

dESPAir ANNUAL REPORT 2004



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a dESPair year in words and images

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Editorial

A word from the CEO

Dear reader, fellow nomad of the blue skies.



Cpt. Hak „the seagull“

It has been a special year, and the world has seen many changes, some for the good, others for the bad. Not every day will be noted in the “sunny and peacefull“ category... , however, it's better to light a small light, than to complain about the darkness.

We all, the flying aces of the Archipelago Esperides and nomads of the blue skies, worked hard to make the world a better place.

Our hard work and the impressive pool of skills our company has built up, combined with the braveness and humanitarian attitude the crew members have shown in many missions, were rewarded with quite a handfull of certificates, official

rewards, positive press coverage and even some financial compensations. Although all these rewards are satisfying and ensure a economically sound future for our company, it is not for these aspects alone that the Esperidian nomads fly.

„Where flying is not just business“

This slogan probably depicts best the real motivation of a dESpairado. Flying for dESPair means combining work with fun, practising highly structured team coordination within the freedom of the endless blue skies, being self determined and a member of the family of dESPairados, flying anything anytime from anyplace to any target. to lend a hand and a wing wherever there is need.

A chain is only as strong as its weakest links. A company performing only as good as its crew performs. dESPair performance is exceptionally high and steady, and of an outstanding quality. Every single member of dESPair has very good reasons to be proud.

It takes aces and pro's, and dESPair got them.

Just when the year 2003 started, we were slowly wrapping up our extensive and unforgettable Tour West Canada (TWC), lead by our CFO Cpt. Darkwing. We had numerous PIREPs flowing in our communication channel,

"With 7 passengers aboard and 1000 lbs of cargo, I was again taxiing to rwy 30 at 11:05, for the flight onward to Calgary. I took the lazy way in and had ATC talk me down to ILS 28 at CYYC, going on auto until ± 50 ft above the rwy..."



Cpt. Hak in the cockpit.

New Company Services

Soon after we finished TWC, we relocated to Red Lake, ON, to begin our Red Lake Bush flying Adventure. We will hardly remember each flight made for our company, but we will certainly remember how much

satisfaction we derived from flying. The dESPair management (namely and foremost: our dear Victoria) has thus decided to spend the time and money to provide an online PIREP archive — an easy to use portal for our dESPairados and friends of the flying nomad family to step back in time and relive the year's activities. Each and every PIREP stored in the archive is well worth the time it takes to read.

Do you remember the Cold Lake jet training missions? The last soaring contest? The Black Threat Campaign at Grist Lake? The Red Lake fly-in? The Norseman incident? Yes, dESPair company life is unlike most other airlines out there — dESPair "where flying is not just business" — we fly to make the world a better place.

In the middle of December of last year, dESPair became 5 years old. Five successful years — thanks to each and every dESPairado, the good hearted nomads of the blue skies.

Thank you so much for sharing another year with dESPair!

Editorial

Statistics

dESPair in numbers



Logged activity

Flights :	104
Distance:	17355 nm
CRG flights:	15
Cargo \$:	300534
PAX \$:	83876
n(PAX):	422
Fuel:	280699 lb.

(see: crew.despair.ch > stats)

Our fleet

Aircraft:	32
Total (PAX):	1386
Total (Cargo):	869'961 lb
Total (Range):	22'534 nm
Total (Empty Wght.):	745'476 lb

(see: crew.despair.ch > fleet)

Balance 2000 - 2004

Base A/C cost:	\$ 515'680
Base Object cost:	\$ 291'835
Special company expenses:	\$ 135'000
Extra flight cost:	\$ 35'272
Fleet operating cost:	\$ 811'499
Fuel cost:	\$ 637'135
Special company income:	\$ 34'520'000
Flight earnings:	\$ 22'355'518
PAX income	\$ 246'570
Cargo income:	\$ 2'539'279
TOTAL :	\$ 57'234'945

(see: crew.despair.ch > cash)

Statistics

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Company and crew communication

Since the early days of our company, we were aware of the central importance of a working, well accepted communication model. All our personnel are well trained in using the dES-Pair communication and information channels, namely the mailing list and the shared data (ftp) server.

Mails processed

(list and interpersonal messages)

	<i>outbound</i>	<i>inbound</i>
2004:	118566	10945
2003:	102733	9122
2002:	79085	6347
2001:	64895	5711
2000:	36399	3480
Total:	401'678	35'605

Our systems processed and transferred a total of 1'093'942 kBytes in text messages roughly summing up to 23'600 A4 pages of PIREPs, SITREPs, documentation, tech data exchange, teaching and learning, comforting and supporting, motivating and understanding words, celebrating friendship over incredible distances:

The total distance these messages cumulatively travelled is approx. 24'822 million kilometers (13790 million miles), or roughly 564'100 times around the world.

As can be seen clearly from these figures, our staff and crew personell has grown into a valuable culture of lively discussions and liberal sharing of crucial information to airmen and nomads of the blue skies.

Web site usage

During the past five years, the dESPair homepage (in five complete revisions) has had as much as 422 pages of company, fleet and mission data online (the last revision cut that down a bit to keep it maintainable). We served a total of 288'310 web pages (a total of 2.2 million hits) to 57097 distinct visitors.

	<i>Pages served</i>	<i>MB</i>	<i>Visitors</i>
2004:	124'566	5622	21034
2003:	84'018	3228	17464
2002:	96'311	3876	16867
2001:	65'714	2431	12933
2000:	42'267	1823	9833
Total:	288'310	11358	57097



FTP-Server

Efficient airmanship requires up to date toolboxes. The ftp-server made that possible. We served almost 76 Gigabyte worth of pilot toolbox data (acf, scenery data, objects etc.).

The server still serves as the central data synchronisation system, and has been moved five times to newer, faster hardware and network.

Hardware @ Lago Espirito IT center

All our systems are currently running on two MacOS X 10.3 dual G4 and G5 prozessor machines with 2+ GB RAM and almost a Terrabyte HD space. The main server is on a 4 MBit uplink running apache 2, php 4.3, my/postgresql, pure-ftp, postfix, squirrel and cyrus and a handfull of other services.

Statistics

dESPair operations data

dESPair operations data

The following data is an excerpt from the dESPair online systems. For most recent numbers, please consult the online system.

We logged 164'950 nm in 969 flights (an average of 170,2 nm per flight).

We transported officially 1137 passengers (many more in reality, but we only logged the commercial relevant ones).

921'461 lb cargo has been transported by our fleet..

PAX income:

Total :	\$ 246'570
Cpt. Hak:	\$ 100'280
Cpt. Troll:	\$ 59'412
Cpt. Brick:	\$ 54'308
Cpt. Ole Sawback:	\$ 14'026
Cpt. Fokker 3rd:	\$ 13'757
Cpt. Skybuster:	\$ 3'001
Cpt. Jackal:	\$ 1'436
Cpt. Mananan:	\$ 350

Special income:

Total :	\$ 22'355'518
Cpt. Hak:	\$ 21'502'273
Cpt. Troll:	\$ 491'270
Cpt. Fokker 3rd:	\$ 128'440
Cpt. Brick:	\$ 111'494
Cpt. Ole Sawback:	\$ 50'305
Cpt. Mananan:	\$ 45'000
Cpt. Snidley:	\$ 10'750
Cpt. Jackal:	\$ 4'700
Cpt. Zebra:	\$ 4'636
Cpt. Skybuster:	\$ 4'500
Cpt. Darkwing:	\$ 1'200
Cpt. Raven:	\$ 950
Cpt. Walrus:	\$ 1

Aircraft useage

Leased GA	47'032 nm
Waterpipe	21'342 nm
Hey Jude	18'790 nm
Rose	11'272 nm
Leased HV	10'609 nm
Eagle eye	7'514 nm
Norwegian Woods	6'669 nm
Mriya	5'392 nm
Jersey Pearl	4'995 nm
Eaton	4'035 nm
Grass Hopper	3'173 nm
Genie	3'050 nm
Imagine	2'861 nm
Little Prince	2'707 nm
Fat Mate	2'644 nm
Algonquin	2'134 nm
Dove of clover	1'957 nm
THC-016	1'195 nm
Woodstock	1'181 nm
Esperides Clipper	1'015 nm
Alberta Rose	1'005 nm
Robin Hood	981 nm
Stormin' Norman	863 nm
Vahine	557 nm
Last Mohican	467 nm
Bandit	387 nm
Silent dove	383 nm
Basic Bee	344 nm
Phoenix	201 nm
Normandie Sword	145 nm
Bouncin Betty	50 nm

Ops Data

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Top departure airports

LSZB:	56
CZNL:	43
CYRL:	41
EDXH:	31
ESPO:	28
DFHI:	27
ESPI:	27
LSMU:	26
LSZH:	22
ENTO:	21

Top arrival airports

LSZB:	52
CYRL:	43
CZNL:	39
ESPI:	39
EDXH:	32
DFHI:	24
LSMU:	24
CYOD:	23
CYYC:	23
LSZH:	23

Cargo list (excerpt)

The following is just a small part of the impressive list of goods our company has transported in the past:

Afghan. shoe soles (Cann. ind)	Frozen Caribou Meat
Biochemistry lab set	Gifts, booze
Canoes	Gold wrapped silk stockings
Champaign bottles	Hair sample of mummy 3
Corporate data (DVDs)	Hi energy rescue food pack
Dehydrated food	Homebuilt aircraft
Dialysis equipment	Laser-optical deer counter devices
Diplomatic documents	Moskito repellents
Alternative Medicine (Cann.sat.)	Pilot gas, bottles
Emergency medical material	Soap/Alumina Mixture
Feathers	Spectra Analyze
Fire retardent chemical	Trash
First Aid kits	Tsetse-Flies (sterilized)
	VHF decoder
	Water purification pills
	Wonderbra inlays (Cann. sat.)
	X-Ray mummy slides

Crew

dESPairados, nomads, friends

dESPair crew - a comment on the faces behind the success.

In all too many reports about company success, the reader is presented with some statistical or numerical data about the staff solely. This most probably reflects the way a so called modern, financially structured company understands and validates its own pool of resources to achieve goals.

dESPair has been a different story from the very beginning. Our company cannot and will not survive if we degrade the crew and staff members to numbers, to workers that cost money and return some corporate value for the cash they get.

The greatest assets of our company has always been the ingenious minds, big hearts, high standards of morale and

ethics, the incredible amount of particular and generic knowledge about not only aviation matters, but also politics, diplomatic values and processes, humanitarian needs and procedures, about teamwork, financial optimisation and economic miracles etc. etc.

You might think this sounds like crass advertising, even exaggerated, maybe. However, every single person who has had the chance to work with anyone of our crew members will confirm the statement.

Do we have proof? Well, yes, sure we do! dESPair started out with only three pilots and three old aircraft. The company has since grown into a multi-national, globally acting partner to countless companies, governments and non governmental charity organisations. And dESPair achieved this success without spending a dime on advertising. We chose to not bribe officials and selected our jobs and contracts only after very thorough analysis of the ethical and moral issues involved. What does it take to be able to grow under such constraints?

Excellence, unbending ethics, humanity and a deep, unquestionable love of flying to bring good vibrations into our world that is so often shaken and clouded by hatred, jealousy, stubbornness and low moral fiber.

The crew is the real success factor behind all that our company has achieved not clever management, nor lucky strategic moves. It's simply their unfathomable love and incredible passion for flying that has made dESPair what it is today — we fly for the sheer joy of it — like the intoxicating smell of avgas and the exhilarating sound of a rotary engine coughing to life... it's in the blood.

History and future.

Four years ago, anno domini 1999, **Cpt. Skybuster, Cpt. Walrus and I (Cpt. Hak)** had the same feeling, the same deeply seated urge to not waste our aeronautic knowledge and remaining lives flying invasive egotistical tourists to fragile spots of irreplaceable nature, or haul tons of goods that should never have been produced nevermind flown all over the planet...



...

Such thinking led to the formation of the world's most ethically motivated airline — dESPair.

The word was spread and before long many other good souls found their real home in the group of flying dESPairados, nomads of the blue skies...

Ol' Skybuster's boxcar made appearances at several airports bewitching **Cpt. Troll** into joining (2000), and soon after we found more new crew members and, more importantly, new friends in **Cpt. Brick**, **Cpt. Darkwing**, **Cpt. Snidley**, **Cpt. Vilk** and **Cpt. Lard-Ass** (2000). The final "addition" we were welcomed that year was our invaluable **Cpt. Sawback**.

dESPair opened new bases on two more continents within just a year, and every base has been running successfully ever since. The growing publicity brought us the membership, or shall we say kinship, of Cpt. Wolfie, Cpt. Fokker 3rd, Cpt. Mananan the following year (2001).

In the months to come, we saw many new faces, some stayed becoming happy, invaluable comrades and brothers of the blue skies, some moved on not long after being inaugurated into our company. Most were forced to quit dESPair due to time restrictions and family affairs, and a very small number have dropped out of our world for other (or unspecified) reasons.

Even those pilots names will be remembered: Cpt. Kai Tak, Cpt. Zebra, Cpt. Sunflower, Cpt. Snoopy, Cpt. Raven.

What the future holds, we don't know for sure but judging from past experience and performance, we feel it's safe to anticipate at least a few more years of excitement, adventure, brotherhood and friendship, many more mind-boggling stories and diplomatic incidents, countless PIREPs accompanied by artistically composed pictures and much more.

If one was to define the essence of being a dESPairado, a nomad of the blue skies - what sentence would describe that best?

Our guess:

"dESPair: where flying is not just business."

Yours sincerely
Cpt. Hak



Crew

Portraits & highlights



Introduction to the crew and their peculiarities...

In the following section of this annual report, we portray the protagonists of our marvelous and globally successful company.

The portraits are by no means a full or final analysis of the performance and skills of our crew members. We have simply taken the liberty to emphasize certain characteristic aspects of each of the featured individuals.

This is the only way to aptly describe their special value to the company, the friends and brothers of the blue skies and mankind in general.

One should never forget that behind each flight, each log entry, each mile of terrain covered by dESPair aeronautic activity stands a team, not a lonely pilot.

Most of our pilots and their operations are closely associated with one or more persons from the dESPair staff or various international organizations and companies that dESPair has had the pleasure of serving.

Thus, not only are our operations global our diplomatic relationships are equally diverse and broad reaching.

We enjoy contact and mutually rewarding relationships with countless people of every imaginable religion, political group, ethnicity which form the basis of our work — the carpet upon which we "dance" - to make the world a better place.

Here's the list of featured pilots and crew members:
(only pilots active during the reporting period are featured)

Cpt. Brick	Chief Incident Inspector	CII
Cpt. Darkwing	Chief Financial Officer	CFO
Cpt. Fokker 3rd	Chief Communication Technology	CCT
Cpt. Hak	Chief Executiv Officer	CEO
Cpt. Jackal	Crew member	
Cpt. Mananan	Crew member	
Cpt. Ole Sawback	Chief Communication Officer	CCO
Cpt. Skybuster	Chief Scenery & Object Officer, Co-President	CSO
Cpt. Snidley	Chief Glider Instructor	CGI
Cpt. Troll	Chief Education Officer	CEDO
Cpt. Vilk	Chief Special Operations	CSOAS
Cpt. Walrus	Chief Airport Officer	CAO
Cpt. Wolfie	Chief Crew Manager	CCM

Crew - Cpt. Brick

Chief Incident Inspector

Captain Brick

Active since: 20.4.2000

Home base: Greater Klunk Island, DFSB, Sixtus B. Regional and LEMH, Menorca, Mahon

Aircraft:

THC 011 - **Pilatus PC-12**
„Genie“

THC 020 - **BN2B Islander**
„Basic Bee“



Totals from the logbook:

Flight time:	205.10 h
Flights:	224 flights
Distance:	25'588 nm
Burnt fuel:	106'611 lb
PAX:	427

Extra Cost	\$ 21'675.87
OpCost:	\$ 118'360

Earned PAX	\$ 54'308
Earned Cargo	\$ 212'970
Earned Extra	\$ 111'494

Balance:	\$ 238'736
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Cpt. Brick, plays two important roles in our company. First of all, as a CII (chief incident inspector) he is the master of the cable cutter damages, the wizard of instrument failures and other irregular happenings. If any of our aircraft shows signs of technical issues, we have the best of the aircraft techies aboard. Second, together with Old Salty, and Coop, Brick's excellent and intimate connections to AeroPedro Ltd, we have the very best pool of knowledge and spare parts an airline can imagine.

Due to our outstanding diverse (and versatile) fleet structure, Cpt. Brick's knowledge and tool box, as well as his ability to organize every imaginable part of an aircraft within time and budget is invaluable to our operations.

That importance makes it easier for our CEDO to accept the well, sometimes rather unbound character of our beloved "El Bricko". This year's outstanding event certainly was the

"Norseman" incident., in which Cpt. Brick performed in his very personal way. He showed both his talent and his unpredictable behaviour. Never let Cpt. Brick run free when there are old, refurbishable aircraft in the vicinity. Of course, he is a true dESPairado with a big heart and a strong urge to bring the world joy and glory by repairing aircraft, and he would never ever harm anybody - except maybe, if you play bad with a plane. In short, the Norseman



incidence mainly happened because of his limited communication skills. Would he have shared his plan with, let's say our CEDO Cpt. Troll, there would not have been such a mess at Red Lake. (see mission RLBA 004 : Norseman Monument Caper under <http://www.despair.ch/pireps/CptTroll/RLBA/>)

The Norseman monument has been freed from being stuck to a pillar - the monument has learnt to fly a second time - thanks to Cpt. Brick.



Cpt. Brick has been honoured by the Oil Spill Disaster Recovery certificate for his brave and skillful flights in the Black Threat campaign, happening between 9. february and 20th march this year.

Cpt. Brick's "hangar-internal" name is "Mr. Magic Wirecutter", "Cpt. Just-one-more-model" and "RPM" (restless plane maker).

Don't these names speak for themselves? No one in our company has ever met before nor will again meet someone who has flown so many different aircraft types. And more often than not he has also worked on their intimate parts.

Many of our past missions would have been impossible, or at least much more difficult to successfully complete, if we would not have had Brick and his magic hangar where a huge fleet seems to hide until we have need for them. And many missions would have resulted in fatal plane crashes without Cpt. Brick's toolbox wizardry. Light and shadow often stand close together so, it's advisable to not allow Cpt. Brick near any aircraft that you wish to remain intact and unmodified — while most any of his modifications do work and often work pretty well— your aircraft won't be the same anymore.

Last but not least, Cpt. Brick has proven to be a very steady and valuable pillar of our dESPairado community. He has actively participated in countless discussions and



many spontaneous parties at various pubs as well as the dESPair hangar bars. Cpt. Brick's readiness to help out and work together, to support friends and keep the focus straight on the important things of life, has been an invaluable help to dESPair, and we are very grateful for his gift to the blue sky nomad family.



Crew - Cpt. Darkwing

Chief Financial Officer

Captain Darkwing

Active since: 1.6.2000

Home base: Calgary, Canada

Aircraft:

THC 014 - **Q400**
"Alberta Rose"

THC 021 - **AN-225**
"Mriya"

THC 163 - **CT-114 Tutor**
"Bandit"



Totals from the logbook:

Flight time: 23.82 h
 Flights: 23 flights
 Distance: 7373 nm
 Burnt fuel: 362'167 lb
 PAX: 0

Extra Cost \$ 200
 OpCost: \$ 255'140

Earned PAX \$ 0
 Earned Cargo \$ 847'687
 Earned Extra \$ 1200

Balance: \$ 593'547

Cpt. Darkwing, is the elected and hailed chief financial officer for our company. The financial health of dESPair is due in large part to the constant and dogged efforts of our CFO to hound the crew into adhering to the company's financial strategies.

Cpt. Darkwing loves speed. He loves it so much that his face breaks into an out-of-this-world-smiling whenever he gets near anything that goes faster than ordinary speed. Do you have to file a expense that is, well, difficult to explain - do it with speed! Speed always helps with our CFO.

But even if he might sometimes look grim or act harsh - he has shown on countless situations how much he thinks of all our nomad family members. It's the CFO's duty to ensure that our bills can be paid, our fleet refuelled and repaired, the maple syrup spill incidence cleaning crews organized, the bribe money the CEO needs to calm the storms thrown up by events like the Norseman mission. Sometimes it's difficult for the crew to understand the tough rules, the strict formalism our CFO has to maintain - just to make sure those who might

whimper and whine over some rules can still fly next day, next week, even next month, year and so forth. In this regard, Cpt. Darkwing has shown outstanding performance.



few straight J.Walkers, a sentimental tale of pilot bravery and a piano to get Cpt. Darkwing pouring out his innermost feelings through the poor ivories. These performances often start quite innocently but often quickly turn into veritable dramas.

Some nomads can't stand the pain that speaks from the tunes and melodies, and have to leave the performer on his own. Doesn't this show how big the burden is for our beloved CFO? Only he alone can handle that stuff, the rest fleeing the scene in agony.

Cpt. Darkwing's need for speed is satisfied when the aircraft in question is either fast as a flash or HUGE. And



when we say huge, we mean HUGE! The Antonov AN-225, for example, with it's 32 wheels and 1.32 million pounds take off weight, has the special appeal that makes our speed freak Cpt. DW smile, even at ground speeds below 400 kts...

In early days of Cpt. DW's dESPair membership, we quite often saw him fly "Alberta Rose", a Dash-8 Q400 liner. Now, this bird is neither excessively speedy nor really huge. What makes a DW fly this bird often? Well, he took the liberty to fly it without having a single passenger



aboard! But some stinging remarks from dESPairados who had suffered one of our CFO's "Don't waste money — make money" lectures made him rethink this flying practise...

He switched to the Canadair CT-114 Tutor - a quick and agile aircraft that has an optimal fun to cost ratio - the perfect aircraft for Cpt. Darkwing.

However, his weak point (the need for speed) should not overshadow the great service our CFO provides to our company. He has been a active dESPairado and shared so many good things and thoughts that dESPair is hardly imagineable without him. And we certainly will never forget the wonderful Tour West Canada that was organized and led by Cpt. Darkwing.

The dESPairados have seen many stunning things during the TWC campaign - from UFOs to many very special buildings and places. All this was possible thanks to our CFO.



Crew - Cpt. Fokker 3rd

Chief Communication Technology

Captain Fokker 3rd

Active since: 1.6.2001

Home base: Isola Hope/
Archipelago Esperides
and Bilthoven/NL

Aircraft:

THC 024 - **Fokker F-27**
"Last Mohican"



Totals from the logbook:

Flight time:	53.82 h
Flights:	55 flights
Distance:	5394 nm
Burnt fuel:	252'479 lb
PAX:	90

Extra Cost	\$ 1700
OpCost:	\$ 114'989

Earned PAX	\$ 13757
Earned Cargo	\$ 111'204
Earned Extra	\$ 128'440

Balance:	\$ 136'712
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"When I was born as a grandson of Anthony Fokker, the founder of the famous Dutch aircraft builder, it was obvious that I was to be involved in flying later."

With these words, our Cpt. Fokker 3rd starts his Last-Mohican acquisition story, such as each new dESPairado is required to tell when we meet in the dESPair pilot club bar to welcome our new brother (or sister).

He passed the initiation mission in glory, and even his water landing mishap couldn't trick us away from knowing that Cpt. Fokker 3rd will be an excellent addition to our illustrious crew of flying aces.

Not long after, he had showed his skills and good airmanship in the Flying Man event at "Vogel Island". What fun we had and Cpt Fokker 3rd did his best. Winning is not the main goal (especially true for dESPair contests) and it's not easy to win a dESPair competition as we have so many highly skilled participants! But being a dESPairado means having perseverance and persistence — which Cpt. Fokker showed in the Land Racer contest.

In the unlikely event that you have forgotten about these events, you may want to visit the PIREP archive at www.despair.ch/pireps/. Cpt. Fokker 3rd's PIREPs can be found there too, and they are well worth the time to read! It will also help to round out



the picture of our dear Fokker. He is a man with a keen ear and a loving heart, qualities he often combines to detect bad vibes early and do his share to convert them into good vibes. No wonder he was elected to become our Chief of communication technology CCT - a realm where he helps us in improving the audio-



comm-equipment to allow for distortion free communication on our intercom (list).

"Ah, we're called on duty again! No more girls wanting a sightseeing flight, but hard work for the sake of safe aviation, great! It is a great day today, wonderful weather for flying. We are expected in Castlegar this weekend."

This is the Cpt. Fokker 3rd we know and love. Always keen to give his best for the company, eagerly awaiting instructions to jump straight into the adventure. (The quote is from his PIREP Banff-Castlegar).

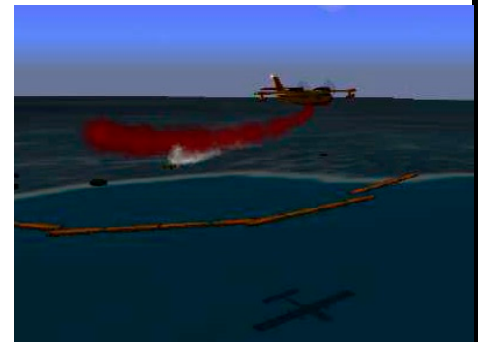
Reading his PIREPs, you get an idea of how one sounds when all unnecessary bits are filtered out of the data stream. Clear, crisp, condensed. And Cpt. Fokker 3rd developed quickly a sense for the really important messages in our company. Let me cite our fellow nomad again:

*"Enjoy your **well-deserved** holiday, captain! -Fokker"*

Now that you have read this, you can certainly understand that Cpt. Fokker 3rd was rather quickly integrated into the smooth operations of our fabulous crew. How can such a clear thinking and analyzing man not be

a dESPairado since birth!? None in our company has ever doubted that we won a perfect nomad of the blue skies, the very second Cpt. Fokker raised his glass, after the initiation mission. Hip hip hooray!

One more snippet from one of his messages - the brave attempt to translate the subliminal message



from a message of a fellow nomad who was obviously misunderstood. A perfect example to show how much Cpt. Fokker cares about the communication and transmission consistency:

">>>Arrrrrgh! Everyone knows >>>that Troll's glide better than >>>they soar..."

>>But you should hear them >>ROAR ;-)

>WHADDAYA TALKIN' >ABOUT...Troll's are pussycats.

Ah, it's that language-thing again. The word I was looking for is of course "PURR" :-)

<would he buy that?? >

— Cpt Fokker 3rd - a legend revived!"

Hats off, dear friend and brother in dESPair - Cpt. Anthony Fokker 3rd - a legend revived.



Crew - Cpt. Hak „the seagull“

Chief Executive Officer

Captain Hak

Active since: 1.12.1999

Home base: Lago Espirito,
Archipelago
Esperides

LSZB, Bern,
Switzerland



Aircraft:

THC 001 - **King Air B-200**
"Jersey Pearl"

THC 008 - **Antonov AN-2**
"Waterpipe"

THC 043 - **BSP-I Glider**
"Silent dove"

Totals from the logbook:

Flight time:	379.52 h
Flights:	274 flights
Distance:	73'490 nm
Burnt fuel:	366'401 lb
PAX:	411
Extra Cost	\$ 9741
OpCost:	\$ 302'878
Earned PAX	\$ 99'484
Earned Cargo	\$ 434'460
Earned Extra	\$ 21'508'422
Balance:	\$ 21'729'747

" 1523 Z - Diavolezza is in sight to the left, preparing for final approach. Throttle all the way back, flaps fully extended, the nose of my bird points towards the gods.

Facing the Piz Morteratsch, Piz Palü and Piz Bernina, you suddenly feel sooo small and fragile... and to fly low and slow towards the Diavolezza glacier always gives that special feeling. Samedan Ground control advised the Tourists of my arrival - and I could see them waiting for me to drop the cargo. Then I began to pull slightly and get my bird into a slow left turn, opened the left door and prepared to activate the automatic cargo dropper (an invention back from the tea smuggling time). Right over their heads - a dry "ka-tschunk" and the package was gliding softly on the chutes towards the target.

Mission complete. Returning to base."

This small extraction of a PIREP from Cpt. Hak shows a good part of his spirit and attitude. (At least those aspects that we can legally mention in this annual report).

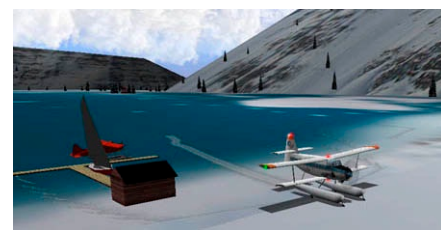
There is this dreaming, visionary (although some say illusionary), wandering mind. The longing for humanitarian and environmental values, the urge to be of a help for those in need. If you ever happen to meet Hak when he's flying the Waterpipe (*Antonov AN-2*) you will notice his smile and feel like you met someone in great inner peace.

Then, there is this "I am NOT an airliner pilot, I fly for real!" look, he throws when you ask him to perform low risk, no stress flights from A to B. It doesn't take long before you notice you are talking to a nomad of the blue skies, a dESPairado from the Archipelago Esperides. In fact, you think you can smell the wonders of the islands if you look into his red eyes.

And last, not least, there is this other "thing " that makes Cpt. Hak what he is today: His passion for esthetics and beauty, for tactile, olfactoric and auditive sensations.

one of those exciting and loveable workhorses Antonov AN-2.

That very plane that saved many lives, back in the january of 1993, near Nowosibirsk, Ask Grigorij Doborgatsky, if you dare to know...



And there is lady Victoria, the invaluable left and right hand for Cpt. Hak... Read more about her on the crew pages at the dESPair web site. Victoria and Hak have been together on flights from Sondrestromfjord (BGSF) to McMurdo south pole research station. They have been flying in all thinkable weather conditions and they endured together countless and unimaginable adventures. If you want a very advanced example in crew coordination - here you have it.

...or read the acquisition story of the Waterpipe in the Fleet section of the dESPair homepage.
(<http://www.despair.ch/about/hangar.html>)

Cpt. Hak is running the company since its foundation in december 1999, and he is also the chief scientist and system administrator at the Lago Espirito IT center; the logistic and communicative backbone of the dESPair operations.

Hak keeps a door open for anyone wishing to visit Vic' and him at their Lago Espirito lodge on the Isola Espranza.



And guess what he got?
Well, there's the Waterpipe (THC-008), the old, graceful lady Annie,



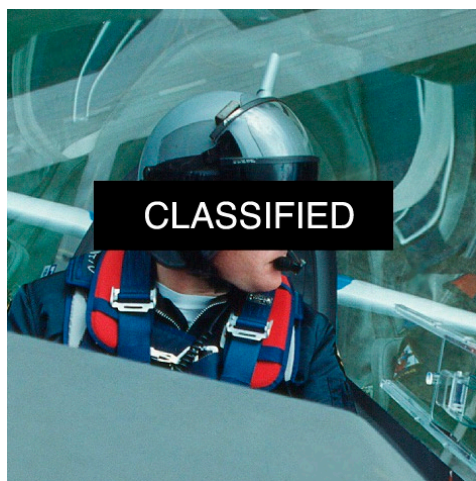
Crew - Cpt. Jackal

Crew member

Captain Jackal

Active since: 23.2.2003

Home base: Cuneo Levaldigi,
Italy



Aircraft:

THC 027 - **PBY**

"Bouncin Betty"

Totals from the logbook:

THC 028 - **Grumman HU-16**

"Stormin' Norman"

Flight time: 6.02 h
 Flights: 7 flights
 Distance: 1204 nm
 Burnt fuel: 6437 lb
 PAX: 21

Extra Cost \$ 450
 OpCost: \$ 4885

Earned PAX \$ 1415
 Earned Cargo \$ 1050
 Earned Extra \$ 4700

Balance: \$ 1830

"This morning, at last I have touched ground at Red Lake. Thank you for your patience and your support! Dear Esprit & Dee, do you still have my bill of lading? Would you mind sending me a copy again? I'm overseas and I only have the PC, whilr the bill is on my Mac..."

Cpt. Jackal is listed as crew member, but it is no big secret that he also is a special operations agent. Thus, we cannot go into details about him. You, as our valued and trusted reader, you will learn some more things here. For the sake of his security, refrain from spreading too much of the following details. Thank you.

plane #D94921 and take off. At 10000 ft and 10 miles away NNE I would reach under the seat and pull out an envelope containing the necessary information.

He then left, leaving me with a rather unconvinced look staring at where he had been. At the scheduled time, I headed to the hangar and took a look at what was there for me: a flying boat, about half the size of a Catalina, colored in Dark Blue, was sitting comfortably in the middle of the pavement, with engineers and technicians swarming around it.

On the C-130-like tail, the number I was looking for in dark yellow letters. I just sat and stared at such perfection of shapes. Suddenly, one of the crew walked up to me and said: "I know you haven't been properly briefed or offered a chance to think about it, but here she is. Just do what you have been told and there will be no problem. And by the way, do not EVER push the throttle to max at 26 degrees prop pitch and full flaps to get off the ground, or it will lift and fall 35ft. Your choice..."

Unfortunately, all further details to Cpt. Jackal's missions and flight activities remain classified and cannot be listed or shown in pictures.

We are confident that Cpt. Jackal will appear one day, having a LOT of PIREPs of past missions. But this most probably won't happen before he has left the SOAS department.

Here's a part of the communication received at our systems during his introduction to the dESPair operations:

"My nickname is Jackal and I fly an aircraft nicknamed Bouncin' Betty because of my rough landings."

I was employed in Vietnam just before the open fighting began as a MAC (Military Airlift Command) operator to smuggle supplies through the border from Cambodia, flying high performance Fieseler Storchs.

One day, I had to go out on a mission near Saigon to pick up some charges that were needed in the north and had been left at a small unmarked airstrip in the middle of the jungle. I was supposed to be flying a Grumman Goose (G-21). About one hour before takeoff, a man, dressed in a way that showed him off as a non-local, took me aside and told me that my aircraft and destination had been changed and were now secret. I would climb into

For further inquiries, please contact the SOAS chief Cpt. Vilk.



Crew - Cpt. Mananan

Crew member

Captain Mananan

Active since: 1.7.2001

Home base: Isle of Man.

Aircraft:

None filed as of yet.



Totals from the logbook:

Flight time: 4.13 h
 Flights: 5 flights
 Distance: 477 nm
 Burnt fuel: 1220 lb
 PAX: 10

Extra Cost \$ 150
 OpCost: \$ 1729

Earned PAX \$ 447
 Earned Cargo \$ 25
 Earned Extra \$ 45'000

Balance: \$ 43'592

"When I got back to Castlegar, I found that you had all moved on, to the next stage of the mission I presumed, there was a note on the Ops board from my godfather saying that they had moved northwards, but were not sure where they would end up, and when I finished enjoying myself (the cheek!) could I let some body know. Well I knew that Tim had a place up north, somewhere near Golden, so that would be my next move

I thought, but how to get there? I now got my first break in a while, one of the airport staff recognised me from before and mentioned that a wealthy businessman had just lost his pilot for the day thru illness, did I fancy a trip. I met the man and it turned out that he wanted him and his Citation moved to Golden, What luck, right to where I wanted to be and getting paid for it too. I jumped at the chance, and this morning at 6am we were sitting at Castlegar waiting to take off

I must admit it was a joy to be flying again, and in a Citation, fully equipped. We took off and headed towards Nelson, intending to then follow the direction of Kootenay Lake.

The weather was perfect on take off but rapidly deteriorated and by the time we reached Kootenay Lake it was awful :

My passenger was looking a little concerned but I assured him it was only a little rain and wind and encouraged him to catch some shuteye. Lucky I did because not much further on we were flying in a pea-souper, no visibility and this was at 10000ft. Dialed up Golden on the GPS and managed to stay safe until I started to descend and the runway appeared before me

Boy was I glad to get this bird on the ground, although stopping distances were a bit hairy, I had to abort my first approach as I was going to be too far down the runway and when I saw how bad it was I knew there was no way I would stop, so on the second attempt we got down and parked up. Well, took my payment for the short hop (\$300) and went to have a good fry-up. Saw nobody about I recognised but some subtle questioning revealed that many of you have been thru recently. So I am now in Golden albeit without a plane, anyone get me too a plane and tell me the next action?

*Glad to be back
Cpt. Mananan"*

As you can spot easily from the logbook, our Cpt. Mananan isn't the world's most active pilot. At least not in terms of logged flights. But the second important figure in the logbook is the impressive share of the "extra income": 99.17% of the income generated by Cpt. Mananan comes

from sources that do not fit any official category in the logbook.

Here's one of the rare pictures showing his flight planning office:



You understand that we cannot be more precise as to what exactly is in these bottles.

All we can say is that they might be somehow related to the aforementioned 99.17% share of the extra income. We all trust Cpt. Mananan, and we have never been let down by him, and his overall financial balance is positive. Good enough to apply "in dubio pro reo".

Cpt. Mananan is known for some rather questionable inventions and applications of talent.

While he has a really big heart for animals of all genetic varieties, he sometimes develops signs of slight misanthropia. This usually happens when someone gets on his nerves and tries to hold him on ground due to bad weather conditions.

Whenever that happens, we end up with getting intercom messages directly from his cockpit in the style like this:

" Heavy rain? Bahh. This is how I clean my cockpit windows:

Cpt, Mananan"



Still, Cpt. Mananan has been with us for quite a while, and we see in him a valued pilot, a good spirited dESPairado and a worthy nomad of the blue skies.

The winds shall bless you, Sir.



Crew - Cpt. Ole Sawback

Chief Communication Officer

Captain Ole Sawback

Active since: 1.10.2000

Home base: Winnland/
Archipelago Esperides
and Jacksonville FL/US.

Aircraft:

Non filed as of yet



Totals from the logbook:

Flight time:	53.15 h
Flights:	42 flights
Distance:	10'761 nm
Burnt fuel:	18'057 lb
PAX:	44

Extra Cost	\$ 369
OpCost:	\$ 22'039

Earned PAX	\$ 9573
Earned Cargo	\$ 43'506
Earned Extra	\$ 50'305

Balance:	\$ 80'976
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"I was always wondering what was going on over the last few months when I would see Darkwing and The Troll always whispering to each other. Other team members would stroll up to get into the conversation, but DW and Troll would just stop what they're doing and look 'holier than thou.' I didn't think further about it and kept working.

Well, after one grueling morning exercise, I was dogged tired, but didn't have time to head home so I figured I'd get a couple of hours shut-eye at the hanger before my next scheduled flight.

I grabbed a stray mattress along with some blankets and a pillow and headed off to the darkest and, I thought, the quietest part of the hangar. Snoozing so sound and cute.

All of a sudden I woke to the pitter patter of tiny feet...four legged tiny feet. About 50 rats were scurrying all over the place and all over me. I jumped up and fell back into the storage shelves. (Later I found out that the rats were just mice that escaped from a traveling circus that was waiting 'my' flight to Zurich. They were heading to England to perform at

Buckingham Palace for the Queen.
[DW, you and Troll don't have to stand at attention and salute when the Queen's name is mentioned.]

Anyway, all those shelves spilled their contents all over the floor as well as knocking over a bunch of tool boxes and pushing crates all over the place. There was new flight suits laying everywhere, as well as unused blankets and a bunch of other paraphernalia and junk.

Pedro and Hak came running over because of the ruckus. Seeing what had happened, Pedro was laughing himself to hysteria. Hak did too for a moment, then got serious and told me to clean up this mess! Then both walked away chuckling at my 'reaction to some mice.'

Oh, well. I'll never live that one down. But, lo and behold! What I wasn't going to live down what I found when I started straightening out and cleaning up around the area.

I found a silver cylinder. I'd seen one before and I knew instantly what it was. Especially when I saw what was written on the outside:

'Home made in Toronto and Aged in Calgary!'

Whoopee! I'd hit the jackpot. No! I'd hit the keg.

So, now you guys. I know your leettttlllee business. Need any extra help? Drinking it, and hauling it! :-))

See ya,
Ole Sawback"



Our valued Cpt. Winn, man of the backcountry, master of the outdoor survival (while Old Salty for example is rather an indoor survival expert). He is a man who needs to constantly change his place. Resting too long in one place makes him unbearably jumpy and thus, he's the prototype nomad.

Cpt. Sawback seldom can be reached at home or should we say, it's impossible to locate his home in first place. That makes him into the chief communication officer. No one has comparable broad experience with communicating through all means imaginable.



Back when we were on SAR for a grounded Antonov in the Swiss alps, his communication was astonishingly crisp, condensed and clear "Here she is".

Now, how could our company let such a talent go! We immediately shuffled things around in order to get Cpt. Winn into the communication technology department where he has been working ever since, happy and creative as always.

Our inter pilot communication would probably have to be downgraded to smoke signals if we ever lose Cpt. Sawback's know how.

So, raise a toast to Cpt. Sawback.

Crew - Cpt. Skybuster

Chief Scenery & Object master

Captain Skybuster

Active since: 1.12.1999

Home base: Isola Mogador/
Archipelago Esperides
and Torp (ENTO), Norway.

Aircraft:

THC 002 - **C-119**
"Hey Jude"

THC 009 - **DHC-II Beaver**
"Little Prince"

THC 016 - **Volga Orlyonok**



Totals from the logbook:

Flight time:	161.35 h
Flights:	88 flights
Distance:	29'268 nm
Burnt fuel:	227'807 lb
PAX:	4

Extra Cost	\$ 350
OpCost:	\$ 160'407

Earned PAX	\$ 506
Earned Cargo	\$ 74'100
Earned Extra	\$ 4500

Balance:	\$ -81'651
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When we started to write this report, we were wondering how we can portray our co-CEO, co-founder of dESPair company and long time friend of Cpt, Hak. We could write up hundreds of pages of funny or grim stories, adventures and events around the early days of dESPair, when all useable scenery came from the european scenery project ESP.. But all this writing would not provide enough to give you a good picture. So, we went out and compiled a collection of the most significant Skybuster communications. Together with a few comments, you can build the picture yourself.

One of the earliest messages sent from Cpt. Skybuster to Cpt. Hak reads:

"No Sir, I don't understand your English pero si lo quieres nous pouvons parler andre sproken som er lettere per tutti. Het is geen probleem voor ons and just let us connaitre ta preference linguistique. ... (Just kidding)".

This is Skybuster, the old hippy nomad, the flower power dESPairado. A cosmopolit, earth child, flying philosopher. Home wherever he is welcome.

"Welcome to the world of fantasy, my friends. After all, the only thing that differentiates small boys from older men is the price of their toys."

On our Tour West Canada:
"Flying Elvies, now that's my kind of nuts!"

Shortly after a famous maple syrup incident in Canada:
"I can remove the clamshell doors of the C-119 and then they can have a grouped jump. 30 of them is nothing for the C-119. How about that?
One word of caution, though. Ask them to be careful, the floor is slippery in the cargo hold. Maple syrup, you know. Takes age to get rid of.
Cheers,



Mike Jumpbuster"

And in combination:
"I agree. With the AN-28, I could have bailed out 20 Flying Elvies and two barrels of maple syrup at the same time! :-)
Skybuster"



FROM: Jeff Grosjean, Banff Springs
Hotel Manager.
To: despair HQ

This morning, our staff found foot stains of maple syrup on several floors and in the elevator. These lead to the room of one of your members, Mr Skybuster. This same morning, one of our regular clients came to the reception with the words that the same Skybuster has been chanting "'been a hard day's night and I've been workin' like a dog!" until early morning!

Skybuster, a man of high moral values!
"Those %*&# no good thieves! I was the first to act with army boots, whip, pink undies, and chanting the opera!
Mike Actbuster"

Skybuster on gender studies and ethics:

"Nothing to do with alcohol, everybody knows that women can't drive! :-)
Snapsbuster"

"We are polite. We know when to look on the side. ... Pffff! ha, ha, ha, just kidding!
Mike SlowBitcher"

Wisdom born on top of the clouds:
"Yes and a friend of Benny Hill got caught in a revolving door with a hula-hula dancer and was massaged to

death. What a way to go! It still beats hand weapons!
Skybuster"

"Last time I flew there with Irina, she was side-slipping to tackle that steep descent on final. I was then pressed sideways against her breast. Not unpleasant at all.

Cheers,
Skybuster"

And Skybuster in communication with ATC and custom agents.

"My destination is Mexico City and my last port of call was Kathmandu.

"Thank you, Romeo Juliet, Tango Anyone. What is your cargo, Sir?"
"My cargo is: two tons of narcotic substances, a container full of rubber dog shits, another one containing sexual bondage artefacts, another five containers of very cheap Russian vodka, ... and an elephant."

Cpt. Skybuster and his extraordinary role is one of the foundation cornerstones, instrumental to our company's success. We are greatly thankful for all his invaluable work and friendship.



Crew - Cpt. Snidley

Chief Glider Instructor

Captain Snidley

Active since: 1.5.2000

Home base: Isola Hope/
Archipelago Esperides
and Bilthoven/NL



Aircraft:

THC 024 - **Fokker F-27**
"Last Mohican"

Totals from the logbook:

Flight time: 46.77 h
Flights: 14 flights
Distance: 2225 nm
Burnt fuel: 49'165 lb
PAX: 0

Extra Cost \$ 0
OpCost: \$ 28'952

Earned PAX \$ 0
Earned Cargo \$ 0
Earned Extra \$ 10750

Balance: \$ -18'202

*"Got what I got the hard way
And I'll make it better
Each and every day
So honey don't you fret
Cos you ain't seen nothing yet*

*I'm a STOL man
I'm a STOL man
I'm a STOL man
I'm a STOL man*

*I was brought up on a side street
I learned how to love before I could eat
I was educated at Woodstock
When I start lovin?
Oh I can't stop*

*I'm a STOL man
I'm a STOL man
I'm a STOL man
I'm a STOL man"*

This is how it must sound in the narrow cockpit of Cpt. Snidley's glider. Since he joined our company, he probably earned more money through his voice extraordinaire than through working with PAX and cargo or something of the like. Don't believe us? Read the logbook stats to the left..

Does that imply anything about the overall value of Cpt. Snidley for our company? Certainly not!

Cpt. Snidley is a glider pilot, even worse, he's the chief glider instructor here. These are a very special breed of nomads of the blue skies. They live in a small world with a giant view, not bothered by noise or crowded cabins. To understand Cpt. Snidley, one needs to know the feeling of flying like a eagle, surfing the winds and thermals.

Whenever something has to do with much air, thermals, blowing winds then you can count on Cpt. Snidley being involved.

The glider races in Switzerland and on the Tour West Canada, the landsailer contest, the flying man festival flights at Vogel Island... no matter if it was driving in the winds, sailing in the winds or just holding the nose into the local turbulencies - Cpt. Snidley was there, active, wide awake, talkative, even friendly to some other gliders.



This stands in a big contrast to when you meet him hours or even weeks after a business meeting with Cpt. Darkwing, the dESPair CFO about an average income expected from

our pilots, with Cpt. Troll in the role as a CEDO to light up the biggest dark holes in Snidleys knowledge of dESPair standard procedures, or with Cpt. Hak when Snidley requests again diplomatic and legal assistance for something he did not mean to do, (of course). In these moments, Cpt. Snidley looks as lethargic as a frozen meatball!



But it is also our valued and esteemed Cpt. Snidley who delivers the dESPair intercom channel with incredibly varying data sources. Snidley (together with Brick) is unbeatable in digging up media



and information from the net. And Snidley often makes us smile, laugh or roll on the floor roaring in joy from his jokes, his dry sense of humor.

(While this is probably the only aspect where Snidley is dry or can be associated with any dry state...)

Snidley is an institution. that our company can hardly do without. And we are happy to know the best glider instructor is on board dESPair airline!

Keep the blue side up, Snid-man.



Crew - Cpt. Troll

Chief Education Officer

Captain Troll

Active since: 14.4.2000

Home base: Saint Tim/
Archipelago Esperides
and Ontario, CA

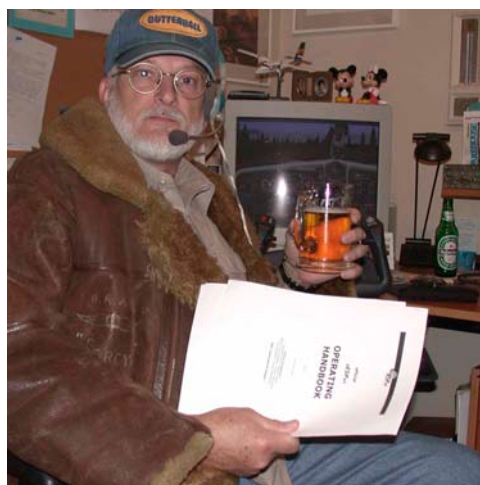
Aircraft:

THC 010 - **Beaver TB**
"Rose"

THC 015 - **C-119 Boxcar**
"Norwegian woods"

THC 018 - **DHC-2Mk I**
"Algonquin"

THC 019 - **DHC-2MkIII TB**
"Eaton"



Totals from the logbook:

Flight time:	305.82 h
Flights:	205 flights
Distance:	46'158 nm
Burnt fuel:	188'439 lb
PAX:	189
Extra Cost	\$ 1001
OpCost:	\$ 183'591
Earned PAX	\$ 58'740
Earned Cargo	\$ 726'569
Earned Extra	\$ 491'269
Balance:	\$ 1'104'499

"It was December 23, 2000 and I found myself at CYVP airport in Kuujuaq, Quebec. The day before, I had flown across from CYRE on Wallace Island to the tip of the Ungava Peninsula, down its West Coast to Kuujuaq. It was the final big water crossing that I would have to do on my North Atlantic crossing from Norway to Toronto. The thing is, that the winds are legend on this crossing and said to be the strongest in all of Canada. I was lucky the day I left, I had light winds and fair skies.

I have heard Sir Snidely, on several occasions; mention his aversion to flying over water for any extended period of time. He is a man of great skill and wisdom and health respect of all things pertaining to safety. I have great respect for our Chief Soaring Instructor and I will admit that as I headed out over the North Atlantic from ENTO, it was with some reservation. However, throughout the many long hours spent flying over this big water I came to really appreciate the quality of machine that was the Norwegian... wood never a hint of trouble, and actually enjoyed



the many faces of the great waters below. Anyway, I left the tiny airstrip at Resolution Research Base on the 22nd, with 11,700 lbs. of electronic equipment on board and delivered it safely to CYVP.

Talk about being right place at the right time! The next morning after completing the omnipresent paperwork, I stepped out of the of FBO and noticed the very



plane I had been lusting after for some time now, the Timothy Eaton family deHavilland DHC Mk III turbo Beaver".

That's the way Cpt. Troll and his shadow, Old Salty, tend to talk once

you give them a chance to start. And you cannot speak of one without somehow meaning the other too. Cpt. Troll is a long time member of our company, and we were extremely glad when it dawned on us that he would accept the modest salary for the chief education officer job. You know, teaching and educating dESPairados is not always fun.

While all dESPairados are nomads of the blue skies, some of them are steamy horses while others are phlegmatic ducks — metaphorically spoken, of course. Some are rather inconsiderate while others spend days discussing the details, a few are in the air before the siren goes off,



Cpt. Troll is a gentlemen hiding in a Trollish disguise. And he's probably the most skilled contract hunter this world ever will see. All in all, Cpt. Troll's contribution to the early development of this, our fine airline can only be underestimated. He has always shared the spirit of dESPair and shouldered the burden of being our chief education officer, helping the crew and the airline to become what we want it to be: a place where flying is not just business.

Those lucky enough to know some of Troll's hideouts will join me in praise of these places. It's great to know a Troll. Let's raise a toast to Cpt. Old Troll!

Cheers!

and still others enjoy a narcotic sleep. Everyone knows how Trolls are (and if not, visit Saint Tim's island on the web:

<http://archipel.despair.ch/sainttims.html>)



Crew - Cpt. Vilk

Chief Special Operations (SOAS)

Captain Vilk

Active since: 1.5.2000

Home base: Cape Town /SA.

Aircraft:

THC 005 - **C-130H**
"Fat Mate"

THC 013 - **C-47**
"Normandie Sword"



Totals from the logbook:

Flight time: 14.84 h
Flights: 10 flights
Distance: 2535 nm
Burnt fuel: 33'255 lb
PAX: 0

Extra Cost \$ 0
OpCost: \$ 22'888

Earned PAX \$ 0
Earned Cargo \$ 95472
Earned Extra \$ 0

Balance: \$ 72'594

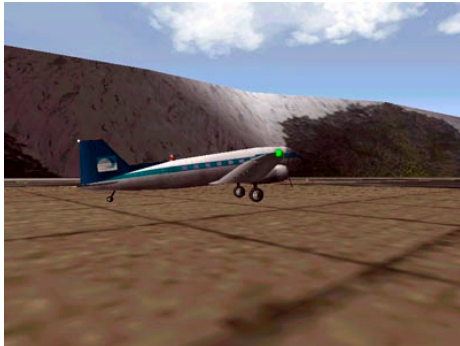
"It was one of those typical Africa hot and humid summer days. dESPair SOAS (Special Operations and Air Services) was doing one of our usual spes op missions.. and no, nothing illegal.

We were contracted to provide pilots for flying relief operations. Not wanting to draw undue attention to the organisations involved, let us not mention any names.

Why did "they" want to contract pilots? Well, there was a lot of these crazy buggers running around with Kalishnikov assault rifles, one of the traditional weapons in today's Africa. "They" wanted pilots who are prepared to fly an assortment of planes (Herc's, Porter's and so in) into certain areas. The task, hauling a huge quantity of relief cargo, medical supplies and even flying the odd medical doctor and CIA spook around.

So that was where dESPair SOAS fitted into this picture. The pay was good. The adrenaline levels high. Old style African bush flying. Beautiful country. Cheap beer. What more can a pilot want? Ok.. maybe smaller size mosquitoes and AK-47's with uncalibrated sights, but then we seldom get everything we want."

Cpt.Vilk, our SOAS chief has a passion for a few things, very nicely described in the extract of his acquisition story of the "Normandie Sword", the first and only dESPair DC-3 / C47.



The pay was good and adrenaline levels high... you can imagine how Vilk's brain functions.

Vilk is our stealthman, he is almost invisible when the situation requires it. But he magically appears wherever our standard dESPair operations are threatened in any way.

Cpt.Vilk is often not transmitting any data to the official company communication channel, but he never failed to appear when the sh*t hit the fan.

Cpt.Vilk's plane, the DC-3/C-47 "Normandie sword" is his most beloved friend and you better not question the sheer beauty of his plane,Vilk and his leadpipe sure a a great team when it comes to beating arguments...

For reasons easily understandable, we cannot disclose much details about Vilk. He lives a far too dangerous life, and even while his activities are based on humanitarian and highly ethical spirit, he probably doesn't have only friends.

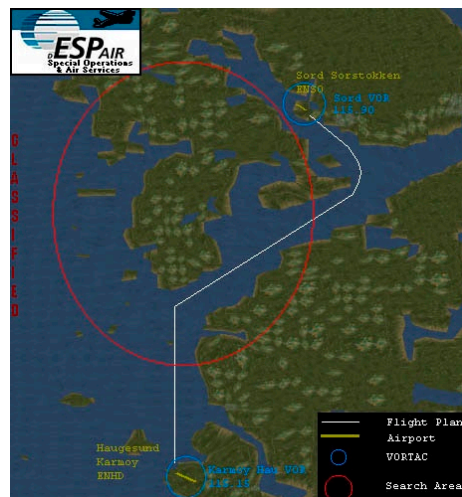
We value Cpt.Vilk for his skilled SOAS team.They never let us down and this is what is vital to a company working the way dESPair does.

All those who were there, will never forget the LAPES training with Cpt.Vilk. And we owe him a good number of beers (only it's so friggin' difficult to get that paranoid fella into a decent bar these days!)

Happy mission planning, Cpt.Vilk!



"For now, my story ends here. Maybe some day I will complete it. Tell of how the impossible happened in the middle of the African jungle at a small little village. Of how a DC-3 left in the jungle for 20 odd years did not rot into pieces. How a DC-3 was restored over the period of many months with parts that just miracously seemed to drop in my lap. How the DC-3 was flown by yours truly, out of a small dirt strip somewhere in Africa to the UK".



Crew - Cpt. Walrus

Chief Airport Officer

Captain Walrus

Active since: 1.12.1999

Home base: Genova, IT

Aircraft:

THC 003 - **Airbus A-320**
"Imagine"



Cpt. Walrus on his first attempt during the Buochs (Switzerland) glider contest:

"The first attempt was stopped by a uncontrollable desire to drink a beer with Cpt. Hak, so I landed close his chalet, very near some white objects, maybe beer cases? :-)

Then, I got my second, but completed, red route flight in about 24'20", but I have no idea if this time is good or not."

Totals from the logbook:

Flight time: 9.82 h
Flights: 9 flights
Distance: 5104 nm
Burnt fuel: 45'353 lb
PAX: 0

Extra Cost \$ 0
OpCost: \$ 24'846

Earned PAX \$ 0
Earned Cargo \$ 0
Earned Extra \$ 1

Balance: \$ -24'845

Cpt. Walrus was our hot blooded italian angel during the initial, complicated phase of forming the dESPair company..

Soon after the first meeting, he started to work heavily on a official dESPair airport directory, took over the aircraft design workgroup, lead the fuselage painter squad, organized airport access, aircraft shelter, first class services for a third class price and many more things that were vital for the first phase of our operations.

Since our founding date, every single dESPairado who got to know Cpt. Walrus fell in love with Cpt. Walrus' Italian-English slang.



"Guys,
after months, I got a mission. I'm on the glacier with my balls frozen, but I am here".

Cpt. Walrus always took things serious. Once could almost fantasize he is an architect... yet he is in reality a skilled A-320 pilot. Walrus was always incredibly busy, and he still is. We had him infiltrate Laminar Research to make them build the perfect simulator for our SOAS operations. He is still very successfully performing on this mission. But regardless of his tight schedule, he was always an incredibly social guy. We enjoyed

many good hours in his refuge in Genova. And one can easily confirm this by reading this extract from a Cpt. Walrus PIREP:

*"Hello Guys,
landed some minutes ago, out of the Hey Jude immediately I was looking for The Seagull to drink a beer with him, but some people told me that our Hak was running behind some swiss girls and he cannot get time enough to get a beer. He has things more important than a beer.
Now I'm waiting the Snidley's landing to get a beer with someone a bit few 'Don Giovanni', eh ehm, I hope that!
Otherwise I will drink a barrel alone.
Cheers
Cpt. Walrus"*

Lately, namely in the past year this report is covering, we haven't heard from him. But we know this is "courant normale" and we expect to understand his absence once we see what the next X-Plane version looks like.

Walrus is the source of latin power, and Cpt. Hak cannot stop talking about how good the wine was in Genova, how tasty the pasta in the



selected restaurants, how, eh, mind blowing the encounter with Cpt. Skybuster in Hak's hotel room...

And all this helps greatly to forgive him when his Italian temperament takes over:

*"Why do you are with Esperanza on a tropical beach while Michel and me are working?
GRRRRRR!!!!"*

Cpt. Walrus is also one of the cornerstones that form the foundation of dESPair. Although he is no longer actively flying for our company, he is still in our emply and works on "foreign affairs".

Let's raise a glass of "Pigato d'Albenga", one of "Rossese di Dolceacqua Superiore" and one of "Vermentino Riviera Ligure di Ponente". Maybe also a glass of "Rosses di Dolceacqua"?

Cheers!



Crew - Cpt. Wolfie

Chief Crew Manager

Captain Wolfie

Active since: 1.1.2001

Home base: Alleur, Belgium.

Aircraft:

THC 025 - **OV-10 Mohawk**

"Teiakoia'tahkhwa"



No figures from the logbook available for Cpt. Wolfie. Due to the enormous workload as our chief crew manager, he was allowed to bypass the electronic crew logbook, the dESPair flight activity recording system.

<http://crew.despair.ch>

"Fully. Those poor Rainbow guys are gonna be sick with me flying low. Let's clear things for me please :

PCI 2 - Sir Brick : HALO 10,000 feet @ 5nM east from Target B

CI 19 - Me : LASD 2,000 feet @ 2 nm west from Target A

Targets : cleared from at least 7,000 fts or 3nm.

Since I've to drop @ 2nM and from 2,000 ft I've an order to dis-obey.

1. I drop @3nM

2. I get @2nM from target A @ 2,000 ft wich is my choice regarding the importance of the mission.

3. I get @2nM from target A @ 7,000 ft"

I mean. If you read that. What job would you propose to a newbie dESPairado? It took one and a half second until the whole dESPairado congregation agreed on assigning Cpt. Wolfie to the vacant chief crew manager job. A desision we have never had cause to regret.

Just because one is skilled with numbers and organization charts, does not provide reason to doubt his nomad soul and dESPairado skills:

Cpt. Wolfie not only is great at coordinating our crew, he also is good in coordinating his senses and muscles - he became one of the best

Cpt. Wolfie is so much absorbed by the crew management tasks that he seldom manages to fly for money. Does this reduce his value as a dESPairado? No way!

In times of great need, Cpt. Wolfie often finds time to fly with us, filling gaps in our team.

He is also one of the ambassadors of the dESPair nomad spirit, visiting fellow dESPairados all over the world.

A big thank you, to our chief crew manager!



*"Sir Brick the orders seems to be clear.
I'll take off first regarding speed.
I was planing to wait until we both will
have gained requested altitudes
aroud waypoint delta.
Then move to be at 15:00 together.
All I'll be asking is to keep an eye on
me regarding the riks I'm gonna take.*

*See at the bar or in hell ;o)
Wolfie"*

It is this last sentence of the message that makes the point...

Cpt. Wolfie's talent to make a team out of a dozen egocentric individuals is simply astonishing. And his skills do not make a halt in front of animals. How can you tell where Cpt. Wolfie has landed? See here →

"Flying man contest" participants. And this was not easy, knowing what aces there were participating too!



dESPairado membership

How to become a dESPairado

How to become a dESPairado

v1.2 / 12.Aug.2002

The concept of our airline

When you were a child, did you paint or color circles and squares on a card board box to simulate a space ship cockpit? When you were a teenager, did you imagine you invite your girlfriend to a flight high above the clouds? Now, you're grown up - and what do you imagine? Our answer is dESPair. dESPair is a virtual airline. At least sort of. We are a group of (armchair and real) pilots who share the passion of flight simulation, and we combine the software simulation with an all encompassing role-playing game atmosphere.

dESPair is a group of flying nomads, following the wind, and always magically appearing where we are needed in this world. We do not care about collected miles and accumulated hours, but we do care about friendship, about partnership and about the welfare of our fellow dESPairados.

We have built our world around the flight simulator software X-Plane by Laminar research. We build our own scenery, tools, aircraft and stuff - all for the glory of our overall mission: flying where no one else has flown before - and doing it with style and spirit.

Each one of our pilots is a personality, not only a roster number. Each of our aircraft has a story, a face, a soul. We treat them like we treat our friends: with utmost respect and kind spirit.

We don't claim our files to be the most excellent visual products available for this sim. If you are looking for the best downloadable items, you might wish to keep on searching. We dESPairados have an impressive imagination, this is the key to our continued success. Our work is designed to enhance the playground experience, not win accolades for perfection. A quick read of the aircraft stories and visit to the mission diaries should give an insight into what we seek to achieve.

Am I dESPairado material? A SIMPLE TEST

dESPair is a role-playing game. It's a playground for grown up children. If we can use an analogy, then let us say that dESPair is like a sandbox. Now, to most this may not be the slightest bit interesting but to the potential dESPairado, the concept of such a sandbox becomes a window of creative opportunity. Imagination lets him build castles, even worlds. And if a friend sits in the same sandbox, also building castles and worlds (some prefer to model nymphs and flight attendants), the fun is exponentially greater.

What would you do with this?:

- We give you an aircraft for your own personal use. Could you come up with a story about how you "acquired" this aircraft? The only limit for this story is your imagination. Check out the existing aircraft stories in the public hangar... you'll get the idea

- We give you the tools and things necessary to create a mission. What mission would you love to create, and later fly with all the dESPairados in a coordinated campaign... jot down an outline describing it.

- You will play a role in our virtual sandbox. What character could you play? Create a persona that best suits your secret or real identity(s). Again, the character you choose to represent you in our virtual world is limited only by your imagination. What is your alter ego's background? What nickname or handle conveys the personality of the character you've chosen?

- Read the available mission diaries. Imagine you were there, with us. What part would you have played? What twist would you have given the story? Browsing through the event scheduler and the diaries should give you a good sense of our flying activities.

like fun to you? Did you already begin to answer the above questions and make up the stories in your mind? If you did, then you are already a "closet" dESPairado, and have just stumbled onto the best group for your affliction. :-)

If not, don't worry, there's still a chance you might yet become infected.

Read on. Take the next test:

Suppose we told you that in order to become a dESPairado you must first fly a mission or two with us in a "skinless", grey aircraft that we assign you. Imagine also, that you must fly your mission and plane over the default X-Plane scenery (or your own scenery) and without the benefit of dESPair custom objects. Do you think you could do this and find it fun? If yes, then you have the potential to become a happy dESPairado, although we will have to reshape your psycho-social profile. <grin>.

continued >>



If you still can't buy into the concept, then dESPair is most likely not your cup of tea. This is not a bad thing, we just believe it is best if each one finds their ideal place to have fun and, we wish you every success in your search for that ideal place. Should you change your mind sometime in the future, you're welcome to give us another try.

So I have potential... Now What?

Firstly, be happy, very happy. You have just found your ideal playground. A place to become an asocial, weird and deviant sim freak. However, we must warn you and your wife/mate/dog that once you become a dESPairado, you will never want to leave our world.

Okay, for those of you who do not fear... go back up, and actually complete the "test tasks".

- Decide on an aircraft, give it a name, origin, history and come up with a story for us nomads of the sky. We love to read such stuff.

- Devise a simple mission for our group. Once on the mailing list, you can shout for some assistance, there's always a couple of willing hands in our crew ready to help out. There's really very little effort

required. Simply develop a plot that'll give us dESPairados a good reason to fly. Do not fear. We have enough imagination to be happy with a story alone. No need to create special object and new scenery files just now...

- Come up with a nickname, and write a brief essay about your identity, name and history. Remember, there are no bounds... let your imagination run free... reading the diaries is inspirational (and fun too!).

- The fourth task you'll need to do is send your stories and data along with your real identity data (name, email, snail mail) and a picture to HQ, so we can prepare to open your logbook and hangar account later on. Once you have decided on your personality and stuff, it's time to introduce yourself to the mailing list.

How do I meet the Crew?

It's a good behaviour to say hello and state who you are and from where you come once you have subscribed to the list. It is nice to know who joined the list...

Once your role has been defined (by yourself) and you have subscribed to the list, simply chime in, like a pilot who just has been hired by dESPair to fly for us. Say hello, state who you are and from whence you come. Then tell us about your virtual self... where you came from, what you did in the past and how you think you can help us in our fight for the richous cause.



The HQ is monitoring the list subscriptions and if we see someone is only lurking for a long period (weeks), we will ask him to either become active, explain his passive state or leave the list.

...how to become a dESPairado

Part 2



So, you want to become an official dESPairado? Here's how:

If there is a mission or campaign going on, you simply ask the mission HQ how you can serve our purpose. You will be integrated in our activities and earn your membership right away.

During periods of no mission activity you can either suggest your own created mission, and we fly with you - or you can ask for one of the prepared mission packages (ask the HQ).

Depending on the amount of activity, it could take just a few weeks or up to a couple months, before you become an official dESPairado. However, you can have fun with us right from the very first moment...

Read the dESPair Manual (our bible), this document outlines all the rules governing our dESPair community. These rules have been defined by our existing crew in a democratic vote. If you are to join us, you must agree to the dESPair rules and abide by them.

The final formality is for the crew to elect you as an official member of the dESPair crew. There is little to worry about here, for if you have done your best to comply with the preceding you will certainly have proved your eligibility.

How to get your account opened

Once you have been accepted as a full crew member, HQ will open up a logbook account for you and your aircraft, and present you with one of the hangar keys for up and download.

All that remains is for you to be sure you understand the rules of our game/world, and then roll your aircraft into our hangar...

Welcome aboard.

Remember, cream always rises to the top and that's what makes dESPair as good as it is.

It is perfectly ok to have times when you simply can't play with us. No problem. But it becomes a problem if you don't let us know when you have to be passive for a week or more.

We are all friends, and as friends we depend on each other? If we don't hear... we worry



dESPair company

Organization, Structure, Processes

Who gets a vote in dESPair?

A listmember who has logged more than 30 hours of mission time is legitimate to participate in crew votings.

Are there any rules regarding the participation in dESPair airline?

- there are no rules on *how often* a crew member has to participate
- there are also no rules on *how* a crew member shall participate.
- the only rule is that participating crew members shall conduct themselves in best dESPairado spirit.
- it is good manners to drop a note to the list, if you have to leave the group for a while. No need for excuses, but information about your absence makes it easy to track of our friends...

Are there any rules regarding the behaviour/ netiquette/sanctions ?

- Common courtesy is expected.
- Problems are addressed on the list, and involve the whole crew

Rules regarding decision taking on global matters

- global decisions are taken after discussion on the list.
- global decisions are taken through crew votes

Rules regarding public relations and communications.

- All crew members may represent our airline in the public
- PR is to be made in the spirit of the group



How does one qualify to become an official dESPair pilot?

- List subscription is the first step (by invitation)
- Personal introduction to the list is to follow the subscription (1)
- Participation in ongoing activities for a while (2)
- Fullfillment of the most basic dESPairado tasks (3)
- Lastly the HQ will issue an election, in direct mail to the crew.
- (Hidden) Group vote decides on the official incorporation

How should dESPair recruit new pilots?

- dESPair as a company does not actively recruit new pilots.
- the "recruitment" is done by our crew members. If someone meets a guy or gal who seems to fit our crew, he invites them to this list.
- "passive recruitment" means that anyone who was digging through the site, and asks for permission to get on the list, will be invited to become a list member.
- it is the crew that decides if we currently want to have new pilots in the crew . If we don't, we still might welcome new list members, so they can get the knowledge to build their own airline.
- it is the crew who decides to close the mailing list for a certain period of time

Who should be able to download your aircraft, env files, textures, objects etc.

- A few things shall be kept under disclosure, but most of the files become public sooner or later.
- Aircraft files are to be accessible to the crew only.
- dESPair standard textures are freely available to all
- dESPair standard objects are freely available to all
- standard env files are up to the designer to be released either publicly, or in any specified realm only.
- ongoing mission files shall be kept under disclosure but will become publicly available after we finished the mission/campaign. (The files remain copyright dESPair and shall not be redistributed in any way.)

dESPair history

The first anniversary letter

After one year of running the dESPair company, the CEO wrote a letter to all crew members. Now that our company already has reached it's 5th anniversary, we find it appropriate to re-print the first anniversary letter. Notice how many things still apply after five years. Long live dESPair !

Bern, 31.12.2000

Dear member of dESPair virtual airline

One year ago, there was desperation in the scenery design crowd. Permanent changes to the scenery rendering and format left many of us in frustration. Some left the XP boat entirely, others had to face a drop in motivation and joy.

Then came dESPair. Born as an idea to keep the fun in desktop flight simulation, and maybe even to increase it, the airline has been founded in the spirit of flying nomads.

dESPair has grown ever since, and it has become a unique online experience where a quite special crowd shares passion, experience, wisdom and a barrel. During the past twelve months dESPair has seen so many exciting, stunning and emotionally touching missions, mail exchanges and cooperative tasks that I am personally deeply moved.

It has not only changed me from a spare time sim pilot to an addicted sim freak, but it has changed my judgment of the value of cyber communities. dESPair is a wonderful example of an international cooperation, and it has brought a whole new world to flight simming. I do not know of any similar group or activity, and probably is dESPair the first role-playing game that is based on an airline!

You as a member of this illustrious group, are a crucial part of the dESPair experience. It is you, together with all our friends, who transforms an idea into a reality. Let me thank you for your participation and for all you have shared with us.

There are a few things that make dESPair different from other virtual airlines. One is the spirit of the group. We do not care about rankings, about

who's flying longer and higher ...
Another one is the personalities and roles. It does matter who you are, but it doesn't matter what you do (roughly, at least). Each pilot is well known to all others – we don't fly anonymous just to accumulate hours. Each one is playing a role and this is great! Third, it is the surrounding atmosphere and all its constituents like the mailing list, the site with the aircraft stories, the hangar and all those wonderful PIREPs that we receive from each other.

If I would have one wish free, then I'd wish that we could keep this atmosphere as long as it gets. In my humble opinion, this role playing game aspect, and all the tools and things we use to put us mentally in the right shape are far more important than the sim platform, the aircraft types and the scenery.

I am confident that the whole group could switch sim soft, and not lose much of its quality.

To help you getting an even more intimate feeling of being a real dESPair pilot, I have sent you a personal dESPair pilot license. It is not a reward, for this it is a too small a present. I hope it might add to your experience as a dESPair pilot. Again, thank you very much for participating in dESPair airline. Hopefully we will continue having as much fun as we did until now.

All the best

Cpt. Hak.
CEO dESPair



Archipelago Esperides

Home of the dESPair nomads

The Archipelago Esperides is the home of the dESPair nomads

*"Santo Hempo,
Dezember 2004*

Lago Espirito. Lying at the foot of Mount Palomare, the Lago Espirito is probably one of the most beautiful places on Isla Esperanza. The lake is a relict from an ancient volcanic eruption, when Mount Palomare blew half of his twin peaks into the surrounding sea. Lago Espirito has always been said to be a magic, highly energetic place on the island. Many druids, magicians, witches and herbal healers have visited the lake and attested an incredible place for mental focusing and recovery.

Lago Espirito was, through all the history of mankind on Isla Esperanza, a place for meditative retreat. The Monastery Santa Libido, founded in 1685 is still inhabited - it is the homeland of Capt. Habakuk, aka. Hak the Seagul

Ancient writings say that it was in 1685, when Corto Malpese has built the first settlement on the shores of Lago Espirito. The place is said to be a energetic spot, a source of spiritual

influences. This tales have influenced the history of Lago Espirito over all the past 3 centuries...

1685: Monastery Santa Libido founded

1772: Monte Palomare Glacier partially

melted and flooded the Lago

1806: Monastery rebuilt and caves extended greatly

1850: TajChi and QuiGong brother and sisterhood overtook the monastery building.

1940: Inhabitants left Lago Espirito for safer places in Porto Esperanza

1970: Monastery ruin renewed and rebuilt by Capt. Corto "the Eagle", the father of Hak the Seagul.

1980: Hak the Seagul revived the monastery, making it into his home. "

A few words about the history of one place on the archipelago Esperides, the only true home of the dESPair nomads, and you already feel the energy, the peace and the open spirit of this paradise on earth. If you want to know more about the archipelago, it's islands and inhabitants, visit:

<http://archipel.despair.ch>

Archipelago Esperides



if there is a home for a dESPairado, then it's here...

Missions & Campaigns

dESPair activity all over the world

Quidquid latine dictum sit, altum videtur

dESPair flight operations cover a wide range of needs and our business model is rather uncommon - as are our every day duties and missions.

The main driving forces behind our operation are twofold: one is the inherited drive to help make the world a better place. All dESPairados have this fever to a certain degree. And the second force is our Chief Financial Officer, Cpt. Darkwing.

The dESPairados are very humanistic, quick at help and altruistic. Of course this requires some help to physically survive. Like enough food, and enough beer so, being an altruistic nomad still costs a substantial sum.

This is where Darkwing comes into play. As you can see in the pilot portraits, there are some pilots who carry a negative income along. Darkwing has to make sure we earn a penny every now and then.

No nomad becomes rich through his work. The money earned is quickly invested into new adventures on other places somewhere on this planet.

We were working hard and long in the Red Lake area, Canada, revitalising some of their local airline business'.

You find many detailed pilot reports on the dESPair flight ops documentation system. The public interface is reachable through these links here:

<http://pireps.despair.ch>

or

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

A big part of the reason why flying is not just business in our company lies in the depth of emotion you find in the PIREPs. dESPairados don't get „hired only“, they get involved, .



And the satisfaction of working with fellow nomads on missions that bring light and relief into this world is what makes being a dESPairado so special.

That's also what has brought us so close together — the missions and campaigns required us to!

Instead of writing long and bold about the glory of our mission successes, we compiled a photo album.

Take your time to view the pictures. They will wake up many good memories. Each of them reveals a tiny sequence of a much bigger, interesting, adrenaline rising, stunning adventure of one or multiple dESPairados.

It's really worth it to take some time to read through some of the pilot reports available in the public PIREP library, mentioned on the left hand page.

And now, enjoy the visual impressions of past dESPair activity!

Missions & Campaigns

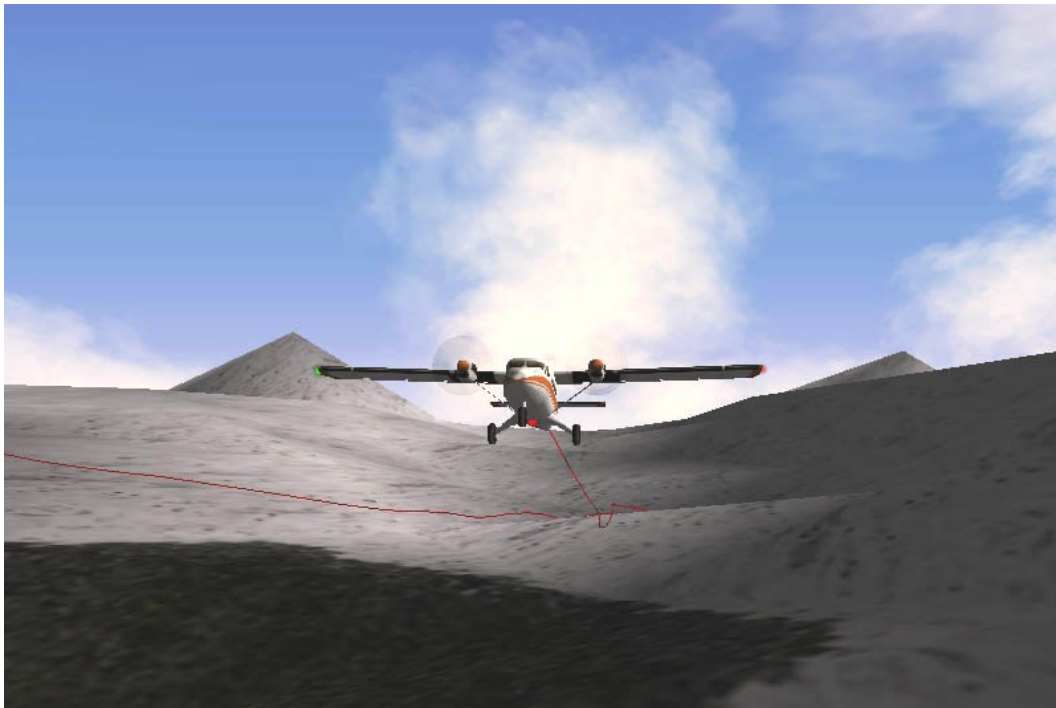
dESPair photoalbum



Aalborg, AeroPedro vehicle in action



Isola Esperanza: Glacier landing training



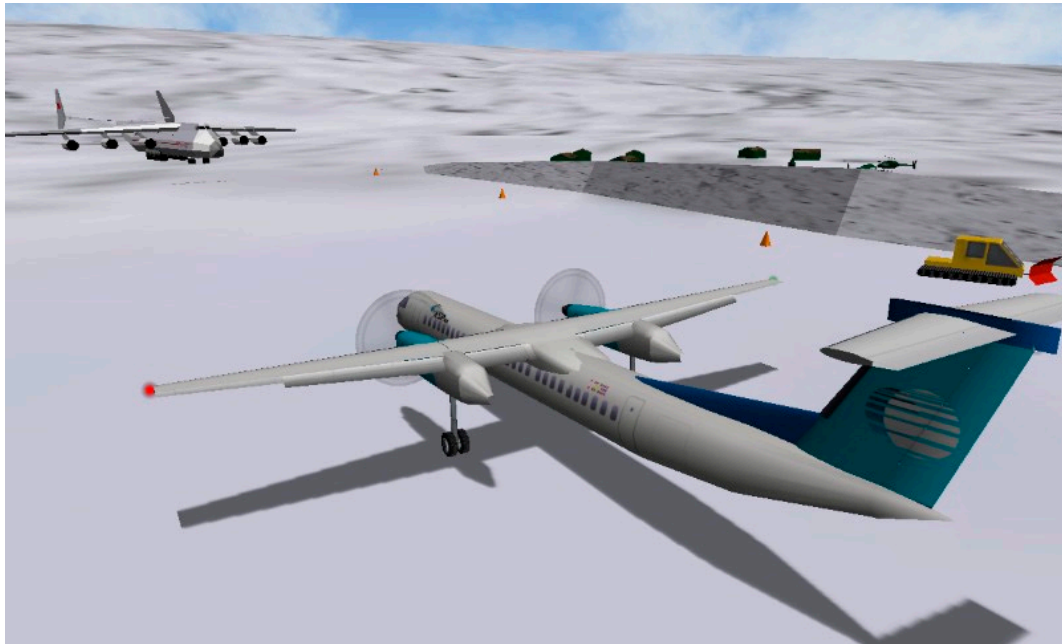
Cpt. Hak in his element — mountain flying and glacier landings.



A C-119 waiting to be unloaded at our glacier base at Isola Esperanza

Missions & Campaigns

dESPair photoalbum / II



Antonov AN-225 — Alpine rescue



Archipelago Peace Trip Recon Mission



Orlyonok affair — Cpt.Troll on it's way to deliver spare parts to the grounded Cpt. Hak



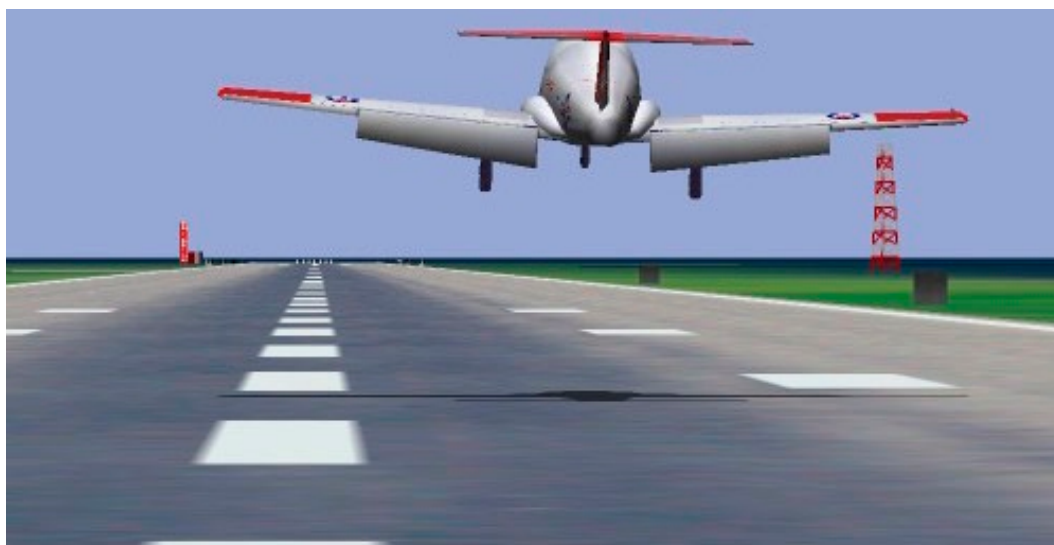
Mission X-Plane : Genova conspiracy meeting to bring us a better training platform.

Missions & Campaigns

dESPair photoalbum / III



Pedro's hot tricycle — Cpt. Brick's jump over the ridge, closely followed by Cpt. Hak.



Cpt. Darkwing five seconds before touch down.



Volga Orlyonok rescued and secured, Irina and Skybuster on the sticks.



Cpt. Skybuster and his "Hey Jude" arrive in Locarno, Switzerland.

Archipelago Peace trip: Newspaper article Cpt. Brick and Cpt. Troll



Archipelago Peace trip: Newspaper article
Cpt. Skybuster, Cpt. Fokker 3rd & Cpt. Wolfie



Archipelago Peace trip: Newspaper article
Cpt. Darkwing



Archipelago Peace trip:
Newspaper article
Cpt. Winn & Cpt. Snidley

Missions & Campaigns

dESPair photoalbum /V



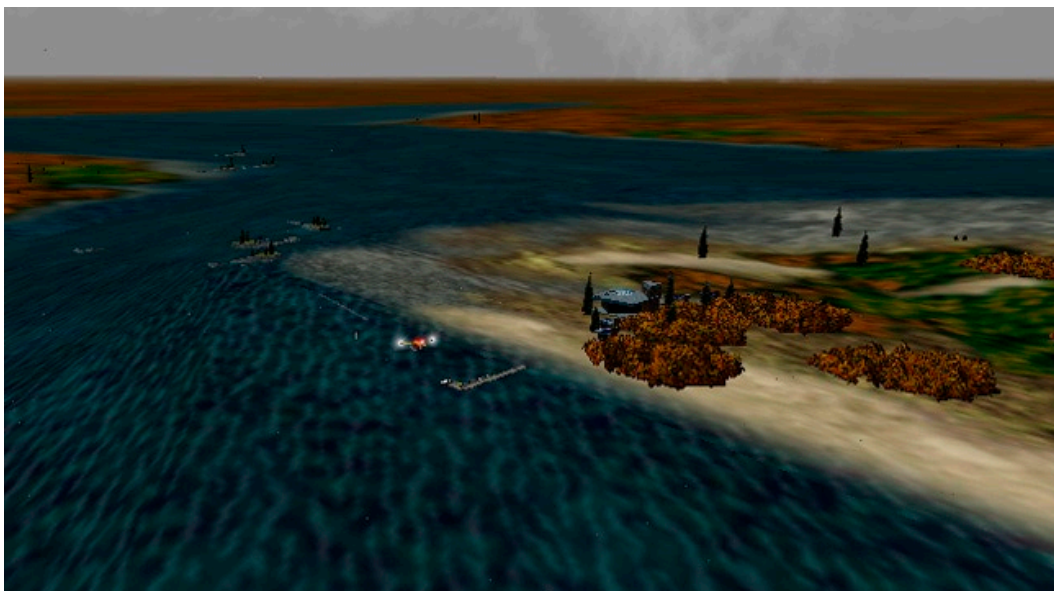
Cpt. Snidley delivering urgent goods to Isola Esperanza mountain hut



Cpt. Troll on short final for Hofer international, Espritobal, Archipelago Esperides



Cpt. Hak during the Cold Lake TopGun training.



Cpt. Brick arriving to visit Cpt.Troll's dESPair lodge on dESPair Bay north of Red Lake

Missions & Campaigns

dESPair photoalbum / VI



dESPairados fly everywhere — even outside our galaxy...



Gladly we have Old Salty, Coop and the AeroPedro tech brigade... they can make use of such stuff.



Cpt. Darkwing in a totally common flight attitude...



Talking about short runways... dESPairados always find a spot of flat area to land on.

Missions & Campaigns

dESPair photoalbum / VII



Speedboats at Sabourin base, Red Lake (very very hot boats, I must confess!)



Ferrying VIPs to construction sites is a well paid job... that's something which makes Cpt. DW happy...



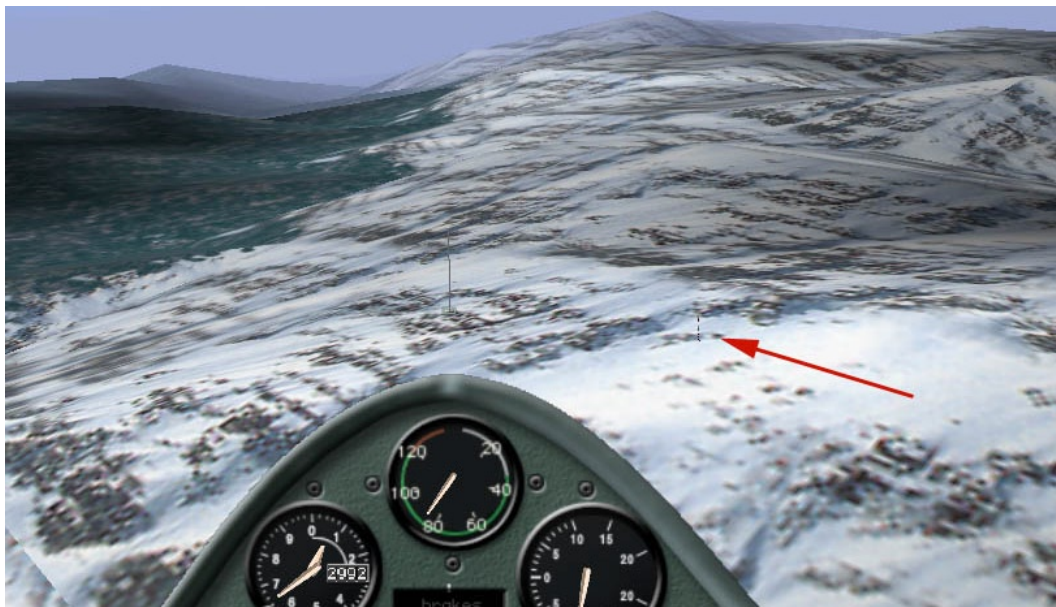
Sometimes, things go bad. Luckily, there's always a helping hand (or wing) in our crew!



Approaching Crawford during tour west canada

Missions & Campaigns

dESPair photoalbum / VIII



Cpt. Walrus on the glider contest near Banff, Canada.



Cpt. Hak preparing the Waterpipe for the anti oil spill mission at Grist Lake, Canada.



No matter if day or night — dESPairados always are prepared to take off.



Hey Jude in its full beauty

Missions & Campaigns

dESPair photoalbum / IX



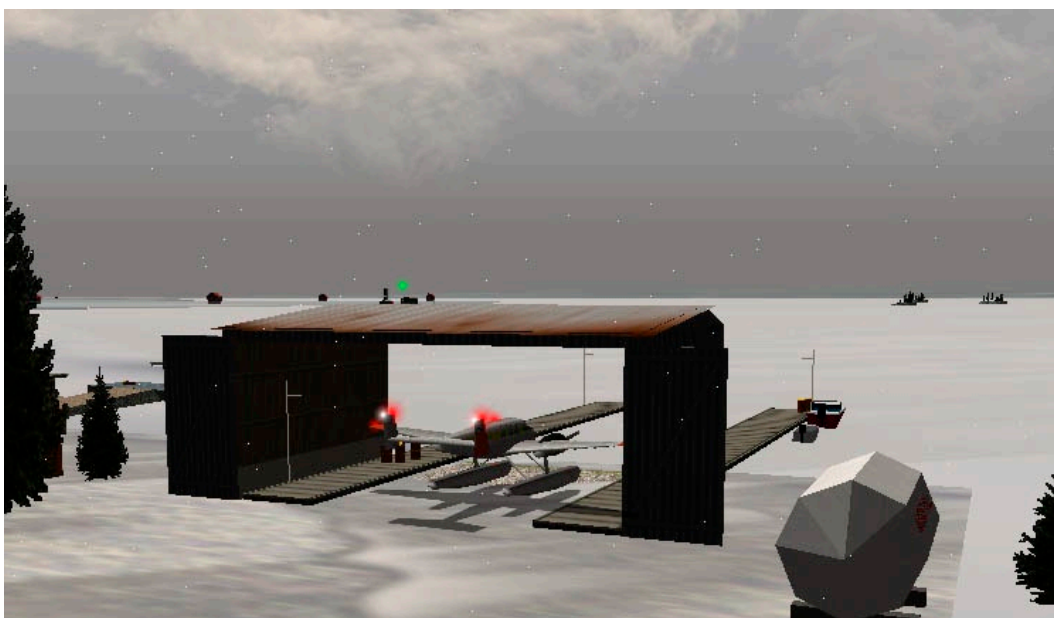
Little oopsies happen. This is normal under the difficult circumstances we often fly.



We even once had to bring Cpt. Snidley to surgery. But happily, all went well.



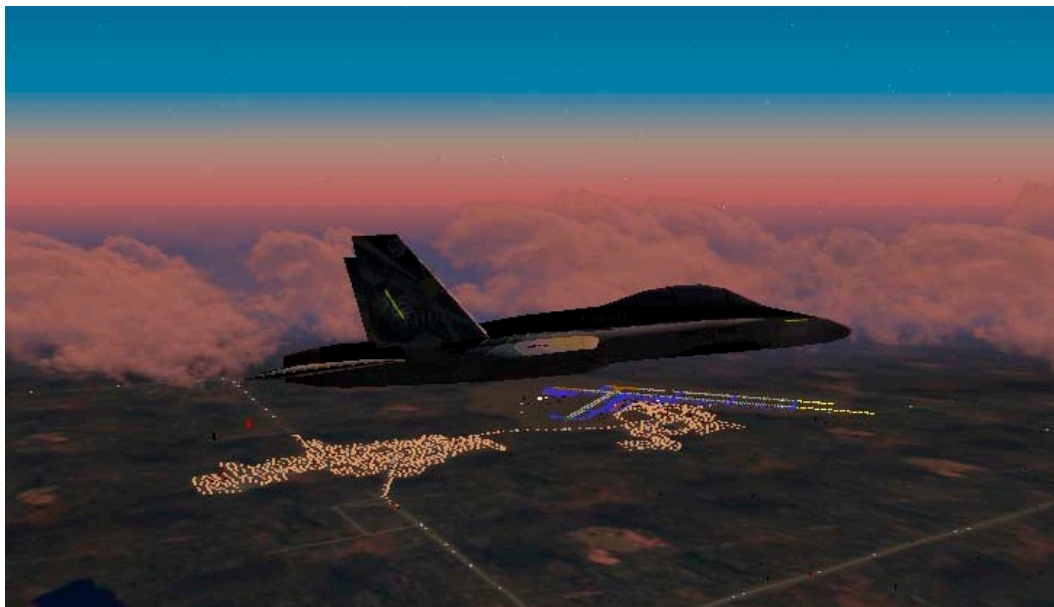
Some dESPairados tend to cooperate and fly networked (Cpt. Brick and Hak are especially active)



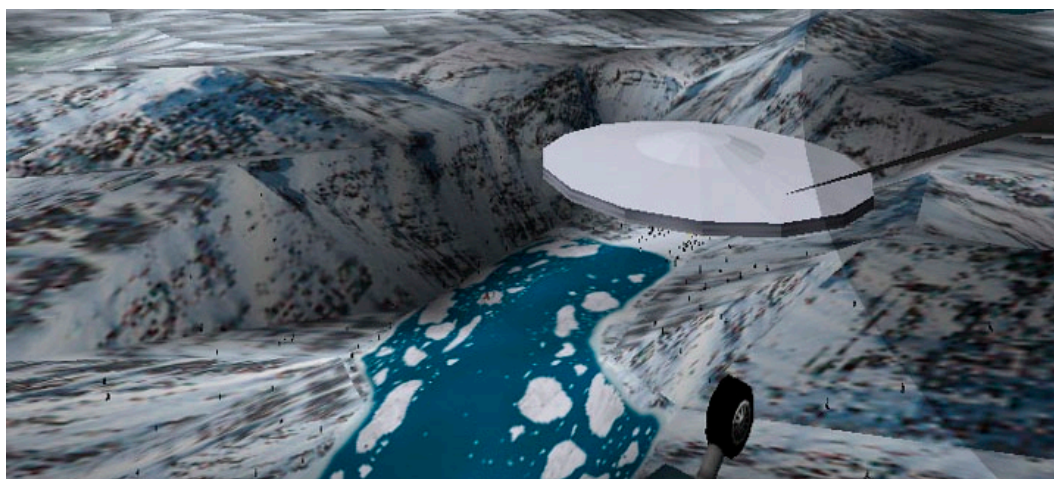
No frozen lake, nor snow and low clouds can hold a dESPairado grounded for long time.

Missions & Campaigns

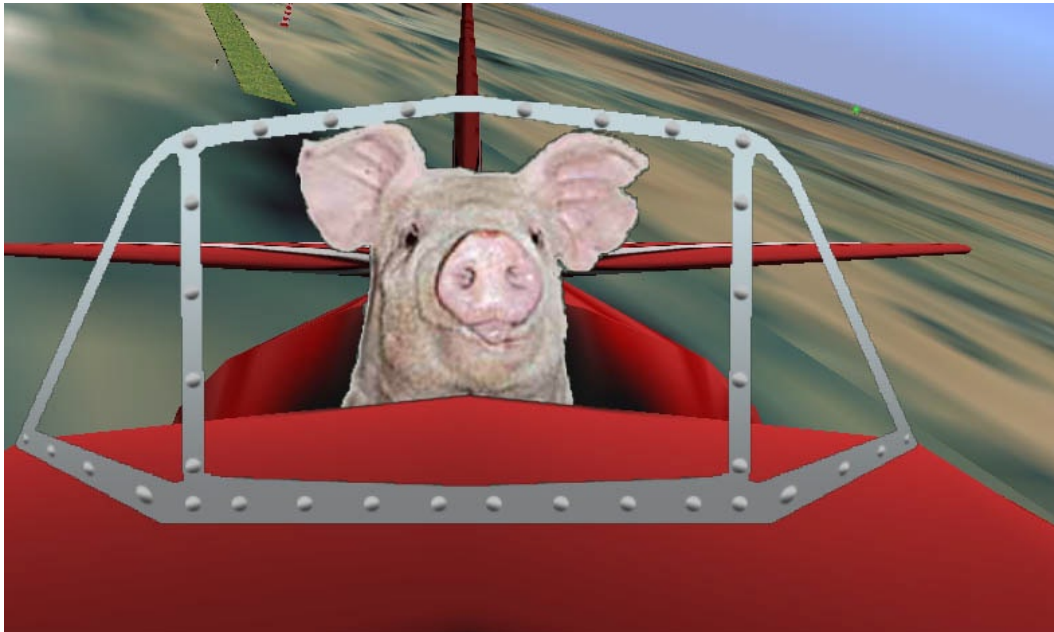
dESPair photoalbum / X



Cpt.Vilk during Cold Lake Top Gun training



Visit from far, far away. At Tim's Lodge during Tour West Canada



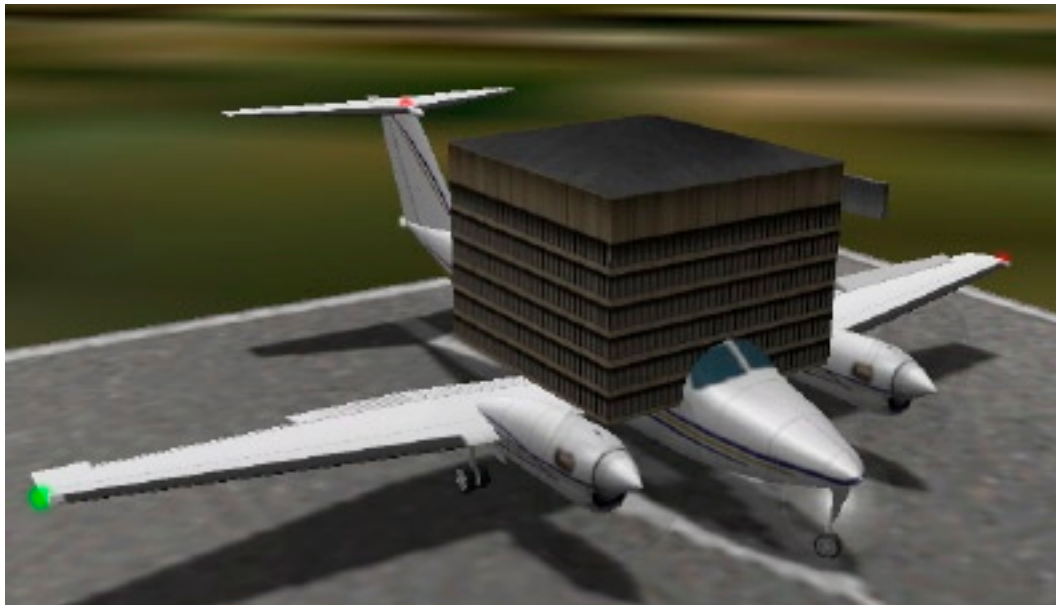
Cpt. Brick often has unconventional means to transport special cargo...



We flew numerous missions to help in environmental disasters.

Missions & Campaigns

dESPair photoalbum / XI



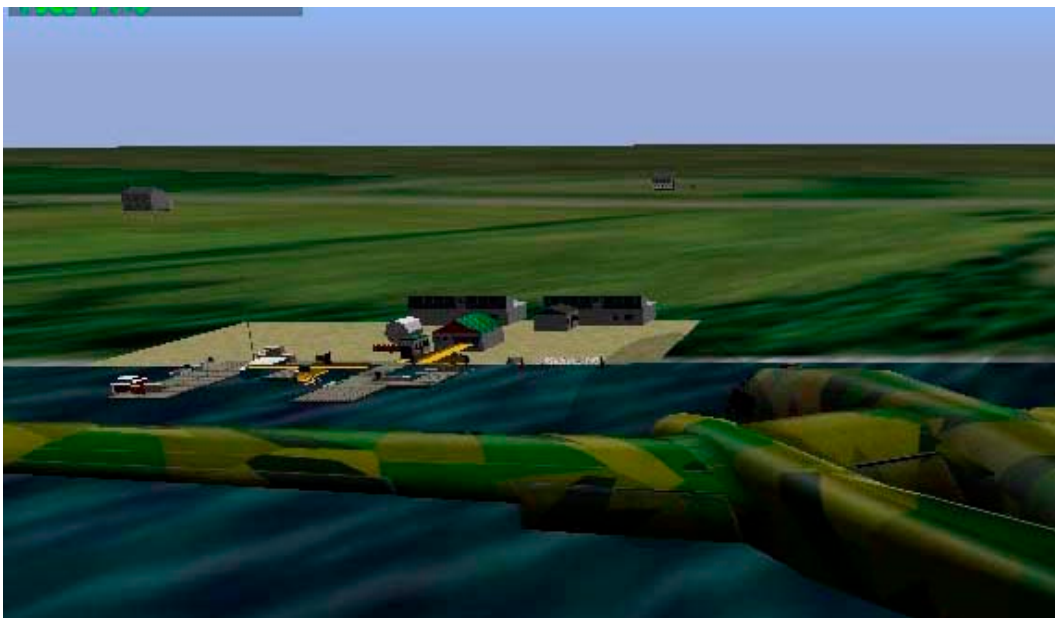
dESPair pilots can fly almost anything that has wings. Some even manage to fly helos...



Emergency Cargo drop (well paid, said the Troll)



Visiting a ferry is nothing really surprising for a real dESPairado.



Hey Jude over Red Lake.

Missions & Campaigns

dESPair photoalbum / XII



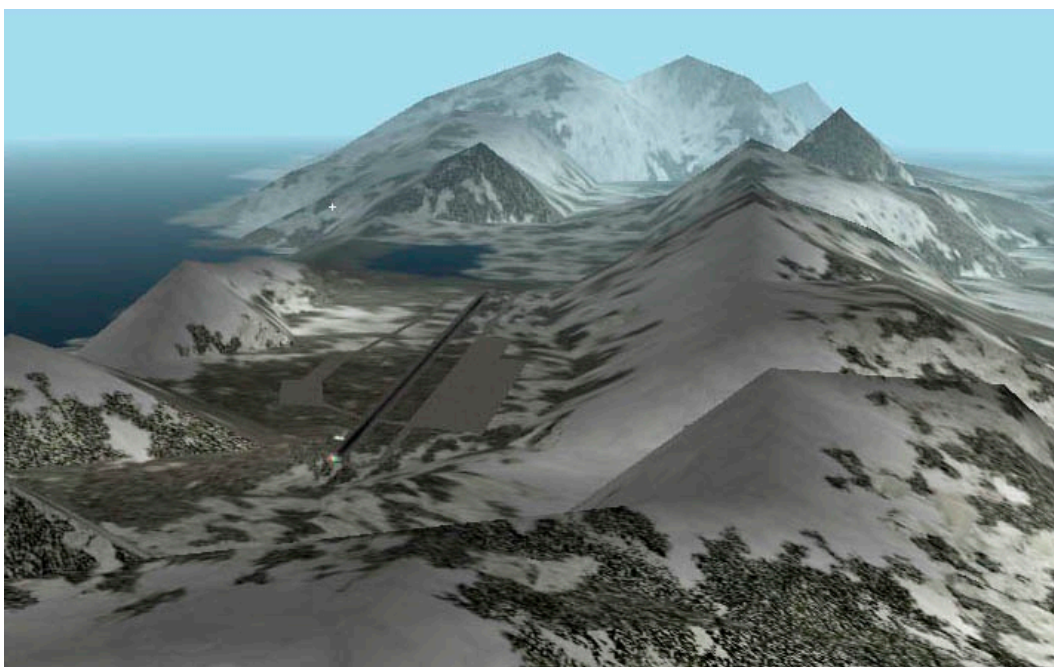
The age doesn't matter. The sound and the smell do.



Roto-what? dESPair is well known and much respected as a source of excellent test pilots.



Active dESPairados have undergone various special trainings. Bush piloting was one of them.



DFSB, Sixtus B. Regional, Klunk Islands, Archipelago Esperides.

Missions & Campaigns

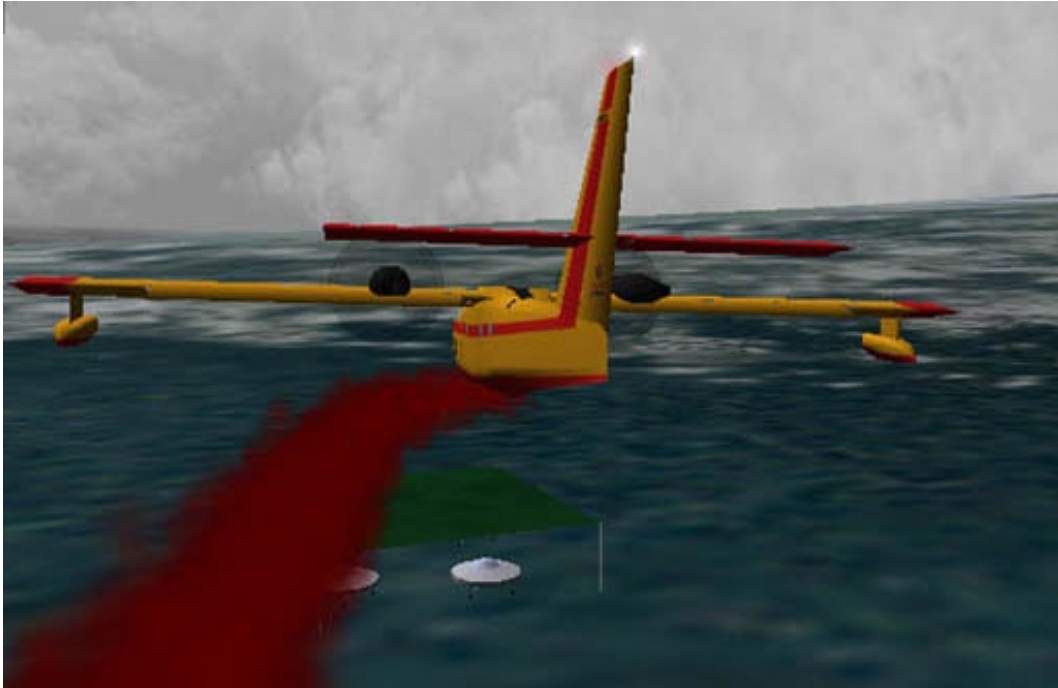
dESPair photoalbum / XIII



Approaching St.Tims, Archipelago Esperides. Prelude to the Archipelago Esperides campaign.



SOAS cargo drop training. dESPairados fly and work all over the world. The special operations training is vital to the crew, the aircraft and the mission goals.



Shower of revenge — they painted our aircraft, we showered their; their... hrhmm... their things.



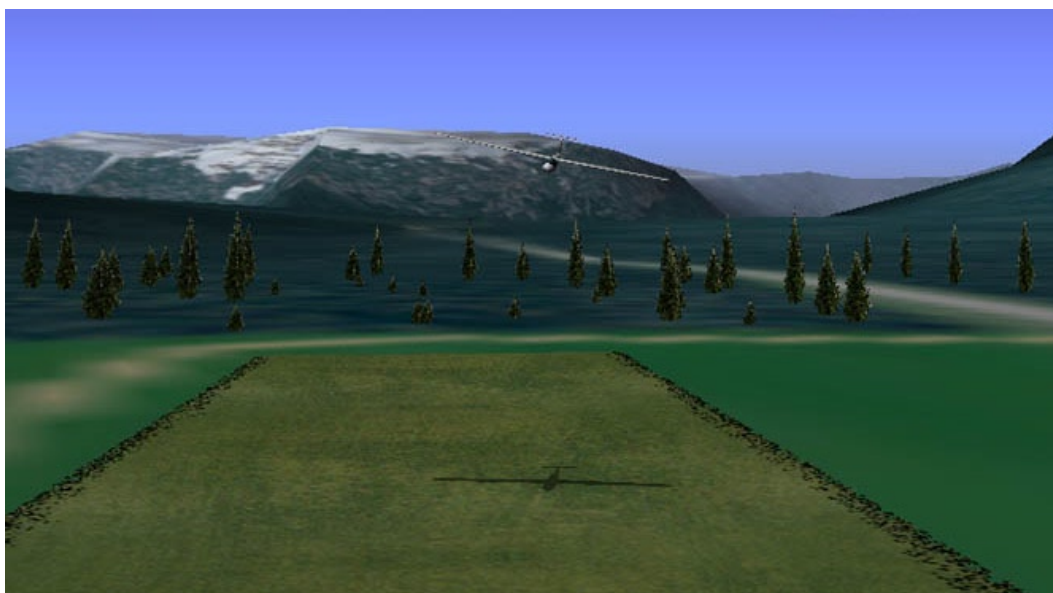
Around Shambe on a secret relief mission. Byrd Campaign, Africa.

Missions & Campaigns

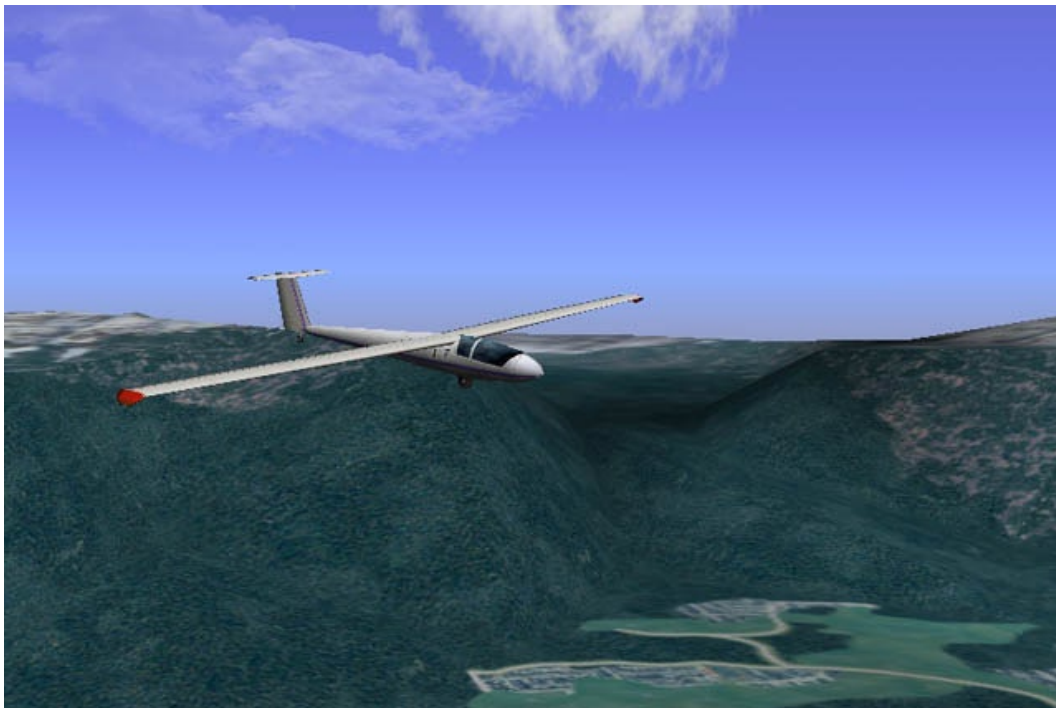
dESPair photoalbum / XIV



Engine failures are a dESPairado's only reason to stay on the ground.



Glider landing in Banff, Canada. Tour West Canada campaign.



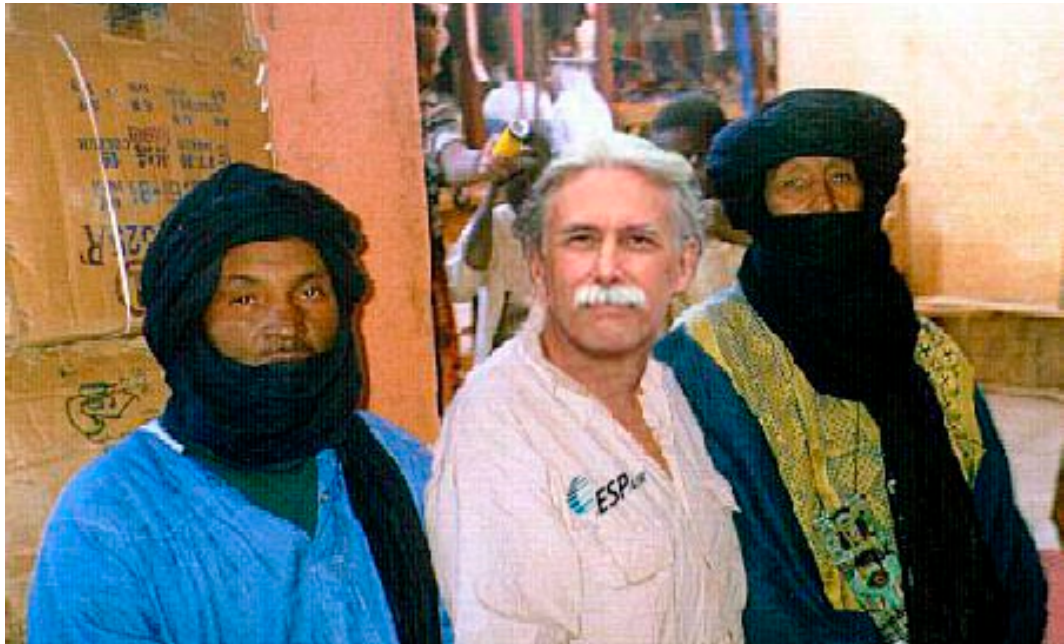
Another glider contest picture. Moments of silence and peace...



"Probably the nicest plane of all planes in this world." - Cpt. Hak

Missions & Campaigns

dESPair photoalbum / XV



Some get into trouble faster than Cpt. Hak's diplomacy (and other means) can get them out again ...



We have connections from the north pole to the south pole — and we fly everything everywhere at any time under any weather conditions. There *are* reasons why dESPair is a contract partner for Santa et al Ltd.



dESPair personal transporter are very individual and creatively chosen. This is psycho hygiene.



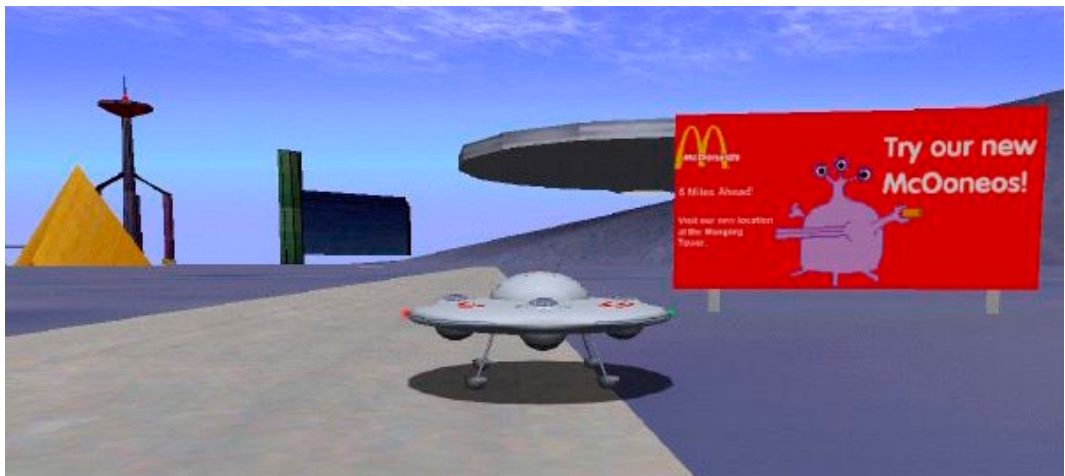
Second low bypass, before touch down on water — bush pilot flying at Red Lake.

Missions & Campaigns

dESPair photoalbum / XVI



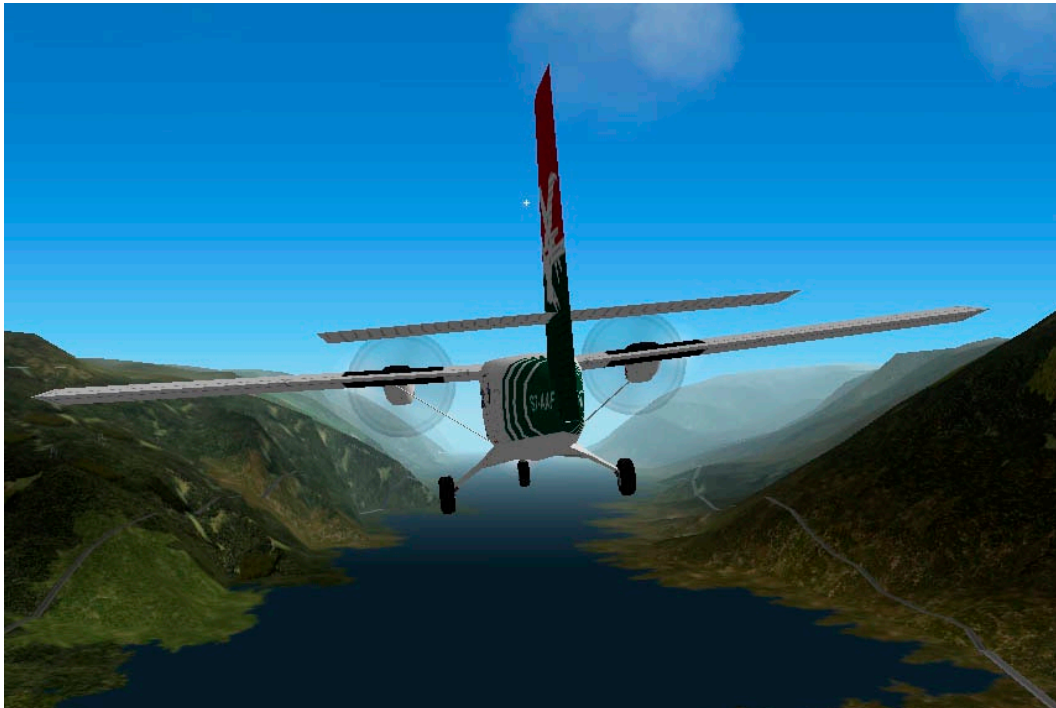
Which other airline lets their pilots fly UFO's ? This is exclusive for dESPair.



MacOoneos for lunch. Another dESPair exclusive.



And, btw, what other airline pays their pilots to drive hot shot speed boats?



Near Lofthus, Norway. Delivery of various important "exotic" good like Carlsberg and Guinness...



One of our crew buses on the road.

Missions & Campaigns

dESPair photoalbum / XVII



Cpt.Troll comes to rescue downed Cpt. Hak during the Orlyonok liberation campaign (July 2000).



View from the Antonov AN-2 cockpit. Cpt.Troll has saved our lifes!



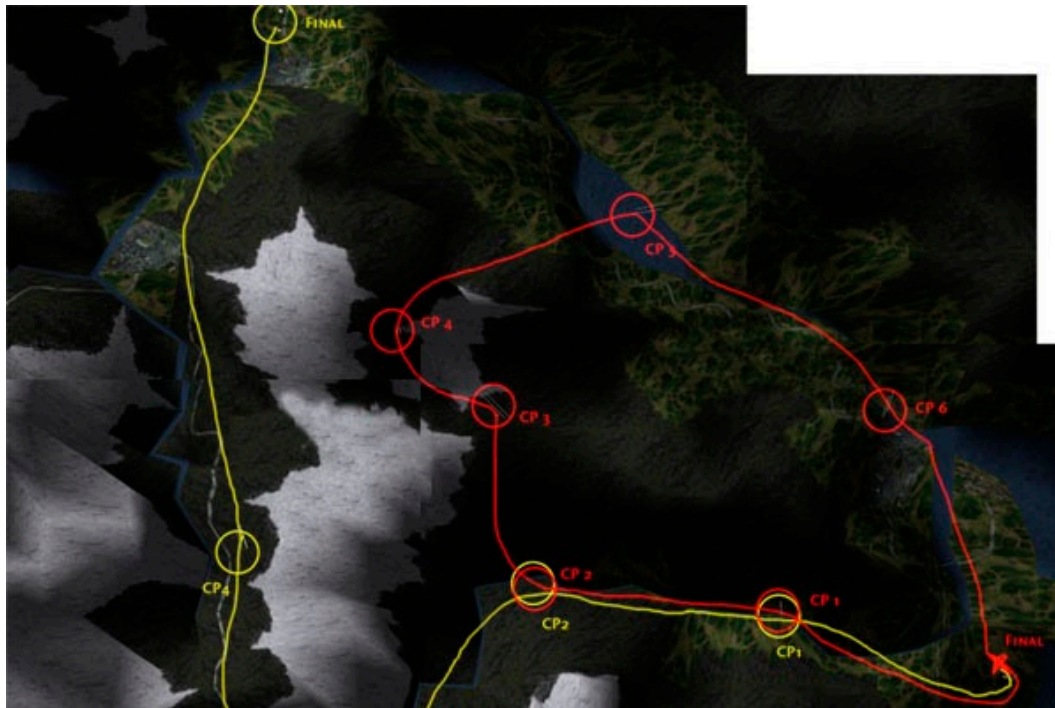
During the flying man festival, we saw incredible things flying down the hill...



The flying man festival was low tech - but high fun.

Missions & Campaigns

dESPair photoalbum / XVIII



One of the earliest company events: glider contest in Saanen, Switzerland. (X-Plane 4.70)



Yet another Search And Rescue mission. Our good reputation often gets us involved...



Visiting Tim's Lodge. One of these spectacular approaches you only fly when you are flying for dESPair.



Cpt. Darkwing over swiss territory

Missions & Campaigns

dESPair photoalbum / XIX



Cpt. Fokker 3rd experimenting with new avionics and some tools from the SOAS section...



And this is Cpt. Jackal on the first test flight for Cpt. Fokker's new equipment.



A picture from the first year of dESPair operation. THC-001 over swiss territory.



Cross wind landing in Haugesund, Norway.

Missions & Campaigns

dESPair photoalbum / XIX



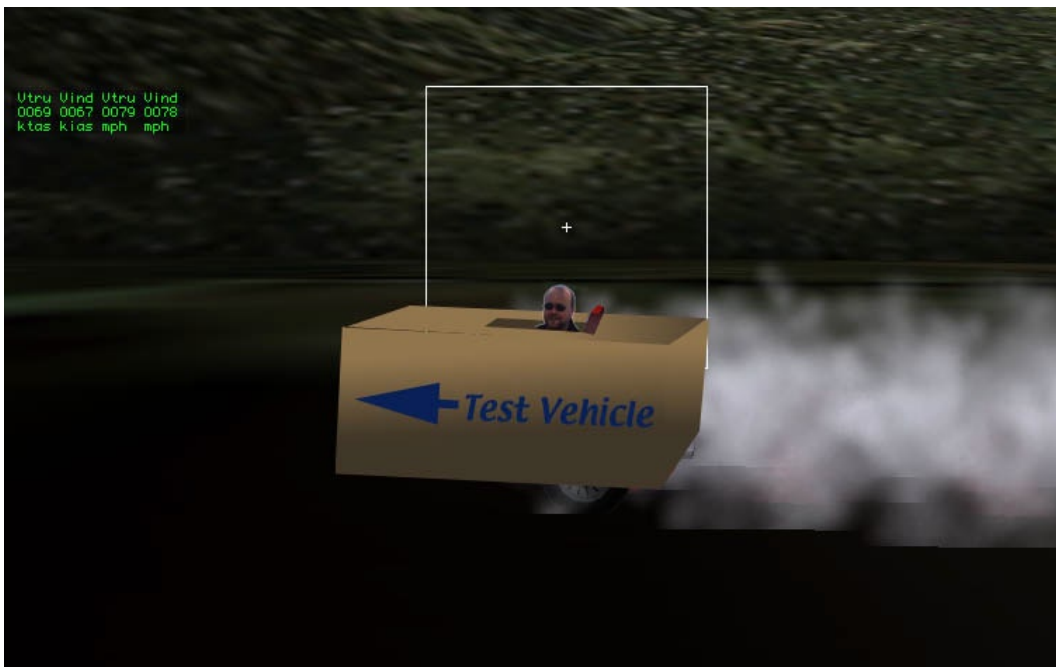
"Hey Jude" and Cpt. Skybuster during the final LAPES training



One of the stealth cargo transports ending with a parcel drop over Lago Espirito, Hak's home.



dESPair nomads @ work... Cpt. Brick delivers a plane by helicopter.



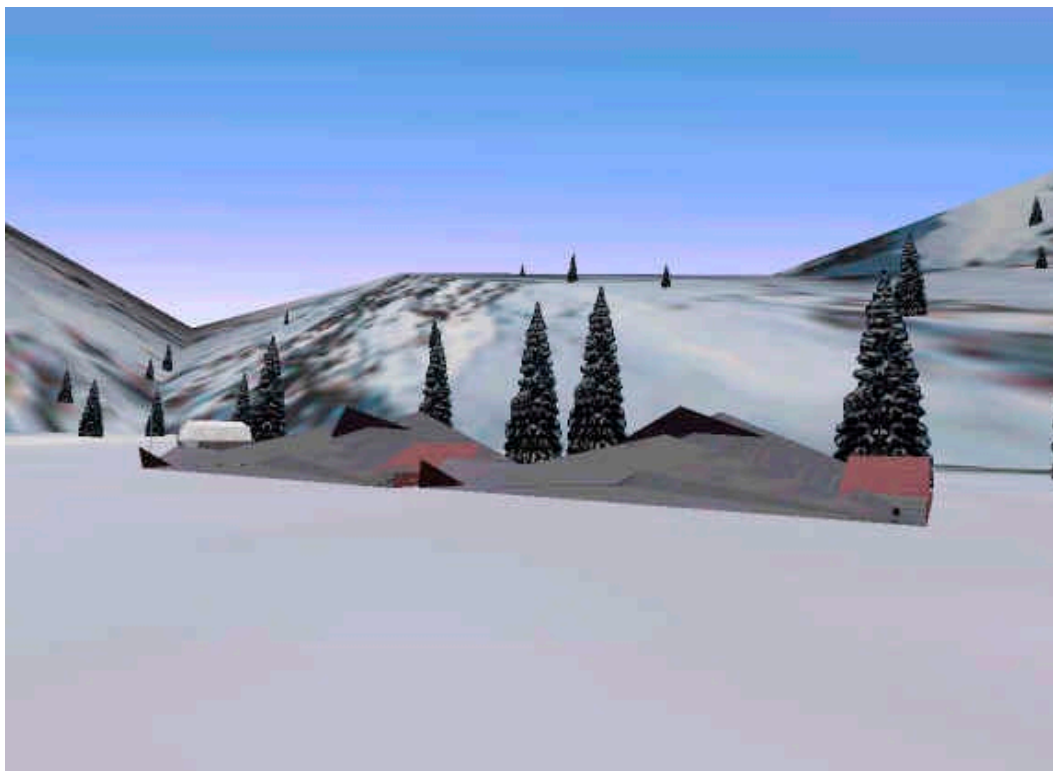
And Cpt. Brick again, in a AeroPedro vehicle, caught on his last test drive.

Missions & Campaigns

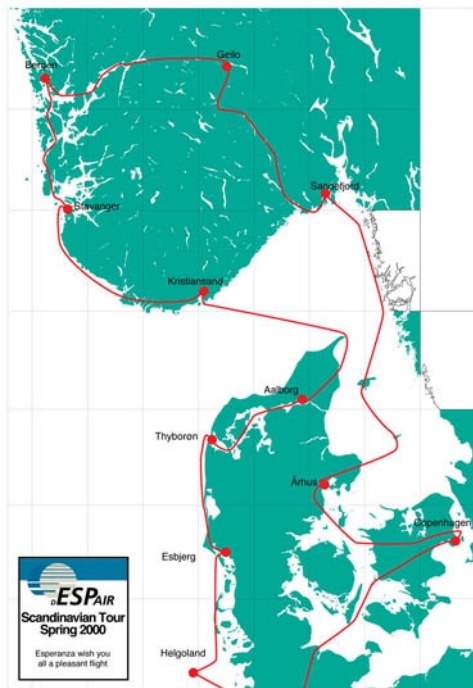
dESPair photoalbum / XX



We dealth with flying Elvis' - a group of weird parachuters looking like Elvis.



And we had our hangar at Tim's Lodge flattened out as a revenge.



Scandia Tour: Lead by Cpt. Skybuster.



Another SAR mission going on. This time at Archipelago Esperides.

Training Education & certifications



dESPair pilots need to be trained for any imaginable off field landing. While we flew missions in several campaigns in Switzerland, many of our pilots took the advantage of being in the middle of the Swiss alps to get their glacier pilot certification.

Anyone is invited to get the proper training (ask a fellow pilot who already holds this certification) and take the test flight with the glacier pilot instructor.



While flying near Cold Lake, Canada, our crew had the chance to certify their skills with waterbombing, or in our case, spraying chemical agents to prevent a disaster from oil spill incident at Grist Lake.

Epilog

A dream comes true

Dear reader, fellow nomad of the blue skies.

Bern, 10.1.2005

Thank you for following us through this annual report and therefore through the past dESPair year, and at times even back to our roots.

dESPair was founded to be a game for grown up kids. It has since become a source of friendship regardless of natural and political borders, race, age and believe. The dESPair mailing list has been a very very peaceful place in all those years since we started it, and the flight simulator based role playing game of our virtual airline became a vehicle for tolerance, openness and constructive criticism. We made the world a better, more peaceful place.

Certainly. It's just a tiny group. But if you throw a stone into the water, it creates waves...

That's what we value most in our company - friendship and respect for the individuality of the other nomads of the blue skies.

Re-read the extract from the very first anniversary letter Cpt. Hak wrote to the crew:

„A quick read of the aircraft stories and visit to the mission diaries should give an insight into what we seek to achieve.

dESPair is a role-playing game. It's a playground for grown up children. If we can use an analogy, then let us say that dESPair is like a sandbox. Now, to most this may not be the slightest bit interesting but to the potential dESPairado, the concept of such a sandbox becomes a window of creative opportunity. Imagination lets him build castles, even worlds. And if a friend sits in the same sandbox, also building castles and worlds (some prefer to model nymphs and flight attendants), the fun is exponentially greater.“

This very much expresses the essence of our airline's operational codex, basics, methodologies, motivation and ethics.

First it's our sandbox where we meet friends to play with. Secondly, it's a sandbox where the imagination can run free.

dESPair is much more than just a game. The crew has grown into a veritable virtual family that shares ups and downs and seriously cares about

taken a good portion of my free time lately — but as Antoine de Saint-Exupery's Little Prince learned, it is the time you put into things that makes them precious.

Putting time into the friendship with fellow dESPairados is never lost time.

I am very thankful for those who supported the dream of dESPair; those who shared time with me and the company, those who participated in that wonderful world of flying aces, of adventures and friendship.

May this dream continue to make waves that bring love and peace into this world.

Sincerely yours
Cpt. Hak

(aka. Roland Vögtli)

It's a place where "Myst" meets "X-Plane", where we build worlds from dreams and imaginations. Once a dESPairado has found his role in dESPair world, he will easily jump from his own imaginary world into the worlds of the fellow dESPairados.

This is as good as it realistically gets with being together and experience adventure, friendship and whiskey.

each other. We are an open family, and quite a few new pilots have discovered their very own desire to become a nomad of the blue skies, a brother in dESPair. We welcome anyone who shows interest in the concept of our sandbox.

In my function as a CEO, I have compiled this annual report. It has



Credits & kudos

Many thanks to Cpt. Troll (Timothy G. Hill) for his gratitude to help me out of the linguistic darkness. My mother language is swiss german...You might want to thank him as much as I do for revising the document.

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