WHEN WIND BLOWS

Before the arrival of Bill Potvin's excellent Cfo Weather add-on, CFS1 virtual flyers where pretty much limited in their choices of weather, especially concerning winds; it would always blow from due North, steady, and from ground to stratosphere.

Cfo Weather changed all that. Any seasoned CFS1 pilot has it. Any newcomer needs to get it!

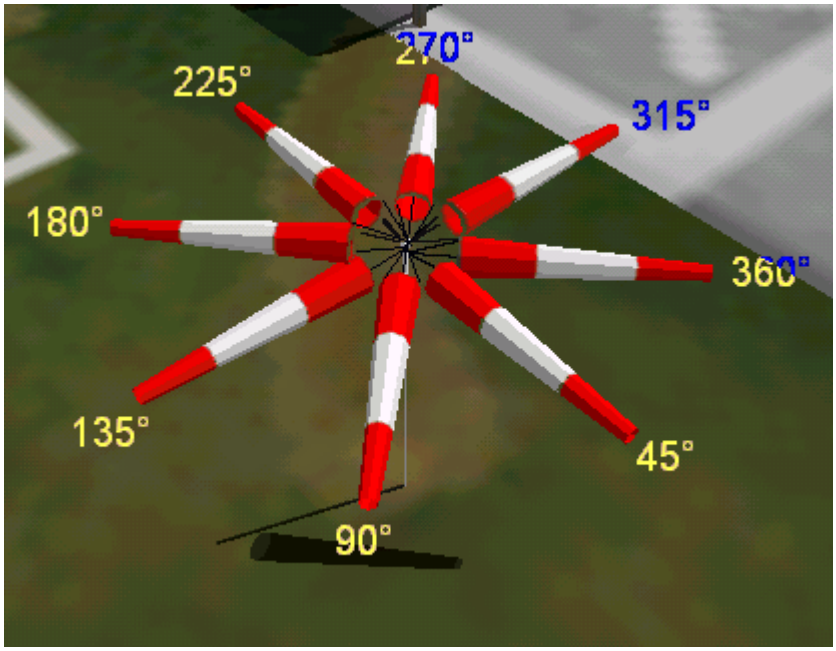
Some effects at Ripe are controlled by "Surface Layer" winds. My intention was to give some "life of its own" to the base. I hope that you will put some atmosphere (pun intended) in your game by using Cfo Weather's almost endless possibilities.

THE WINDSOCK

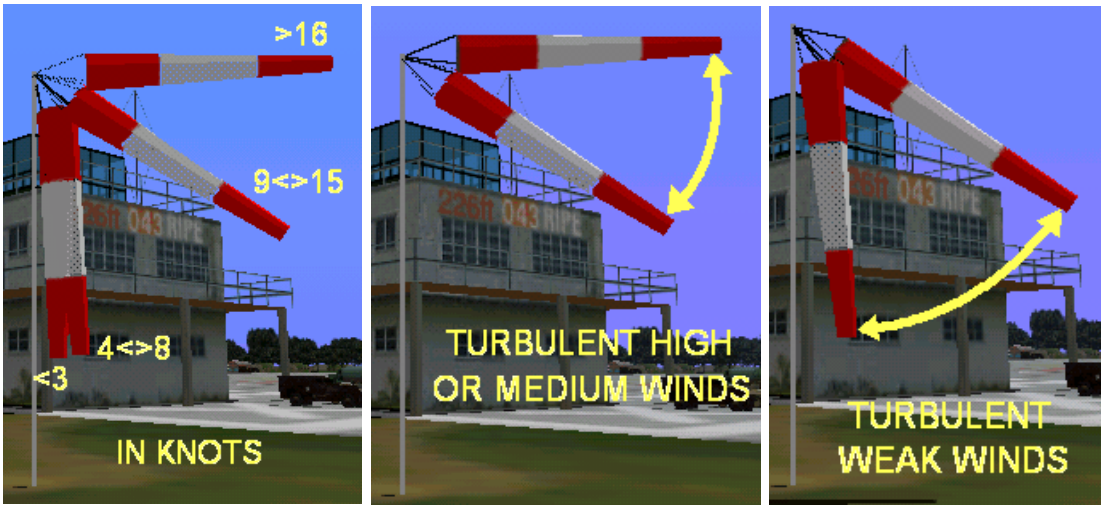
Of course, winds and windsocks go hand in hand. In the case of this windsock, I have tried to make it more than a "cute" thing to look at. Approaching the base or preparing for take-off, you can get a pretty good idea of the winds you will have to work with by observing the windsock. To make it, I have looked at half a dozen previous API macros that are wind-related and, adding my own ideas, I was able to create this one. Thanks goes to Hans Meier, Michel Manelphe and others which, alas, names have been forgotten. May their contributions not be forgotten.

The first information given by the windsock is, of course, wind heading. It will float

into the wind, no matter the wind velocity.



Then, observing carefully, you can get a very good estimate of wind force just by judging how much the windsock is inclined. Winds under thee knots will leave it dangling straight down, but into the wind nevertheless, while winds of sixteen knots and up will make it float horizontally. Look at the picture below and left for exact position and related wind strength.

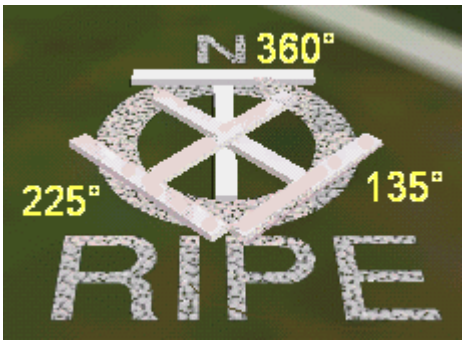


But is that wind steady or turbulent? If it wiggles between medium and high winds position (above and center), or between low and medium (above and right), you will know.

High and turbulent winds are a danger, especially on landings, even if you can fly into them. So; beware!

THE LANDING "T"
In the signal square, you may have noticed the presence of a white "T" in a circle. This T was moved according to prevailing winds every time it was deemed necessary to inform aircrafts of the ground situation. This was a precautionary measure, even with the apparition of radio transmission from ground to air. In fact, many airports are still using a signal square and, nearby, a landing T.

For little history, this landing T is made in the same fashion as the one we can briefly see during a short sequence of the movie *Twelve O'clock High*.



Like the windsock, it will point into the wind. So that they're is no confusion, it is the head of the T that is pointing, not the tail. In the example above and left, wind is pointing due North, so winds are coming from the North going South. On the next example, above right, you have three incoming winds heading; due North (360°), South-East-South (135°), and South-West-South (225°).

THE FLAGS
In front of the administration HQ long Maycrete building, British and American flags are floating according to winds' direction. Under 9 knots, even in no wind situation, the flag will float at 45° angle, From 9 knots, they will wave horizontally.

Of course, flags are hoisted down at dusk.

But, as long as people will play CFS1 with AAC Ripe in it, both flags will rise at dawn so that the virtual fight may go on.

Maj. Hubbabubba, Fitter & Rigger for the AAC.
Corrections by AAC Lt-Col. smilo.