



A NEWSLETTER FOR EMPLOYEES OF TRADEWIND CARIBBEAN AIRLINES

Breezes

Island

TCA





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Volume 2, Issue 3

Comments from the Editor

Inside This Issue

- 1 Comments from the Editor
- 2 Destination: Roatan!
- 2 Flights to Roatan, Honduras
- 3 Tradewind Caribbean Airlines Charter
- 4 Marysburgh Vortex SAR
- 10 Roatan Scenery
- 11 Airspace for Everyone
- 16 Questions from the Editor ...
- 17 Interesting Links

Fellow Simmers,

Welcome to the August edition of the Island Breezes! We have a great issue in store for you this edition, for certain!

Our feature this edition is Roatan, Honduras! Where, you ask? (Donde?) Roatan is a rapidly growing port city on an island off the coast of Honduras. Cruise ships have begun to dock there, there is a wonderful city to visit, a great airport to land at, and the shopping, food, and citizenry are wonderful.

This quarterly Breezes features another great AI ships add on by Jimmy Martin, an introduction to TB corporate aircraft by Christian Breuer, and two great articles by Tom Kurtz. Should be enough to keep you occupied in our wonderful TCA ambience for a while!

At the Breezes we would love to increase our e-zine to you, our readers and pilots. We are seeking a few additional authors to contribute to our e-zine, either regularly or occasionally. Especially in the area of technical reviews (software, hardware, etc) and also aircraft reviews. If you would like to contribute, we would enjoy putting your articles in our e-zine.

Also, if you would like to comment on our e-zine, we are considering a "letters to the editor" section. Please send your letters to the TCA website.

Enjoy this edition, there's plenty more on the way!

Keep the blue side up and the green side down!

JC and the editorial staff

TCA 9305

*The official newsletter of
Tradewind Caribbean Airlines*
<http://www.tradewind.org>



Destination: Roatan!

Roatan is the largest of eight islands that are collectively known as Las Islas de la Bahia. These islands rest upon the Bonacca Ridge, the result of an enormous crack which runs along the ocean floor, about 40 miles northeast of the north coast of Honduras. Lava from the earth's mantle welled up through this crack and formed the Caribbean plate, which buckled and created the Bonacca Ridge. Roatan is 40 miles long and less than 4 miles wide at its widest point.

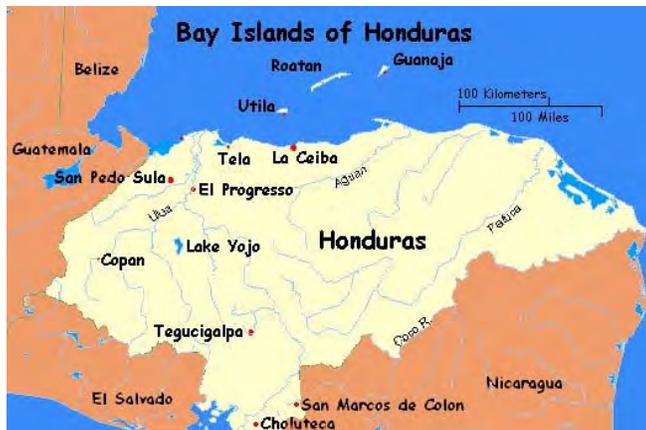
The islands have many attractions -- brilliant blue and clear water, palm-fringed beaches cooled by constant trade winds, exotic plants, and nature trails. One of the finest points about Roatan is the extensive fringing reef system that offers the most spectacular diving and snorkeling in the Western Caribbean. Roatan offers the ultimate getaway. Surrounded by warm Caribbean waters, this hilly island is as picturesque as it is unspoiled.

The warm climate, usually in the '80s, is like the warm greeting you will receive from the friendly inhabitants. The people of Roatan, population of about 30,000, have ancestral origins from eight separate cultures -- English, Spanish, Paya Indians, Garifuna, Afro-Antillean, Anglo-Antillean, Spanish Honduran, and North American.

If you have been granted a lay-over in this paradise, the snorkeling, food, and shops are absolutely worth the time spent to find them. The main language is Spanish, but there are variations around the Island, and many of the locals understand English (although we couldn't find many who spoke Tex-Mex, but that is an article for a later issue!)

Enjoy your flights to this idyllic and, at least at this point, unspoiled, location.

JC
TCA9305



Roatan, Bay Islands, Honduras

Tradewind Caribbean Airlines Flights to Roatan

Well, here are the schedules for Roatan, our featured area. You may be surprised at the number of flights that include Roatan. Enjoy.

- | | |
|-------------------------------------|-------------------------------------|
| TCA7504 MZBZ-MWCR-MHRO | TD7002 GJA-MHTJ-MHLC-MHTE-MGPB-MHRO |
| TCA7505 MHRO-MHTG-MPTO | TD7006 MHLC-MHRO-GJA-MHLC |
| TCA7510 MKJP-MHIC-MHRO-MHLM | TD7007 MHLC-MHRO-GJA-MHLC |
| TCA7511 MHLM-MHRO-MHIC-MKJP | TD7008 MHLC-MHRO-GJA-MHLC |
| TD7001 GJA-MHTJ-MHLC-MHTE-MGPB-MHRO | TM0349 MHRO-MZBZ-MMUN-KMSY |
| | TM0350 KMSY-MMUN-MZBZ-MHRO |



Tradewind Caribbean Airlines Charter

A short introduction of a division of Tradewind Caribbean Airlines

By Christian Breuer

Tradewind Caribbean Airlines Charter (also known as TCA-Charter) is a division from Tradewind Caribbean Airlines main company responsible for charter flights in the Caribbean and the whole world.

TCA-Charter normally relies on the main Tradewind Caribbean Airlines fleet, but we have our own small, but fine fleet as well: TBJ – Tradewind BizJetz.

We are offering regularly PAX-charters to the Formula-1 races around the world from different locations each race like to the Turkey Grand Prix this month. Why don't you try it out ...

Along these flights you can pick your favourite F-1 racing team and fly them to the races and back to their factories after the race is over.

TCA-Charter also offers special charters to many locations worldwide like the previous charters to the Pacific Region or the charters to South America and Africa.

More charters will be added in the future, so check the TCA-Charter homepage from time to time, but big charters will be announced on the main Tradewind Caribbean Airlines front page.

There will be a special charter to Roatan, Honduras this month as well. You will fly passengers for a ship cruise from Memphis to Roatan and back after the cruise is over.

Another charter will be the "Turn It On Again" tour of the pop-group **Genesis**. We have been chartered to fly them from concert to concert in the U.S. and Canada. For some concerts it might be necessary to fly the stage equipment as well and therefore we will use our AN-124.

It is most likely that we will have to fly some of the VIP's to the concerts, so we will have our two Lear jets on 'stand-by' nearby.



The TBJ - Tradewind BizJetz





Marysburgh Vortex SAR

By Tom Kurtz

It was one of those early spring afternoons the fresh smell of rain from a passing thundershower was sweet. Lt. Dan Houser, Aviator USCG with 6-years service and ready to make Lt. Commander any day now, drew in a deep breath then went into the little office of the U.S. Coast Guard at Selfridge Air National Guard Base. Just as he expected Ensign Ronald Parks, Aviator USCG, and recent academy and flight school graduate, was sitting there with his feet propped on the desk reading one of his trashy tabloids.

"OK, Ron feet off the desk. You know we have to keep this place looking military. At least try to look like an officer and get rid of that tabloid!"

Ron quickly put his feet down and folded the book he was reading. "Sorry sir, I didn't expect you back from lunch so soon. This is a real book not a tabloid."

"Yeah, I'll bet it is," Dan thought.

Dan took the book and read the cover aloud, "Gateway to Oblivion – The Great Lakes Bermuda Triangle by Hugh F. Cochrane." He rolled his eyes up toward the ceiling, "Come on Ron you don't believe all those tales about ships and planes disappearing in the Bermuda Triangle, do you?"

Ron stood and shrugged his shoulders, "I don't know sir. There have been more ships and planes lost right here in the great lakes than in Bermuda. The author says strange unexplained things have been happening and seen around the great lakes for centuries. Matter-of-fact we are just a little over 300 miles from a place called the Marysburgh Vortex where most of the disappearances occurred. The Marysburgh Vortex is located in Lake Ontario east of Point Petre in the southern portion of Prince Edward County and extends in an easterly direction towards the mouth of the St. Lawrence River, then north in the direction of Kingston, Ontario," he said.

Dan opened the book and began reading, "It says here that according to shipping and insurance records during the schooner era and the early days of steamship travel, more than two thirds of the shipwrecks in Lake Ontario occurred in the Marysburgh Vortex and gave rise to theories of paranormal explanations and have drawn comparison to the Bermuda Triangle."

"Well, I can believe shipping and insurance records, but I don't buy the paranormal. There has to be real reasons for the loss of ships and planes. Lake Ontario has had some fierce storms."



Marysburgh Vortex SAR (continued)

Ron took the book from Dan, "Just let me read this to you sir. There were witnesses to some of the paranormal occurrences. Listen, on a clear day in June of 1900 a ship, the Picton, was entering the vortex area. Two ships the Minnes and Acacia were following the Picton. One minute the Picton was there and the next time the crews of the following ships looked the Picton had vanished. There wasn't even a disturbance on the water. The Minnes and Acacia crisscrossed the area for several hours looking for parts of the ship or survivors. Nothing was found."

"Well, I don't believe it. Enjoy your book but don't take it seriously. Ok where is the rest of the crew?"

"Here they are now, sir. They have just been to chow."

Dan looked out the window at the sailors walking toward the building. There was the crew chief PO1 George Halbery the old "salt" with 8-years service and the rescue swimmer PO3 Jack Johnson the new guy with only 18 months service. The two men came into the office.

"Halbery, is the chopper equipped and ready to go?" asked Dan. The "Chopper" was a beautiful HH-65 Dolphin equipped with an onboard computer they nicknamed "Oscar" which alone could fly the helicopter or as the pilots liked to say, "*If it was working!*"

"Yes sir, she's ready and waiting, but I don't think we will get called out this weekend. The weather is too nice and that little thunderstorm has gone up the lake and fizzled out by now. I am ready for a nice quiet weekend," said Halbery as he flopped on to a chair and turned on the TV.

"I'm ready too, sir. I wouldn't mind a little swimming after pulling stupid ice fishermen off drifting ice flows this winter. Those guys never seem to learn," said Johnson as he pulled up a chair along-side Halbery, "What's worth watching this afternoon?" Halbery clicked the remote a few times and found the Detroit Tigers playing and exhibition game against the L.A. Dodgers at Lakeland, Florida. The men settled down to watch the game.

Dan looked around for Ens. Parks. Parks was standing in front of the large plastic covered wall map of the great lakes area. He had a grease pencil and was drawing on the map. "What are you doing?"

"Well sir, I am drawing the course of the Marysburgh Vortex from Point Petre to Kingston and the mouth of the St. Lawrence River."

"Ok, but wipe it off after you are done. I want the map clean in case we have to plot a real course."

"Aye, aye sir will do".



The HH-65 Dolphin



Marysburgh Vortex SAR (continued)

Dan sat down at the desk and began to read the latest NOTAMS. He was about to tell the sailors to turn down the TV volume when a breaking news flash came on, "A private twin engine plane is believed to have crashed in Lake Ontario. The plane left Toledo, Ohio and had filed a flight plan for Kingston, Ontario. The plane transited the Cleveland Control Center airspace and was handed off to the Buffalo Control Center where the pilot requested Flight Following. The pilot reported flying into a strange white fog and shortly thereafter the plane's blip was lost off the Buffalo radar. Buffalo ATC did not hear any emergency message from the pilot. Stay tuned for updates"

Ens. Parks, turned to Dan, "Well, whada'ya know sir?"

It was not more than five minutes after the newsbreak when the telephone rang. Dan answered, "US Coast Guard Lt. Houser." Dan picked up a pen and began writing a note, "Yes sir, we will be glad to assist." Dan hung up the telephone and looked up. The others were looking at him with that *"well what is going on expression on their faces"*

Dan stood up, "OK Halbery warm up the chopper we have an assignment." Halbery turned off the TV, "Aye, aye sir, OK Johnson let's go." The two sailors left. Parks put down his grease pencil, wiped the map clean, and put on his flight jacket, "Where are we off to sir?"

Dan looked at his notes; "We are flying to Buffalo and from there on a SAR (Search and Rescue) looking for the plane that went down. It is a Baron 58 tail number N71FS. Buffalo Center lost the plane off their radar more than three hours ago. The TV breaking news cast was late."

"Sir, why are we being called out? Can't Buffalo and the Canadian coast guard handle it?"

Dan shrugged his shoulders, "I don't know for certain, but it looks like Buffalo doesn't have the necessary aircraft at the moment and the Canadians requested our assistance *and* our District Commandant wants us to go as a gesture of good will. His *want* is our command...ours is not to reason why, ours is but to do or die," he said.

"I've heard that line before it's from the poem "Charge of the Light Brigade" by Alfred Lord Tennyson," Parks announced. Dan headed out the door, "Never mind the literature lesson! Let's get going," he said.

Minutes later they were in the air heading east. Ens. Parks manned the radio, "Selfridge departure this is Coast Guard, Dolphin 6508 flying a SAR to Buffalo, New York request flight following," he said.

"Roger 6508, squawk 1508. We heard about the missing plane."

"Roger, 1508, Coast Guard 6508"



Over the Marysburgh Vortex



Marysburgh Vortex SAR (continued)

"Coast Guard 6508 radar contact 8 miles east of Selfridge altitude 8,000. Climb to 10,000 and resume own navigation after clearing Detroit airspace."

"Roger, climbing to 10,000, Coast Guard 6508."

Ron looked at Dan and flashed a big smile, "Well, sir, looks like we are going right into the Marysburgh Vortex!" Dan rolled his eyes, "Don't get excited Ron. We aren't playing Ghostbusters!"

Halbery and Johnson were listening on the intercom, "I've heard about the vortex area. They say it is a spooky place. Think we will see any ghost ships, sir?" said Halbery and laughed.

Johnson piped in, "I'd like to see a ghost ship."

"Ok, you guys, enough of the ghost stuff keep your eyes peeled for that plane once we are over Lake Ontario."

When they entered the Buffalo Airspace Ron asked for flight following. Dan dropped to 500 feet AGL and began flying a search pattern up the lake. The chatter on the intercom ceased as they began scanning the water for any sign of the crash. They saw nothing. Dan thought, "*This rescue is just going to be a search for bodies.*"

Ron was keeping an eye on the fuel gauge; "We are getting low on fuel, sir. I suggest we call it a day and go to Kingston," he said. Dan looked at the fuel gauge, "Ok, call Kingston and let them know we are coming in," he said.

Ron keyed the microphone, "Buffalo Center, Coast Guard, 6508, cancel flight following."

"Roger, 6508 flight following terminated "squawk" 1200. Good day."

"Thank you, Buffalo."

Ron tuned Kingston approach on 135.050, Kingston, Coast Guard, Dolphin 6508 with you altitude 7,000 15 miles southwest. Request full stop landing.

"Roger, Coast Guard 6508. Cleared to land Runway 07, wind SW 10kts, altimeter 29.92. Contact FSS on 122.500 after landing."

"Roger, runway 07, going to 122.500, Coast Guard 6508." Ron looked at Dan, "What now sir?"

"We land take a short break, refuel and go back out and give the night vision equipment a try. I hope it is working."

"It's working sir. I checked it out last night," said Halbery.

It was dark when they resumed the search slowly flying a search pattern. The lake water was an eerie ghostly green color when viewed through the night vision goggles.



The Dolphin flying a SAR pattern



Searching Lake Ontario



Marysburgh Vortex SAR (continued)

Jack Johnson was looking out the open door of the helicopter and called out, "I see a ship off to starboard! Do you guys see it? It looks like an old steamship."

Dan banked to the right and everyone looked for the ship, "I don't see it," he said. Ron exclaimed, "I see it! It looks like a shadow on the water. It looks transparent. I can see through it!"

"I see it now too," Halbery hollered, "looks like an old coal hauler from early in the last century...that's kind of ship the Picton was."

"It is a ghost ship! I'll bet we are looking at the Picton," Ron said. Dan strained his eyes and then, "Yes, I see it now!" he said and headed straight for the apparition. He flew low right over the ship. Johnson yelled, "I saw the name on the bow...PICTON!" Dan thought, *"This can't be happening. I must be dreaming!"*

Ron began laughing, "I told you sir, strange things happen in this part of the lake." Dan made a 180 and went back over the spot. The apparition was gone but something was floating in the water. Dan pulled back hard on the cyclic and pushed the HOVER button on Oscar. The Dolphin immediately went into a hover about 15 feet over the spot.

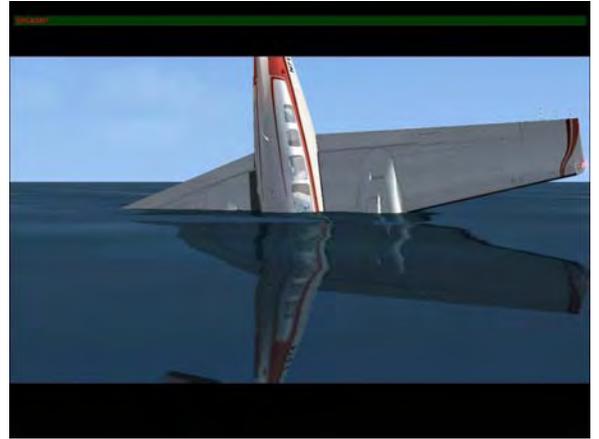
"It's a man in a life preserver," Johnson hollered, "I'm going in!" Johnson swam to the man whom appeared to be unconscious. Halbery lowered a pick up harness. Johnson strapped the man into the harness and signaled Halbery to lift them up. Once in the helicopter the sailors wrapped the man in a warm blanket and gave him some oxygen. In a few minutes the man revived he was still in a daze, "Where did you guys come from?" he asked.

"Detroit," said Johnson as he handed the man a hot cup of coffee. Ens. Parks knelt by the man, "Were you on the plane that went down this afternoon?" he asked.

"Yes, I was one of the passengers. There were five of us on the plane. We are all employees of Acme Aeronautics in Toledo. The pilot and co-pilot are really company engineers. We were on our way to a business meeting in Kingston. We were flying along enjoying the trip when we entered this funny white cloud or fog. I remember the pilot saying, "What is this? The compass and HSI just went crazy!" The co-pilot said, "The radio just went dead!" That is the last thing I remember until I found myself in the water and the ship was trying to pick me up. Then I must have passed out from hypothermia. Did you guys see the ship? Did you find anyone else?"

Johnson was about to speak, but Ens. Parks held up his hand for silence, "Well, we think we did, but it was gone when we picked you up. We didn't find anyone else. You may be the only survivor."

Dan radioed the location to the Canadian Coast Guard ships that were searching the area. Then headed to Kingston. After getting the survivor to a hospital they returned to the airport to stay overnight.



Fate of Barron 58, tail number N71FS?



On approach to Kingston



Marysburgh Vortex SAR (continued)

"When Dan and Ron got into their room and settled down for the night Dan thought, *"I can't believe what just happened and I don't want anybody to talk about it."*

Ron snuggled down in his bed and thought about how great an experience they just had, "I can't wait to get back and tell what happened. Maybe I'll call the TV station and tell them. It would be a great story," he said.

Dan rolled over and looked across the room, "I am ordering you not to say a word about what we saw and I will tell the men to do the same," he said.

Ron sat up, "But Sir, you saw what happened. The ghost ship marked the spot where the plane went down. It was as if that ghostly crew was trying to help locate the one survivor. Even the survivor said he saw the ship," he said.

"Ron, I don't want to create an uproar over this. If the media even got a smell of what happened it will turn Lake Ontario and Kingston into a circus. There would be so many people out there in boats looking for the plane and the ghost ship it would create a dangerous situation. You heard my order. Not to mention how I would explain it to the Commandant. Now go to sleep," he said.

Ron fell back into his bed and stared at the ceiling, *"Nuts!"* he thought.

Morning dawned bright and clear a great day for flying. Dan filed a flight plan and they took off for Detroit via Buffalo. After leaving the Kingston airspace Ron contacted Buffalo and requested Flight Following.

The men had received their order not to discuss with anyone what they had witnessed. They weren't happy, but an order is an order. There was much chatter on the intercom everyone was thinking about the strange experience.

Dan looked up from scanning the instruments and saw nothing but a heavy dense white fog all around them. He looked back at the instruments and the compass and HSI were spinning. Ron checked the radios. They were dead. Halbery couldn't believe how fast that cloud came up. Halbery was shocked! When he looked forward, Lt. Houser and Ens. Parks were gone! He looked back to speak to Johnson and he was gone. Then everything went black.

At Buffalo Air Traffic Control Center the controller on duty called to his supervisor, "Hey Joe, I just lost Coast Guard 6508 off the radar."

Happy Landings!

(NOTE: Thanks to Hugh F. Cochrane for references from his book, Wikipedia, and the Great Lakes Historical Society.)



Roatan Scenery

By Jimmy R. Martin

<http://fs.freeflow.com>

The following AI boats and ships MUST be downloaded from the sites as listed! **Do not download from other sites!** Ships may look the same but there are some differences in the downloads!!! The same models from other sites may not work properly - such as wake effects.

=====
UNZIP the .zip file into your "Microsoft Games" folder. Activate TCA_Roatan through your library.
=====

OR:

- Place the folder for Roatan into your addon scenery folder and activate through library.
- Place the traffic bgl into your scenery/world/scenery folder.
- Place included ships into your aircraft folder with the effects folder into your FS9 effects folder.
- Install other ships from the list below according to their individual directions. Be sure to open each unzipped downloaded folder to check contents inside of each. IF they include any effects folder then that folder "effects" must be in your main FS9 folder.
- AF2 folder goes into your FS9/addon scenery/scenery folder. It contains the flight plans for the boat movement.

=====
AI Ships:
=====

AVSIM:

- gorge_ai.zip
- aishrimp.zip
- gorge_ai.zip

<http://f1.aaa.livedoor.jp/~rjnnhama/craft.htm>

- AI_Freedom_Of_The_Seas.zip
- AI_jpn_fishing_vessel.zip
- AI_ship_asuka.zip

flightsim.com

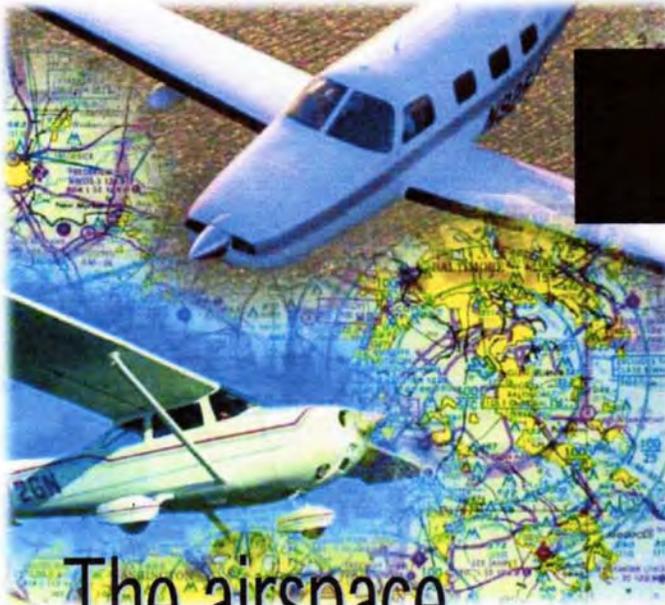
- aimarign.zip
- aimgycht.zip
- tallberm.zip (Not required, but very, very nice!)

<http://www.fs-shipyards.org/>

- Fishing Boat - Shrimper (AI) - Package
- Tramp Steamer
- zzau ships by Ian Thatcher



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(Editor's Notes: You can also download Jimmy's AI and effects for Roatan from the Tradewind Caribbean Airlines website at http://216.73.113.34/TCA/files/TCA_Roatan.zip)
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Airspace For Everyone

The airspace above the United States can seem as complex and convoluted as a soap opera plot. With a little study, however, it does make sense.

CHASING THE BLUE HORIZON





Airspace for Everyone

Chasing the Blue Horizon

By Capt. Tom Kurtz

Hi Guys and Gals.

In my first article of "Chasing the Blue Horizon" I said we needed to go back and review some of the basics of flying. I think the subject of airspace is a good one to look at because there is nothing more basic to our hobby of flying than the air we fly in.

We will be talking about both VFR and IFR flights within the different classes of airspace laid out for us by the FAA (Federal Aviation Administration.) VFR pilots need to know more about airspace than IFR pilots, because most airspace was designed to separate VFR and IFR operations. The simple act of being on an IFR flight plan means that a clearance through controlled airspace has already been granted. Of course, pilots who are studying for FAA knowledge or practical tests will need to know everything...so let's bone up!

First off when we distill the subject down to its simplest concept there really are only two kinds of airspace that we fly in, controlled by Air Traffic Control and uncontrolled no Air Traffic Control.

In the early days of aviation, all airspace was uncontrolled, what we today call Class G airspace. Way back then, like right after World War I when the pilots came home and started barnstorming and flying stunts at state and county fairs there were few airplanes and none were equipped with instruments necessary to fly in clouds. However, there were probably daredevils (and there some today) who flew into clouds anyway.

Even at the busiest airports, traffic density was low and the airplanes were slow. There were no standards for weather conditions that aircraft should fly in, it was generally agreed that if you could remain clear of clouds and had at least one mile of visibility, you could see other airplanes and terrain in time to avoid a collision. This was called "SEE and Avoid." It formed the basis for VFR flight.

As the aviation populations grew and gained more experience flying in marginal weather, pilots learned that See and Avoid wasn't going to work. So (and I don't know who promulgated the rules because FAA didn't exist yet) new minimum cloud clearance limits and flight visibilities were set and agreed on. This worked well for a time, but the aviation industry was booming, and things were about to change. I wish I had some of the early minimums to quote.

Here's a little nugget of information out of the FAA that brings up a question or two: "Except (the underline is mine) when flying in clouds, the pilot in command is responsible at all times for aircraft separation, even when operating in a radar environment or on and IFR flight plan."



Airspace for Everyone – Chasing the Blue Horizon (cont.)

Ok, great so the question is who is responsible when the pilot in command is flying in clouds? I think the only answer is the ATC (Air Traffic Control) is responsible then, but that isn't brought out in the information. You have to read between the lines. I was employed in the government for over twenty years and I always criticized the "gobble-de-gook" that is published by our learned agencies. Yet they are getting paid the big bucks!

So what are the VFR minimums today? Just in case you don't remember here ya go:

The definition of VFR (Visual Flight Rules) is that you can maintain control of the aircraft via direct visual reference to the ground, ground obstacles, cloud formations, and other aircraft in the area of operation.

VFR conditions require no ceiling or a ceiling that is greater than 3,000 ft AGL (Above Ground Level) and the visibility is greater than five miles. Marginal VFR (MVFR) is a ceiling of 1,000 to 3,000 ft AGL/ or a visibility of three to five miles inclusive.

Got that? Good, here's more:

Federal Aviation Regulation (FAR) 91.155 states the minimum distances for cloud separation and visibility in both controlled and uncontrolled airspace:

Class B Airspace: 3 statute miles visibility and clear of clouds

Class C Airspace: 3 statute miles visibility 500 ft below the clouds or 1,000ft above the clouds and 2,000 ft horizontal separation.

Class D Airspace: Same as Class C.

Class E: When flying at less than 10,000 ft MSL (Mean Sea Level) 3 statute miles visibility cloud separation same as Class C.

At or above 10,000 ft MSL 5 statute miles visibility and cloud separation 1,000 ft below, 1,000ft above and 1 statute mile horizontal.

Class G: 1,200 ft or less above the surface regardless of MSL altitude: Daylight flight: 1 statute mile visibility and clear of clouds. Night flight: 3 statute miles visibility. Cloud separation same as Class C.

If more than 1,200 ft above the surface but less than 10,000 ft MSL: Daylight flight: 1 statute mile visibility. Cloud separation same as Class C. Night flight: 3 statute miles visibility. Cloud separation same as Class C.

If more than 1,200 ft above the surface and at or above 10,000 ft MSL. Night flight: 5 statute miles visibility. Cloud separation 1,000 ft below or 1,000 ft above and 1 statute mile horizontal.



Airspace for Everyone -- Chasing the Blue Horizon (cont.)

There is a lot to remember, right? Oh, bring back the days when we could just buzz off free as a bird and fly however we please. NOT! We can still do that in our flight simulations. So why bother to learn this stuff? The answer is learning keeps you sharp and young in mind. Also, you develop a professional attitude toward flying.

Let's take a look at the last part of the Class G rules where it says, "More than 1,200 ft above the surface and at or above 10,000 ft MSL." The first thing some of you will ask is how in the heck could I ever get an airplane into that situation? Good question. Here is the answer:

If the ground or airport you are flying over at the moment happens to be 10,000 ft MSL and you are flying at 1,300 ft above the surface (above ground level) you are in that situation. You can experience this situation flying over mountains. I know of one airport in the world that is 10,000 ft MSL and if you fly over it at 1,300 ft you would be exactly in the above situation. That airport is the in Asmara, Eritrea in East Africa. I once flew in and out of there during my military career. Want to try landing a plane at 10,000 ft MSL? Use your flight planner in FS2004 or FSX and set up the flight. If you fly a prop driven piston engine aircraft you will have to lean the mixture to keep your power up as you land. Try it. It's fun.

Ok, you got all of that...I'm sure. Yeah, right!

Here's another little nugget of information that you need to know: "For airplanes, when the visibility is less than three statute miles, but not less than one statute mile during night hours, and airplane may be operated clear of clouds if operated in an airport traffic pattern within one-half mile of the runway." FAA gobble-de-gook! However, you are expected to follow that rule. My question is how in the heck does a pilot measure all of those statute miles distance while trying to land? Same question applies to all the mandatory limits we discussed above. I guess you give it your best "guesstimate". Don't worry if you are off a mile or two because there aren't any FAA traffic cops up there to pull you over and give you a ticket. I am not saying to disregard the rules, just do the best you can and stay out of trouble.

Ok, let me give you a brief description of the different classes of airspace.

Class A: Only IFR is permitted within this airspace. It begins at 18,000 ft MSL and extends to 60,000 ft MSL.

Class B: This class is defined as the airspace surrounding the busiest airports. Each airport has its own designated Class B structure. The limits are set to meet the needs of the airport. We have about 34 such airports in the United States. The limits are drawn on sectional maps in different colors (I'll get to that in a minute). All are circular shaped and increase in radius as the altitude increases. The core of the airspace, measured from the center of the airport, has a radius of five to 15 nautical miles, depending on the needs



Airspace for Everyone – Chasing the Blue Horizon (cont.)

of the airport and may in some cases extend as far as 20 or 30 nautical miles or more. The ceilings of Class B airspaces vary, but the most common is 8,000 ft MSL. Just check the sectional charts of the area you intend to fly into. I subscribe to Jeppesen Publications and they produce really good maps. I have sectional charts of most of the busiest airports. Page one of this article shows part of the sectional chart of the Dallas-Ft. Worth area.

Class C: The Class C airspace was formerly called an Airport Radar Service Area (ARSA). This airspace is found at airports just busy enough to warrant radio communication and radar. The radius starts at five nautical miles from the center of the airport at ground level and extends to 10 nautical miles starting at 1,200 ft AGL. The ceiling is 4,000 ft AGL. There is a third radius that extends to 20 nautical miles but is not shown on sectional charts. Radio communication with Approach to these airports is optional. However, I advise you to contact Approach when coming into one of these airports.

Class D: This class identifies all other airspace over tower-operated airports that are not large enough or busy enough to justify a Class C rating. Class D airspace is cylindrical in shape (with extensions for instrument approaches) within a 5 nautical-mile radius from the center of the airport and typically extends to 2,500 ft AGL. Radio contact with the tower is mandatory and must be maintained while flying in it.

Class E: This class ranges from a floor of 700 to 1,200 ft AGL and up to 18,000 ft MSL. Included in this class are non-towered airports, area reserved for IFR traffic making the transition from a terminal to an en-route environment and vice versa, and federal airways from 1,200 ft AGL to 18,000 ft MSL. These airways are also known as "Victor Airways" they are low altitude airways.

You can see them on the map screen of your FS2004 and FSX simulations. All airspaces are illustrated on the simulation maps so you don't need to buy sectional charts. I buy the charts because I also write article for Computer Pilot magazine and I like knowing exactly what is in the areas I write about. There is a tool bar across the top of the map screen that allows you to select or unselect what is shown on the map If you have never used this feature...give it a try.

Class G: This class was explained above.

Now a word about how airspace is drawn on sectional charts.

Class A: Not shown on sectional charts.

Class B: Thick blue lines.

Class C: Thick magenta (purple for you guys that don't know colors. The girls will not have any trouble. Sorry girls there are no mauve lines. Mauve is my wife's favorite color.)



Airspace for Everyone -- Chasing the Blue Horizon (cont.)

Class D: Dashed blue lines.

Class E: Dashed magenta lines

Class E with 700 ft AGL floor: Thick fading magenta lines.

Class E with 1,200 ft AGL floor that abuts a Class G airspace: Thick fading blue lines.

This is about all that space will allow for this time for this important subject. In the next Island Breezes I will continue this discussion. I plan to cover VFR flying within Class E airspace, how to fly in uncontrolled airspace, Unicom, special use airspace, TFR (Temporary Flight Restriction, and a lot of other good stuff. Stay tuned.

Happy Landings!

A Few Questions From The Editor ...

We have now completed 4 editions of the ISLAND BREEZES, each has been unique and we have begun to establish regular columns as well. With this in mind, would each of you, our fellow simmers and readers, please take a minute or two to answer the following questions! (You can post your thoughts on the forum)

1. Are you a Tradewind pilot?
2. In each issue we have featured a destination. Do you have any suggestions for the next edition?
3. What would you like to see in the Breezes in addition to the current articles?

Thanks for taking the time, and we'll see you in the blue Caribbean skies!

The Editorial Staff





Interesting Links

[Tradewind.Org](http://www.tradewind.com)

Tradewind Caribbean Airlines, our own home port-of-call!

[FlightAware.Com](http://www.flightaware.com)

FlightAware is a free flight tracker that will change what you think about live flight tracking and aviation data.

[FlightSim.Com](http://www.flight-sim.com)

Here's the latest flight simulator news. But there's a lot more to FlightSim.Com.

[Flight Simulator Software](http://www.flight-simulator.com)

This site has been created to provide customers with a direct link into the world around Microsoft Flight Simulator.

<http://www.projectai.com>

Complete AI additions.

<http://www.fs-freeflow.com>

Excellent sceneries with animated ships, helicopters, and more.

<http://www.editvoicepack.com>

Additional call signs for Microsoft FS ATC.

<http://portal.fsgenesis.net>

Featuring the most comprehensive and complete collection of terrain mesh products for Flight Simulator.

<http://www.fs-shipyards.org>

Sail, steam, even sink, in sailboats, ships, & submarines.

<http://www.vatsim.net>

Live ATC traffic control.

<http://www.ultimatega.com>

Flight plans, general aviation and corporate aircraft.

<http://www.surclaro.com>

Flight Simulator addons.

<http://walhalla.mine.nu/fs2004.php>

Freeware scenery.

<http://www.dusteagle.tk>

Great flight plans.

<http://www.flightsimnetwork.com/premaircraft/home.htm>

Unique award winning freeware aircraft.

<http://www.simviation.com>

Great source for FS Aircraft)

<http://www.msfgateway.com>

Compilation of many FS resources arranged by topic

<http://www.flightsimnetwork.com/premaircraft/home.htm>

Premier Aircraft Design

<http://www.avsim.com>

Home page for AVSIM Online

<http://www.simroutes.com>

Sim Routes

<http://finder.asalink.net/free/>

RouteFinder - Route generator for PC flight simulation use

