



○ Iss. 24 | ○ December | ○ 2010

Coos Bay Coastal *Hops*

It's Tougher in Alaska

www.coosbayhops.com

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

*You start with a full bag of luck
and an empty bag of experience.
The trick is to fill the bag of experience
before you empty the bag of luck.*



Feedback

*We want to know what
you think!*

*We are always happy to
hear from you.*



*Come fly with us and
enjoy the art of flying*



Happy holidays

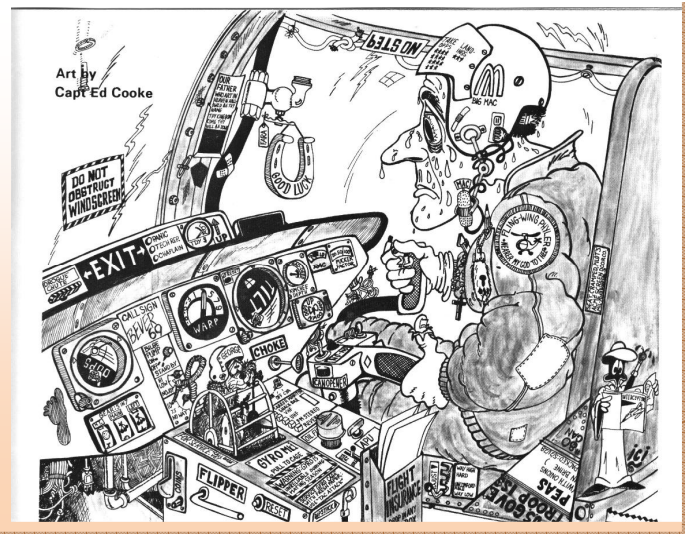


Helicopter Lessons

Have you ever wanted to learn how to fly a helicopter in FSX?

We are going to start giving helicopter flying lessons at Coosbay

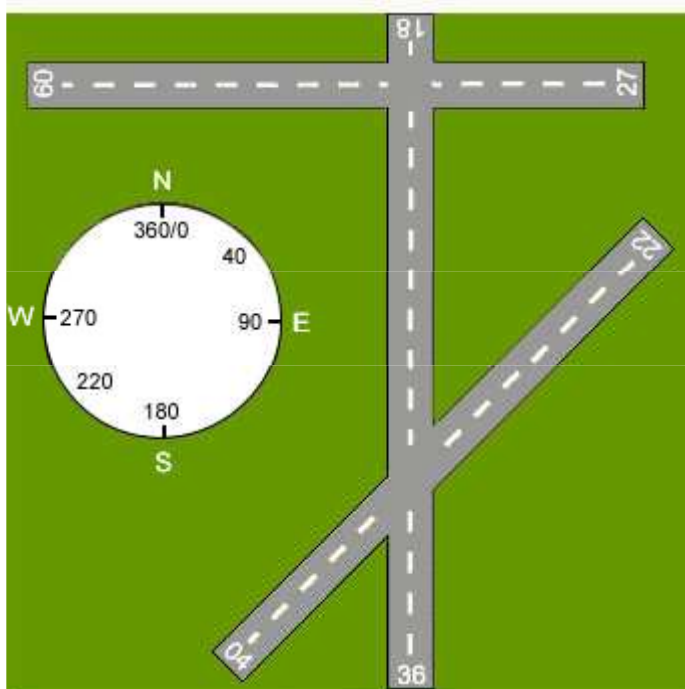
Here is your chance



If this is something you are interested in learning, send us an e-mail at coosbayhops@yahoo.com. Lessons will be given in the Bell206B Jet ranger that everyone in FSX has.

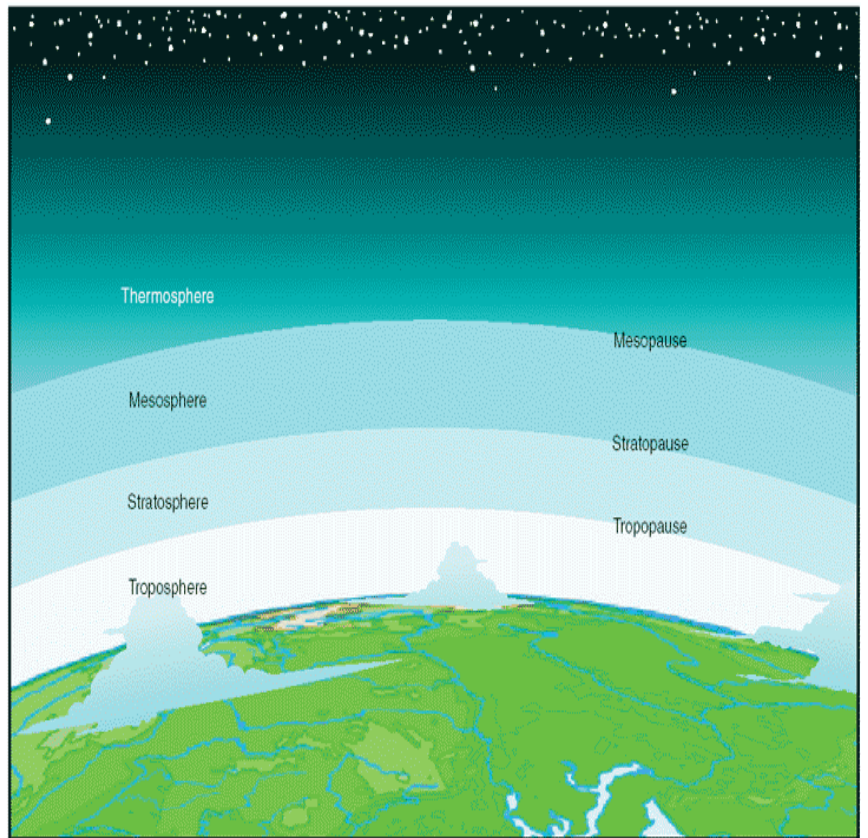
Helicopter pilots always get it STRAIGHT UP!

We have been describing how runway numbers are related to the magnetic heading of each runway. Here is a nice graphic representation of runway identification. Occasionally there are parallel runways and 'L' or 'R' is added to the runway number. Even more rarely, there are three parallel runways and the central runway is called 'C'.



Composition of the atmosphere

There are several recognizable layers of the atmosphere. The first layer is known as the troposphere/tropopause extending from the sea level up to 20,000 feet over the northern and southern poles and up to 48,000 feet over the equatorial regions. The vast majority of weather, clouds, storms, and temperature variances occur within this layer of atmosphere. The temperature decreases at a rate of about 2°Celsius every 1,000 feet of altitude gain and the air pressure decreases at a rate of about 1 inch of mercury per 1,000 feet of altitude gain.



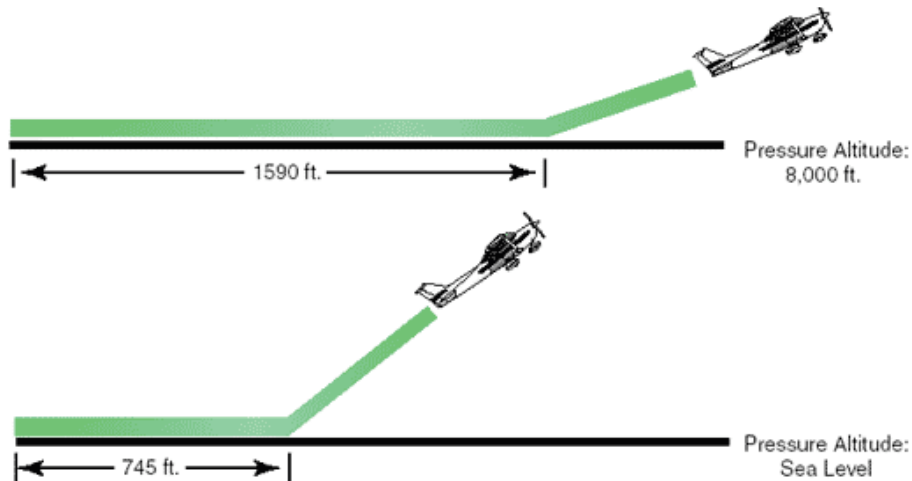
The altitude of the tropopause varies with latitude and the season of the year. Therefore, it takes on an elliptical shape as opposed to round. The location of the tropopause is important because it is commonly associated with the location of the jetstream and clear air turbulence.

Above tropopause is stratosphere/stratopause. This layer extends to a height of about 160,000 feet. Little weather exists in this layer and the air remains stable. Directly over stratopause is mesosphere/mesopause, which extends to a height of about 280,000 feet. The temperature in the mesosphere decreases rapidly with increase in altitude and can be as cold as -90°C. The last layer of the atmosphere is the thermosphere. It starts above the mesopause and gradually fades into the outer space.



Lockheed SR-71 "Blackbird" was an advanced, long range, Mach 3+ strategic reconnaissance aircraft that operated at high speeds and at 85,000 feet altitude. This is about the middle of the stratosphere and it is the highest "publicizes" cruising altitude known to many.

Effect of altitude on flight



Altitude affects every aspect of flight from aircraft performance to human performance. At higher altitudes, with decreased atmospheric pressure, takeoff and landing distances are increased.

When an aircraft takes off, lift must be developed by the flow of air over and under the wings. If the air is thin, more speed is required to obtain enough lift for takeoff; therefore, the ground run is longer. An aircraft that requires a 1,000-foot ground run at sea level will require almost double that at an airport 5,000 feet above sea level.

It is also true that at higher altitudes, due to lower air density, aircraft engines and propellers are less efficient. This leads to reduced rate of climb and longer ground run to clear obstacles.

Wind and pressure representation on surface weather maps

Wind conditions are reported by an arrow attached to the station location circle.

Examples of wind speed and direction plots		
Calm 	NW / 5 kts 	SW / 20 kts
E / 35 kts 	N / 50 kts 	W / 105 kts