

CIXVFR Christmas Caper 2024 NOTAM

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Planning

Map



Route Plan

Leg	Departure		Alt	Main RWY	Destination		Nm
1	Mandelieu	LFMD	13 ft	1700 m	Gap-Tallard	LFNA	67
2	Gap-Tallard	LFNA	1986 ft	880 m	St Crepin	LFNC	28
3	St Crepin	LFNC	2963 ft	840 m	L'Alpe D'Huez	LFHU	32
4	L'Alpe D'Huez	LFHU	6109 ft	350 m	La Cote	LSGP	79
5	La Cote	LSGP	1352 ft	560 m	Buochs	LSZC	94
6	Buochs	LSZC	1473 ft	1120 m	Samedan	LSZS	67
7	Samedan	LSZS	5600 ft	300 m	Linate	LIML	70
8	Linate	LIML	535 ft	600 m	Courchevel	LFLJ	112
9	Courchevel	LFLJ	6420 ft	535 m	Megeve	LFHM	26
10	Megeve	LFHM	4833 ft	926 m	Aosta	LIMW	31
11	Aosta	LIMW	1788 ft	1250 m	Mandelieu	LFMD	133

Preparing your Flight Simulator

FSX

For day 3 at L'Alpe D'Huez you will need to download some freeware scenery from <https://flyawaysimulation.com/downloads/files/6740/fsx-french-alps-altiports-scenery/>.

MSFS 2020

The freeware Discus c2 is highly recommended. <https://www.got-friends.com/collections/freeware/products/discus-2c-standard> as are the gliding weather presets available from <https://flightsim.to/file/56827/soaring-weather>

X-Plane 11/12

The stock ASK21 glider is a perfect option for X-Plane.

Gliding on VATSim

Gliders can't taxi (!) and consequently we will have to spawn onto the runway. Please make sure you don't affect any other pilots when you appear. If flying in a group you will need to coordinate on TeamSpeak and arrange spawn in turn.

If using X-Plane you will need to opt for winch launch because the aerotow relies upon the AI Aircraft feature which is disabled by the VATSim plugins.

Leg 1

We start the trip on the Mediterranean coast at Mandelieu close to Cannes so watch out for stray film stars and their biz jets.

The first leg to Gap-Tallard is fairly relaxed but as we depart the coast we can take advantage of being near the coast for a little sightseeing around the island in the bay and the super yachts in Cannes harbour before heading off to the well-known gliding center of Gap-Tallard in the southern part of the French alps.

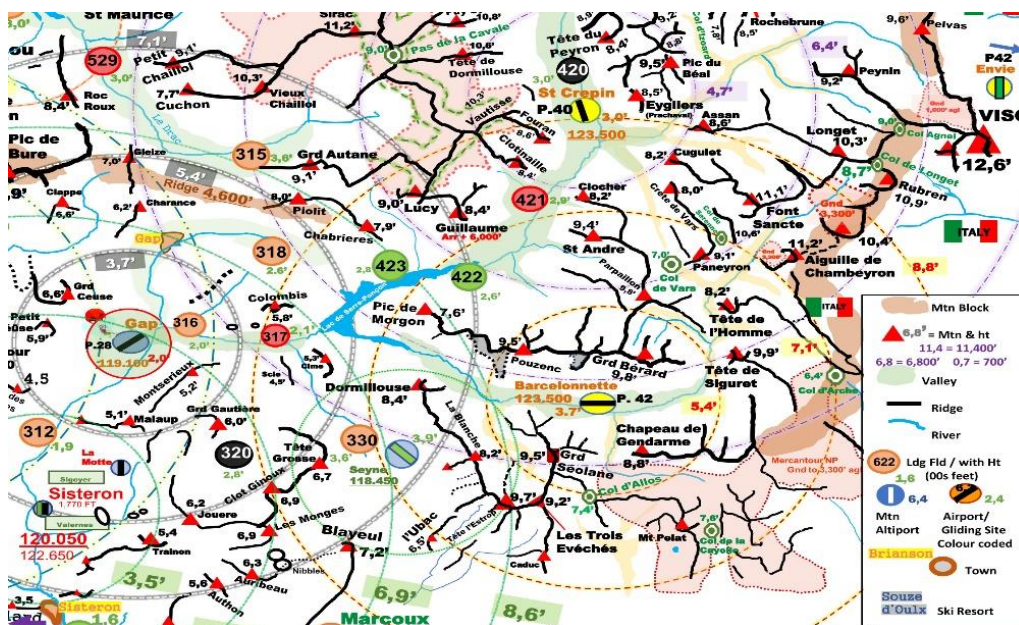
This leg is Mandelieu LFMD to Gap-Tallard LFNA 67 Nm in a straight line.

Leg 2

From Gap-Tallard we have an opportunity to borrow a glider to have a go at the wonderful ridge soaring available in the area. You can of course take your GA plane or helicopter or try a motor glider if gliding is really not your thing but you're passing up a great opportunity.

If you choose the soaring option, the local highly experienced instructor recommends choosing a day with a reasonable SW breeze of around 15 knots on a nice warm day with few clouds starting at around noon, following the routes shown below should give you some great ridge soaring. The green route is longer but will give you greater opportunity to get to the goal altitude of 10,000 and claim a pack of virtual Garibaldis. The red route is quicker but possibly lower max altitude and more difficult to get your pack of virtual Garibaldis.

Enjoy the scenery and the challenge.



Full page: <Link to MTN_Guide_4_Sist_to_Galibier_2024.pdf>

This leg is Gap-Tallard LFNA to St Crepin LFNC 28 Nm in a straight line but a lot further in a glider.

Leg 3

After the gliding or sight seeing of yesterday, we are in for a Fixed Wing challenge today with a trip to the first short high-altitude airstrip at L'Alpe D'Huez at 6109ft.

It's quite easy to miss this airfield if you are threading through the valleys as its several thousand feet above you. Check out the arrival/approach chart and it's a good idea to be at the arrival altitude well before you start the approach which is interesting. Watch out for the cables, going over on the approach and under on departure seems to work OK.

http://ncvrn.free.fr/Cartes%20vacs/0707_AD%202.LFhu.pdf

This leg is St Crepin LFNC to L'Alpe D'Huez LFHU 32 Nm in a straight line.

Leg 4

A longer flight today to the shore of the beautiful Lake Geneva and the tiny airfield on the Swiss side of the lake at La Cote. An interesting route if you're going through the valleys and be wary of the airspace around Geneva Airport it could be quite busy on the 23 approach. If you are using runway 04 watch out for the cables again, the French have a thing for cables and light aircraft.

This leg is L'Alpe D'Huez LFHU to La Cote LSGP 79 Nm in a straight line.

Leg 5

Today we're staying in Switzerland for a leisurely flight flying past Bern to Buochs on the shore of Lake Lucerne and maybe having a look at Interlaken on the way to be ready for our next challenge.

This leg is La Cote LSGP to Buochs LSZC 94 Nm in a straight line.

Leg 6

Medevac flight 1

At Buochs we get involved in a medivac and the only aircraft available are a standard C172 or a range of helicopters.

The casualty is not a stretcher case but cannot tolerate altitudes greater than 6500 ft and unfortunately, we have to take a doctor, a nurse some medical equipment to our second high altitude short field Samedan for the pickup. To make matters worse Samedan is not fully open, the asphalt runway is closed for repairs and the grass strip is partially closed due to flooding and only 400 meters at the southern end starting almost abeam the control tower is available. Furthermore, there is no fuel available so we must carry enough fuel to get passengers and crew and medical equipment onward to Milano Linate 70 nm straight line away across some challenging terrain remembering not to go above 6500ft and arriving at Milano Linate with the minimum required fuel of 15 l for a fully laden C172.

This leg is Buochs LSZC to Samedan LSZS 67 Nm in a straight line.

Weight and balance

LSZC-LSZS

Pilot, doctor and nurse and their luggage weigh in at 255 kg

Medical equipment to replenish Samedan stocks 75kg

You can claim a virtual packet of Garibaldi for every additional 25kg oxygen canister you can deliver to Samedan. Unfortunately, helicopter pilots can only claim one pack of virtual Garibaldi.

LSZS-LIML

Pilot, doctor, nurse and patient and their luggage weigh in at 340 kg

Medical equipment 25 kg

Leg 7

Medevac flight 2

After an overnight stay at Samedan we need to fly our patient, the doctor, nurse, patient and 25 kgs of equipment to Milan Airport (Linate LIML) using the alternate runway to the west of the main runway which is shown as closed on some charts, where an ambulance is waiting airside to take the patient to a specialist hospital. Be aware there might be a lot of IFR traffic around the airport. There is a helipad at the 18R threshold.

This leg is Samedan LSZS to Linate LIML 70 Nm in a straight line but a bit further with the height restriction.

Leg 8

It's impossible to fly in this area without having a crack at Courchevel and this is our chance to land at this most challenging of airports. Check out the approach chart first.

<http://www.mbh.fr/wp-content/uploads/2017/11/AD-2.LFLJ-courchevel.pdf>

This leg is Linate LIML to Courchevel LFLJ 112 Nm in a straight line.

Leg 9

Today it's back to the French Alps in the aircraft of your choice and a trip to Megeve at the foot of Mont Blanc. This is possibly the most challenging airfield of the lot and Courchevel was good practice. Here is a link to the charts

http://ncvrn.free.fr/Cartes%20vacs/0707_AD%202.LFhm.pdf

This leg is Courchevel LFLJ to Megeve LFHM 26 Nm in a straight line.

Leg 10

Having mastered high altitude airfields, we're going to try our hand at an airfield located in a valley over the Italian border this time at Aosta.

This leg is Megeve LFHM to Aosta LIMW 31 Nm in a straight line.

Leg 11

All good things come to an end and it's time to head back into France for our base on the coast at Mandelieu.

This leg is Aosta LIMW to Mandelieu LFMD 133 Nm

Appendix – Airfield Locations

Ident	Name	Latitude	Longitude
LFMD	Mandelieu	43° 32' 47.01" N	6° 57' 15.00" E
LFNA	Gap Tallard	44° 27' 14.00" N	6° 2' 12.00" E
LFNC	Mont Dauphin Saint-Cr�pin	44° 42' 1.99" N	6° 35' 57.00" E
LFHU	L'Alpe D'Huez	45° 5' 15.01" N	6° 5' 1.00" E
LSGP	La Cote	46° 24' 22.99" N	6° 15' 29.00" E
LSZC	Buochs	46° 58' 28.00" N	8° 23' 49.00" E
LSZS	Samedan	46° 32' 3.99" N	9° 53' 2.00" E
LIML	Milano Linate	45° 26' 58.00" N	9° 16' 42.00" E
LFLJ	Courchevel	45° 23' 45.00" N	6° 37' 57.00" E
LFHM	Megeve	45° 49' 25.00" N	6° 38' 57.00" E
LIMW	Aosta	45° 44' 18.00" N	7° 22' 3.00" E
LFMD	Mandelieu	43° 32' 47.01" N	6° 57' 15.00" E