



KATL Newsletter

No.8, March / April 2011

Welcome to the March / April 2011 issue of the KATL newsletter.

We had hoped to publish this newsletter in a new format, but coming up with the new format and simultaneously learning a new tool to work with proved to be too much of a good thing.

Because we already faced a delay in delivering this newsletter we postponed the new look to the next newsletter, but rest assured: change is coming!

The newsletter supports KATL pilots with routes, ideas and general information concerning Altair and specifically the Atlanta Hub.

Every newsletter you can expect the following content:

- Editorial
- Altair News
- KATL News
- Events
- Routes
- Bush flying
- Helicopter tour

From the Editors: The need to find new places to go to

I am not sure if I am alone in this but I am on a constant quest to find new destinations to fly to. This does not even stop right after I have found or purchased a new destination. Learning from past experience I expect new releases to come in a flurry and then everything will be quiet for some time. In this intermediate quiet time I will regularly check all sites that can possibly give me some important information about new products in the pipeline. For me this checking on sites is an important part of the hobby flightsimming.

When an announcement is made that Anchorage is being worked on I can't wait to see the first screens shots appear. I start thinking about the destinations I can fly to from Anchorage and actually begin making flight plans for different airplanes to and from Anchorage.

And this is a repeating cycle for me. I did the same with Dutch Harbor, Papua New Guinea, Small Swiss Airports and EHAM to name a few.

This got me thinking: where is this need coming from? After all I am just at home sitting behind a PC flying a simulated airplane to a simulated destination in simulated weather. Why does it matter where I fly to?

After some careful consideration I decided that for me the experience counts. Flying into different airports in vastly different conditions gives different experience. Flying into Heathrow is not at all the same as flying into Lelystad. And Lukla or Alaska is vastly different from Kenya or Hawaii.

So I tend to spread my flying all over the world. I fly in Europe, North America, Africa and Asia. I try to find the best add-ons available to enhance the experience. Coupled with Active Sky and several good add on planes I feel I get a unique experience every time I fly into or out of an airfield, but still the quest for the ultimate experience drives me forward.

Maybe with the availability of new destinations like Anchorage and the Marshall Islands I will find some peace.

But more likely I will be looking out for something new after that. South America, Asia and Africa still have a lot of blank spots!

Altair News

ALTAIR TEAM SPEAK SERVER

Altair has its own dedicated Team Speak server available for use by all members.

To connect you must have the Teamspeak3 client which you can download for free here <http://www.teamspeak.com/?page=downloads>. The download is quite easy and installation is straight forward, if you have used TS2 you will find TS3 a piece of cake. The client side software seems to me almost identical to TS2.

Connection details:

Address = ts78.light-speed.com

Port = 4187

Password = the same as the old TS server, if you haven't got it log in to PIMS and check the "edit profile" page. Alternatively PM me and I will supply the password to you.

Let me know if you have any problems with it.

With the start of the racing season the NASCAR AND F1 charters started again.

KATL Hub News

Activity Report

In February 2011 we had 7 active pilots for a total of 57.4 hours.

In March we had 5 active pilots for a total of 71.2 hours. Well done all!

In both months ALT2878 Slawomir Ladygin booked the most hours with 22.1 hours and 23.8 hours respectively.

Congratulations Slawomir!

Events

Around the Hubs

Flying from EHAM to EDDF in a B727-100.

One of my all time favorite planes has to be the B727. Something about the look of the plane has always appealed to me. So when I needed a plane to make a trip to Frankfurt my choice was easy. It has been some time since I flew the three holer so I grabbed this chance with both hands.

The short trip from Amsterdam to Frankfurt will only take about 40 minutes so preparation will probably take longer than the flight itself.

Departure

Amsterdam is the capital of the Netherlands and famous for De Wallen and its canals. It is also the city of the Anne Frank house and the van Gogh Museum.

Every year at the 30th of April Amsterdam turns orange for the celebration of Queens Day. It is the biggest party in the Netherlands with about 800,000 visitors to Amsterdam on that day alone!

This is THE day to visit Amsterdam if you like a street party.

More information at: <http://www.iamsterdam.com/en>

Schiphol Airport is a large European airport and it is the main hub for 4 airlines: KLM, Transavia, Martinair and KLM Cityhopper. It is also the European hub for Delta Airlines.

Schiphol Airport is very popular with travelers and was voted best airport in the world seven times and best European airport 16 consecutive times. At the moment it Schiphol Airport is one of three airports in the world with a 4 star qualification form Skytrax.

62 Airlines fly to and from Schiphol Airport and you can fly to 93 countries from Schiphol Airport.

Preparation began with requesting the normal company route between Amsterdam and Frankfurt.

This route reads: EHAM LUNI1N EDUPO UZ738 NAPRO T150 ROLI1E EDDF

Now it is time to check the weather, both to plan the departure and arrival and to plan the fuel use.

Furthermore it is just nice to know what weather you can expect while en route.

The prevailing winds causes runway 9 to be the departure runway. There is some rain and turbulence expected at medium altitudes but nothing major that will have impact on this flight.

We start this flight at Dock 3.



We will have no passengers on this flight. The plane has had some trouble in the past and this is a test flight. So, while we have no passengers on board we do have a complete crew on board and everybody will check his or hers terrain for faults.

When the crew is onboard and finished checking out the plane I ask the tower for push-back and start.

The engines come to live and we slowly taxi to runway 9.



Take off is rather uneventful and before long we climb through transition altitude. The 727 has enough power when empty!



En route

The flight is pretty routine with some mild turbulence but no major problems. Over Germany this easy flight radically changes when all three engines fail. I am near Top Of Descent so at present we are high and save with about 29000 feet until we hit the ground but this sure gets the adrenaline flowing! I immediately alert the crew by putting on the seatbelt sign.

A quick check for the cause of the problem reveals that all fuel flow valves are at the cut off position. Since neither the co-pilot or the captain has put the valves in this position it has to be a problem with the plane. We go over the restart checklist but nothing happens.

Now it is time to change the transponder code to 7700 signaling an emergency. We will be descending too fast soon and it is a good idea to let ATC know there is a problem onboard.

We try again now the number 1 engine spools up. We are still in a pretty steep descent on one engine so it is time to once again try to start the other engines. Nothing happens.

By now we have built sufficient speed to descent at an easier pace, but that won't hold forever with only one out of three engines working. Suddenly I am glad that we do not carry any passengers.

Once again we go over the checklist, once again without any reaction from the engines. We are nearing Frankfurt and I have to decide if I want to perform an emergency landing at Frankfurt. I decide to give the engines one more try before asking for to clear all traffic and give me directions to the nearest runway for an emergency landing. Finally the engines start! I am in no way sure what cause them to start this time, but I am glad they did.

Landing

I contact ATC and inform them about the engine troubles but declare that now the engines are working fine and that I want to do the standard approach to runway 07R. I change the transponder code back to normal C and I begin to prepare for the approach and landing. We lost a lot of altitude when trying to restart the engines so for the time being we just stay at 3500 feet and go over our checklist while we fly the ROL11M approach. Close to NDB FW we turn to final, drop gear and flaps and land the plane as if nothing unusual has happened.

A check after landing revealed an conflict in the aircrafts controls which caused the fuel valves to go to cut off position in mid-flight. With the problem corrected I am sure the plane will fly as she should, but for now I've had enough excitement. Some other crew can perform that test flight.

After this exciting flight I was in dire need of a drink so after consulting the European Beer Guide I went to Gaststätte Doctor Flötte for a few beers and something to eat.

The next day I went to visit Frankfurt properly.

Frankfurt is a friendly relatively small metropolis with about one in three inhabitants not holding a German passport. Visiting the 1000 year old city-center Römerberg is a worthwhile pass time.

Almost all houses were rebuilt in 1986 according to historical plans since the city center was destroyed by air raid in 1944.

The Goethe Museum is a nice place to visit and so is the Imperial Cathedral and the riverbank museums.

For eating you have to visit the Fressgass with something available for everybody's taste and wallet.

More information can be found at <http://www.frankfurt.de/>

Routes

The following Routes were added to the destinations this month. All routes were added by Jessica Andrews.

Atlanta KATL to Amsterdam

Atlanta KATL to Bonaire

Atlanta KATL to Curacao

Atlanta KATL to St Maarten

Atlanta KATL to Managua

Atlanta KATL to Lagos

Atlanta KATL to Panama City

Atlanta KATL to Lima

Atlanta KATL to Aguadilla

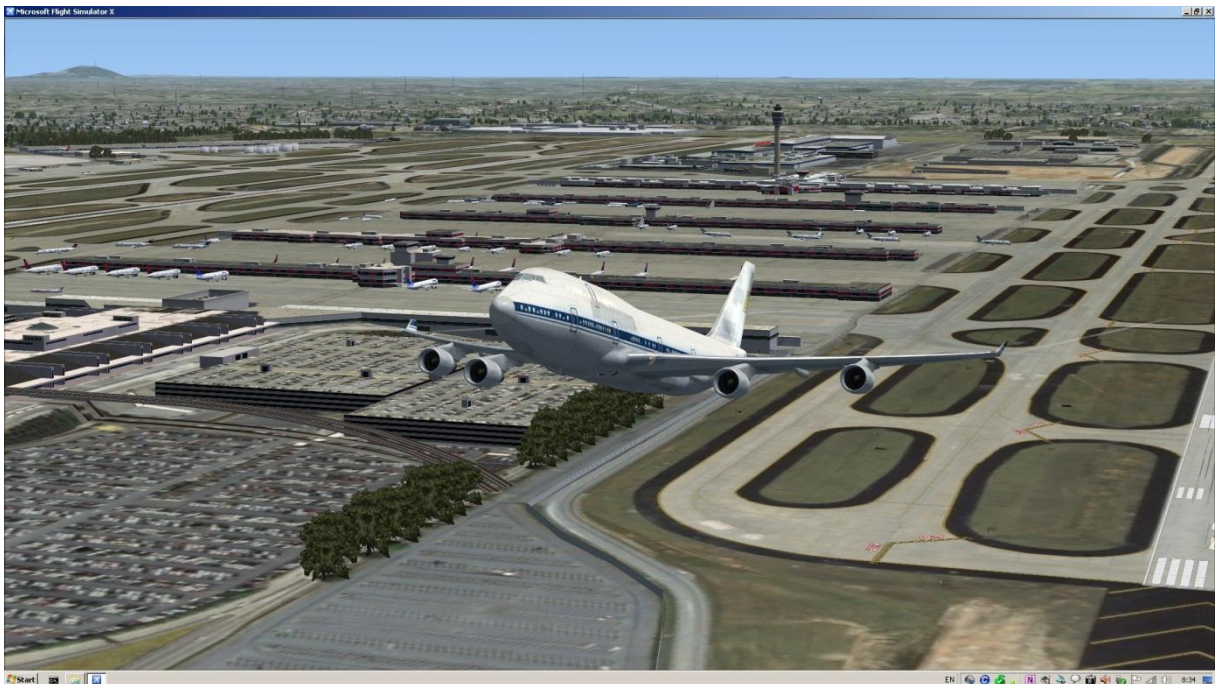
Atlanta KATL to San Juan

The routes in this newsletter can be downloaded from the KATL Hub page

Atlanta to Amsterdam

Hello I took a flight from Atlanta to Amsterdam!

The flight was kind of long for me, because I wanted to see how long I can personally flight without autopilot help. So for me it was long, but rather enjoyable too.



I cleared the weather on FSX so I could see everything below. I flew a Boeing 747 for the flight at 41000 feet. I found that there is nothing more enjoyable than to watch a different continent fly into view! Flying over the ocean was fun as well. I just wished I would have flown lower to the ocean so I could have seen it better.

Landing into Amsterdam airport was a joy. The ATC gave me a nice direct approach vector coming into the runway. I had to wait some on the ground but that's normal at a busier airport. But the entire flight was enjoyable for me.

Atlanta to Puerto Rico

The next flight I took was from Atlanta to Puerto Rico's airport Luis Munoz Marin Intl. I flew a Boeing 737 at 23000 feet for this flight. This time however; I wanted to make the flight more interesting. So I put in a nice thunderstorm so I could really practice landing in higher winds.



I had a nice approach vector coming into to land, but the wind made it more difficult for me. But I was able to land into Puerto Rico without any problems. I was cleared right away to taxi into the gates so that part was rather quick. But all in all this was an enjoyable flight for me.

Bush Flying

Bialla to Hoskins

It is a beautiful morning as I walk towards the Westland Lysander I will use for a short flight to Hoskins. It is the crack of dawn, the weather is fairly good and I am looking forward to a nice but short 20 minutes flight to Hoskins.

The Lysander is a WW2 liaison aircraft that was also used to fly spies and resistance fighters to occupied Europe. It has exceptional STOL capabilities which makes it a good plane to use when you are in the bush. It can hold 1 passenger/observer and the pilot.

The plane has no navigation equipment except a compass. So not even Radio Range or NDB equipment. However with this extremely limited equipment pilots flew at nights without moon to rendez vous places which would consist of small landing strips which would be led by people holding a lantern.

I will make my flight with daylight however so although I will rely on my compass I can just follow the coast until I reach the airfield.



Once onboard the plane I start it and taxi to the start of the runway. During taxi I am once again overwhelmed by the beautiful dawn.

I give full throttle and in no time I am off the ground.



I turn to course 260 degrees and start relaxing. The flight itself is not very demanding and I have time to look around.

I keep an eye on the compass and an eye on the destination.

Suddenly a Cruise ship appears from the mist. I decide to make a low, slow pass and give the passengers something to look at.

I fly very close to the ship and pass it low enough to be able to recognize individuals on the ship. After this little display I turn to make the approach to Hoskins.

The Lysander was a very advanced airplane for its day and has automatic slats and flaps. Because it was meant to land on small strips it has a stall speed of only 65 MPH. It also has a tendency to float on landing caused by its efficient wing which was designed with STOL in mind. This makes it important to bleed of speed soon and make a very slow final approach. Otherwise the plane can present some exciting characteristics when trying to land.

I come in at an astounding 65 MPH and after touchdown stop the plane on a dime. If had had the nerve to put on the brakes a little bit harder I would have even made the first exit from the runway without the need to turn and taxi back.

I shut down the plane and walk to the nearby restaurant for my breakfast.

It was a lot of fun to fly in such a venerable plane and having to rely completely on VFR navigation keeps you at least on your toes.

Helicopter Tour

Tour de Pologne

Based on an idea and flight plans from ALT2878 Slawomir Ladygin

Tour de Pologne 2

Aleksandrowice to Krosno

This flight is inspired by ALT2878 Slawomir who has put together flight plans for VFR flights around Poland. I really liked this idea and as I was looking for a way to incorporate chopper flying in the newsletter this was a perfect way to combine VFR and chopper flying. All flights can of course be done by small an airplane as that is how they are intended to be flown.

The second helicopter flight in Poland has dramatically different weather than the first flight. While the weather in the first flight was fine the second flight has rain, a low ceiling and some wind. Now, that is not going to stop me from flying of course. The Huey can perform under fairly bad conditions but it makes it dangerous to fly only relying on your compass and the Mark I Eyeball. So for today I am going to use a modern flight computer and fly using GPS. Because I am going to fly the Huey more I also decided to stop asking my German friends to let me fly their chopper and get my own.



It is a chopper that has been around a bit and you can still see the shadow of its former registration, but it is mine!

The plan for today is to fly from Aleksandrowice to Krosno via Lososina Dolna. I will stay low to stay below the clouds if at all possible but with this ceiling it is difficult to predict.

I start the Huey and my portable flight computer and prepare for take off. The take off from a small dirt airport is always spectacular with dust being thrown up by the rotor blades and I enjoy the sight. Right after take off I have to climb steeply to get over the nearby hills. In a plane this would have been a challenge and I would have taken the same way out as I took in, but in a chopper it is not a problem at all.

I climb steeply and level off at the minimum safe altitude of 5500 Ft. The only problem is that at this altitude I am roughly at the same altitude as the cloud layer so I have to descend as soon as possible. Halfway through the flight it begins to rain and the rain will stay with me until I land again. So this will be an IFR approach and landing.

The new flight computer can immediately show it's worth and it performs very good.

After a mildly exciting flight because of the weather I prepare for landing on another small airport.

I bleed the forward speed and put the chopper down right at the numbers.

Well that's it, the Altair KATL Newsletter of March / April 2011.

We hope you have enjoyed it.

Please let us know what can be improved in the future, new items to cover, articles you want to place and any other feedback aimed at improving the newsletter.

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