



# *Island Breezes*

Tradewind's  
*Magazine*

The Tradewind VA periodical



May 2016

## Comments from the Editor

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My fellow Tradewind pilots,

We are pleased to re-introduce Tradewind's 'Island Breezes' periodical magazine. We are hoping that four editions per year will be within our grasp.

From the Island Breezes staff to all of you, our readers, we appreciate your loyalty and your readership.

The Breezes Staff

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

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## Feature Article Tradewinds' Home Base, real and virtual

Starting with the real one:



Hato International Airport - Curaçao International Airport - Web Site - Promotional Video

Hato International Airport or Curaçao International Airport (formerly Dr. Albert Plesman International Airport) (IATA: CUR, ICAO: TNCC) is the airport of Willemstad, Curaçao. It has services to the Caribbean region, South America, North America and Europe. Hato Airport is a fairly large facility, with the second longest commercial runway in the Caribbean region (after Rafael Hernández Airport).

The airport serves as a main base for Insel Air and until its bankruptcy in September 2013 Dutch Antilles Express. A new terminal was officially opened in 2006 and it accommodates a maximum of 1.6 million passengers per year.

### Location

Curacao is located extremely strategically at the junction of North- and South America, an overall market consisting of over 1 billion inhabitants. The island is furthermore situated at approximately 40 miles North of Venezuela's mainland and its major and densely populated areas.

Curacao is located in the Dutch Caribbean Region and rated category 1 by FAA according to the ICAO International Aviations Safety Assessment program. Furthermore Curacao is located at the crossroads of major shipping routes and has four deep water ports of which the Schottegat is the largest deep water harbor in the entire Caribbean region.

Departing from Curacao International Airport, downtown Willemstad, a UNESCO world heritage site, and the main seaport are both only 15 minutes away.

### Accessibility

Already and important destination to the three great aviation pioneers 'Avianca', 'PanAm' and 'KLM', Curacao continues to be an attractive destination for many airlines in their quest to build widespread aviation networks, connecting the Americas.

With a high level of connectivity and speed in its services, Curacao International Airport is considered a very accessible airport in the Caribbean. This translates easily into growth opportunities for potentials investors and airlines furthermore attracted by the airports financial incentive plans.

## Facilities Capacity

Curacao International Airport consists of a modern, spacious two story terminal built just recently. Spanning 15.000 square meters of which 12.000 meters of operative area, the area provides direct access to jets via loading bridges at three aircraft positions and soon to become five. Smaller aircraft are parked at additional hardstands to the west and 12 positions, created in the existing apron, cater to passenger aircraft.

The airport boasts large check in and baggage claim halls, using a new automated baggage handling system in accordance with ICAO. The free WIFI, spacious VIP Lounge and long term parking facilities are definitely interesting for business travelers. The modern shopping mall and extensive food court plaza offer visitors and passengers many exciting opportunities to shop, wine and dine.

Two spacious cargo buildings are located at the ramp, using airport trucks, forklifts, high loaders and storing perishables in a modern and well equipped perishables center. The airport provides a spacious parking lot with designated parking spaces for car rentals and wheel chair owners and transportation to and from the airport is provided by car rentals, taxis and public bus services.

The terminal accommodates up to 1.6 million passengers a year, complying with the Service of Level C recommendations of the International Air Transport Association (IATA). In short, it provides passengers, visitors and employees a variety of customer services, enhanced safety and security, convenience, (handicapped) accessibility, fire protection and energy efficiency.

## Meterology

Located in the tropics, just 12° north of the Equator, Curaçao has a warm, sunny climate year round. Refreshing trade winds blow constantly from the east, picking up in the spring months. The rainy season, October to February, is marked by short, occasional showers, usually at night, and continued sunny weather by day.

Curacao's average maximum temperature rises to 31 °C (87.9° F) and drops to an average temperature of 25° C (77° F). Its main pressure consists of 1010.6 mbs (29.84). Relative humidity at the time of maximum temperature rises to 65% and further to 80% at time of minimum temperatures. An average of 98% of the year weather conditions are classified as CAVOK (= Ceiling and visibility OK)

Curacao is located outside of the Hurricane belt and just out of the Inter Tropical Convergence Zone (ITCZ).





And now the virtual one:

There are a few freeware versions available on the Interweb, for example, these at [flightsim.com](http://flightsim.com) or these at [Avsim](http://Avsim).

We are going to focus on what we consider to be the best rendition available currently, which happens to be reasonably priced payware by Tropicalsim (not hard to find online).



Available for purchase [Here](#) - [Video Here](#)  
(Tradewind has no association with Tropicalsim or Simmarket)

TropicalSim's Curaçao, redone as a 2013 version for FSX and P3D. Upgrading the entire island, with new coastlines, roads, landclass and a photoreal area with autogen annotation, the package comes at a discount for owners of the developers' earlier Curaçao TNCC FS9 FSX package.



## How to.... merge the FSX default virtual cockpits (VCs) with 3rd party addon planes

There are many excellent freeware airplane models out there from the likes of Project Open Sky and Project Airbus. They are visually excellent models but neither come with a VC. Its very easy to do and the default VCs are not bad at all for non-procedural flying. Hope you simmers find this useful.

Its very easy to use a default FSX VC with any plane you choose. The default FSX VCs will be no match for a specialized uber-addon of course but I think Microsoft did a good job and its just fine for casual simmers.

In this example we will show you how to easily use the default 737-800 VC with the Posky 737NG series.

This is the procedure we have followed. Once you get used to it you can do this really fast. It looks clunky at first but don't worry!

Before we begin there is one rule that must be satisfied: The aircraft model must be compiled using the FSX SDK. The merge will NOT work if this is not the case. But how to tell?

1. Open the model folder of the plane in question.
2. Inside you will see a file (for example "737.mdl") Open Notepad and drag the .mdl file into it.
3. After some seconds a whole bunch of stuff will appear. don't worry we are only interested in the start of the text on the first line.

To determine if a model was built with the FSX SDK, use a file viewer or hex editor to look at the file. Near the beginning of the file, you should see the characters "MDLXMDLH" if it's an FSX model. An FS2002/2004 model will show "MDL8MDLH"

Now that we have gotten that out of the way lets do a merge using a Posky 737NG as an example. We will use the 737-600. You might already have the Posky 737-600 in your FS9 folder.

### Part 1: Updating the FS9 Model, if necessary

1. Copy the 737-600 folder into FSX\Simobjects\Airplanes
2. Delete the panel & model folders.
3. Now you need to go to the Posky website and download the updated 737-600 model for FSX.
4. We will use the Standard Model in this example which is named FSX)Standard Model Update 2 (OSX736) you should use the most current update.
5. Download that model file and cut-paste the model folder into the 737-600 folder.

### Part 2: The Panel Merge with default VC

1. Copy-paste the panel folder from the default 737-800 into the Posky 737-600 folder.
2. Copy-paste the folder named texture from the default 737-800 folder into the Posky 737-600 folder\*\*3. Open the model folder of the default 737-800.
4. Select B737\_800\_interior.mdl and paste it into the model folder of the Posky 737-600

\*\*You might already have a folder called "texture" if you do you will have to rename it. This will affect the paint its calling so don't forget to update the aircraft.cfg!

So now your Posky 737-600 model folder should contain this:

```
-----
-model
|
model.cfg
B737_800_interior.
mdlOSX736.mdl
-----
```

5. Open the model.cfg file in the Posky 737-600. You should see this:

```
-----
[models]normal=osX736
-----
```

We are going to add a line (shown in bold yellow below):

```
-----[models]
normal=osX736
interior=B737_800_interior
-----
```

6. Save the modified .cfg and exit

7. Open the folder named texture in the Posky 737-600 folder - (see Part 2, Step 2 above)8. Inside this folder you will see a texture.cfg file - if you open it you will see this:

```
-----[fltsim]

fallback.1=..\texturefallback.2=..\..\..\Scenery\Global\texture
fallback.3=..\..\..\..\..\Scenery\Global\texture[/quote]
-----
```

If you see the above when you open it you have the right file! Ok now close it (if you opened it to have a look!)

9. Paste this texture.cfg into EVERY 737-600 repaint you have. For example:

texture.SAS <---- put the texture.cfg in  
here texture.westjet <---- put the  
texture.cfg in here

Basically this texture.cfg "tells" every repaint to look at the file named texture. The "texture" folder contains all the references the VC needs!

You are done. Your Posky 737-600 will now have the default FSX VC! You can do this with all of Poskys 737NG models. And of course any other 737 you find. Follow the same procedure for other plane types! Perhaps you found a freeware FSX 747-400 and want to give it the default 747-400 VC?



Then we need to edit the Aircraft .cfg to include the position of the new VC so when in VC mode our internal view is not positioned too high or low from the VC displayed model otherwise it and you will be floating in space!.

Here is an example of a cockpit position cfg setting as used in the Main Aircraft.cfg file, its in 3 dimensions in space that FSX uses to display in the sim.

[Views]  
eyepoint=xxx, xxx, xxx.....where xxx represents the numbers used ie 39.8 or -12.6 etc.

Its different for all aircraft models.

The figures represent the Longitude, Latitude and Vertical position from the Reference datum in feet. The first set adjusts fwd-back, second set left-right, third set up down...or x, y, z axes. You can use the donor entries then edit/experiment with them to position the new VC into the recipient aircraft's real cockpit position compatible with its external model.

The results:  
Posky 737-600 using default B738 VC (Common flight deck for B73NGX-series)



## TAA Football Charter 9808 from Albuquerque NM (ABQ) to San Diego (SAN)

During the American Football season, here at Tradewind Alaska, we have the opportunity to fly Charter flights for the US College and Pro Football league. With thanks to our Boss, Marvin Sandmire, also known as Snowboss or Sandy who takes care to provide us with all the schedules.

Most of us here at TA join in on these, when we were about halfway through the season getting to the month of November. My assignment for this week was to fly the New Mexico Lobos from Albuquerque, NM to San Diego, CA for their game against the San Diego State Aztecs.

It's still pretty early in the morning when I walk from the dispatch office with all papers at hand needed for this flight to our aircraft parked at gate G9 of Albuquerque International Sunport. The weather is very nice for this time of the year with clear skies, wind 320/14, temperature 7°C and a visibility of over 10 miles.

Our flight number is 9808, and we're scheduled to depart at the gate at 1540Z (0840 local time) with a ZFW of 108.800 lbs and with 13.300 lbs of fuel loaded. The cabin crew prepares the cabin awaiting the arrival of the New Mexico Lobos team, their gear and some high ranking officials.

Our routing for today is rather short. We expect to depart via RW26 following the BOSQE1 departure to the SJN VOR and then along airway J18 to the IPL VOR from where we'll join the LYNDI3 arrival. Being not really heavily loaded, we can immediately climb to our cruise level being FL400.

Right on schedule at 1540Z all preparations are done and the passengers are seated. We go off blocks, ready for pushback and engine start. Our clearance is given and the pushback truck starts his job while we start the engines.



Fig1, Pushback and engine start.

After engine start and the before taxi checklist we're cleared to taxi to RWY 26 via taxiway A and A12. The BOSQUE1 departure is programmed into the FMC so that we'll have guidance for the climb out. At 1556 we're given clearance to line up. Landing lights on, strobe lights on, TCAS on and we have a good look at both sides of the runway to ensure that no aircraft are coming in. All is clear and we line up.



Fig 2, Holding short of RW 26.

Almost immediately we get take off clearance, we acknowledge and in no time we're rolling.... Take off power set... 80 knots, throttle hold... V1... Vr and away we are climbing at about V2 + 20 knots for the first 1.000 feet.



Fig 3, Climbing out and gear up.

The BOSQUE1 departure calls to be at 9.000 ft at JETOK intersection, and since we're not really that heavy our climb progresses well and we reach 9.000 ft quite a bit before JETOK while accelerating and raising the flaps on schedule.

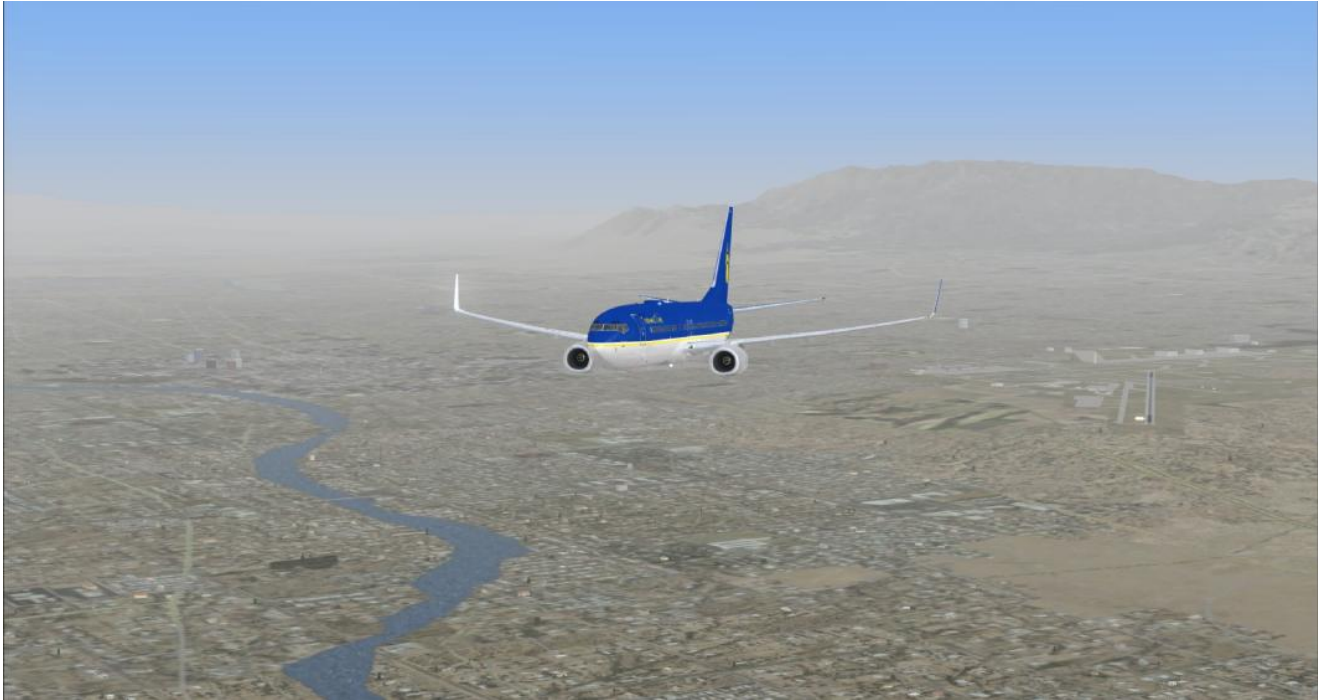


Fig 4, level at 9.000 ft towards JETOK leaving ABQ behind us.

The rest of the climb to our cruise level of FL400 went uneventful and after a little under an hour in flight we find ourselves cruising over Gila Bend AAF (KGBN)

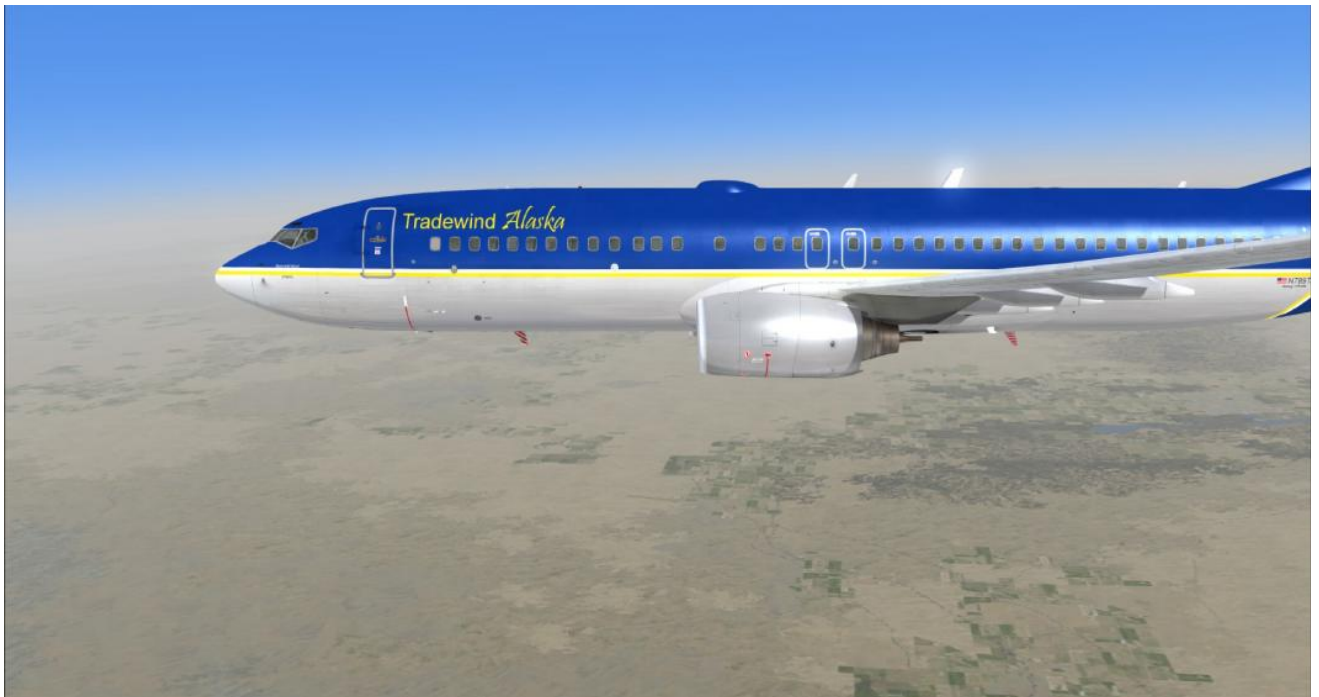


Fig 5, Over Gila Bend AAF at FL400

It's about time to prepare and brief for the arrival into San Diego. Weather conditions will give us a RW27 landing which happens to be one of my favourites, taking us over the downtown buildings towards the runway. Our arrival will be the LYNDI3 arrival, and that will connect us after LYNDI ins direct to VYDDA ins at 4.000 ft to start our RNAV RW27 approach.

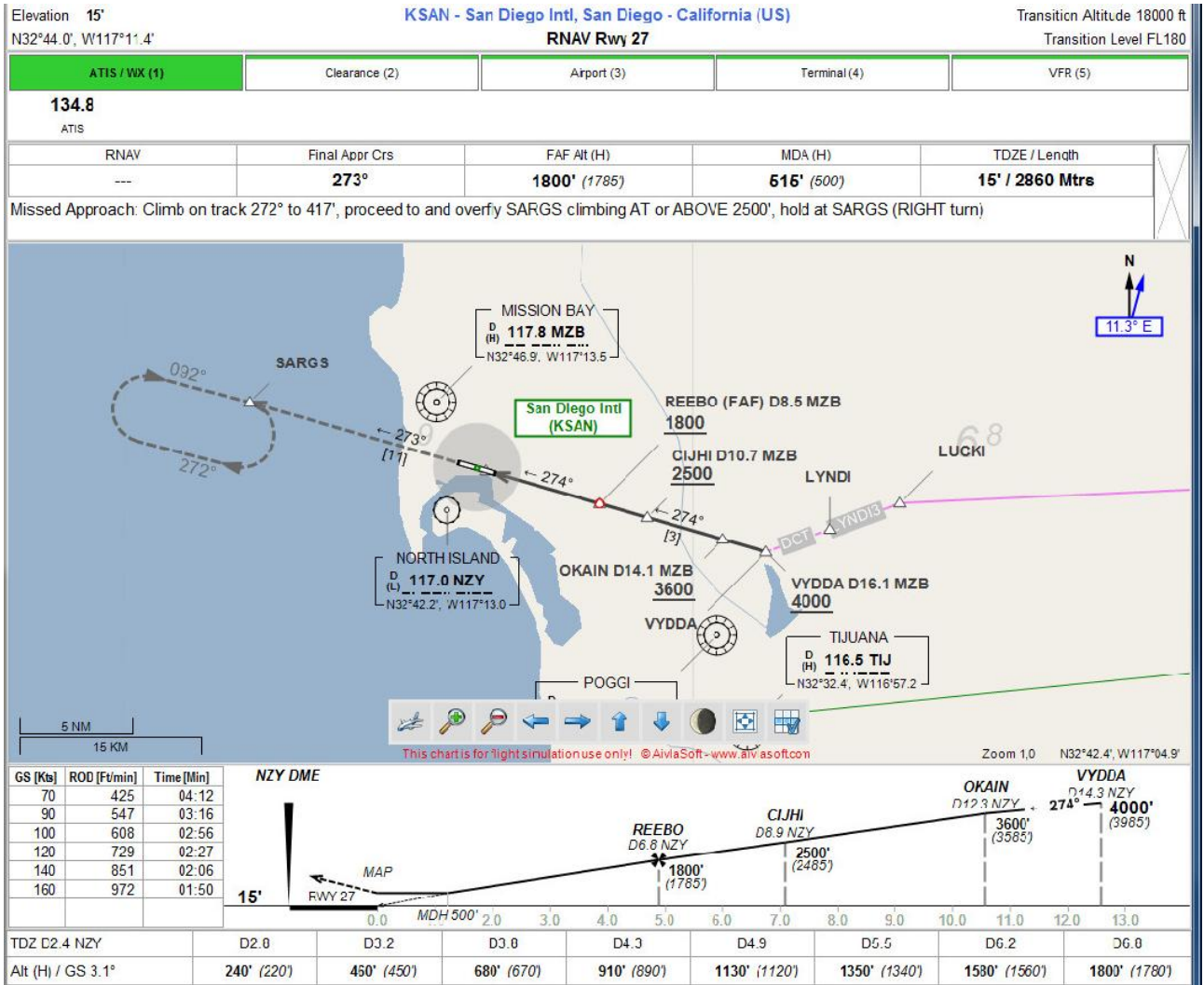


Fig 6, San Diego RNAV RW27 approach



Fig 7, Closing in on the top of descent (TOD)

The VNAV system is keeping us good on the descent schedule and while closing towards LUCKI ins we get a nice view of the Pacific coast and San Diego looming up in the distance.

You always have to keep an eye out on what the aircraft is doing during the descent, since the B737-800 is a very sleek aircraft, it tends to slow down rather difficult once you let it pick up speed. It's all about maintaining and guarding the energy state.

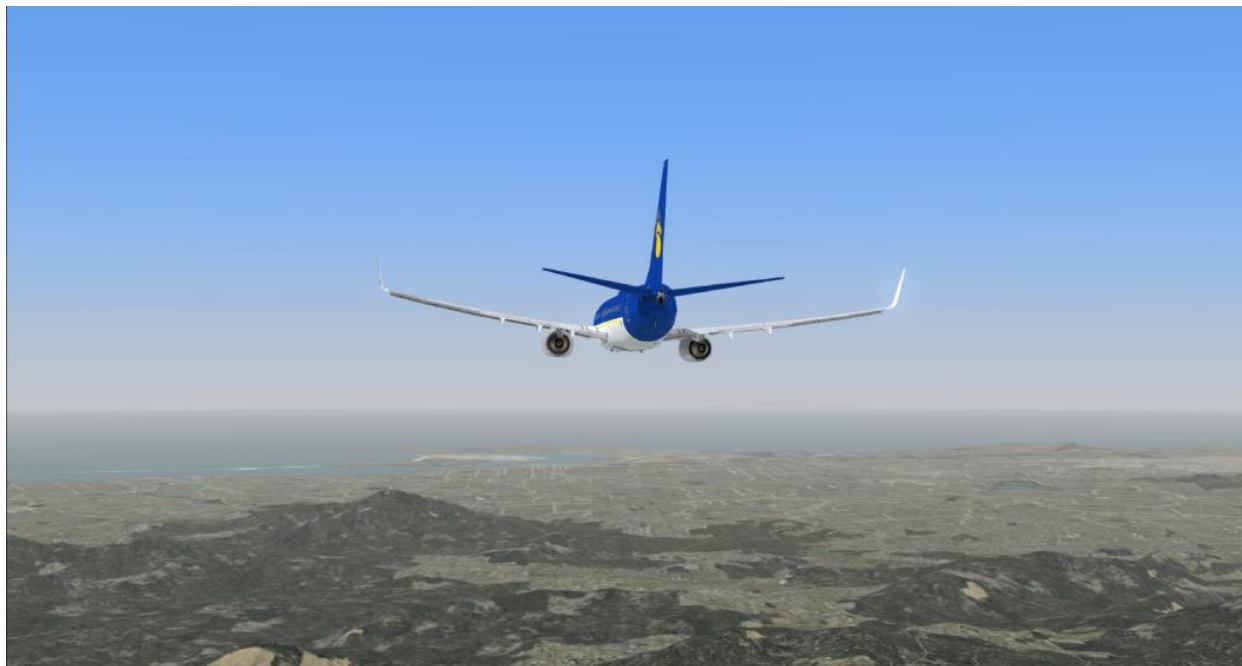


Fig 8, San Diego coming up ahead.

We arrive nicely at 4.000 ft over VYDDA ins while on ALT HOLD. I usually like to have some control on this approach. For this I dial the ALT window to 1.000 ft which keeps up nicely above our MDA and switch to V/S while tuning the V/S to around a 700 / 750 fpm depending on our ground speed and the required descent path.

While descending I keep an eye on the Vertical Deviation Indicator (VDI) for extra reference. Fine tuning the V/S we arrive at 1.000 ft and since the visual conditions are very nice I switch off the autopilot and take her down manually.

That is always so much more rewarding than to let 'Otto' do all the work, and it really gives you a feel for the aircraft. This aircraft really is a joy to fly and all the while I can enjoy one of my favourite views when coming in to land, well... maybe after St Maarten that is ☺





Fig 9 & 10 Over the downtown buildings coming in for landing... what a view.

A few moments later we're touching down, speedbrakes deploy, thrust reversers activated and autobrakes at 2.

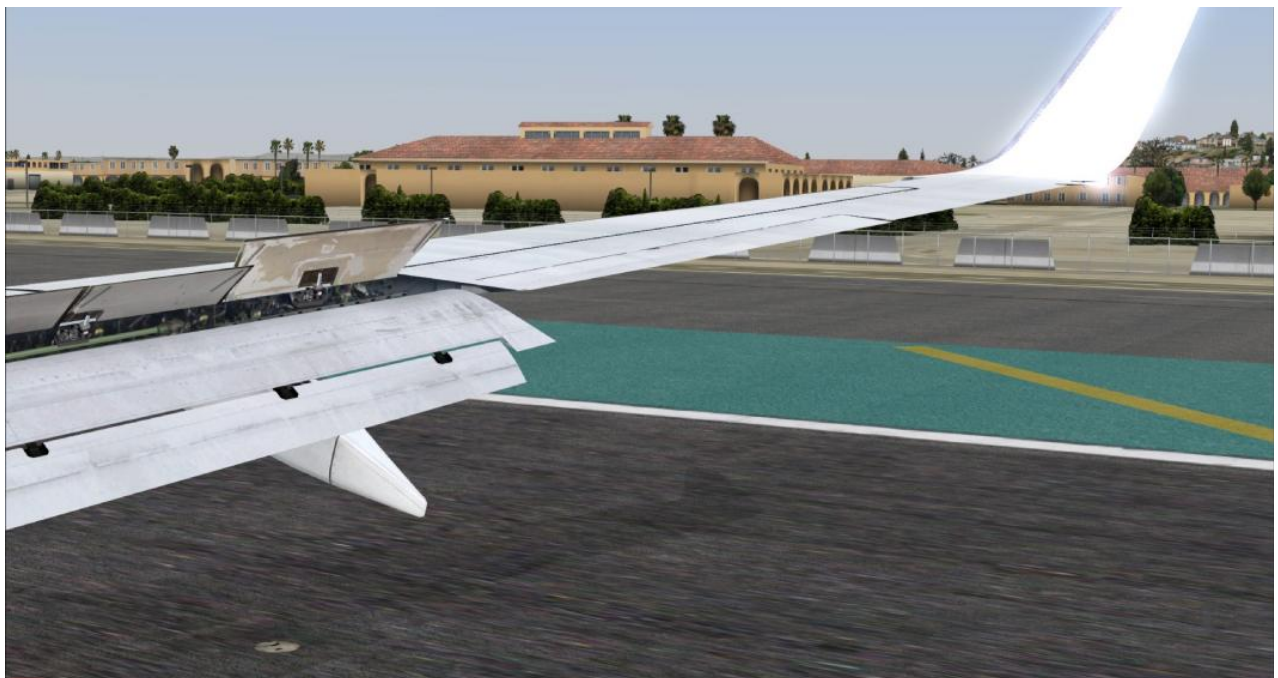


Fig 11, Roll out

We leave the runway via taxiway B9 and we briefly stop here since our gate isn't that far away and we don't have the luxury of a co-pilot to help clean up and prepare the aircraft for the arrival. Flaps up, speedbrakes down, TCAS off, landing lights off, strobe lights off, APU started and autobrake off.



Fig 12, Leaving the runway

We contact ground and are cleared to taxi to gate 38 where the crew is waiting for our arrival.



Fig 13, Arrival at Gate 38

After being marshalled in, we shut down the aircraft and deboarding can begin. The New Mexico Lobos arrived in San Diego, and Snowboss got us tickets for the VIP lounge to watch the game... a great service here at Tradewind Alaska 😊

We're 'blocks on' at 1728Z giving us a total block to block time of 1 hr 48 min and 8.400 lbs of fuel used.





Fig 14, Deboarding and unloading baggage in process.

*I hope you enjoyed reading this report as much as I had fun flying it. Stefaan Cappelle*

*Flown using Microsoft Flight Simulator X  
Aircraft: PMDG 737 NGX, TAA N789TA livery by Jack Ford  
Scenery: San Diego by LatinVFR  
Ground Services: GSX by FSOT*

*Other tools:  
FSGlobal Real Weather  
ActiveSky 2012  
AivlaSoft EFB  
Flightplanning by PFPX*



Do you have questions regarding an article you read in an issue of "Island Breezes?"

Do you have a suggestion(s) for a future article(s)?

Would you like to contribute your expertise, experience, or passion to the newsletter?

Send an email to the "Island Breezes" editor at [thestaff@tradewind.org](mailto:thestaff@tradewind.org)

Don't forget to visit us at the Forum.