

GOSPORT

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

Fairwell Helen & Dave



Story on page 10



April 1st 18:00

APRIL MEETING

Thursday

GOSPORT



Staff

Wayne Knowles Left Seat
gunk@att.net

Dave Clark Editor
daveclark@embarqmail.com

John Allard Writer
allardjd@earthlink.net

Carol Ayers Photographer

Club Logo by George Million

Guru List

Wayne Knowles

gunk@att.net

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

Dave Jones

davjones@atlantic.net

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

By e-mail only.

John Allard

allardjd@earthlink.net

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

Lead - Follow - Or Get The Hell Out Of The Way

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John's Corner



John Allard
Thinking Outside the Box

If you've bought any FS add-on software lately, you know that there's usually one more decision to make after you've decided what to buy. If buying on-line, you're probably forced to decide whether you want the download or the boxed version. Of course if you're buying in a brick and mortar store you'll only get boxed products; conversely, almost invariably for freeware, downloading is the only option. For on-line payware, however, there is most often the choice. Why is that?

I've been doing some thinking about that kind of thing lately and doing some reading on it. One of the things that I've noticed is that the price spread between boxed and downloaded packages is either nil or at least is very modest; 10% or less. Where there's a difference, it's the boxed software that costs a little more and that seems natural enough.

That being the case, up to now I've been personally inclined to go with the boxed versions, even though that means waiting for the mail (or FedEx or UPS) to get it to me and, sometimes, paying a little bit more. If there's an option I've always wanted something physical to hold in my hand when I spend my hard-earned dollars.

Analyzing the alternatives rationally, I'm forced to conclude that there's probably no good reason for doing that. Downloaded zip files can be saved to a disk and labeled properly. Text files or pdfs with all the purchasing information, unlock codes, etc., can be copied to the disk too, for safekeeping, so everything can be put into one package and put on the shelf, just like the boxed version. The expense of doing that is pennies and it only takes a few minutes. The only thing missing may be the printed manual and a plastic box with a pretty label. If you care to, printing the manual from the obligatory pdf file is always possible too, I suppose, though with the price of ink cartridges that's going to drive up the price a little. More and more though, even the boxed versions don't have a printed manual, so there's another potential advantage of the box going down the drain. Still, I'm old school, and still feel inclined to opt for the box when it's available.

What really sets me to wondering, however is this business of the price spread. Intuitively (though not necessarily correctly) it seems to me as if the boxed version should cost quite a lot more than the download. If so, I can't help but feel I'm getting a bargain if I get it at the same, or very nearly the same price as the e-delivery, though, of course, that neglects the previous analysis that there's really no advantage. I guess the other way to look at that is that I may be getting shafted by paying the same or nearly the same for the download if it costs so much less to produce. I don't usually dwell on that, however; I have only two options and they really are close to the same price. Perhaps some basic economics might illuminate this a little. Let's look conceptually at what it might cost to produce what we're paying for.

The cost of putting one unit of a product in the hands of a customer can be thought of as consisting of two components. One is that

unit's share of the fixed or setup cost. That total cost is more or less unrelated to how many units will be produced, so each unit's share of it decreases with volume sold. The other cost component is the incremental cost of producing one more unit of product. Those two pieces, fixed and incremental added together, constitute the cost of the produced unit.

With software, the development costs, marketing costs, legal costs, artwork design and text composition for ads, manuals, etc., business overhead and things of that nature are borne equally by the downloaded and boxed units. Neither costs any more in that respect than the other, so it can be assumed that those costs are the same for each unit, regardless of how it is dispensed to the customer. Given that, we can neglect those common elements of the fixed costs in our search for understanding cost or price differential.

There are, however, elements of fixed cost that do differ between various production methods and those must be analyzed separately and assigned to each method in order to determine the cost of production for each. That is the case for software if both boxed and download methods are employed. These second components of the fixed or setup cost consist of those things that are unique to each of the methods of production/distribution. Since we're mainly concerned with what's different between download and boxed, we don't need to worry too much about what is fixed and what is incremental from this point forward, only what's different between the two products. Let's consider each method separately, trying to think where the expenses come from.

For the boxed versions, the expenses must include the physical production and handling of real-world objects, i.e., buying, burning and labeling the disk, buying and labeling the box, physically printing and stuffing the inserts,

shrink wrapping, etc. Warehousing and shipping are not inconsiderable expenses either. The facilities have to be built, bought or rented, heated, cooled, insured, maintained, staffed, secured, etc. A boxed CD package isn't a voluminous, heavy object, but certainly some expense accrues from having to produce it, handle it and house it. Add to that the cost of shipping the physical product to the customer, whether that be five hundred to a wholesaler, thirty to a retailer or one to an individual. That's not small potatoes either and it behooves us to remember that this is a product sold on a world-wide market. Moving physical product costs money. Moving it further costs more.

Switching over, is there any expense associated with producing and delivering downloaded software that is not part of the boxed set costs? It seems as if in that case it comes down to the need for a web connected secure server system of adequate bandwidth, leased or owned, to dispense the files. Also needed is some kind of secure unlock scheme or system to assure that only those who pay can use the product. Certainly there are costs associated with those things but they are less incremental than the boxed costs. In simple terms, once the distribution version is safely ensconced on the server with the appropriate protections and access, available for downloading, the incremental cost of dispensing one more unit must go to nearly zero.

Considering those two situations and neglecting volume and economies of scale, I am intuitively led to believe that a unit of boxed software must be considerably more expensive for the publisher to put in the hands of a customer than a single downloaded unit. I don't have any numbers to back it up, but considering what's involved in each case, that seems plausible, even probable.

Now to the price spreads. On the surface of it, I would expect the difference in price of

the two product formats to reflect only the difference in the costs of production. But what of profit? Does the more expensive production technique justify a higher level of profit? If one production technique is much more expensive than the other, requiring the investment of significantly more capital to produce the product in that format, then is it not fair to have the margin of profit be commensurate with what it takes to produce in that way? It's a manifestation of the economics concept of ROI – Return On Investment. If a publisher spends ten times as much to get a box of software on the street as he does to push one out over the internet, isn't he justified to not only recoup the extra cost in the price of the box, but also to reap ten times the profit from the box?

Well, maybe not. At some point of price spread, market forces intervene and the customer balks, refusing to buy the more expensive software because the value difference to him of the two options is less than the price difference when that difference is determined solely by production cost. Confused yet? This begs the question of why boxed products are available at all any more. Download is practical, safe and universal these days and arguably is much cheaper to do.

There is more to consider. One possible aspect is bandwidth at the customer end. Software is getting ever larger. DVDs are replacing CDs because often the latter aren't capacious enough to hold the files. There no doubt still exist many potential customers who may have the hard-drive and memory and CPU to load and run what is being sold, but have too small a bit-pipe to their home (or none at all) by which to download it. Boxed software makes those sales possible.

Another factor may be that wholesale sales of boxed product to storefront retailers is considered more or less mandatory or at least salutary, even at little or no profit; that could be

the case because of the visibility and implicit advertising that results from potential customers seeing the product on a shelf somewhere. That may well be a factor driving the vendors to persist in producing the boxed products, even if they are sold close to, at, or even below cost. If they are producing them for the stores in what is largely a marketing effort, why not offer them for retail sale from their web-sites as well, at whatever price differential from the downloaded stuff that the market will bear?

If the foregoing analysis of the relative costs of production and distribution between the two options holds true, it is likely that the publishers would just as soon dispense entirely with production of boxed software. It may be that they cannot because of the marketing effects of it. The on-line sales of a few units of boxed product to those like me going out the door one at a time are likely not much of a factor one way or the other in their decision to continue to make boxes. It's probably to service the mass-market retail stores that they stamp them out, to claim those shelf-feet in the electronics departments for that hot new title's box cover and their company logo to be prominently displayed. If they can make a small profit besides, all the better, but my instincts tell me that the profit is in the downloads.

Shifting gears here, I sat at the feet of Duncan Murray, the developer of AirHauler, in the preparation of this article. Not literally, of course, he's in Scotland, but he made some good points which may not be apparent in the above analysis. His point of view, of course is that of independent developer who creates a software product, then enters into a contract with a software house to produce, market and distribute it for him. For which, he gets a cut of the take. That seems simple enough. It's also quite common in FS circles.

Much of what we see on the FS add-on market comes to us in that way. Many of the FS software houses are marketers and publishers, not so much developers in their own right. Guys like Duncan do much of the development heavy lifting these days.

The case he makes, again bearing in mind his particular perspective in this case, is that boxed software works to our detriment – his and ours - in ways we might not have thought of. Of prime importance is the fact that FS software is a niche market. In relative terms, there aren't that many of us out here buying flight simming software. A modestly successful FS add-on title sells a few thousand copies world wide. Ten thousand is quite successful.

Boxed software is produced primarily to be sold through the mass-marketers who buy in relatively large quantities (bearing in mind the relatively low overall sales numbers) but who expect deep discounts in pricing. They in turn sell it for less than the software houses, even less than the download prices. That cuts deeply into the return to the developer, who gets a percentage of the wholesale price from the publisher to the distributor, e.g., Best Buy, Wal-Mart, etc. and who may also get a lower percentage on boxed sales than on downloads.

What happens is that the developer has spent some considerable time and effort producing a niche product for a niche market but gets relatively little return for it to the extent that it goes to the mass-marketers. The picture Duncan paints is that the flow of good add-ons may well dry up one of these days because the developers are not getting much return on their investment.

You may think that the only investment the developer has is his time, however that's not strictly true. Quite aside from the fact that he has a right to expect compensation for his time, there are also significant out-of-pocket

expenses required for distribution licenses for other software products. For example, if an FS add-on uses FSUIPC, a special distribution license must be purchased by the developer to use FSUIPC for his application. The users get the freeware version – the developer pays the freight for everyone.

This is kind of a dilemma for everyone concerned. Do we users pay more to buy the download version from the publisher to keep the software coming? Does the publisher forego the production of boxed product to keep the mass marketers from contracting the overall revenue, but accepting lower sales? Does the developer spend the time to make the next killer application if he gets relatively little return on his effort? There's more here than meets the eye and I don't feel as if I have the entire picture before me. The next few years are going to be mighty interesting.

Rules for flying a seaplane

by Hank Jazwinski

Rule #1: Make sure you have enough water for take-off and climb.

Rule #2: Don't break rule number 1.

AirHaulers -> AirHaulics - April

Non-Standard Airport Scenery

by: John Allard

There is a new kind of airport scenery emerging in FS, primarily for FSX. Several fairly recent scenery package releases are incorporating a new method of depicting airports in Flight Simulator. It's all come about as a result of developers finding a way around a built-in limitation of the basic FS software, which is a fine old tradition in our ever-changing hobby.

It's a fundamental requirement of FS that airports must be "flattened", i.e. placed on level ground, to work properly. Runways in particular are straight, rigid, dead-level surfaces in FS. If placed on non-level terrain, they will burrow into the ground or float above the surface, or both, in various places. There exist tools and methods for defining and creating the flattened area in FS where airport scenery will be placed. It's a standard thing and has been in use through several major revisions of the sim.

Unfortunately, the real world is not always so perfect. Most airport sites feature some differing elevations. You only have to look at a few FAA-published airport diagrams to realize that most runways have at least some slight slope to them. In most cases it's minor and not of any consequence to the real-world flier. To model those airports in FS on the dead-flat areas required does not depart from reality enough to be noticed. There are some airports, however, where the slope of the runway is extreme and where the slope may vary along the length of the runway. There are regions of the world where this is, in fact, quite common, particularly for small, remote airstrips in rugged terrain. Such strips are carved out of the local geography and making them anywhere near flat or level in the real world is nigh unto impossible.

Scenery developers have chafed under that particular FS limitation for a long time. Because of it, the FS rendering of some famous and difficult airports (e.g. Lukla in Nepal; Courcheval in France) were tame and quite inaccurate. Often leveling the airport site so that the runway(s) could be accurately positioned resulted in some crazy

terrain anomalies as the FS graphics engine tried to blend the impossible flat area into the surrounding topography. That situation reigned until fairly recently whether the airports were stock, freeware or payware.

The workaround, when the developers finally hit upon it was simplicity itself. To understand it, you must understand a little of how FS constructs the world you see in the simulator. The surface of the Earth in FS consists of a terrain mesh, identifying the elevation of discrete points on the surface in a grid pattern. Using those points as fixed and well-defined surface locations, FS blends the intervening areas between the defined elevation points into a surface that connects the points.

Once the surface is established, FS wraps textures or "landclasses" over the modeled surface. The term "texture" in this sense is a misnomer because they have no actual texture, but that's the terminology Microsoft chose to use for Flight Simulator. The landclasses are nothing more than bitmap images that are flat representations of the ground as viewed from above. The texture files can be thought of as "cloth" that conforms to the underlying surface topography. FS contains many kinds of landclasses, including various types of urban, suburban, farmland, forest, desert, swamp, grassland, mountain, tundra, savanna, etc, etc. For most of them, seasonal variations exist too. They are applied over and over again, tiled one after another, wrapping the bumpy world.

When an airport is to be placed by the conventional method, the terrain mesh elevations are ignored within the defined flattened areas and all the points within and along the margins are forced to a single elevation, i.e. made flat and level. Proper FS runways can then be laid upon those flattened areas and all is right with FS, if not with the world. Autogen and other scenery files scatter static 3-dimensional objects, e.g. trees, buildings, bridges etc. upon the surfaces and we see a credible looking topography, populated with a variety of equally credible three-dimensional objects. In the case of airports, we see hangars, terminals, jetways, vehicles, control towers, navaid structures, signs, windsocks and other such ambiance-adders located as required, all added by the scenery designers as 3-D objects placed on the surface of the landclass texture.

The new trick that the developers are employing entirely avoids using proper FS runways at all. In the new scenery, the runways (and presumably the taxiways and aprons as well) do not exist as the usual FS objects. Instead, the developers create customized landclass texture files for each non-leveled airport. The new landclass texture files contain depictions of the runway surfaces – in effect the runways are “painted” on the ground. FS applies those custom landclass texture bitmaps to the uneven surface, as defined by the terrain mesh, so the runway surface conforms to the uneven ground. It’s really a rather clever and elegant way to solve the problem. The airports look fine and they seem to work well too. FS bush pilots in particular love them. Airports that are difficult in the real world are now just as difficult in the sim and they look right. There are no more of the garish terrain anomalies that formerly resulted from imposing a level surface where the existence of one is topographically improbable or even impossible.

All was well and good until the AirHaulers of the world, a fast-increasing tribe, began to install these fantastic new scenery packages and to employ the embedded airports as bases or as origins and destinations for AH freight jobs. I remember well the joyful posts in the Just Flight AirHauler forum when some of the users discovered the new scenery for the Australian Outback, an area much-beloved by those who live in that country, but sparsely modeled in stock FS. They were ecstatic. Before long, however, there came a second wave of posts, bemoaning the seeming impossibility of getting credit for a decent landing at some of the new airfields. It seemed that the best of landings at some of the newly placed airports were judged by AH to be terrible, resulting in extensive damage to ego and peace of mind, not to mention expensive damage to the aircraft and its cargo. The sounds of a great wailing and gnashing of teeth echoed through the AH community.

For a time it seemed that perhaps AH had a bug, but no, that wasn’t it. AH performs an evaluation of the landing each time one is performed in an AH-monitored flight. At the instant of touchdown, AH captures several things from within FS. One of those captured values is the surface type upon which the aircraft first touched. If that surface compares favorably with one of

the runway types listed for that airport, AH assumes an on-runway touchdown and proceeds to evaluate the other landing parameters, e.g., vertical velocity, etc. If the touchdown point is not on a properly defined FS object, i.e. a runway, the reported surface type is simply the underlying landclass, e.g. forest, desert, tundra, etc. Unfortunately, the painted on runways in the new scenery textures are not recognizable as anything but landclass textures. AH believes that there was no runway under the AC at the time of touchdown and evaluates the landing as an off-airport touchdown on whatever the landclass indicates, with predictable results.

That has made the new scenery packages a terrible dilemma for AH users. The sceneries are fantastic but the AH penalties for using some of their airports are severe. What to do?

Duncan Murray, the developer of AirHauler is himself a great FS aficionado – he enjoys good scenery as much as anyone. He evaluated the issue and has decided that, even though AH is not at fault for the problem, there may be a way to work around the new scenery work-arounds and to accommodate them in AH. The details are still in development, but a thread has been established in the Just Flight/AH forum site and is collecting from AH users the add-on scenery packages and airport IDs that are affected. It’s likely that the fix is going to have to be done on an airport-by-airport and runway-by-runway basis and a database of the painted-on runways will need to be established, incorporated into AH and distributed to AH users as an update. Nothing’s ever easy.

If you’re an AH user, you might want to think twice about installing any of the scenery listed below until the fix is in. There may be others but these are the ones I know of...

Orbx, Pacific Northwest

Orbx, Oz (Australia)

Pacific Island Simulations, Raw Grit (Papua New Guinea)

Tongass Fjords

Friends of Ocala Flight Sim Club



DreeSC

Home Page:
[http://people.zealandnet.nl/andreboot/Vliegen/index.htm](http://people.zeelandnet.nl/andreboot/Vliegen/index.htm)

Forum:
<http://www.mycockpit.org/forums/forumdisplay.php/266-DreeSC-Scenery-ADD-ONS>

At SimMarket
<http://secure.simmarket.com/dreecs.mhtml>

Paint Tutorial:
<http://people.zealandnet.nl/andreboot/Vliegen/repaint.htm>

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Farewell, Helen and Dave

by John Allard

Around April or May of 2008, OFSC had the good fortune to somehow attract a pair of new members, Dave Clark and Helen Smith. They appeared at that first meeting and have been solid fixtures in the club ever since, winning as friends everyone they interacted with.

During that intervening two years they have provided a laudable level of attendance, participation, contribution and just plain value-added to club functions. Helen was with Dave at their first meeting and both have continued to attend club events, not just regularly, but virtually without fail. She was duly recognized as a full OFSC member long before we adopted suffrage for the spouses of male members a few months ago.

At their second meeting, they arrived with two boxes of already-printed name tags that we've used at every meeting since. It had never been suggested or discussed before – they just saw something that they felt needed doing and they did it. They always arrived early to place them on the back table, neatly organized in alphabetical order to make finding your own easy. They carefully collected them at the end, re-indexed them between meetings and up-dated as needed. If you weren't Dave or Helen, it just seemed to happen – if you were, there was some behind the scenes work and attention to detail required each month.

A meeting or two later, or maybe even at that second one, Dave innocently asked if we'd ever considered a newsletter. We hadn't, but he soon had that well in hand too. Before another month had passed we had a monthly club newsletter, the Gosport, with Dave as editor and publisher. Though he consistently downplays his role, he was the initiator and main driver behind both inception and the ongoing operation of it. A while later Helen was contributing a monthly article for the publication, giving the ladies' view of the club comings and goings. Who better – she was everywhere we were.

At some point, when the monthly breakfasts seemed to be a well established success, we were considering adding a second one during each month. That resulted in a small insurrection of the spouses who made the pointed suggestion that perhaps a monthly dinner would be preferable to a second breakfast – Helen was a ring-leader in that movement and they were irresistibly persuasive. That evolved to the women being delegated to make the choice of dinner locations and Helen stepped forward again as the sole female member at that time, to take that on.

Dave has dazzled us twice with his flight sim hardware, bringing it to meetings for us to see and fiddle with, much evolved the second time around. His technical prowess is clearly evident in the neat and logical arrangement of components, power supplies, USB hubs and other features of the back side of his mostly Saitek panel. He's quite knowledgeable of aviation matters and is always worth listening to whenever real-world aviation is the topic.

At meetings, they regularly contribute to the discussions. Helen also monitors the sign-up sheet and makes sure that any late-comers get properly signed in. Behind the scenes, Dave has a gift for asking questions that lead to things happening. He's been the catalyst for certain newsletter articles and other things on a number of occasions, just by quietly asking a leading question or two. I once thought that was all innocent happenstance – I know better now.

That pleasant time with them draws to a close now as they leave us to move on to their next life adventure. Family members have suggested to them that perhaps being nearer to family might be well-advised at this stage of life and they've wisely acceded. They're almost entirely moved now, to Lynn Haven Florida, with only a small toehold remaining here in Ocala and that for not much longer. By the time you read this, they'll be gone.

When we became aware of their imminent departure from our midst, the desire to give them

a good send-off just seemed to be a spontaneous happening, with no one as initiator. Gene and Carol Ayers quickly took the bull by the horns and did the lion's share of what followed. When it became obvious that the Landmark Aviation location would not be available to us, they organized and hosted a very memorable going-away reception for Helen and Dave at the Ayers' place on the evening of March 11th. It featured cake, coffee and a piano recital by Carol and Lea Knowles. It was a great evening with about sixteen OFSC members in attendance.

The cake was decorated with appropriate photos and with the OFSC logo – and candles. By happy coincidence it was also Helen's birthday. The club presented Dave and Helen with an aviation-themed plaque, hand-made by club members (from purchased components) and emblazoned with the club logo. It proclaims them to be lifetime members of OFSC. In addition, Carol Ayers had assembled not one, but two photo albums for them and also created a very nicely done "Thanks for the Memories" video CD for Dave and Helen, with copies for the rest of us to have as a memento too.

In characteristic fashion, Dave will perform the editing and publishing duties for this issue of the Gosport, even with one foot out the door. He will remain directly involved for as long as necessary until his successor, Steve Austin, gets and gets up to speed with the necessary software tools.

It seems trite to say we'll miss Helen and Dave, but of course we will. Both as an organization and as individuals, we're poorer for their leaving, but richer for their having been here. We wish them well – good health and every happiness, success and comfort they deserve in their new situation. Bon voyage, dear friends.

Ocala Scenery for FS

by John Allard

Some time ago, OFSC members embarked on a project in collaboration with Andre "Dree" Boot of The Netherlands. Dree was undertaking to make accurate airport scenery for MS Flight Simulator for our home field, Ocala – Jim Taylor Airport [KOCF]. That project, which grew new arms and legs along the way when the addition of a control tower was announced for KOCF, is now complete. There are versions for FS9 and FSX.

The final version, 2.0, for both sims is in the bag, with all sorts of additions, improvements, tweaks and corrections; the control tower with its diesel generator and rotating beacon; the new radio frequencies; the old rotating beacon in its place of honor in the corner of the terminal building lobby; the recent extension of Runway 18/36; the planned widening and straightening of Taxiway E; the extension of Taxiway E10; the addition of Taxiways E11 and E12; the addition of fences (even in the FS9 version); improved signs and taxiway lights. Dree has uploaded his finished product to SimMarket, where it's available for the simmers of the world to purchase. In acknowledgement of our assistance to Dree in rendering our home field accurately, he's made complimentary copies available for regular Ocala Flight Sim Club members.

It's a really gratifying thing to fire up the flight simulator and find KOCF looking so very much like it does in the real world. This is as well done an effort as I've seen in any add-on scenery and we're very fortunate to have such a great resource to enhance our flight simulation experience. I hope all the members have downloaded the new version and are enjoying it as much as I am.

The payware version KOCF, for non-member readers of our newsletter, is available at SimMarket at...

<http://secure.simmarket.com/dreecs.mhtml>

Dree has a couple of other airport scenery products available there too, both in South America.

That's not all for Ocala, however. Over the past month I've been made aware of two other pieces of add on scenery for our area, one that's been around for some time and is, I believe, only for FS9 and the other a new release which I believe is for FSX only.

The older FS9 package models the Greystone Airport [17FL] and the Jumbolair development which is adjacent to it. The Travolta home and some other structures in the immediate vicinity of the airport are included. I haven't been able to find a freeware location for this one, but it is available for download from Fly Away Simulation. It is a free download for their members, but it's a subscription site that costs (as far as I know) \$5 per month to belong. I think it's a pay-as-you-go site, so joining for a month, making the desired downloads and then resigning is probably an option. Their web address is...

<http://flyawaysimulation.com/>

The second Ocala addition comes from a member of Matt Olieman's MyCockpit.org site. His screen name there is ToniH and he's located in Finland. He says this about his new scenery...

"I made some buildings to Ocala downtown area and Hilton Hotel to near Airport, so now Ocala area is perfect place in FSX. Only night textures not yet finished, scenery part is done."

Presumably, improvements are coming, but the screenshots look great. This scenery is available at...

<http://rapidshare.com/files/366348844/CityofOcalaFL.zip>

I haven't seen either of these packages installed yet but both sound interesting, adding some more realism to simulator flying in our area.

Brakes Tip

by John Allard

A very good on-line friend, fellow Flight Summer, AirHauler tester and user and long-distance OFSC booster, Skip Fisher, who lives in far-off Louisiana has passed on some good Flight Sim information. Skip recently bought a new computer and experienced a series of difficulties getting his FS installation working properly again on the new machine – this despite having his old hard-drive transplanted intact into the new system, in parallel with the new and much larger C: drive. Even though he had a complete copy of his old FS installation for reference, the new FS proved to be a recalcitrant and recurring nightmare for quite some time.

Not least of his problems was a serious brake issue. AC brakes would lock up at the first touch of the brakes and stubbornly remain locked unless freed by releasing the parking brakes. Every aircraft – every time. There were some other brake-related issues too, just bizarre things. Eventually, with some help from his friendly local computer shop, he got to the bottom of it and the balky brakes issue was resolved satisfactorily.

Like most things, the solution, once you stumble upon it seems simple, but if you don't know, it might as well be differential equations, imaginary numbers and division by zero... Given all his struggles, I thought it worthwhile to pass this information on, just so it's documented somewhere recoverable in case one of us is ever faced with something similar. Here's the brake fix in Skip's own words...

"Seems it's all in SETTINGS and SENSITIVITY portion. For both FSX and FS9, the settings are the same. In the SETTINGS Menu / SETTINGS and CONTROLS the SENSITIVITY must be set at 127 in FSX and maxed in FS. The NULL ZONE must be at 11 in FSX and maybe 3% in FS9. Then, in the CONTROLLER menu, insure that brakes have a check mark in REVERSE. That's it . . . just that simple."

Breakfast Report

by John Allard

OFSC met for breakfast at the Town and Country diner on US 27 on a very, very wet morning. Considering the WX, it was a pretty good turnout with 13 OFSC members and also prospective member Toni Kimball and her guest Richard participating.



T & C set us up as we normally prefer, with the men and women within sight and hailing distance of one another. It was a "hearty-breakfast" kind of morning and we all succumbed to the temptation, I think, packing away that which was needed to fortify ourselves for the kind of weather Al Gore has so cleverly warned us about.

This was to be our last club meal outing with Dave Clark and Helen Smith attending, and they arrived as promised, despite the inclement weather. They had recently returned from a stay at their

new digs in the panhandle to find their home here had been burgled by some inept and destructive future convicts. They had been busy dealing with the aftermath of that.

While taking our orders, the waitress employed a unique memory-jogging technique of assigning each of us a one-word name to help her keep everyone straight. Through some mishap of communication, George Million became "Marine", possibly a mispronunciation of "Green", which was the color of his shirt. George was slow answering to "Marine" and his breakfast very nearly went unclaimed until we helped the hapless waitress sort things out. She seemed blissfully unaware that the only thing worse than calling a former sailor by "Marine" would be to call a former Marine, "Sailor". The usual check distribution follies were staged for our entertainment at the end – they never learn.

As at our last meal together, the AirHauler FS add-on seemed to be a popular conversation topic, generating a lot of interest and questions. It was good to see that Jack Neal has amassed sufficient experience with it that he was providing some in-depth responses. We had a good time and stayed nearly two hours. As luck would have it we managed to depart in what must have been the worst of the monsoon to hurry home and begin building arks. I believe that it was subsequently reported that the Ocala area received between 4 and 5 inches of rain that day. I have no trouble believing that.

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

Thank-Yous and Attaboys

by John Allard

For EVERYTHING they've done for OFSC; newsletter editing; name tags; choosing dinner locations; Sweetie's Column; perfect attendance; and a half-dozen other things I'm probably forgetting, Helen Smith and Dave Clark.

Member Category:

For opening their home to us, providing a perfect location for the going-away reception for Dave and Helen, and doing all the leg work (and the hard work) on ordering and picking up the cake, gathering the necessary odds and ends, doing the finish work on the presentation plaque and producing another artistic video to document the occasion, Gene and Carol Ayers.

For raising his hand to be the new Gosport editor after a period of understudy with Dave, and for pulling together the arrangements for the Golden Flake tour, Steve Austin.

For always having something interesting on a disk to show at our meetings, and for his donation of an embroidered canvas tote bag, Charles Caravetta.

For frequently forwarding some great e-mails and web links that never fail to be interesting and entertaining and which are often thought-provoking and inspiring, Hank Jazwinski. [If you're not getting these from him every few days, tell him to put you on his mailing list – you won't regret it. These are not ordinary forwards.]

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

March Dinner

by John Allard

Fourteen hungry OFSC members showed up, I think, for this time out. It's getting to the point I have become dependant upon Carol's photos to get a head count. We enjoyed great weather; perhaps Mother Nature felt obligated to make amends for the monsoon we endured for our most recent breakfast. If so, she did pretty well.



Lea's first dinner-place pick was Red Lobster and it was a great meal. If they'd just kept those biscuits coming and had forgotten about the rest of the meal altogether I don't think anyone would have been too disappointed. Wayne managed to escape with a whole bagful at the end. The dinners too were great when they arrived, so much so that Gene Ayers had to resist digging into his until it could be photographed. They aren't getting nachos like that all up and down the block in Guadalajara.

The Ocala Flight Sim Club "GOSPORT" P 17

We were pleasantly surprised that Dave and Helen were still in town tying up loose ends and they attended. It was one more opportunity to see them in person before they're gone down the road for the long term move. We're going to miss them.

There was initially some confusion over the reservation, but it was soon sorted out when the mystery-man "Elmer" who'd made the booking arrived in person. He thought he was quite early but at least six preceded him [there's a surprise] and since none of the early arrivals knew who Elmer



was, the folks at Red Lobster were worried there were two separate groups coming. Now I ask you, does "Allard" sound like "Elmer" to you?

The food was excellent and not long coming. Though we were served by several, the lead waitress seemed capable of managing three groups in parallel all on her own if she had needed to. She was a take-charge type who seemed perhaps over-caffeinated but was friendly and fairly well

organized. She was the first one ever to hit on the obvious method of handling the checks – giving one to each person and letting the couples figure out how to pair them up. It seems so obvious when you're seated.

By way of logistics, I hope everyone noticed that there was already a 15% gratuity added to the checks when they came to the table. It was also good to see that R-L is using the new table-side wireless devices to process credit cards. I've long believed that the riskiest thing we do with credit cards is not using them to make purchases over the Internet, but handing them to a waitress who disappears to the back room with them. That's the opportunity for your card number, including that little magic number on the back side, to be photographed quickly with a cell phone camera or jotted down by someone. The new technology may yet save us from ourselves.

The usual farmer's market scene ensued out in the lot at the end. Lea and Wayne's hens must be working long, hard hours producing so much cackle-fruit. Helen even went away with six, cooked-to-order. Now that's service! I'm considering having the next breakfast in the Landmark Aviation parking lot, out of the trunk of the Knowles-mobile. You can have eggs, or eggs.

Golden Flake Tour

by John Allard

Potato chips for breakfast? Well, why not – it was a late breakfast after all. You've had hash browns, home fries, American fries, potato cakes, potato knishes, potato dumplings, potato pancakes - why not potato chips? Well, it didn't quite qualify as a breakfast...but we did have some.

Eight OFSC members gathered at the appointed hour of 10:00 AM on March 24th in the parking lot of the Golden Flake factory on SR 40. Since we were so few, I'll name them - the Ayers, Knowles, Bannons and Allards were the lucky participants. Unfortunately our illustrious Activities Coordinator, Steve Austin, couldn't make it, but we ate his share anyway.

The plant entrance is well-guarded – the security officer was a no-nonsense, firm but polite individual who left no doubt about where to go, what to do, what NOT to do and when to do it – or NOT do it. The first impression, beginning right from the guard shelter, is of a well-kept and well-managed facility. When the product is food, those are especially good attributes.

It was a bright morning, warming quickly as the fog had burned off within the preceding hour. John Bannon arrived in shorts, making it official that it was going to be a nice day. We were met in the lot by the GF representative, Phyllis, our guide for our time with them. She welcomed us and ably assisted with photographs so no one had any excuse to not be in the pictures. She also had a gift for each of us – a hair net. Though he claimed to be exempt, Wayne had to wear one too.

After the outdoor photos, the only kind we were allowed to take, and a brief welcome and orientation, Phyllis ushered us inside the building. We learned that Golden Flake employs about 45 employees at this location, that they run two shifts a day, five days a week and that they make corn chips and potato chips of various flavors, including those that bear the Publix brand.

Without going into a lot of detail, we saw the maintenance shop, an enormous cool and dark storage area for potatoes in high-stacked wooden boxes, the process line for potato chips which was operating and making three varieties (of many more possible) in parallel, the quality control lab and the shipping area, with five large fans that wouldn't have looked out of place on the nacelles of an Osprey. We also saw the processing equipment for making corn chips, but that line was not in operation while we were there.

The potato chip line was hard at work, however. That processing was the most intricate and interesting part of what we saw, of course. Two thousand pounds of potatoes are washed, peeled, sliced, cooked, salted, flavored (maybe), bagged, boxed and moved to storage/shipping per hour,



Photos by Carol Ayers

for ten shifts per week. That's got to keep a lot of cows busy supplying the chip dip for all of that.

Everything is automated to reasonable levels, but humans are certainly in attendance throughout, doing the things that human hands, eyes and minds are best at. From the lift truck drivers to the inspectors pulling out discolored chips manually to those packing the freshly filled bags into cardboard cartons, everyone was friendly and pleasant and seemed quite at peace with the strangers wandering wide-eyed in their midst.

Most of the equipment that handles the product, at least after the washing process is of gleaming stainless steel. Various means of conveyance move the product through the stages of the production process; there are water sluices, rubber belts, metal conveyors, shaker tables, bucket elevators, roller conveyors and just plain old gravity at work here and there throughout.

The Ocala Flight Sim Club "GOSPORT" P 20

The waste products are collected and sold to local farmers for feed, mainly for hogs. This consists primarily of the sludge (there's no other suitable word for it) that results from the abrasive peeling process. Included also are raw and cooked chips and various sized chunks of uncooked potatoes that have escaped or been culled from the process at various points for various reasons. Not much that's edible – by anything – goes to waste here.

At the quality control lab, Phyllis retrieved several bags of chips still warm from the tail end of the bagging process and invited us to have a sample. Who says chips aren't for breakfast? Like most food products, these are better right off the end of the line than from the store a week later.

Attention to cleanliness, consistent quality and producing a wholesome product are evident from one end of the line to the other. As an example, one of the final stages passes the already boxed



bags through a sensitive metal detector, just in case something of a non-potato nature has made it into a bag somewhere along the line. The QC lab, though small, was filled with all kinds of high and low tech gadgets for measuring this and that, assuring that what is going into the bags meets the standards.

Near the end, we were each given a bag or three of our choice of flavors. The standard, classic salted potato chip variety seemed to be the most popular, but some also chose the sweet BBQ or the salt and vinegar types too – I got one of the latter. One lady, who shall remain nameless, even opted for the dill pickle variety. I won't reveal her identity, but the dill chips found their way to the Allard house, so I'll bet you can guess. One can't help but wonder about the origin of dill pickle flavoring...

At the finish, we couldn't resist the temptation to repeat the earlier photos, but this time with our hairnets and the loot. Thanks to Carol Ayers who has done her usual collage magic with the photos.

Hurricane and Storm Ready Expo 2010



SAVE THE DATE:
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*** Ocala Flight Sim Club ***



Veterans Honor Roll

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

Sunset Flight Log



Channing Gerber 1937 - 2009

Ocala Flight Sim Club Founder

March OFSC Meeting

by John Allard

Our March 4th regular meeting was attended by 16 members along with a guest presenter and his spouse.

Jonathan Van Cleef and his wife Tricia, of VC Computing in Belleview, kindly visited our gathering; Jonathan, who admits to being a former flight simmer and a very active current gamer, gave a comprehensive overview of their business and of computer-related information in general. He touched on operating systems, graphics cards, malware protection, system optimization and a good deal more. It was a very practical and enjoyable performance and was very well geared toward our members.

It was clear than Jonathan had spent some considerable time in preparation for his talk to us, including posting a web page specifically for OFSC on his VC Computing web site.

VC Computing Site: www.vccomputing.com

VCC Web Page for OFSC: www.vccomputing.com/ofsc.htm

If you haven't had a chance to check those out, you should do so. He's also offered a 20% discount on labor charges for any work done for OFSC members with a coupon on the flyers he left. If you didn't get one and would like it, see John Allard for a copy of the VC Computing flyer and business card. The business card is reproduced elsewhere in this newsletter. [<—DAVE/STEVE – NOTE – edit this if we decide not to do it.] If you're suffering PC problems, need an upgrade or are considering a new custom-built PC, add VC Computing to your shopping list.

Activity Coordinator Steve Austin provided an update on the Golden Flake factory tour scheduled for March 24th. He also briefly discussed the upcoming Sun 'n Fun airshow at Lakeland (April 13-18) and the Mustangs and Mustangs weekend at Fantasy of Flight on the weekend of April 17th.

Harold Reeg announced that his EAA chapter will be volunteering at the Sun 'n Fun fly-in, parking arriving aircraft. Harold says volunteers from OFSC would be welcome in that effort as well. See or e-mail Harold at...

har1748@embarqmail.com

... for more information. Also, if you're interested in the local EAA Chapter 812 Cockpit Chatter newsletter, (very nicely done), Harold can set you up for that too – it's in pdf format as this one is, but runs only four pages – easy reading.

John Allard provided an update on the very cursory plans for our presence at the Sheriff's Hurricane Expo event at KOFC on Saturday April 17th and several members volunteered to participate in that evolution.

Charles Caravetta provided a DVD with a good tutorial for making safe and successful approaches and landings. We enjoyed that and it was good information, most of which translates readily to Flight Simulator.

Charles also provided another update on the ever-expanding embroidery capabilities of the Caravetta's home-based business. He donated a very nicely embroidered canvas tote bag to the club, which Carol Ayers claimed by making a nice donation to the club treasury.

Our give-away table at the back of the room on meeting nights has now expanded to include items for loan-and-return. Luis Acevedo has primed the pump with a pretty good collection of movie DVDs and videos with aviation themes. Many have gone out in the past two meetings but none have come back as yet. Please enjoy them, but return them promptly so that others may enjoy them too.

If you have any items you wish to share, e.g. videos, movies, books, etc., please feel free to bring them in and place them on the table at the rear of the meeting room. If your item is for loan and you expect it back, it would be prudent to place a prominent label stating that, along with your name, directly on the item. Anything not so labeled will very likely be considered to be give-

away material and might not be seen again.

We will continue to have the “Outspoken Member” forms available in the room too, and a facsimile is available at the end of this newsletter [<--DAVE/STEVE – NOTE] if you wish to fill one out at home. Putting your name on the form is optional and you may either hand the completed form to Wayne Knowles or slip it into the money jar if you wish to remain anonymous.

See you all at the next one, I hope.

Hot Links

by John Allard

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

<http://www.flyaoamedia.com/blog/aviator-90/>

This is a new, FREE FS FLIGHT TRAINING video called Aviator90. It is specifically for Flight Simulator flying. You go 'back to school', and learn how to fly a light GA plane all over again. Seriously, if you watch this series, it may well improve your flying A LOT. There are 26 lessons in all.

http://www.youtube.com/watch?v=PftNh_SShlg

Bob Hoover – nobody does it better, or makes it look easier than good ol' Bob. Don't miss the dead-stick (X 2) turn to final at the end. Bob is the master of energy management, wringing more out of a couple of thousand feet of altitude and a little inertia than most folks could manage with two running engines and a written procedure.

<http://www.optimaljet.com/OptimalJetHTML/mulchatnaHigh.htm>

Airplane salvage in Alaska. Good story and some gutsy guys.

Thanks to Hank Jazwinski for sending this.

http://aviationweather.gov/adds/fpt_application

"NOAA's National Weather Service

Aviation Weather Center

Aviation Digital Data Service (ADDS)

New Flight Path Tool Application

This new version of the Flight Path Tool runs as an application instead of an applet. It supports all of the same features found in the old Flight Path Tool plus:

- a fully resizable map
- map printing and export
- saving configuration between sessions
- semi-transparent data layers
- customizable contour intervals
- preview of available data sets
- fine-grained animation control
- saving cross-section paths
- and more...

Download the new Tutorial (PDF Version) for a preview of the application, and to provide some guidance on how to use the tool. This documentation is also available in HTML format, through the "FYI / Help" button above.

Although the Flight Path Tool is fairly large to download (approximately 6.8 MB), it remains cached on your local system for faster startups in the future. For slow internet connections (28.8 to 56K modems), it will likely take several minutes to load the first time. We think you'll find the wait worthwhile."

As they imply, this is a pretty fantastic on-line WX briefing tool. If you fly with RW WX, this is the last site you should visit before launching. If the scheduling gods are happy, we may have a presentation on this at the April 1 meeting (no joke).

<http://forum.mutleyshangar.com/viewtopic.php?f=53&t=4153>

Eight minute video of A2A B-17, extensively reworked from original release.

KOCF Outspoken Member Form

New position or Replacement Suggestion _____

Have a Problem or need help (details):

Want to Recognize _____
for _____

Swap Shop / Trade / Freebie Item (Who to contact) _____

Signature (not required) _____

Wayne Knowles explained a new "Outspoken Member" form he's made up for members to use for the purposes of making suggestions, requesting information, presentations or help on specific topics, offering thanks or recognition or for offering items for sale, trade or as the ever-popular freebies. The blank, half-sheet sized forms will be available on the back table at meetings and may be submitted directly to Wayne or just left on the table where they'll be collected at the end of each meeting. They may be signed, or for the bashful types amongst us, may be submitted anonymously. A facsimile suitable for printing is above.