



○ Iss. 28 | ○ April | ○ 2011

Coos Bay Coastal

Hops

It's Tougher in Alaska

www.coosbayhops.com

The difficult, we do immediately! The impossible takes a little longer...

*Spring is here and the time has come ...
for Coosbay folks to have some fun*



*With the Easter Bunny hopping around ...
it's the perfect time to venture down*

*Join us here and we'll fly away ...
it's Tougher in Alaska, that's what we say*

Feedback

*We want to know what
you think!*

*We are always happy to
hear from you.*



*Come fly with us and
enjoy the art of flying*



Important Message from our Coosbay Flight attendant

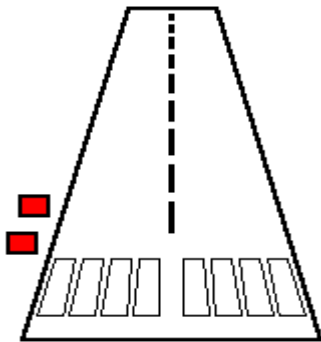


All members should watch and learn the Coosbay Flight Tutorials video at <http://coosbayhops.com/utube-tutorial.htm> for instrument flight and approach. The descriptions below will familiarize you with the basics of instrument landing.

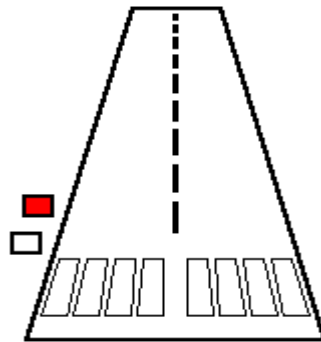
VASI and PAPI:

Most runways with a published IFR approach are equipped with the lights to help pilots determine if they're on the proper descent path during the final approach and landing. The most common system is the VASI or Visual Approach Slope Indicator. VASIs come in several varieties, but a typical system includes two sets of light bars placed on the left side of the runway near the landing threshold. Lenses split the light into red and white beams and three combinations of lights exist with this arrangement. If you are approaching the runway on the proper glide path, usually a three degree slope (depending on the terrain), you'll see the red light above the white light.

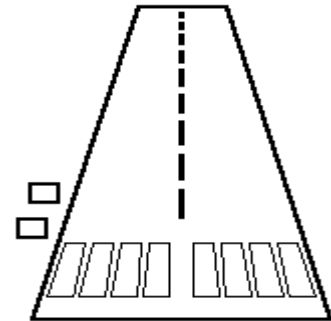
Thanks for
flying
Coosbay



As the saying goes ...
red over red, you're dead



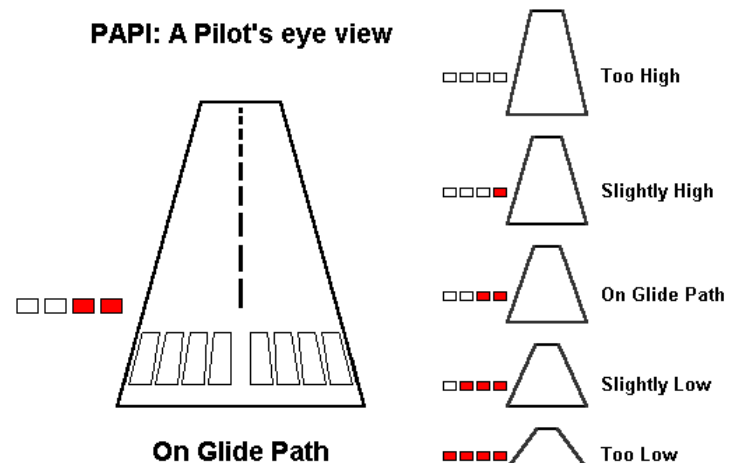
red over white,
you're all right



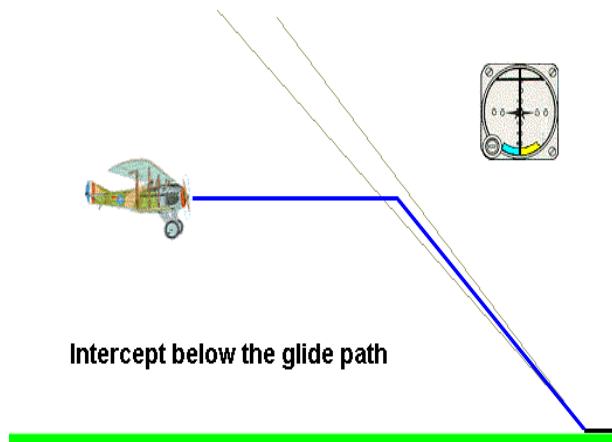
white over white,
you'll fly all night

Precision Approach Path Indicator:

As the name implies, Precision Approach Path Indicator (PAPI) guides you to the runway with a narrower beam of light more precisely. The familiar red and white lights have the same meaning as with the VASI, but the PAPI places them side-by-side rather than front-to-back. Since PAPI system uses a narrower beam of light, you must fly the glide path more precisely than the VASI to stay on the beam. With its extra lights, PAPI forewarns you when you are drifting from the desired glide path. If you see three reds or three whites, it's time to take action to stop the drift.



Glide Path and Slope:



The preferred method to intercept a glide path using the ILS glide slope is from below. Intercepting a glide slope from above involves shifting the rate of descent, which is a more difficult maneuver because the glide-slope beam thickness is 1.4° and false lobes can exist above the glide path. The aircraft might intercept one of these erroneous signals when intercepting from above and therefore leading the plane on the runway but on an improper glide path.

So, do it easy and error free ... fly level and intercept the glide path from below.

Grow to Appreciate Instrument Flight:

Using the *Coosbay Flight Tutorials* video, activate instrument flight with your choice of airplane. Side by side with the tutorial video, follow the instructions. In order to appreciate the precision of instrument flight, observe the number of corrections that the onboard computer commands over the aileron, rudder, and the elevator. Open a couple of windows showing the wings and the tail of the plane to see this happening. If this does not impress you, specify your own weather conditions and observe the number of corrections that your plane has to make to keep it on the correct path and glide slope for safe landing. This is why commercial pilots are required to utilize instrument approach provided by the airport for predictability along the chain of aircrafts on the approach, on-the-clock operations of an airfield, and safer landing. You can imagine the chaos of having planes go long/short, missing the approach, and back on the pattern crowding the approach.

Here at Coosbay Costal Hops, we land at airports with approaches over mountains and high terrain, into runways with limited lengths, and through poor visibility.

It is important to use the proper instrument flight, approach, and landing so we may all move from airport to airport quickly and efficiently.

Practice makes perfect.

Watch and study the Coosbay Flight Tutorials video.

