



A NEWSLETTER FOR EMPLOYEES OF TRADEWIND CARIBBEAN AIRLINES

Breezes

Island

TCA





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Volume 2, Issue 2

Comments from the Editor

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Fellow Simmers,

Well, we began the rebirth of ISLAND BREEZES in November of last year and now here we are, publishing our third edition! We have evolved from that initial edition (featuring the Bahamas and our first major contributors, FS Freeflow and Milton Shupe) to the second edition (featuring St. Thomas and a full-fledged AI file on Seaborne Airline in Charlotte Amalie Harbor and some extremely well-written and informative articles) to this edition featuring the Cayman Islands.

In this edition you will find a scenery of the world-famous Sting Ray City (complete with AI boats and other goodies) by Jimmy Martin, the first appearance of two regular features from Tom Kurtz, and numerous other surprises.

We constantly endeavor to improve and make this an informative and entertaining E-zine for you, our readers. If you have an idea, or a type of article or column you would like to for us to consider, please email us your ideas.

Remember, this is a great hobby, you are truly the most wonderful group of simmers imaginable, and always keep the blue side up and the green side down and the sun at our backs!

JC and the editorial staff



If You Were To Be Asked ...

If you were to be asked "name something that most tourists think of when they think of the Cayman Islands, what would you say? Seven mile beach? Perhaps! An incredible number of banks with secret accounts? Possibly! Stingray city! Undoubtedly!!!

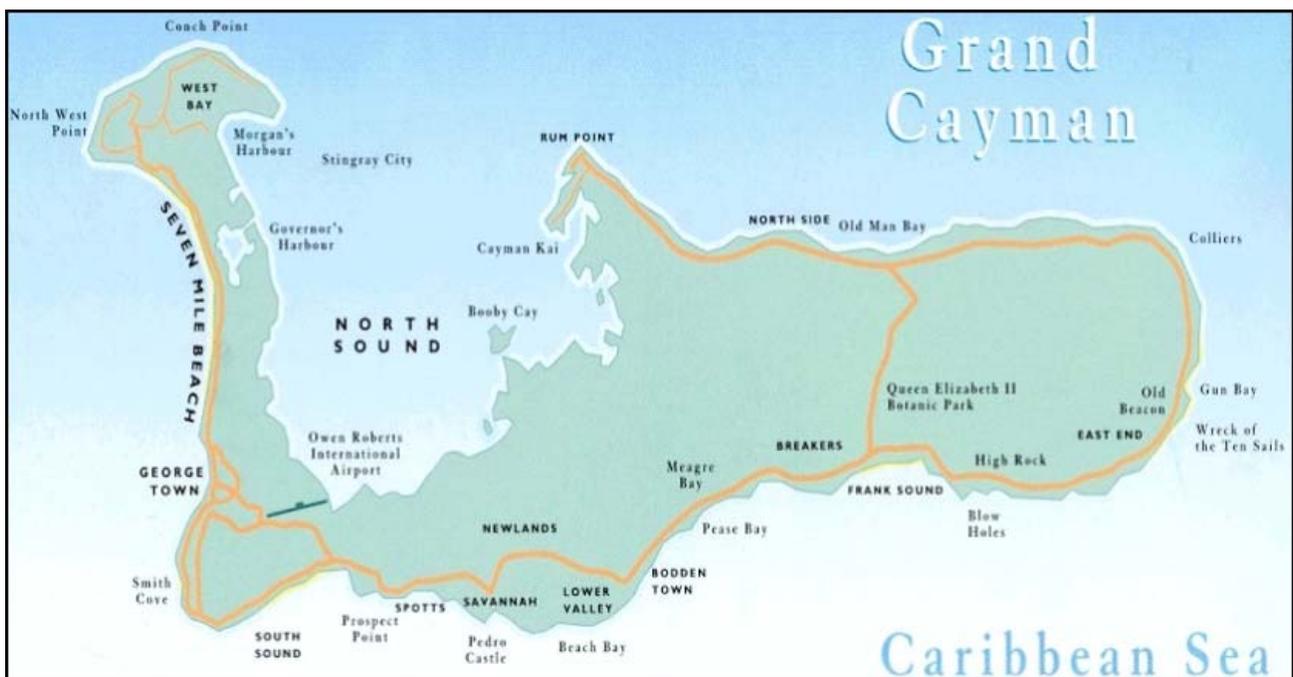
Snorkeling with the stingrays in the Cayman Islands is a wonderful treat and we couldn't let our theme of the Cayman Islands this month exclude such wonderful eye candy for flight simmers.

So, my friends, in this issue you will find, with our deepest appreciation to Jimmy Martin (a great friend!), AFCAD files, traffic files, scenery, and all that you need to have Stingray City boat traffic from the snorkeling dock, as well as ship traffic around the three islands that comprise the Cayman Islands.

For the AFCADs and traffic files, you'll find a link (in his article) that refers you to the Tradewind Caribbean Airlines website <http://www.tradewind.org>. Simply follow Jimmy's great instructions and you'll be flying over Georgetown in the Cayman islands, turning northward and watching the tourists travel on the boats to visit Stingray City.

We certainly hope that you enjoy this wonderfully done work from Jimmy Martin, created just for all of you.

JC and the staff





Chasing The Blue Horizon

By Captain Tom Kurtz

Hi Guys and Gals,

I believe there may be some women pilots reading this column too; anyway I hope so. This is my first column of "Chasing The Blue Horizon".

Notice the Garmin 1000 (left). I will be writing about using it and several other navigation instruments that you will find in the new "glass cockpit" aircraft in simulations now being published. I will also cover the operation of the FMSC (Flight Management System Computer this is the generic acronym). You may already be using an FMSC in your simulations. You will find them in the Airbus, Boeing, and Bombardier aircraft, and many other manufacturers' planes. They are all very much the same animal. When we get to the point in this column where I begin writing about the FMSC I will be using the FMS Computer found in the Boeing 737. When you learn that version you won't have any problem with the others.

Ok, that being said I want to start this column with a review of some of the basic navigation and flight preparation techniques that we simulation pilots should know and use. I am sure you're now thinking, "What did he say? Basics? Who does this guy think he is? We are all experienced pilots...does he think we need lessons on flight basics? Hogwash!" Yep! I said basics!

I am sure most of you are like the pilots I have had flying for me when I was the HUB Manager for Alaska Virtual Airlines and now those flying out of the KMEM Memphis HUB for Northwest Virtual Airlines where I am the manager; you just jump into the cockpit, engines already running, start at the active runway and buzz off into the wild blue yonder with very little thought about preparation and flight planning. Who cares if the AI ATC is hollering that you are not cleared to take off? Am I right? I know it is true because I am guilty of doing the same thing. Everybody is in a hurry these days. Instant gratification is the way to go...right? I don't think so. When you are flying for a virtual airline you should get immersed in the operation. For the hour or two that you are the "Captain" of an airliner or the pilot-in-charge (PIC) of a smaller plane; become that person. You will enjoy the flight experience more and maybe even learn a few things about real flying. Here are a few things to do to get started:

1. Check out your controls. Everything working OK?
2. File a flight plan. Check out your route on a map of the area. I use a World Atlas to locate places I am departing from and my destination.



Garmin 1000 navigation instruments



Chasing The Blue Horizon (continued)

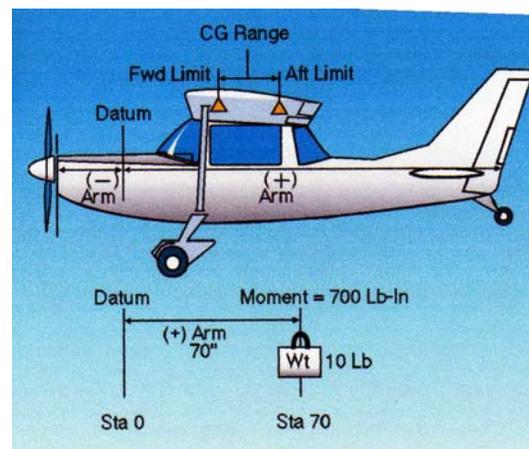
3. Download charts of the departure airport and check the SIDs (Standard Instrument Departure). Now a SID is listed as DP. Check the STARs (Standard Terminal Arrival) at your destination. Now a STAR listed as IAP (Instrument Approach) on most charts. Where may you get these charts? Try www.myairplane.com there you may find what you are looking for and it is FREE. Also, check out www.naco.faa.gov and www.airnav.com for free charts. I am a member of Jeppesen and Navdata/Navigraph. It costs me a little money but they are worth it for the information they provide.
4. Start your flight from the terminal or appropriate parking area. Remember ETE (Expected Time Enroute) includes taxi time to the runways. Try to make the flight in the time set by the airline schedule that is part of the fun and a test of your flying skill.
5. Set your simulations for the most realistic flight dynamics. For example don't use Auto-Rudder or Auto-Mixture, Unlimited fuel.
6. Calculate the amount of fuel you will need to taxi, carry the load of passengers or cargo, the amount of reserve fuel you will need if you are diverted to another airport by ATC or to a holding pattern, or if you have to execute a "Go Around". If you don't know how to calculate fuel requirements, I'll cover it in a later column.
7. Download the actual weather if your simulation has this feature; most do these days.
8. Calculate the weight and balance of your aircraft prior to taxi and take-off. This last item brings us to the lesson of this column:

Calculation of weight, balance and center of gravity

The first thing you are going to think is, "why is this even necessary? We are only flying a simulated aircraft in a virtual airline." The answer is to learn something about real flying and develop a professional approach to flying a simulation. If you don't care about trying to fly like professional pilot; go buy an X-BOX 360 and play games!

I have checked the PIREPS (Pilot Reports) of my pilots for weight and balance of the aircraft they have just reported flying on an assignment. I have to laugh because in some cases the plane was so overweight it would never have been able to take-off! How do I know that? I know because I assigned the flight. I know the weight limitations of the aircraft, how many passengers were aboard, and how much fuel was required.

Where is this information found in a simulation? In the Microsoft simulations the description of the aircraft are available when you select the aircraft, the weights, power, engine type, range, etc are listed. Then before you fly, hit the "ALT key" and bring up the menu bar at the top of the screen, there are tabs under the aircraft tab to set realism, and the fuel and payload for the flight. The same information is available for aircraft in X-Plane simulations. I believe X-Plane is even more realistic.



Weight and Balance Illustrated



Chasing The Blue Horizon (continued)

Let's get started with some weight and balance acronyms and definitions:

OEW - Operating Empty Weight. Also known as **BOW - Basic Operating Weight** - Includes the body weights of the crew, charts, books, catering supplies, and lavatory fluids. The usual crew body weight on most charts is 170 pounds. More realistic weight is 190 pounds.

CG - Center of Gravity. The CG is the point on an airplane about which an airplane would balance if it were possible to suspend it at that point. It is the mass center of the airplane, or the theoretical point at which the weight of the airplane is assumed to be concentrated. It may be expressed in inches from the reference datum, or in percent of mean aerodynamic chord (MAC)

Are any of you guys or gals aeronautical engineers? Not me. By education I am a lawyer (maybe I shouldn't have told you that!)

Here datum is demonstrated (at left).

Reference Datum is an imaginary vertical plane or line from which all measurements of arm are taken. The manufacturer establishes the datum. Once datum is selected, all moment arms and the location of CG range are measured from this point. Center of gravity limits of an airplane are the specified forward and aft points within which the CG must be located during flight. These limits are indicated on pertinent airplane specifications. The CG range is the distance between the forward and aft limitations listed on the airplane specifications. You may find specifications for aircraft on-line at the manufacturer's web site. If a POH (Pilot's Operating Handbook) is included with your simulation you may find the specifications in the book.

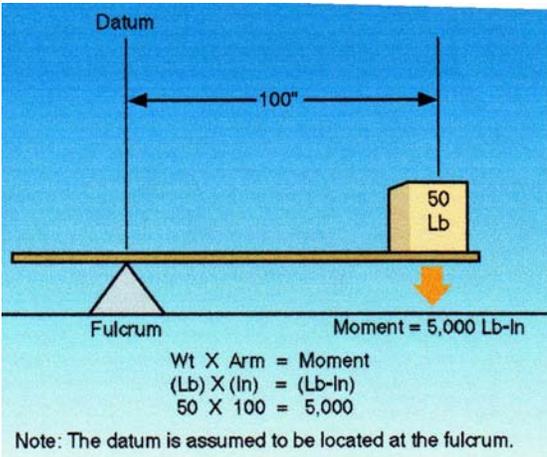
This looks like a page from a high school physics book (at left).

Acronyms continued:

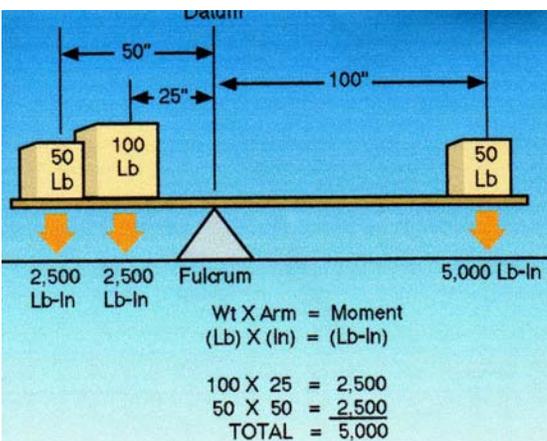
MTXW - Maximum Taxi Weight- This is self-explanatory.

MZFW - Maximum Zero Fuel Weight- This is the weight of the aircraft with passengers and cargo, but no fuel.

MTOW - Maximum Take-Off Weight- This weight is given in the brief specs given on the screen where you select your aircraft in Microsoft simulations. It may or may not be given in add-on aircraft. In some of the add-on "Payware" aircraft that I own like the PSS Airbus series by Phoenix, if your aircraft is over the MTOW you get a T.O. Inhibit message on and MFD (Multi-Functional-Display) and you cannot take-off until you correct the weight. In Microsoft simulations you use the flight planner to set up your flight and the program automatically gives you a generic payload of passengers and cargo, calculates the expected fuel burn for the trip, loads the correct amount of fuel, and the MTOW is correct.



Determining Moments



Establishing Balance



Chasing The Blue Horizon (continued)

MLDW - Maximum Landing Weight-This is self-explanatory too. The Microsoft flight planner will get you to your destination with the proper landing weight.

Here's where the "rub" comes in, when you are assigned to fly a real airline route with a certain aircraft, a specified number of passengers and cargo and you change the payload and fuel to meet the assignment criteria. You are going to look very silly if you don't load the aircraft correctly and can't get off the runway! Maybe you'll just set there like Jet Blue did. Better make sure you have plenty of peanuts and soft drinks for the passengers.

I use a program called **SkyTeam** to assign flights to my pilots at Memphis. **SkyTeam** is an actual tool used by airlines to plan flights. You select the departure and destination. Then you select the flight out of a number of choices that include time of the day, airports where you must change planes, the type of plane used for the flight, and the number of passengers, cargo, etc. When you "crank" the numbers into your simulation the weight and balance are usually way out in left field! You must correct the aircraft fuel and payload in order to get off the ground! Fortunately the Microsoft simulations and X-Plane make this very easy.

You don't have to be a mathematician to get the job done. I have set up a little flight using Microsoft FS2004 (FS9) in a C-172 to illustrate how easy it is to do.

Here is the short flight from a small airstrip near Phoenix, AZ to Sedona, AZ. Here's the NavLog (Image 1).

Notice it is a short flight requiring only 6.4 gallons of fuel.

The next picture shows the "generic" weight and balance (Image 2), CG (the little Black &White ball on the aircraft diagram). This is for a pilot and one forward passenger each weighing 170 pounds (this is the usual unrealistic body weight for crew and passengers).

Note the position of the CG ball, looks OK right? However, this is a scheduled flight that adds two more passengers and their bags. Watch what happens when they are loaded on the plane.

Oh my, the plane is now overweight (Image 3). What do we do now? Go back to your payload and fuel adjustment screen and change some numbers of course. Try eliminating some of the passengers' baggage and adjust the fuel load. Try different settings until you clear

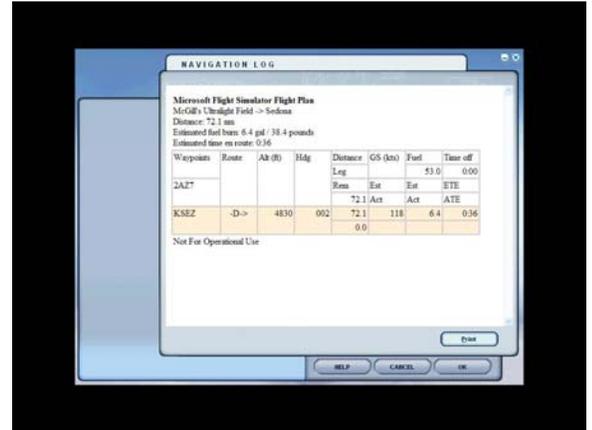


Image 1: Navigation Log

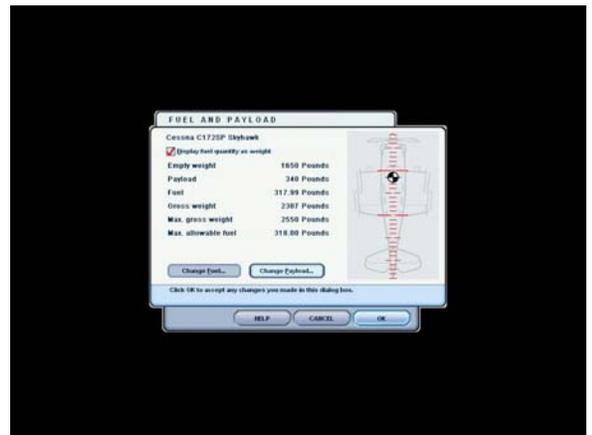


Image 2: With pilots and normal fuel load

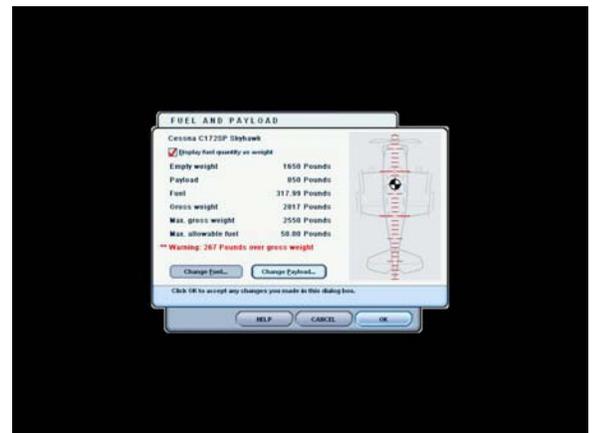


Image 3: Display after adding passengers and weight.



Chasing The Blue Horizon (continued)

the overweight condition and still have enough fuel for the trip and emergencies, i.e. being diverted to a different airfield. When you set up your flight plan always pick an alternate field along your way that you may go to in an emergency. When we get to programming the FMSC there is a place to input this kind of information.

Here we adjusted the fuel to 50% in each wing (Image 4). This didn't quite correct the overweight problem. Note position of the CG ball.

Here we encouraged the passengers to leave some of their bags behind to be shipped by UPS or FedEx (Image 5).

Note how the CG ball changed position we have the CG in the proper range. Note that the overweight condition is eliminated and there is still enough fuel to make the flight safely.

I hope you learned something about weight and balance that you didn't know before. Good luck on your next flights and remember to "keep the blue side up!" on your HSI (Horizontal Situation Indicator).

Until next time, happy landings!

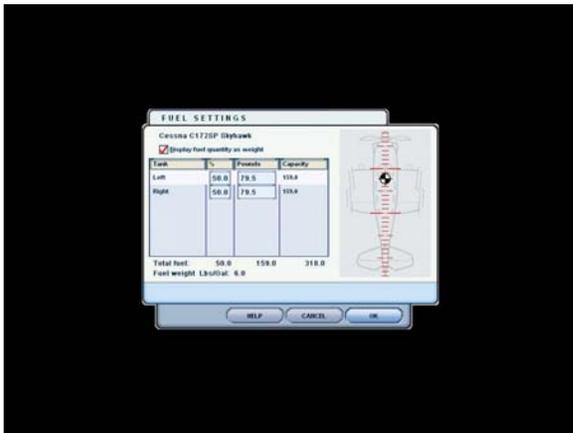


Image 4: After adjusting the fuel.

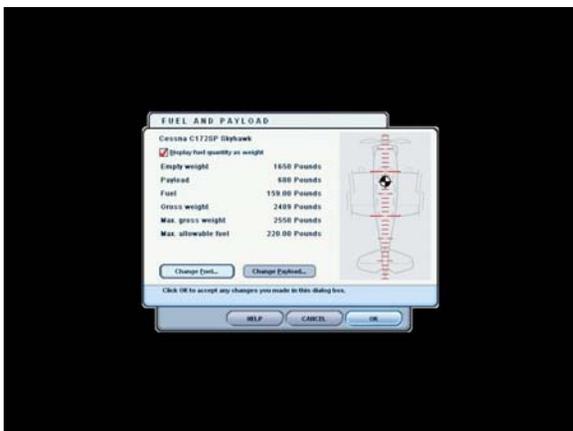


Image 5: Eliminated some bags and fuel.

Tradewind Caribbean Airlines Flights to the Cayman Islands

- TCO140 MUHA-MWCR-MKJS
- TCO180 SKBQ-MPTO-SKSP-MWCR-MUHA
- TCO710 MKJP-MWCR
- TCO711 MWCR-FRTA-MWCB-MKJP
- TCO731 MUHA-MUNG-MWCR-MKJP
- TC7504 MZBZ-MWCR-MHRO
- TD4550 MKJS-FRTA-MWCR
- TD4551 MWCR-FRTA-MKJS

- TD4552 MKJS-FRTA-MWCR
- TD4553 FRTA-MWCR
- TD4560 MWCR-MWCL- MWCB
- TD4561 MWCB-MWCR
- TD4562 MWCR-MWCB
- TD4563 MWCB-MWCL-MWCR
- TM0376 MWCR-MMUN
- TM0377 MMUN-MWCR



This Wonderfully Obsessive Hobby Of Ours!

Perhaps you have had other hobbies, as I have. For a number of years I flew Radio control Aircraft. It was a great hobby, to be sure. The challenge, the building, the camaraderie, all was outstanding features of the hobby for me.

But then, I received my first Flight Simulator program. It took time, but eventually I was hooked!

From its beginnings with mere lines and block shapes on a screen, to the phenomenal detail and realism we have now, the hobby has grown exponentially.

In our hobby, you can fly your own programmed and filed flight plan to plans assigned by a Virtual Airline (VA). VA's run the gamut from very loosely associated to formally organized companies with promotions, etc. You can fly small general aviation aircraft, vintage aircraft, the most high tech private or corporate jet aircraft, all the way to the largest aviation has to offer. There are military aircraft, hurricane hunters, helicopters, sailplanes, even spacecraft!

You can fly in the bush, fly tourists, fly regional or distant destination carriers, charters, the choices are endless!

We get to fly with, see the work of, and learn from the most creative and talented minds our hobby has to offer.

And firmly ensconced in this wonderful hobby is our own virtual airline, Tradewinds! We fly to some of the most exotic and beautiful locations in the world. We fly all across the Caribbean, North and Central America, South America, Canada, Europe and Asia. We have it all, and our VA keeps abreast of the latest advances and has even recently changed our liveries to reflect our continued growth.

Why Flight Simulation? Why Tradewinds? Because it's the greatest there is and the hobby and our VA allows us infinite possibilities for our creative juices to emerge. When a Tradewind pilot hears ATC responding to another Tradewind pilot we look for friend in the air with us.

This E-zine, the Island Breezes, strives with each issue to bring you the latest innovations, information, and even a few surprises. We endeavor to entertain you, inspire you, educate you, and bring to you the brightest and best that our hobby has to offer.

Keep simming, keep flying the wonderful skies of Tradewinds, and we'll enjoy each other and this hobby for years and decades to come!

JC





Cayman Islands Scenery

By Jimmy R. Martin

There are 25 moving ships & boats in this scenery. Once opening this scenery give them time to start up. All files are listed for easy download and installation. If you have the previous **Freeflow** Bahamas traffic, you probably have most of these ships and boats already.

1. Place the traffic .bgl into your "scenery/world/scenery" folder.
2. Place the textures into your FS9/texture folder.
3. Place the "AF2" file into your add-on scenery/scenery folder.

The miscellaneous folder contains tools files for you to set up your own shipping lanes. Simply keep them in a safe place.

```
/// Aircraft TCA GCM
/// All these boats/ships are from Fs Shipyards at http://www.fs-shipyards.org/
/// Note: Pay no attention to the AC# below unless you are making
/// up your own shipping routes.
```

```
AC#8502,140,Skagen red /// 50 FT CABIN CRUISER ///
AC#8503,140,Skagen green
AC#8504,020,TALLSHIP1
AC#8505,140,Belem starboard wind
AC#8506,140,Belem port wind
AC#8509,140,Belem cargo
AC#8510,143,AIA_SHRIMP_BOAT (Sarah Lee)
AC#8511,143,AIA_SHRIMP_BOAT (CECILIA)
AC#8512,011,AI SS Adventure 1
```

```
/// Airports TCA GCM
```

```
GC01,N19* 21.66',W81* 24.33',0'
```

```
/// Boats and Ships
```

```
Fishing Boat - Shrimper (AI) - Package
Motor Yacht - Skagen 50' (Pilotable) (FS2004)
```

```
=====
```

You can search FlightSim.com or AVSIM for these zip files:

```
belem.zip
ss_adve.zip
tallberm.zip
```

(Editor's Notes:

1. For the Tradewind Caribbean Airlines flight plans, please see the Appendix.
2. You can download the entire file, including the flight plans, at http://216.73.113.34/TCA/files/NG/IB_traffic_May07.zip



Cayman Island Honeymoon

Author: Capt. Tom Kurtz

First Officer John "Scotty" Walker of Tradewind Caribbean Airlines couldn't wait to get into the air-conditioned comfort of the 737-800WL cockpit. It was an exceptionally hot day at Curacao's Willemstad Hato International Airport. As he brushed past Janice Adler, the Senior Flight Attendant, she called after him, "What's the rush Scotty?"

"No rush, it is hot as blue blazes out there today. Gotta get out of the heat."

Janice went back to checking the passenger manifest and mused to herself about John's nickname, "I wonder if he really drinks Johnny Walker Red Label Scotch?"

Captain Thomas "Tom" Wrenson was just coming aboard. Janice welcomed him with her dazzling white smile, "Hi Capt. Wrenson, Scotty is already on board. You look a little under par today, sir. Are you alright?" Tom was only three months from the mandatory retirement age of 60 and he didn't like people worrying about his health, "I wish people would mind their own business," he thought.

"Not to worry, it just the heat. It feels good in here though." Tom went forward to the cockpit and began the pre-flight checklists with Scotty. The truth of the matter was he had been having slight chest pains during the last couple of weeks. He had made a secret appointment with a cardiologist last week and was warned by the doctor to quit flying until some further tests could be done. Tom thought it was just indigestion and didn't tell anybody at TCA about it. He just wanted to keep flying for the next 90 days.

Scotty noticed that the Captain didn't seem like his usual self, "Are you Ok sir? You look a little tired?"

"I am fine Scotty. It is just the heat. Let's get through these checklists. The passengers are boarding already."

Janice spoke over the intercom, "Captain, the passengers are briefed, seated, and buckled, we are ready to taxi."

Scotty keyed the microphone, "Plesman Tower, Boeing PJ-GCI ready to copy IFR clearance to 14FA." The tower answered immediately. The tower always sounded like a robot to Scotty.

"Boeing PJ-GCI, cleared IFR to 14FA as filed. Fly runway heading, climb and maintain 12,000. Departure frequency 119.6, squawk 1517." Scotty wrote down the instructions in his own shorthand he had devised several years ago then read them back to the tower.





Cayman Island Honeymoon (continued)

"Boeing PJ-GCI read back is correct. Contact ground on 118.3 when ready to taxi."

Scotty had already set the Ground Frequency in the COM-2 radio. He selected Com-2 and keyed the microphone, "Ground Boeing-PJ-GCI ready to taxi IFR as filed." Scotty got ready to write again.

"Boeing PJ-GCI taxi to and hold short of Runway 29 using taxiway AEAST. Contact tower on 118.3 when ready." Scotty read back the instructions correctly and nodded to Captain Wrenson to begin the "push-back".

Scotty was patiently waiting for his promotion to Captain next month, he had already bought new uniforms, he thought, "Next month I won't be doing all the work! Captain Tom is a good guy, but I can't wait to be the pilot in command of my own aircraft." Little did Scotty know that his chance to be in command was coming much sooner than he expected.

They took off; ATC vectored them on a course to Miami. Captain Wrenson picked up the intercom, "Welcome aboard TCA flight 1135 to Miami. We will be flying at 32,000 feet, or as we pilots say FL320. The weather is good all the way to Florida. We will be in the air about two and half hours. Lunch will be served once we reach cruising altitude. For your pleasure this afternoon the movie is "Pirates of the Caribbean On a Dead Man's Chest" starring Johnny Depp. If you need anything please ask our Senior Flight Attendant Ms. Janice Adler.

Tom put down the microphone, "Take over Scotty. My stomach is a little upset. I am going back to see if Janice has something for it." Scotty put down the "Island Breezes" magazine he was reading and took the yoke.

Tom returned in about ten minutes and slid into the captain's seat, "Go ahead and fly her for a while, Scotty until my stomach settles down. Janice gave me some Pepto-Bismol but it hasn't worked yet," he said.

Scotty studied Tom's face for a minute, "Alright sir, but if you still aren't feeling well when we get to Miami why don't you just go to our layover hotel and stay the night. Remember we just have a short layover to refuel and take on passengers for a flight to Grand Cayman Island and then back to Hato. I recommend you call TCA and get a standby captain to take the rest of the trip."

Tom shook his head no, "I'll be OK. It's a short flight." Scotty knew how stubborn Tom could be so he didn't pursue the matter any further. Scotty flew the plane until the descent point about 90nm out of Miami then Tom took over. Scotty thought the captain seemed to be all right now, so not to worry. The approach and landing was picture perfect. After parking at the terminal the two pilots went into to take a break and file a new flight plan to the Cayman Islands.





Cayman Island Honeymoon (continued)

"Scotty, please file a flight plan to Roberts International (MWCR) on Grand Cayman Island. I am going to the pilot's lounge and freshen up, see you later."

"OK, sir." Scotty watched Tom walk away, "I wish he'd stay here tonight," he thought. At the flight service desk the pretty little clerk smiled at Scotty, "So you're going to the Cayman Islands. I wish I were going with you I hear it is a great place to vacation. Did you know this flight is kind of special?" she asked.

"No, what's so special about it?"

"Well, sir, it has been sold out as the "Honeymoon Flight" by some travel agency in the Caymans. Nearly all the passengers are newlyweds. There is going to be some serious parties on Grand Cayman this weekend. I'm sort of a newlywed myself. I was just married three months ago. We took a trip to the Bahamas for our honeymoon." Scotty already heard more than he wanted to and cut her off, "That's nice," and pushed the flight plan form across the desk to the clerk, "Please file this right away," he said. As Scotty walked away the clerk watched him for a moment, "Jerk! I'll bet he's a bachelor!" she thought. He was.

AS Scotty made his way to the pilot's lounge he passed a line of passengers queuing up to board his plane. There was a holiday atmosphere about them. They were dressed for vacations in the Cayman Islands many of the men were wearing Hawaiian Aloha shirts, shorts and sandals. The women were really decked out in colorful revealing warm weather clothing. The passengers were laughing and joking about being newlyweds. "I'll be glad when I dump these people off on Grand Cayman," he thought.

The two-hour layover zipped by like two minutes. Captain Wrenson seemed rested and looked OK to Scotty. As they boarded the plane Janice greeted them with a big smile, "This is going to be a fun flight, and nearly all the passengers are newlyweds on their honeymoon. TCA even donated a case of champagne for the trip," she said.

"So I heard. Big deal!" said Scotty and headed to the cockpit. Janice was about to make a sarcastic retort, but held her tongue, "The big dope! I wish he'd ask me out sometime and who knows what might happen. Maybe we could be going on our honeymoon someday," she thought.

Departure from Miami went without a problem. Captain Wrenson was in a good mood. He picked up the intercom, "Welcome aboard the TCA Honeymoon flight. The champagne isn't just for the honeymooners. The "old marrieds" can celebrate too. We will be in the air for about one hour and twenty minutes. The weather is good from here to the Cayman Islands, which belong to the United Kingdom. This is a short flight so only snacks will be served.





Cayman Island Honeymoon (continued)

If you haven't been to the Cayman Islands before you are in for a treat. Here's a little history background, the islands were first sighted by Christopher Columbus May 10, 1503 during his disastrous fourth and final voyage to the New World. The first recorded English visitor was Sir Francis Drake in 1586. Drake named the islands "Cayman" after the Neo-Taino nation term "Caiman" for crocodile. There are still crocodiles on the islands..so be careful. The islands along with Jamaica were captured, and then ceded to England in 1670 under the Treaty of Madrid. They were governed along with Jamaica as a single colony until 1962 when they became a separate British overseas territory and

Jamaica became an independent commonwealth realm. I'm sure I bored you with the history so let's talk about today. Today the Cayman Islands enjoy one of the highest standards of living in the Caribbean. Thriving tourism and banking industries aid the economy. The Cayman Islands have their own currency pegged to the U.S. Dollar (USD). The KYD or CI\$ unit is the dollar. The rate of exchange today is 1.27 per USD you will enjoy that too.

There are miles of white sandy beaches to enjoy and lots to do. You will find a copy of "Island Breezes" magazine in the pocket of the seat back in front of you. This month the featured destination is the Cayman Islands. Look through it for some of the places to see and things to do like snorkeling, scuba diving, sailing, golf, and tours of the island. George Town has great nightlife. Let me tell you the food is superb. My favorite restaurant is the Casanova. They have great Italian food. They also serve the best seafood on the island. My favorite is Caribbean Lobster Tail. Relax and enjoy the flight. If you need anything just ask our Senior Flight Attendant Janice." Tom clicked off the intercom and turned and smiled at Scotty, "Why the worried look, Scotty?"

"Oh, nothing sir, I was just wondering if you are OK now."

Tom smiled, "I am feeling just fine. That little break in Miami did the trick."

When they were near the point of no return Scotty programmed the Garmin 1000 for the Goran One Arrival into Grand Cayman. He selected the ATUI Intersection via GCM R-001 then the GORAN Intersection via R-259 into the airport. They were now flying on autopilot so Scotty got up, "Tom, I am going to take a little coffee break and stretch my legs," he said.

"Ok, but make sure it is coffee and not the champagne."

"Yeah right," Scotty thought, he knew the captain was just joking. He went to the galley.

Janice poured Scotty a cup of coffee, "How is the captain?" she asked. Scotty raised his eyebrows tilted his head toward Janice, "I don't know. Why don't you have a look and tell me what you think."

"Ok, I will." Janice took a cup of coffee for the captain and went



Cayman Island Honeymoon (continued)

forward to the cockpit. Scotty sat down and looked out the window it was late afternoon. It was Scotty's favorite time of day the trip was nearly over and he was looking forward to a good night's sleep at his favorite hotel in George Town.

Janice came back into the galley and pulled the door shut behind her, "Scotty, we have a problem! Captain Wrenson has passed out and I can't wake him up," she said.

Scotty threw his empty coffee cup into the trash basket leaned forward and clasped his hand to his forehead, "Crap! He should have stayed in Miami like I suggested. Ok, let's go see what's going on," he said. He and Janice hurried to the cockpit.

Captain Wrenson was slumped over the yoke. Scotty eased him back into sitting position and checked his breathing, which seemed labored. He reached up and released the captain's oxygen mask and put it on him. Janice was leaning over the back of the captain's seat. Scotty looked up at her, "He's alive. We are going to need some help. Notify the passengers that the captain is ill and see if there may be a doctor aboard," he said. Janice didn't waste any time getting to her intercom and spoke in a professional tone of voice, "May I have your attention please," the passengers all quieted down, "The captain has suddenly taken ill. Don't worry everything is under control. First Officer Walker is now the pilot in command and is taking over as captain. Is there a doctor on board?" Janice waited for a response.

A petite blonde in the rear of the plane stood up, "I'm a doctor," she said and started forward. Her husband came with her, "Can I help?" he asked Janice.

"Yes, we need to move the captain into the crew's rest area where he can lay down."

The blonde looked at Janice, "I am Dr. Amy Benson. I am a senior resident in Emergency Care at South Miami Hospital. This is my husband "Charlie ..er.. Charles R. Benson," she said. Janice thought, "Somebody up there likes us."

The doctor took charge, "Do you have an emergency medical kit?" Janice nodded yes and went to get the kit. Dr. Benson went into the cockpit. Scotty was still giving Tom oxygen. Janice handed the doctor the medical kit. Dr. Benson was happy to find everything she could ask for in the kit. She took out a stethoscope and blood pressure cuff and checked Tom's vital signs. "I believe he is having a heart attack. Giving him the oxygen was the best thing you could have done. Ok, let's move him to the crew rest area," she said. Scotty was so relieved that there was a doctor on board. Captain Wrenson wasn't a big man,



Cayman Island Honeymoon (continued)

Scotty and Charlie had no problem moving him. Dr. Benson expertly stabilized her unexpected patient. She was also happy to find the plane carried a portable Burdick defibrillator. Scotty motioned to Janice to follow him to the cockpit, "I am going to need some help flying this plane. See if there is a pilot on board or someone who flies airliners on a computer simulation," he said.

Janice made the announcement. Nobody in the cabin stood up. She turned to go back to the cockpit and Charlie Benson stepped into the passageway, "I'm a pilot," he said.

Janice couldn't believe their luck a doctor married to a pilot, "Come with me," she said. They went forward to the cockpit. Scotty looked up at Charlie, "So you're a pilot? What's your experience?" he asked. Charlie shrugged his shoulders, "I'm a pilot and a Captain in the United States Air Force with 5 year service and I am on my honeymoon," he said.

"What aircraft do you fly?"

Charlie smiled, "I just finished flight training on the B-2 bomber and I am assigned to the 509th Bomb Group at Whiteman Air Force Base, Missouri. Prior to becoming a B-2 pilot I flew a KC-135 tanker," he said. Scotty looked up to heaven, "Praise the Lord," he said.

"You should take the captain's seat." Charlie shook his head no, "I'll fly co-pilot." Charlie took the right hand seat and found the emergency checklist. He tuned to 121.500 and announced, "Pan. Pan. Pan. This is TCA Honeymoon flight, 737-800 with 162 souls; the captain is having a heart attack. We request emergency landing clearance at Roberts International airport, Grand Cayman Island. ETE is approximately 20 minutes." Roberts ATC responded, "TCA squawk 7700." Charlie punched in and transmitted emergency squawk code.

ATC came back, "TCA radar contact 110 miles North. Altitude FL260. You are cleared straight in on Runway 26, wind 260 at 10kts altimeter 30.20. Ambulance will be standing by."

"Roger, 110 miles North. Cleared for runway 26. TCA." Charlie hung up the microphone and looked over at Scotty, "By the way, what's your name?"

"Oh, sorry, John Walker, but everybody calls me Scotty."

"I wonder if he drinks Johnny Walker scotch?" thought Charlie.

"Pleased, to meet you Scotty".





Cayman Island Honeymoon (continued)

They landed safely. Captain Wrenson was taken to the hospital in George Town. Janice stopped Amy and Charlie as they left the plane, "Scotty and I want to thank you again. I just got a call from TCA and they want to thank you too by paying for your trip and anything you want to do on the island. Just bring your receipts to the TCA terminal," she said. Janice watched them walk away "Boy, will they have something to tell their grandchildren," she thought.

Scotty and Janice walked into the terminal together. Scotty took her arm and turned her around, "Will you have dinner with me this evening. You pick the restaurant?" he asked. Janice smiled, "I thought you would never ask. Of course I will. Let's go to the Casanova."

Epilogue: Captain Wrenson recovered and spent the rest of his time with TCA on extended sick leave. Then took a job in administration.

Scotty and Janice's relationship bloomed into marriage and they are now honeymooning. You guessed it in the Cayman Islands.

Dr. Amy Benson finished her residency and is now an attending ER physician at South Miami Hospital. Her husband Charlie was promoted to Major and is pilot in command of his own B-2 Spirit bomber. They are planning to return to Grand Cayman Island on vacation this summer.

Happy Landings!

Many thanks to Wikipedia for the historical references and facts.





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





Appendix – Cayman Islands Flight Plans (continued)

AC#8502,GC01,12%,1Hr,IFR,00:40:00,00:55:00,000,R,0701,GC01,00:30:00,00:45:00,000,R,0701,GC01 ///skagen red///
AC#8509,GC01,12%,1Hr,IFR,00:40:00,00:55:00,000,R,0701,GC01,00:30:00,00:45:00,000,R,0701,GC01 ///Belem cargo///
AC#8504,GC01,12%,1Hr,IFR,00:40:00,00:55:00,000,R,0701,GC01,00:30:00,00:45:00,000,R,0701,GC01 ///tallship1///
AC#8505,GC01,12%,1Hr,IFR,00:40:00,00:55:00,000,R,0701,GC01,00:30:00,00:45:00,000,R,0701,GC01 ///Belem starboard wind///
AC#8506,GC01,12%,1Hr,IFR,00:40:00,00:55:00,000,R,0701,GC01,00:30:00,00:45:00,000,R,0701,GC01 ///Belem port wind///
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