



CLUB DE PLANEADORES DE VITACURA



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Self briefing for visiting pilots

Season 2010 - 2011



General

- This document is a self briefing for visiting glider pilots at the Vitacura Gliding Club in Santiago, Chile.
- It's purpose is to give the pilot a general view of the flying conditions, airfield procedures and facilities of our club.
- The Vitacura Gliding Club has its main airfield in a populated area of Santiago so special operational procedures apply.

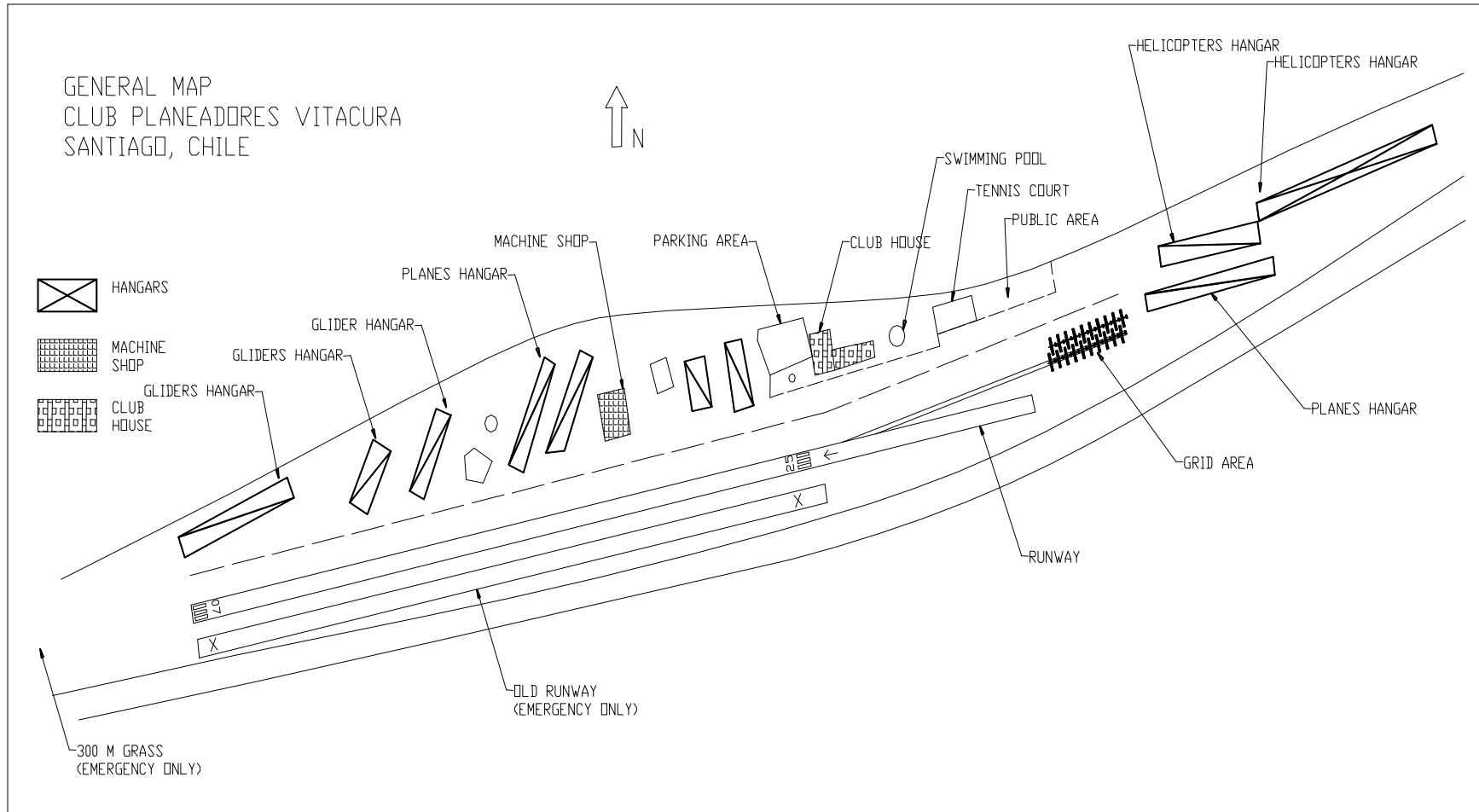


General

- The Vitacura airfield is controlled on weekends and holidays.
- Respect the standard landing pattern and avoid low or direct landings when possible.
- Contacts
 - Arturo Diez: Club General Manager
 - Email: adiez@planeadores.cl
 - Cell phone: +56 (9) 93375452
 - www.planeadores.cl



Airfield Organization





Vitacura Airfield

- Main Runway (green): 25/07, 550m asphalt, 686m elev.
 - Additional 300m grass (yellow) at end of runway 25
 - Takeoffs on runway 07 are prohibited
 - Old main runway (red): for emergency use only, in case of simultaneous landings.
- Main Taxiway (alpha, green): do not use old taxiway (red), between main runway and alpha taxiway.



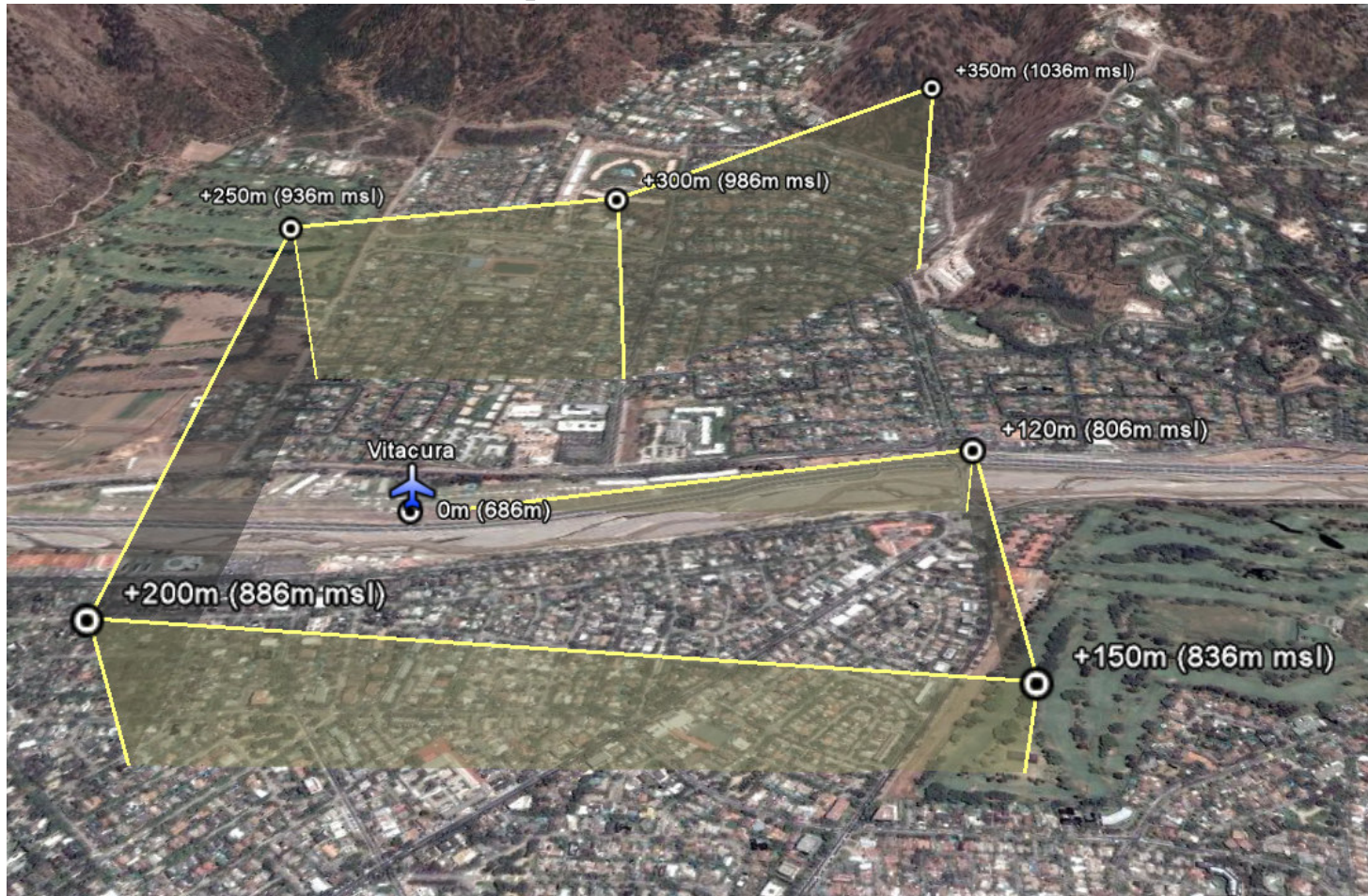


Facilities





Vitacura standard landing pattern



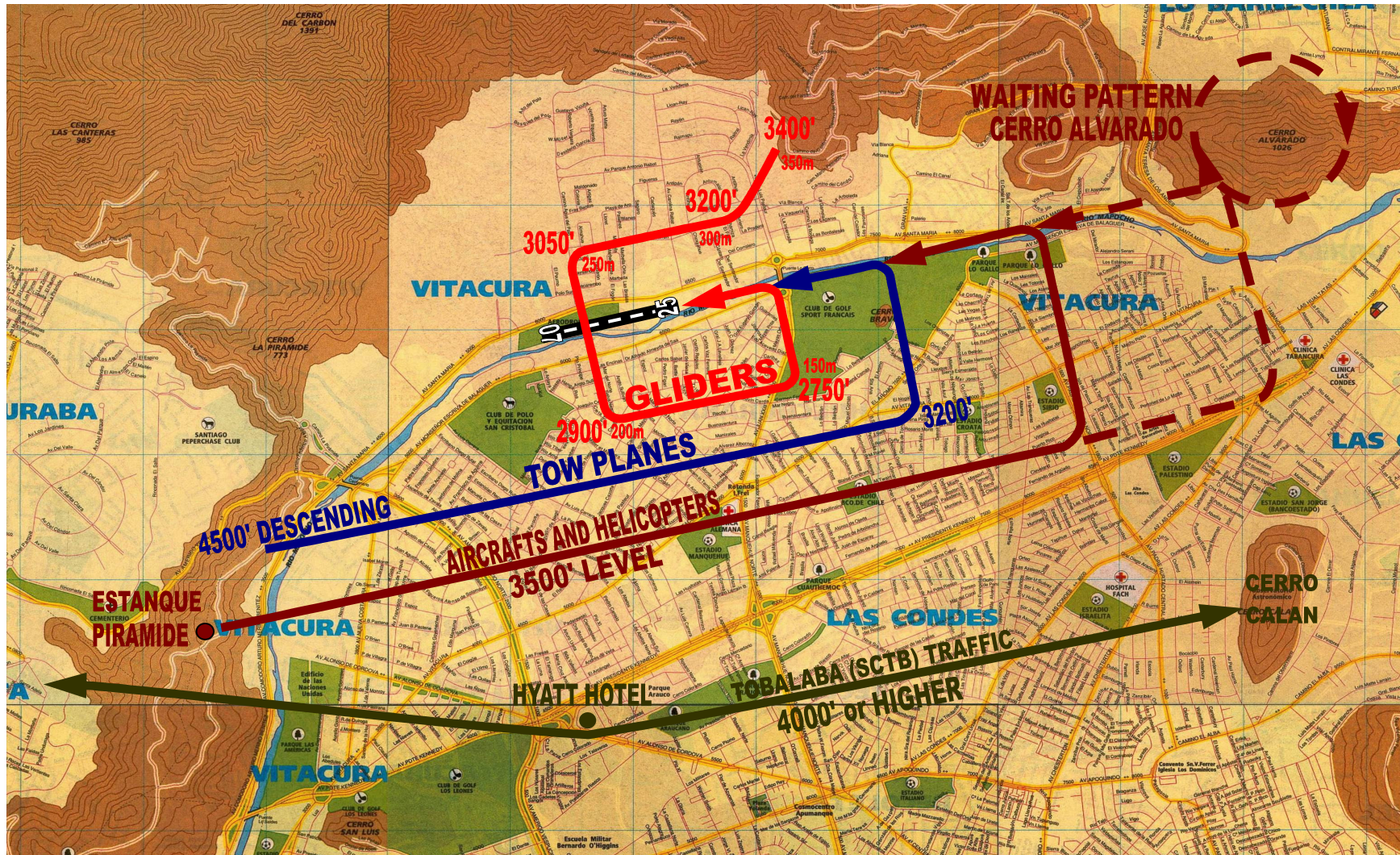


Vitacura standard landing pattern

- 6 legs left pattern
- Radio on entering point (+350m, 1036m amsl):
 - Vitacura tower, “CALL SIGN” entering landing pattern
- Radio on down wind point (+200m, 886m amsl):
 - “CALL SIGN” down wind leg, gear down and locked
- Avoid dropping of water ballast on landing pattern (specially over the houses) when possible.



Other traffic patterns on Vitacura





Release Area

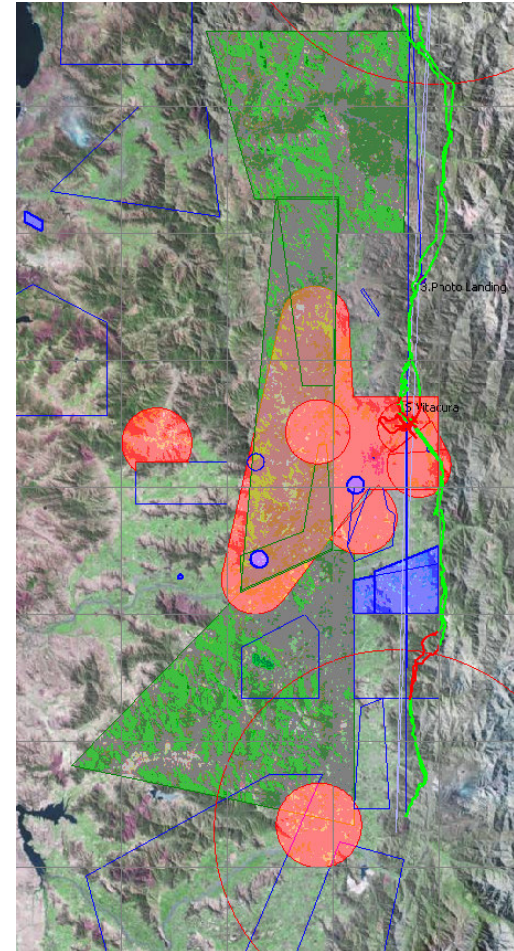
- Aero tows available:
 - 750m agl to release area
 - 500m agl to release area
 - 1500m or 2000m agl to the Andes Mountains (for early launch)
- Self launches are permitted





Airspace

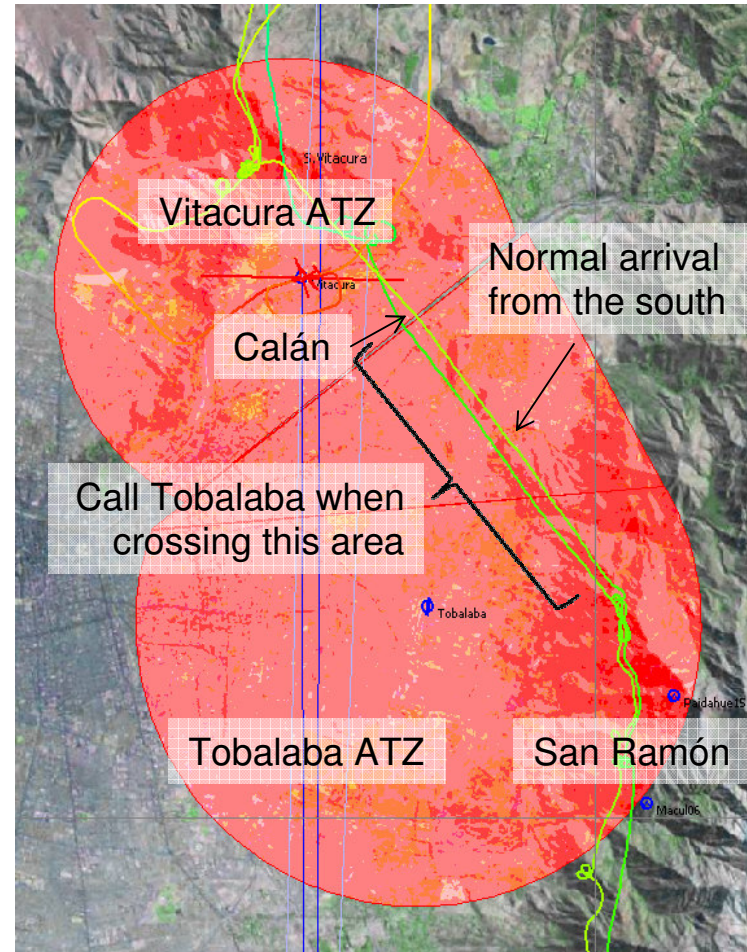
- Most of the restricted airspace is out of the main gliding area.
- As a rule of thumb: if you stay near the mountains you won't be inside a restricted area.





Tobalaba ATZ

- Tobalaba ATZ:
 - 2000 ft agl to GRND
 - Entering ATZ on normal arrival from the south
 - Must contact Tobalaba Tower on 121.6 or 118.7 for crossing from mountains to Vitacura
 - Radio call: “Call Sign” crossing from San Ramón to Calán through (aprox 4000) feet





Comunnications

- Vitacura Tower: 122.8 MHz
 - Use for launching and landing on Vitacura airfield
 - Control tower on weekends and holidays
- Gliders: 123.4 MHz
 - Upon release, till before landing
- Tobalaba Tower: 121.6 or 118.7 MHz
 - For entering Tobalaba ATZ, when arriving from the south
- Rancagua airfield: 118.65 MHz
- Pelambres airfield: 132,25 MHz
- Any other airfield: 118.2 MHz



General Flying

- Most of the soaring done on mountains. Strong conditions, 2-4 m/s average thermals, 3.500 m (msl) average altitude.
- Poor conditions on valleys. Mostly green fields. Few and weak thermals.
- Predominant wind:
 - S and SW on low levels (< 2000m msl aprox.)
 - W on middle levels(2000m to 3000m msl aprox.)
 - N and NW on high levels (> 3000m msl aprox.)



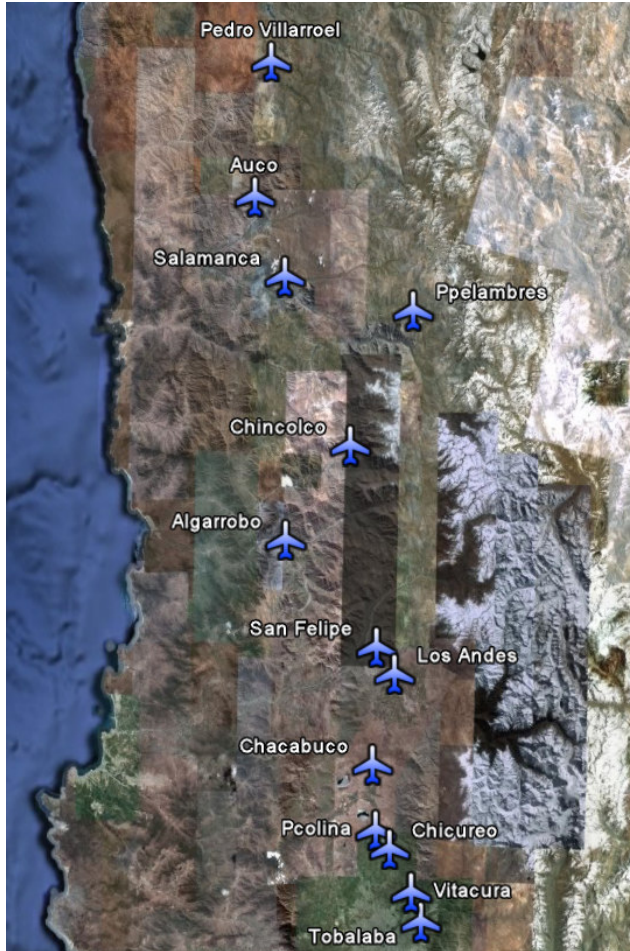
Outlandings

- Few good fields for outlanding, many vineyards and small fields with fences
- Plenty of airfields. Almost every valley has its own airfield. Aero tows available on request from any airfield.
- Less than 10 outlandings in last 10 years! Want to be the next one?



Airfields

North



South

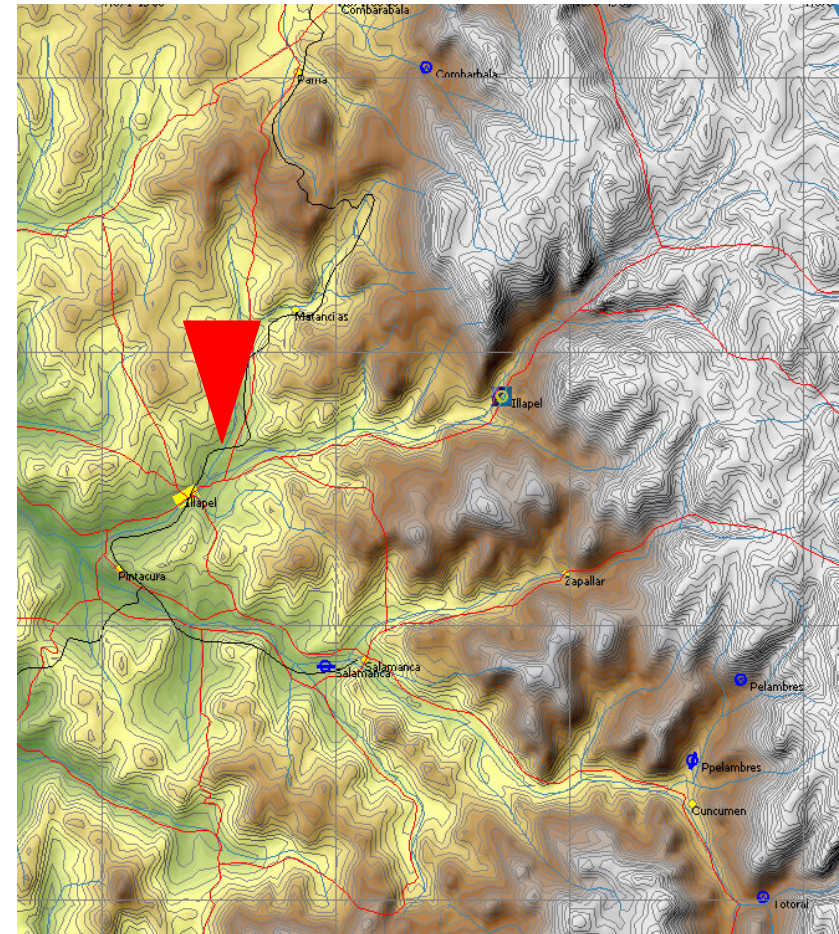




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Auco (Illapel) Airfield

S31 °34'40" W71 °06'39"
Elevation 400 m.s.l., Freq. 118.2 MHz

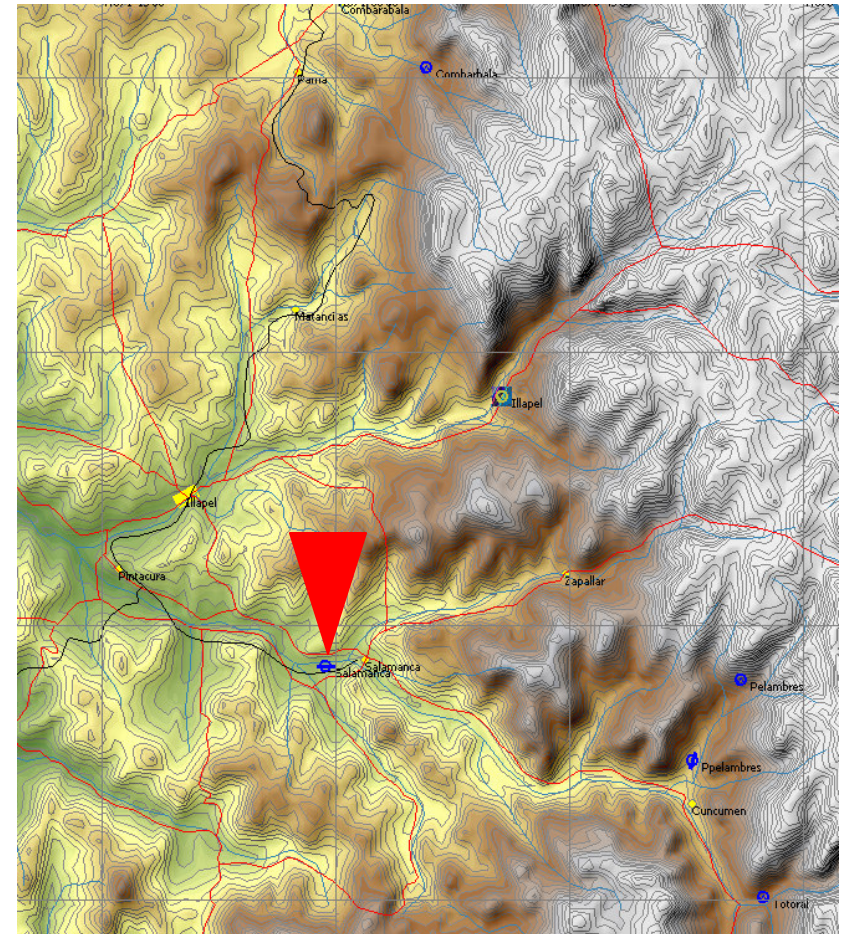




Salamanca Airfield

S31 °47'12" W071 °00'40"

Elevation 450 m.s.l., Freq.: 118.2 MHz

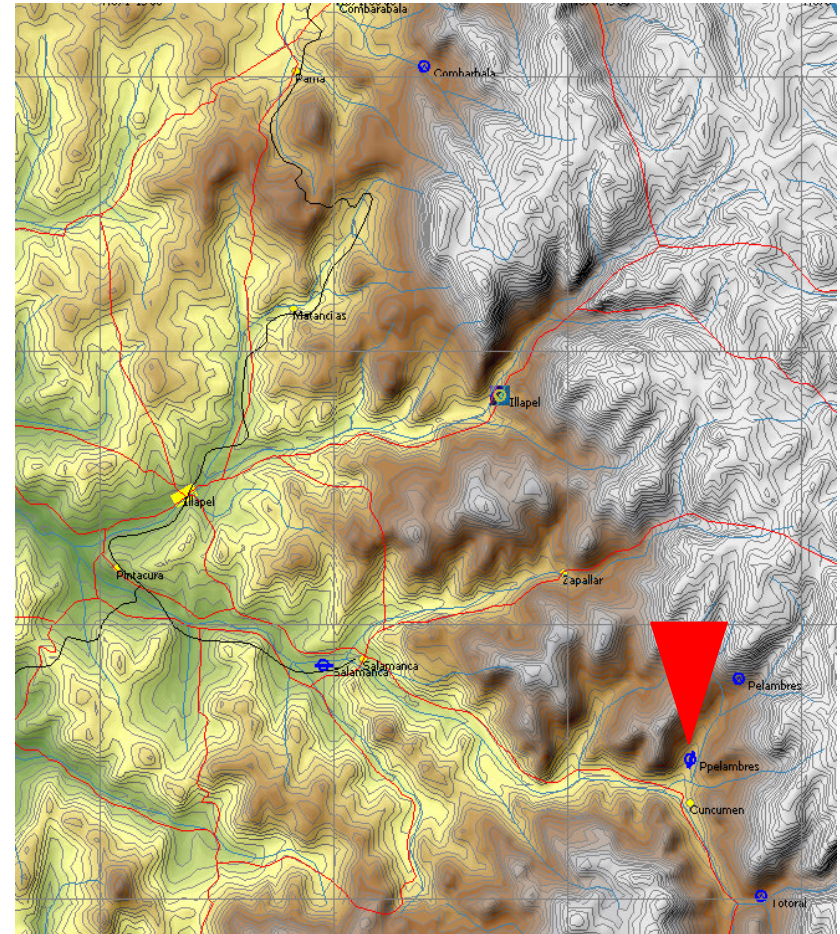




Pelambres Airfield

S31°52'23" W070°37'06"

Elevation 1.100 m.s.l., Freq.: 132,25 MHz

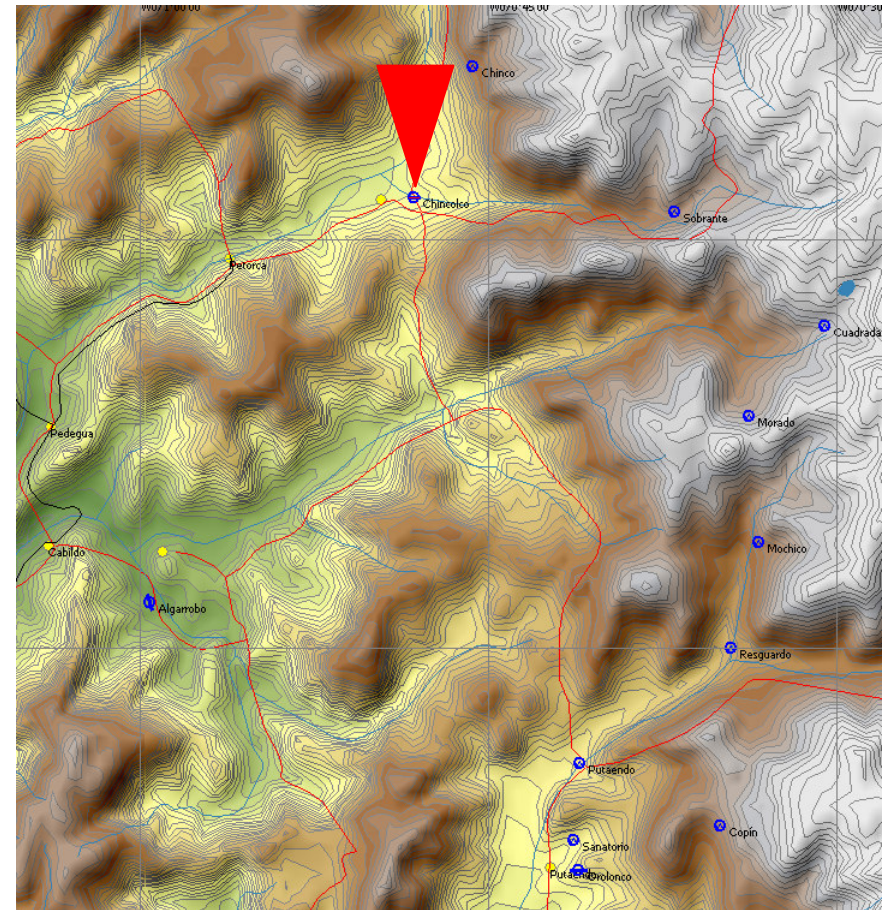




Chincolco Airfield

S32°13'29" W070°48'13"

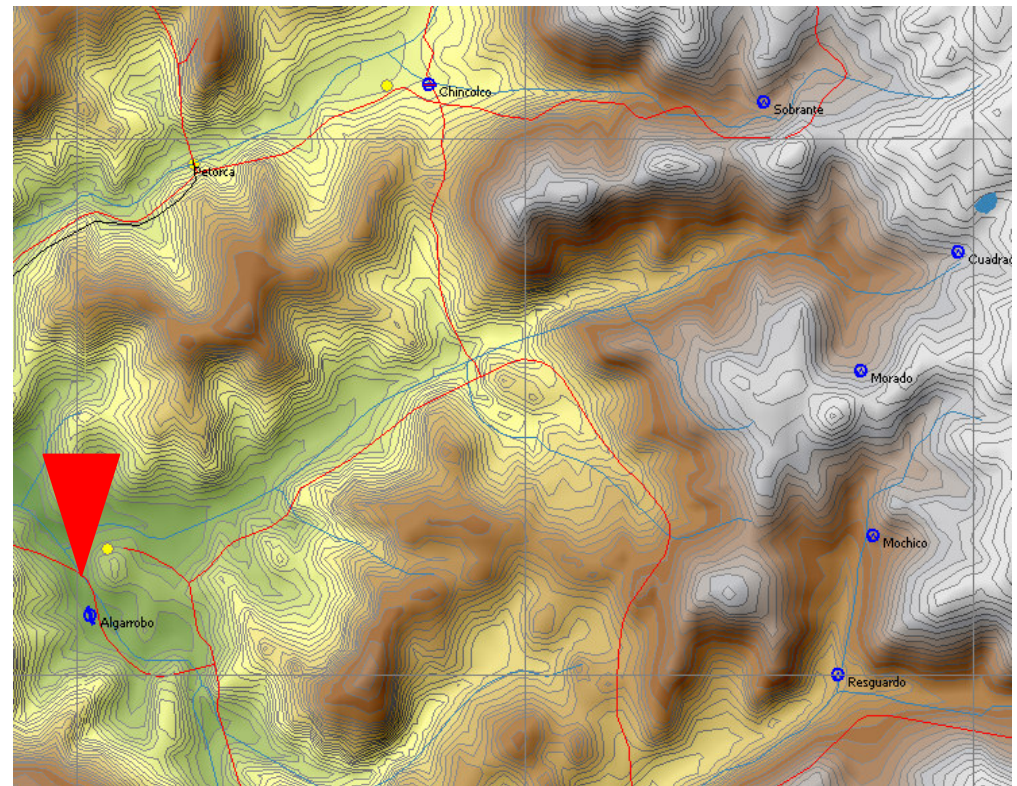
Elevation 750 m.s.l., Freq.: 118.2 MHz





Algarrobo Airfield

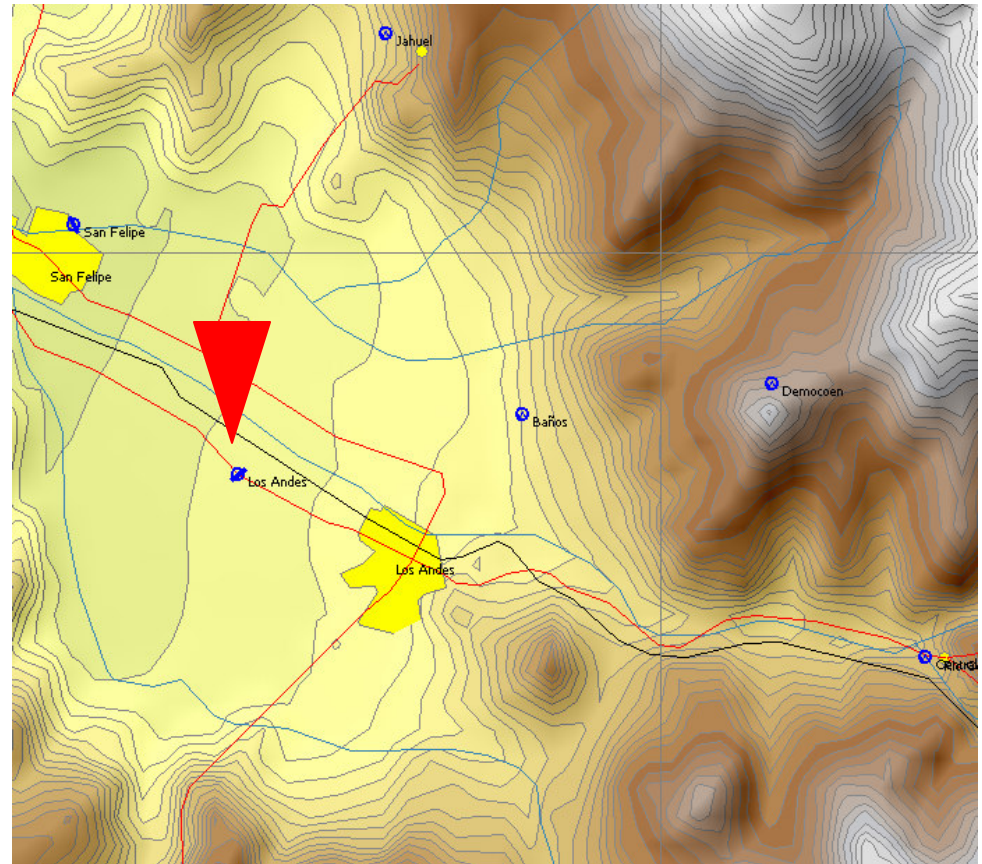
S32°28'19" W070°59'35"
Elevation 800 m.s.l.





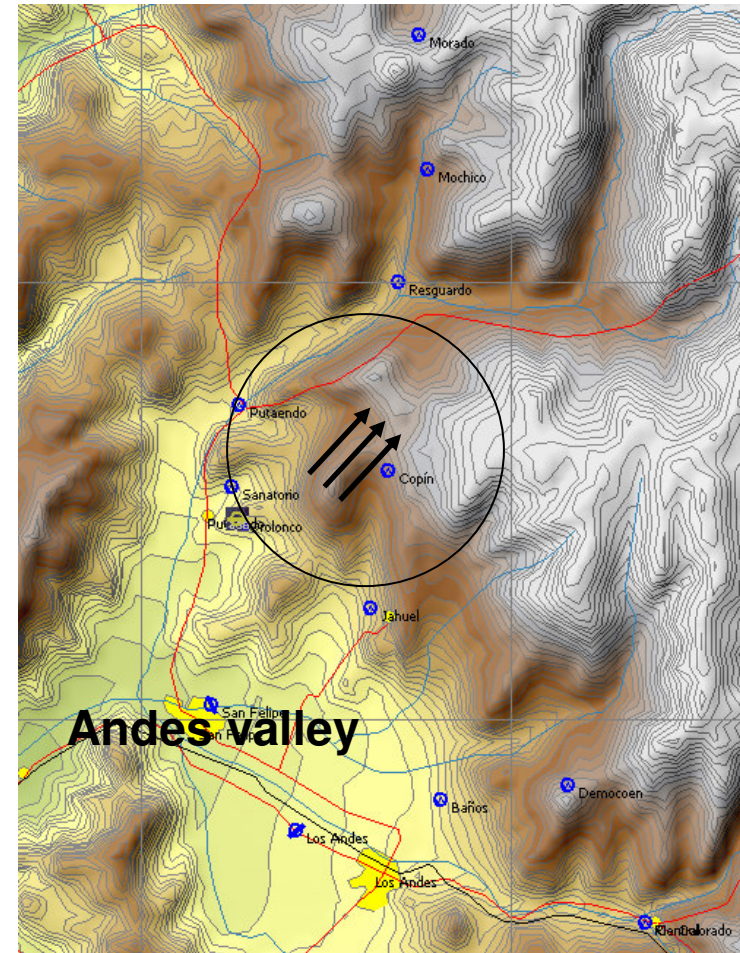
Los Andes Airfield

S32°48'50" W070°38'45"
Elevation 800 m.s.l.
Freq.: 118.2 MHz



Copín Gate

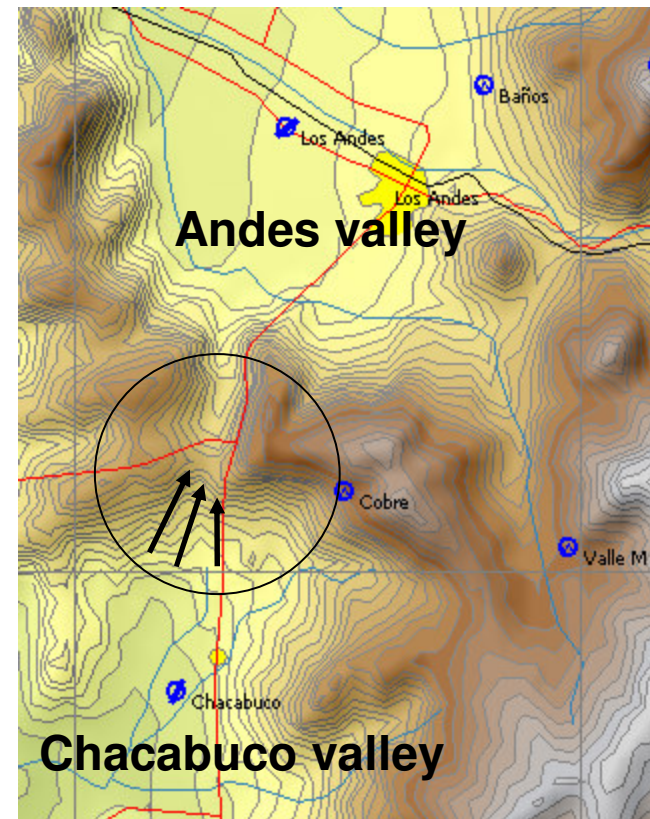
- El Copín when coming late from the North
- Strong Downwind from Andes Valley (South) in low levels (< 1.900m QFE)





Chacabuco Gate

- Cuesta Chacabuco when coming late from the North
- Strong downwind from Chacabuco valley (south) in low levels (< 1.500m QFE)





La Dehesa Gate

- La Dehesa when coming late from the North and main wind is South
- Strong downwind from La Dehesa valley (South) in low levels (< 1.000m QFE)

