



official

dESPAir

Cooperative Flights Manual

v1.0

©2000 Roland Vögtli

dESPAir Management

President/CEO - Roland Voegtli
Senior vice-president - Michel Verheughe
Vice president - Sergio Santagada

<http://www.sanw.ch/despair/>

**dESPair
Cooperative Flights Manual v1.0**

CONTENTS

- 1. Types of cooperative flights.**
- 2. Rules.**
- 3. Flight regulations.**
- 4. Assignments, required activity.**
- 5. Pilot reports on flight activity.**
- 6. Miscelanous**

1. Types of cooperative flights.

One of our goals is to have fun together. And we can have "realtime" fun together while flying cooperative flights. There are currently three different kinds of coops flights:

- Virtual Fly-Ins
- Coordinated long distance flights
- Adventures / Missions

1.1 Virtual Fly-Ins

Every now and then our club decides to meet somewhere on an european airport. Then we will define a date and time and a target airport where we will meet. Each of the participants will then work on a flight plan for himself to reach this airport at the target time.

When the day of the meeting has come, each participant will go to the online logbook and file his flightplan, but leave the flight open.

Then we all will fly our aircrafts along our filed routes and try to reach the target airport at the right time (and in one piece). Once on the ground, we go to the logbook and close our flights.

As soon as the last flight is closed, we all know that we are at the same airport now. We can then e.g. switch to a web based public chatbox and have a chat about our flights.

1.2 Coordinated long distance flights

From time to time some of our aircrafts need to be relocated over great distances. Then we will coordinate the flight amongst a few pilots. A flight plan will be developed, containing several stops and crew changes. All pilots will now at what date, time and airport they need to take over the aircraft.

The first pilot opens his flight plan (part of the full flight plan), and performs the flight. Once he has arrived at his destination airport he closes the flight plan at the online logbook. Then the next pilot can see that the plane has arrived and take over the trip. So, he will file his flight plan and perform the flight, closing the flight when he arrived etc...

You will be sitting behind your computer approx. 30 minutes before planned take off, briefing your flight (charts, maps, SID, STARs, Enroute, fuel load etc.). At T-15min you begin to check the logbook if the aircraft has already arrived at your airport. Once the flight is closed by your predecessor, you can file your flight plan and go flying. While you are flying, your neighbour will prepare to fly after you have landed ...

1.3 Adventures / Missions

We were talking about possible Missions / Adventures for our pilot club. These are not necessary common flights, but rather special ops like SAR, Rescue, Reconnaissance, special transports etc.

You tell us at what day you'd like to be "on service" for special ops. Someone will then send you a mission briefing and maybe some additional files (like env's and obj.).

You read the briefing notes and there you see what you should do within what time frame, to log a "successful" record in the logbook.

If you request an adventure, you might be assigned something like this:

MISSION XY

Mission Date: 12.01.2000

Mission Time: 14:30

Time frame : 3:30

OBJECTIVE: SEARCH and RESCUE

Description: We have just received a call from the Rega, the swiss rescue aircraft fleet. They have spotted an aircraft accident somewhere on the left side of the Tierberg (coords: XX.X / YYY.Y). We are requested to find the crashed aircraft and drop a first aid package. If possible, land on the glacier, take over injured and return savely

SIM: weather: clear sky, no wind, 10 mil vis., weather gradually deterroriating.
realism: full, reliability of the instruments as usual in dESPair flights.

MISSION GOAL : Find the aircraft object (screenshot), drop package (screenshot) and if possible, land (screenshot) and return home savely.

FILES: install the enclosed env and the object.

2. Rules.

It's about fun, so you won't get killed if you break some rules... it's about making simming more "real", so you spoil your own fun when breaking rules...

One rule is: fly as real as you can. Don't cheat on anything. Even if you crash fatal, you better file that, and get a new pilot identity... anything else is not a problem, but then, why would you fly for dESPair ?

The other rule is: don't fuck on your fellow pilots, if you are assigned flights. Especially, if you cannot perform a long term flight, please drop the next pilot in the plan an email so he knows he does not have to wait for your flight to be closed (or opened)...

Behave nicely. We all are doing it for fun, and being able to trust in you friends makes it even mor fun to meet after the flight.

In all other aspects, the same rules as for all dESPair flights apply.

3. Flight regulations

You can only fly dESPair aircrafts if you have the reservation and the aircraft is in your vicinity.

Each aircraft can only be moved through the air. So the next start of the aircraft XY is exactly where it's last Touch Down happened.

If you want to fly an aircraft that is somewhere else, you need to check with the current pilot of this aircraft and organise the relocation of the aircraft near an airport of your hub/base airport.

You cannot fly a certain aircraft, while it is still being used in flights anywhere else. Go ahead, and ask the CEO for a birthday present,,, you might get your own plane (or a leased one).

Flights are always performed with max realism settings in XP. We still need to decide on standard instrument reliabilities. Weather conditions are either defined in the mission goals, or you fly in the same weather as you have currently in your own country.

You might want to check the internet weather sites.

Before you can fly any of the official dESPair flights, you need to have filed at least 30 hours of flight with one of our aircrafts.

We expect that you check the Lessons, Manuals, additional info sources, POHs etc. Read as much as you can, perform training flights every now and then. Test your skills under various conditions, and don't forget to file those test/training flights.

You need to familiarize you with the behaviour of our fleets aircrafts, and we expect that you file your dESPair flights in the greatest details possible for you.

You'll need to be a Senior Captain before you have a vote in dESPair.
(See the ranking system par.6)

Another important regulation is that you fly strictly according to our checklists and operating procedures. Read the checklists available in the FBO.

4. Assignments, required activity

You don't need to participate in coordinated flight ops. But we think it would be fun if you would...

Once you are assigned a flight, you need good reasons to discard this assignment. If you don't have good reasons, you'll lose a lot of logged hours, and probably be degraded and sent to training section...

If you cannot perform any assigned flight right on time, you are urged to inform your fellow simmers about this. We don't want to leave our friends waiting, do we?

5. Pilot reports on flight activity PIREP

In any coordinated flight operations, we expect that you file/open your flight plan in the online logbook before you take off. So we all can see that this flight is in progress.

Once you have finished your flight, you go back to the logbook and close the flight, so we all know you have finished your task.

6. Miscelanous.

You are kindly invited to supply missions or other data and additions to this section of dESPair.

Don't forget, this is about FUN. And we all are friends and have gathered in our pilot club. So behave like a gentleman pilot, a real flying ace, and a kind fellow sim addict :-)

For all inquiries, questions and wishes contact info@g-point.com.