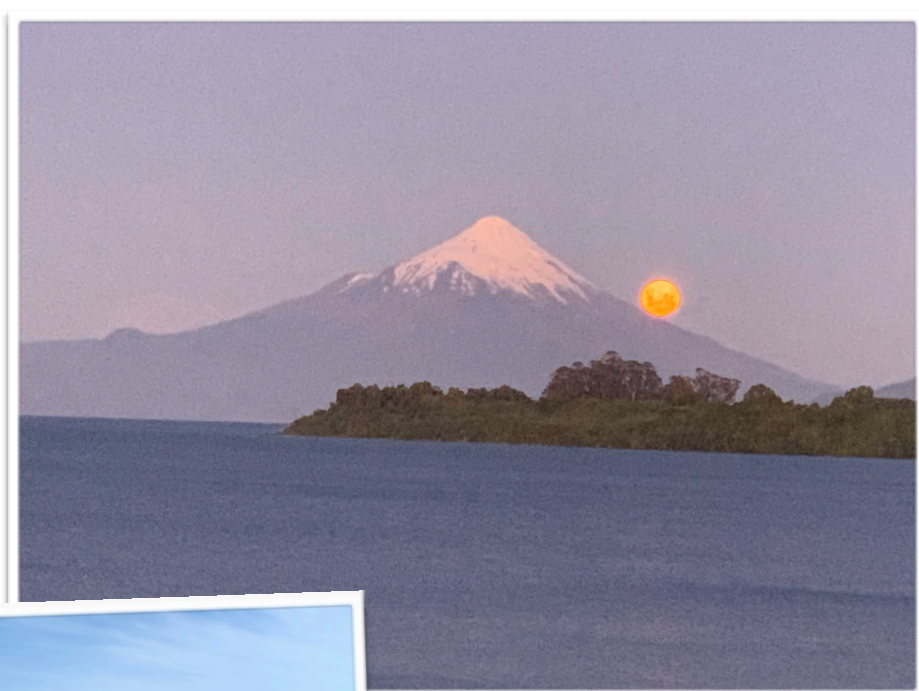


Patagonia

Valdivia-Patagonia



Valdivia to Castro

Airports: SCVD to SCPQ

Handler: self - help in tower Raul

Fuel: world fuel by email released

Date 13/2/2020

Distance: 164nm

The flight plan to Castro is to overfly the volcano Osorno at FL17f, Working with the most helpful Raul in the flight services at Valdivia we lodge an IFR plan and discuss to terminate at waypoint OSO and continue VFR for the overfly then recommence the IFR when finished.

After spending 11 days in Valdivia, where we drove and discovered some wonderful places we now fly over those places and head to Castro, an island that has unique houses, businesses and hotels on very high stilts over the water called Palafito style which were originally houses of the native people living from the many waterways and lakes.



Palafito Buildings

On the planned waypoint the volcano is not visual due to cloud cover so onto Castro as planned, we are met by the great DGAC team, Anibal and Alejandro who assist us with parking, car rental and Anibal makes our experience to Castro very special by showing us the town and some amazing restaurants that we would never have found on our own. Unfortunately the car rental company at the Hotel we stayed (Enjoy) gave our car to another person because we were 30 mins late to the hotel

and being the peak holiday season there were no more cars available.

We did use Uber many times and this was really all that is needed in such a small place if you just want to stay local.



Low tide Castro



Bright coloured houses



Castro to Puerto Montt - Puerto Varas

Airports: SCPQ to SCTE

handler: self - help DGAC Alejandro

Fuel: not required at Castro - world fuel at PMont

Date 17/2/2020

Distance: 68nm time 20mins

First departure where the rain started to fall as we were getting the aircraft ready, so a very quick pull off the cover roll it up, get it inside the cabin and prepare the walk around with a rain coat on, I was dry and comfortable inside. With rain now coming down steadily we takeoff and the drops run in streams over the windscreen and within minutes we are above the clouds and sitting in sunshine on the smooth clear road of white clouds, just in the distance the top of the volcano Osorno peaks out we are at 12,000 feet for just a few minutes and starting our descent to Puerto Mont, hardly worth the climb. The cloud layer is thick, a little bumpy but not unpleasant and the temperature at 0c with rain so we are constantly checking the wings for icing and deploy the icing boots just as a precaution. The clouds now smooth and stable as we turn to engage in the GPS RNAV approach clearing the clouds and Puerto Mont opens to us with all the green fields and the runway in the distance. You would think that a quick 20 minute flight would not require too much effort, however the exact opposite is in play as the same checklists preparation and execution of flight is required but now it needs to be done in a very short time so the work load for Amir is tremendous and given the full IFR IMC conditions he is working very hard! We taxi to a gate six as a parking location that is usually at the airport only for planes in transit, they tell us the general aviation side is not available and they have no parking which is a problem as we need to get Amir to a dentist. We explain the situation and the requirement/ necessity for 2 days parking.

The guys at DAGC (actually just one helpful one) step out the size of the aircraft trying to accommodate the 2 day request.

Once again as we are flying through Chile we have the problem of lack of general aviation space to park planes. Their default answer and position is "No sir we have no space" then after we chat to them nicely

and they take a tour of the aircraft and a few selfies they are very accomodating, they like to be valued and appreciated. We hired a car and drive straight to Puerto Varas, which we also drove to on our stay in Valdivia and liked so much we returned to spent some relaxing days not even renting a car (Uber ride from the airport is just 20 mins) so just walking the town and enjoying the restaurants shops and cafes.

Puerto Mont to Puerto Natales

Via Tores de Paine

Airports: SCTE to SCNT

handler: self - help DGAC

Fuel: - world fuel at PMont

Date 20/2/2020

Distance: 630nm time 3 hrs

The take off gives a great view of Volcano Osorno, then fly along the snow sprinkled mountain range mirrored in the large lakes.

We sat for 4 days in Puerto Varas watching the winds and weather in Puerto Natales gusting 40kts and rain, waiting until there was a high pressure system on the synoptic chart with clear skies and slight winds, specially selecting the route that flies directly over the 2nd largest non polar ice cap/field in the world, Patagonia, southern Chile and bordering Argentina.

The flight really turned on the most spectacular views in clear blue skies and perfect visibility the entire way along the ice field. With the large towers of Fitz Roy coming on our left (the Argentinian side of the ice field) we thought this was the famous Torres Del Paine but as we progressed along the mountain range another larger and more spectacular range showed itself with the distinct sharp towers of granite rock surrounding glaciers, lakes and rivers. The scene took our breath away. The landing to Puerto Natales just South of the mountain range was very easy on the flat landscape with just an 8kt wind, very unusual for this area.

We check into the seasonal Hotel Remota, a very unique building in a U shape with wild grasses surrounding the black exterior it is like an art piece in the hill.

The hotel like most of the town operates only 6 months of the year Sept to April, they offer full excursions and tours of the nature parks and fjord areas, trekking, kayak or bikes. We took a full day tour on a small van with only 2 other couples to see all the highlights of the park and local wildlife of guanaco (similar to llama and actually are Camelidae). Really the best value tour and full of the best sights of the area. The park is surrounded by private farms with very healthy cattle and sheep. The Guanaco jump the fences easily and eat the crops of alfalfa and are hunted regularly by the Puma, who don't usually bother humans as they have plenty to eat.

As the fine weather continued for a few days we took a scenic flight over the mountain range doing many rotations over the towers and valleys of glaciers and rivers, just incredible and certainly right up there as one of the best scenery we have encountered in the world.

By the afternoon the wind picked up and we started to experience what this region can deliver in ferocious wind gusts that can throw tourists off cliffs and make walking paths impossible.

Fortunately at the airport the wind was relatively ok and the Jet stayed in its parking spot.



Lago Azul

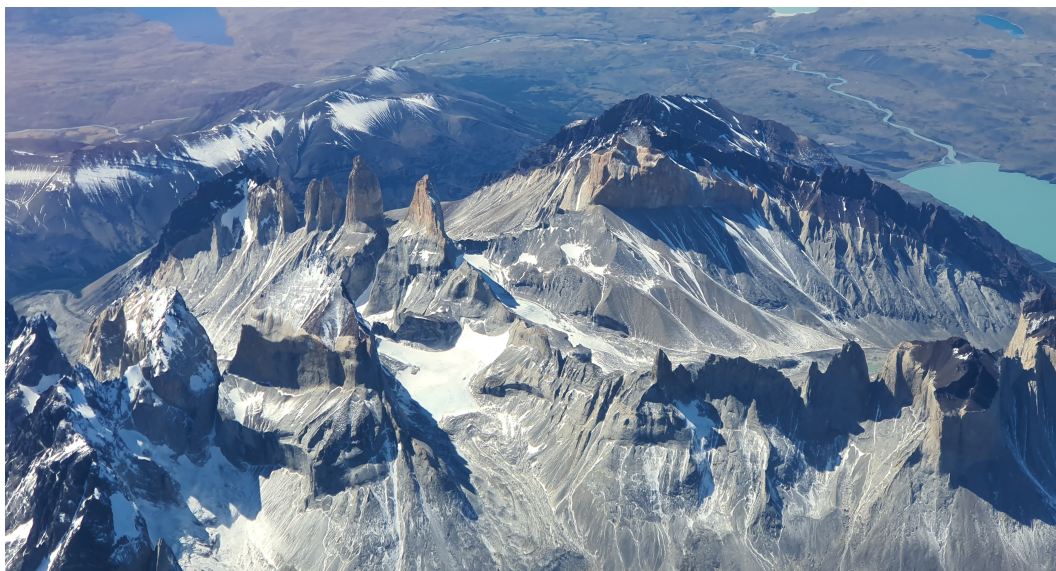
There is a few very nice resorts in this area: Singular is a converted 100 year old slaughter warehouse that sits on the Port now restored to a beautiful high end resort, the old walls once supplied leather and meat from the local farms and Tierra Torres del Paine which sits inside the park on lake Sarmiento and has the most magnificent views of the Towers.



Torres del Paine



Torres del Paine



Overfly the park

Puerto Natales to Puerto Arenas (customs stop)-Chile to Ushuaia (customs stop) to EL Calafate -Argentina

Airports: SCNT- SCCI- SAWH

handler: self

Fuel: fuel by truck payment by CC

Customs clearance to Argentina avail at Pte Natales and Pte Arenas

Date 25/2/2020

Distance SCNT - SCCI 101nm, SCCI - SAWH 143nm, SAWH - SAWC 307nm

Again we wait for weather conditions in this windy place that is not the friend of pilots. The take off in a 13 gusting to 23 knots wind seemed fine, until the SID procedural left turn; passing 600 feet just seconds after wheels up the wind picked up to 70 gusting to 100 knots and strong wind shear, before we knew it, we were in moderate turbulence all the way to 6000 feet, making the sharp turn to avoid the mountains very unpleasant. To this point we really had limited experience with the Vision Jet in extreme conditions and were very surprised the Jet seemed to not even notice the turbulence and plowed through like it was nothing.

A short flight to Puerto Arenas to clear Chile customs and immigration, then back in the air to Ushuaia in the best conditions with amazingly no wind on the ground. The logic approach to Ushuaia and the one we had in the flight plan would be to fly to ROMV and then to the No. 3 ILS RWY25 approach with simple easy two right turns to intercept the localizer for a gentle smooth approach, however as we getting closer to ROMV, ATC changed the approach to the No.1 ILS RWY25 approach and instructed us to fly above in full IMC to the airport VOR, turn left passing the airport outbound, descending in a narrow valley, then sharp left turn inside the fjord to intercept the localiser. This required a very quick and stressful amendment to the approach; Fly in the fjord, descending and avoiding terrain to turn back to runway final. The entire approach with the TAWS (Terrain Awareness System) lighting up the avionics in RED indicating the mountains surrounding but not visible in the thick cloud. On short final we encounter strong wind shear just prior

to breaking below the cloud. The airport becomes visible, opening up to a spectacular view over water surrounded by those mountains.



Ushuaia - approach breaking the cloud

The conditions on the ground are very different, a light rain and no wind, something that only happens a few days of the year. This is the first time any Cirrus Vision Jet has been to the "End of the Earth" and we are very happy to be the first to fly our Jet to this Southernmost Commercial Airport in the World!

Ushuaia has two separate runways, which are not connected with a taxi way, fuel is only on the main runway and if you land on the other runway - which is most probable as the area is notorious for dangerous winds and crosswind, then you need to lodge another flight plan in person with the local EANA office and fly the plane over to the main runway to obtain fuel. These are the many rules and regulations that airport staff just need to adhere to.

We are also given the run around at the airport; the flight plan was lodged in person at the EANA office as required, we walk to the plane check and ready everything, start up the engine and communicate to leave as per flight plan lodged and are denied the flight plan path which will take us a little over Chile airspace. We request that they amend the flight plan but are refused, it needs to be done in person at the EANA office. The winds are now picking up, engine shut down required and walk back over to the office. The handler was paid a very large amount of US cash dollars to assist with a smooth transition through this airport but clearly has failed in that capacity. After spending a lot of time wasted on bureaucracy the winds have picked up further and this has caused a stressful situation so by the time we finally get to depart on the William 3 Departure (RWY 25) the winds are borderline to safe flying. The SID required a minimum climb gradient of 850 fpm at 160kt all the way to FL110, which we can easily achieve in the cold weather. We brush off the bad experience and continue through the landscape very dry, barren and empty as this is the other Argentinian side of the Andes line.

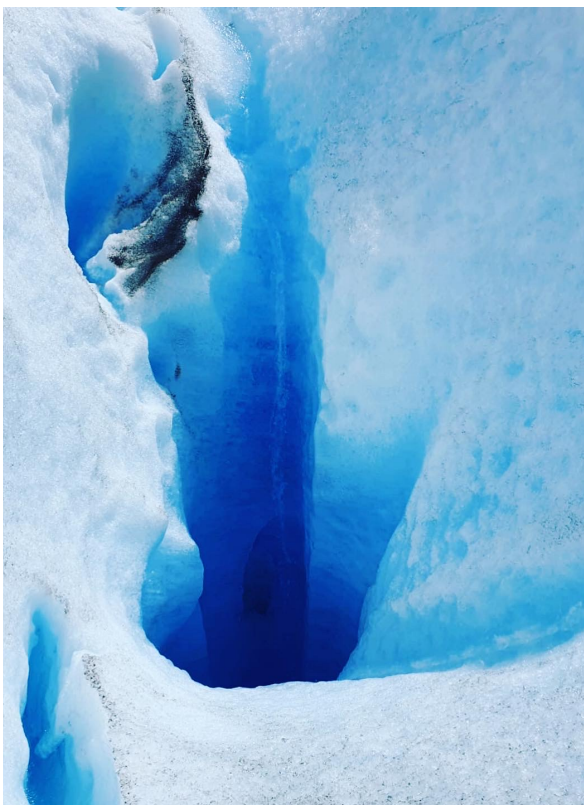
Entry to El Calafate is really beautiful, the dry landscape has a bright azure glacial blue river snaking through to the runway, just when the flight was going so smoothly we encounter severe turbulence and need to brace ourselves through some very fine transparent cloud in an otherwise pitch blue sky. Reduce the speed penetration and it eases the severity for the turn to final. The strong winds and hot thermals require a lot of concentration to land the plane.

When we entered the airspace the air traffic control spoke to us in Spanish, we advised we don't understand and don't speak Spanish, they once again spoke in Spanish, four times they relayed the same message in Spanish until finally giving the request in English; distance and estimate time to a waypoint. From there on they spoke in English to us. We are informed when we land and visit the ANAC (Air services) office that the airport is Spanish speaking only and they are not permitted to speak English, they advise they will need to issue a fine to us and that the notification is in the AIP of the airport.

Amir read the English version prior to flying to Argentina, and let them know that there was no notation referencing the language requirement, they drop the issue very quickly.



Approach to El Calafate



Ice canyons

El Calafate is the tourist support town of the site of the Perito Moreno glacier, one of the largest in the world. It is the most accessible by many balcony sections that let you view all different levels and facets of this glacier that is over 4km wide in one section, constantly the ice is breaking and cracking producing spectacular falls and waves along with that cracking sound which is like a roll of thunder and a gun shot all in one, a very addictive sound.

We spend three days going back to sit for hours to watch and listen, we take a boat tour and mini hike on the ice Glacier that finishes



Perito Moreno

with a glass of Scotch/Whiskey with ice broken right from the glacier, it took some time to get used to the ice walking spikes and as the day was clear blue skies with no wind it was not cold.

The ice melts to beautiful blue pools and canyons going very deep, the walk was a real challenge and highlight.

The other great attraction here is the town El Chalten where the great rock formation of Fitz-Roy overlooks the town, with the usual weather for this region it was very windy. There are



Ice Hiking



Glacier Moreno

many hikes and sites to see - waterfalls etc but we didn't complete any of these instead we just enjoyed the view from the town in clear sunny blue skies (which are unusual) chatting to other tourists in the local cafe.

El Calafate being a tourist town has many nice restaurants with lamb on open fire pits, the economy in Argentina is really bad and there seems to be an unofficial dual currency market going on. As the Argentine dollar is fluctuating daily/ hourly the businesses all offer a payment in US dollar option on their bills, the currency exchange can be done with greater values in restaurants than at the exchange office, some offering 30% more than market.



El Chalten



El Calafate

El Calafate to Bariloche, Argentina

Airports: SAWC TO SAZS

handler: self

Fuel: - truck on airport

Date 29/2/2020

Distance: 573nm time 2hrs

We arrive to the airport to try to leave El Calafate and it is evident right from the start there is going to be a huge problem with them refusing to speak to us in English, so out comes google translate and the pantomime begins.... they speak English but just cant speak to you in it. They start by demanding that we get a Spanish speaking pilot; Amir says that is not going to happen; then they realise that Amir is not going to be manipulated and assist. He needs to do a quick Spanish lesson with Air services going through the request instructions to relay through to enable us to get the flight clearance and taxi to runway then take off.

With the script written out from ATC we request start up, flight clearance and taxi to runway as per the script... (ATC say this..Spanish. N16AT responds with this ...very bad Spanish reading.)

We also need to do a few translate searches and then after a little Spanglish we are away in clear blue skies. During the climb we are heading straight into some nasty cold condensation clouds that are very rare, looking like a layered corkscrew and mimicking cloud formations that you read about called Lenticular. We feel we need to avoid them so call Air traffic control (Commodore) now away from the airfield and back to speaking English but they can't understand what we are saying, they ask another aircraft to relay who also have trouble understanding that we request left of track diverting. We execute without clearance and advise the mediator.

The clouds look like happy puppies but every now and then the aircraft does a shudder and although it doesn't seem that bad the air inside those puppies are probably ferocious.

Once clear our path takes us north east back along the Andes range on the Argentina side which sees a similar landscape as we encountered on the Chilean side the entire way with what looks like barren brown land,

every now and then there is a ranch/farmhouse, so the land is all cattle nature grazing.



Lenticular cloud formation

Bariloche landing and air and ground services is a completely different experience! We are greeted with a bus to pick us up - whisked through security so fast and out of the airport within minutes with smiling happy faces all trying to assist in English. After the torture treatment that we received in El Calafate it is a relief.

We search for accommodation and find a little gem in the oasis of the beautiful lake area called the Charming Lodge Bariloche with each room having a sauna, aromatherapy steam room and spa it is unique, a family owned and



Bariloche

operated business where the owner takes great pride in his resort that he built himself.

Bariloche hosts some of the most spectacular views over huge lakes surrounded by mountains, we kayak in crystal clear deep blue fresh water and Amir is brave enough to actually swim as the water is very cold. The beaches to these beautiful lakes and rivers is dark grey pebbles, not unpleasant to walk on but quite hot, in contrast to the very cold water. This doesn't stop the locals who flock there and set up for the day with music, water equipment, BBQ or prepackaged food. They stay all day and enjoy sipping on *mate* a tea of local herbs they prepare in special sipper cup and share around with everyone it is the local custom and social culture.

We visit the Richter Island where, in the 1950's an Austrian Scientist Ronald Richter convinced the Government that he could build a Fusion Power device (Thermotron) for efficient cheap electricity. Finance was provided and the towns infrastructure was built for the Huemul Project. He claimed he succeeded but it was soon discovered to not be true and

the Island was abandoned and then used for military bombing practice, leaving just the shell of the laboratory.



Bariloche

Bariloche to Buenos Aires

Airports: SAZS to SADF

handler: self - Assisted by ground services Walter

Fuel: world fuel by email released

Date 6/3/2020

Distance: 700nm

We arrive to the airport and are flagged over to the Airservices office to deliver the General declaration form with the engine running Amir jumps out of the plane and goes inside. They soon realise how silly that is to stop a Jet to validate some paperwork, so they flag him onto the parking arranged by Ricki from Cirrus. We are met at the plane by Alex and Martine who are in the midst of planning their RTW (round the world) trip in their Cirrus SR22. Martine has just completed her pilots licence and working on her SR22 rating, Alex has piloted for many years in many aircraft.

They have lived in Argentina for many years and take us to their incredible home which was once a school, actually Alex's school that they purchased and renovated. We are very happy to give them our tips to flying the world in an SR22 without tanks and as they have been doing a lot of research we also learn a lot of things have changed since we did the trip in 2014. What was impossible then seems to be a bit easier now and with the opening of the path and availability of avgas in Russia with handlers and contacts it makes the crossing back to the USA very possible now without tanks.

Martine has written an interesting book on the people of Argentina, which is in Spanish but she gives us a basic understanding of the best and worst that she has found from personal interviews with locals.

Argentina is a fascinating country with an interesting history some good and some bad as with any place. The city of Buenos Aires is modern, full of life and culture with Tango dancing and music buskers in the streets, beautiful cafes, cobblestone roads and grand buildings that feel like your walking the streets of Paris. The rich history is still evident in this City and you can still see the old majestic mansions now turned into

cultural centres or shops sitting amongst the trendy antique, local craft, art and musical markets.



Tango dancing in the street



Buenos Aires market street