

GOSPORT

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"A Gosport Tube was a voice tube used by flight instructors in the early days of military aviation to give instructions and directions to their students. It was invented by flying instructor Robert Raymond Smith-Barry at the School of Special Flying he opened at Gosport [England] in 1917." (from Wikipedia)

Real World Pilot Licenses

by John Allard

I know that some of our members are current or former pilots in the non-simulator sense. A recent article in AVBizWeb caught my eye.

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online. Either way, the new certificate won't list your original date of issue, so you might want to keep that old dog-eared piece of paper to prove your longevity. If you apply by mail, it's going to take four to six weeks, and up to 10 days for online processing, so don't put it off till the last minute or you could find yourself grounded. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected.

While you're at it, you can also ask the FAA to issue you a new certificate number that is not your social security number. There is no additional charge to make this change. Check the website below

http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates/

for more info and the forms you need, or to make your request online."

Jack Neal's Recovery

by John Allard

Jack continues to recover at home from his recent surgery. I've had e-mails from him and Gene Ayers has also been in contact with Jack. I'm sure others have as well. Jack still has a ways to go, including some further treatments and procedures that will present more challenges for him. His weight has dropped and he's socking away the calories as best he can to turn that around.

He remains upbeat and positive about the entire situation; he is improving and feels well enough to have an interest in other things too. He recently upgraded to broadband and is struggling through the travails of getting set up on a new e-mail system. For now he has the same e-mail address and would be pleased to receive messages from members who want to wish him well. His e-mail address is...

JNEAL17164@AOL.COM

Drop him a line when you get a chance.

GOSPORT

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JANUARY MEETING

Thursday

January 7th 18:00

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John's Corner



John Allard

Aviation Terror

I received an unintended (by him) and unforeseen (by me) Christmas gift from that despicable young Nigerian who botched his attempt to bring down an airliner near Detroit on Christmas day. He gave me a topic for this column.

What is it that makes commercial aviation such a popular target for terrorists? Why do the terrorists gravitate toward airplanes and airports as sites for their attempts at murder and mayhem? Perhaps it's obvious and if so you'll have to forgive me for laying the groundwork.

Probably most importantly, aircraft are soft, i.e. very easily destroyed. I lauded the virtues of aluminum and composites in a recent column, but they're really not very strong compared to other, heavier materials. The main reason they are used is because they are not very heavy. The strength of aircraft structures has as much to do with form as with the inherent properties of the materials. Aircraft structures are designed to be most strong in the direction that opposes the anticipated loads they will bear in use. Apply a

modest force from a different direction, along a different axis than that of flight-induced loads and it all deforms and comes apart rather easily.

In addition to the craft itself being structurally as fragile as an egg, any structural problem created within a large aircraft in flight is likely to be greatly magnified by the tremendous amount of energy the aircraft itself brings to the table. That amounts to many times what is required to utterly and horribly destroy itself, its contents and anything on the ground that is in its path. Integrity of structure is everything in an aircraft and it all unravels if that is lost.

The energy of an airliner in flight consists of three primary elements; potential energy, by virtue of its height; kinetic energy, a product of its speed; and the chemical energy of the vast amount of fuel aboard. An additional potential energy source that may sometimes come into play in flight is the bottled up air pressure within the cabin. The destructive power of that, while not on a par with the other three elements, is not to be underestimated. I don't know of any specific terror incidents where this was critical, but accidents have shown us that it can be. The early explosive decompression losses of two de Havilland Comet airliners in the early 1950s, the 1988 Aloha Airlines 737 cabin roof event and tragic 1987 accident involving a JAL 747 whose vertical fin was completely blown off by an aft bulkhead failure all serve to illustrate that the energy of the compressed air in the pressurized cabin is sufficient to do serious structural damage to an airliner. All of that energy ultimately derives from the fuel, but in flight some fuel has been consumed and converted to the potential and kinetic energy of height, motion and pressurized air.

The benefit to the terrorists of all that available energy is that they don't have to bring much hardware to the scene of the crime. The Christ-

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mas bomber had only 80 grams of explosive sewn into what passes for BVDs in Yemen. To put that into perspective if you're not calibrated for metric measures, that's about an ounce by weight. Yes, he failed in his plot to destroy the plane and kill everyone aboard, but not because his device was too puny – it was certainly not. It employed a so-called "high explosive", PETN, which is used in det-cord. In an earlier test it had been demonstrated that 50 grams of the substance was sufficient to breach an airliner hull. He failed because whatever mechanism was intended to initiate the detonation failed to do so. He got fire, but not an explosion and so 289 souls were saved, including, at least temporarily, his. Somehow I don't think he's seen the last of fire.

Aircraft are an easy kill compared to ships, buses, buildings or other common people containers. The energy inherent in the vehicle is capable of doing most of the killing, requiring only a relatively small initiator. A backpack or a back seat full of dynamite and roofing nails isn't necessary to inflict dozens of casualties – the aircraft's own energy will do the killing of all aboard swiftly and efficiently. All that must be done is to damage the craft itself sufficiently for it to come unglued in flight, which takes relatively little. The aircraft's inherent energy does the rest.

Aircraft are high value targets in several senses. Looking strictly at the value of the asset being destroyed, airliners are expensive. The cost of a new, large airliner is totted up in the hundreds of millions of dollars. That's some serious coin and you'd have to blow up a very large number of buses, even double-deckers, to equal the cost of one of them. Bringing down a large building or two certainly gets into the same cost region, but that requires truckloads of explosives to accomplish - or a handful of airliners and a few boxcutters.

A second element that makes a jet airliner valuable is the number of helpless people aboard. There were 289 on the Detroit A330 and that's far from the biggest tube-o-chairs in the skies. A

fully-laden A340, A380 or 747 would likely run the ante higher by several hundred. It's difficult to think of a non-aviation scenario where the potential for killing people so easily, so spectacularly and in such large numbers occurs so commonly. Large sporting events are probably a distant second with more people but far less opportunity.

If we can naively assume that the terror effect of terrorism is somehow important to the terrorist, then there too, airliners are of great value to them. Fire and falling are terror-inducing to most people and the simple act of boarding an aircraft already has some thinking uncomfortable thoughts about such things. If a few hundred people die horribly in an airborne act of homicide, or almost do when the attempt fails, how many hundreds of thousands more are dis comforted thereafter every time they fly by the knowledge that it could happen again, perhaps to them next time? If terror has value to the terrorist, the airplane certainly provides the potential for it in a satisfyingly large measure. Its effect is felt far beyond the proximity of the specific act – like ripples in a pond, its waves wash every shore.

Much of the value of the airliner as a terror target lies in the collateral effect of such an attack, whether successful or not. Though sometimes overlooked or at least underestimated by the public, the effects of a terror-try against an aircraft resonate through an entire industry and even through whole economies. It's not necessary for the attempt to be successful – barely plausible is good enough to severely disrupt air travel for weeks or for months – or forever. It dramatically increases the cost of flying to governments, airline companies and passengers. The delay, discomfort, difficulty and the sheer cost of the measures we must put in place to protect ourselves from terror attacks are a detriment to our society and to our life-styles. Those who perpetrated the attempts must be very satisfied with themselves, despite having failed to meet their primary objective in the vast majority of

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them. They harmed us just by trying, and more than just a little.

So, we have a fragile, highly valuable target in the jet airliner. Is that all there is to it? Probably not. Two other factors come to mind for me in trying to analyze why it is that terrorists are drawn to aviation targets like pigs to slop. The concept of proximity brings me to the next reason that I believe airliners are so frequently targeted – they're virtually everywhere. Even in the hinterlands of the less developed and impoverished regions of the Middle East, commercial air travel is ubiquitous. It may be somewhat more than just a short camel ride to the nearest ticket counter, but even at that, it's not so terribly far away from anywhere. Of all the potential targets, this is the one that comes to them, that puts itself in harm's way right there in their native country, if not exactly on their doorstep, no matter where they dwell.

The final rationale that I ascribe to terror-mongers is that it's hard to think of a potential target for them that is more iconic, more representative of western culture and the technological prowess of our lifestyle than commercial air travel. It's a thumb in their eye every time they see one on their turf, or streaking above it. The contrails by day and the winking lights at night, and the sights and sounds of jets near their cities are constant reminders to them that our culture is impinging on theirs. Even when the airport is far away, the airliner is not and many of them hate it.

That leads me to take up who the bombers of aircraft are, not as individuals, of course, but at least by common traits. As with the reasons aircraft are such popular targets, this may be obvious to the reader, but I'll document my thoughts anyway.

In the 1970s it became fashionable for aircraft to be hijacked for a variety of reasons. They sometimes ended up being destroyed, often on the ground with or without harm coming to the passengers. There were numerous cases of

simple extortion or ransom, attempts to escape from or to somewhere or hijackings for the furtherance of political or criminal aims such as the release of prisoners or the granting of concessions to or by certain governments or organizations. Seldom in those early days of air terror was the destruction of the aircraft and/or the passengers the primary objective though the threat of that was certainly the lever for achieving whatever the hijackers wanted.

Once governments had gotten their fill of that and got their acts together, as often as not the events ended with commando assaults on the aircraft. Those attacks usually resulted in the deaths of the criminals on the spot, which certainly seems to have had a deterrent effect on that sort of thing. Who would have thought that those would become the good old days?

We've devolved, if that's the correct word, into a time when wanton, violent, wholesale destruction of the aircraft and all aboard is now almost always the primary intent of the criminals. That destruction is no longer a threat to achieve other ends, but is the end in itself. So why the dramatic change? It seems clear that the terrorists who attack aviation targets today are not the same sort who were busy at in the 1970s. Who are the new air-criminals of today and what's behind their homicidal actions?

It only requires the setting aside of political correctness to easily reach a reasonable conclusion about this. Virtually all recent attacks on commercial airliners and the attempts at same have their roots in Islamic fundamentalism. Practitioners of that extreme version of the religion seek the spread of Islam world wide, the destruction of all western influences and norms including any form of democracy or personal freedom, establishment of Islamic states, the strict imposition of Islamic religious law and the compulsory promulgation of their faith universally, by the sword if necessary. Jihad has come to the airways. It is attempting to kill infidels and, uncaringly, any

Continued on next page

Muslims who happen to be unlucky enough to be aboard the targeted aircraft. The Islamo-bombers strive to disrupt, undermine and if possible destroy the economies and lives of western countries and their inhabitants. This is undeniably being undertaken in the name of Islam.

Moderate defenders of the Islamic faith are quick to point out that such actions are contrary to the true tenets of the religion. That may very well be true. I'm not a religious scholar and won't attempt to answer those arguments except to say this – regardless of what the true principles of Islam may be, terror is being committed in its name. The terrorists may have strayed from the true path of what their faith teaches and requires, but they don't seem to think so. They fervently believe they are doing the will of Allah.

Even where state-sponsored terrorism is behind airborne atrocities or is suspected to be an influencing factor, the states responsible are invariably Islamic. They may even be theocracies where the religious leaders and the government leaders are one and the same, or where the bearded, radical mullahs hold the ear or other anatomical appendages of those who lead the government.

When apprehended, terrorists prove virtually without exception to be radicalized Muslims who proudly proclaim that they are doing the work of their prophet and of Allah. They are fervent, defiant zealots who eagerly seek the killing of innocent people for the sake of their religion and as often as not seek martyrdom in the bargain. They believe these actions to be honorable, right and proper. They profess to have been told by fatwah-flinging radical Islamic religious leaders that it is their religious obligation to destroy infidels where ever they can be found. I harbor no doubt that this is the true nature of the enemy and that they are trying to kill us.

Prevention of air terror is difficult and expensive. One of the primary reasons for this is, of course, the prevalence of ports into the system.

Every airport in the world where commercial passenger aircraft operate is a potential entry point for them. To be optimally destructive, it is necessary for the terror device, whether manual, remote controlled or automatic, to be somehow placed within the aircraft. Since mid-air boarding is not yet possible the airports become the only feasible entry points. There are many hundreds of them world wide.

While external threats, i.e. missiles of one sort or another, cannot be entirely ignored, they have not yet become the credible, prevalent hazard that simple explosive or incendiary devices placed aboard the victim aircraft have. There have been attempts with missiles in Kenya, Iraq and elsewhere but such attacks are not universally successful and require much from the attacking organization. In general, introducing a smaller, simpler weapon directly into the aircraft by guile is preferable to the terrorists for a number of reasons.

Defending against the infiltration of destructive materials and devices at many hundreds of commercial airports around the world is a mind-numbing prospect. As government agencies responsible for counter-terrorism have observed, they must be successful 100% of the time or they have failed. The terrorists, who seem to have an inexhaustible supply of willing would-be martyrs, only need to succeed once. The evil-doers can keep trying and trying until they find a chink in the armor.

A worrying vulnerability is that airports are operated under the laws of and largely by the people of the country in which they are located. There is a large variance in the capability and willingness of airport home countries to provide, maintain and rigorously apply the increasingly complex and expensive facilities and procedures necessary to assure an absolute filter against terrorist miscreants, materials and devices. It's not surprising that the Detroit device most likely entered the system in Lagos, Nigeria; it is surprising and trou-

Continued on next page

bling, however, that it escaped detection in Amsterdam where the murderer and his incendiary underwear had to change planes and pass through a modern and supposedly competent security system.

I'm going to stoop to employing a journalistic cliché that has been much-used since the Christmas incident in Detroit. That travesty was a wake-up call for us – a last chance to understand that the threat is both real and serious and that what we're doing – what we have done – is insufficient to protect us. Despite the fact that hundreds of main-stream media mavens have already used the wake-up call phrase in that context, it never the less is an apt and entirely correct assessment of what happened in Detroit.

We got a free one here. It wasn't because we are vigilant or because our people, processes, procedures and equipment are the best in the world. Perhaps those things are true – perhaps they are not, but we didn't dodge the bullet because of anything we did. It was because we were dumb-ass lucky. The guy got through airport security in his Jihad-brand Jockey shorts twice, got aboard two different airplanes with them and carried the weapon nearly to his destination without being detected or even suspected. At the 59th minute of final hour, he snatched defeat from the jaws of victory by somehow not being able to get the damned thing to go off properly. That, folks, is blind luck. We were lucky, they were not. The system failed us – they found a way through it, but couldn't quite cross the goal line. They'll keep trying until the luck goes their way. If we continue to rely on luck, eventually the worm will turn and they will have the good luck.

Governments have some influence over the standards and requirements for airline security beyond their own borders which might affect them. They not only exert extensive control over the operation of home-based carriers outside the home country, they may also impose requirements on foreign airlines and aircraft that seek to

enter their airspace. In order to schedule a flight to the US, Air France, for instance, must do A, B and C, or must go elsewhere. Commercial considerations make it desirable for foreign lines to dance to our music if they wish to do business here. Conversely, the dancing shoes are on different feet when our carriers operate on their turf. It's not a bad scheme and is the means by which the US can and to some extent does limit the potential for lax security in other countries becoming a threat within our airspace.

Clearly, not enough is being done. In the Christmas Caper, the bomber had been fingered to the US authorities weeks prior by his own father and identified as a probable threat. Presumably through bureaucratic friction and wall-building between Federal fiefdoms, his name only made it to one of three separate lists of potential terrorists. Only one of those constitutes the infamous No-Fly list and our bomber-buddy didn't appear on that one. If he had, I might have had to come up with a different topic for this month's article.

This newsletter is not a political organ and it would be inappropriate for me to use this space for a partisan political commentary. I'll go only this far... the primary duty of government is to safeguard its citizens. Regardless of whose administration is in office, they have a sworn obligation to provide for the common defense and to preserve and protect our country, its citizens and its institutions from all enemies, foreign and domestic. This event and others concern me because it seems that is not being done very well. Washington fiddles and bad things happen. It's time for them to heed that Christmas wake-up call and begin to make protecting US citizens and interests a priority. The Secretary of Homeland Security, Janet Napolitano, proclaimed after the Christmas event that, "...the system worked..." before reversing herself in the face of the outrage her original statement generated. Her immediate sacking of would not be a bad place to begin setting things on the right track.

end

How to Stay Young

submitted by: John Allard

NOTE: I didn't write this, I found it, or more correctly, it found me. Much of this rings true. Numbers 3, 7 and 8 in particular resonate with me. I hope you enjoy reading them as much as I did and can apply some, most, many to your own life. It appears in the main to be good advice...

1. Throw out nonessential numbers. This includes age, weight and height. Let the doctors worry about them...that is why you pay them.

2. Keep only cheerful friends. The grouches pull you down.

3. Keep learning. Learn more about the computer, crafts, gardening, whatever. Never let the brain be idle. An idle mind is the devil's workshop!...and the devil's name is Alzheimer's.

4. Enjoy the simple things.

5. Laugh often, long and loud. Laugh until you gasp for breath.

6. The tears happen. Endure, grieve, and move on. The only person, who is with us our entire life, is ourselves. Be ALIVE while you are alive.

7. Surround yourself with what you love, whether it's family, pets, keepsakes, music, plants, conifers, hostas, hobbies, whatever. Your home is your refuge.

8. Cherish your health: If it is good, preserve it. If it is unstable, improve it. If it is beyond what you can improve, get help.

9. Don't take guilt trips. Take a trip to the mall, even to the next county; to a foreign country, but NOT to where the guilt is.

10. Tell the people you love that you love them, at every opportunity.

ANDALWAYS REMEMBER: Life is not measured by the number of breaths we take, but by the moments that take our breath away.

And if you don't send this to at least 8 people - who cares? But do share this with someone.. We all need to live life to its fullest each day!

Worry about nothing, pray about everything!

Time Quote

submitted by: John Allard

"We cannot know the future, for time is like a wave, the leading edge of which we at our peril ride. Time does not exist until the instant of experience....whereupon it has forever gone and becomes our past. So treasure our history, for, ultimately, it is all we may possess!" (Michael J. Feeney; Christmas, 2009)

Appreciation - Landmark Aviation

by John Allard

As always, OFSC is grateful to Landmark Aviation for the use of their fine facility for our meetings and also for the kind and courteous treatment we always receive from their staff. Just to let them know that we do appreciate them, Wayne Knowles and Steve Austin delivered a couple of plates of holiday cookies for Landmark personnel on the morning of December 22. Wayne reports that, "...they were somewhat excited to receive them and I think it made a big impression." It's no more than they deserve.

The next time you find yourself passing through the lobby at Landmark, take a moment to greet them and offer a word of thanks. We're fortunate to have such a well-appointed and appropriate place to meet and it never hurts to let them know that we're aware of that and appreciate it.

December OFSC Meeting

by John Allard

Our December meeting was held on the 3rd at Landmark Aviation, unlike last year when we were bumped due to someone else having spoken for the room before us. If my roster sheet is to be believed (you did sign in, right?) there were sixteen of us, a little lighter than usual but not too bad.

Charles Caravetta showed up with a hat and shirt nicely embroidered with the club logo and some very attractive pricing for same. I won't publish the price particulars here, but talk to Charles at any meeting or club function. He (actually his wife) will embroider your garment or will sell you one to be embroidered. They can also do a jacket-back sized logo or a loose patch if you are interested in those. I've already bought a shirt and handed it off to him at the Golden Corral dinner. Get your orders in and show your colors.

Charles also brought a gift for the club, a very classy jacket-sized club logo surrounded by four embroidered aircraft on a silver-colored satin banner, complete with loops for hanging. We'll certainly use that whenever we have an opportunity to put up a table at local aviation events.

Charles also brought a bag of home-grown Meyers lemons for members to help themselves to. They're big and mostly round, lacking the extensions at the end. I managed to escape with two and found them very good.

Our last hold-out who didn't have e-mail access has joined us in the 21st Century. Hooray for Jerry Henriquez. With the assistance of his daughter Jerry is at last connected and will receive club mailings like the rest of us, whether he wants them or not. Jerry would like everyone to guess what the "FWF" in his address means. I know, but I'm sworn to secrecy. Send your guess to Jerry in an e-mail, just so he gets some practice and also so he has your address. It's...

jerryhFWF@hotmail.com

We discussed whether to have a December dinner a week early to avoid the holiday as we did in November or to skip this month. There was a strong majority for having one, so we did. The Golden Corral was selected as the scene of the crime, a repeat of our dinner there last December in lieu of a December meeting. See the dinner report elsewhere in this issue.

Skip Tucker clarified a little the report of an airport event to be held sometime after the first of the year. Details are still a little sketchy but it seems that airport management intends to have some kind of small event for and by members of the local aviation community. We've been apprised and will most likely at least have an information table. If nothing else, someone thought to include us when pulling something together for "the local aviation community". It's certainly in our best interest to be thought of as a part of that and we welcome it.

There was a discussion of the new MS operating system, Windows 7, of which George Million seems to have the most experience and knowledge. George, an FSX user, has had very positive results with it and described some of what it's all about. He has agreed to bring his PC to the January meeting and give a more in-depth demo then.

There was a brief discussion of spouses as OFSC members. It was agreed that spouses are automatically members and shall have full voting rights at meetings, if present.

We further affirmed an earlier suggestion to pass the hat at meetings for a small, non-mandatory donation if you want to, when you want to. Gene Ayers had volunteered at the November meeting to assume stewardship of the kitty for us. Some money was collected. The only outstanding financial obligation is the reimbursement of Steve Austin for the costs of framing Chan's picture for Carmen.

John Allard gave a demo on the process of adding FAA or user-defined Intersections, GPS waypoints or other named fixes to FS. The details of the images presented were for FS9, but

the process is virtually identical for FSX. John has a more detailed How-To article on the topic posted at the Mutley's Hangar web site.

Harold Reeg updated the information on our invitation to the EAA Chapter Christmas Party, which was only a few days off.

Wayne Knowles provided a description of linking Google Earth KML files with FS, providing satellite images from GE within FS and/or FS-defined airports on the GE images. I haven't tried this so don't know all the details, but talk to Wayne if you're interested. It sounds very neat.

An abortive attempt was made to see the next chapters of Charles Caravetta's navigation DVD, but the sound system would not go above a whisper. It's not a topic that lends itself to lip reading, so we bailed out of that and watched a couple of product demo videos from the latest PC Pilot magazine disk.

Thank-Yous and Attaboys

by John Allard

Member Category:

For his perseverance and good work in making available embroidered shirts, hats, jackets, patches, etc. with the club logo (and for a bag of Meyers lemons for members to share) – Charles Caravetta (and his wife!)

For providing a uniquely positive and friendly club environment in which we can share our interest and passion for flight simulation and for all things aviation, a Gosport pat on the back for – All OFSC Members

Non-Member Category:

For all they do – Landmark Aviation

NOTE: The newsletter staff has no wish to slight anyone – ever. If you know of someone who deserves mention here, please let Editor Dave Clark or John Allard know. If someone should have been mentioned and wasn't, please assume it was an honest oversight and let us know so we can correct the situation.

For Sale

Shon Limor <http://ww1124a@msn.com> (407) 462-0150 has a "Hotseat Flight Sim Sourround Sound Video and Gaming Chassis for sale. It is in excellent condition. He is asking \$500.00 As you can see from the ad below, the chassis and sound system sells for \$1999.00. He is not selling the sound system with it, so he has reduced the price. The chassis alone is worth \$1000 new.

As you can see...there is NOT a mark on this unit.

<http://www.videogamechairs.com/video-game-chairs-&-rockers/video-game-racing-chairs/hotseatflightsimulator.cfm?RNtt=Hotseat%20300>

I don't have the pictures yet so I will send them when I get them in a seperate mailing. If you can't wait gave Shon a ring. ed.

*** Ocala Flight Sim Club ***



Veterans Honor Roll

* Jim Dillman	US Army, 1943-1946	WW II
* Jack Neal	US Navy, 1944-1946	WW II
* Ken Smith	USMC, 1945-1949; 1950-1953	WW II
* Dave Clark	US Army Air Force, 1945-1946	WW II
* Bob Puttre	USAF, 1948-1969	
* George Million	US Navy, 1951-1955	
* Wayne Knowles	US Air Force, 1951-1955	
* Gene Ayers	US Navy – 1954-1973	
* Charles Caravetta	US Navy, 1955-1965; US Naval Reserve, 1981-1985	
* Bill West	Royal Canadian Air Force, 1955-1957 	
* Henry Jazwinski	US Army, 1958-1964	
* Daniel (Skip) Tucker	US Navy, 1959–1965	
* Bill Tiedemann	US Coast Guard, 1960-1965	
* JP Tyson	US National Guard, 1964-1971	
* Steve Austin	US Navy, 1966-1970	
* John Allard	US Navy, 1966-1970	
* John Mcwatters	US Army, 1966-1968	
* Harold Reeg	US Army, 1967-1970	
* Matt Olieman	US Army, 1968-1971	
* David Jones	US Air Force, 1970-1973; Air National Guard, 1973-1976	

Breakfast Report

by John Allard

Our breakfast on December 10th at Red's was something special. Folks arrive early for these anyway but most everyone was on site fully a half-hour ahead of time, huddled up in the parking lot on a cool and wet morning. I had a brief image of a bunch of 60s-era groupies hanging out at the stage door of a rock concert, but we're far too mature to have gathered eagerly in bad weather, each with a camera, just for a cameo appearance by a celebrity.



No, this was far more serious than that. We were there in anticipation of Jeff Abrams flying in. Jeff owns a spiffy little Robinson R-22 helicopter. Despite a grey and gloomy overcast and some ominous weather in the forecast, he made good on his promise to land at the restaurant to join us. That guy really knows how to make an entrance.

Jeff appeared exactly on schedule. His approach and landing to the postage stamp sized area he'd chosen as an LZ was impeccable. He made it look easy and I'm reasonably sure it is not. His stay was brief since the weather forecast indicated that another line of showers, scud, low ceilings and low visibility was in the offing from the west. Prudently, his hellos and good-byes were only separated by a few minutes and he was off again, headed for the barn at Leeward Air Ranch in short order.



Speaking of short orders, the rest of us adjourned to the table and set about breakfast, which is no trivial matter at Red's. As usual the food was copious and excellent. It's a great place to cure the hongries.



I count nine faces in Carol Ayers' usual excellent photo collage – adding Carol, who was on the dark side of the camera and the already airborne Jeff Abrams, I make the total count to be eleven. Everyone was pleased to have Carmen Gerber join us again and we hope she'll be a regular. Bonnie West too was there, sans Bill, who is being held hostage in Canada, bound and gagged with medical red tape. We had a good time and have something out of the ordinary to remember this one by. Please join us for the next one.

If you have breakfast suggestions, e-mail John Allard at allardjd@earthlink.net

I don't have the photographers name for some of the pictures in this article. Sorrrrry
One of the photograhers may have been Bonny! DaveC

December Dinner

by John Allard

Last year at Christmas there was no room for us at the Landmark Aviation "Inn" – someone else had the room booked for our regular meeting night. Not wishing to be shut out completely and finding the idea of a stable not to our liking (that had been done already in a fashion we couldn't hope to match), we chose to have a dinner instead, our first as a club. The place we chose was the Golden Corral and the event was a success. Not long after, in February of 2009, we began to have monthly club dinners, which have proved to be as popular and successful as the longer-running breakfast outings.



This year, we elected to return to the original scene of the crime, the Golden Corral on SR 200, one year later. Our normal dinner date was moved forward by a week in deference to the oncoming holiday and so, on December 17th we met and had our holiday meal together, attracting a near-record crowd of twenty-one by my reckoning. Everyone was pleased to see Carmen Gerber with us again.

The buffet format seems to suit us well. We tend to confound, confuse and challenge traditional table servers, particularly when the group is so large. That's sometimes entertaining to see unfold, but tends to gum up the works of actually getting the right food and the right checks to the right

people. Our habit of spouses not sitting together adds to the service conundrums; the buffet avoids that entirely, though didn't prevent Wayne's usual good-natured waitress-baiting. It's unfortunate there aren't more establishments in the area that offer buffets – our choices are few.

Everyone seemed happy and hungry as we attacked the buffet tables with gusto. The Christmas spirit was in the air and a festive atmosphere prevailed. Lea Knowles thoughtfully presented hand-made poinsettia earrings to the ladies, and in a clear break from tradition for this particular holiday, gave away colored eggs in the parking lot at the end. I can't wait to see what she has in mind for Easter. And so, boys and girls, the proverbial good time was had by all, as far as I could tell. It's a great thing to associate with friends during the holidays. Life is good.

Happy B D Anniversary Dave!

I recently celebrated my 83rd Birthday Anniversary and received a Birthday Anniversary card with the following verse, I thought it was humorous.

"You are ageing like a fine wine.

With each passing day you grow more mellow,
more mature, more full-bodied.

Of course, soon your cork will dry up and fall off.

Oh well, Happy Birthday!

Don't worry; they're doing amazing things with
cork transplants these days!"

Guru List

Wayne Knowles

gunk@att.net

General Flight Sim questions; GPS; FS9; FSX;
some hardware /display; all with reference to
XP.

Dave Jones

davjones@atlantic.net

AI traffic; ATC; repainting aircraft; flying
transport type aircraft (B727, B737-
200, B757, B767, and MD80); fooling with
various .cfg files to achieve particular results.

By e-mail only.

John Allard

allardjd@earthlink.net

General flight sim questions; FS9 and XP;
IFR flight; props & turbo props; Just Flight
AirHauler; Just Flight Traffic 2005; Radar Con-
tact; FS Navigator; Airport editors; aircraft.cfg
and panel.cfg file issues; weight and balance
issues; panels; free airport diagrams to order
(ask me).

By e-mail only.

Flight Sim Ladies Corner



Helen "Sweetie" Smith

Have a Happy, Prosperous 2010

Hope everyone made it safely through 2009, and are ready to get started on 2010 with a great showing at all the affairs, like that old saying "the more the merrier", holds true. We've had every interesting meetings in '09, on nights when no one could bring up some problems they've had, one of the more experienced chair persons could come up with their experiences and where to look for answers. Allard and Wayne have given us excellent leadership, recalling problems they've had, remembering the solutions, and where to go to look up the problem, they also seem to have the knowledge where the freebees are too, that's an added point of interest. Thanks you two and all that the others at the meetings pitching in adding to an interesting around table discussions. With all the talk, Dave and I are anxious to getting to fly regularly, we've been side tracked, having to many things holding up our progress, hopeful 2010 will be our year to say we're "Flight Simmers"

Those that came to the 12-10-09 breakfast were all either very hungry or wanted to be there early to see the helicopter landing. Jeff Abrams

gave us an added excitement coming to breakfast, thanks Jeff. He couldn't stay for breakfast because the weather was unpredictable. The attendance of women, was smaller than previous occasions, there were five ladies and six men. It was a cold morning but not as cold as when we met there last time and realize, it's quite a distance to go for breakfast. As perusal the breakfast was great, portions seem to big for me but somehow I managed to eat it all mine. Not that I had them, but those three pancakes that hang over the large plate, is an example of the portions. We all had a satisfying meal and enjoyable companionship.

On 12-17-09 we met on the third Thursday, due to Christmas, hope you all read the news telling about change of Thursday. The Golden Coral is spacious and everyone has a selection of food that's tasty and plentiful and you can have it your way. Nine ladies and eleven men were there at my last count. Jerry and Martha joined us and hopefully they found it enjoyable and will attend more frequently. Hope we made a good impression. All ate heartily and received the information they were looking for. See you at the general meeting, on the 7th and we'll hear from John before the dates for Breakfast and dinner.

Several in our group have had health concerns just before the Holidays; John is the person they keep in touch with, so hopefully he'll let us know how everyone's doing.

Helensmith@embarqmail.com

Hot Links

by John Allard

This page is a repository for links to the odd, the obscure, and hopefully, the useful FS-related things to be found on the internet. If you've discovered a gem, please submit it with a brief description by e-mail to Dave Clark or John Allard.

<http://www.opusforfour.com/definitions.html>

Aviation (and other) Humor

A humor page with a good content of aviation humor, but lots of other things too. I've already siphoned off most of the worthwhile aviation definitions in a compilation elsewhere in this newsletter, but there's a lot more. The Weights and Measures section is pretty good – e.g. 2000 mockingbirds = Two kilomockingbirds. Think about it...read it quickly.

http://simviation.com/fs_compatibility.htm

Flight Sim File Compatibility

This is a pretty good page of information that details what versions of FS will accept files (aircraft, scenery, etc.) from other versions. There are also some pretty good links on the page to other information, e.g. aircraft file folder structures and such.

http://www.mcmguides.com/Know_Where/know_where.php

Air Force Base Locations

A little game that gives you a map and names of US Air Force bases. It begins with CONUS bases and if you score high enough, moves world-wide. You click on the map where you think the base is and it puts a pin in the actual location, then gives you a score based on how close you were. If you score high enough, it gives you ten more. I made it though two levels but didn't score high enough on the third to get a fourth. It's great fun for a few minutes. I'm thinking Bob Puttre is going to be pretty hard to beat.

<http://www.craftsmanshipmuseum.com/park.htm>

A Master Craftsman

Whenever you get to thinking you are really, really good at something, anything, go to this site and take a look at what this guy does for enjoyment. He builds model airplanes, mainly from aluminum. They don't fly, but I think you'll be impressed. Forget the rest, scroll down and look at the photos.

http://vatpac.org/cms/index.php?option=com_content&task=view&id=163&Itemid=99

Visual Approaches

From VATSIM Australia Pacific - A good overview of visual approaches from the Aussie point of view. Most of it is very relevant though the regulation details may be somewhat different from here.

http://www.forum.aerosoft.com/index.php?app=core&module=attach§ion=attach&attach_id=9064

Aerosoft Article on Increasing Frame Rates

This comes up as a 12 page pdf file, so takes some seconds to load. It has lots of photos and large print so is very easily readable and is interesting. It's from a forum article he posted and he titles it "Why Do I Get 50 FPS and You Get Single Digit FPS?". He's talking about FSX, by the way, and is running it on a fairly normal computer. He's got lots of tips and gets pretty specific. By way of credibility, this is by Mathijs Kok, Manager of Development/Download Shop at Aerosoft. This is the guy in charge of the group who have announced they're going to write the successor to FSX. He's worth listening to.

Glossary of Aviation Terms

Compiled by: John Allard

If you think you are well-steeped in the lore and lingo of aviation, you may be surprised at some of these.

180-Degree Turn - a sometimes difficult maneuver to perform; the

degree of difficulty is usually determined by the size of the pilot's ego

3 State Tour – vectors to final approach course

5 State Tour – vectors to final approach course if pilot has annoyed the approach controller

AA (American Airlines) - Always Awful

A & P Rating - enables you to fly groceries

Aero - That portion of the atmosphere that lies over Great Britain

Aerodrome - British word for airport. Exactly what you'd expect from

a country that gives its airplanes names like Gypsy Moth, Slingsby Dart,

and Fairey Battle Bomber

Airfoil – 1) used by Cockneys creating a home perm; 2) swords used for dueling in flight. Often used to settle disputes between crew members and passengers

Aileron - A hinged control surface on the wing that scares the hell

out of airline passengers when it moves, and out of pilots when it doesn't

Air – unseen substance which makes up the atmosphere. When applied to a correctly-shaped airfoil with sufficient relative velocity sometimes produces lift, but always produces turbulence, airsickness, lost luggage, missed connections and irate passengers.

Airplane - infernal machine invented by bicycle mechanics in Dayton, Ohio and tested in Kitty Hawk, North Carolina. All attempts at improvement since then have met with mixed results. Precursor of the Frisbee

Airspeed – 1) the speed of an airplane through the air; 2) true airspeed plus 20% when talking with other pilots. Deduct 25% when listening to a naval aviator; 3) measured in furlongs-per-fort-night in training aircraft

Air Traffic Control - a game played by airline pilots and air traffic controllers. The game has no rules, and neither side knows how it is played, but the goal is to prevent flights from arriving in time for passengers to make connecting flights; passengers always lose

Air Traffic Control Center - A drafty, ill-kept, barn-like structure in which people congregate for dubious reasons

Air Travel - breakfast in London, dinner in New York, luggage in Brazil

ALITALIA - Always Late In Takeoff Always Late In Arrival, Air Line In Tokyo And Luggage In Amsterdam

Alpha – Pilot-In-Command, Captain, lead dog

Alternate Airport - The airport that no aircraft has sufficient fuel to proceed to if necessary

Angle Of Attack - pick-up lines that pilots use

Angle of Attack Indexer – instrument in naval aircraft. The function is a carefully guarded military secret, kept in particular from the pilots. It is thought to provide a hypnotic and soothing point of focus during final approach to keep naval aviators from dwelling on the fact that they are about to slam a 25 ton aircraft travelling at 130 knots onto a floating steel parking spot which is moving in three dimensions, two of which are entirely random and unpredictable.

Arresting Gear - a policeman's equipment

Aviation Metal Snips: See hacksaw

Continued on next page

Baggage Claim - the most difficult area of the airport to find. It is usually hidden by numerous signs saying, "Baggage Claim Area"

Bail Out - dipping the water out of the cabin after a heavy rainstorm

Bank – 1) a place that will lend you money if you can prove you don't need it; 2) a place where you keep the government's money until the IRS calls for it; 3) an institution where you put your money so that it will be available when other people want it; 4) (drive-in) an institution invented by the financial community to allow the real owner of your car to get to see it once in a while; 5) the folks who hold the loan on most pilots' cars; 6) owners of mortgage on aircraft

Barrel Roll – 1) sport enjoyed at squadron picnics, usually after the barrels are empty; 2) unloading the beer for a hangar party

BOAC (British Overseas Airways Corp.) - Better On A Camel ,Bloody Old and Careless

Boeing - the sound a plane doesn't make when it hits the ground

Bravo – Appreciative exclamation, utterly unknown to air traffic controllers, flight instructors, check pilots or FAA examiners

Briefing - spending a long time saying nothing

CA (China Airlines) - Choose Another

CAAC (Civil Aviation Authority of China) - Chinese Airline Always Canceled, China Airlines Almost (Always) Crashes

Carburetor Icing – 1) a phenomenon happening to Aero club pilots at exactly the same time they run out of gas; 2) phrase used when reporting a forced landing caused by fuel exhaustion

Caging the Gyro - not too difficult with domestic species

Carry-On Bag - an item, usually of large dimensions, which somehow managed to fit under the passenger's seat on the inbound flight. Regardless of what the passenger says the following are not acceptable as carry-on items: bicycles, steamer trunks, toboggans, surfboards, motorcycles, snowmobiles, refrigerators, truck tires, chain saws or wide screen projection TVs

Cessna 310 - More than the sum of two Cessna 150s

Charlie – Roger and Wilco's gender-confused sister

Chart – 1) a type of map which tells you exactly where you are lost; 2) a map, which conveniently unfolds to cockpit-window size, that tells you exactly where you aren't; it is usually marked up by the pilot before takeoff with an exact plan for getting there; 3) large piece of paper, useful for protecting cockpit surfaces from food and beverage stains; 4) an aeronautical map that provides interesting patterns for the manufacturers of children's curtains

Chock – 1) Sudden and usually unpleasant surprise suffered by Air Mexico pilots; 2) Piece of wood the line boy slips in front of wheel while pilot is not looking; 3) Nickname for Charlie in Mexico

Cockpit – 1) a confined space in which two chickens fight each other, especially when they can't find the airport in a rainstorm; 2) Area in which the pilot sits while attempting to figure out where he is

Collision - unplanned contact between one aircraft and another. As a rule, collisions that result in the creation of several smaller and less airworthy aircraft from the original two are thought to be the most serious

Cone of Silence - an area about the size of the Rhode Island located near the final approach beacon at an airport

CPA (Canadian Airl.Intl.) - Can't Promise Anything (New code CAI) - Crash And Ignite, Call Ambulance Immediately, Circle Airport Indefinitely, Cruise Above Iceland, Cancel Alaskan Itinerary, Call Attendants "Idiots", Check All Items, Copilots Are Imbeciles, Casual Atmosphere Inside

Crab - the airport Duty Officer

Dead Reckoning - 1) you reckon correctly, or you are; 2) a course, maintained by clock and compass, leading directly to a cloud-obscured mountain

De-Briefing - spending a long time saying nothing after you have done it

De-Icer - de person dat puts de ice on de wing

DELTA - Don't Even Leave The Airport, Don't Ever Leave The Airport, Don't

Even Let Them Aboard, Departing Even Later Than Anticipated

Dive - pilots' lounge or airport cafe

EAL (Eastern) - Eastern's Always Late

Echo - slang term for read-back to Clearance Delivery. It is customary to rephrase the echo in subtle and ambiguous ways so that later, neither the pilot nor the controller can be held accountable

EL AL - Every Landing Always Late

Emergency Generator - device which generates emergencies, also known as a simulator

Engine Failure - a condition which occurs when all fuel tanks become filled with air

Estimated Position - a place you have marked on the chart where you are sure you are not

Exceptional Flying Ability - has equal number of takeoffs and landings

Fast - Term describing the speed of any high-performance aircraft. Lower-performance and

training aircraft are described as "half-fast"

Final Approach - 1) Many a seasoned pilot's last landing; 2) many a student pilot's first landing

Firewall - section of the aircraft specially designed to let heat and smoke enter the cockpit

First Officer - crew member necessary for Captains to practice shouting instructions to

Flare - a lighted stick thrown out the window to alert others you are landing

Flashlight - Tubular metal container kept in flight bag for storing dead batteries

Flight Instructor - individual of dubious reputation, paid vast sums of money to impart knowledge of questionable accuracy and value and to cast serious doubt on the coordination, intelligence, life expectancy and ancestry of student pilots

Flight Plan - Scheme to get away from home to go flying

Flight Schedule - an entertaining work of paperback fiction

Fog - 1) the air, apparent 2) a natural weather phenomenon which usually occurs around an airport while the surrounding areas are clear. Fog is controlled by the airlines and is used to delay flights

Foxtrot - the little dance performed by pilots during post-event interviews with the FAA

Glide Distance - half the distance from an airplane to the nearest emergency landing field

Golf - game involving a small white ball, normally played at alternate landing sites

Glider - formerly "airplane," prior to fuel tanks becoming filled with air

Greaser - a landing in which the sound of the wheels rolling is the first indication. There are three rules for making greasers. No one knows what they are

Gross Weight - 1) a 360-pound pilot; 2) maximum permissible takeoff weight plus two suitcases,

Continued on next page

10 cans of oil, four sleeping bags, four rifles with ammunition, eight cases of beer, two fifths of whiskey and the groceries (do you really need all those groceries)

Group - a large loud pack of passengers traveling together. The group leader, who has the tickets, usually waits in the bar until the required pre-board time of five minutes before departure, or until there are no seats left together, whichever occurs last. Reservation agents are prohibited from pre-assigning seats to groups as this may convenience them

Hangar - Home for anything that flies, mostly birds

Headwind - see "Heated Air Mass"

Heated Air Mass - usually found near hangar, flight lounge, airport cafe, or attractive, non-flying members of the opposite sex

Helicopter - a collection of aircraft parts flying in loose formation

Hotel - airplane full of people, stranded on the tarmac for thirteen hours

Hydroplane - an airplane designed to land on a wet runway, 20,000 feet long

India - Sub-Asian country, home to 600 million on-line computer help technicians who, when laid end to end, all point in different directions

IFR - a method of flying by needle and ripcord

Jet-Assisted Takeoff - a rapid-takeoff procedure used by a general aviation pilot who suddenly finds himself taking off on a runway directly in front of a 747 on short final

Juliet - Roger, Wilco and Charlie's promiscuous flight attendant cousin; has achieved a minor level of notoriety at certain airports where a taxiway is sometimes named in her honor

Junkers 52 - A collection of elderly airplanes that even the FAA can't make airworthy

Kilo - unit of measure for a cargo you had better not be hauling

Landing Light - well known fly in resort ranch, 2)

the airport operator, his four mechanics and three line boys

Lean Mixture - non-alcoholic beer

Lima - The only airport in Peru where you might not suffer hypoxia while parked on the ramp

Log - a small rectangular notebook used by pilots to record lies

LOT (Polish Airlines) - Last One There, Luggage On Tarmac

Midair Passenger Exchange - air-traffic-controller-speak for a head-on collision; quickly followed by "aluminum rain"

Mike - device used by co-pilot to lie to ATC

Motor - a word used by Englishmen and student pilots when referring

to an aircraft engine

Nanosecond - time delay built into the stall warning system

Navigation - the process by which a pilot finds his way from point A to point B while actually trying to get to point C

Non-Revenue Position - usually can be identified by the fact that these passengers are in first class and are dressed in pilot or flight attendant uniforms. Non-revenue positions are permitted to fly first class free of charge to prevent revenue passengers from being able to pay first class passenger charges

No-Record - any passenger booked through a travel agency

November - month during which all US aircraft must be registered

Occupied - an airline term for lavatory

On Time - an obscure term, meaning unknown

Oscar - smallish gold statuette presented each year to the aviator who makes the most stupendous non-fatal blunder. Candidates for 2009 include Air Force One photo-op over NYC, the inadvertent fly-past at KMSF and the B-767 taxiway arrival at KATL. Supporting versions go to

Continued on next page

pax whose in-flight antics result in flight diversions and/or being met at the gate by law enforcement authorities.

xOshkosh - a town in Wisconsin that is the site of the annual Experimental Aircraft Association fly-in. It is believed to have been named after the sound that most experimental aircraft engines make

Papa – 1) city in New Guinea; 2) Ernest Hemingway

Parasite Drag - a pilot who bums a ride back and complains about the service

Passenger - a herding creature of widely varying intellect, usually found in pairs or small groups. Often will become vicious and violent in simple and easily rectified situations. When frightened or confused these creatures collect into a group called a "line." This "line" has no set pattern and is usually formed in inconvenient places. Passengers are of five known species: paxus iratus, paxus latus, paxus inebriatus, paxus ignoramus, paxus annoyus

Phonetic Alphabet – list of Soviet submarine types, inexplicably chosen to represent letters in radio communications

PIA (Pakistan Intl.Airl) - Please Inform Allah, Panic In Air ,Perhaps I Arrive

Pilot – 1) one who has, so far, managed to record an equal number of takeoffs and landings; 2) a confused soul who talks about women when he's flying and flying when he's with women

Pitch - The story you give your wife about needing an airplane to use in your business.

Position Closed - a sign posted at various counter locations, which when interpreted by the passenger says, "Form Line Here"

Pre-Board - a passenger who arrives at the gate five minutes before departure

QANTAS - Queer And Nasty Types As Stew-

ards

Quebec – somewhere you don't want to be in November, even with Juliet

Radar - an extremely realistic type of video game, often found at airports. Players try to send small game-pieces, called "blips," from one side of the screen to the other without colliding with each other. Player with the fewest collisions wins

Range – 1) usually about 30 miles beyond the point where all fuel tanks fill with air; 2) in general aviation aircraft, the distance an aircraft can travel in a single flight, normally determined by the capacity of the smallest bladder aboard

Reserve Fuel – 1) quantity of fuel required to fly half-way from intended destination to alternate airport; 2) booze in flight bag

Rich Mixture - what you order at the other guy's promotion party

Roger - 1) the most popular name in radio; 2) used when you're not sure what else to say

Roll - the first design priority for a fully loaded KC-135A

Romeo – One of Juliet's Italian boyfriends

RPM – manufacturer of tachometers

S-Turn - course flown by student pilot from point A to point B

SAHSA (Servicio Aero Honduras SA) - Stay At Home, Stay Alive

Service Ceiling - altitude at which cabin crews can serve drinks

Short-Field Takeoff - a takeoff from any field less than 10,000 feet long

Sierra – Spanish for, "Yes, I made a mistake..."

Sign - an airport decoration, usually unnoticed except by small children. Its primary function is to hide the location of various areas of the airport, i.e., gate numbers, rest rooms, baggage claim, etc.

Spin – what the DG does when a student pilot is lost

Split S - what happens to the pants of overweight pilots

Spoilers – FAA, NTSB, TSA, IRS

Stall - technique used when asked for your height and position

Steep Bank - banks that charge pilots more than 10% interest

Tailwind - results from eating beans, often causing nausea, hypoxia, vertigo and spatial disorientation in the immediate vicinity

Tango – a more fevered and frantic version of Foxtrot

TAP (Portuguese Airl.) - Take Another Plane

Ticket Agent - a superhuman with the patience of a saint, the herding ability of an Australian sheepdog, the E.S.P. abilities of Uri Geller, the compassion of a psychoanalyst and the tact of a diplomat. They have mysterious abilities to control wind/rain/snow/fog and all other weather phenomenon. They are capable answer three questions at one time while talking on the phone and without stuttering or choking on their tongue. Later in life they sit in parks carrying on mysterious conversations with themselves

Trim Tab – 1) a device that can fly an airplane better than the pilot; 2) popular diet beverage for fat pilots

Turn and Bank Indicator - an instrument mostly ignored by pilots

Uniform – what off duty pilots wear to impress women and fly free

Up - a chant used by pilots taking off from Hong Kong who want to discover the meaning of life

USAir - Unfortunately, Still Alleghany In Reality

Useful Load - volumetric capacity of the aircraft, without regard to the actual weight of cargo

Victor 1) who ever wins at Air Traffic Control or

Radar games (see definitions); 2) designation of low altitude airways cleverly designed to avoid anywhere you might actually want to fly while extending the distance by 40%; 3) passenger on the Lisbon flight from Casablanca

Voluntary Oversale - a passenger who arrives at the gate as the jetway is coming off the aircraft

VOR - radio navigation aid, named after the VORtex effect of pilots trying to home in on it

Walkaround – ritualistic dance performed by superstitious pilots, used, normally without success, to bring on better weather

Wilco – Roger's brother, the nerd

Windssocks - socks that need darning

Wing Strut - peculiar, stylistic walk performed by student pilots upon getting out of trainers following first flight performed without instructor yelling at them. Usually results in instructor yelling at them

Whiskey – liquid substance, the consumption of which progressively increases courage, confidence and culpability while diminishing capability, comprehension and ultimately, consciousness.

X-Ray – airport device used for ruining photographic film and erasing computer disks and memory sticks. In the more modern and intrusive forms, reveals passenger's body contours, implanted medical devices and dental fillings to leering TSA agents. The new technology no longer requires pax to remove shoes, triggering an unfair labor practice filing against the government by TSA screeners whose foot-fetishes are no longer being satisfied on the job.

Yankee – 1) the recipient of a tug; 2) any ~~bird~~ that asks Heathrow tower to "Say again"

Zebra – striped, horse-like animal about the size of a typical carry-on bag