and 4 pm, is like riding in a cocktail shaker (severe turbulence!).

These 15 flights will take you the whole length of Chile crisscrossing the country between the Pacific and the Andes. To learn more about Chile's geography follow this link <http://www.geographia.com/Chile/>

This Charter was prepared using FS9 and FSX with their standard scenery and using the FS default DC-3 aircraft. The flight plan and weather files are included. The weather is set to clear, no wind, and standard pressure so that you can enjoy the scenery and avoid hitting the mountains. The NAVLOG for both FS9 and FSX have all the waypoints so that you can use their GPS.



South America's Shoestring Charter

Flight #1 Arica to Iquique

The first flight of the Shoestring Charter is a simple almost straight south route between Arica and Iquique. It follows the coastline at 4500 feet and later at 2500 feet. The weather is clear so that you can see the Andes Mountains to the East and the Pacific Ocean to the West. You will be flying over the Atacama Desert, one of the driest deserts on earth. The desert extends from the foot of the Andes Mountains to the Pacific coastline while gradually descending from around 14000 feet to 4000 feet before dropping straight into the ocean.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 20	Init. Hdg: 200deg	Init. Alt: 4,500ft	Apt Elev: 164ft			
Arica (SCAR) Chile To Iquique (SCDA) Chile	Departure: (Chacalluta Airport) Before takeoff tune Nav 1 to ARI VOR/DME (116.50), set altimeter. To ARI VOR/DME. Continue on runway heading and start your climb to 4,500ft. Direct to VOR....				200	1.3	00+01
	Enroute: To Fix 01 (CAMAR S19'22.47 W070'14.73). Turn left to 179°. Waypoint reached when the DME reads 61nm.....				176	60.5	00+20
	To IQQ VOR/DME. Tune Nav 1 to IQQ VOR/DME (113.30). Continue on a heading of 179° direct to VOR. Commence your descent to 2,500ft when the DME reads 20nm. Tune the ADF to R4 NDB (298.0).....				176	60.2	00+24
	Approach: To R4 NDB. When NDB points to 183° turn right to 183°. Direct to NDB The airport is on the south end of the second bay south of the city..... To runway. Continue on 183° and descend at pilot's discretion for a visual approach.....				183 183	8.3 1.3	00+04 00+01
	Land: Diego Aracena Intl Rwy 18 Length: 11,039ft Width: 148ft Surface: Asphalt						
Flight No: 1774-01-01	Arrival Airport Elev: 154ft Estimated totals for this flight>>>					132nm	00+50

South America's Shoestring Charter

Arica to Iquique



South America's Shoestring Charter

Flight #2 Iquique to Coposa

Flight 2 will take you inland over the ever-climbing desert to COPOSA runway 17. This runway is at 12,467 ft. Landing and takeoff at high altitudes requires proper fuel mixture settings. As you climb to 16,000ft, note that the desert is also rising.

From – To	<u>Flight Description.</u> "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 18	Init. Hdg: 182deg	Init. Alt: 16,000ft	Apt Elev: 154ft			
Iquique (SCDA) Chile To Coposa (SCKP) Chile	Departure: (Diego Aracena Airport) Before takeoff tune Nav 1 to IQQ/DME (113.30) and set the OBS to 018°. Tune ADF to UCU NDB (368.0). Set altimeter. To UCU NDB. Fly runway heading direct to NDB then turn right 270° to Fix 01. Begin climb to 16000 ft. @ 500ft/m and 120kts..... To Fix 01(S20° 34.23' W070° 14.76') Continue climb to 16,000ft and a heading of 270 deg. Fix reached when the OBS needle centers..... To IQQ VOR/DME. Turn right to heading 021° (+/- 3°) direct to VOR. Continue climb, CAUTION – If you have not reached 4,300 feet when over the IQQ VOR, then circle around the VOR until you reach 4,300 ft before heading inland.....				182	2	00+02
					270	4	00+02
					018	12	00+06
	Enroute: To Fix 02 (S20° 25.62' W069° 38.46'). Turn right to 097°. Set the OBS to OB 097° and fly the outbound. Waypoint reached when the IQQ DME reads 30nm. Continue heading to Fix 03..... To Fix 03. (S20° 30.64' W068° 45.08') Fix reached when distance from IQQ VOR is 78.5 nm. You will be heading towards a mountain at 12 o'clock. No worries, the fix is reached before you hit the mountain; you will see a valley to the right over the ridge just before reaching the fix.....				096	30	00+11
					097	49	00+16
	Approach: To SCKP. Turn right to 168° (+/- 3°), slow to 120kts and descend to 14,000ft. Airport straight ahead. Caution- Do not adjust mixture to full rich, it will kill (flood) your engines at this altitude..... To runway. Continue on 165° and descend at pilot's discretion for a visual approach..... Land: Coposa Rwy 17 Length: 10,499ft Width: 148ft Surface: Asphalt				165 170	15 1	00+08 00+01
Flight No: 1774-01-02	Arrival Airport Elev: 12467ft				Estimated totals for this flight>>>		114nm
							00+46

South America's Shoestring Charter

Iquique to Coposa



South America's Shoestring Charter

Flight #3 Coposa to Calama

Flight 3 will take you between the Andes Mountains from COPOSA runway 17 to Calama SCCL. The departure runway is at 12,467 ft. Although you will be flying at 18000 you will only be a few thousands above ground. Be sure to lean the mixture controls before starting the engines or they won't start (Not so in FSX).

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 17	Init. Hdg: 167deg	Init. Alt: 18,000ft	Apt Elev: 12467ft			
Coposa (SCKP) Chile To Calama (SCCF) Chile	Departure: (Coposa Airport) Before takeoff tune NAV1 to LOA/DME (116.30). . Set altimeter. Lean the mixture before starting engines. Watch the CHT and speed as you climb out. To Fix 01. Fly runway heading to Fix 01(S21° 0.20 W068 36.87) for 7 minutes. Climb to 18,000ft. CAUTION- Beware of the mountains on both sides. Fly between them during this leg. As you climb out at 100-120 Kts and 300 - 500 ft/min you will be 1000ft +/- 200ft above ground until you reach the saddle ahead.....				167	16	00+07
	Enroute: To Fix02 (S21° 11.82' W068° 41.11') turn right to heading 200°. Watch for the mountain on the right side. You should acquire the LOA VOR/DME signal and reach 18000 ft. just before Fix02. Fix reached at approx 79nm from the LOA VOR/DME.....				200	12	00+05
	To Fix03 (S22° 27.84 W068 37.63) Turn left to heading 181°. Set OBS to IB 260°. When DME is about 45nm from VOR slow to 120kts and descend to 10,000ft and hold heading 181°. Fix reached when needle centers and DME is 15.7nm.....				181	77	00+27
	Approach: To SCCL,- Turn right to heading 260°. Continue descend to 10,000 ft Fly direct to VOR until airport is in sight. Airport is in the oasis ahead..... To runway. Line up with runway and descend at pilot's discretion for a visual approach.....				260 270	7 8	00+05 00+02
	Land: El Loa Rwy 27 Length: 9,476ft Width: 98ft Surface: Asphalt						
Flight No: 1774-01-03	Arrival Airport Elev: 7,612ft Estimated totals for this flight>>>					120nm	00+46

South America's Shoestring Charter

Coposa to Calama



South America's Shoestring Charter

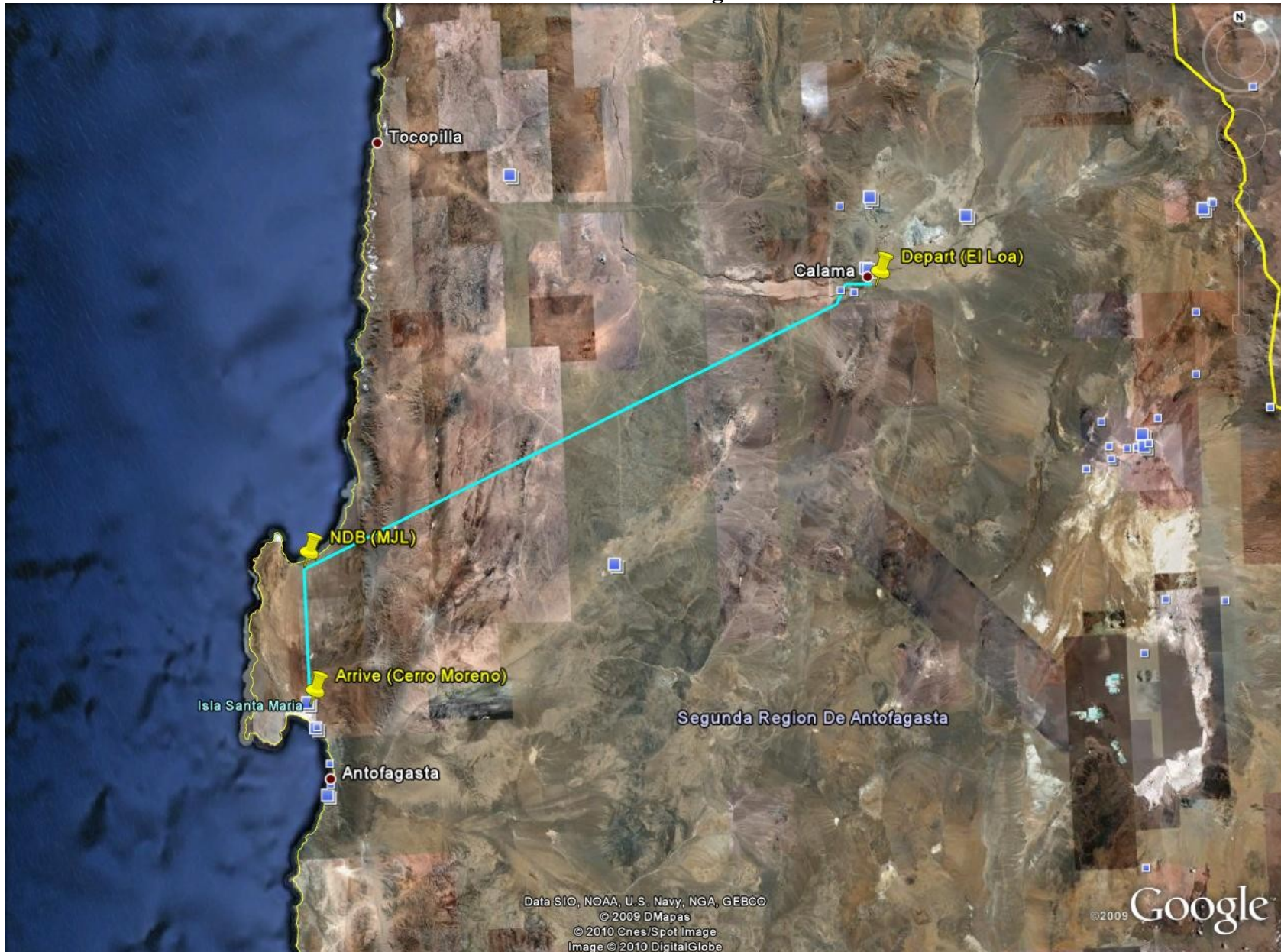
Flight #4 Calama to Antofagasta

Flight 4 takes you back to the coast. The city of Antofagasta is about 20nm south of the airport. You will be flying at 8,500ft while the ground altitude will increase as you approach the coastline. Calama is an oasis next to the Loa river (Chile's longest river because it makes a 'U' shape as it flows from the Andes to the Pacific) and home to many workers for the copper mine at Chuquicamata (where I was born), located north of Calama at 9,000 ft. Calama's airport is where I learned how to fly and got my PPL for single-engine-land and license for gliders.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: FS9 - 27 FSX - 28	Init. Hdg: 270deg	Init. Alt: 8,500ft	Apt Elev: 7,612ft			
Calama (SCCF) Chile To Antofagasta (SCFA) Chile	Departure: (El Loa Airport) Before takeoff tune ADF to MJL NDB (240.0) and Nav1 to LOA VOR (116.30) and set the OBS to 246°. Set altimeter. Lean the mixture before starting engines. Start timer on roll. Fly runway heading for 2 minute then turn left to heading 220°. Fly this heading to intercept the LOA OB 246° radial (about 9.3nm) then turn right to 250°. Climb to 8,500 ft.....				250	9.3	00+05
	Enroute: To MJL: (NDB 240.0) Continue flying 250° until the NDB signal is acquired, then fly direct to the MJL NDB. Tune FAG VOR/DME (114.90) and set the OBS to 180°. When DME reads 34 nm slow to 120kts and descend at 500FPM to 1,500ft.....				250	85	00+32
	Approach: To SCFA. When the needle centers on the IB 180° radial to FAG VOR, turn left heading 180°. Continue descent to 1,500 ft. Airport is straight ahead.....				180	22	00+7
	At about 8nm from VOR turn left heading 160°. Set OBS to 185°. When the needle centers turn right 185°. NOTE: The airport is below the ridge seen ahead. Configure for landing.....				160	2	00+01
	To runway. Maintain 1500ft and 100 kts until runway VASI lights are 2 white and 2 red (at 1500 you will be a little low (all red)). Line up with runway and descend at pilot's discretion for a visual approach.....				185	5	00+04
	Land: Cerro Moreno Runway 19 Length: 8,611ft Width: 98ft Surface: Concrete						
Flight No: 1774-01-04	Arrival Airport Elev: 453ft						

South America's Shoestring Charter

Calama to Antofagasta



South America's Shoestring Charter

Flight #5 Antofagasta to El Salvador

Flight 5 takes you from Antofagasta to El Salvador. This flight follows the coastline at 4,500 ft then at West of Chanaral turns inland and climbs to 6,500 ft to El Salvador Bajo airport for a left traffic to runway 26 which is on an uphill incline. This field serviced the copper mining camp of Potrerillos.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 19	Init. Hdg: 185deg	Init. Alt: 4,500ft	Apt Elev: 453 ft			
Antofagasta (SCFA) Chile To El Salvador (SCES) Chile	Departure: (Cerro Moreno Airport) Before takeoff tune Nav1 to FAG VOR (114.90) and set the OBS to 187°. Set altimeter. Start the timer when rolling. Fly runway heading for 1 minute then turn to fly the OB heading 187° radial from FAG VOR Climb to 4,500 ft.....				187	2	00+01
	Enroute: To Fix 01 (S26° 17.64' W70° 43.21') Continue heading 187° OB radial from FAG VOR., At about 110nm from the FAG VOR/DME, tune Nav1 to DAT VOR/DME (115.7) set and tune the ADF to the CLD NDB (227.0). Continue heading 187° until the NDB signal is acquired, then fly towards the NDB. Fix01 is reached when the distance to DAT VOR is 50 nm.....				187	170	01+08
	To Fix02 (S26° 20.14' W 69° 49.09'). Turn left to heading 094°. Set OBS to DAT OB 224° and climb to 6,500 ft. Fix02 reached when needle centers from the CDL VOR/DME at 70nm.....				094	46.5	00+18
	Approach: To SCES. The airport is at 10 o'clock from current heading. Turn left to 085° and commence a left traffic approach to runway 26. Maintain 6,500 ft. on the downwind leg. Configure for landing..... To runway. At pilot's discretion turn base and then final to line up with runway and descend for a visual approach.....				085	3	00+05
	Land: El Salvador Bajo Runway 26 Length: 7,546 ft Width: 98 ft Surface: Asphalt				260	-	00+02
Flight No: 1774-01-05	Arrival Airport Elev: 5,240ft						

South America's Shoestring Charter

Antofagasta to El Salvador



South America's Shoestring Charter

Flight #6 El Salvador to Copiapo

Flight 6 is a short flight that takes you from El Salvador to Copiapo between the mountains at 8,500 ft. and then over the city of Copiapo for a visual approach to runway 27.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 8	Init. Hdg: 83deg	Init. Alt: 8,500ft	Apt Elev: 5,240 ft			
El Salvador (SCES) Chile To Copiapo (SCHA) Chile	Departure: (El Salvador Bajo) Before takeoff tune Nav1 to DAT VOR/DME (115.70) and set the OBS to 230°. Set altimeter. Start timer when airborne. Tune ADF to CLD NDB (227.0). Fly runway heading for 1 minute. Climb to 8,500ft. Note high terrain is ahead, so try and climb at 800-1000ft/m..... To Fix 01 (S26° 23.23' W69° 41.56'). Turn right 160° for 2.5 minutes. Fix reached when needle centers and the distance to DAT VOR is 74.6nm. Depending on your height on this leg the signal from the VOR may not be available by the time you get to the fix; if so, turn to Fix02 at the 2.5 minute mark.....				83	1	00+01
					160	4	00+02
	Enroute: To Fix 02 (S27° 24.89' W70° 15.81') Turn right heading 208°. At 43nm from the DAT VOR (or when the NDB points to 265°, slow to 120kts and descend to 3,000ft. (You should be to the right side of the hill ahead and see a valley beyond.) Fix02 is reached when the distance to DAT is 34.6nm and the NDB points to 305°.....				208	70	00+29
	Approach: To SCHA Airport Turn right to 310°. You should be over the center of the valley (if not, adjust.) and at 3,000ft by the time you are over the city. The airport is straight ahead. Slow to 100kts and configure for landing when over the city; then when the field is in site <u>and you are clear from the hill on the right</u> , turn right 350° for the base leg to runway 27..... To runway. Start descent to achieve the VASI lights of WWWW during the base leg to runway 27. At pilot's discretion turn final for RNWY 27. Note the terrain down slopes to the field..... Land: Chamonate Runway 27 Length: 5,446 ft Width: 98 ft Surface: Asphalt				310 Base 350 Final 274	5 7	00+3 00+08
Flight No: 1774-01-06	Arrival Airport Elev: 964ft <div>Estimated totals for this flight>>></div>					87nm	00+43

South America's Shoestring Charter

El Salvador to Copiapo



South America's Shoestring Charter

Flight #7 Copiapo to La Serena

Flight #7 takes you from Copiapo to La Serena over the airports for the towns of Vallenar and Pelicano. The departure is challenging since you will be flying towards the mountains on takeoff and also after the first turn. Plan to miss the mountain on takeoff and to clear the top of the next one by 1500 ft.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 27	Init. Hdg: 273deg	Init. Alt: 6,000ft	Apt Elev: 964 ft			
Copiapo (SCHA) Chile To La Serena (SCSE) Chile	Departure: (Chamonate) Before takeoff tune Nav1 to DAT VOR/DME (115.70) and set the OBS to 297°. Set altimeter. Start timer at beginning of roll. To Fix01 (S27° 17.82' W70o 39.01'). Fly runway heading. When the DAT VOR/DME distance is 20nm and the needle is centered at 297° (about 2 minutes) then turn left 190 ° to Vallenar. Climb to 6,000. NOTE there is a hill straight ahead and if you set the VOR correctly and paying attention to it, you will make the left turn in time.....				277	4	00+02
	Enroute. To Vallenar (S26° 35.71' W070 °* 45.45'). Stay on heading 190° and continue to climb to 6,000 ft. You will fly directly over the hill in front of you and should clear it by 1000 ft or more. Set OBS to 175°. Waypoint reached when distance from VOR is 87.4nm and the needle centers.....				190	79	00+31
	To Pelicano (S29° 08.65' W070o 53.26'). Continue heading 190°. At about 100nm from the DAT VOR the signal will be lost. Tune NAV 1 to the TOY VOR/DME (115.50). Pelicano reached when the distance to the TOY VOR/DME is 76 nm.....				190	34	00+13
	To Fix03 (S29° 22.09' W070 ° 56.42'). Continue heading 190° until TOY VOR/DME = 63nm.....				190	14	00+05
	To Fix04 (S29° 27.24' W071° 17.73') Turn right to 248° and head for the Pacific Ocean. Tune ADF1 to La Serena NDB R (305.0). Fix04 reached when NDB points to 170° and the distance to the TOY VOR/DME is 50nm.....				248	19	00+07
	To Fix05 (S29° 52.68" W071 ° 17.45') Turn Left 175°. Head for the center of the larger bay ahead. Slow to 120kts and descend to 1,500ft. Tune Nav1 to SR VOR/DME(116.50) and set the OBS to 114° Way point reached when NDB points to 115 ° and needle centers.....				175	25	00+11
	Approach: To SCSE Airport. The airport is at 10 O'clock .Turn left to 112 ° and fly direct to NDB and configure for landing..... To runway. Line up with runway and descend at pilot's discretion for a visual approach.....				110 110	4 .5	00+03 00+01
Land: La Florida runway 11 Length: 6,366 ft Width: 98 ft Surface: Asphalt							
Flight No: 1774-01-07	Arrival Airport Elev: 481ft Estimated totals for this flight>>>					220nm	01+13

South America's Shoestring Charter

Copiapo to La Serena



South America's Shoestring Charter

Flight #8 La Serena to Vine Del Mar

Flight #8 takes you from La Serena to Viña (Pronounced Vinia) Del Mar known as the garden of Chile. The flight skims over the coastal mountains between 800 and 3,000ft above ground. Really gives you a close view of the greenery as you approach central Chile. (If you can see beyond the mountain ahead of you, you will clear it.)

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 11	Init. Hdg: 110deg	Init. Alt: 6,000ft	Apt Elev: 481 ft			
La Serena (SCSE) Chile To Viña Del Mar (SCVM) Chile	Departure: (La Florida) Before takeoff tune Nav1 to TOY VOR/DME (115.50) and set the OBS to IB 207°. Set altimeter. Start timer at beginning of roll. Fly runway heading for 3 minutes (Distance from VOR 28.5nm). Climb at 500FPM towards 6,000ft.....				113	8	00+05
	To Intercept TOY IB 207°. Turn right 265° to intercept IB 207° to TOY VOR. Interception distance from TOY is approximately 19nm.....				265	19	00+06
	Enroute. To TOY VOR-DME. Turn left 207° and fly the IB 207° to the TOY VOR/DME.....				207	19	00+07
	To VTN VOR/DME Turn left heading 177°. Tune VTN VOR/DME (113.30) and fly direct to VOR...				177	149	00+57
	To Fix01 (S32° 50.37' W071° 21.04). At the VOR turn left to 123°, slow to 120kts and descend to 2,000ft. Tune ADF1 to SAL NDB (390.0). Fix01 reached when NDB points to 230° and the distance from VTN is 9 nm.....				123	9	00+04
	Approach: To runway. Turn right to 230° and fly towards the NDB which is located <u>after</u> the airport. Airport straight ahead across the river. Configure for landing runway 23 and descend at pilot's discretion for a visual approach.....				230	9	00+07
	To runway. When NDB points to 225° line up with runway.....				230		
	Land: Viña Del Mar runway 23 Length: 6,366 ft Width: 98 ft Surface: Asphalt						
Flight No: 1774-01-08	Arrival Airport Elev: 481ft						

South America's Shoestring Charter

La Serena to Vina Del Mar



South America's Shoestring Charter

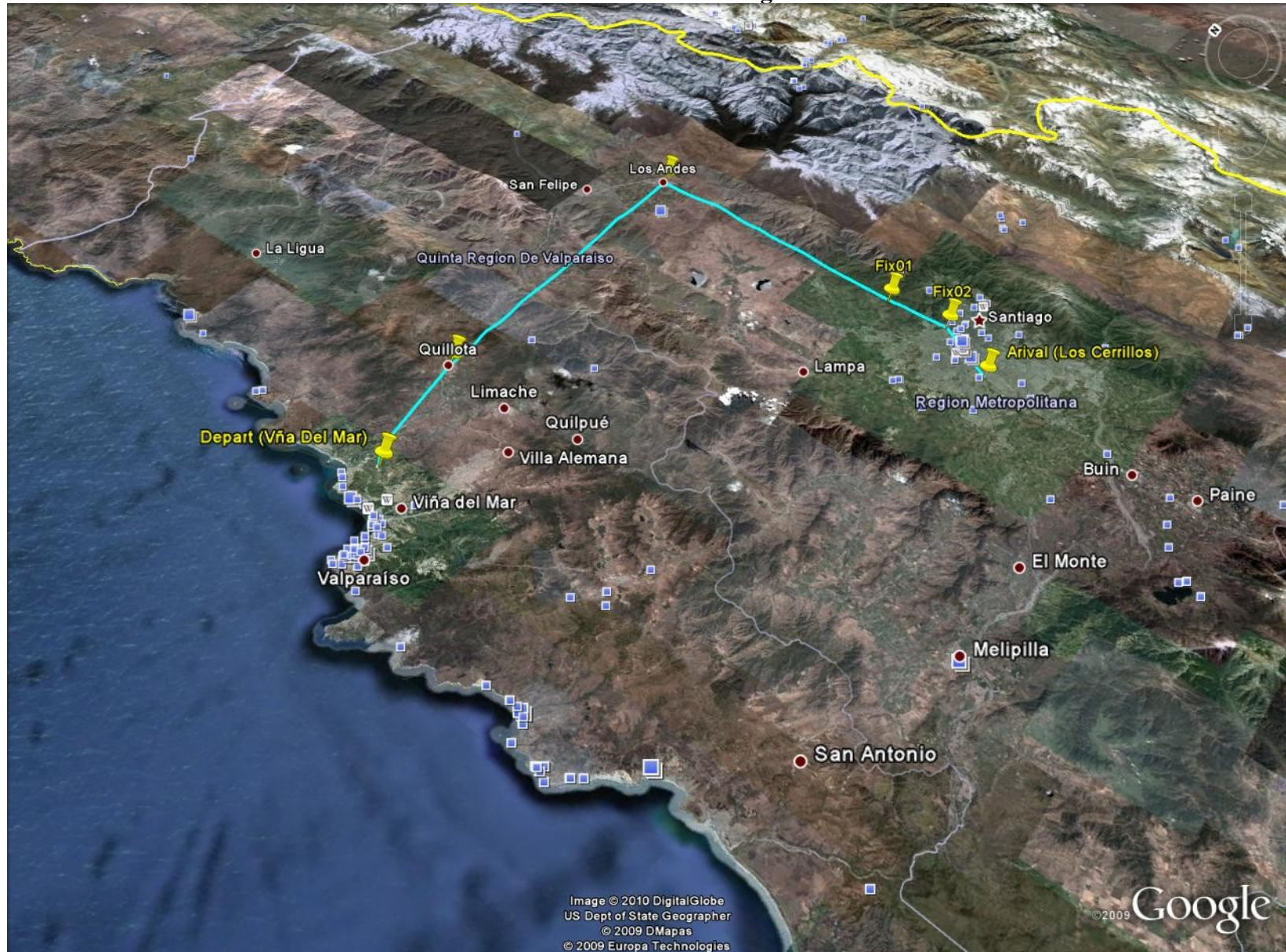
Flight #9 Vina Del Mar to Santiago

Flight #9 Departs from Viña Del Mar and arrives in the capital of Chile, Santiago. The distance between Viña Del Mar and Santiago is about 52nm; however, this flight will again take you inland for a closer view of the Aconcagua Mountain. At 22,841 ft, Cerro Aconcagua is the highest mountain in the Americas, and the highest mountain outside Asia. At the foot of these tall giants is the town of Los Andes from where this flight turns towards Santiago and terminates in the old international airport, Los Cerrillos.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 5	Init. Hdg: 50deg	Init. Alt:8,000ft	Apt Elev: 459 ft			
Viña Del Mar (SCVM) Chile To Santiago (SCTI) Chile	Departure: (La Florida) Before takeoff tune Nav1 to TBN VOR/DME (113.90) and set the OBS to IB 091°. Set altimeter. Start timer at beginning of roll. Fly runway heading until the DME reads 31.5kts (About 1 minute). Climb 8,000ft.....				045	2	00+01
	To Quillota. Turn right to 065°. Waypoint reached when distance to VOR is 21.4nm and needle centers.....				065	11	00+04
	Enroute: To Los Andes/ Turn right heading 083°. Set OBS to 057°. Fix reached when needle centers and the distance to VOR is 12.1nm.....				083	33	00+13
	To Fix01. Turn right heading 189°. Tune SCL VOR/DME (112.30) and set OBS to 183°. Fix reached when the SCL VOR reads 30nm.				189	28	00+11
	To Fix02. Turn left heading 172°, slow to 120kts and descend to 6,000ft. Set OBS to 207°. NOTE: Santiago is in the basin ahead, adjust descent rate to fly over the north basin ridge at 6000ft. When over the ridge descend to 4,500ft @ 1000ft/m and configure for landing. The runway is at 1 O'clock. Fixed 02 reached when needle centers.....				172	6	00+03
	Approach: To runway. Turn right to 207° and fly direct towards the SCL VOR. Airport straight ahead. Watch out for the tall buildings, specially the one to the right of the field.....				207	6	00+06
	Land: Los Cerrillos 21 Length: 6,954 ft Width: 98 ft Surface: Concrete						
Flight No: 1774-01-09	Arrival Airport Elev: 1678ft Estimated totals for this flight>>>					86nm	00+38

South America's Shoestring Charter

Viña Del Mar to Santiago



South America's Shoestring Charter

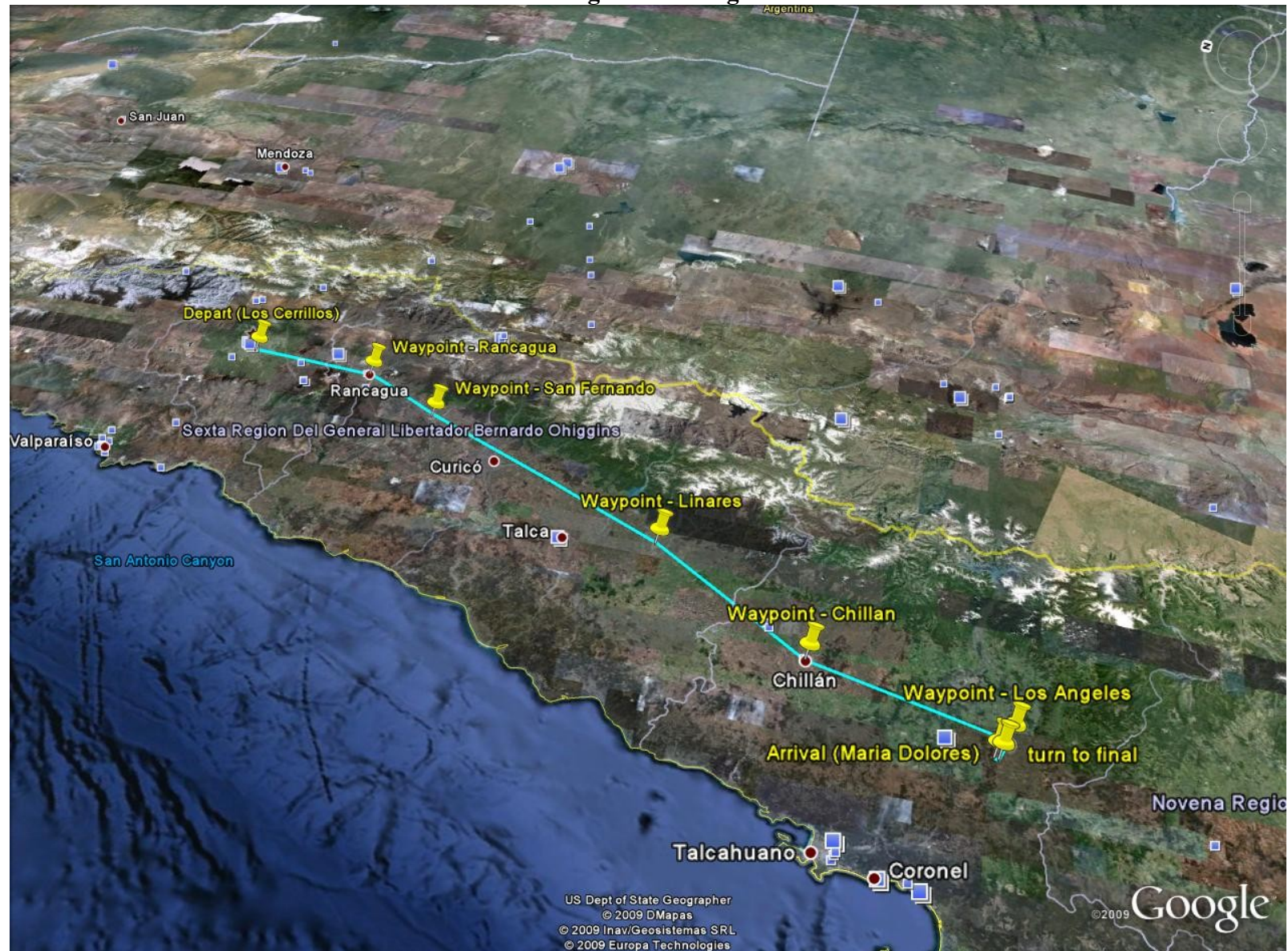
Flight #10 Santiago to Los Angeles

Flight #10 is one of the longest flights in this charter. Departing from Santiago, the flight heads south flying over several cities to the destination city of Los Angeles. The long valley between the Andes and the coast is wine country and farm lands. As you fly south you can see the many volcanoes that dot the Andes (most of them are active).

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 3	Init. Hdg: 027deg	Init. Alt:5,000ft	Apt Elev: 1,677 ft			
Santiago (SCTI) Chile To Los Angeles (SCGE) Chile	Departure: (Los Cerrillos) Before takeoff tune Nav1 to SCL VOR/DME (112.30). Set altimeter. Start timer at beginning of roll. Fly runway heading until the distance from the VOR is 3nm (About 1.5 minute). Climb 5,000ft. To Waypoint Rancagua. Turn right heading 180°. Tune NAV1 to ICO VOR/DME (114.70) and set OBS to 198°. Waypoint reached when OBS needle centers.....				027	3	00+02
					180	42	00+17
	Enroute: To ICO VOR/DME Turn right to 198° and fly direct to VOR Fly direct to ICO VOR.....				198	52	00+22
	To Waypoint Linares. Turn left to heading 189° and fly the OB 189° of the ICO VOR. Linares reached when the distance from the VOR is 56.1nm.....				189	55	00+22
	To Waypoint Chillan. Tune NAV1 To CHI VOR/DME (115.90) and fly direct to VOR.....				200	52	00+20
	To Fix01. Turn left and fly the OB heading 186° from the CHI VOR. When at 30 miles from VOR slow to 120kts and descend to 2,000ft. Maintain heading 186° and tune NAV1 to MAD VOR (112.90) and set the OBS to 303o. Fix reached when needle centers.....				186	54	23
	Approach: To SCGE Airport Turn right to 270°. Airport is 6 miles at 2 o'clock. Configure for landing. Set OBS to 359°.....				270	6	00+03
	To runway. When needle centers turn right to line up with runway 36 for a visual approach.....				359	2	00+02
Land: Maria Dolorosa Runway 36 Length: 5,584 ft Width: 98 ft Surface: Asphalt							
Flight No: 1774-01-10	Arrival Airport Elev: 374ft Estimated totals for this flight>>>					268nm	01+50

South America's Shoestring Charter

Santiago to Los Angeles



South America's Shoestring Charter

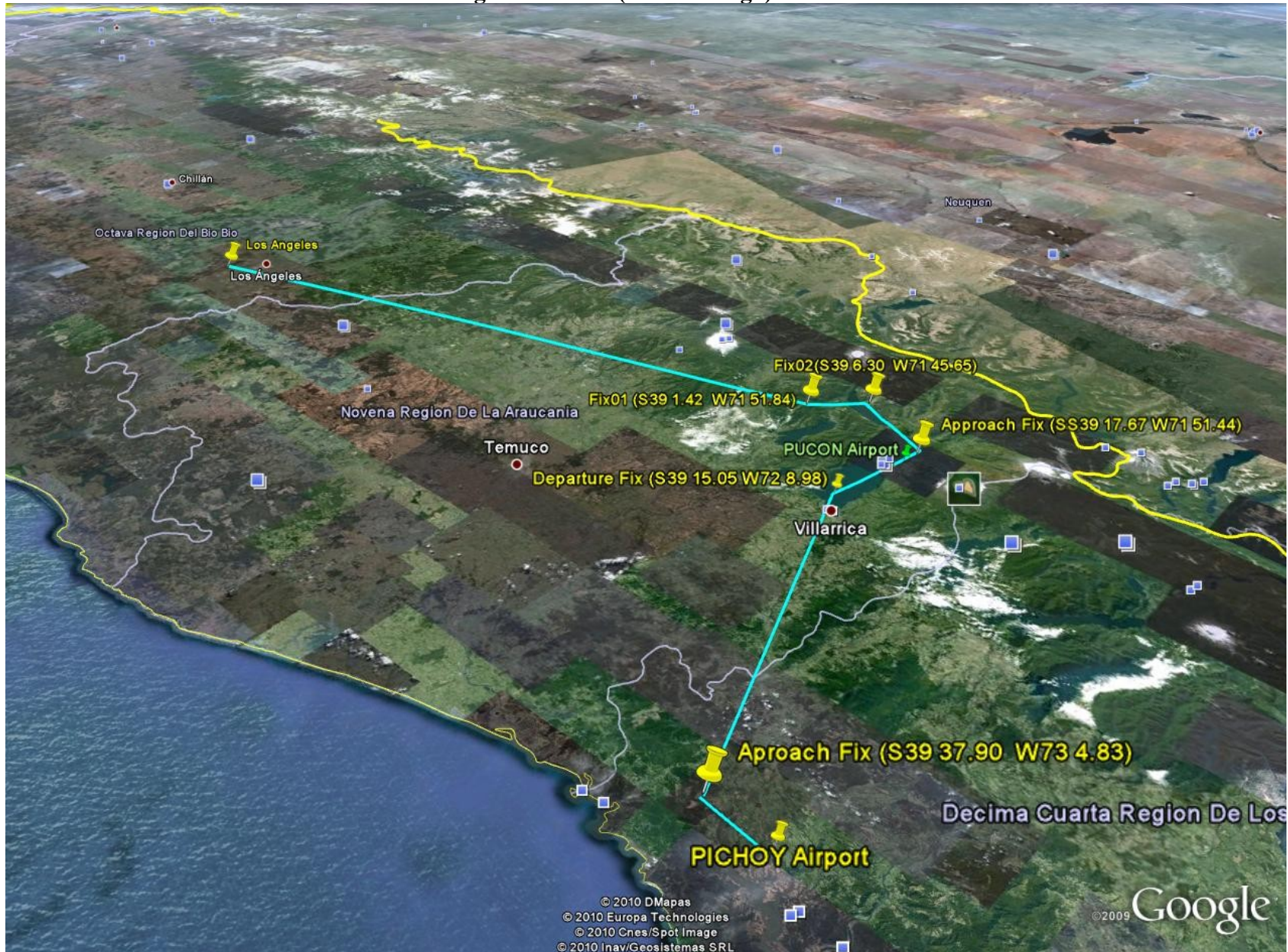
Flight #11 Los Angeles to Valdivia

Flight #11 takes you from Los Angeles to Valdivia (Pichoy). As we approach the southern section of Chile, we enter the “Region De Los Lagos” (Region of the many lakes.). The flight takes you across the Colico Lake to the foot of the Villarica Volcano and the town of PUCON where you perform a touch-n-go. After the *touch-n-go* at Pucon runway 27, the flight heads west to terminate at Valdivia.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 18	Init. Hdg: 180deg	Init. Alt:6,000ft	Apt Elev: 374 ft			
Los Angeles (SCGE) Chile To Valdivia (SCVD) Chile	Departure: (Maria Dolorosa) Before takeoff tune Nav1 to MAD VOR/DME (112.90) and set the OBS to 158°. Set altimeter. Start timer at beginning of roll. Fly runway heading for 2 min. Climb 6,000ft..... To interception. Turn left heading 140° to intercept the OB 158° of the VOR.....				180 140	3 7	00+02 00+03
	Enroute: To Fix 01 (S39° 01.42 W71° 51.84) Turn right to heading 158° and continue climb to 6,000ft. When you see a small lake at 1 o'clock (Lake Calico) then tune Nava1 to VLD VOR/DME (114.50). Set OBS to IB 223°. Fix 01 is reached when distance from VLD is 71.2nm and the needle centers. You will see a lake to your left..... To Fix02 (S39° 06.30 W71° 45.65). Turn left 128° and head for the center of the lake ahead. Slow to 120kts and descend to 2,500ft. Set OBS to 230°. Waypoint reached when DME reads 70.3nm and the needle centers.....				155 128	84 7	00+36 00+03
	Approach (Touch & Go) To Fix (S39° 17.95 W71° 51.95). Turn right 190°. Fly towards the valley at the south end of the lake. Set OBS to 240°, configure for landing and start a descent at -500ft/min. Fix reached when needle centers and the distance to the VLD VOR is 61.7nm. To Pucon runway 27 (Elev 879ft, length 5577ft, asphalt). Turn right to 271° and at pilots' discretion, descend and perform the touch and go. Short 2 mile final.....				190 271	13 2	00+06 00+02
	Depart Pucon Runway 27. To Fix 03. Fly runway heading 271° and climb to 4,000ft. Set the OBS to 231° IB radial for the VDL VOR. Tune ADF to VLD NDB (245.0). Fix reached when needle centers at about 50.5nm....				271	11	00+05
	Approach Valdivia To Approach fix. Turn left heading 242°. When the VLD VOR/DME reads 25nm, slow to 120kts and descend to 2,500ft. Fix reached when NDB reads 170..... To runway. Turn left to 170. Runway is straight ahead about 7 miles. Line up to runway for a visual approach.....				242 170	46 7	00+19 00+05
	Land: Pichoy Runway 17 Length: 6,886 ft Width: 98 ft Surface: Concrete						
Flight No: 1774-01-11	Arrival Airport Elev: 59ft Estimated totals for this flight>>>					180nm	01+231

South America's Shoestring Charter

Los Angeles to Pucon (touch-and-go) to Valdivia



South America's Shoestring Charter

Flight #12 Valdivia to Bariloche

Flight #12 takes you over the Andes Mountains and into Argentina. It overflies a land trip I took many years ago from Puerto Mont Chile to San Carlos de Bariloche, Argentina. The land trip took us across three lakes on a ferry boat and two bus rides between the lakes. Yes, we will leave Chile, but only because I want to show you the majestic lakes and mountains. Flight 13 brings you back into Chile.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 17	Init. Hdg: 172deg	Init. Alt: 4,000ft	Apt Elev: 59 ft			
Valdivia (SCVD) Chile To S C De Bariloche (SAZS) Argentina	Departure: (Pichoy) Before takeoff tune Nav1 to VLD VOR/DME (114.50) and set the OBS to the OB 164°. Set altimeter. Start timer at beginning of roll. Fly runway heading direct to the NDB. Climb to 4,000ft.				172	5nm	00+02.5
	Enroute: To Waypoint - Puerto Varas. (S41° 19.29 W072° 58.04) Fly the OB 164° heading from VLD VOR/DME until the distance reads 97.6nm. Waypoint is at the south end of the Llanquihue Lake.				164	97nm	00+37
	To Waypoint Petrohue. (S41° 8.24 W072° 24.46). Turn left heading 055°. Tune Nav1 to MON 115.70, and climb to 6,500ft. Fly towards the Osorno Volcano's south slope. When you see Lake Esmeralda (also know as 'Todos Los Santos') fly towards the valley leading up to the lake's West shore. Waypoint is at the west edge of the lake and reached when distance to MON VOR is 35nm. (On the land trip, a ferry boat crosses this lake. In real life the lake is a beautiful emerald color.).....				055	28nm	00+11
	To Waypoint –Peulla. (S41° 5.30 W 072° 2.01). Turn right to heading 067°. Waypoint is at the east end of the lake. Tune Nav1 to BAR VOR/DME (117.40). The volcano at 1 o'clock is the 'Tronador'. At DME 47.5, follow the lake around to the right. Waypoint reached the distance to BAR is 39nm. (On the land trip, a bus takes you over the mountains to Puerto Frias).....				067	16nm	00+06.5
	To Waypoint – Puerto Frias. (S41° 4.84 W071° 48.36). Turn right 075°, and climb to 9,500ft. Waypoint reached when distance to BAR is 29nm. There is small lake directly below. (On the land trip, a small ferry boat crosses this small lake (Lake Frias) to the north shore. Then another bus ride over a narrow road to Port Bless where a third ferry boat crosses the large lake (Nahuel Huapi) to Bariloche.) This flight will skip Port Bless.....				075	10nm	00+04
	To Fix 01(S41° 6.77 W071° 22.30). Turn right heading 085°. Set OBS to 090°. When distance to BAR is 20nm slow to 120knts and descend to 4,000ft. (You should be over the peak of the mountain ahead of you before you start the descent). Fix reached when distance to VOR is 9nm.				085	20nm	00+08p

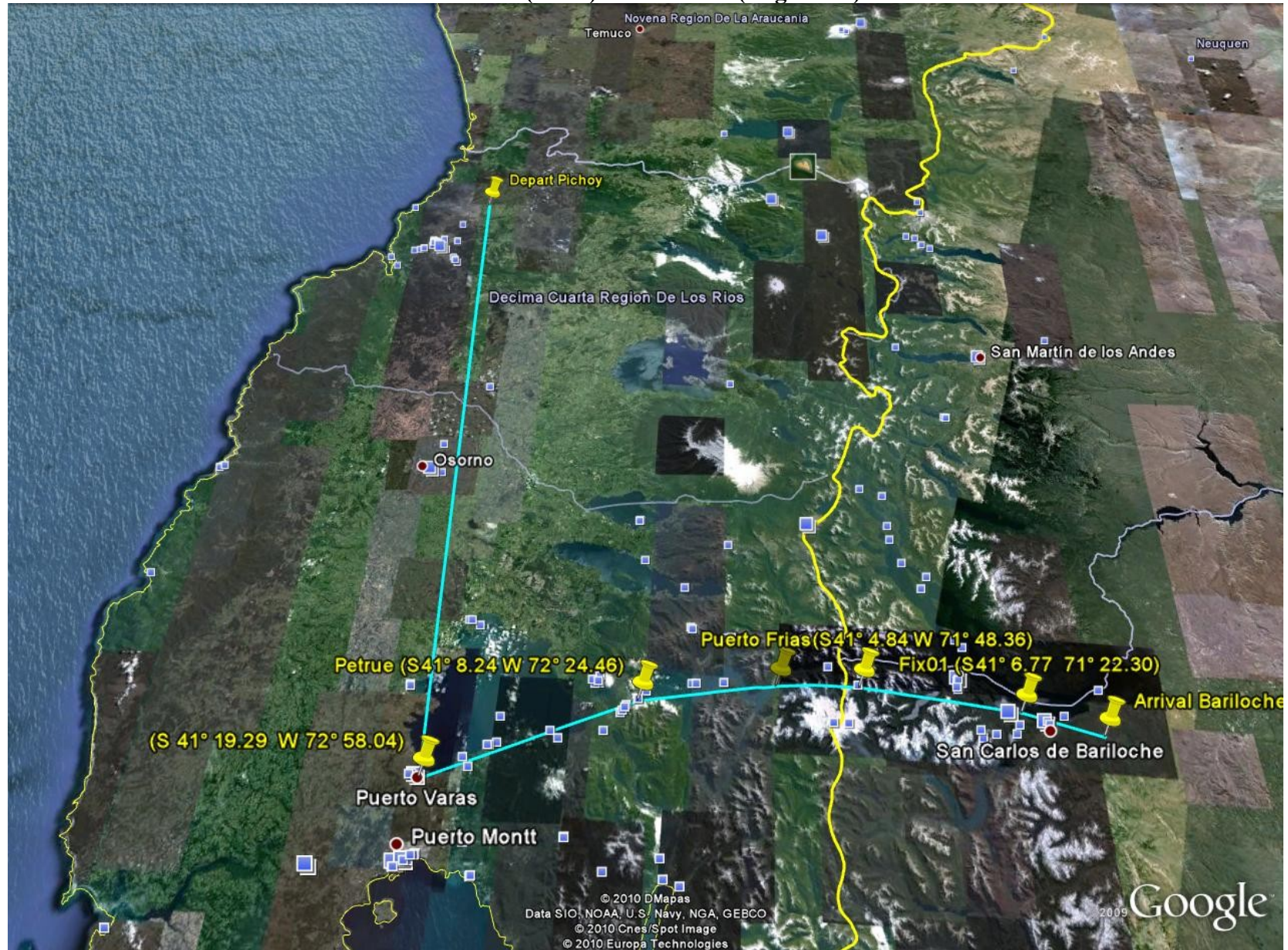
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South America's Shoestring Charter

	Approach: To SAZS Airport. Tune ADF1 to OB NDB (330.0) and fly direct to NDB. Airport is inland at 12 o'clock..... Turn right 110° for the down wind leg to runway 29 for a left-traffic approach. Maintain 4,000 ft.... To runway. At pilot's discretion perform a left traffic pattern for a visual approach..... Land: S C de Bariloche Runway 29 Length: 7,709 ft Width: 98 ft Surface: Concrete	085 110 285	4 --- 17	00+02 --- 00+10
Flight No: 1774-01-12	Arrival Airport Elev: 2,774ft Estimated totals for this flight>>>		200nm	01+11

South America's Shoestring Charter

Valdivia (Chile) to Bariloche (Argentina)



South America's Shoestring Charter

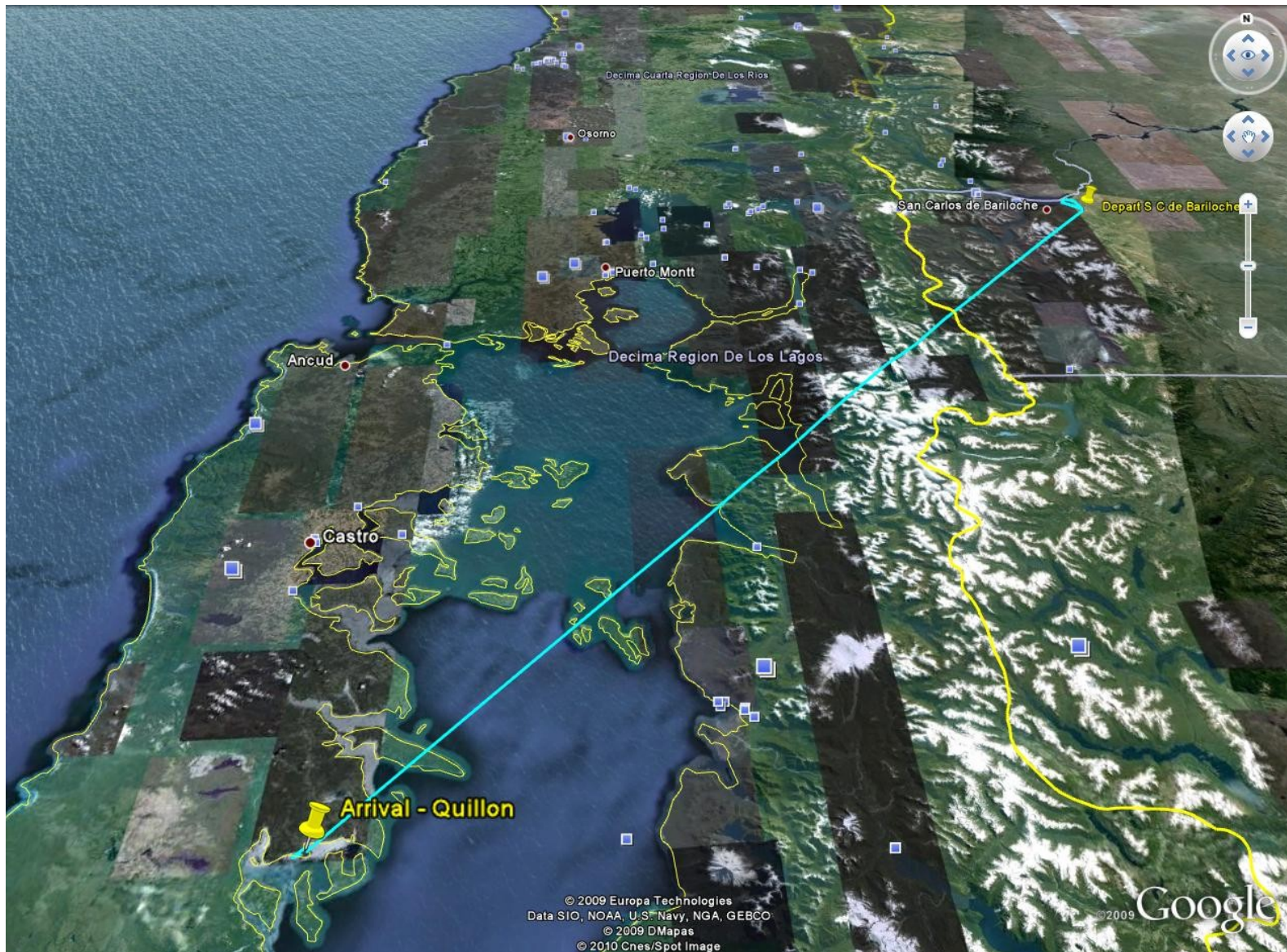
Flight #13 Bariloche to Quillon

Flight #13 takes you over the Andes back to Chile's coastline. The departure from Bariloche circles to the right to gain altitude for crossing the Andes. The flight is direct to Quillon. Enjoy the scenery.

From – To	Flight Description. "Allocated runways and related information may change when flying online or using Real Weather" NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 29	Init. Hdg: 285deg	Init. Alt:8,000ft	Apt Elev: 2,774 ft			
S C De Bariloche (SAZS) Argentina To Quillon (SCON) Chile	Departure: (S C de Bariloche) Before takeoff tune Nav1 to BAR VOR/DME (117.40) and set the OBS to 212°. Tune ADF to OB NDB (330.0). Set altimeter. Start timer at beginning of roll. Fly runway heading direct to NDB. Climb to 8,000ft..... To Fix 01. Turn right to heading 015° and fly this heading for 1 minute..... To Intercept the BAR VOR 213. Turn right heading 150°.....				285	4	00+02
					015	4	00+01
					150	5	00+03
	Enroute: TO Fix02. Pass over the VOR and intercept the 213 OB radial of BAR VOR. At 90nm from the BAR VOR descend to 2,500. Tune the ADF to LON NDB (285.0), and head towards the NDB. The runway will come into view at about 150nm from the BAR VOR. It will be at 11 o'clock. At 160nm from the BAR VOR/DME reduce speed to 120 and descend to 1400ft.....				213	167	01+07
	Approach. To runway. Turn left to130 for a short base leg..... Turn final and line up to the runway. Configure for a landing. At pilot's discretion descend for a visual approach. Watch for the tall trees at the head of runway 4.....				130	1	00+01
					50	5	00+04
Land: Quillon runway 4 Length: 3,937 ft Width: 98 ft Surface: Asphalt							
Flight No: 1774-01-13	Arrival Airport Elev: 42ft Estimated totals for this flight>>>					180nm	01+18

South America's Shoestring Charter

San Carlos de Bariloche (Argentina) to Quillon (Chile)



South America's Shoestring Charter

Flight #14 Quillon to Puerto Aysen

Flight #14. This flight from Quillon to Puerto Aysen takes you over the many islands of the southern region of Chile. The approach to Puerto Aysen will be made at low altitude and follows a waterway inland to the airport.

From – To	Flight Description. “Allocated runways and related information may change when flying online or using Real Weather” NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 4	Init. Hdg: 038deg	Init. Alt: 4,000ft	Apt Elev: 42 ft			
Quillon (SCON) Chile To Puerto Aysen (SCAS) Chile	Departure: (Quillon) Before takeoff tune Nav1 to PAR VOR/DME (114.90). Set altimeter. Start timer at beginning of roll. Fly runway heading for 2 minute. Climb to 4,000ft.....				038	2	00+02
	To Fix 01. Turn right to heading 166° and fly this heading for 5 minutes.....				166	10	00+05
	Enroute: TO PAR VOR/DME Wait until the PAR VOR signal is acquired, then set the OBS to the VOR and fly direct to the VOR. (about 165°).....				165	113	00+47
	To Inland Waterway. Turn left heading 106deg. You will see a water way ahead. When the distance from the VOR reads 9nm, descend to 2,000 ft and follow the center of the waterway.....				106	9	00+04
	Approach: At about 30nm from the VOR you will see where the Aysen River dumps into the end of the waterway. Turn towards the river (about 065°), slow to 100kts and configure for landing. You should see the airport at 12 o'clock.....				060	21	00+09
	To runway. At pilot's discretion descend for a visual approach.....				070	7	00+06
	Land: Cabo Juan Roman runway 7 Length: 4,265 ft Width: 98 ft Surface: Asphalt						
Flight No: 1774-01-14	Arrival Airport Elev: 25ft				Estimated totals for this flight>>>		172nm
							01+10

South America's Shoestring Charter

Quillon to Puerto Aysen



South America's Shoestring Charter

Flight #15 Puerto Aysen to Punta Arenas

Flight #15 is the last flight of this charter and it is also the longest flight. The flight starts with a short field take off. After an initial climb of 6,000ft the flight climbs to 18,000 to clear the mountains. On the last flight, although at 18,000ft, you will be skimming over the southern Andes Mountains.

From – To	Flight Description. “Allocated runways and related information may change when flying online or using Real Weather” NOTE: Times are based on 120Kts c/d and 140Kts cruise.				Course (Leg) Deg	Distance (Leg) nm	ETE (leg) HH+MM
	Dep. Rwy: 25	Init. Hdg: 250deg	Init. Alt:6,000ft	Apt Elev: 30 ft			
Puerto Aysen (SCAS) Chile To Punta Arenas (SCCI) Chile	Departure: (Cabo Juan Roman)) Before takeoff tune Nav1 to PAR VOR/DME (114.90) and set OBS to 168°. Set altimeter. Start timer at beginning of roll. When airborne and at 500ft turn left heading 235°. Climb to 6,000ft.....				235	30	00+19
	Enroute: TO Waypoint KILAK When needle centers (about 28.5nm) turn left heading 168° and fly the OB heading 168° from the PAR VOR/DME. Climb to 18,000ft. At about 195nm from the PAR VOR the signal will be lost. Continue heading 168°. (You should be heading towards the right slope of the mountain ahead of you). Tune the NAV1 to PNT VOR/DME (115.90) and set the OBS to 130°. The PNT signal should be acquired when about 190nm from the VOR. The KILAK waypoint is reached when the distance to the PNT reads 95nm and the needle centers.....				168	282	01+50
	To PNT VOR/DME. Turn left heading 130°. Fly direct to the PNT VOR.....				130	98	00+35
	To NAS VOR/DME. Tune NAS VOR/DME (114.10) fly direct to VOR Descend to 2,000ft.....				127	93	00+39
	Approach. When the distance from the PNT VOR reads 5nm turn left heading 090° to enter the downwind leg for a right traffic approach to runway 27. Configure for landing.....				090	6	00+03.5
	To runway. At pilot's discretion turn base and final and descend for a visual approach.....				180 070	4	00+04
	Land: Carlos Ibanes Del Campo Length: 10,161ft Width: 98 ft Surface: Asphalt						
Flight No: 1774-01-15	Arrival Airport Elev: 139ft Estimated totals for this flight>>>					522nm	03+15

South America's Shoestring Charter

Puerto Aysen to Punta Arenas

