

# GOSPORT NEWS

A PUBLICATION OF THE OCALA FLIGHT SIM CLUB



Volume 3    Edition 5    May 2010



"Maybe next time....."

\*\*\*\*\*NEXT MEETING IS THURSDAY, MAY 6th\*\*\*\*\*



1200 SW 60th Avenue, Ocala FL  
352-237-3444

## LANDMARK AVIATION

If you can see this photo..... thank your optician!  
If you can read "Landmark" on the building, thank a teacher!  
If you attend OFSC meetings at Landmark, thank the front desk!



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**Newsletter Staff**

**Wayne Knowles - Left Seat**  
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**Steve Austin - Editor**  
*austin82647@yahoo.com*

**John Allard - Writer**  
*allardjd@earthlink.net*

**Carol Ayers - Photographer**

**George Million - OFSC Logo Design**

*Any member having an interest in volunteering in club related tasks or meeting presentations, please get with Wayne.*

 **Guru List**

**Contact the "geek squad" via e-mail with any problems plaguing you.**

**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.

**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

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**April Financial Report**

By: Gene Ayers

OFSC Financial Report for the period ending April 30, 2010  
Funds expended this period: None  
Cash on hand and held by Gene Ayers \$40.00.  
Financial records can be reviewed at any OFSC meeting. Notify Gene of your desire to see the records.



## **April OFSC Meeting**

by John Allard

Our regular meeting was held in the regular location at the regular time with mostly the regular attendees – with a few irregularities.

We had a better than normal showing from the ladies this time out, with Mesdames Ayers, Kimball, Million, Knowles and Puttre included in the cast of characters. The total attendance, including the wives, was sixteen.

It being April 1<sup>st</sup>, our guards should have been up, but obviously were not. The shenanigans began pre-meeting and continued to the end. I know of at least three April Fool pranks successfully executed by and on OFSC members. It seems Helen Smith started it all during the day, individually calling several of the ladies, asking if they planned to attend the meeting that night. When each answered in the affirmative, Helen said, “Oh good – Dave and I are back in town and we’ll be there too.” After hearing expressions of pleasure over that, Helen came back with the inevitable, “April Fool”.

Next up it was Skip Tucker’s turn. He arrived, as is his habit, just as the clock went straight up at 6:00 and said, “Did you guys see the Connie taxiing in?” About half a dozen of us took the bait – hook, line and sinker. We rushed to the lobby windows to have a look. No Connie – just red faces when we realized we’d been well and truly had. We never learn...

Finally at the end, having witnessed Skip’s little prank at the beginning, Lea Knowles got him back. As she was passing out her usual largesse of farm fresh eggs in the parking lot after the meeting, she had one container all ready for Skip, with no eggs in it. As he reached for it, she let it go just before he had a good grip. Her timing was perfect and it dropped to the ground, leading Skip to believe they’d just succeeded in preparing a large batch of asphalt omelet.

Against the background of all the tomfoolery, we really did manage to have a meeting.

The first discussion concerned the preps for the clubs participation in the upcoming Hurricane Expo, confirming the participants and setting up a planning meeting for that. [NOTE: OFSC participation in the event was cancelled later due to late-breaking issues with location and power.]

Wayne Knowles gave an overview of the use of the GSC voice-over-Internet server application. It sounds like Wayne is making good use of this and has several other OFSC members getting involved too.

Wayne also described some new FSX replacement textures that are available.

A final reminder was given to download the latest version (2.0) of Dree’s OFSC Scenery, which was slated to be removed from the ftp download site on April 8<sup>th</sup>. Also noted was the fact that the full install zip file contained installers for both FS9 and FSX. Hopefully everyone has that revision up and running now. KOCF never looked better.

John Allard gave a slide show presentation of the new NOAA – ADDS Flight Path Tool application, available on the NOAA web site. It’s a Java application with some excellent tools for current and forecast real-world weather.

John also gave a verbal description of VAC, a download payware (with a 30 day free trial) application for voice activated commands. See the Hot Links article elsewhere in this issue for more information and a link.

We watched a video or two from the current PC Pilot disk.

For the first time in quite a while, we had more time than material to fill it. If you have something of interest to bring to a meeting for discussion, demonstration or just questions, please feel free to do so. New meeting content is always welcome.



# **"The GOSPORT NEWS"**

## **A note from the Editor:**

So? .....Maybe we missed participating in the Hurricane Expo but, HEY!..... it's aviation related and it happened on "OUR TURF".....that makes it a good thing! I hope some attended and if so, please share your experience with the rest of us. In the meantime Carol Ayers took these great shots while visiting the event. Enjoy them and maybe next year we can introduce OFSC to the community.

### **4-17-10 Hurricane Hunters**



## **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 .....	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

You Should Be Proud Of Your Contribution & We Take Our Hats Off To You!

## 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 description by e-mail to Dave Clark, Steve Austin or John Allard*

Voice Activated Commands - <http://www.dwvac.com/>

I normally don't include payware in this article, but this one is kind of special. In my opinion this is one of the most useful and worthwhile utilities I've seen for enhancing Flight Simulator. The price is a modest \$18 and the app has a 30-day free trial period with no inhibition of features – try before you buy. It uses MS speech recognition technology to allow you to send mouse clicks and keyboard commands, including very complex ones if you need to, using only spoken commands. It will work in any application and works very well with FS. The app includes a profile builder that allows you to easily create, save and load custom-made profiles for use in different applications or simulations. It's a download-only product. Obviously, you must have a microphone.

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TrendMicro RUBotted - <http://free.antivirus.com/rubotted/>

Monitor your computer for potential infection and suspicious activities associated with Bots. Upon discovering a potential infection, RUBotted prompts you to scan and clean your computer. My wife had been complaining of degraded computer performance – she tried this and it discovered and removed about eight separatemalware infestations and the performance of her PC improved dramatically. It's freeware.

From Jim Dillman

Malwarebytes - <http://www.malwarebytes.org/>

Anti-malware presently is highly recommended as an occasional scanner if you think you might have a problem. Download the FREE version. (There is also a paid version, which is presumably even better.)

From their site: *"Malwarebytes is a site dedicated to fighting malware. Malwarebytes has developed a variety of tools that can identify and remove malicious software from your computer. When your computer becomes infected, Malwarebytes can provide the needed assistance to remove the infection and restore the machine back to optimum performance."*

From Jim Dillman

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Free MS Security Essentials - <http://tinyurl.com/y3d2jf2>

You might be interested in the recently published FREE anti-malware, anti-virus software from Microsoft. It is very highly recommended. Jim Dillman reports that he formerly used AVG and other excellent freeware but they all had to be updated. etc. This takes care of itself in the background.

From a review site: "Microsoft Security Essentials is based on their corporate anti-virus engine & runs quietly in the

## **Hot Links**

*(Continued)*

backgroundwithout interrupting normal machine usage. I've been running the beta version on my Windows 7 install & it's pretty light, highly efficient & definitely a good replacement for MS OneCare and IMHO offers plenty enough protection for the typical home or small office PC."

From Jim Dillman

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ATC Sim -> Web-Based Air Traffic Control Simulator - <http://atc-sim.com/>

This one is in the old shareware format. You can use it free as long as you want to but registering it (for a \$20 "donation") unlocks some additional features and functionality. It really is quite usable and enjoyable (and addictive – you've been warned) in the free version.

This is a well constructed, well documented stand-alone simulation of air traffic control. You handle departures and arrivals in an area surrounding a large airport, with all runways modeled. For example, O'Hare has all 14 runways and about fifty surrounding fixes. It is web-based, so you must be on-line to use it. There are eight airports in the free version (Chicago O'Hare; Kobe, Japan; London Heathrow; Osaka Kansai; Phoenix Sky Harbor; Rio de Janeiro Galeao; St. Louis Lambert; Sydney Kingsford Smith) and many, many more in the paid version. It's pretty realistic and well done. If you want to get a glimpse of life on the other side of the radar scope, give this one a try. (By the way, this one works very well when combined with the VAC application above.)



## **Seen Out and About**

by John Allard



Maggie, at a model airplane meet in Dunnellon on Saturday, April 10<sup>th</sup>, with OFSC members Hank and Sherry Jazwinski in tow.

## **Condolences to the Lucio Family**

by John Allard

Ocala Flight Sim Club and all its members extend sincere condolences to member John Lucio and his family. Sue Lucio, John's wife of 40 years, passed away recently following a heart attack. We extend to John and his family our best wishes for peace and comfort following their tragic loss.

### **Steve Austin's addition.....**

"John and I, got together frequently to "fly". We BS'd and solved all the problems of the world in just a few short hours. John's wife, Sue (Suzie) always indulged us our time on the flight deck but would never accompany us on takeoffs or landings, simply saying when offered "uh....that's okay." She always did the stewardess roll of bringing us popcorn, veggies or something to nourish the flight crew when we got to altitude though.

Special Lady.....See ya, Suz. Thanks for putting up with a couple silly old guys."

**Member Testimonial  
VC Computing**

by John Allard

Member Skip Tucker's PC was recently attacked by a rather nasty and tenacious Trojan/Virus of some sort. It was of the kind that first infects your PC and then solicits a payment to remove it, posing as a thinly disguised virus protection service. Talk about drumming up business!

Skip's best efforts on his own and with the help of a reasonably knowledgeable neighbor over the best part of a day failed to eradicate the problem. Avast and some other software tools failed in the effort as well. It was obviously time for professional help.

Skip wisely abandoned his own efforts and carted his PC off to Jonathan Van Cleef at VC Computing in Belleview. You may remember that Jonathan was our guest speaker at the March meeting. Skip is now a VERY satisfied VC Computing customer and asked that we report this in the Gosport.

In short order, literally while Skip waited, Jonathan exterminated the virtual vermin without affecting anything else on the PC. He then spent some time with Skip assessing his system capability for using Flight Simulator to best effect. Jonathan quickly identified the graphics card as being a level or two below the capability of the rest of the system – the narrow neck of the bottle, so to speak. He offered Skip a better graphics card, not new, but taken in trade from another customer. Again while Skip waited, Jonathan quickly put the card into Skip's computer and let him see the impact before making a decision to buy. The new-used card made a visible improvement in Skip's system and he opted to go with the upgrade.

Applying the 20% labor discount that VC computing offered to OFSC members, Jonathan sent Skip away extremely pleased with the entire experience. He had a cleansed computer with an unexpected upgrade, quickly and at a very reasonable price. See VC Computing's business card in the "Friends of OFSC" page near the back of this issue.



**April Breakfast Report**

by John Allard

The April breakfast was at the Pine Street IHOP, where we'd just been in January. There were twelve participants, including Wayne and Lea Knowles' grandson, Bryan. Besides Bryan and the regulars, Harold Reeg, who we don't often see at these, also attended.

We had the usual fine time. The IHOP food is reliably good and there's nothing like good company and good conversation to go along with it. Though the service was abysmal (as it did in January) we still had a good time. The Pine Street IHOP table service is 0 for 2 in my estimation and I won't be selecting that particular location again. None the less, I think it says something about the social aspects of our group that we always seem to manage to go away having enjoyed ourselves, even if something wasn't perfect. We've been having breakfasts together monthly since June, 2008; in all that time I've never walked out of one wishing I hadn't gone. That's a pretty decent record – we must be doing something right.

If you have breakfast suggestions, e-mail John Allard at [allardjd@earthlink.net](mailto:allardjd@earthlink.net)



# "The GOSPORT NEWS"

## April Dinner Report

by John Allard

The Uptown Grill, now slightly re-named to Moreno's Uptown Grill, was host to our April dinner gathering on Thursday, April 22<sup>nd</sup>. We've been there before for breakfast, two or three times, but this was a first for dinner. Somewhat remodeled, and spruced up, it was a very pleasant venue for us. I was surprised to see cloth table cloths and cloth napkins and a completely different feel from the breakfast place.

I arrived early, while they were still setting up the tables. While sitting at the bar watching that operation, the clock was ticking toward 5:15 and beyond with no familiar faces in sight. For a fleeting few seconds I began to wonder if I'd got the day wrong. I was at the point of asking the waitress to confirm for me that it really was Thursday when Gene and Carol Ayers arrived, saving me from that embarrassment. I was very happy to see them.

Our group this time was smaller than anticipated, only ten altogether. I had told the restaurant we expected between twelve and sixteen. Where are Dave and Helen when you need them? Oh, I remember – they've gone

west, to Lynn Haven. I'm still trying to get used to OFSC outings without them, and it's not easy.

Anyway, six gents and four ladies enjoyed a very good meal at Uptown Grill. Though I always like to see a good turnout, the occasional smaller group does make for less fragmented table conversation. At the men's table, we were all part of the same dialogue the whole time, with no need to turn right and left and try to follow two or three stories at once. Wayne Knowles passed on a very interesting Irish travel story that I'd have hated to miss.

Their dinner selections, mostly Italian, were very interesting and very well presented. This included a separate menu sheet of about a dozen dinner specials – good things at modest prices. The service was good, though the smaller group size probably made us less a challenge than usual.

We ended, after a very nice meal, with the usual egg-exchange in the parking lot. That's another successful OFSC outing.





## **AI Pilots in AirHauler**

by: John Allard

As an alpha tester during the development of the AirHauler add-on, I was privy to some very interesting deliberations that ultimately affected certain features of the product. One dilemma that emerged early on in the development process grew out of the realization that many FS users and prospective AH customers did not care to spend a long time flying “bug smashers” and “Spam cans” while working their way up to jet airliners. It was deemed necessary to include in AH a way for such users to progress quickly and easily from the beginning levels to flying heavy iron if that was their desire. One caveat, however, was that the capability be plausible and believable. Being paid \$50,000 to haul a Skyhawk full of cabbages 200 miles, for instance, is patently absurd and resorting to such things was considered verboten. Something more believable was needed.

Ultimately five major features were built into AirHauler by the developer, Duncan Murray, to provide reasonably rapid upward mobility for those who craved the big, expensive stuff. These included...

- AI Pilots
- Starting Levels
- Bank Loans
- Aircraft Leases
- Stock Market

Each of these contributed in its own way to the ability of AirHauler users to grow their fledgling air freight operations quickly if they wished to, to the point of getting a large aircraft into their fleet.

Over a year has elapsed now since the commercial release of AirHauler through Just Flight and we have the benefit of a year of broad-based user experience with it. With many, many sales world-wide and a very active AirHauler user forum at JF to hear from the community of AirHaulers, it's safe to say that AI (Artificial Intelligence, i.e. computer controlled) Pilots are far and away the most important and successful of those five features, well beyond the vision Duncan had for it at the inception.

The AH freight operator, if his company is at or above a certain pre-requisite reputation level, is free to hire individuals from a dynamic list of available for-hire AI pilots, or simply AI, as they are normally called. Each comes into the list by name, with a rank (Private Pilot

through Legend!), and an associated Maximum Take-Off Weight (MTOW) limit for aircraft which he or she may operate. Each also has a monthly salary requirement and a rating, which in broad terms defines character and capabilities. More about AI Ratings later.

Each prospective AI pilot remains available for a real-time week or two, and if not hired, eventually falls off the list, presumably given employment by someone else (Southwest, FedEx, McDonald's). They're much like the used aircraft that pop up for sale elsewhere in AH – here today, gone tomorrow if you don't choose to seize the opportunity.

Once hired, AI pilots can be assigned available freight hauling jobs to be flown in company-owned aircraft, subject to the MTOW limits of their rank. Having a low-rated AI fly a job in your shiny new DC-10 is not going to happen. AI pilots are tireless, however, and will fly long hours when you cannot, even when AH and FS are shut down – even, amazingly, when your computer is off. As soon as you fire up your system and AH is re-started, the results roll in, giving evidence that your robotic employees have been slaving over a hot instrument panel while you slept, worked or were otherwise being your non-AH alter-ego. If you made good hiring and job assignment decisions, your cash book will show the resulting transactions for fuel, landing fees and hopefully, job revenues. If not your Completed Jobs list may show the dreaded red bars of failed jobs and the condition of your aircraft in the Fleet screen will indicate some of your expensive aluminum has been violently converted into less aesthetic forms.

As with other entities in AH, the locations of AI are rigorously enforced. If one flies to O'Hare and is then needed to fly a load out of Atlanta, he must first make his way there, either flying one of the company's aircraft or using the commercial travel option. Both require time and money but the latter does not require one of your aircraft.

AI Pilots were truly a game changer when they were put into the app. They were conceived to be a cash generator – a reasonable and plausible way for an AH owner/user who, because of the demands of a job, a family and the other trappings of a real life, might not have untold hours to make the dozens or hundreds of deliveries needed to accumulate the money necessary to acquire a large aircraft. For those so inclined, they could hire a pilot or two to fly when they could not, completing freight delivery jobs and generating revenue for the company coffers. It was almost immediately apparent to the testers that AI Pilots would be quite effective for their intended purpose of generating revenue.

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For some users, however, despite the design intent in which they were simply a means to an end, AI have become almost the primary focus of AH. Some have found the use of AI pilots to be so absorbing and entertaining that they have built very large operations around them with many bases and with a good sized stable of aircraft and AI minions flying the freightly skies. For those users, the AI are not a means to an end, as intended, but rather an end in itself. That was an unintended and largely unforeseen development, but the evidence is indisputable.

In keeping with the general design philosophy of AirHauler that nothing should be TOO easy, AI pilots were given a dark side too. One ironclad feature is that AI pilots cannot improve company reputation, though they may certainly damage it by various means, most often by being late. AirHauler jobs have an expiration date and time. If exceeded, even by a minute, the job is deemed a failure – company reputation suffers and the revenue received for the delivery is severely impacted, typically to about 10%. Being on time is vital.

AI Pilots are maddeningly single-minded – they are not sufficiently bright to be able to see some rather obvious opportunities for more efficient operations. They will plod through jobs, mule-like, in the exact order assigned, even if a better way is staring them in the face. They always fly with full fuel tanks, even for short trips, limiting the cargo capacity of whatever aircraft they happen to be flying. Depending upon their flying ability they may occasionally or frequently make a bad landing and damage an aircraft or its cargo – or both. Assigning an AI pilot to operate a company aircraft that is not insured is never a good idea.

There was never any intent for AI to be highly realistic reflections of the real world. Indeed, there are many things about AI operations that are distinctly unrealistic. They remain so because Duncan does not wish to go further down the road of making AI the object of AH. AI pilots can be assigned 24/7 for days on end and they never tire. A single AI pilot can manage or mis-manage a 747 without help. They are unaffected by distance – you are charged for the fuel they use over the distance they fly, but they never have to make intermediate stops for fuel, regardless of the distance or AC range. They can make deliveries to water runways with land planes, and vice versa. They are rigidly bound by a table of aircraft MTOW vs. runway length requirements, with use of STOL aircraft or even helicopters notwithstanding.

Returning now to that mysterious property of AI pilots, Rating, each has one, which is visible to the user even before making the decision to hire. Rating is expressed as both a percentage and a number of stars (1 to 5). The stars merely represent bands of 20%, i.e. one star

indicates a Rating between 0% and 20%, two stars means 20% to 40% and so forth. The percentage itself may be any integer value up to 100%. That number is derived from a weighed average of four AI attributes, some counting for more than the others. Two of those attributes may be broadly described as flying ability, mainly landing ability, and work ethic. The other two are entirely unpublished but are very much in play and affect the performance of AI pilots in various and nefarious ways. As individual AI gain experience, largely through completing jobs, their attributes may improve to some extent, though some are too inept to ever reach the 100% mark. As their rank and rating increases through experience, so too does the salary you must pay them. There's no such thing as a free lunch in AirHauler or anywhere else.

Effective use of AI requires some careful management. AH freight company owners may load up their AI pilots with any number of jobs, but should pay very close attention to the scheduling. The jobs will be worked off in the order assigned as the clock ticks away. Playing brinksmanship with job expiration times is a recipe for disaster – that “work ethic” attribute may rear its ugly head, or an un-noticed 100 hour inspection of the aircraft may come due and set back all the subsequent jobs by several hours, with your AI pilot cooling his heels while it is being performed. Individual AI may be fired at the whim of the owner and some richly deserve it. Properly used they are a valuable asset, the means to success, growth and virtual riches in the AH virtual world. Poorly chosen or carelessly managed they are capable of wreaking havoc on your bank balance and that other AH currency, reputation, in the blink of an eye.

In any case, AI Pilots have become a very important piece of AirHauler even though there is no obligation to use them at all. Like so many of other facets and features of AH they are entirely optional. If used they may have a great salutary effect, but may also cause harm. The choice of using them is entirely up to the owner/user and it's a very different game with than without AI.

Closing with a tip for users of AI in AirHauler, it is not necessary to “Accept” a job in AH if you intend it to be flown by an AI pilot until after you've seen the schedule details. Instead of using the “Accept Job” button, try the “Fly with AI Crew!” button, or right click on the job in the Jobs Board table and select “Assign Job to Pilot (AI Crew)”. Doing it by either of those methods permits you to select pilot and aircraft and see the table of tasks for the job before having to commit to accepting it.



**Thank-Yous and Attaboys**

by John Allard

**Member Category:**

For all they do to help OFSC, helping to keep it up and running and functioning well, adding to the social gatherings and all manner of other things they bring to our table, **Wayne and Lea Knowles**.

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**EDITORS NOTE:**

A note from your new "shakey legged" editor of this newsletter. Shakey, as I sit here on Tuesday with a newsletter that has been going together with a lot of hair pulling and a little cussing (not too much) for my lack of knowledge and expertise such as my able predecessor, **David Clark**, had.

My note in this category is to thank and give credit to those that have and will be, providing me with the tools it takes to get this newsletter in a form suitable to send out to all of you!

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**John Allard:** For all the articles, vast knowledge and organizational skills and creative writing ability he exhibits. All the other bits and pieces of information he keeps track of e.g., "HOT LINKS", "VETERANS HONOR ROLL", "THANK YOU'S", "BREAKFAST, DINNER REPORTS", AirHauler (my favorite!) and much more! Thanks, John.

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**Carol Ayers:** For being where the action is and capturing it to share for all to see. She gets the photos to me all framed or in collage form.....lookin' good, ma'm. Thanks, Carol.

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**Gene Ayers:** For providing us a detailed report on how much money is in the kitty, where it's gone or going to go. He rents a Brinks truck before each meeting and brings the money with him to take any new deposits. Then it starts all over again..... Thanks, Gene.

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**Wayne Knowles:** For working to get me this confusing program that makes it possible to do this fine publication, coming to my house several times, being a sounding board when I start whining about "I don't know if I can do this....." Thanks, Wayne.

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**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.*

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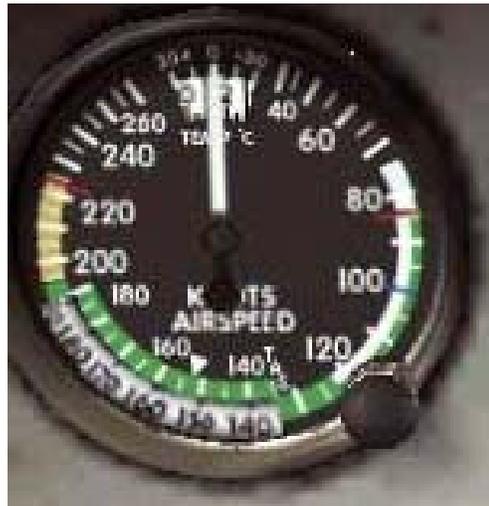
**Anatomy of the Airspeed Indicator**

by Wayne Knowles

*Have you ever wondered what the color markings on the Air Speed Indicator mean. Have you ever tried to lower the flaps and they don't extend? Same for the landing gear. Even though we are Flight Simmers it is important to understand these markings.*

*Knowledge in this area will make your flying more enjoyable and in some cases (i.e. certain programs monitor this activity and and rate your controlling the airplane based on these values) prevent the unwanted "CRASH".*

Below is the ASI from a FSX default airplane for your review.



The Air Speed Indicator (ASI) for aircraft manufactured after 1945, weighting 12,500 pounds or less are required to conform to a standard color-coded marking system.

These colored markings enable the pilot to determine at a glance certain airspeed limitations which are important to the safe operation of the aircraft.

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POWER OFF STALLING SPEED WITH THE WING FLAPS AND THE LANDING GEAR IN THE LANDING POSITION (the lowest limit of the white arc)

*Knowledge in this area will make your flying more enjoyable and in some cases (i.e. certain programs monitor this activity and rate your controlling the airplane based on these values) prevent the unwanted "CRASH".*

MAXIMUM FLAP EXTENDED SPEED (the upper limit of the white arc.) This is the highest airspeed at which the pilot should extend full flaps

Below is the ASI from a FSX default airplane for your review.

NORMAL OPERATING RANGE (the green arc)

POWER-OFF STALLING SPEED WITH THE WING FLAPS AND THE LANDING GEAR RETRACTED (the lower limit of the green arc)

$V_{SO}$  = the stalling speed or the minimum steady flight speed in the landing configuration

MAXIMUM STRUCTURAL CRUISING SPEED (upper limit of the green arc)

$V_{S1}$  = the stalling speed or the minimum steady flight speed obtained in a specific configuration

CAUTION SPEED (the yellow arc)

$V_x$  = speed for best angle of climb

NEVER EXCEED SPEED (the red line) this is the fastest speed at which the airplane can be operated in smooth air.

$V_y$  = speed for best rate of climb

$V_A$  = Design maneuvering speed

I hope this helps in your SIM flying...

$V_E$  = Design cruising speed

$V_F$  = design flap speed

$V_{FE}$  = maximum flap extended speed

$V_{LE}$  = maximum landing gear extended speed

$V_{LO}$  = maximum landing gear operating speed

$V_{LOS}$  = lift off speed

$V_{NE}$  = never-exceed speed

$V_R$  = rotation speed

$V_S$  = the stalling speed or the minimum steady flight speed at which the airplane is controllable.



# DEDICATED TO THE FRIENDS OF THE OCALA FLIGHT SIM CLUB



**DreeSC**

Home Page:  
<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.zeelandnet.nl/andreboot/vliegen/repaint.htm>



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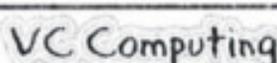


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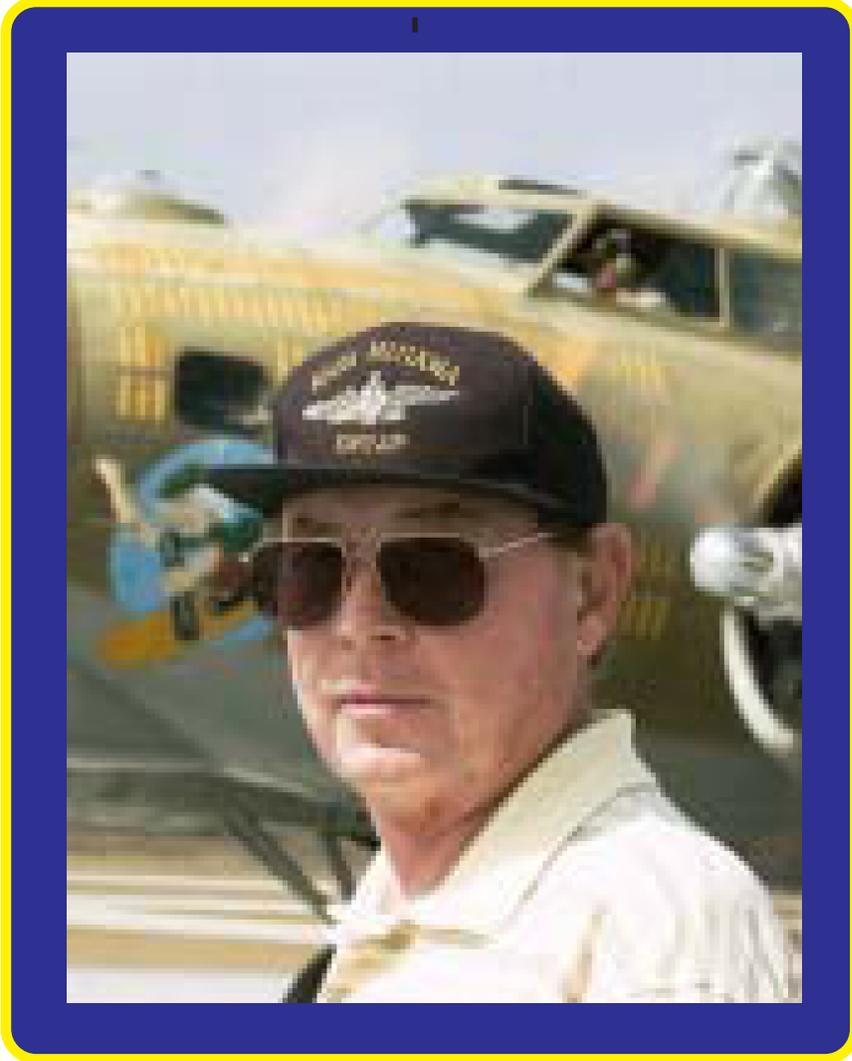
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## **Outspoken Member**

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 maybe 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 is above.