



○ Issue 6 | ○ July | ○ 2009

Coos Bay Coastal

Hops

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

www.coosbayhops.com

It's Tougher in Alaska

*From The Cockpit of a 737-800
Captain: Tony Buckles*



And then we made the plane do a 360 deg. turn in 90 seconds. Instructor said "definitely not recommended with passengers on board". I then did several Touch-&-Goes manually. He was impressed with me and then he said we are going to land full-stop. But we will use the shortest runway this time. So you will have to touch down right on the numbers or we will have to go around ... Coos Bay training to the rescue ... I nailed it!! But I was never was so busy in my life and I had to do every thing the right way, the 1st time, and with no margin for error.



G'day you all.

The flight simulator was just greatest. After a 15 minute briefing, I took command of a 737-800. From Gate-17 at Brisbane Intl. to Sydney Intl. with 180 passengers and 41 tons of fuel. From push-back to take-off with full ground rules & ILS flight and the stars to land in Sydney. Everything about it was just like the real thing. My instructor said "it doesn't get any realer then this, believe me".

I was a very busy boy at the start and towards the end of the flight. LOL. After dropping off all the passengers, we took off again and tried some tough maneuvers. This plane surprised me. We did a full bank and turn, and let me tell you, the Gee-forces were great!

I earned my wings



Vertical Challenge 2009



The Annual Vertical Challenge Helicopter Air Show at the Hiller Museum in San Carlos, CA is the largest of its kind in the country. Over 50 helicopters were on display and doing things only helicopters can do. These helicopters didn't just hover around; they put on a full blown air show.

There were helicopters everywhere! The show was devoted to educating the public on how helicopters affect our daily lives from traffic and news reports to unique life saving ability.

View an audio slideshow of **the Vertical Challenge 2009** helicopter show by following the instructions below:

1. Open Internet Explorer (File will not open in AOL)
2. Go to: <http://vimeo.com/5255451>
3. Password: **Hiller2009**



Let's start with Glider Performance: Dan Buchanan launched with his glider from atop a moving vehicle driving down the runway at about 30mph with the flag, streamers and bright orange smoke trailing. He steadily climbed to an altitude of 1,800 feet while speaking live via a radio link to the audience.

Dan performed a number of challenging "aerial water-ski turns" as the tow vehicle U-turns during his climb to keep him in front of the audience.

We watch as he descended, circled and dove to an exciting musical accompaniment. During his descent, smoke and streamers trailed behind with brilliant flashes and streaks of custom special effects.

Dan continued the fun by talking and waving to the crowd while landing smooth and slow right near the show line.



Red Bull – Fully Aerobatic Helicopter
Pilot: Charles "Chuck" Aaron
Helicopter: Eurocopter/Messerschmitt Bölkow Blohm Bo-105 CBS

With the only aerobatic helicopter in the US that performs loops and rolls, Aaron made the helicopter go through the entire regimen of maneuvers previously reserved for fixed wing aircraft. He performed the Split-S, Immelman, Half Cuban Eight, and the challenging Lomcevak slightly modified by Aaron for the helicopter.



Then there was Skydiving ... jumping out of aircraft at high altitude, free falling and deploying a parachute. The Red Bull Air Force skydivers are known as the pioneers of a discipline called "Free Flying" which allows freedom of movement. Free flying is not limited to flying on your belly, but rather flying in every position imaginable.



Cruising at an altitude of 1,200 feet at 35 to 40 mph, passengers literally have the world at their feet. Large, expansive windows surround the cabin to allow 360° panoramas of the favorite Bay Area views. Passengers enjoyed vistas of the Golden Gate Bridge, Coit Tower, sailboats on the Bay, the Oakland Bay Bridge, Treasure Island, and the Marin Headlands as seldom seen before.



Question:

How do you execute a safe crosswind landing on a multi-engine aircraft? Does it involve manipulating the throttles and of applying cross controls in order for the aircraft to 'crab' onto the approach? How do you judge as to when you would round off just before touching down? Is there a decision height used as a reference for rounding off?

Answer:

The maximum demonstrated crosswind guideline for an Airbus A320 is 33 knots on a dry runway (38 knots with gust). Anything above that, pilots should not attempt the landing.

In order to perform a safe crosswind landing, special techniques are required. There are two recommended methods:

a. The crabbed approach with wings level and applying a drift correction in order to track the runway centerline.

b. The sideslip approach using a combination of into-wind aileron and opposite rudder to correct the drift with the aircraft fuselage aligned with the runway centerline.

Basically, for both of the above techniques, the pilot needs to minimize the loads on the main landing gear during the flare, rudder should be applied as required to align the aircraft with the runway heading. Any tendency to roll downwind should be counteracted by an appropriate input on the side-stick (as for the Airbus latest planes or the control column in the case of Boeing aircraft).

The power is generally controlled by the auto thrust until 20 feet over the runway with the auto call-out "RETARD! RETARD!" coming on.

The pilot may delay retarding the throttles a little if he senses a rapid sink due to gusty winds.

