

The GOSPORT

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 in 1917



A PUBLICATION OF THE OCALA FLIGHT SIM CLUB



So You Think You Had a Bad Day?

Submitted by: Hank Jazwinski

Aircraft Commander 1st Lt. Oliver Hildebrandt, Pilot 1st Lt. Walter Ross, and Co-pilot Captain Wilbur Evans, and a crew of thirteen took off from Carswell AFB in B-36B, 44-92035 of the 26th Bomb Squadron of the 7th Bomb Wing at 5:05 A.M. on November 22, 1950. The planned 30-hour training mission consisted of air-to-air gunnery, bombing, simulated radar bombing, and navigational training. (Continued on pg. 9)



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

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Guru List

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

Wayne Knowles

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

Dave Jones

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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.

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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.

Financial Report

by Gene Ayers

OFSC Financial Report for the period ending June 30, 2010
Funds expended this period: None
Previous balance: \$64.00
Amount received June 3, 2010: \$26.00
Cash on hand and held by Gene Ayers: \$90.00.
Financial records can be reviewed at any OFSC meeting. Notify Gene of your desire to see the records.

June OFSC Meeting

by John Allard

We held our regular monthly meeting at 6:00 PM on Thursday, June 3rd at Landmark Aviation. There were no visitors at this meeting, but attendance was good at seventeen.

Wayne Knowles began by generously offering crayons to any who were devastated by the absence of color images in the latest issue of the Gosport. There were no takers. Steve Austin hopes to have the technical issues that resulted in all the newsletter images being rendered in black and white resolved in time for the next issue.

Gene Ayers gave a treasury report - \$64, with no expenses. Who says the economy is in a shambles?

George Million presented a real-time flight from Ocala (KOCF) to Gainesville (KGNV) in the default FSX Mooney, flown IFR using the MS ATC feature. Despite the DME audio stubbornly resisting George's attempts to mute it throughout the flight, all else went very well. As is predictably normal for IFR flights, he was assigned a far-side approach to runway 29. George pulled off a decent approach and landing at the other end, stylishly sewing up a very nicely done presentation.

We watched two or three more sessions from the real-world flight training DVD provided by Charles Caravetta, including one on crosswind landing techniques – interesting stuff.

Wayne Knowles closed with a description of some flights he terms as SALT, for Slow and Low Trips (something flight instructors universally discourage unless over a runway threshold). They're in various settings around the world that offer some interesting scenery and/or challenges to get from point A to point B. Wayne offers to send or otherwise make available the FSX flight plans which the users then just load into their own FS installation to get on their way. He says the flight durations are usually about an hour or so in length. He is also in the process of converting the FSX flight plans to FS9 as he gets time, not wanting to leave anyone out. He describes this as, "...just another way to get others involved..." and it's just for fun. E-mail Wayne at gunk76@gmail.com if you'd like to get on his list as recipients of these flight plans.



Breakfast Report

by John Allard

It was a dark and stormy night – oops, no, that was last time. It was a bright and sunny morning when we gathered at Town and Country Diner on US 27 this time, unlike the monsoon that we had to brave the last time we were there. The weather was decidedly hot by the time we broke up – ain't it great?

Eleven of us, including the always-welcome Carmine Gerber, enjoyed a good breakfast and a good time. The six men present hardly made a dent in the long table they had set up for us but we were close enough for a good conversation with everyone able to talk to everyone else – something we don't always have.



The ladies, as is their habit, had their own table and mostly pretended not to know us. Who can blame them – grown men acting like boys? Carol Ayers supplied the usual collage of photos, producing better ones each time. I still haven't gotten used to her new camera which somehow manages to take good photos in any setting without using a flash. I wonder how they do that...

The restaurant is clean and friendly, the prices are competitive, the menu interesting and the food and service were good, though the coffee was kind of on the weak side. I needed about six cups to stay on this side of caffeine withdrawal. Well, you can't have everything. They say coffee is a diuretic – if you drink enough, will you die of thirst?

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

June Dinner

by John Allard

Wow! Eighteen! It's been a while since we've attracted that many to a dinner. I'm not sure if it was a particularly popular location or just a matter of random luck that so many were available and inclined to make it to our dinner at Latinos y Mas on June 24th. In any case it was a good crowd, made better by the presence of Carmen Gerber, her daughter Lisa and Son-in-Law Adam, who are visiting Carmen from Tennessee. Judging the character of the event perfectly, Adam sported an iFLY t-shirt and fit right in.

The restaurant is still in temporary quarters at the old Roadhouse Grill on 17th Street, but it was going strong with a good crowd and lots of activity. It's a good-sized building and one wonders how they'll ever squeeze themselves into the old place back on Pine Street once the renovation and expansion is done. Maybe the add-on project is bigger than my mental image of it.

Out of idle curiosity I plugged "Latinos y Mas" into the famous (and sometimes famously funny) on-line translator, Babel Fish and got, "Latin and but". Hmmm - I've just got to think that's a bit flawed. It's no doubt a play on words at the expense of los Gringos. None the less the food was copious and good – most unpronounceable, some unidentifiable, but good nonetheless. I think I could go on a steady diet of the fried plantains – and I could both identify and pronounce that.

I'd have to say the restaurant struggled a little with us, seeming to have some difficulty with one thing and another. The dinner orders were not taken until 5:45 following a 15-minute Mexican stand-off; we

waiting for them to begin and they waiting for us to tell them everyone was there. No harm done.

They also seemed to have a little difficulty with getting the right dishes to the right people, but in the end everyone seemed to have plenty of what they wanted, if not exactly what they ordered in every instance. The distribution of the checks, and in particular the pairing up of those for the couples who were split between two tables, was predictably disjointed, but fun to watch as always. I once thought it would be fun to change seats after ordering but over time have determined that it's completely unnecessary.

I almost overlooked the already-added 15% gratuity that was on the check and added my own. I owe Jack Neal a favor for mentioning it and I hastily amended my receipt to remove what I'd added. I've never been a fan of double-dipping, particularly when it's my account being dipped.



The usual shutter-bugging was going on through most of the dinner. I got a collage of photos from Carol and Gene Ayers almost before my car engine had cooled down. Coming from them that doesn't even surprise me any more. Oh, to be so focused and organized.

Lea Knowles engaged the ladies on the important matter of, "Where next?" We have a decision from her, but I won't spill the beans on that until a later time. If you were at the ladies table, you probably already know. It was a fun time at the end of a beautiful Florida summer day and you can't ask for any better than that. I do enjoy these events and hope everyone else does too.



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 Steve Austin or John Allard.

B-25 Mitchells

A real-world B-25 reunion video, commemorating the Doolittle raid in 1942. This is the most B-25s you're ever likely to see together. The video runs about 5-1/2 minutes. It's a combination of stills (including some period images) and video, but mostly video. Moving music and footage of some great and historic old airplanes, still flying after all these years. You've got to love it.

<http://www.youtube.com/user/MsPolleyVision>

USAir Flight 1549 NTSB Report

This is the final report of the Hudson River ditching event from January 2009. Be warned, this is a 213 pg. pdf file with graphics – it takes some time to download but parts of it make for an interesting read. Yes, it's really been a year and a half – the wheels of government grind slowly. This report probably cost the taxpayers about \$100,000 per page, so enjoy it.

<http://www.nts.gov/publictn/2010/AAR1003.pdf>

Real-World Aviation Resource Site

This one, submitted by Charles Caravetta, is a gold mine of aviation related data from the soup to nuts. If you have an aviation-related question, you can probably find the answer here. It contains numerous linked, free publications on all sorts of things. Have a look and add it to your Favorites list under Aviation.

<http://www.smartcockpit.com/>

Dunellon Airport (X35)

An interesting article on the Ocala.com site featuring the recent renovations and upgrades at the Dunnellon airport, with photos. It's a good read. Thanks to Harold Reeg for sending this one to us.

<http://www.ocala.com/article/20100618/ARTICLES/6181014/1402/NEWS?Title=Ready-for-takeoff>

HeliTraffic 2009 Review

A newly published review at the Mutley's Hangar site, written by John Allard on an interesting new FS add-on product from Flight1. If you're tired of seeing helicopter traffic in FS behaving as if they are fixed-wing AC, check out HeliTraffic 2009. It will fix that for all time, in either FS9 or FSX.

<http://forum.mutleyshangar.com/viewtopic.php?f=10&t=4602>

HeliTraffic is download-only payware and sells for about \$25.

Hot Links (Con't)

Lufthansa Geography Game!!! Really Neat!!!

This contribution is from Jim Dillman and is reminiscent of the Air Force Base location game noted in this column several months ago. You get the name of a city and have to click on a world map as close as you can to where it actually is located. You get scored on the delta between the actual location and where you clicked. Successive rounds give you less time and fewer clues on the map; city dots and national boundaries are successively removed as you advance. Try it – it's fun.

<http://www.lufthansa-vp.com/vp1/play.html>



KOCF Problem

by John Allard

No – not the real airport, just the simulated one. There's been a small problem identified with the KOCF scenery that Dree created for KOCF. It's relatively minor, just that the ATIS frequency does not work so there's no automated weather and active runway audio to be received on 128.125 MHz. The problem has brought to light the fact that the same frequency is used for both ATIS and AWOS. That's correct in the real-world, where ATIS is broadcast when the tower is open, reverting to the AWOS (automated WX info only – no active runway notice) at night. FS, however, doesn't understand the concept of part-time tower operation. In the sim, it's either a controlled field or it's not.

With the help of several members it's been confirmed to be a universal problem in both the FS9 and FSX versions, not just an intermittent glitch. Dree has been working on the solution in FSX and we've enlisted George Million to do the testing for that version. It appears that a solution is in hand for FSX and Dree will port that to the FS9 version soon. Once both versions are corrected, we'll make updates available to all members again.

Interestingly, the problem was first identified to Dree by a local area resident and FS user, Terry Bryson, who purchased the product from SimMarket. We've made contact with Terry and look forward to meeting him at the June meeting.



The View from Dave and Helen's Window

by John Allard



This photo is the view from Dave and Helen's bedroom window, at their new digs up in the wilds of the Florida Panhandle. In the e-mail that transmitted this, Dave was a bit disappointed that he didn't have a view of the local airport, but he makes do. I assume that's the gardener's cottage in the distance.



It's a Plane – It's a Car – It's Terrafugia

by John Allard

Steve Austin and I got a first-hand look at the Terrafugia Transition Roadable Aircraft at the Lakeland Air Show back in April of 2009. It was displayed there, on the ground – a canard, twin-rudder, pusher - - - car. We even had a short talk with Carl Dietrich, the improbably young, impossibly smart, immensely impressive company CEO and CTO (Chief Technical Officer).



At the time we saw it, the single prototype had made a number of successful test flights and a second prototype was nearing completion. I made a post at Mutley's Hangar with some photos and comments at that time and resolved to keep an eye on this novel and ambitious undertaking. The post at MH can be found at...

<http://forum.mutleyshangar.com/viewtopic.php?f=8&t=3000&hilit=lakeland>

In the intervening year or more, there's been some progress and some problems. The most serious issue is weight. Terrafugia's design specification calls for the little car-plane to fall under the FAA's Light Sport Aircraft (LSA) category, which requires a MTOW of 1320 lbs. or less. That limit has presented quite a challenge and eventually the company sought an exemption.

In recently-breaking news, the FAA has just granted the MTOW exemption for Terrafugia, though not quite all that was requested. The company wanted

a licensed MTOW of 1,474 lbs, but the FAA has agreed to an exemption for 1,430 lbs.

That new number is not as capricious as it may seem. The LSA category requires 1,320 lbs for land planes but allows 1,430 lbs. for seaplanes and amphibians, a tacit acknowledgement that being capable of operating in that other environment, water, requires some hardware that most AC do not. Applying that logic to Terrafugia seems reasonable – it will have to operate safely and legally on the streets and highways, which is something other aircraft aren't called upon to do. The extra 110 lbs. will allow designers to add airbags and other components required to make the Terrafugia "street legal".

The specs for this interesting little two-seat vehicle suggest that it will cruise at 100 knots in the air with a range of about 400 Nautical miles. On the ground it's supposed to deliver about 30 miles per gallon and be capable of operating at "...highway speeds..." with a 100 hp Rotax engine. Ground drive is through a continuously-variable transmission to the wheels, not via the propeller, which would certainly have made parking lot operations pretty interesting.

Terrafugia's website, with a lot more information is at...

<http://www.terraflugia.com/aircraft.html>

...and quotes a price of \$194,000, with a \$10,000 up front deposit required. That's about twice the price of the new Cessna 162 Skycatcher (also LSA). Pony up the money and, once it's licensed and certified, you can be the first on your block to take off from your street, unless you already live in Leeward Air Ranch, where that's old-hat stuff. How long can it be before Abacus publishes one of these for FSX - I wonder how much freight it can haul? Not much, I suspect.



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Cover Story (con't).....

Immediately after take-off, the #4 alternator would not stay in parallel with the other three alternators, so it was taken off-line and de-excited three minutes into the flight. About one minute after the #4 alternator was shut down, flames 8 to 12 feet long erupted from around the air plug of the number-one engine. The left scanner reported the flames to the pilot. Six minutes after take-off, the flight engineer shut down the number-one engine, feathered its propeller, and expended one of its Methyl bromide fire extinguishing bottles.

The mission continued on the power of the remaining five engines. 44-92035 cruised to the gunnery range on Matagorda Island at an altitude of 5,000 feet. It arrived at 7:00 A.M. and the gunners began practicing. Radar Observer S/Sgt. Ray Earl manned the tail turret. The charger for the right gun burned out, so he expended just half of his ammunition. Then the APG-3 radar for the tail turret started acting up, so S/Sgt. Earl secured the set.

Aircraft Commander 1st Lt. Oliver Hildebrandt noted that the vibration from firing the 20mm cannons increased significantly during the fourth gunnery pass. Immediately afterward, radar operator Captain James Yeingst notified Hildebrandt that the APQ-24 radar set blew up and was smoking. Vibration from the firing of the guns was causing shorting between the internal components of the radar. Then the liaison transmitter failed as well.

The cannons in the left forward upper turret and the left rear upper turret stopped firing. The gunners attempted to retract the gun turrets, but the failed turrets would not retract. Gunner S/Sgt. Fred Boyd entered the turret bay, but other problems began to take precedence over the stuck turrets. Boyd was called out of the bay before he could manually crank the turret down.

At 7:31 A.M. the number-three engine suffered an internal failure. The torque pressure fell to zero. The manifold pressure dropped to atmospheric pressure. The fuel flow dropped off, and the flight engineer could not stabilize the engine speed. The pilot shut down the number-three engine and feathered its propeller.

The B-36B had only one operating engine on the left wing, so the pilot aborted the remainder of the training mission and set course for Kelly Air Force Base.

Flight engineer Captain Samuel Baker retarded the spark, set the mixture controls to "normal", and set the engine RPMs to 2,500 to increase the power from the remaining engines. Unknown to Captain Baker, the vibration from the guns had disabled the electrical systems controlling the spark settings and fuel mixture. He immediately discovered that the turbo control knobs no longer affected the manifold pressure.

The B-36B could not maintain its airspeed on the power of the four remaining engines. It descended about 1,000 feet and its airspeed bled off to 135 miles per hour. The pilot called for more power. The flight engineer attempted to increase engine speed to 2,650 RPM and enrich the fuel mixture, but got no response from the engines except for severe backfiring. The fuel mixture indicators for all of the engines indicated lean.

The second flight engineer, M/Sgt. Edward Farcas, checked the electrical fuse panel. Although the fuses appeared to be intact, he replaced the master turbo fuse and all of the individual turbo fuses. He noticed that the turbo-amplifiers and mixture amplifiers were all cooler than normal. He climbed into the bomb bay to check the aircraft power panels and fuses, but could not find any problem there.

Kelly Air Force Base had a cloud overcast at just 300 feet and the visibility was restricted to two miles. The weather at Bergstrom Air Force

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Base not as bad, with scattered clouds at 1,000 feet, broken clouds at 2,000 feet and 10 miles visibility. Carswell Air Force Base was clear with 10 miles visibility, but it was 155 miles farther away than Bergstrom. Air traffic control cleared all airspace below 4,000 feet ahead of the crippled B-36B. Aircraft Commander Hildebrandt was flying on instruments in thick clouds.

The poor weather at Kelly Air Force Base convinced Hildebrandt to change course from Kelly to Carswell Air Force Base, passing by Bergstrom Air Force Base on the way in case the airplane could not make it to Carswell. Bombardier Captain Robert Nelson made two attempts to salvo the 1,500 pounds of practice bombs in the rear bomb bay, but the bomb bay doors would not open by automatic or manual control, or emergency procedure.

There was no way to dump fuel to reduce the weight of the B-36B. The flight engineers resorted to holding down the switches used to prime the fuel system in an attempt to increase fuel flow to the engines. M/Sgt. Edward Farcas held down the prime switches for the number-two and number-four engines while Captain Baker held down the prime switch for the number-five engine and operated the flight engineer's panel. The configuration of the switches did not allow them to prime the number-five engine and the number-six engine at the same time.

The high power demand coupled with the lean fuel mixture made the cylinder head temperatures of the engines climb to 295 degrees C. Flight engineer Baker jockeyed the throttles, decreasing the throttle setting of the engine with the highest cylinder head temperature until another engine grew even hotter. The high temperature caused the gasoline/air mixture in the cylinders to detonate before the pistons reached top dead center, diminishing power and damaging the engines.

Despite the critical situation with the engines, Aircraft Commander Hildebrandt decided to continue past Bergstrom Air Force Base to Carswell. Bergstrom was overcast and its runway was only 6,000 feet long. Carswell offered a much longer runway. By the time the B-36B reached Cleburne, the backfiring on all engines increased in violence. The number-2, number-5, and number-6 engines were running at 70% power and the number-4 engine was producing only 20% power. The airspeed had dropped off to 130 miles per hour.

Aircraft Commander Hildebrandt attempted to restart the number-one engine, the one that had spouted flames on take-off, but fuel was not getting to its induction system. He tried to restart the number-three engine, but could not unfeather the propeller on that engine. As the bomber passed to the west of Cleburne, the right scanner reported dense white smoke, oil, and metal particles coming from the number-five engine.

After a short while the number-five engine lost power, and Aircraft Commander Hildebrandt feathered the propeller on that engine while still twenty-one miles from Carswell Air Force Base. The B-36B could not stay airborne on the power of the three remaining failing engines. It was flying at just 125 miles per hour, seven miles per hour above the stall speed, losing both altitude and airspeed. Howard McCullough and W. Boeten were flying Civil Aeronautics Authority DC-3 N342 near Cleburne. They were notified by Meacham Tower to be on the lookout for 44-92035. They spotted it about five miles south of Cleburne. They observed that the number-one and number-three propellers were feathered and the number-five engine was on fire. They turned to follow the descending bomber. Aircraft Commander Hildebrandt ordered the crew to bail out of the stricken bomber.

Bombardier Captain Robert Nelson had bailed out of airplanes on two previous occasions. He

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had crash landed twice and ditched once. He was the first man to bail out from the forward crew compartment. He suffered contusions of his lower spine when he landed.

Radar Operator Captain James Yeingst responded to stress with laughter and jokes. He was a bit giddy before the bailout. He was the second man to exit from the forward crew compartment. His parachute streamed after he pulled the rip cord. He passed Captain Nelson going down. Captain Yeingst's parachute mushroomed open just before he hit the ground, but he suffered fatal injuries.

Co-pilot Captain Wilbur Evans was the third man to exit from the forward crew compartment. He had bailed out of airplanes twice before and crash landed several times during WW-II. This time he broke both bones in his lower right leg when he landed.

Navigator Captain Horace Stewart had previously tried to get off flying status because he felt that the B-36 was too dangerous. It is reported that during the hour before bailout, he was tense, nervous, and chain-smoking. He was the fourth man to bail out from the forward crew compartment. He pulled his rip cord right as he exited the forward escape hatch on the left side of the fuselage. His parachute opened and pulled him toward the number three propeller. His head hit the downward pointing blade of the propeller, killing him instantly.

Radio Operator Cpl. Paul Myers followed Captain Stewart out the escape hatch. Myers landed with minor injuries. Flight Engineer M/Sgt. Edward Farcas jumped head first through the exit hatch of the forward crew compartment right after Cpl. Myers. His parachute did not open when he pulled the rip cord. He pulled the parachute out of its pack with his hands and landed with only minor injuries.

Radar Mechanic Robert Gianerakis and Flight Engineer Captain Samuel Baker were the next

to escape from the forward compartment. Both landed with only minor injuries. Radio Operator Sgt. Armando Villareal bailed out after Captain Baker. Villareal did not trust his parachute to open, so he pulled the rip cord while he was still in the forward crew compartment. He held his parachute in his arms as he jumped feet first through the escape hatch. Despite his unorthodox method of escape, he landed with only minor injuries.

Pilot 1st Lt. Walter Ross was the next to last to leave the forward compartment. He landed with only minor injuries. Gunner S/Sgt. Andrew Byrne and Radar Observer S/Sgt. Ray Earl were the first two crew members to bail out of the rear crew compartment. Both landed with only minor injuries. Gunner Cpl. Calvin Martin was the third man to exit the rear crew compartment. He was swinging under his parachute as he hit the ground. He broke his right ankle as he landed. He fell backward onto a rock, fracturing his third lumbar vertebra and compressing his tailbone.

Gunner S/Sgt. Ronald Williams followed Cpl. Martin out the rear escape hatch. He landed with only minor injuries. Gunner S/Sgt. Fred Boyd was the last man to exit the rear crew compartment. He called to Aircraft Commander Hildebrandt over the intercom to let him know that everyone had escaped from the aft compartment. When he turned back to the exit hatch, it had fallen shut. He had to open the hatch again to make his escape. He broke the fibula of his left leg when he landed farther to the north than the other crew members.

After S/Sgt. Boyd reported that all other crew members had bailed out of the rear compartment, Aircraft Commander Hildebrandt set the autopilot and jumped clear when the bomber was less than 1,000 feet above the ground. He and nine other crew members escaped from the B-36B with only minor injuries. When McCullough and Boeten in DC-3, N342 saw the parachutes of the escaping crew members, they announced the bail-out on

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the emergency frequency of 121.25 megacycles.

Each report of Emergency Parachute Jump indicates that the incident occurred 20 miles south southeast of Carswell Air Force Base. The descent of the B-36B was witnessed by Mr. Buck Bell and his wife, who lived about 5 to 7 miles southwest of Crowley, Texas. Mr. Bell saw the crew members parachuting from the bomber, but did not see it hit the ground about one mile north of his house.

Mr. James Bandy and his wife were on the road to Cleburne about 4 miles from their house on Route 1 near Joshua when they spotted the B-36B trailing smoke, flying in a nose-high attitude. They saw it hit the ground in a level attitude, raising a cloud of dust.

The B-36B descended straight ahead in a nose-high attitude for a mile after Aircraft Commander Hildebrandt bailed out. It stalled, pitched nose down, and impacted in a terraced field on Less Armstrong's Dairy, 14 miles south of Carswell Air Force Base, 2 miles west of the South leg FTW range, and six miles west of Crowley at 9:50 in the morning. The forward crew compartment separated and folded underneath the rest of the fuselage. The tail section broke off, and the rear crew compartment came away from the mid-fuselage as the wreckage slid 850 feet along the ground and twisted to the right.

The rear sections of the airplane remained largely intact. The elevation at the crash site was approximately 700 feet. Mr. W. Doggett witnessed the bail-out and crash from his home on Route 1 near Joshua. The B-36B impacted about 2-1/2 miles north of his house. He drove to the crash site in his pickup truck and helped the surviving crew members to regroup.

Four minutes after the crash, McCullough and Boeten in DC-3, N342 reported that two Navy aircraft were circling the wreckage. The wreckage smoldered for about eight minutes before a fire broke out in the number-six engine. The 15,000 gallons of remaining fuel consumed the forward fuselage and wings. The civilians and crew members were driven away from the crash site by exploding ammunition and the knowledge of the

presence of 1,500 pounds of bombs aboard the airplane.

Read this the next time you think you're having a bad day



Ticks

by John Allard

Occasionally, I receive an e-mail right out of the blue that just has to be shared. I got this a couple of weeks ago and just knew it had to go in the newsletter. I've removed the name of the sender. Just try to create a mental picture of this...

I hate it when people forward bogus warnings, and I have even done it myself a couple times unintentionally but this one is real, and it's important.

Please send this warning to everyone on your e-mail list.

If someone comes to your front door saying they are checking for ticks due to the warm weather and asks you to take your clothes off and dance around with your arms up,

*DO NOT DO IT!! THIS IS A SCAM!!
They only want to see you naked.
I wish I'd gotten this yesterday. I feel so silly.*

From [OFCS Member's Name Omitted]



John's Corner Monster Manure

by John Allard



One of my passions is Flight Simulator traffic. My first John's Corner piece, back in November of 2008 was on that particular subject – titled, "*The Most Important Add-On*". That article dealt with FS traffic, and I'd like to revisit the topic for an update.

I haven't changed my opinion of its place in the scheme of things in FS but have learned a few more things about it since writing that piece.

There's very little in FS that I don't like at some level, but one of the things I like least is an empty airfield. I prefer to see other aircraft - flying, moving, parked - anywhere I go. Ocala was one such empty place in stock FS9. It had no parking spots and thus could have no traffic. If an airport is devoid of parking spots, it will remain a deserted and lonely place in the simulator world no matter how numerous or fine the buildings and other objects that grace its ramps. Adding parking spots is relatively easy and Dree has fixed that for us with panache by releasing his incredible KOCF scenery package. It includes a good assortment of parking places distributed here and there along with the more visible trappings of our local air patch. From that, it's a simple matter to add some traffic to the mix and see a robust, realistically busy KOCF.

In either version of Flight Simulator, FSX or FS9, it's hard to imagine flying and not seeing other aircraft, in the air and on the ground. You can only fly one airplane at a time in FS and it's an unrealistic and lonely world if there are no others around. They provide both a level of reality and a certain charm and ambiance to the FS world that I consider essential to the experience. There are several ways to come at achieving that traffic and they are, in broad terms, not mutually exclusive – you can use most of them together if you wish to. The first, easiest and most obvious approach is native FS traffic.

We'll begin with some background about what makes traffic tick in FS. Broadly speaking, there

are two components to the machinery that comprises FS traffic, one of which is inviolate unless you routinely think in binary and can do hexadecimal long-division in your head. I loosely refer to that arcane, cipher-locked portion as "the FS traffic engine" or, as I sometimes think of it, "The Traffic Monster". It's that buried component of the simulator that controls how FS does traffic, how it behaves with respect to traffic and how the traffic itself is displayed and behaves.

I have some inkling of where the Traffic Monster lives – in one or more of those archly sinister dll files that lurk in various folders within the depths of FS. I believe the heart beats in the Modules folder. Whenever I go there I always have the vaguely uncomfortable feeling that I'm not alone, but never mind that. It matters not whether we know the Monster's name and face or the path to its lair; it's enough to understand what is required to bend it to our need for rendering traffic as we like it.

That brings us to the second piece of the pair that is required to make traffic a reality in FS. That component too is not directly accessible, but is a little more open to once-removed tinkering by normal, mortal users of FS. That capability is thanks in main part to some tools that have been provided by those who delve more deeply into the digital depths. That second component consists of one or more files, which I think of as Monster food. Those files contain the details of the AI traffic – which plane and livery, which airports, how high and fast, when they appear, etc. That's what must be left lying out for the secretive FS Traffic Monster to find and munch on. Continuing in that vein, you may think of the FS traffic that results from feeding the correct files to the Traffic Monster as Monster manure.

Traffic Monster food, with a couple of odd exceptions, always consists of what are loosely referred to in FS as "scenery files". They always reside in one of the many FS sub-folders named "scenery" and they always have a bgl file-name extension. Those scenery files which provide sustenance for the Traffic Monster always have a filename beginning with, oddly enough, "traffic" – assuming the form *traffic*.bgl*. He will eat nothing else. The asterisk represents any number of other characters, or none at all. Thus both "traffic.bgl"

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and “traffic123ABCXYZ.bgl” are acceptable forms of Traffic Monster food, and any number of the tasty morsels may be left lying around in various scenery folders for the Traffic Monster to find and consume, producing the expected result.

As installed, FS will always provide one traffic file for the Monster to feed on. Its name is simply traffic.bgl and it will be found – oh, never mind where. That’s the basic, native FS traffic and contains the details the traffic engine uses to create and display it in our FS. Its effect is controlled by where the traffic slider is set along with a few other user-adjustable parameters. The benevolent Traffic Monster does the rest. The traffic produced will be distributed more or less world wide and will consist entirely of the default FS aircraft type/livery combinations. It’s not half bad, but unless you’re hardware bound, FS can do much better with a little help from our friends.

In terms of ease of use, the next step forward from stock FS traffic is a payware traffic program. There are several on the market, in versions for either FS9 or FSX. The more common ones are Traffic, TrafficX, My Traffic, Ultimate Traffic and a carry-on bag full more. All of the big FS software houses have one or several on their sales pages and I’ve never heard of a really bad one. They differ somewhat in detail and maybe a little in capability, but I believe all get the job done in a credible fashion as long as you make sure to get one that’s intended for your own simulator version. They typically consist of a do-it-all package containing many additional AI aircraft, airports, pre-made Monster food traffic files and various tools and utilities for creating, modifying, organizing, viewing and otherwise playing with your new traffic toys.

Most traffic packages come with hundreds of new airplanes, sometimes with as many as three dozen liveries for each. Those will be automatically placed into your FS installation unless you opt to suppress some of them at installation. Some few may be flyable, but that’s not their primary purpose and most will not be. The majority are intended solely for AI use only and will typically lack a panel. Those will not appear and clutter up the Create A Flight screen, but they’ll be available to show up as airborne or airport traffic. Often the new AI planes will make use of “borrowed” air files, which control flight and

performance characteristics, from the default FS aircraft. You won’t know or care if your new AI Bonanza has the same flight characteristics as the default Mooney – you’re not going to fly it, it’s only eye candy.

The new AC will also differ from high-quality flyable aircraft in terms of the level of detail of the model (the 3D shape) and textures (the external paint). FS aircraft intended as AI are typically defined and designed to look good from the courthouse, from the tower cab or from the cockpit of your aircraft as you taxi by at 20 knots, 100 feet away. They’re deliberately created to a lesser level of detail using fewer polygons and coarser textures to show some mercy to your graphics card and your frame rates count when you’re seeing a whole line of them on a ramp or in a backed-up take-off queue somewhere.

Traffic packages also typically include some number of new and replacement airports for your FS installation. These may provide visual improvements in some cases, but their main purpose is to provide new or improved airports with parking places and start positions (at runway ends) as required to facilitate traffic. The traffic program install routine will add them in and usually creates a higher level scenery layer for them, suppressing, but not removing the stock versions of the airports. At some of the busier fields the newly added airport files might also contain attributes and properties that control parking spaces in a way that will result in a more organized parking scheme. For example, all the Delta AC might park in one block of spots with the United birds down the way or even at a different terminal building.

Traffic programs also provide a number of utilities that make it possible for you to view and manage your new-found traffic, and typically also the stock FS traffic to some extent. These tools are used while FS is running and usually include at least a traffic map and some kind of traffic explorer that lets you see them in tabular form. Also included will be the means to examine and edit flight plan files off-line. Flight plan files are the raw ingredients of Monster food, and perhaps require a little more explanation.

The traffic.bgl files the Monster eats are not human readable and cannot be directly edited. They consist

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of machine code or object code and fall out of a process called compilation. A specialized program called a compiler takes the raw, human-readable text in a specific format and turns it into a compiled file that is more able to be used by the program that uses it. That compilation process normally includes rigorous error checking to assure that the resulting compiled file will execute correctly. In this case the human-readable and editable text files are called flight plan files and the result of the compilation process, the compiled files, are the various traffic*.bgl files – the Monster food.

Why would you want to edit flight plan files? There may be any number of reasons. Perhaps you've got a favorite airplane that you want to see coming and going at your favorite airport, or a hundred of them at a dozen airports you like to fly to. Possibly you'll want to remove certain aircraft from certain locations, or change the times they appear or have them park in certain specific parking spots on the airport. If you've re-painted an aircraft, adding a new version of it, you will certainly want to see the bird in its new plumage appear from time to time. Maybe an airport you visit frequently is perennially congested because of a half-dozen touch and go aircraft that are buzzing around it like pesky flies. It may be that you've downloaded an airplane (or a few dozen, certainly more than you can fly yourself) and would like to see the dust blown off their wings. All these things and more can be relatively easily attended to by the process of creating or editing flight plan text files.

It's not necessary to simply open a flight plan text file in Notepad and begin hacking away at it to modify your traffic. Sure, it's just text, but doing much with them that way can be a tedious and error-prone experience. The typical payware traffic package will certainly contain a structured program that lets you easily add, edit and delete the three basic entities of flight plans – the aircraft, the airports and the schedules. It's mostly a matter of selecting from lists and filling in labeled blanks. If you were to look at a normal flight plan file directly in Notepad, it might not be all that difficult for you to figure out what's what, but there's no need to do it the hard way. The tools provided make it infinitely easier, provide for some bulk processing, randomization where you want it and error checking. Go to

Notepad if you wish, but you'll have bypassed the benefits that flow from all of that.

Note that almost all of that is optional. If you simply buy and install a payware traffic package and let it run as installed, you'll see a huge and positive change in your FS experience. That comes with little to no effort, study, sweat or specialized knowledge needed on your part. It's unnecessary to go further unless you want to tweak something or just like to tinker – but you can.

The next step up in terms of complexity and difficulty brings us to some freeware AI traffic packages and components. This is a mixed bag. There are, for instance several loose groups of power-users/designers/developers/byte-heads on the internet who have made it their collective life's mission to create and promote AI aircraft for FS. In some cases they have dedicated packages that you must download and install in order for their stuff to work. Others take a more piecemeal approach to it, providing various bits and parts of the whole for you to select and use. In general these are a little harder to install and use and may be less well documented and supported than the payware offerings but they are viable and are free. There are some gems, diamonds in the dunghill, which, if found, will make the effort very worthwhile. Search terms you might use for these – Project AI; World of AI; GA-Traffic; Military AI Works. The price is right, but in most cases you'll work a little harder for it.

Special mention is required for a set of things that you'll find called “Traffic Tools” or simply “TTools”. This is the ultimate do-it-yourself kit for AI traffic and includes a user-friendly front-end for the compiler and a good set of help files. Consider this set of goodies essential if you do not wish to use a payware traffic package but would like to move beyond stock FS traffic. With this freeware package and the investment of a little time, you can make your own Monster food from any combination of AC you have or can find on the web, to your heart's content.

It's worth emphasizing that virtually any FS aircraft can be used as AI traffic by properly specifying it in a flight plan file and compiling that flight plan into Monster food. I do it frequently and have only encountered one aircraft that caused problems, a

high-end payware product that simply brought the graphics card to its knees anytime one of them appeared as traffic in the forward view, at any distance. With that sole exception, I've never had a moment's problem with using freeware and payware AC for traffic.

At our club dinner last night, Bob Puttre, our former SAC guy, asked me about the availability of a B-52 for FS. After I came home I did some Internet searching and quickly found a pretty decent one. I've sent Bob the details, but I liked it so much I'm going to have some fun with it. I plan to create a flight plan that has BUFFs flying out of Barksdale AFB in Shreveport, LA, where all the remaining real-world B-52s are based. I'll have them shuttle to various large Air Force Bases around the world, including Guam, Diego Garcia, Lakenheath, Bagram, Rota, Aviano, Incirlik, Thule, Elmendorf, Honolulu, Okinawa and any other appropriate locations I can find, plus some of the major US AFBs. I'm sure I can count on Bob to help me flesh out my list. Imagine the thrill of encountering one of those while making a routine AirHauler cargo run. I offer this as a simple example of the kind of thing that can be done fairly easily with FS traffic.

Two notable exceptions to most of what's above bear mentioning. The first is a new Flight1 product, HeliTraffic 2009. It's a relatively inexpensive payware traffic package for rotary-wing aircraft in both FS9 and FSX. I've just finished about four weeks of playing with it and have published a review at Mutley's Hangar. There's a link to the review in the Hot Links column elsewhere in this issue of the newsletter. In one sense it's a little less full-featured than most of the payware traffic programs. It doesn't provide any additional AC or airports and it's limited to providing helicopter traffic, but it does something else and that's quite spectacular. HeliTraffic makes helicopters in FS actually behave like helicopters. It does this by entirely bypassing the FS Traffic Monster, substituting it's own in a very easy to use way. It has its own traffic routine that runs separately but in parallel with the FS version, putting random and scheduled helicopter traffic, behaving realistically, into your FS world without interfering with the rest. It's ground-breaking and very neatly done.

The other exception is something called SimConnect, about which I know relatively little. It's a bolt-on to FSX - not usable with FS9 at all. It has the capability of sending on-the-fly traffic instructions to the Monster while FSX is running, entirely bypassing the whole compilation step. This too, like

the aforementioned HeliTraffic 2009 is a revolutionary step forward.

SimConnect is already supported in AirHauler and makes it possible to see your AI-piloted company aircraft coming and going as you make freight-hauling job assignments in FSX, all in real-time with the sim running and without doing anything to make it happen. AirHauler uses SimConnect to do all the heavy lifting in the background. This is an exciting and unprecedented thing and though I don't think anyone has done it yet, theoretically provides the means to display real-world, near real-time traffic in FS. It could be done relatively easily by downloading the data from on-line air traffic resources that already exist and sending the data directly to a running instance of FS. I'm confident that it's only a matter of time before such an application is commercially available for FS.

Remember too that all the various things described in this article are not mutually exclusive. You can apply any and all and for the most part they will work together seamlessly. There might be a few exceptions, but I use most of what's noted in one form or another and have very few traffic issues. The only practical limit is the capability of your hardware to keep up with everything the Monster is trying to make it display. At some point, adding another thousand AI flights might push your installation over the edge, making FS unstable or at least affecting frame rates and quality. If that happens, just drop the traffic slider back a few percent or delete a few lines out of some of the flight plan files and recompile. I've seen around 400,000 flight plans reported in a compilation run, each one a line in a flight plan text file. I have had my traffic explorer showing in excess of 800 AI aircraft within 200 NM of my location, some parked, some in ground operations and many in the air.

I'll never live long enough nor fly enough hours to encounter most of them, but I'm very confident that wherever I go in FS, there will always be something interesting, exciting and unexpected to see somewhere nearby. It's hard to beat the feeling of seeing a unique aircraft somewhere in the FS world and realizing it's there because of something you did. You don't have to settle for only what came out of the Flight Simulator box. Feed that Monster - you'll like what you see and you won't regret it.



AirHaulers -> AirHaulics – June Flight Plans In AH

by: John Allard

A key feature of AirHauler is the ability to string a number of flight legs together, even comprising multiple cargo-hauling jobs. With a single “launch” from the AH business screens, the intrepid flyer can embark from wherever he happens to be and fly any number of flight legs in sequence to prosecute the accepted freight jobs. There are no software limits to how many may be selected, only those of practicality.

Once the user has accepted one or more jobs he then indicates in the My Jobs screen that he wishes to set off on one, some or all of them by pressing the “Fly Now” button. AH takes the flyer next to the Flight Planning screen, where the flight legs are sequenced and laid out. It’s not a place for detailed pre-flight planning involving waypoints, time, nav aids, weather, fuel, etc., just a working aid for establishing the sequence and stops for the series of flights that are about to begin – in a word, just the routing, ignoring even waypoints.

The Flight Planning screen provides wide latitude to structure the flight legs in any sequence and even to add stops that are not directly related to the jobs – adding a fuel stop in the middle of a long flight might be a plausible reason for putting an additional airport into the itinerary. Perhaps the cargo is not where the pilot finds himself located, so a deadhead leg to the pickup airport may be needed. That and more is possible on the very flexible Flight Planning screen.

Let’s take a simple example and see how that works. Say our hypothetical aviator is at his base in Ocala with his trusty aircraft and has accepted two very lucrative jobs out of there, one for delivery to Montgomery, Alabama, the other going to Norfolk, Virginia. The logical way to take this on is...

KOCF -> KMGM -> KORF

...dropping off the Montgomery cargo first, then proceeding on the much longer leg to Norfolk. However, greed may have exceeded grasp. Considering the weight of cargo, our flier realizes that he cannot load both cargoes and still carry a full load of fuel. He’ll have to forgo some fuel in order to carry all the load. This kind of situation is not at all unusual in AH.

It should be noted here that AH rigidly enforces some things that must be taken into consideration in these kinds of circumstances. In the first instance, the aircraft Maximum Take-Off Weight (MTOW), as defined in the aircraft.cfg file, cannot be exceeded – AH simply will not allow it. The empty weight of the AC, the weight of cargo being carried, the weight of fuel and the weight of the pilot cannot exceed that magic MTOW number. Sometimes this gets fudged a little in the real world but never in AirHauler. Obviously, fuel and cargo weight are often pitted against one another – more of one means less of the other. Sometimes it takes two trips to haul it all.

Secondly, and equally important, the options for unlimited fuel or adding fuel from the FS Fuel & Payload menu are also blocked. The only way to add fuel is to buy it while at an airport through the AH Cargo Loading screen. Virtual in-flight refueling is not an option when flying an AirHauler flight, even though FS normally allows it from the F & P menu.

Having explained those constraints, we return to our example. Our flyer confronts his fuelish dilemma. He will not have enough fuel capacity to carry him all the way to Montgomery. What to do?

The obvious answer is a fuel stop somewhere along the way. By stopping midway along his route of flight to add some more fuel, our pilot can safely, but at the cost of some time and inconvenience, still make the trip. Tallahassee seems like an obvious candidate, roughly half-way, a decent-sized airport with

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associated nav aids and nice long runways to gently set his heavily laden bird down upon.

While working in the AH Flight Planning screen, our man sees that AH has proposed a tentative plan that says just what we surmised originally – Ocala to Montgomery to Norfolk. That's a good start and the sequence is right, but now he'll need to insert a stop between Ocala and Montgomery, making the new sequence...

KOCF -> KTLH -> KMGM -> KORF

A few button pushes on the AH Flight Planning screen gets the job done. We'll assume for the sake of simplicity that once he's dropped off the first cargo in Montgomery, he will be able to carry sufficient go-juice to make Norfolk from there in a single hop, so adding another fuel stop between the two is not necessary. If it were needed, it's as simple as was the addition of Tallahassee to the itinerary.

At this point he can exit the Flight Planning screen to the Cargo Loading screen of AH. Here he'll load the two cargoes and his initial load of fuel, carrying as much of the latter as his remaining MTOW will permit once everything else is aboard – setting up a MTOW takeoff. It is from this screen that AH will launch Flight Simulator, permitting our eager freight dog to finally set off on his journey.

FS will be launched automatically by AH and the user will find himself in the cockpit of his cold, dark aircraft. No, he doesn't have any choice in that – he has to start it up from cold and dark. He'll find the fuel and cargo already loaded. [NOTE: options for manually loading fuel and cargo exist in AH] He will wisely check the weight distribution using the FS Fuel and Payload menu, adjusting if necessary to assure an acceptable center of gravity before setting off. Flying down the glide slope at his first stop would be a poor time to find out that there's not enough nose-up elevator trim available to hit his approach speed. The ramp-rats are not to be trusted

and the wise pilot always double-checks the CG himself before setting off.

One of the things he'll find as he pokes further around the cockpit is that AH has created a FS flight plan file from his work on the AH Flight Planning screen and it will already be loaded in the GPS. It will contain the entire route of flight from Ocala to Tallahassee to Montgomery to Norfolk, just as he'd specified.

Now, at this point I must regretfully tell you I have bad news and good news. First the bad - due to the limitations of Flight Simulator, only the origin, Ocala, and the final destination, Norfolk, will be treated as expected. The intermediate points, fully intended by our AH pilot as landings for fuel and/or cargo operations, will be seen by FS simply as waypoints. Flight Sim flight plans begin and end on the ground – everything in between is simply a waypoint. Consulting the details of the FS flight plan on the aircraft keyboard will show the speed, altitude, time and projected fuel burn figures will be as if these places will be over-flown in cruise, i.e., simply navigational waypoints.

The offsetting good news is that AH has no further interest in the route of flight nor does it require use of the loaded flight plan. AH provides that plan as a convenience but permits the user to edit or replace it entirely if that is called for. AH will be utterly indifferent about the route and only wants to see the cargoes turn up at the right airports before the jobs expire.

Our pilot may use the FS Flight Planner or a third-party flight planner to edit the AH-generated flight plan or to create, save and load a different one or none of the above. The route of flight, speed, altitude and intermediate stops are matters of complete indifference to AH.

There are several ways to deal with this, but they boil down to these.

- 1) Don't use a FS flight plan

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2) Use the plan as-is but ignore the altitude, speed, fuel usage and time details and land at Tallahassee anyway. The details of the plan will be incorrect, but the routing will be OK. By this method the plan may be used for the entire set of flights as originally laid out.

3) Create separate plans, one from Ocala to Tallahassee, another from Tallahassee to Montgomery and a third from Montgomery to Norfolk. They can be created all at once and saved before setting out or can be done one at a time at the intermediate stops as needed.

Note also that the type of flight plan may be changed by editing. If a VOR to VOR or an airways flight plan is desired instead of direct GPS, that can be done in the FS flight planner and AH will not have a problem with it.

If the AH user enjoys the realism of closely following detailed FS Flight Plans in AH flights, he will need to go with the third option and manually create and load individual flight plans for each flight leg. It's not so terribly hard and mirrors real-world practice, where one take-off and one landing comprise one flight plan. A three-leg set of flights in the real world requires three separate flight plans.

If method 3 is chosen, the pilot loads the first flight plan and uses it to fly to Tallahassee, taking care of his fuel business there and then returns to the cockpit. Once back aboard, he loads up the second flight plan and flies on to Montgomery.

As a parting sub-topic, one of the joys of AirHauler is that the entire sequence of flight legs can be done without shutting down and re-launching Flight Simulator. Once AH launches FS at the origin and places the user in the cockpit, FS can remain running right up to the final destination.

At each stop, the user parks and shuts down the engine(s) and then clicks out of FS to AirHauler. He goes to the Cargo loading

screen, takes care of cargo operations, buys fuel if needed, performs repairs if indicated, then clicks back into FS, which has been running the whole time (i.e. the program, not the engine). He restarts his engine, does his preparations for the pending leg and takes off for that next destination. An entire sequence of flights can be done this way at a single sitting, if desired. It's difficult to communicate to non-AH users the feeling of realism this engenders. The psychological effect, the "feel", is very much that of having made a short stopover and then resumed the flight.

AH does offer the ability to suspend an in-progress flight operation at any time, regardless of the number of planned flight legs. This can be accomplished either by pausing FS in flight, by using a dedicated AH in-flight save feature (but not a FS Save), or simply by terminating operations on the ground at any stop. The operations can be resumed at any time, so planning five consecutive legs, flying three and then quitting for a while is quite feasible. The only thing that the AH flier must keep in mind is the job expiration times - that clock continues to tick without regard to whether FS, AH or even the computer is still running. If the job expires at noon tomorrow, when it's noon tomorrow, the job becomes a pumpkin whether the flight was suspended or not.

If you're reading this as someone who's never used AirHauler, I hope this communicates to you a sense of the structure of AH, but also of the great flexibility it affords in carrying out cargo operations. It's a difficult thing to explain unless you've experienced it. There is a rigid structure of rules and software constraints which provides some purpose and some fences for your flying within AH. Much of this emulates real-world flying limitations, many of which are more or less absent or optional in FS flying outside of AH. The fuel limits are a good example of that.

Conversely, AH provides a great deal of latitude in many other aspects of your cargo flying, as long as you stay within its fences.

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You choose your base but pay what it's worth. You fly what you want, as long as you can afford the AC. You accept the jobs you want, ignoring the rest, but once accepted, the expiration time is merciless and consequences ensue if it is busted. You can choose the time of day, height, speed, route and may set the weather as you wish. IFR or VFR or NFR (no, you won't find that last one in the AIM) are all within your scope of choices. Use the GPS enroute or zig-zag between VORs or follow the coastline or I-75 or the Burlington Northern – fly the ILS at the destination airport or fly the pattern and land like the bug smashers do – all of that, and much more, is very much up to you in the world according to AirHauler. Happy Hauling.



Thank-Yous and Attaboys

by John Allard

Member Category:

For restaurant suggestions – **Jim Dillman** (Stone Creek Grille)

For Hot Links suggestions – **Jim Dillman** (Lufthansa Geography Game); **Charles Caravetta** (Smart Cockpit); **Harold Reeg** (Dunnellon Airport Article)

For meeting presentations/contributions – **Wayne Knowles** (Low and Slow Tours-LAST); **George Million** (KOCF to KGNV IFR flight demo); **Charles Caravetta** (Flight Training DVD)

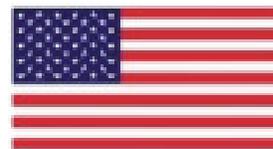
For *Gosport* Contributions - **Dave Clark** (Fly on the Ceiling question); **Andy Flightsim** (Associate Member - FSX Flight Planner article); **Hank Jazwinski** (Bad Day article); **Bill and Bonnie West** (Bill's Simulator Check Ride)

For bearing a hand with checking out the ATIS problem with the KOCF scenery – **Jack Neal**, **Charles Caravetta**, **George Million**, **Gene Ayers**, **Steve Austin**

For checking out several new test versions of the KOCF Scenery while attempting to find a solution – **George Million**

NOTE: *The newsletter staff has no wish to slight anyone – ever. If you know of someone who deserves mention here, please let Editor Steve Austin 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.*





"The things that the flag stands for were created by the experiences of a great people. Everything that it stands for was written by their lives. The flag is the embodiment not of sentiment, but of history."

—Woodrow Wilson,
28th U.S. president,
quoted for U.S. Flag Day, June 14, 2010

Provided by John Allard

Sunset Log



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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

HATS OFF TO ALL OUR VETERANS AND THEIR FAMILIES