



○ Issue 1 | ○ February | ○ 2009

# Coos Bay Coastal *Hops*

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

[www.coosbayhops.com](http://www.coosbayhops.com)

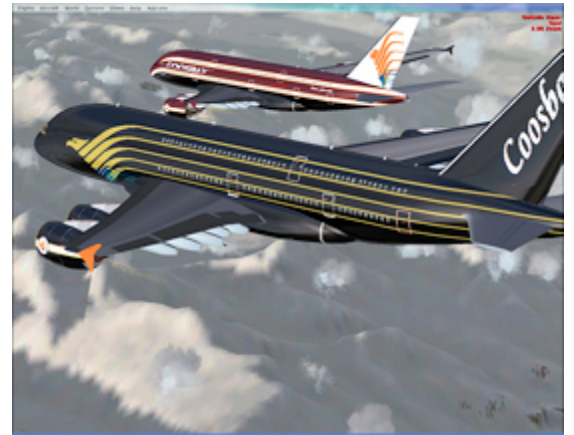
It's Tougher in Alaska

## About Our Group

We are a group of dedicated FSX Flight Simulator Pilots looking for challenging flying conditions and airports. Flying in Alaska and British Columbia in real weather conditions is where you will almost always find us. The combination of extraordinarily beautiful scenery and difficult flying conditions create a flying experience unlike any other. We especially enjoy ILS approaches with extremely low visibility through mountain passes. A few airports have snow and ice even in the summer months!

When on the ground our team has highly custom textures for aircraft unlike any you have seen before. We have also released a free download package containing over 70 airports. Most of these airports are original with unique characteristics making the approaches challenging and fun at the same time.

We have also developed our own highly customized and personalized panels that are perfect for ILS and non-precision approaches. We fly almost every night, and can be found on Game Spy under the name of "It's tougher in Alaska." Coos Bay has no ATC in the sessions as we use Unicom to broadcast our intentions in the clear. We hope that we may have the opportunity to share our experience, and knowledge to make your flying experience a fun and happy one.



## WHERE EXACTLY IS COOS BAY?



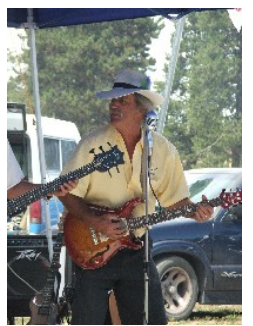
The Bay Area, consisting of Coos Bay, North Bend and Charleston, is a truly unique community. Located on the Southern Oregon Coast, home to some of the most spectacular beaches and sand dunes in the world, the Bay Area has become a haven for outdoor enthusiasts and retirees to experience living in the unspoiled beauty that surrounds us, and is the perfect nest for young families to grow.

# Getting To Know Who's Behind Coos Bay Hops....

*Passion and dedication to flying!*



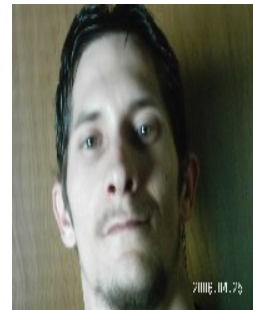
John's passion is designing airports where Alaska's nature and terrain could test your best flight skills and nerves. Visit our website and **DOWNLOAD COOSBAY'S MANY CHALLENGING AIRPORTS**



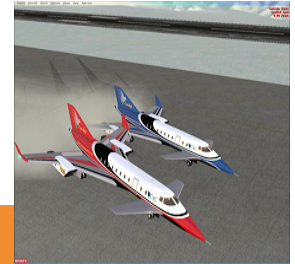
Mike's talent in art and music has been fundamental in his many classy and robust Coosbay airplane designs. **MIKE MAKES THE DIFFICULT FLYING SEEM VERY EASY**



Ted's significant involvement servicing Coosbay's pilots, maintaining our website, and keeping up with technology has made him a key player. **TED MAKES IT ALL POSSIBLE**



Tommy has a keen interest and a good talent in stretching the limits of online airplane designs. Tommy has the special ability in making a conventional plane perform magnificent maneuvers. **KEEPING UP WITH TOMMY IS NOT EASY**



## New Dedicated Server

After months of planning, research, trial and error, a dedicated server was developed to provide flawless, or at least close to it, connection to for our Coosbay pilots and guests. Please check our website at [www.coosbayhops.com](http://www.coosbayhops.com) for the log in password. Although our pass word is normally "fog", it may change from time to time. Once in Flight-Sim MULTIPLAYER mode, you may log into our session choosing "**\_ITS TOUGHER IN ALASKA**". But for a more reliable connection, you may click on the "Connect Directly" button and use our server IP address 68.84.245.207.

## Flying Tips & Guidelines

As we fly between various airports, we follow the following guidelines:

1. Do not wonder about. Keep the nose of the plane moving forward.
2. Stay ahead of the aircraft by 5 to 10 minutes, depending on flight difficulty.
3. When in doubt, hold your altitude. No one has ever collided in sky.
4. Join the session using unlimited fuel setting on your aircraft.

Flight level (feet)	Distance from destination airport (miles)
18,000	200 or closer
24,000	200 to 240
26,000	240 to 270
28,000	270 to 300
32,000	300 or farther



### What factors cause flight time to be different between East and West travels?

The reason is atmospheric phenomenon known as the jet stream. Jet stream is a very high altitude wind which always blows from the West to East across the Atlantic. Planes moving at constant air speed thus moving faster in West-East direction as they move with the wind.

Every planet has global winds which are mostly determined by the way the planet rotates and how evenly the Sun illuminates it. On the Earth the equator gets much more Sun than the poles, resulting in warmer air over the equator than the poles and creating circulation cells (or "Hadley Cells") which consist of warm air rising over the equator and then moving North and South and then back round.

The Earth is also rotating. When any solid body rotates, bits of it that are nearer its axis move slower than those which are further away. As you move north (or south) from the equator, you are moving closer to the axis of the Earth and so the air which started at the equator and moved north (or south) will be moving faster than the ground it is over (air has the equator rotation speed as it lifts up from the ground). This results in winds which always move from the west to the east in the mid latitudes.

### How do planes keep from running into one another?

Eastbound flight courses are on odd altitudes and westbound flights are on even altitudes. For example, if a westbound flight is flying at 26,000 feet, an eastbound flight would be flying at 25,000 feet to maintain a minimum of 1,000 feet in elevation difference.



### Test your pilot knowledge...

#### When a pilot transmits "amount of fuel remaining" to ATC, this amount should be given in...

- a. gallons, not including reserve
- b. gallons, including reserve
- c. pounds, not including reserve
- d. pounds, including reserve
- e. time, not including reserve
- f. time, including reserve

#### What is the meaning of "clear of the runway"?

- a. A taxiing aircraft, which is approaching a runway, is clear of the runway when all parts of the aircraft are held short of the applicable holding position marking.
- b. A pilot or controller may consider an aircraft, which is exiting or crossing a runway, to be clear of the runway when all parts of the aircraft are beyond the runway edge and there is no ATC restriction to its continued movement beyond the applicable holding position marking.
- c. Both a and b
- d. None of the above

Answers in next issue