



Issue No.3 July 2001

ISLAND BREEZES

A newsletter for the employees of Tradewind Caribbean Airlines



Welcome to "Island Breezes" the Official TCA pilots newsletter. Here you can expect to find articles on real world Caribbean airline news, developments and events within Flight Simulator community as well as stories about the pilots and crew of Tradewind Caribbean Airlines and Tradewind Domestic Mail.

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Inside TCA

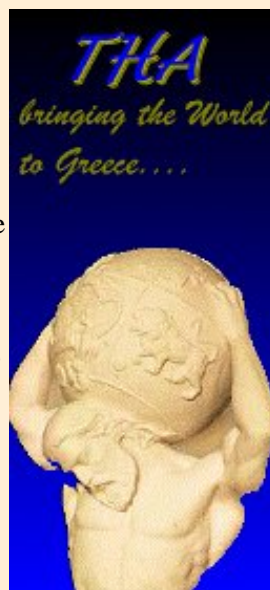
Tradewind Hellenic Airlines

A whole new look to Tradewind Hellenic Airlines. Here is a few words from the Division Manager: Patrick Hanna.

Welcome to the virtual world of TradeWind Hellenic Airlines. We are a division of TradeWind Caribbean Airlines, one of the oldest, most respected virtual airlines on the web. As part of the TradeWind family, the management team of THA will seek to maintain the highest of standards when it comes to the things that mean most to the average TCA pilot, having fun! Keeping that concept in mind makes everything else seem easy. We aim to provide the best in flight simulation aircraft and scenery add-ons through creative cooperation with some of the best designers out there. Anyone that has been a part of the TradeWind family will already know that things tend to take on a relaxed atmosphere around the divisions. The rules are simple.. there are no rules. While there are flight assignments sent out each month, they are just suggestions. You can fly whatever route you want, with whatever aircraft you wish to fly, all that is asked is that you keep it somewhat realistic. (The search and rescue teams won't be too happy having to come get you and your little Cessna half way across the Atlantic after you tried to prove that the crossing can be done if there is a strong tail wind!). Being part of THA allows you to fly for any division of TCA you wish... it really does open up a world of destinations. Wherever you feel like flying, be it the Greek Islands, the Caribbean Islands, the Islands of the South Pacific or over the beauty of Alaska or South America, all can be part of your flight simulation experience. So what are you waiting for.. strap yourself in, spool up those old jet engines and sign up today.. you'll be glad you did.

Divisional Manager C.E.O TradeWind Hellenic Airlines

<http://www.tradewindhellenic.com/>



TCA Venezuela Flyin

Read Rich Ellison's wrap-up on the great time had by all during the full month's celebration of TCA Venezuela's Anniversary. Get it [here](#)

New TDM PC-12"



A long time TDM favorite, The Pilatus PC-12 has a new version with an incredible new panel. See it and get it at our TCA homepage.



Wilkes I.W.I.

Word has it that Chris Wilkes is nearing completion of his "Islands of the West Indies" scenery. I know, I know. You heard it all before. But it is definitely in it's final phases. Keep an eye open.

Logo Facelift

I know there are plenty of talented artists among us. So with the permission of Rainer "The Boss" We would like you give our old TDM logo a new facelift. It can be a whole new look, or may incorporate parts, or all of the old logo. Similar lettering to match the aircraft is preferred, but with a new feel. Submissions can be sent to Rich Ellison or myself. Our mail links are on the front page. Entries will be published in the next issue of the "Breeze", so the crew itself can vote on a favorite.

Ken Malczynski-editor

Tradewind Caribbean Airlines



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TCA Venezuela 1st Anniversary Celebration Flyin



June 25th signified TCA Venezuela's 1st Anniversary of operations. For many new VA's the first year is the crucial time that will make or break your airline. Jesus Betancort President of TCA Venezuela could not have wished for a more successful first year of operations.

As you read in last month's edition of "The Breeze" TCA Venezuela marked their anniversary with almost a full month of Flyin's. No easy task when you as anyone who has flown online with SATCO and sqwalkbox will tell you. You may have already read about [the first leg of this flyin](#) it was a complete success and I'm pleased to tell you that the following 22 flights were equally successful. I was present at a few of the events and was able to get some photo's and talk to some of the TCA Venezuela staff.

Most of TCA Venezuela's staff are involved in flying online with Sqwalkbox. Many others are also involved in providing ATC with Pro-Controller, several are also members of Maiquetia FIR an organisation which TCA Venezuela seems to have close links with. One thing I did notice when flying online with TCA Venezuela is that many of the Air Traffic Controllers will introduce themselves personally. On more than one occasion, after intailly contacting ATC the controller would reply back with instructions, introduce himself and say "Nice to meet you, Rich".

As with the first event traffic at the airports was heavy which inevitably led to some delays as there were many aircraft waiting at their gates all trying to get clearance at the same time. All pilots involved were patient and didn't mind waiting as it gave them a chance to chat to each other. One time whilst waiting at the gate I took the picture on the right to give some idea of how busy it was. (And you thought it was hard trying to find a parking space at your local shopping mall!)

By far the most enjoyable and challenging flyin I took part in was from Del Caribe Intl to Albeto Carnevalli Airport high in the mountains of north western Venezuela. The mountain peaks around this airfield go up to 16500ft! After looking at the charts for Alberto Carnevalli Airport I nearly chickened out of making this flight. However in the interests of "Island Breezes" I put on a brave face and went online! Here's my flight report...



Tradewind Caribbean Airline
WIN-Airline-Reporter

Report #: Flightreport.OL1
 Date : 25/06/01
 Name : Rich Ellison
 Callsign: Sandpiper
 EMail :
 rich@spacetown.freemove.co.uk
 # Aboard: 24
 VFR/IFR : IFR
 Aircraft: TCA ATR42-500
 Depart. : SVMG
 Destin. : SVMG
 Dep.time: 18:00
 Enroute : 02:12
 Fuel : 488 Gallons.
 Route1 :
 SVMG-BNA-VPA-CZO-BNS-SVMG
 Route2 : N.A.
 Speed : 315 KIAS
 Altitude: FL200
 Remarks: TCA Venezuela
 Anniversary Flyin



After arriving late at SVMG. I was glad to see the airport was still open for business. Most of the TCA pilots had already departed for SVMG although there were still some other aircraft on the ground. I normally fly 737's and 757's but after studying the charts for Merida with surrounding terrain up to 16500ft and a short field with no ILS or even VOR facilities I decided I didn't wanna chance landing a big jet here. After a quick visit to the Hanger the only available aircraft was an ATR42-500. (The one with special livery and a humming bird painted on the sides) I didn't have any flying time in this aircraft but the hanger chief assured me "Don't worry she's a good bird! A quick preflight check confirmed this and before long I was calling for clearance. The good news was that because most of the aircraft had departed I was cleared straight away and in the air within minutes.

Once airborne I was cleared up to FL200. After reaching cruising altitude I engaged the autopilot and discovered that there was no Autothrottle. (or at least I couldn't find the switch for it :-)) 30 Minutes in to the flight we were buzzed by a fast mover. Luckily I saw him coming and managed to take evasive action. (Damned Cowboys!) Apart from that one event the flight was smooth and uneventful which gave me plenty of time to think about the approach. I was a little uncomfortable about coming so close to those mountains on a manual visual approach.

The ATR42-500 behaved beautifully and I made one of the best manual visual landings I have ever done.

Many thanks to the event organisers and Controllers especially Romulo Rodrigues. Who did an excellent job at the SVMG tower! I'll be buying him a drink at the party tonight!

 In conclusion TCA Venezuela owes the tremendous success of its first year of operations to the hard work and dedication of its staff. And the hours of planning and preparation that went into making the Flyins that took place in June are a fine testament to that!

WELL DONE TCA VENEZUELA!!

Report by Rich Ellison



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Flight Simulator 2002

So you've finally sorted installed your favourite aircraft equipped them with their perspective ideal panels added scenery for your favourite airports, got to the source of those terrain errors and annoying system lockups and tweaked your system and the FS2000 settings to achieve what is almost an acceptable frame rate. Now you can sit back relax and enjoy to the maximum the benefits of what is widely acknowledged as being the world's No. 1 Flight simulator. The days of tearing your hair out in frustration are behind you right? Wrong, because in a few months time Microsoft Flight Simulator 2002 will be on the selves and those of us who will doubtless rush out and buy it may have to endure the agony all over again.



Maybe I'm being too pessimistic, maybe the nice people at the Microsoft Corporation have got the balance between breath taking graphics, realistic flight dynamics and a smooth frame rate just right with out having to run the thing on a supercomputer. For July's issue of "Island Breezes" I decided to do some footwork and deliver the facts about FS2002.



Perhaps the biggest question on everybody's mind is the frame rate issue it was something Microsoft have been strongly criticised for in the various FS community forums for both previous releases of FS98 and FS2000. It's a well know fact that the developers of the Microsoft Flight Simulator series monitor these forums and will be well aware of our concerns. Ken Lavering, Program Manager for FS2002 told Tom Allenswoth, of Avsim, that he was aware that on some equipment users had experienced poor frame rates. In an attempt to address this issue he had arranged for the testing of FS2002 to be carried out on 600MHz machines with 128 meg of RAM supported by a first generation graphics card because this is what he sees as being the "Middle of the road performance machine at the time of FS2002's release."

The official Microsoft site promises many new features, new aircraft and countless other improvements. One of the most interesting new features is the Interactive Air Traffic control. This coupled with the new "AI System" which generates air traffic around airports and major airways should give the simulator a much more realistic feel. The days of sitting in your airliner feeling like you are the only person on planet may finally be over.

Microsoft have incorporated a new technology called AutoGen, thanks to this as you fly above towns cities and countryside FS2002 generates vegetation and buildings to suit. Even better the bigger the city the more dense scenery becomes. This should make FS2002 look much more realistic than it's predecessors.

As with all the previous releases of their Flight Simulator Microsoft have revised their fleet of default aircraft and it looks like there's going to be some interesting additions.



TDM pilots will welcome the arrival of the Cessna Caravan which even comes equipped with amphibious floats. (Perfect for those landings at Da Roost) (G). For those of that like to fly the big "Heavies" there is a Boeing 747-400 which is just begging for a TCA repaint. Another new arrival is the stretched Boeing 737-800 one of my personal favourites. For new pilots who want to learn the basics there is a version of the Cessna 172, the worlds most popular basic trainer. All of these aircraft are promised special effects which will include a working virtual cockpit with working dials. (although you will need a decent 3Dfx graphics card) It is even rumoured that you will be able to take a look around this virtual cockpit using the HAT switch on your joystick (if you have one). As you can see from the screenshots released by Microsoft all of the aircraft look much more realistic and even show a few signs of wear and tear!



For the add-on developers among us there will be some useful scenery and aircraft design tools. There will also be a interesting flight dynamics editor for modifying and creating new aircraft. all of this suggests that there will be plenty of exciting add-ons for FS2002.

Soon we will be faced with a dilemma; "To upgrade?" or "Not to upgrade?" All of these new features sound awfully tempting but if like myself you are stuck with an ageing system which is struggling to run the current version of MSFS then it might not be worth the risk. I think I'll save the money and put it towards that Dell P4 1.3Ghz I've been saving for!

Written by Rich Ellison
TCA2858



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Caribbean Airline News

15th July 2001

Air Jamaica

Air Jamaica will resume service from Montego Bay to Curacao on 27SEP01 after a 10 year break. Schedules as follows : JM065 MJB 1125-1405 CUR 1500-1540 MJB JM064 .Flights will be operated with an Airbus A321 on Mondays, Thursdays and Saturdays. Took delivery in June 2001 of a new Airbus A321 registered 6Y-JMH, replacing the smaller A320 on the Montego Bay-Philadelphia route. The aircraft is leased from GECAS for 10 years. Air Jamaica will increase service to Barbados and Grenada with two additional weekly flights to both destinations from JFK and Montego Bay between 28JUN01 and 08SEP01. Barbados will therefore receive a daily flight from both JFK and MJB (up from five per week) whilst Grenada will receive four flights a week from both JFK and MJB (up from two per week). The Barbados flights will be non-stop four times a week in both directions, with the other three flights shared with St Lucia Hewanorra. This compares with the five current weekly flights which are all shared with St Lucia, resulting in about 600 extra weekly seats to Barbados in both directions. The four weekly Grenada flights will all be shared with St Lucia, which also means that St Lucia will retain its daily service in both directions.

BWIA

BWIA is partly filling the gap left by departing carriers by operating from Miami a one-stop flight via Port of Spain three times a week to Tobago using an MD-83 (quietly since March 2001) and, from New York Kennedy using a 737-800, to St Lucia Hewanorra (twice-weekly from 28JUN01) and to Grenada (twice-weekly from 30JUN01). All flights from New York will continue to Port of Spain. These New York flights go against the system established in June 2000 of using Barbados and Port of Spain as the main intercontinental gateways.

Boeing 757-200s Grounded - Cracks in Pratt & Whitney Engines.

Boeing says US airlines have grounded several of its 757 planes and are trying to repair or find replacement parts because of cracks in the airflow blades of their Pratt and Whitney engines. The cracks have affected 757-200 planes flown by Delta Air Lines, Northwest Airlines, Trans World Airlines, United Airlines and United Parcel Service since late last year, and have caused at least two failures of in-flight engines. Boeing spokeswoman Liz Verdier says the 757 has two engines and can fly on one. She says the in-flight shutdown rate of the engines made by Pratt & Whitney, a division of United Technologies, has risen over the past year and "doesn't live up to the standards we expect from them". However, Ms Verdier says Boeing does not believe the engines pose a safety risk. "Besides, if something happens to one engine, these airplanes are certified to fly on the other engine for 180 minutes." The Federal Aviation Administration (FAA) was informed when Pratt & Whitney issued a recommendation that airlines inspect the part six to eight months

ago, but the agency saw no need to order inspections. Pratt & Whitney is working with airlines to repair or replace the part, which it is redesigning, but the new design is not expected to be certified for use until December. The part affected is the stator vane, a stationary blade made of steel alloy that directs airflow through the engine.

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Pilot Profile



TDM

Biff Blowhole

Pilot: #9166

How long have you been with TCA or TDM?

I have only been with TDM for three months but I have been virtual flying the Caribbean for years and flight simming for more than a decade.

Your current position at TCA?

I have no official position at TCA/TDM, but I consider myself one of TDM's "Workhorse Adventurers"

Your favorite aircraft to fly?

I like the smaller planes the best. The Kingair, Cessna Caravan, Pilatus Porter and other turboprops are my favorite but any prop to me, is better than a jet, when it comes to the mail routes that I usually fly. I have the TDM Kingair, modified with the C90 cockpit and the Air file by Steve Small. This is the most realistic plane to fly, using my modified checklist it is "As Real As It Gets!" The TDM DC3 is my next favorite. I installed Jan Visser, Roy Chaffin and Bill Rambo's newest DC3 Dakota PH-DDZ cockpit into TDM's bird. This makes it a dream to navigate with the new RMI and Radio Stack.

Your favorite division to fly with?

TDM of course. I believe the departure, arrival and approach phases of flight are the most demanding and the most satisfying to accomplish. I use real world charts and approach plates so flying the TDM routes keeps me busy digging into the publications and makes it more realistic and interesting.

In your opinion, what keeps you flying for TCA?

I stumbled across TCA by accident while surfing the web and it is my first and only virtual airline. I feel fortunate to have started with the best. The wide variety of routes and areas to fly keeps me going at TCA/TDM. Island hopping in the Caribbean is my favorite. I fly it in the real world so continuing it in the virtual world is natural for me. Also the spirit of fun and laid back atmosphere at TCA can't be beat.

Comments:

My hat is off to all the people behind the scenes at TCA. Their hard work and dedication is greatly appreciated and helps me to more fully enjoy the greatest computer based hobby on the planet! I wish all the Pilots at TCA/TDM "Tailwinds and Smooth Air," now lets go deliver the mail...



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We have PIREPS!

Our company secretary, Sue has been sending us her favorite flight reports. Every month we pick out our favorite and post it right here on our very own PIREP page.

Tradewind Caribbean Airline
WIN-Airline-Reporter
--

Fly the friendly skies

Flight : 0740
Report #: REP54846.TCA
Date : 06/12/2001
Name : Biff Blowhole #9166
Callsign: Krazy Pirate
EMail : krazypir8@aol.com
Aboard: 46
VFR/IFR : IFR
Aircraft: Evergreen MD--80
Depart. : Norman Manley Int'l, Kingston Jamaica
Destin. : Phillip Goldston Int'l, Belize
Dep.time: 10:29
Enroute : 01:57
Fuel : 11978lbs
Route1 : MKJP--CISNE--ROA--BZE--MZBZ
Speed : 320kias
Altitude:28000ft



Remarks: I was hanging out at the Condo In Kingston when I got a call from one of the TCA managers, It seems another TCA pilot had gotten hurt and could not make the flight to Belize. There were no other TCA guys available in the region so they went looking for TDM guys. I was the first one they called. I jumped in the Pilatus Porter and made the 10 minute flight from Tinson Pen to Norman Manley and met the plane at the terminal. I only had 20 minutes for flight planning, and taxi out, to make the departure time. I slipped out 1 minute early, racing an approaching storm, and got up to altitude. The flight to Belize was uneventful. I flew the VOR/DME RWY 7 approach and brought the 45 happy passengers to the gate one minute after scheduled time! Not bad for a TDM guy in a passenger jet! I don't think I'll ever give up my TDM job but you can't beat the big jets for covering distances. Now that I am here I am hoping to get a few TCA Cargo flights in and around Cancun. Take care, Biff>

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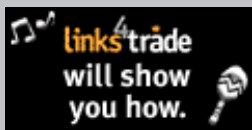


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