



The AVIATOR

Magazine



Sept / Oct 2007

Volume 2, Issue 4

www.TheAviatorMag.com

“FLIGHT SIMULATION FOR THE 21ST CENTURY”

Visit Eaglesoft Development Group at www.eaglesoftdg.com



THE AVIATOR

W W W . T H E A V I A T O R M A G . C O M

A WEBSITE WITH A NEW LOOK!

INSIDE THIS ISSUE:

The Outer Marker	4
What if I had been at the controls?	7
Aircraft History	11
Childhood & Aviation	14
Aviation History	18
Staff Profile	25
Events	28

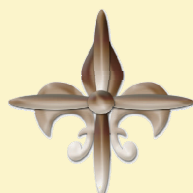
The Aviator magazine has grown over the last year and it has become apparent that a separate site and a unique new look was in great need. So with many months in the making and some help from some outside friends we have a new site to host our online magazine and a new look for some of the magazine and website. We would like to thank those that have donated time and money to help us in this cause and would also like to thank all those who continue

to donate enabling us to keep running! As always we are looking for new ideas and some valuable writers. If you would like to make a one time entry or even possibly become a regular contributor please email us at editor@aviatorsociety.com and we will try and get the right person in touch with you concerning our requirements. We at The Aviator hope that our readers enjoy the new look and this recent issue as much as they have in the past and

continue to come back for more. As always our goal is to provide great material to our readers on a wide variety of aviation related subjects and we hope that with these changes we can continue to do so.



FROM THE EDITOR



What makes a true "Aviator"? Well I have asked this question to many people and got some really different answers with some really common theories. You know you can ask 15 different people the same question and get 15 different answers but along the way there is going to be some common things come out of it. I had some say that it is someone that loves the open

sky. Someone commented on the uniqueness of being able to fly and how much some one could love doing what they are doing. Whether it is the freedom of flight or the uniqueness of the ability to fly one thing is for sure and that is that a true Aviator...

Loves Aviation!

THE OUTER MARKER

“NEVER SATISFIED”

By: Chip Barber

Upon contemplation (during my recovery from the aftermath of the receipt of our latest Visa bill), one of the more regrettable qualifications of a true flight sim hobbyist is that we just can't leave well enough alone. Let's be honest here. When was the last time you completed a flight, sat back and thought "Man, this is it"? Truly now, have you ever thought your current FSKit is as good as it will get? That your hangar and tool shed are full to the limit, without room for just one more teensy add-on? Can you honestly look at your FS icon on your desktop without even the smallest portion of your mind wondering if perhaps a perimeter check from your list of flight sim favorites (you know you've got one – wanna bet mine is bigger?) is in order, just on the outside chance that someone, somewhere, has developed the one thing, the *one* thing that will for you serve as the be-all and end-all of Flight Simulation add-ons? If you answer "yes" to these questions, you are one of the truly infected. If you answer "no", you are only kidding yourself. Rather than spend time and money on therapy, why not go looking for some add-ons and enjoy your next flight?

Now, don't start in with the "I'm only a little bit ..." Simply the fact that you are reading this, perhaps nodding slowly and remorsefully in recognition, signifies the depth of your FSMalaise. After all, it simply boggles the mind, the variety of software and hardware available to those of us who enjoy defying gravity, while ensuring our butts stay firmly planted on terra firms (some of us more securely planted than others).

There was a time, not long ago, that I would buy something new simply because, well, it was new. Were I female, single, and at a wed-

ding reception, guaranteed I'd get the bouquet, every time. If it's new, or even being tossed to the unwashed masses of FSEnthusiast as a beta, I was first on line to grab at it. And while I have a hard drive full to overflowing with utilities and aircraft that rarely if ever see the light of digital sunshine, at least I've rarely been burned by a product that was truly a dog. Sure, it's happened, and the phrase Caveat Emptor comes to mind. Let the buyer beware, or for sure someone's gonna pawn some truly awful software right onto your machine.

There is nothing worse than deleting from one's hard drive a piece of software that cost money. There's a darn good reason why some sites warn you with the "All Download Sales Final" sign. Generally, you may read that as "Some of These Software Titles Are Potty Prizes".

I've actually crossed a threshold of sorts, I think. There are two pieces of software that have caught my attention, simply because they are either new, or I've not seen them before (rare, but it does happen, particularly when convalescence prevents me from accessing the computer). The former is a new flight planner, the latter an Airbus 340.

Now, the planner is a beast. There are warnings all over the place imploring the intrepid user to RTFM (if you don't know what this means, you're not really a devoted flight simmer – shame on you). Why? Because the damn thing is so complex that guaranteed it will end up as an expensive doorstop behind your E-Hangar if you don't. More than 70 pages, just to manage to get from one place to another. This is truly a program for one who prefers to prepare for the flight, rather than actually fly it, I'm thinking. Sort of

THE OUTER MARKER

“NEVER SATISFIED”

FSForeplay. And I looked at this program. Oh yes, I bookmarked the developer's website. Nine days I've been looking at this thing. I downloaded the manual. I attempted to read the manual. And I said to myself, "This is nuts!" Now, this is not to say that this is a lousy piece of software. Quite the contrary. It is artwork! It's just that, well, even for me, it's overkill. So, I've decided not to buy it. Yet.

Now, the Airbus is a horse of a different color entirely. I came across it today during a perimeter check. Being the sucker that I am, I checked out the beautiful screen shots, read with great interest the buzz-word laden description of the thing, which was carefully designed to capture the attention and dazzle the senses with what promised to be the ultimate in long-haul aircraft simulation. And for some strange reason, something made me stop, and read the "Review" section.

Well, suffice to say, this piece of software will not be making a debut on my machine any time soon! I'll tell you, I've read lots of reviews in my time. I've even written my share of them. And never, I mean never have I read such vitriol directed at a developer's product. And what was more surprising was the absolute lack of defense of the product offered, either by satisfied customers or the developer. It was almost as if the developer was saying, "Ok, you're right, it is a lousy excuse for an aircraft simulation, but hey, you bought it!" Caveat Emptor.

So while I may at times be foolish, I'm not a fool. I turned that website upside down trying to find anything positive from someone who had actually bought the thing that would encourage me to give it a try. If, perhaps, it was not so pricey, I may very well have done just

that. But I just can't see shelling out a sizeable chunk of cash on a product that not even the developer is willing to defend.

So maybe there's hope for me yet. But am I satisfied? Not even close. I've devoted more than 500 gigs to my FlighSim jones. I'm considering a third external drive. And for the moment, it appears I'm actually beginning to become particular as to the programs in which I'm willing to invest. This is actually a multifaceted function. What with running out of space on the drives, money in the wallet, and the patience and understanding of family and friends, well I guess I've got to become just a little bit choosy.

Now, just for giggles you understand, I've started thinking about how I'll expand the living space in my house. Nothing drastic. Perhaps just about the size of a smallish flight deck of an undersized Boeing commercial liner. Is that bad?

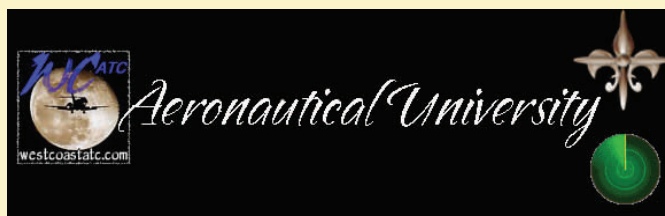
Three Green!





WestCoastATC.com is a premier aviation community providing a wide array of online aviation services to our members that enjoy flying online with Microsoft's Flight Simulator 2002, 2004, and FSX. Our online pilot and controller two way voice communication is handled over TeamSpeak's voice over IP software, adding to the full depth and exposure by today's aviation standards. Bringing our pilots through an immersive experience is one of our fundamental goals.

WestCoastATC.com began providing services to its members, December of 2002. Our site and infrastructure today represents about forty percent completion of the master plan and over all vision. We're the only place online where you'll find top of the line Fiber Optic OC connected gaming servers delivering pure raw excitement, running in tandem with high speed private servers in a redundant backbone infrastructure. With servers open seven days a week twenty-four hours a day, providing our members a full time aviation environment. Planning for the future today, so our members have a home tomorrow.



“What if I had been at the controls”

By: Jeff Taylor

Ok, a show a hands. How many of you recreated a portion of the recent crash of that TAM flight? How many of you have recreated an ill fated flight at all? I know I have done it and I'll give you my results later on in this article. Why do we do that? Is it simply to see “What if I had been at the controls” or is it to “look into what death looks like”. The human mind is always asking questions and sometimes it is to see if we are good enough, while other times it is just morbid curiosity. I'm not going to get into the reasons why it is right or wrong, because I don't have a Ph.D. in psychology. I'm just going to acknowledge the fact that I do it and there are probably a lot of other simmers out there that do it too.

The recent crash of TAM flight is truly horrible. 190 people lost their lives in a very bad accident. Families won't be able to see their loved ones anymore. There will not be any more good night kisses to children or spouses, no more football games for the friends to go watch of those



affected. A lot of people's lives were changed on a rainy night because the plane didn't get stopped in time.

Not knowing the exact statistics, it seems that pilot error and maintenance are 9 times out of 10 the cause of airline crashes and god help the individual whose name is associated with the crash, especially if they happen to survive the accident. The remaining incidents are usually comprised of controllers, bad weather, or the f-ing lunatics that crash planes into buildings to make a political statement. No matter what the end cause was, it sucks to see parts of a plane scattered across the country side or in the water.

Anytime there is an airliner crash, especially US related, I try to find as much detail that I possibly can. Living in the information age, the internet makes this incredibly easy. No more digging through old microfiche files at the library, just Google it or you can go to

“What if I had been at the controls”



AirDisaster.com. Wikipedia also has tons of information available and easily accessible. In most cases there are pictures and sometimes videos on the more recent accidents available on the internet. Some accidents have affected me differently than others have.

I grew up in northern Virginia about 6 miles from Washington/Dulles International (KIAD) and have been to a crash site several years after the accident occurred. Back in 1974, TWA 514 crashed on approach to KIAD. It was originally supposed to land at Washington National (KDCA) but high crosswinds caused it to divert. Pilot error/ confusion in the cockpit is what was said ultimately led to the disaster. Visiting the site 5-10 years later the land and trees were still scarred. The big pieces were gone (obviously) but there was still imbedded metal in the trees and it was very weird to be standing at a site where 92 people lost their lives.

I remember on my 11th birthday in 1982 when Air Florida flight 90 took off from KDCA to Tampa (KTPA). This accident was truly pilot error due to the crew not turning on the anti-ice and trying to power-back from the gate when the push out tractor couldn't gain traction. I just sat there glued to the TV watching the recovery efforts. First the man from the shore that tried to swim out to the passengers then the helicopter pilot from the US Park Police did a great job in helping rescue 5 of the 84 passengers and crew. This had to be the first live rescue attempt from a crash scene nationwide and it was pretty impressionable on an 11 year old.

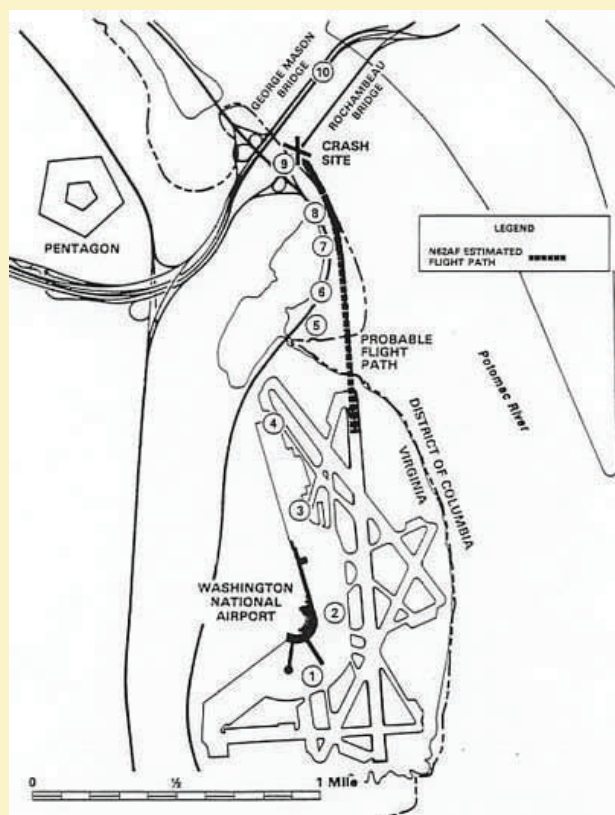
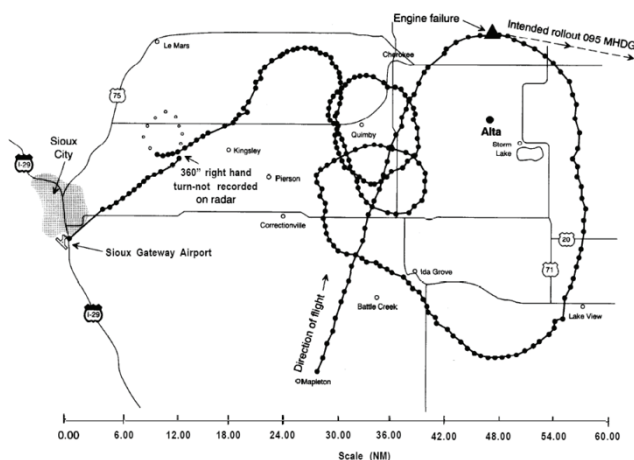


Figure 1.—Flightpath and witness locations.

“What if I had been at the controls”

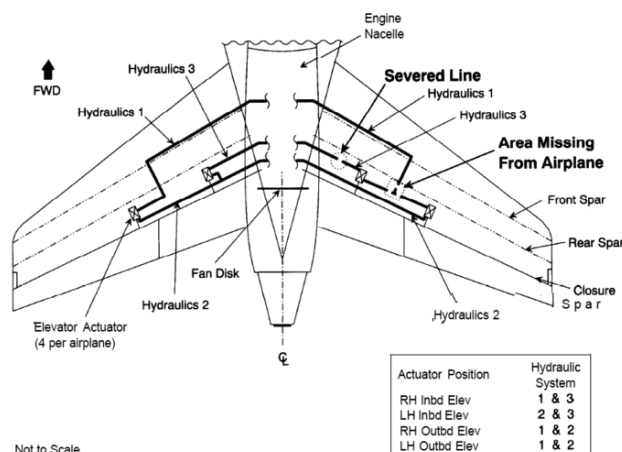


In July 1989, United Airlines 232 was en-route from Denver (KDEN) to Chicago (KORD) and then on to Philadelphia (KPHL). I was at lunch with some friends when the news broke in about an emergency landing in Sioux City (KSUX). As the talking heads debated what “really” happened and the possible outcome, Captain Haynes and crew did a magnificent job in controlling the severely damaged aircraft. The use of differential thrust and excellent crew resource management inside the cockpit allowed 175 out of the 285 passengers and crew to survive the accident. After the crash, NTSB investigators concluded that it was a maintenance/design error that caused the #2 engine to explode and sever the hydraulic lines.

Let’s face it; pilot skill and a little luck are key ingredients to surviving accidents. Sure there are days/nights when all they do is drive a bus from point a to point b but there are times when they are paid nowhere near enough. With nasty/disgusting weather and up to 500 people sitting be-

hind them wanting to get to point b, passengers want the best possible pilot in charge. They have to be as close to perfect as possible. Not only in the upcoming landing, but also in the simulator during check-ride time. One of my friends that flies commercially said that some of the hardest flights he has ever done are the ones in the box. I too can attest to that statement. I have been lucky enough to be in the sim and when I came out of there I was dripping in sweat and had a blinding headache.

Fortunately, you can learn from your mistakes in a simulator. You can get up and walk away. Real life is another story. Back to the TAM accident. The airport at Sao Paulo, Brazil has a short runway that comes in 6300 feet, with no “buffer” zone. Evidently the aircraft had an inoperative thrust reverser and the spoilers did not deploy. On that dark and rainy night with gusty winds the pilots of the ill-fated TAM Flight landed long. They tried to turn and then take off again,



“ What if I had been at the controls ”



but by then it was too late. The aircraft collided with the warehouse that shared the same name as the airline and everyone on board perished. Right now it sounds like a combination of pilot error and maintenance. The airport should share in some of the blame but that remains to be seen.

My attempts to recreate the landing were mixed results. I did a few patterns in my IFDG A320 in Aviator Society colors (and my tail number N007JT) during day light hours to be come “somewhat” familiar with the airport and area. No problems there other than flying the ILS approach; there is no glide-slope (not sure if this is true in real life). Added some weather and winds during the day and had a couple of go arounds due to the fact that the landing was going to be a little long. After that I did some night landings with clear weather/skies and again had no problems. Then I added weather and ran into a lot of trouble as well as the ground on numerous occasions. If there was a glide-slope indicator it might make things a whole lot easier. I never did run off the end of the runway though, course that might be due to the inability of Flight Simulator to simulate water on the runway. I turned off the

simulator and then went to bed thinking about things.

Life is something we take for granted. There are no guarantees given. Now maybe you will live to be 77.8 yrs old, have a beautiful wife and kids, a lot of friends and tons of money. You have to work for everything you want to achieve (Well, most of us do. Certain so called celebrities who spend time in the LA County Jail don't count). You do have to have some luck on the way. You get what you get and don't have a fit is what my son says. I know what I would like though, my wife and kids to be happy, my friends to be plenty, and the best damn possible pilot driving the plane when I am flying, with some luck sprinkled on the side.

Blue Side Up, Three Green, Cleared to Land,

Jeff



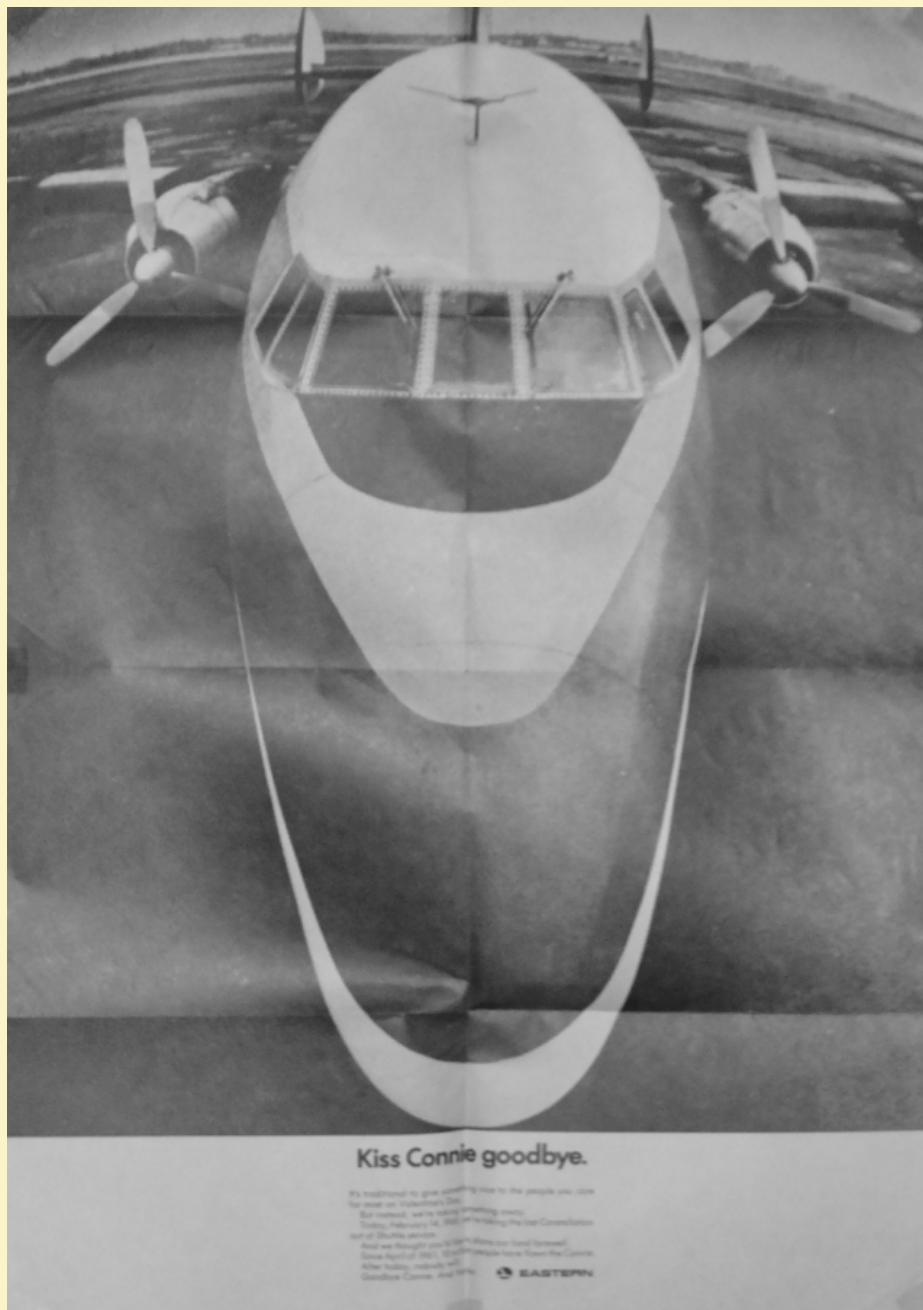
AIRCRAFT HISTORY

“THE SUPER CONNIE”

By: Mike McCarthy

This is my third offbeat aircraft review. You can read the first two, the P-51 and the F-86, in the March/April 2007 and May/June 2007 issues of The Aviator. The one you are reading now is heavy on personal reminiscences, light on aircraft data. About all I'm going to say regarding this stuff is to remind you that Howard Hughes himself was the architect of the Constellation, which started life as a military transport toward the end of World War II, though its intended role was as the civil airliner L749, designed specifically for TWA, of which Hughes was the majority stockholder.

Photo 1 Connie passed away on Valentine's Day, 1968. She was survived by Electras and replaced mostly by DC9s and 727s. It was the end of an era.



With the “Kiss Connie goodbye” poster, Eastern Airlines ended regular passenger service of the most sophisticated propliner ever built, the Lockheed L1049-G Super Constellation. The last operator of the Connie, Eastern had used it along with Lockheed Electras in their Eastern Air Shuttle service between EWR/BOS and EWR/DCA, and between LGA/BOS and LGA/DCA.

AIRCRAFT HISTORY

“THE SUPER CONNIE”



Photo 2 The Super Connie was longer than a B-29. These are each 1/144 scale, including the Japan Defense Force F-86.

In those wonderful old days Eastern guaranteed that they would never overbook an hourly Shuttle run. When the first Newark-based Electra was full they would roll out a second, and so on, until they were out of Electras. After that it was Connies, and they would keep rolling out aircraft and crews until everybody who wanted to travel to Boston or DC had been accommodated. On one unpublicized occasion this meant dedicating an entire Connie aircraft and crew to a pair of passengers. I should know - - it was my boss and I coming up from Princeton, NJ to visit our computer supplier in suburban Boston.

I also know about the last day of Connie-based Shuttle service because I was on the final Connie trip from Boston to Newark on Valentine's Day in 1968. That day Eastern gave a poster to every passenger who wanted one. It read "Kiss Connie goodbye". I still have mine, a treasured

memento from the golden age of airline passenger travel.

Mine was a long association with the Super Connie because, you see, I had also been on one of the very first, quite possibly THE first, TWA Super Connie flights from NYC (LGA) to Los Angeles (BUR) in the fall of 1953, fifteen years earlier. And when I say "long association" I'm not kidding about that either - - in 1960 I rode a -H (which was a -G with long range wingtip tanks) from Ireland to NYC, an experience I would not care to repeat unless allowed into the cockpit, as I was on that flight.

It having been a charter flight with a 14-hours-against-the-wind leg from Shannon to Gander, it was not hard for me, early in the leg, to persuade the already-bored crew to allow me to ride up front with them for most of the trip, something that would have been forbidden had it been a scheduled flight with a US passenger air-



AIRCRAFT HISTORY

“THE SUPER CONNIE”

line. I rode the jump seat and, even though I was just 16, we talked about what all pilots talk about - - aircraft, and flying, and the women in our lives. (I was already joined at the hip with my wife-to-be, a fully adult relationship that continues to this day.)

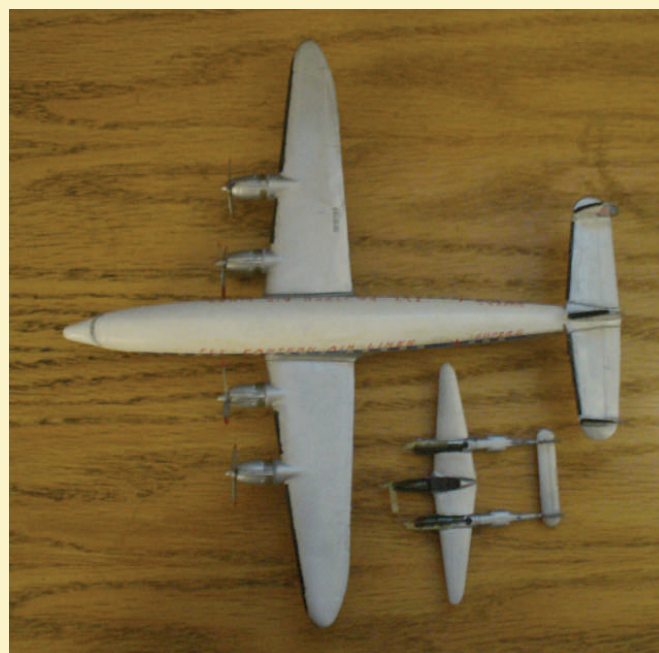
I will now close with the words at the bottom of the poster . . .

“It’s traditional to give something nice to the people you care for most on Valentine’s Day. But instead we’re taking something away. Today, February 14, 1968, we’re taking the last Constellation out of Shuttle service. And we thought you’d like to share our fond farewell. Since April of 1961, 10 million people have flown the Connie. After today, nobody will. Goodbye Connie. And thanks.”



Photo 4 The Connie’s vertical stabilizers are scaled up from those of the P-38.

Photo 5. The Connie’s wing is mostly a scale-up from the P-38 wing outboard of the P-38’s pod fuselage. The horizontal stabilizer is also a scale up, slightly modified so that it acquired add-on swept leading and trailing edges. (The P-38 model is sporting masking tape because its anti-glare panels are being painted.)



“CHILDHOOD & AVIATION”

By: Mike McCarthy

As a little kid I was an Irish Mick growing up in Little Italy in NYC. That led to some encounters which were fun for the other kids but not for me. Still, except for fights among we kids, nothing ever happened on our block, even though the neighborhood was very poor, as were we. No robberies, no muggings, no rapes - - nothing. Not even cars double parking.

You see, nothing ever happened on Leroy Street because it was an important Sicilian block. The proverbial Mafia ice cream parlor, was right around the corner on Bleeker Street, which defined the northern boundary of Little Italy. The ice cream parlor was the office of Carmine Galento, brother of Tough Tony Galento, a/k/a Tony Docks. Carmine was the government in our neighborhood. If you had a problem, like needing a job, or not being able to pay your rent because your kids had to eat, you took it to Carmine. Next door to the ice cream parlor was a bar where the Wise Guys would hang out when they weren't with Carmine or weren't doing business on the streets. My father, a lush and Mafia hanger-on, used to drink with them, spending what little money we had at the bar. (Years later he got his act together and ended up as a professor of economics at Columbia.)

Still, I was luckier than most of the other kids in that I got to escape the squalor and the stifling NYC summer heat by visiting my grandparents in California. Trips out there were by airplane, the tickets paid for by them in advance. My first airplane ride out west was in 1948 when I was four years old.



The trip officially began before dawn at the now-demolished East Side Airlines Terminal at 39th and 1st, where we were put on a bus headed for La Guardia. Then we boarded the aircraft, a DC-3. (I remember the sloping cabin floor.) We changed planes in Pittsburgh (I remembered the name) where my mother bought box lunches for us. The rest of the flight must have been in a DC-4 because I think we completed it very late that same night after refueling in Kansas City and Albuquerque, names which were magic for me at

“CHILDHOOD & AVIATION”

the time. Maybe the flight finished the next day. Maybe the post-Albuquerque leg was by train, but I don't think so. Assuming that the last leg was by air, we probably landed at Burbank, because my grandfather would preferentially book us on flights which landed there, Burbank being relatively close to his house in Sherman Oaks, much closer than was the airport that would one day be called LAX.

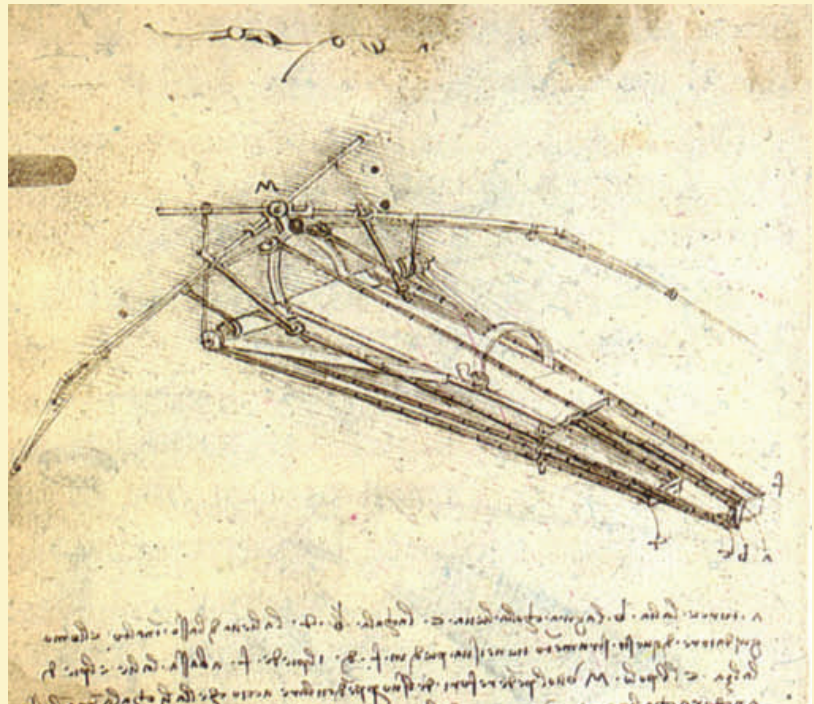
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

In 1950, when I was six, my sister and I did the trip west in what had to have been another DC-4. While we were over the Rockies we lost both engines on the left side, I suppose because one engine must have thrown parts at the other. I remember the engine flames and sparks, and I remember that we immediately lost cabin pressure and cabin heat. The engine fires were quickly put out but I remember a man with blood running from his nose, pacing up and down the cabin aisle, softly calling for his mother. With the blissful ignorance of childhood, unlike him I was more curious about the situation than frightened, though I do remember feeling terribly cold

It must have been very late in the afternoon. It being impossible for the aircraft to maintain altitude, and it being necessary to get down where more oxygen was available and the air was warmer, we descended rapidly till we were flying through the mountain passes. You don't believe me? Just now I Googled “DC-4” and

*"...and once you have tasted
flight, you will walk the
earth with your eyes turned
skyward, for there you
have been and there you long
to return...."*

-Leonardo DaVinci



“CHILDHOOD & AVIATION”

“two engines”. Sure enough, the DC-4 could stay airborne with two engines out on the same side, though not above 7,000 feet. We probably started out at 20,000-25,000 feet and we probably were close to being out of the mountains by the time we got down to the altitudes of the typical passes. Otherwise, as I know now, we would have had to make a forced landing (can you say “controlled crash”?) in the rugged terrain.

The ground was snow-covered up there even in June, something that amazed me, a native New Yorker. (But we’ve lived in Colorado for the past thirty years and I now know that this is the norm.) I remember our being so low at one point that I could discern individual branches on the spruce trees. Again, I wasn’t frightened, but I surely was impressed. I have no further memories of that flight so I don’t know what happened once we exited the mountains. Most likely we landed at Grand Junction to await either another aircraft or replacement engines.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

The summer of 52 ... I can’t be certain but I believe I was on the inaugural TWA west-bound commercial flight of the Super Constellation, landing at Burbank. I do recall that a red carpet had been rolled out for we passengers.

Later that summer came a visit to the North American Aviation plant in El Segundo, discussed in my F-86 article in the July/August issue of The Aviator. Some weeks after the

NAA visit, while reading a newspaper I noticed an article about an upcoming flying scale model aircraft meet. I asked my grandfather to take me there, which he did. There were many beautiful models at the meet, some radio-controlled and some free flight. One of the models was a ducted-fan MiG-15 which was almost as big as I was. It was painted aluminum color, with Russian red star markings. Even though it was an enemy aircraft, I liked it very much. The owner/builder took a big chance and let me hold the large model. To paraphrase the immortal lyrics of Jerry Lee Lewis, I was real nervous but it sure was fun.

After the meet I asked for a glow-plug .049 engine so I could build my own flying model, but I was turned down. Instead I received a kit for a large pine Strombecker model of a B-24, the parts to which I assembled with no help from anyone. I sanded the model to a fine finish and then applied several coats of lacquer prior to color-painting it. I still have a faded color picture, taken by a family friend, showing me holding the aluminum-finished model. I remember the day when the picture was taken. It was a hot afternoon and the model gleamed brilliantly in the strong sunlight. When I get a round tuit I’ll scan the photo and restore it using Corel Photopaint. (It needs a cyan push.)

In an attempt to make the B-24 even more realistic I tried covering it with sections of kitchen aluminum foil, dull side out. I chased the foil with the blunt end of a toothbrush. The experiment failed because the thick foil

“CHILDHOOD & AVIATION”

of the day could not be made to follow compound curves. Today, of course, you can buy special thin modeler's foil for exactly that purpose.

The following year, when the summer visit was over I was, as usual, put on an eastbound flight along with my sister. This time I was completely unwilling to go back to Leroy Street, and to my parents, and I screamed and cried until I was taken off the aircraft, a Super Connie again. My sister remained aboard. After we got back to Sherman Oaks my grandfather called my parents and informed them that I would be living with him and my grandmother, and that they would now be raising me. He didn't ask, he simply told them. Now I had a real home. Starting in the fall I was home-schooled, and the living arrangements lasted till my grandfather died six months later. My new world was shattered, and I still grieve for him, even though today I am the grandfather.



AVIATION HISTORY

“THE MIGHTY HERCULES”

By: John Bratcher

The Mighty Lockheed C-130 aka “Hercules”. Early in my career as an U.S. Air Force Air Traffic Controller I was assigned to the world’s largest C-130 base. Little Rock AFB had 96 C-130s, trained all branches of the US military, as well as 19 other countries. Little Rock had training squadrons, active Airlift Squadrons, as well as an Arkansas National Guard squadron of C-130s. As my first assignment in the US Air Force I naturally was fascinated with this aircraft. The C-130 has a very vast history and has been used by many countries for both military and civilian purposes. There are some really nice renditions of the C-130 “Hercules” within the flight simulation community but I have to say I have found none better than the “Captain Sim Legendary C-130”. So for this story we will be using the Captain Sim version of the Lockheed C-130 Hercules.

We will of course start where a young pilot starts his Hercules career...Little Rock AFB. I would normally use Flight Sim X but Captain Sim has yet to release the FSX model of this fantastic bird so we will be using Flight Simulator 9 for this article.

Little Rock AFB has a 12,000 foot runway as well as a smaller assault strip just to the north of the main runway. This assault strip is used to train for short field take offs and landings so that a pilot can fully grasp the abilities of the mighty C-130. The ramp in which these workhorses are

parked is almost as long as the main runway! It starts with Alpha row and goes



all the way to Z2 row with spots on each row going from 1 to 5. So to say the least this is one massive ramp! It can get pretty bad in the mornings at Little Rock AFB but that doesn’t stop the mighty C-130 from performing its missions.

There are many versions of the C-130 as well as variants created for specific functions. Captain Sim has created quite a few different versions which you can use and they all have some very neat and unique features. The newest version of the C-130 family is the C-130 J model. It looks very similar to the original C-130 A model from the outside but is a very different bird all together. The C-130J “Super Hercules” is the only model currently still in production. The differences with the new J model include new Rolls-Royce Allison AE2100 turboprops

AVIATION HISTORY

“THE MIGHTY HERCULES”



ered by Allison T56 turboprops with three-blade propellers. Some A models were equipped with skis as well as JATO (Jet Assisted Take off) rockets and were re-designated C-130 D models. The next C-130 model was the B model and it had ailerons with more boost as well as upgraded engines and four-bladed propellers which were standard until the late 1990s. The C-130E (extended range model) entered production in 1962. The increased range was achieved with under wing fuel tanks that held 1,360 gallons, a center-section wing-mounted auxiliary fuel tank and more powerful Allison T-56-A-7A turboprops. The E model also featured structural improvements, avionics upgrades and a higher gross weight than both the A and B models.

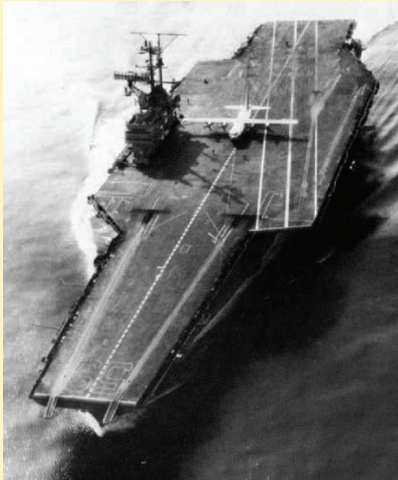
with six-bladed composite scimitar propellers, digital avionics (including Head-Up Displays (HUDs) for each pilot), reduced crew requirements (2 pilots — no navigator or flight engineer), increased reliability and up to 27% lower operating costs. The C-130J is also available in a standard-length or stretched -30 variant to increase its hauling capacity.

The first C-130 took flight in August of 1954 as a prototype out of the Lockheed plant in Burbank, California. It flew from there to Edwards Air Force base in California. The first model, the C-130A, was pow-

The C-130F which was brought in for use by the United States Marine Corps in 1958 was later named the KC-130 tanker and is equipped with a removable 3600 gallon stainless steel fuel tank carried inside the cargo compartment. There are two wing-mounted hose and drogue aerial refueling pods and each of them are capable of a transfer speed of about 300 gallons per minute to two aircraft simultaneously! The US Navy has the C-130G model which adds an increased structural strength allowing for higher gross weight operations.

AVIATION HISTORY

"THE MIGHTY HERCULES"



The C-130 H model has updated Allison T56-A-15 turbo-props, a redesigned outer wing, and updated avionics. The H model is what is in use with the US Air Force (USAF) and many for-

foreign air forces to this day. There have been three different upgrades to the H model with the latest including a partial glass cockpit (ADI and HSI instruments), night vision device compatible instrument lighting, and a color radar.

The C-130K, known by the United Kingdom Royal Air Force as the Hercules C.1 was in sole use by the United Kingdom's Royal Air Force. It is the same model as the C-130H just used by the Royal Air

Force. The C-130 K model is used by the RAF Falcons for parachuting drops.

There is also a civilian version of the C-130. The Lockheed L-100 is equivalent to a C-130E model without pylon tanks or military equipment. However the L-100 has not seen as widespread use in the civilian market as it has in the military industry.

The C130 is capable of doing many things such as it is the largest and heavi-



est aircraft to land on an aircraft carrier.

It is capable of flying through hurricanes for weather missions. It can land on ice

and snow using Skis and able to do high and low air drops, high speed ground drops, and also used for parachuting by some militaries. Its missions include Tactical Airlift, Aerial Tanker, Command & Control, Maritime Patrol, Special Operations, Search & Rescue, Humanitarian Relief, Staff/VIP Transport, Reconnaissance, Airborne



AVIATION HISTORY

“THE MIGHTY HERCULES”

Hospital, Arctic & Antarctic Support, Drone Control, Electronic Warfare, Space & Missile Operations, Test & Evaluation, Weather Reconnaissance, and of course as a highly lethal Gunship.

And now to speak to the first-class quality in which Captain Sim has recreated the fabulous piece of Aviation History! Captain Sim has a base model that just gets



you started in the C-130 family. Then it has 5 other add-on models in which you can use to get the full picture of the C-130s vast capabilities. The base model comes with a manual that is on par with something you would get thinking you were going to fly the real thing and after reading it you good probably get pretty close! Each add-on comes with a manual as well but the first one is about 209 pages long and divided into 3 separate sections. I would highly recommend that you at least check out the manuals and read over them briefly to get the flavor of how this beast operates.

Captain Sim also includes something called the ACE (Aircraft Configuration Editor) Utility. It allows you to manage your aircraft setting such as liveries, load settings, cockpit settings, fuel settings, and much more. It is really a neat configuration tool and allows you to easily edit things with out having to dive too much into techy language.

If you want to talk about eye candy this add-on has plenty of it. From all the stuff on the aircraft that opens, closes, raises, and lowers to the guns and flares firing away it is very nice on the eyes. It



AVIATION HISTORY

"THE MIGHTY HERCULES"



has the ability to raise a flag from the top emergency hatch, extend fueling pods in the tanker version, and launch the JATO rockets on the T model. Lots and lots of extra effects that on my machine did not cost too much in the way of frame rates which is always a plus! I think one of the neatest things in this aircraft is the Hum-

mer in the back that drives out when you lower the ramp. It is very detailed and rolls out really smooth. So from the eye candy point of view this aircraft gets 5 stars!



AVIATION HISTORY

“THE MIGHTY HERCULES”



The fly ability of this aircraft is where I got mixed feelings. It is a beauty to fly and very realistic but some might say a little too realistic. I relate this to something like the PMDG aircraft in which you must sit down and read these manuals for like a weekend before you even attempt to do any kind of major flying on it. You could just try to wing it but I don't think you would do this bird justice by going that route.

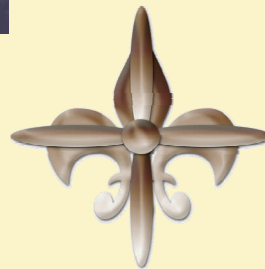
The Customer support at Captain Sim is nothing but first-rate all the way. With any problem I came across there was a very helpful forum section and if that didn't do the trick there was the people at

Captain Sim and they helped me out tremendously. There are a few updates and fixes for certain things but nothing that can't be found in their forums with a quick search.

Overall I would have to give this piece of software a huge two thumbs up as it is very detailed and really mimics the real version of this aircraft. After working this aircraft in the real world and then flying it on my desk for several hours at a time it truly is a keeper for the old virtual hanger! Blue Skies!!!



Captain Sim
Pilots Know How™



HERE I'M...
THE FIRST
THE MOST DETAILED
THE 727 FOR FSX



325+
LIVERIES

727 Captain
-100, -200, -100F, -200F, Super 72, -100CW, -200CW, LDF

JUST \$9.99



Captain Sim
Pilots Know How™

**SUMMER
SUPER SALE!**

STAFF PROFILE

“MIKE MCCARTHY”

Mike is married, with two children and four grandchildren. He and his wife live in a condo in the foothills west of Denver, Colorado, USA. Retired from the computer business, Mike is an entrepreneur, the founder of both PC Game Controls and the FS Open Components add-on developers association. Mike has been involved with flight simulation since the days of Bruce Artwick's FTP program. He also holds an inactive PPL, SEL rating, 110 hours.



PC Specs

2.2Ghz dual-core AMD system
1GB of memory
NVIDIA GeForce 6100

MS Sidewinder Joystick

However, for test purposes I own several other joysticks as well as the CH Products flight yoke.

What was your first experience with Aviation?

My first experience with aviation was when I was four years old when my mother and I traveled from NYC to Los Angeles partly by DC-3 and partly by DC-4. I particularly remember the DC-3 leg from LGA to PIT because I remember how the cabin sloped when the aircraft was on the ground. I also remember that we had to deplane to buy box lunches.

What was the first copy of Flight Sim that you owned?

I have been simming for so long, and my memory is getting sufficiently bad, that I can't give a direct answer to the question of which edition of FS was

the first one that I owned. However, it was probably the original release of MSFS, after they bought Bruce Artwick out. Also, I was a plank owner of Artwick's ATP program.

What is your favorite aircraft for flight sim?

My favorite FS aircraft is the Eric Cantu 727-200 with Charles Fox's FDE and with the Richard Probst 727-200 panel. If all you care about is 2D panels and how the aircraft handles (and these are all I care about) then this combo is better than any of the payware that's out there.

STAFF PROFILE
“MIKE MCCARTHY”

What is your favorite payware aircraft or scenery program?

My favorite payware aircraft is the Level-D 767. The simulation of the Collins FMC is superb and very educational. Now I know what it is like to be up front in one of these birds. This simulated aircraft also handles superbly, just like a "Cessna 172 Heavy", which is the feel that Boeing has always strived for from the 747 on.

What Flight Sim site do you visit the most?

My favorite FS site is FlightSim.com. I was a lurker from the time the site opened until around 2001. I then became a very active member, then inactive, and now active again since 2005. Avsim has the membership numbers, but FlightSim has the sophisticated and well-heeled users. It is no coincidence that FS Open Components was announced on FlightSim, nor is it a coincidence that the fsOC Forum is located there.

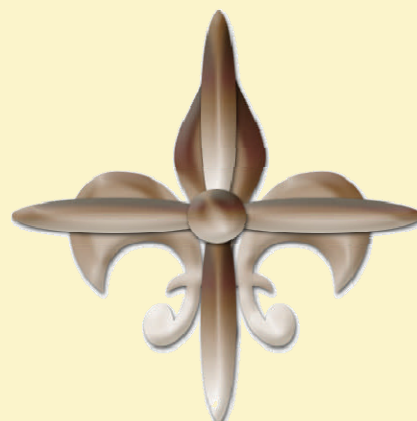
If you had a chance to own any one aircraft in the real world what would it be?

There is no question that my favorite real world aircraft would also be the same as my favorite simulated aircraft, the 727-200.

Why this aircraft?

I like the way it looks, and I like the way it flies. To me it epitomizes the golden age of passenger travel by air, an era that I experienced first hand and that I very much miss. I acknowledge that the public feels low prices to be more important than airborne elegance, but I still miss the old days. So I would love to own a steam gauges 727-200. However, I would

**** well equip it with autothrottle because without this safety device it would be a very dangerous aircraft on approach.



FLIGHTSIM.COM



Get Hot Deals on Cool Flightsim Gear!

Only at The Pilot Shop

**All the best flightsim gear,
all the best prices.**

**Visit the
Pilot
Shop now**



Microsoft **Flight Simulator X**

**GET YOUR COPY TODAY AT THE
FLIGHTSIM.COM PILOT SHOP!**



September 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

SKYDECKS

AVIATION TRIVIA?



Who was the first civilian pilot to reach space in a manned aircraft?

What is the oldest airline in the world?

Who made the first flight across the Pacific Ocean?

The average twenty-year-old 747 has been pushed backwards from the 'gate' approximately how many times?

The "RB" in the Rolls-Royce RB-211 turbojet engine means what?

Please send your responses to trivia@aviatorsociety.com.

October 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

LAST ISSUES ANSWERS

Who achieved the world's first controlled engine-powered flight in 1903?

The first person(s) to actually sustain controlled, powered flight were not the Wright brothers; It was Richard Pearse of New Zealand a few months before in a more advanced flying machine of his own design & construction. On 31-3-1902 he flew about 350 yards, and on 11-5-1903 flew over 1,000 yards, out of ground effect & including several turns.

Which aerobatic aviation team showcases NAVAL aviation skills for the US?

At the end of World War II, Chief of Naval Operations, Adm. Chester W. Nimitz, ordered the formation of a flight demonstration team to showcase naval aviation. The team performed its first flight demonstration less than a year later, June 1946. Flight Leader, Lt. Cmdr. Roy "Butch" Voris led the team flying the Grumman F6F Hellcat at Craig Field, Jacksonville, Florida.

Which U.S. military attack aircraft is nicknamed "Warthog"?

The A-10 Thunderbolt II received the nickname "Warthog" from the report of the main gun, which has a surprisingly low pitch and sounds much like the snorting or grunting of a hog. This, coupled with the A-10's lack of aesthetic appeal and thick skin, make the aircraft reminiscent of a warthog.





W W W . T H E A V I A T O R M A G . C O M

"BROTHERS IN AVIATION"

E-mail: editor@aviatorsociety.com

Thank You for reading this issue of "The Aviator".

A publication of "The Aviator Society".

Website: www.TheAviatorMag.com

www.AviatorSociety.com

John Bratcher — *President*

Jeff Taylor — *Executive Vice President*

Laurent Bellion — *VP of Development*

Copyright 2004 - 2007 The Aviator Society

All Rights Reserved. This Publication can not be reproduced, in part or in its entirety, without the expressed written permission of "The Aviator Society".

"The Aviator" is a publication sponsored by the Aviator Society. Articles contained in these publications are copyrighted and can not be copied or redistributed without the expressed written consent of the Aviator Society. The reviews and ads in these publications are the views of there author and not necessarily endorsed by the product owners.

ADVERTISING WITH "THE AVIATOR"

Why Advertise with The Aviator?

The Aviator magazine has been downloaded and read by thousands of Flight Simulator and Aviation enthusiasts/hobbyists. Our readers range from many different backgrounds such as private, student, and commercial pilots, real or aspiring Air Traffic Controllers, as well as those in the computer and gaming industry. If your company covers any of the above mentioned then you should be adding "The Aviator" Magazine to your advertising and marketing programs. You'll appreciate our very low rates and the fact that our Online Magazine is free to our readers.

What Advertising options do I have?

We offer a very comparable set of options that range from size to location in both our magazine and our website. We also have better deals for longer advertising contracts and combinations as well. If you are interested in receiving our media kit then please contact us at www.aviatorsociety.com/aviator and we will send you a package.

