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Coos Bay Coastal Hops

The difficult, we do immediately! The impossible takes a little longer...

www.coosbayhops.com

It's Tougher in Alaska

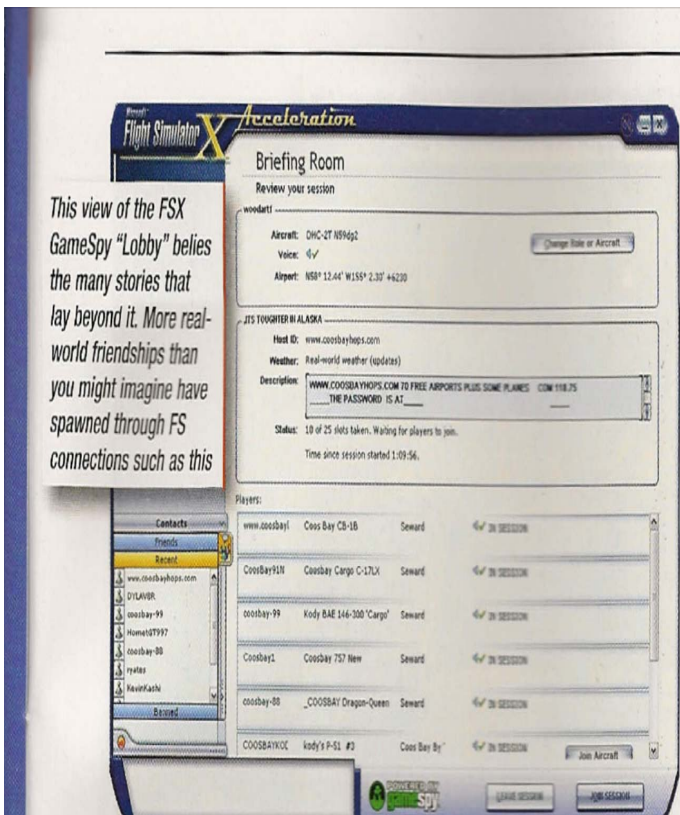


"Flight simulation has the ability to cross geographical, cultural, political and religious differences"

Our very own Mike Knisely (coosbay1) was mention in Februarys Flight SIM Magazine - PC Pilot. Below are excerpts from an article by Tony Radmilovich, FS Pilot...

Tony Radmilovich writes a bit more closely related to flight simulation is a story passed to me by a recent FS acquaintance, **Mike Knisely** who founded a very active FSX multiplayer group called "Coos Bay Coastal Hops" (www.coosbayhops.com), which attracts participants from around the world through the FSX GameSpy network. Mike recalls encountering a new pilot from the Bahamas struggling to get the hang of the whole multi player flying thing as well as learning to fly in FS. Complicating matter was this gentleman's thick accent, which made it somewhat more difficult for him to communicate over GameSpy voice. With Mike's help and patience, this gent eventually became proficient at multiplayer flying and began to enjoy himself to the point that he decided to become a real world pilot. This man was the chief of the local police department and had contacts that facilitated a few 'right seat' trips in a FedEx feeder Cessna 208Caravan and even a fair bit of yoke time. He had always wanted to fly, so at over 40 years of age, he decided to retire from his police job and become a professional pilot. After traveling to the US and completing a five-week flight training program, he earned his Private Pilot's License and is proceeding to gain his commercial rating. As a footnote to this story, Mike tells me that after seeing a photo of his friend wearing his very elaborate Police Chief's uniform, he half jokingly said that he would look good in a uniform like that. Not long after, a package arrived from the Bahamas containing one very impressive Police Chief's uniform!

As Mike puts it "There are stories of success and failure in Coos Bay. I personally wouldn't have missed this for the world. I realize that I have a responsibility to represent the aviation community and the SIM community to the best of my ability. I do not take this responsibility lightly. I look forward to many more uplifting stories like this one. I feel that Coos Bay has an important niche to fill and we will continue to cross geographical and cultural lines to fulfill it."



Message from our Coosbay Founder...

Mike Knisely Field Base Operation (FBO)

Thanks for joining us!

I want to take a little time and try to explain what this expanding phenomenon, called the Coosbay, is all about.

*Since every sim-pilot has different expectations of what Sim-X is supposed to be, it's very difficult to please everybody. It is however, our goal to try and meet everyone's expectations. From the feedback that we have received so far, **Coosbay "Skunk Works" is on the right track.***

Fortunately, FSX was designed so that the sim-public could access and change the parameters of the program. GOOD CALL!! Because of this, Coosbay has been able to create a unique environment to fly in, which has caught the attention of the Sim-pilots from around the world.

We are excited about Coosbay's own airports, our user friendly panels, special effects, flight characteristics, and Coosbay textures. The list goes on!

*After more than a year of development, **Skunk Works has decided to release a lot of it's special items to the Coosbay membership!***

*We welcome and value your opinion, so that we can make your Flight-Sim experience more rewarding. **I invite you to come fly with the Skunk Works on our sessions called "It's Tougher in Alaska"**. The session can be found on Gamespy every day somewhere between 6pm and 12pm pacific standard time. Meet the gang and have the time of your life.*

We make it a point to find the most difficult weather and approaches that can be found, so that we can poke fun at each other when we screw up. All the while, improving your flight-sim skills.

Keep an eye on the Members Download page at our website www.coosbayhops.com for a few real cool items. You won't regret it!!

Hope to see you in our sessions soon !!

Coosbay1

"Most of us ride in them or fly them ... but how much do we know about these magnificent flying machines? So sit back, open that little bag of peanuts and enjoy your flight..."

1. Which company built the ill-fated Comet?

- De Havilland
- Handley Page
- Hawker Siddeley
- Vickers

2. Which of the following does not belong?

- DC-5
- DC-6
- DC-4
- DC-7

3. Who was primarily responsible for the design and development of the Constellation?

- Howard Hughes
- Glenn Martin
- Malcolm Loughhead (Lockheed)
- Juan Trippe

4. Which Convair model was the company's last entry in the commercial airliner market?

- 880
- 340
- 240
- 990

5. Which passenger plane was never used as Air Force One?

- Douglas DC-6
- Douglas DC-7
- Lockheed Constellation
- Boeing 707

6. Which of the following is not a jumbo jet?

- Boeing 747
- McDonnell Douglas MD-82
- Lockheed L-1011
- Douglas DC-10

7. What was the designation of the four-engine jet airliner being produced by Airbus prior to the A380?

- A321
- A350
- A340
- A320

8. Before Boeing introduced its long-haul 747-400 series, a smaller version of the 747 was built that had a range of almost 7,000 miles. What was the designation of this popular 'mini-jumbo'?

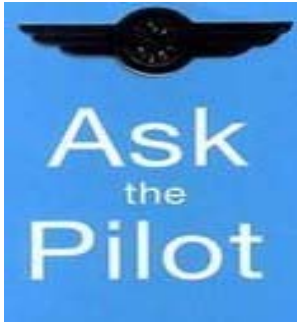
- 747-SB
- 747-SP
- 747-200
- 747-250

9. During the 1950s turboprop aircraft made up a large portion of the commercial airliner fleet. Which of the following was not a turboprop?

- Lockheed Electra II
- Martin 404
- Vickers Viscount
- Bristol Britannia

10. In the romantic era of the Clippers, Pan Am bought flying boats from Martin, Sikorsky and Boeing. What was the designation of the airplane built by Boeing for service in the fabled Clipper fleet?

- 307
- 247
- 377
- 314



My question to you today is what wind speed is too high to take off and land safely?

The safety of a flight is of a greater concern to the captain of the plane than to anyone else. There are limitations imposed on a pilot that he should not take off or land in winds that are beyond the capability of the plane. The wind strength varies with the condition of the runway. If the runway was slippery or wet, the limitations increase. For instance, if a Boeing 777 is allowed to land on a runway with 45 knots (52 mph) cross wind, the captain must remember that this limitation is around 25 knots (28 mph) when landing on a runway covered with snow.

On a Boeing 777 there is a tailwind limitation of 15 knots for take off and landing. Hence a runway change becomes necessary at times so that the plane always takes off into wind and not with the wind!

Different airplanes have slightly different limitations for take off or landing. However, once the plane is at cruise, there are no limitations imposed. A very strong headwind means that you take a longer time to reach your destination whereas a strong tailwind will see you arriving at your destination well in advance of your schedule!

Here is an example of some cross wind limitations for a Boeing 777:



RW Condition	Take Off	Landing
Dry	40 knots	45 knots
Wet	25 knots	25 knots
Water/Slush	15 knots	20 knots
Dry Snow	20 knots	25 knots

Information in this newsletter is developed by Kevin Kashi and Ted Robin using the Coosbayhops website and other published information on the internet. For questions, comments or suggestions regarding methods to improve the skill sets of PC pilots, airport and airplane design, please contact Kevin at CoosBayKevin@aol.com or Ted at trobin@molalla.net. *Unauthorized use of the contents in this newsletter is prohibited.*

