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# Coos Bay Coastal

# Hops

It's Tougher in Alaska

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

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

*A perfect summer day is when the sun is shining, a breeze is blowing, and the lawn mower is broken ... so, check our website at [Coosbayhops.com](http://Coosbayhops.com) ... there may be a challenge or two from time to time*



## 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*



*Congratulations ... "malleman" for guessing the airport above correctly (CBP1)*

*Your helicopter gift is on its way ...*

# *Satellite Assisted Landing System (SALS)*

COOS BAY HOPS PUBLICATION

*Instrumentation Manual CB – 1101*

How often have you tried landing on some recreational airfield or airport without instrument landing system (ILS) or runway approach heading in your Global Positioning System (GPS)? Well, such a landing is effectively under your control using the Satellite Assisted Landing System (SALS) gauge, which is available on all Coosbay panels!

*Refer to CB-1101 manual on the Coosbayhops.com web page for functional details of the SALS gauge (Brought to you by our Coosbay member ... Swift39)*

The snap shot below shows a typical airfield with a runway that you can effectively use the SALS gauge to land.



*Thank  
you  
Swift39*

# Ask the Pilot ...

You are a South African bush pilot. You fly in some critical medical supplies, enjoy a quick lunch at the hospital. It's a stifling 100 degrees in the shade and you're eager to get back up to the cool, high blue yonder. On the way back to your plane, you discover that the only bit of shade, within 1 mile, has become very popular . . You start calculating the distance to the plane door . . . and wonder . . "Do I feel lucky today?"



*Well ... it just happens!*



*Deal with it*



*I often see a long trail of mist coming from the wingtip during landing. I was told this is fuel being jettisoned to lighten the load.*

What you're seeing is a trail of water vapor created due to high-velocity air flows around a wing.

As dense moist air wraps and rotates near the wing tips, its temperature and pressure change. At a certain point when the temperature, air density, and the air pressure are right, these vortices will suddenly condense and become visible. This phenomenon occurs at other points over the airframe such as the engine pylons, flap fairings, and along the top of the wing. You might see the air suddenly condense into a white puff of localized cloud. Usually this happens during wet or humid days just after the takeoff.



*What are those long, canoe-shaped pods that jut from the underside of a wing?*

They are called fairings aerodynamic coverings that streamline airflow around the flap extension mechanisms inside.

There was a case not long ago when a group of passengers became alarmed after noticing that one of these fairings was missing from their aircraft. Flying without a fairing will cause drag but the plane remains perfectly airworthy. The wing itself is not affected, and the flaps can extend and retract normally.



*Flights between the US and Europe always go far to the north, up over northeastern Canada and close to Iceland. Presumably this is to remain somewhat close to land in case of an emergency. Is there another reason?*

It has nothing to do with potential emergencies. It's simply the shortest distance between continents. Airplanes follow what are called "great circle" routes to account for the earth's curvature.

If you have a globe handy, measure the distance between New York and Hong Kong with a piece of string. The shortest distance between the two is not westerly, as it would seem on a map, but pretty much straight north into the Arctic and then straight south. If you're flying this route, don't be baffled when you see frozen Hudson Bay and Siberian tundra passing beneath you rather than the Golden Gate Bridge or azure Pacific seas. This principle applies to many long-range pairings, and this is why passengers between America and Europe discover themselves not just high up, but high over Newfoundland, Labrador and occasionally into the icy.

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*This newsletter is developed by Kevin Kashi and Ted Robinson  
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