Iss. 23 | November | 2010

Coos Bay Coastal Hops

It's Tougher in Alaska

www.coosbayhops.com

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

The cross wind blows over the snow, the wind it goes where no one knows…with treacherous snowdrift and lots of thrills…It's Tougher in Alaska will test your skills…

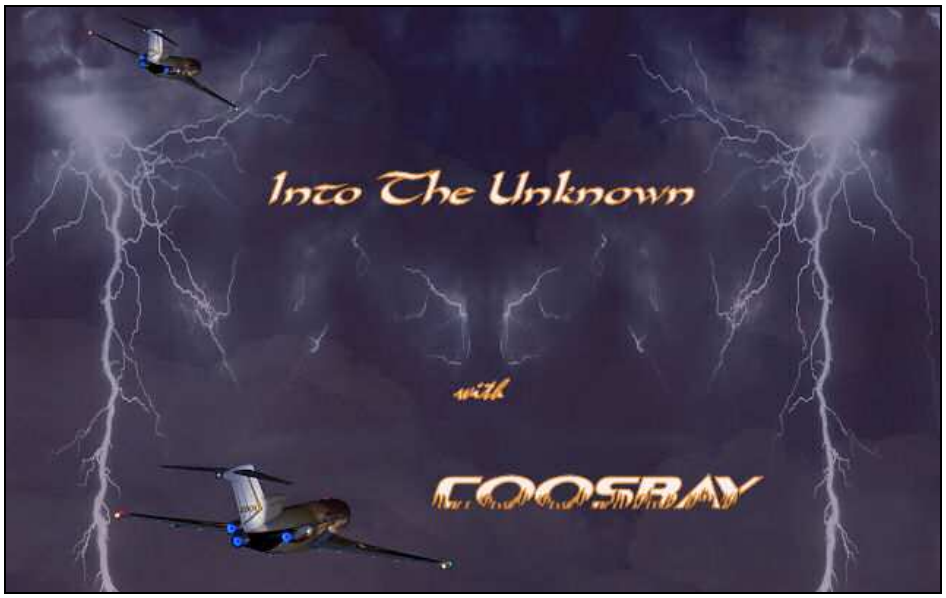
Come rain or shine
Lightning or hail
Foggy or clear
Join us, we are here!!

Feedback

We want to know what you think!

We are always happy to hear from you.

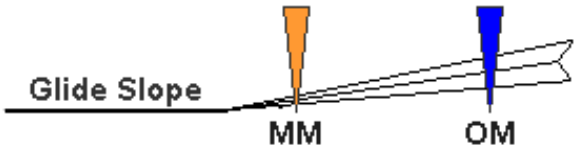
Come fly with us and enjoy the art of flying



Coos Bay management team requests that:

1. ***Your website login name must be the same as your Gamespy name***
2. ***Please use a headset with a microphone so we can hear you***

Thank you for flying Coos Bay!

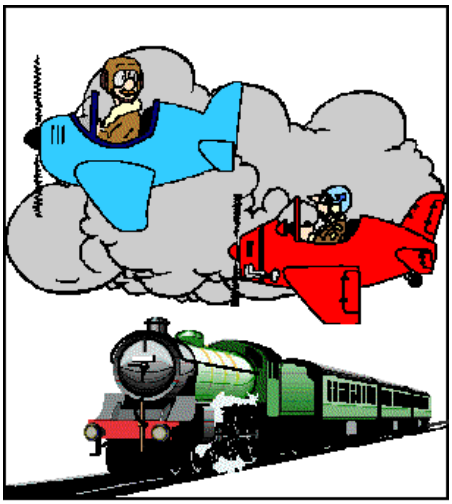


Instrument Landing System (ILS) Components:

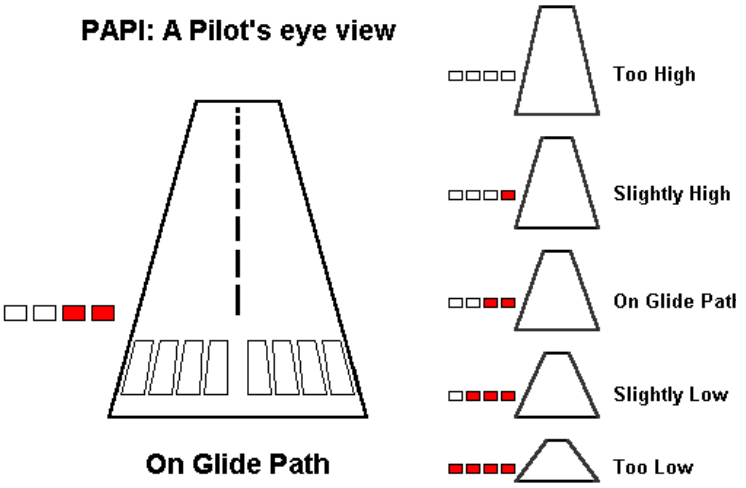
When you fly the ILS approach, you're really following two signals: a localizer for lateral guidance (VHF) and a glide slope for vertical guidance (UHF). When you tune your Nav. receiver to a localizer frequency, a second receiver or the glide-slope receiver is automatically tuned to its proper frequency. The pairing is automatic.

The Outer Marker (OM) identifies a fixed pint on the final approach situated on the same line with the localizer and the runway centerline, four to seven nautical miles before the runway threshold.

The middle marker (MM) works on the same principle as the outer marker. It is normally positioned 0.5 to 0.8 nautical miles before the runway threshold.



Johnson, IFR does not mean
"I Follow Railroads!"



How do you know you are following the glide slope?

PAPI, Precision Approach Path Indicator, as its name implies, vertically guides you to the runway with a narrower beam of light precisely.

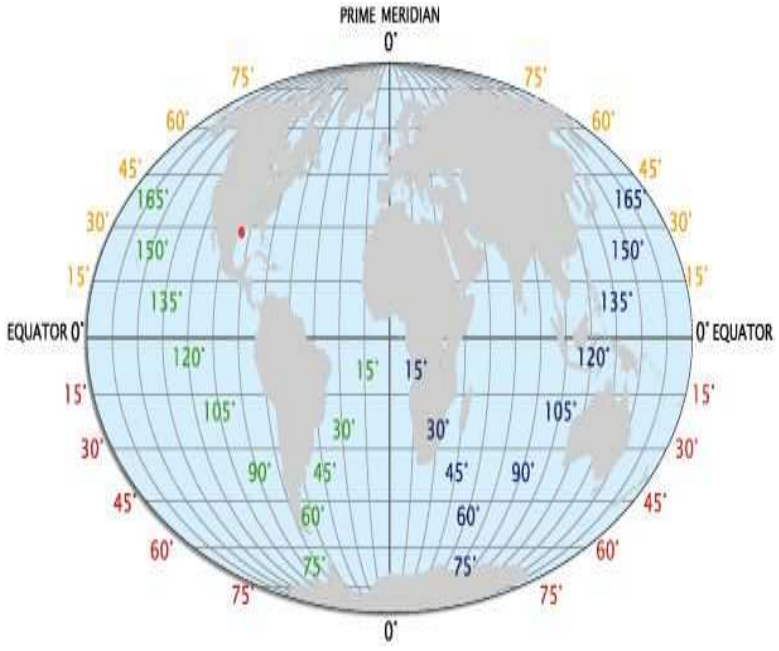
If you see three reds or three whites, it's time to take the necessary action to stop the drift. Minor power adjustments should do it but do not panic.

Longitude and Latitude

Circles parallel to the equator (lines running east and west) are parallels of latitude. They are used to measure degrees of latitude north or south of the equator. The angular distance from the equator to the pole is one-fourth of a circle, or 90°. Thus latitude would run from 90° North to 90° South of the equator.

Meridians of longitude are drawn from the North Pole to the South Pole and are at right angles to the equator. The "Prime Meridian" which passes through Greenwich, England, is used as the zero line from which measurements are made in degrees east and west to 180°.

Any specific geographical point can thus be located by reference to its longitude and latitude.



Knots and Nautical Miles

The circumference of the earth is divided into 360-degrees. Each degree is further divided into 60-minutes. If you move one-minute east or west on the equator, you have traveled one nautical mile. Thus a nautical mile is the circumference of the earth divided by 360X60.

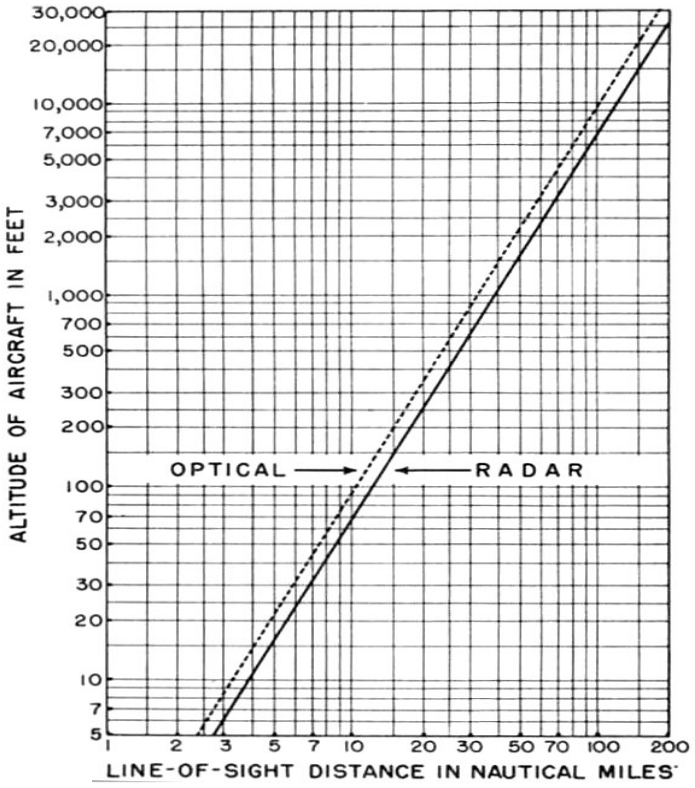
Nautical mile has been standardized at 6076.113 feet. One nautical-mile is 1.15 statute-miles for the purposes of estimating. A "knot" is one nautical mile per hour and hence it is 1.15 statute miles per hour.

One knot converted to miles per hour (mph) would be approximately 1.15 mph.

Visibility is a function of altitude in clear weather.

Curvature of the earth allows you to see over the earth as you climb up. But how far can you see, say at 10,000 feet? The chart to the right can help gauge your distance.

A cool tool to have!



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 or Ted at trobin@molalla.net.