

**Mutley's Easter Bunny Air Rally 2017**  
**MEBAR 2017**  
**Event and Flight Briefings**

Welcome to the MEBAR 2017. The event will be flown in accordance with Visual Flight Rules (VFR) in Visual Meteorological Conditions (VMC) and Instrument Flight Rules (IFR), by day and night and using VOR / NDB NAVAIDS and “dead reckoning”. Information regarding flying in accordance with VFR can be found on the MEBAR 2017 web site under the “Visual Flight Rules” link. Further information about flying using VOR / NDB NAVAIDS can be found in the Flying Lessons and Training Centre section of FS9 and the Learning Centre section of FSX. **Note: For the purposes of the event, all pilots are deemed to hold a command instrument rating or night VFR rating and all aircraft are deemed suitably equipped for such operations.**

A set of Flight Situation files has been provided for each Flight Leg relative to the FS version being used (see the separate instructions on how to install these files). These files have you established at the end of the designated operating Runway for the prevailing weather conditions at a specified date / time. This date / time is the “virtual” date / time the event is conducted under. All you have to do is select your aircraft of choice, make adjustments to fuel and payload based on **specified Flight Leg Briefing instructions** and / or your individual flight planning, conduct any pre-flight checklists, as necessary, and when you are ready, commence your take-off roll. Those participants who wish to start from a “cold and dark” situation and / or ramp parking areas or gates, re-position your aircraft accordingly. You should also consider a minor adjustment to the clock, e.g. T minus (-) 15 mins, where T is the designated take-off time in the situation file. If individual flight planning and operating aircraft type necessitate a change to the departing runway, participants can also taxi or re-position the aircraft accordingly. **Note: In some situations, this may introduce a significant crosswind on take-off.**

For those participants who are not used to pre-flight checklists, it is suggested some basic attention, at least, be given to radio navigation frequencies. If nothing else, it might save you some frustration, particularly in not having to re-fly a Flight Leg due to some overlooked error. For those participants who are occasionally prone to a wheels up landing (because it is better than the brakes), an approach checklist might also be in order.

The navigation data provided in the following Flight Briefings are the basic navigation instructions designed to get you to the destination airport, subject to individual flying abilities. Participants may use whatever flight planning details they choose, provided that, where a Flight Leg has multiple sectors, those sector waypoints must be flown. **Note: Participants can choose whatever approach type, ILS (if you are lucky), VOR, NDB, etc., they like. The individual Target Time includes a component based on a 12 nm circuit comprising a crosswind, downwind, base, and final approach segments. See the section on Circuits and Landing under the “Visual Flight Rules” link for a more detailed explanation.**

Finally, thanks for joining us and participating in the MEBAR 2017, good luck, we hope you enjoy the event and, most of all, **Have Fun.**

Rally Co-ordination Team, MEBAR 2017  
Mutley's Hangar

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**Flight Briefing, Flight Leg 1 – 0830 hrs, 13 Apr 17**  
**Puerto Williams (SCGZ) – Puerto Natales (SCNT)**

The city of Puerto Williams in southern Chile, is the start point for the MEBAR. Originally founded in 1953, it was primarily developed as a naval base. It is now a major tourist hub for tourists going to Cape Horn and Antarctica and is the port of entry and major hub for scientific activity linked to Antarctica.

From our start point in Puerto Williams, we head west to Isla London before turning north to Puerto Natales. Puerto Natales is the capital of both the commune of Natales and the province of Ultima Esperanza. Ironically, Puerto Natales is also the only city in the province.

The first day of the MEBAR and Flight Leg 1 provides a familiar “shake down” flight of 368 nautical miles from Puerto Williams (SCGZ) to Puerto Natales (SCNT). The flight includes some mountainous areas and it should ease you into VOR / NDB navigation techniques. That’s all I will say, the rest is up to you and your flight planning, and as the old adage goes, “Time spent in the planning is never wasted.”. Good luck..

**Note. There is a MANDATORY “touch and go” to be performed at Isla Dawson (SCDW) and Punta Arenas (SCCI). READ THE FOLLOWING FLIGHT BRIEFING CAREFULLY.**

Leg	Departure Time	From	To	Leg Distance (Total)	Sector Distance	Directions	Special Comments
1	0830 hrs	SCGZ	SCNT	368 nm		Depart RWY 26.	Nil.
					97 nm	Navigate to Waypoint 1 (Isla London) – 96.8 nm on 254 deg OB radial from PWL VOR.	
					82 nm	Navigate to Waypoint 2 – SCDW. Enter CCT and conduct a “touch and go” on active RWY at SCDW.	
					38 nm	Navigate to Waypoint 3 – SCCI. Enter CCT and conduct a “touch and go” on active RWY at SCCI.	
					101 nm	Navigate to Waypoint 4 (Monte Burney) – intersection of 279 deg OB radial from NAS VOR and 027 deg bearing to BIO NDB.	
					50 nm	Navigate to SCNT.	

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**Flight Briefing, Flight Leg 2 – 1030 hrs, 14 Apr 17**  
**Puerto Natales (SCNT) – Chile Chico (SCCC)**

With a mid morning departure time for Flight Leg 2, from Puerto Natales (SCNT) we take a northerly route through the mountains, briefly venturing into Argentinian airspace, to Chile Chico (SCCC). Located on the shores of Lago Gral Carrera, the town is only six kilometres (four miles) west of the border with Argentina and sits in a rain shadow which gives it an unusually dry Mediterranean climate for its latitude. After what could be a harrowing journey through the mountains, we will enjoy a rest day in Chile Chico where you can calm your nerves and relax on the banks of Lago Gral Carrera and prepare for an afternoon departure for the next Flight Leg.

Not only does this Flight Leg encounter the highest terrain of the Rally, it is also the first of the two “blind” Target Time Flight Legs. As a consolation, it is the shortest Flight Leg of the Rally at 341 nautical miles. Don't forget to pack the oxygen bottles.

**Note. This is a “blind” Target Time Flight Leg.**

**There is a MANDATORY “touch and go” to be performed at Villa O’Higgins (SCOH) and Cochrane (SCHR). READ THE FOLLOWING FLIGHT BRIEFING CAREFULLY.**

Leg	Departure Time	From	To	Leg Distance (Total)	Sector Distance	Directions	Special Comments
2	1030 hrs	SCNT	SCCC	341 nm		Depart RWY 28.	Nil.
					163 nm	Navigate to Waypoint 1 (Volcan Lautaro) – 167.9 nm on 330 deg OB radial from PNT VOR.	
					50 nm	Navigate to Waypoint 2 – SCOH. Enter CCT and conduct a “touch and go” on active RWY at SCOH.	
					74 nm	Navigate to Waypoint 3 – SCHR. Enter CCT and conduct a “touch and go” on active RWY at SCHR.	
					54 nm	Navigate to SCCC.	

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**Flight Briefing, Flight Leg 3 – 0730 hrs, 16 Apr 17**  
**Chile Chico (SCCC) – Llanada Grande (SCLD)**

After a relaxing day in Chile Chico, Flight Leg 3 awaits us from Chile Chico (SCCC) to Llanada Grande (SCLD). Located in the mountains, Llanada Grande is a town in the Los Lagos Region - and that is all I can say about it.

Considered the most challenging Flight Leg from a navigation perspective, another morning departure greets us for Flight Leg 3 as this sector takes us on a 344 nautical mile jolly through the mountains again.

**There is a MANDATORY “touch and go” to be performed at Puerto Aysen (SCAS) and Futaleufu (SCFT). READ THE FOLLOWING FLIGHT BRIEFING CAREFULLY.**

Leg	Departure Time	From	To	Leg Distance (Total)	Sector Distance	Directions	Special Comments
3	0730 hrs	SCCC	SCLD	344 nm		Depart RWY 30.	Nil.
					82 nm	Navigate to Waypoint 1 – SCAS. Enter CCT and conduct a “touch and go” on active RWY at SCAS.	
					39 nm	Navigate to Waypoint 2 – PAR VOR.	
					61 nm	Navigate to Waypoint 3 – SCPH.	
					57 nm	Navigate to Waypoint 4 – SCAP.	
					26 nm	Navigate to Waypoint 5 – SCFT. Enter CCT and conduct a “touch and go” on active RWY at SCFT.	
					79 nm	Navigate to SCLD.	

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**Flight Briefing, Flight Leg 4 – 1800 hrs, 17 Apr 17**  
**Llanada Grande (SCLD) – Concepción (SCIE)**

The end is nigh and we have a late afternoon departure from Llanada Grande (SCLD) to Concepción (SCIE) for Flight Leg 4. In full, the city's name is Concepción de la Madre Santísima de la Luz, or in English, Conception of the Blessed Mother of Light. Originally founded in 1550, Concepción was re-founded no less than nine times, including finally being moved to the city's current site, due to a combination of military attacks, earthquakes, and tsunamis. An 8.8 magnitude earthquake on 27 February 2010 killed more than 520 people and, using GPS data, it was concluded that the city had been displaced approximately three metres (9.8 feet) to the west as a result of the event.

With a length of 354 nautical miles, not only is this the second of the two "blind" Target Time Flight Legs it also involves a night arrival at Concepción. After having honed your VOR / NDB navigation techniques, you now get to put them to use at night. With one Flight Leg to go, we will take advantage of another rest day in Concepción to explore this beautiful city.

**Note. This is a "blind" Target Time Flight Leg.**

**There is a MANDATORY "touch and go" to be performed at Puerto Montt (SCTE) and Valdivia – Pichoy (SCVD). READ THE FOLLOWING FLIGHT BRIEFING CAREFULLY.**

Leg	Departure Time	From	To	Leg Distance (Total)	Sector Distance	Directions	Special Comments
4	1800 hrs	SCLD	SCIE	354 nm		Depart RWY 30.	Nil.
					58 nm	Navigate to Waypoint 1 – SCTE. Enter CCT and conduct a "touch and go" on active RWY at SCTE.	
					107 nm	Navigate to Waypoint 2 – SCVD. Enter CCT and conduct a "touch and go" on active RWY at SCVD.	
					84 nm	Navigate to Waypoint 3 – SCIM.	
					105 nm	Navigate to SCIE.	

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**Flight Briefing, Flight Leg 5 – 1300 hrs, 19 Apr 17**  
**Concepción (SCIE) – Santiago (SCEL)**

So, the final day of the MEBAR. The final Flight Leg, and the longest leg of the MEBAR at 382 nautical miles, Flight Leg 5 zigzags its way north, between the coast and the mountains, from Concepción (SCIE) to Santiago (SCEL). Santiago Airport is Chile's largest aviation facility and the busiest international airport in the country. It is also South America's main gateway to Oceania. The world's longest over-the-sea distance flown by a commercial airline is currently a non-stop flight operated between Sydney, Australia and Santiago by QANTAS using a Boeing 747-400ER.

Whilst all the aviation statistics may be interesting, after such an event as the MEBAR, all you are concerned about is relaxing. Maybe another Pimm's, "G&T", Scotch, or "Bundy and Coke" is in order and then some.

**Note. There is a MANDATORY "touch and go" to be performed at Linares (SCLN) and Santo Domingo (SCSN). READ THE FOLLOWING FLIGHT BRIEFING CAREFULLY.**

Leg	Departure Time	From	To	Leg Distance (Total)	Sector Distance	Directions	Special Comments
5	1300 hrs	SCIE	SCEL	382 nm		Depart RWY 02.	Nil.
					86 nm	Navigate to Waypoint 1 (confluence of Rio Nuble and Rio los Sauces) – intersection of 044 deg OB radial from MAD VOR and 272 deg bearing to CHI NDB.	
					30 nm	Navigate to Waypoint 2 (Nevado de Longavi) – intersection of 171 deg OB radial from ICO VOR and 234 deg bearing to CHI NDB.	
					27 nm	Navigate to Waypoint 3 – SCLN. Enter CCT and conduct a "touch and go" on active RWY at SCLN.	
					53 nm	Navigate to Waypoint 4 – SCCT.	
					61 nm	Navigate to Waypoint 5 – SCIC.	
					81 nm	Navigate to Waypoint 6 – SCSN. Enter CCT and conduct a "touch and go" on active RWY at SCSN.	
					44 nm	Navigate to SCEL.	

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**Event Debriefing and End of Event**

Ah, Santiago, you sigh, as you sit back and relax in the pilot's club at the airport, and the end of the MEBAR for another year. Your thoughts reflect on the event, the treacherous mountains and valleys, the weather, and being thankful you were able to navigate it all safely. You briefly contemplate next year's event, wondering whether your nerves can withstand another gruelling navigation event, dangerous mountains, or perilously short landing strips, but that is a thought for later. For now it's a few cold drinks and 'tinnies' with your mates and many a story and tall tale from the last seven days of flying.

Thank you for joining us for the MEBAR 2017 and we hope to see you again.

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