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# Coos Bay Coastal *Hops*

It's Tougher in Alaska

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



## *Happy Holidays*

*2009 has been a good year for Coosbayhops. We celebrate this year with our sincere appreciation for the hard work of our members and their contributions which kept us flying over the past twelve months. Thanks to all of you, Coosbayhops continues to provide a valuable service to the flightSim community*

*Our Custom-designed airports around the world highlight tough approaches to such destinations as the North Pole, Alaska's jagged terrain, all the way to South America and Australia. Coosbay has designed many planes with sophisticated control panels to elevate the flying skills of our members*

*Our senior members kindly made themselves available for one-on-one flying tutorials, teaching instrument flying through tough airspace and into difficult airports. This has been a valuable service to our members interested in learning the art of flying*

*Teamspeak has been a valuable addition to Coosbayhops sessions helping our members and guests communicate effectively. When global time difference is too much to bear for the Australian members, Coosbay\_AB holds interesting sessions with Australian destinations. Contact [tony.buckles08@gmail.com](mailto:tony.buckles08@gmail.com) for information, dates, and time of his sessions shown as "COOS AUSSIE Connection" on flightsim session board.*

*Last but not least, our server is available 24/7. We invite you to enjoy flying on our server "IT'S TOUGHER IN ALASKA" and tell us how we may improve your flightSim experience.*

*We encourage you to become a member at [Coosbayhops.com](http://Coosbayhops.com) and start enjoying the many benefits we offer.*

*Happy New Year!*

## HURRY SUPPLIES ARE LIMITED...



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### *Question:*

I'm just wondering, generally what is the gliding speed (with total engine failure) of a commercial airliner such as A340 or B777?

### *Answer:*

The best gliding speed of any commercial jet liner is the speed that gives the best “lift/drag” ratio. A plane can glide at any speed following total engine failure as long as it is not below the stalling speed. But there is only one speed that gives it the maximum gliding range. On the Airbus, it is the “Green Dot” speed indicated on the airspeed indicator.

Following total engine failure, the recommended gliding speed for both the Airbus A340 and Boeing 777 is around 250 knots. But remember, this is not the speed to fly initially as the pilots attempt to restart any failed engines in the air. So they prefer to glide at 300 knots, hoping to get the engines started until it becomes hopeless whereby they would then fly at the best gliding speed to reach a good spot for a prepared crash landing.



Check out this funny clip on YouTube:  
<http://tinyurl.com/yevxnj4>

**A quiz on U.S. experimental and prototype aircraft, from the 1940s to today. Watch that Machmeter!**

**What company built the X-1 aircraft that Chuck Yeager flew through the 'sound barrier' on October 14, 1947?**

- Bell
- Douglas
- Northrop
- North American Aviation

**Which of these NASA astronauts also flew the North American X-15 rocket plane?**

- Buzz Aldrin
- Jim Lovell
- John Glenn
- Neil Armstrong

**Scott Crossfield became the first person to reach Mach 2 (twice the speed of sound) on November 20, 1953. What aircraft was he flying?**

- Douglas Skystreak
- Republic XF-91 Thunderceptor
- Bell X-1A
- Douglas Skyrocket

Answers: 1. Bell 2. Armstrong 3. Skyrocket



Information in this newsletter is developed by Kevin Kashi and Ted Robinson using the Coosbayhops website and 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](mailto:CoosBayKevin@aol.com) or Ted at [trobins@molalla.net](mailto:trobins@molalla.net). *Unauthorized use of the contents in this newsletter is prohibited.*