

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

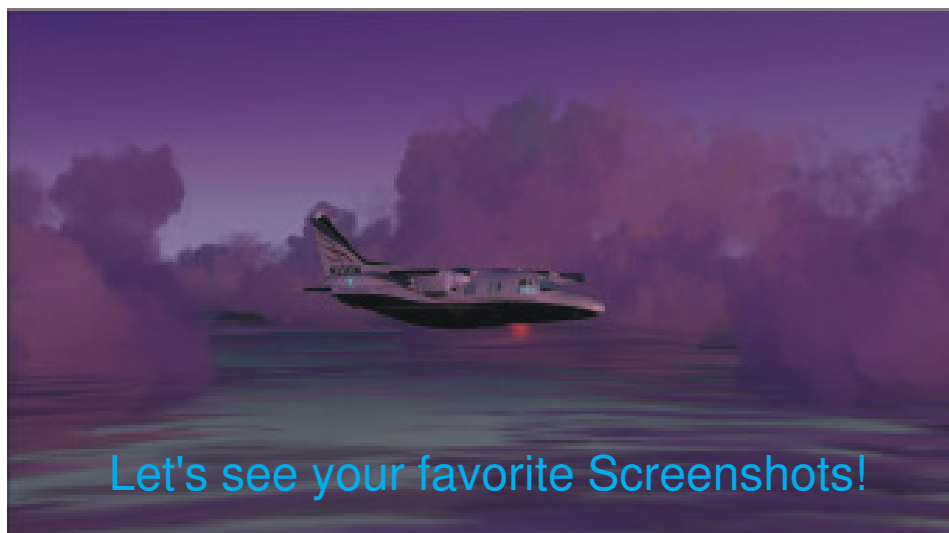
A PUBLICATION OF THE OCALA FLIGHT SIM CLUB



Volume 3

Edition 8

August 2010



Let's see your favorite Screenshots!

This is a screenshot of a flight I did near Iceland enroute to Ireland. In his realworld career, Jack Neal flew this type of airplane as a business pilot. He has several in his FS fleet and if you ask Jack, I'm sure it seems like yesterday that he flew them realworld!

Send your screenshots to me (Steve Austin - austin82647@yahoo.com) and we'll put it on the cover of an upcoming issue of the Gosport! Include a little information about where you were flying...

*******NEXT MEETING IS THURSDAY AUGUST 5th*******



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!



Newsletter Staff

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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.



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.

John Allard

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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.

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Th-Tha-That's all Folks!

Financial Report

by Gene Ayers

Financial Report for the period ending July 31, 2010

Funds expended this period.....	None
Previous balance.....	\$90.00
Amount received July 1, 2010.....	\$31.00
Cash on hand.....	\$121.00

Financial records can be reviewed at any OFSC meeting. Notify Gene of your desire to see the records.

John's Corner

Oh, the Things You Can Do!

by John Allard



Dave Jones and I have a shared expression that I've used in this column before to describe certain things – quicksand. This article is about a certain kind of quicksand, that of editing FS airports. The first few steps are great – as all of it is, really. At some point, however, you realize that it's bottomless – there's no depth at which you

can say, "I've found the end of this one." Don't say I didn't warn you.

Once you get your feet wet with this kind of thing, it brings to mind the exclamatory Dr. Seuss line I've borrowed as a sub-title. Airport editing can make you feel like that once you realize what's possible – and much is possible. Certainly all of us at OFSC have become aware of the kind of thing that's feasible with the release of Dree's KOCF scenery for FS9 and FSX – what a difference! If we'd never seen the real KOCF, that airport scenery would still stand out in FS, visibly better than the stock version of almost any other airport. If you're fortunate enough to have seen the real thing, as we have, then you can't help but appreciate how well done and accurate he's made it. That's our first inkling of what's possible by way of editing airports.

This article is intended neither as a review nor a how-to. After you've finished reading this you won't be any more capable at editing FS airports than now, but you may have more interest and a better idea what can be done and what sort of tools are required and available if you wish to take that first step into the swamp.

There are something on the far side of 20,000 airports in FS9 and at least 10,000 more in FSX. Some few are photo-realistic creations of pretty high quality; at the other end of the spectrum are all those bare grass strips with no facilities at all. Those latter are just a faint brown stripe in that nicely mowed rectangle of grass. You know the ones I mean, impossible to find in the dark and nearly impossible to land on satisfactorily in any kind of a crosswind, often with a tall tree at the approach end. They're all there – the extremes and everything you can imagine in between.

Why would you want to edit an airport? There are any number of reasons, but they boil down to appearance or

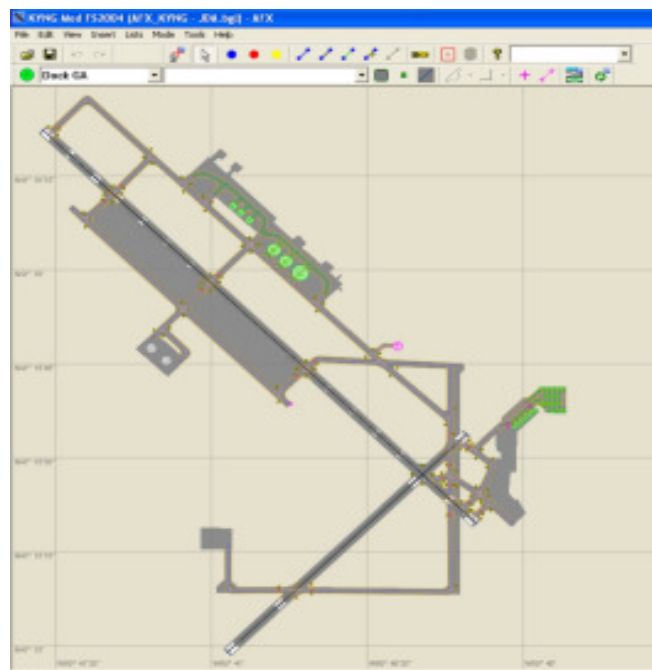
utility. For me the first reason encountered, and to this day the most powerful of motives is to give deserted airports the ability to accommodate traffic – so usually utility in my case. Whether you only have native FS traffic, a freeware package or a high-end payware traffic application, no airport is going to have any traffic unless there are parking spots defined. If a traffic program sends AI aircraft to a barren airport with no parking spots, and if you're at the destination watching, you'll see him land and abruptly disappear as he stops on the runway. If the traffic package attempts to originate a flight there, it will never materialize. Parking spots are the key to all of it and it may come as a shock to know that most stock FS airports have none.

Airport editors are not only the quick and easy way to add parking at FS airports, as far as I know they are the only way, short of writing XML code. An interesting thing about parking spots is that after you've added one with an airport editor, you don't even see it directly in FS, though you might see the optional paint lines on the apron that lead to it. An FS parking spot is an invisible entity that is part and parcel of an airport. Its primary function is to confer the ability for FS AI traffic to use that airport and for them to behave somewhat realistically while there.

Taking a half-step back, it's important here to identify the different tools used to edit airports. They fall roughly into three categories...

- Airport Editor
- Object Placer
- Scenery Designer

It is the first of these, the airport editor that is the focus of this article. The airport editor is intended to add, edit or delete the airport components, entities, properties and



Continued on Pg. 17

From the Left Seat...

Wayne Knowles

Here is an excerpt from Computer Pilot for FSX users...

Do you know that you can browse the Learning Center information without starting FSX?

To do so go to (your FSX folder) FSWeb\Learning Center and double click the file "lc_index_Key Topics Tabs.htm". This will open the Learning Center in your browser.

This way you don't have to start FSX and wait for it to start up. If you don't intend to be flying it could save you a lot of time for other important things.

Wayne

The Philosophy of Phlying

Contributed by Wayne Knowles

Phlying can be philosophical, but here are some simple and true facts about aviation.

Both optimists and pessimists contribute to society. The optimist invents the airplane, the pessimist, the parachute. If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Death is just nature's way of telling you to watch your airspeed.

Real planes use only a single stick to fly. This is why bulldozers & helicopters — in that order — need two.

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the fat one.

As a pilot only two bad things can happen to you and one of them will.

a. One day you will walk out to the aircraft knowing that it is your last flight.

b. One day you will walk out to the aircraft not knowing that it is!

OFSC Web Site

by John Allard

While browsing around the Internet a few weeks ago, I found myself at the Leeward Air Ranch web page. Navigating to their "Community" page, and then under that to "Aviation Organizations", I noted quite a collection of links and logos for area aviation organizations of one kind or another — well over a dozen of them. The idle thought crossed my mind that OFSC should really be listed there too.

Never thinking that we don't really have much in the way of a web page for potentially interested people to see, I e-mailed the Leeward webmaster who promptly replied along the lines of, "Sure, send your URL and logo and we'll put it up." Gulp! Though we do have a very nice logo, we don't really have a URL — well, we didn't — since fixed. Our presence at Mutley's Hangar, though beneficial, is not really structured as a welcome site for those who don't know much about us or flight simulation.

With some able coaching from Pam, who does the web site for her local painting chapter, I was able to cobble together a single introductory page and placed it on a free web site server, Weebly.com.

Though you won't learn much about us that you don't already know, if you care to have a look we're now proudly ensconced at...

<http://ocalaflightsimclub.weebly.com/>

If you'd like to see the link to us at Leeward...

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

...then navigate to Community -> Aviation Organizations. You'll see our logo and link at the bottom right.

In the course of doing this, I learned that the domain name "ocalaflightsimclub.com" is available and we may register it for a nominal (annual) cost. I'm amazed that a catchy domain name like that hasn't been snapped up by an aggressive marketing firm or a Fortune 500 company looking for exploitable assets, but surprisingly enough, it's available if we want it.

The effect of paying to register it would be to eliminate the "Weebly" part of our URL. I don't know the cost of registering the name yet and don't know if there's really any benefit in doing so, but hope to know what the price would be in time for us to discuss it at the meeting on the 5th.

Breakfast Report

by John Allard

STONE CREEK GRILL

We tried out a new place for breakfast this time around – new for OFSC at least. It was a bright, sunny morning, trending toward hot, when we visited the Stone Creek Grille which is inside the Del Webb Stone Creek development off 80th Avenue. The grille has allegedly been open for business for about two years. If so, it's a well kept secret and a great pity it is. It turned out to be a very nice place. The original recommendation was from Jim Dillman who missed his opportunity to join us.

This was a plan B location – I had it penciled in for next month when I received a negative report about my Plan A July location from an OFSC member who had gone there recently. Based on that, I moved this one to the top of the list. It couldn't have worked out better.

We mustered only a small group for us; nine including Carmen, who helped swell the ranks a little. Carol was down with a nasty cold and opted not to spread her germs around, but Gene filled in ably with the camera and recruited a waitress to bear a hand as well.

It was a nice get together with good conversation. The restaurant couldn't have been nicer – new and clean, spacious, nearly empty, with a nice view, a nice menu and the food very nicely done – and great coffee, unlike our last breakfast outing.



Stone Creek Grille was a little out of the ordinary and not overly pricey. The sole waitress on duty worked hard to take good care of us and managed it quite well. This place has, I believe, dinner possibilities for us too, though that is entirely up to Lea and the ladies, of course. Since Discovering Stone Creek Grille, I've become almost a regular – if memory serves I've chalked up about six visits now.

July OFSC Meeting

by John Allard

Our regular meeting fell on the 1st of the month this time around. Mercy – that's so long ago I'm not sure I can remember any of it. Oh, yes – notes – now where are they?

By the roster sheet, there were thirteen members attending this time around. Having no visitors to recognize, Wayne began with a recap of the Slow and Low Tours – SALT Flights - he's been busy working on. Not being satisfied with only making these available for the FSX users, Wayne has been busily converting them from the original format to FS9 as well, so those die-hards in our midst, me included, can enjoy them too. At some point we'll have a mass distribution of these to the club members in some fashion and format.

After lulling him into believing he was off the hook for the evening, Gene Ayers was asked for a financial report anyway. He reported the princely sum of \$90 in our coffers. With a self-imposed cap of \$100, it seemed likely the jar would be put away after the meeting until expenses begin to make a hole in our rising revenues.

Jack Neal stepped up to the plate to give a talk on how it was done before GPS. Jack was an accomplished, instrument-rated business pilot before the first GPS satellite was launched. It was done in those days entirely with VORs, NDBs, and ILSs, flying the airways using paper charts, an E6B and radar vectors from ATC at times.

Jack gave us the benefit of his experience, beginning with an example flight. He laid out his flight legs and fixes on the white board to illustrate the use of VORs and intersections, not only using From and To radials to navigate along, but with cross-bearings from nearby VOR stations to confirm station crossings, etc.

He explained the flight planning process and the interactions with ATC. It's all very much the same as now, but oh, so different without that little moving map to keep the pilot's all-important Situational Awareness constantly updated. Jack took questions throughout and more at the end. It was a great presentation and gave us a good insight into how very much GPS technology has reduced the pilot's navigational workload and increased the accuracy and ease of navigation.

John Allard gave an update of the minor problem that's been discovered with an inoperative ATIS frequency in Dree's KOCF scenery in both sim versions and status of the fix. George Million has tested the FSX repair and

OFSC Meeting Notes - Con't.....

pronounces it successful. John reported that the FS9 repair is pending and that corrections will be distributed to club members when available and fully tested in both versions. See elsewhere in this issue a full report with current status.

There was a discussion of whether and when we might want to hold another FS workshop. There seemed to be a general consensus for doing so, but nothing much solid beyond that. A suggestion was made that having it late in the year or after the beginning of the new year when the snowbirds have returned might be best. See elsewhere in this issue for a synopsis of input needed and questions that we'll discuss at the next meeting.

July Dinner at Chili's

by Wayne Knowles

The attendance may have been low but the group had a good time. Some usuals were out of town doing grandparent/family get-togethers. Others were nursing nagging health problems (we hope they recover soon and look forward to seeing them at the regular meeting next month.)



The men did a lot of Sim-Fly talking. Putt-Putt brought in a flyer of an "I-book" he recently purchased. He hopes to be able to load it up with sectionals, approach/departure charts, and other important documents to make his flying easier. If all goes well he has been asked to do a dog-and-pony show at the next meeting.

The food, and service, was great. To make the dinner even better we all qualified for the "early bird" prices.



As in the past the men sat at one end of the table and the ladies at the other. This isn't so unusual except Putt-Putt wondered why he had settled for a hamburger and his wife feasted on a steak...their intercom must not have been turned on.

Hope to see everyone at next month's dinner...

Wayne and Lea

A Note from the North



FROM BONNIE & BILL WEST

If all goes well we will be heading to Florida around the 15th of October. We usually take about 3 or 4 days to get there.

See You all soon.

Bonnie & Bill

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-52H Freeware by Mike Stone

<http://www.flightsim.com/file.php?cm=SEARCH1&fsec=0&fname=SB52H.ZIP>

Asked by Bob Puttre at dinner last month about the availability of a B-52 for FS, I went looking and found this one at FlightSim.com. It's freeware and is a Mike Stone model. It's not bad at all, with a decent but non-authentic panel and a fairly good external and flight model. I'll be using it for traffic, creating some of these big birds shuttling between Barksdale AFB in Louisiana (where all the remaining ones live) and some of the other Air Force Bases world-wide. Encountering one as traffic would be kind of fun. If you're a BUFF buff, this one's pretty good and it's free. If the link doesn't work, search FlightSim.com's file library for sb52h.zip. You might need to register at FlightSim.com but that's free too. Sorry FSX guys – this one says it's for FS9 only.

USS Stennis Flight Ops

<http://www.tailsp.in/aircraft-carrier-uss-john-c-stennis-launching-aircraft>

A 10-1/2 minute documentary-style video, apparently from the Discovery Channel, this features the USS John Stennis with an emphasis on flight ops. It's a great show and well worth the investment in time to watch it. It's apparently a bit dated since I see S-3 Vikings and F-14 Tomcats, both of which are now completely out of service, but it's still a good show. Thanks go out to Jim Dillman for sending the link to this one.

Boeing Photo Slide-Show

<http://www.seattlepi.com/business/gallery.asp?SubID=5870&page=1>title=Boeing>

[%3A%20From%20WWII%20to%20the%20edge](#)

[%20of%20the%20jet%20age](#)

This is a series of 35 B&W Boeing photos from pre-war, WWII and a short time post-war. They show planes, people, facilities and a lot out-of-the-ordinary shots of company activities during the period. Don't miss the shots of the camouflaged aircraft factory from the air. I honestly don't remember who put me on to this one – sorry.

AN/AAQ-37 EO DAS for the F-35

<http://www.es.northropgrumman.com/solutions/f35targeting/assets/eodasvideo.html>

A video by Northrop Grumman featuring their Electro-Optical Distributed Aperture System – the eyes and targeting system of the new F-35 Joint Strike Fighter. If you aren't excited about the capabilities of the JSF, this might just change your mind. Thanks to Hank Jazwinski for sending on the link to this one.

How to Add Scenery to FSX with Windows 7 - A Quick Guide.

<http://aussiex.org/forum/index.php?showtopic=4426>

This is a forum post on an Australian FS-related web site. I found the link to this in a post at the Mutley's Hangar forums. This article is brief, well illustrated and contains the trick of "clicking in the white space" that is necessary for this to work in Win7. If you're using FSX with Win7, this is a must-read.

From the Underground

by John Allard

Various Links from John Hartlove (Gene and Carol Ayers' Son-in-Law)

John, who refers to himself as our "underground member" is an avid reader of our newsletter and a frequent e-mail correspondent. This month he sent no less than a half-dozen links. In the interest of space I've culled out a few that were already published in earlier issues but what remain are very good.

Hot Links - Con't...

<http://navmonster.com/apt/KOCF>

Navmonster.com describes itself as a (real-world) GA Pilot's Pre-Flight Web Site, and it's a good one. The link is to the KOCF page, but you can hit the "Home" button for access to all their features. This site is an excellent resource for flight simmers.

<http://fullterrain.com/freeware.html>

This is a link to a page on the Orbx Simulation Systems web site where they've made some excellent freeware airport scenery, aircraft and some other things available. This is from a very active publisher of high-quality FS payware. This page is their gift to the community. Have a look – good stuff at the best possible price - \$0.00.

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

If you're a rotorhead, don't miss this one. There seems to be a mix of FS and Radio Controlled rotorcraft content here but plenty of it is for FS. If you like helicopters, this is a place you won't want to miss.

WAL-MART SENIOR GREETER

Charlie, a new retiree greeter at Wal-Mart, just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp-minded and a real credit to the company and obviously demonstrating their "Older Person Friendly" policies."

One day the boss called him into the office for a talk. "Charlie, I have to tell you, I like your work ethic, you do abang up job, but you're being late so often is quite bothersome."

"Yes, I know boss, and I am working on it."

"Well good, you are a team player. That's what I like to hear. It's odd though you're coming in late. I know you're retired from the Navy. What did they say if you came in late there?"

"They said, 'Good morning, Admiral. Can I get you some coffee, sir?'"

Contributed by Wayne Knowles



AirHaulers -> AirHaulics

Diversity in AH

by: John Allard

Diversity is a hot topic these days. I'll leap on the bandwagon here for my own purposes. In this case it's not about demographics, national origin nor any of the typical contexts in which it's normally foisted upon us by those telling us how we ought think and feel about such things. I'm borrowing the popular buzz-word term to describe a property of my subject. One of the most unique and interesting aspects of AirHauler is the flexibility that it affords in how the owner may approach it and use it – in a word, diversity. I don't know of another FS add-on with such a rich set of options for the owner/user. Some of those options are formally presented as such by AH. Many others simply derive from the open-ended nature of the AirHauler business simulation format and the flying aspects of AH operating under Flight Simulator.

Taken from the 100,000 foot view, AH simply generates potential air-freight jobs, some of which the user commits to and then proceeds from A to B in Flight Simulator flights, attempting to cover his expenses and make a profit while hauling the goods. The great diversity comes mainly from three sources. AH includes numerous options settings for the user and by adjusting them he can exert broad control over many of the business and the aviation aspects of the AH world. In addition, the almost universal scope of potential locations, aircraft, business choices and the flight details that are available to the user in the course of using AH, quite aside from the formal "Options", further broaden the playing field. The AH user has a very comprehensive span of control over almost every aspect of his air freight business, and in fact, may have any number of separate companies operating in parallel, each in a very different scenario if he so chooses. Finally, FS itself is full of choices, the vast majority of which remain available to the AH flier.

Turning first to the startup options for a new AirHauler company, the most basic choices are...

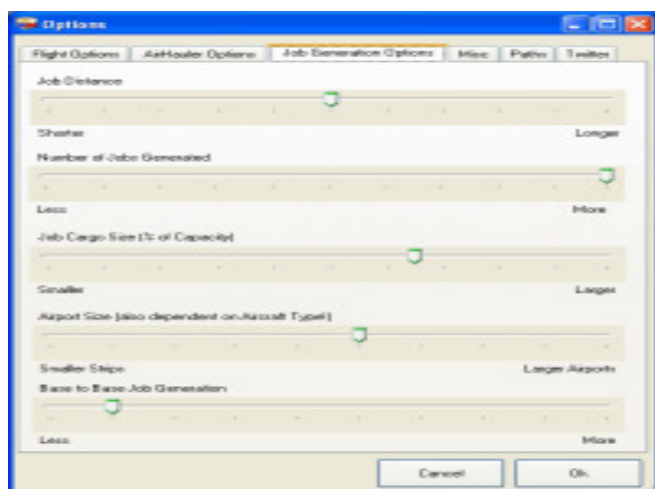
- Startup Mode
- Base Airport
- Cargo Settings

Taking them one at a time, Startup Mode offers four choices, Easy; Medium; Hard; Career. They differ only in the amount of start-up cash, the starting aircraft and the level of company reputation. The career mode



introduces a further variation – a 10,000 lb. limit on the aircraft weight the owner may operate, initially, requiring him to work his way up a defined scale to larger, heavier aircraft. In all other respects, Career mode and Hard mode are the same.

Selection of a base of operations at the beginning is a key source of great variety. It taps the almost limitless range of the FS world for the user to choose from, subject, of course, to his ability to afford the larger, more expensive fields. The possibilities range from remote unimproved grass strips in the nether regions of the FS globe to the nearest local airport to the large international air hubs, with everything in between including military fields, as fair game. If the user has added airport upgrades or replacements through payware or freeware add-ons, or has made enhancements with an airport editor, all of that is available too, either at his chosen base of operations or whenever those locations come up as cargo origins or destinations.



The cargo settings are made using five sliders in the Options screens and serve to bias the job generation function of AH. The sliders are for Job Distance; Number of Jobs; Cargo Size; Airport Size; Base to Base Jobs (a recent addition). Obviously, these factors provide a large span of adjustment for how the AH flier will operate. He may choose to focus on short hops between relatively small airfields or long-haul, heavy-weight flights between continents or anything between those extremes. Two things should be noted here, 1) that the slider settings are not absolute, but are heavily context-dependant, based mainly on the type of AC the user employs, and 2) AH always introduces a large measure of randomness in the job generation factors, so much variation remains, regardless of the settings.

Beyond the initial settings, AH provides other options too; starting position at airports, time of day choices for flights, cargo loading options and variable real-world fuel pricing are among these. There are other game-specific settings for map line colors, for instance, or use of auto-pause at a user-specified distance from the destination.

The AH freight operator has almost universal control of the FS world in which he will fly. Almost all of the normal choices of built-in FS options are still available to him as he plies the airways with his loads. Things such as the aircraft realism settings and whether to use ATC or to invoke downloaded real-world weather are unaffected by the fact that he's operating on an AH flight. Almost the full range of FS options are still available – a select few have been blocked, for example unlimited fuel or the ability to add fuel in flight are unavailable, but almost all of the richness of Flight Simulator's built-in choices remain to be used as desired. He may choose to fly in daylight and with VFR weather only, or may take the WX as it comes and fly hard IFR to (or past) minimums when Mother Nature is in a testy mood. AH imposes very few constraints on the freedom of choices that are inherent in FS itself.

In addition, AH gets along well with other add-ons operating in parallel. In my own AH flights I operate FS Navigator (moving map), Active Sky (RW WX), Voice Activated Controls, TrackIR, Radar Contact (ATC), AISmooth (traffic management), Autosave (crash insurance - captures flight details once a minute over a rolling 10-minute interval), Virtual Keyboard, Snapper (for screenshots) and a number of add-on panel gauges. In addition, I use add-on terrain mesh, scenery enhancements, a comprehensive payware traffic program and all manner of airport scenery enhancements and add-ons in my FS9 installation. All of that kind of thing operates seamlessly in parallel with AirHauler and all can be fully enjoyed while making AH flights.

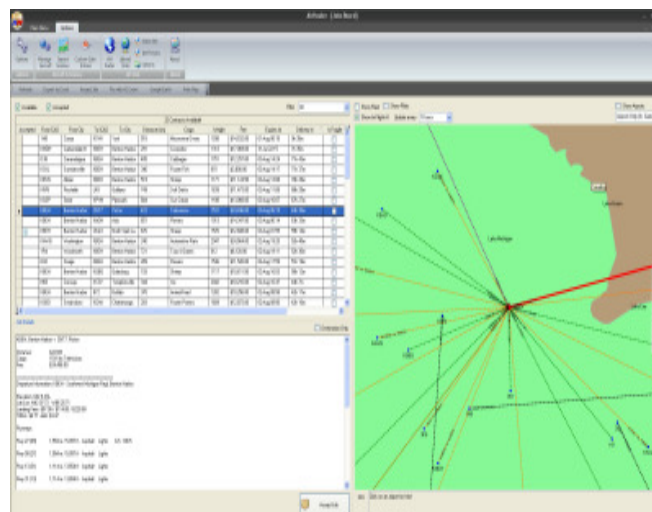
en though the starting options in AH always begin with one of the default FS aircraft, once established the AH user can import virtually any aircraft that is installed in FS. Doing so makes that AC available for purchase or lease by his freight company. Occasionally it may appear for a short time in the Used AC for Sale list, in less than perfect condition and at a less than new price.

Many of the key features of AH are entirely optional for the user, not from options settings, but just by virtue of whether he invokes them or not – he may choose to make use of them or may decide to forego them entirely. The use of AI pilots is a good example, or taking out a bank loan or investing some company money in the AH stock market (at RW prices) - all are available but each is entirely discretionary upon the owner/pilot.

Watching the AH postings at the Just Flight and the Mutley's Hangar AH forums, I read a lot of discussion about AH. While some of it is simply users asking questions seeking help and advice, there are also many postings from users describing their AH companies and operations. It's become obvious that there is great variability in how people operate their freight companies. Some simply want a small bush operation and have no desire to grow out of that. Some are empire builders, with dozens of bases world-wide, operating large fleets of AC with scores of AI pilots. Some prefer to operate regionally in their own locale – others opt for far-flung, exotic places to do business. Some are flatlanders, some like the mountain flying, still others prefer seaplanes or amphibians and gravitate to water runways, others yet are rotorheads. Some operate heavy aircraft and others prefer bug smashers or regional turboprops or military transports. At least one has set off to go around the world, buying bases ahead and selling them behind in order to entice AH to generate the jobs he needs to proceed. Several run blogs or websites, detailing their AH company operations – if you were to blunder into some of those sites you could be forgiven for mistaking them for professional, real-world freight operators.

In my own case, I've voluntarily set some limits for myself to enhance my enjoyment and sense of accomplishment; Career mode start, no use of AI pilots and no bank loans are the main ones. That scenario makes progression slow, but it's a satisfyingly difficult way to use the application. One of the hidden benefits for me is that I am not constantly changing

aircraft – I remain with the same AC for several months at a time, permitting me to get quite familiar and more proficient with it than I would if I moved up every other week. I do permit myself leased aircraft – foregoing that would make it even more difficult because I'd have to amass the money to buy each AC outright before moving into it; I choose not to subject myself to that.



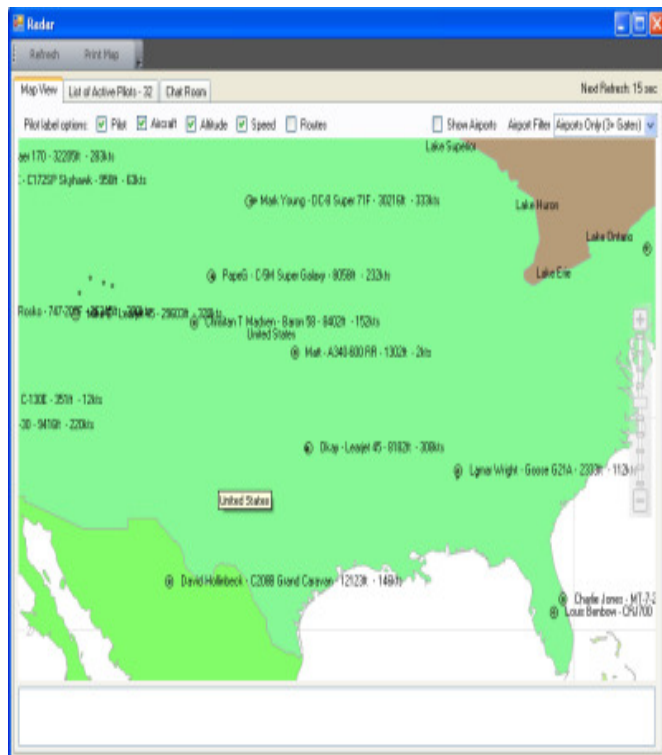
I'll add one further use I make of AH, one which I'm sure was never foreseen by Duncan Murray as he set out to create AirHauler. AH is a great random generator of destinations. I spend a fair amount of time fiddling with traffic maintenance, just tweaking things to be more realistic and to work better. As part of that, I sometimes need to choose airports to send traffic to. When I'm engaged in that, I set up a temporary AH company with a base where I'm working from. The AH Jobs Board provides me with a great list of randomly generated destinations for my AI aircraft with very little effort, often to places I wouldn't have thought of or didn't even know existed. After it's served its purpose, the temporary company is easily deleted.

To summarize, choices abound in AH. The business of moving cargoes hither and yon doesn't exactly fade into the background – it's central, always there and always important – but it's done in the rich environment of Flight Simulator and does not preclude the use of all your add-ons. It permits you to specify the kind of flying and the kind of AC and the locations you prefer and enjoy the most. In addition to all that, which you had before AH, it brings its own vast set of options to the table along with those of FS. It adds a myriad of other operational options in the context of running your air freight company. So many choices, so little time!

AirHauler Record Attempt

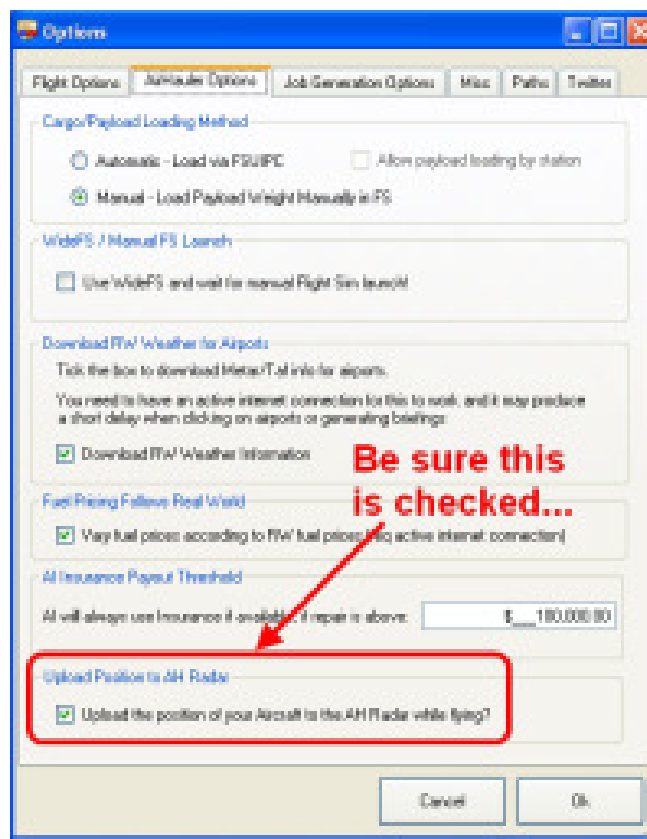
by John Allard

One of the optional features of AirHauler is the Radar sub-application. The Radar app provides map and table views that show the location and certain other information in near real-time for all current AH users.



On **Saturday, August 21, 2010, from 1800 – 2000 GMT (2:00 – 4:00 PM local)** the AirHauler community will attempt to have as many AH users as possible flying while monitored by the AH Radar app, which continuously records the number of simultaneous users. The current record is 85 simultaneous users.

If you're an AH user, all that is necessary is that you be flying an AH flight (job or deadhead) and that you have the option to send your data to the AH Radar app checked in the Options pages to be sure your data is being sent to the server as you fly.



If you're thinking of participating but don't have a good job available in your usual company on the date and time, and don't want to mess that up, there's another way. You can just start another throw-away company and either pick any old job or select "Fly to Airport (self)" from the Fleet screen. You can delete the temporary company after you're done and your original company will be unaffected.

AH developer Duncan "Slopy" Murray wasn't the initiator of this, but has jumped in with a vengeance...

"I'm looking into running an FSHost server for the event, that way we can get everyone in a few places!"

"I'll put up a door prize from Just Flight - I'll have the server logs from the appropriate time period, and the winner will be chosen randomly from the handles (as I have all your email addresses), and there'll maybe be a few smaller prizes so you'll have a few chances of winning."

AirHauler Record Attemp - Con't....

The reference to multiplayer sessions in the first quoted paragraph above is optional – if you don't want to participate in that, just fly and you'll still be counted and will still be eligible for the prize drawing(s).

If you wish to follow the preparations for this there's a thread on the JF/AH forum at...

http://forum.justflight.com/forum_posts.asp?TID=14342&PN=1

...and I've started another in the AH section at Mutley's Hangar at...

<http://forum.mutleyshangar.com/viewtopic.php?f=57&t=4769&p=35541#p35541>

If you're an AH user, we'd really like to see you there. OFSC has six AH users that I know of. If you haven't jumped into this particular swamp yet, there's still time. AirHauler is available from...

Download: <http://www.justflight.com/product.asp?pid=397>

Boxed: <http://www.justflight.com/product.asp?pid=392>

Thank-Yous and Attaboys

by John Allard

Member Category:

For a very informative presentation on "Before GPS" at the July meeting - **Jack Neal**.

For Hot Links submittals – **Jim Dillman** (USS Stennis); **Hank Jazwinski** (F-35 Distributed Aperture System); Associate member **John Hartlove** (several links).

For his meeting update on the Low and Slow Flight Plans he's been working on - **Wayne Knowles**.

Non-Member Category

For his good work repairing the problem with an inoperative ATIS frequency in the KOCF scenery software – **Andre "Dree" Boot**.

For again satisfying the needs of an OFSC member needing quality computer work at a fair price – **Jonathan Van Cleef** of VC Computing in Belleview. Jonathan recently helped Dave Jones with a mother board replacement, including seeking out a suitable replacement that used the same chipset.

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.*

Gosport Back-Issues

by John Allard

Looking for a previous issue? They're all available as PDF file downloads from the Mutley's Hangar forum site. Go to...

<http://forum.mutleyshangar.com/index.php>

Scroll down to "The Ocala Flight Sim Club Forums." Within that is a "Newsletter" section. Separate threads exist in that section for each year, beginning with our first issue in June 2008. The threads contain the table of contents for each issue, so you may not have to open each PDF to find what you're looking for.

Virtual Keyboard

by John Allard

I recently had occasion to go looking for something I felt quite sure existed, but had never actually encountered, at least not outside the confines of one of those fancy new phones all the young people can't seem to live without these days. I was thinking of a virtual keyboard application that would pop-up or reside in a quiet corner of my monitor and allow me to type with the mouse.

I went looking at popular freeware sites and soon found what I consider to be a gem. It's titled, oddly enough, "Free Virtual Keyboard", which pretty much covers the essentials. It's a tiny little download at 238 K zipped. That expands to a neat and tidy 466 K when expanded. That used to be huge, but I don't think we're in the 80s any more, Toto.

If you click keys on this little on-screen wonder with your mouse, the active program gets keystrokes, just as if you typed them on the hardware keyboard. It has all the usual shift keys (shift, control, alternate) and clicking one of them "arms" it so that the next key clicked is sent as a shifted version. The caps lock works as expected. A slider controls the transparency of the virtual keyboard so if you must place it over something you still need to see, that can be done.



I'm very impressed with this thing. Besides the obvious, I've already discovered several useful things it's quite helpful for, the most interesting being the capability to keep working, after a fashion, while snacking or enjoying a beverage with the left hand. That alone makes it a great find! It's also quite helpful if you're working on something that requires frequently moving your hand back and forth between mouse and keyboard – minor editing, for example, or filling in on-screen forms. As long as the amount of text input is relatively small, you can just keep your hand on the mouse and click away at

the editing or entry without the annoyance of moving your hand away from the mouse for each entry.

By now you're probably scratching your head and wondering what the heck this has to do with Flight Simulator. To me, the most obvious use of this wonderful little utility is to have it up and parked somewhere while FS is running. I've always considered reaching for the keyboard to be the ultimate FS mood-breaker and seek ways to avoid it whenever possible. You may recall my demo of Voice Activated Commands at a recent OFSC meeting – that was a means to the same end and works well for certain things. The downside of VAC is that it requires anticipating what you will need to enter and having it all captured in a profile. The Virtual Keyboard, however, is totally ad hoc – you can input whatever you need to with it, regardless of whether it's something you foresaw or not. Input speed, while not nearly as good as touch-typing with both hands and all your fingers, is surprisingly quick after just a little practice.

I've tested it with FS9 and anything you can do with the keyboard seems to work from the virtual keyboard, including shifted commands such as Pushback (with a turn if desired) and using the number keys to select options from the ATC menu. Though I haven't tested it with FSX, I'm confident it will work equally well there. I haven't found any applications yet that seem to balk at accepting input from it.

The virtual keyboard is re-sizable, relocatable (including to the second monitor) and seems to not be a resource hog – an important point when running in parallel with FS. If you're interested, you can download it from...

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

Did I mention it's free? You'll never get one at a better price.

OFSC Workshop

by John Allard

We had a very brief discussion at the July meeting concerning the possibility of another OFSC Flight Sim Workshop. There seemed to be a consensus that this might be a worthwhile thing to do and a good suggestion was made that doing it in the winter months made the most sense. Beyond that not much of substance was discussed or decided.

I agreed to solicit input here. You may recall that our first workshop was at Landmark Aviation, on a Saturday, from 9:00 AM to 3:00 PM. We had three stations; two basic sessions, one in the morning and one in the afternoon; two intermediate sessions, one in the morning and one in the afternoon; one advanced session, all day.

In the interest of keeping it simple I'm reducing this to a form. Print this page and fill it out to bring to the meeting. Give it some thought before you come. If you can't make the meeting, give us your feedback via e-mail, before the meeting if possible.

Name _____

I am willing to be: Student Presenter Both Neither (circle one)

Topics I would like to see presented: _____

Topics I would be willing to present: _____

I would be willing to man a FS Discussion table Yes No (circle one)

List days of the week that are preferable to you to have a workshop

M T W Th F Sa Su (Circle one)

What to do differently or better than last time: _____

If more space is needed please include on separate piece of paper and submit at the next meeting or email to Wayne, John or Steve. This is intended to be fun and informative.



Safeguarding Downloaded Payware

by John Allard

You've probably noted, as I have, that the trend in the Flight Sim add-on industry is toward downloads. The availability of the traditional "boxed" products has diminished over the last couple of years and we can expect that to continue. Much of what's available for sale in the Flight Sim world now can only be had by downloading, as has been the case for freeware all along. Barring another AVSIM hack-job, freeware that's lost can almost always be hunted down and downloaded again. The difference, of course is that freeware doesn't need to be unlocked or paid for.

There's really no reason to buck the trend. Until recently my comfort zone was to have the manufacturer's disk and box in my hand or on my shelf. Where the option was available, I invariably went with the boxed software, but it wasn't always available. Having the physical package provided a certain sense of security and comfort knowing that I could re-load it at any time regardless of what misfortunes befell my trusty PC. On the other hand, downloads do provide instant gratification, allowing you to load and use your purchase immediately rather than waiting for snail mail. That can be painful, particularly if the product is coming from overseas, as many of the quality FS add-ons do.

As that boxed option became less and less available and as I've suffered through the long, agonizing wait time for delivery, I've given that some thought and have come to terms with the situation. My conclusion is that with very little effort I can have the same level of comfort with payware downloads that I have with boxed products. You can too, and it's relatively simple. Here's how.

What I now routinely do for downloaded payware is, in the simplest terms, to save all the associated files and documents to a CD or DVD and label it. First and foremost is, of course, the downloaded zip file from the vendor's site – that big download, the purchased software itself. That alone, however, isn't enough. If it's payware, there's an unlock process, which varies from vendor to vendor. It's necessary to gather and include on that same disk each and every e-mail, any attached files, and in some cases, images of some of the web pages that pop up in the purchase and unlock processes.

Things you'll want to be sure to include are any e-mail correspondence or web screens that contain purchase date, order number, product ID, unlock keys or codes, unlock or download links, etc. There's a lot of variation between vendors, but save it all. In the case of web

pages that communicate that kind of information, you can either take screen shots of them or, as I do, print them to a file. There are various ways to accomplish that and that method has the advantage of capturing an entire web page, even if all of it isn't visible on-screen at once. I keep mine as pdf files, but jpgs are equally good. Don't save e-mails as e-mail files – five years from now your new e-mail client may or may not be able to open that file. Instead, print them to a file in a common format (pdf, jpg), capture them with a screenshot or print a hard copy and scan it. It's not necessary that it be editable text, just an image is sufficient.

It's necessary to have your antennas up during the purchase, download, install and unlock processes to be sure you capture what might be needed later. One needs to be thinking, "Will I need that information to re-install this if my hard drive dies?" If the answer is, "Yes", "Maybe", or "I don't know", err on the side of safety and grab the e-mail or screen in question. This is a situation where there's no such thing as too much data, and there's plenty of room on that disk.

When you've gathered all the files, copy them to a disk, label it, put it in a protective case and pop it on your shelf next to all the boxed products. If you're feeling really ambitious, you can get creative with the labels, "borrowing" the vendor's logo from his web site, using screen shots of the product in use, or whatever you wish to make it look attractive and professional – or a felt tip marker will do. The choice is yours.

The vendors are mostly reputable and almost always will help you with a re-install if you have problems. Their primary concern is piracy – if you can present reasonable assurance that you really are a bona fide purchaser, the chances are they'll give you all the help you need. Date of purchase, the invoice number or other order ID and the product ID are the most important things. With those, even lacking the unlock codes and other things, you'll probably be able to reach a successful conclusion with the help of the vendor.

I close with an example of this working for me. Several months ago I suffered a hard drive failure. NOTHING from that drive was recoverable and everything I had in FS had to be re-installed from scratch. I'm back where I was, having lost nothing and re-purchased nothing and never even had to talk to a customer support tech for any of it – not once.

One of my favorite payware add-ons is FS Navigator. It's no longer available and the company is out of business – these things happen. In this case it was a one-man developer/marketer. He suffered a severe injury in an auto accident and can no longer support his product. It is no longer available on the market. I had my back-up disk, including both the downloaded zip file and the original unlock code. I re-installed it and the code unlocked it. Life is good, but be careful out there.

Bad Writing

by John Allard

From the "It Could Be Worse" department, I noted recently the winners of a "Bad Writing Contest" held by San Jose State University, something they shamelessly admit to having done since 1982. I offer these winning gems of, errmm, dare I call it literature? Be thankful these people aren't contributing to our newsletter. Anyway, enjoy these...

"For the first month of Ricardo and Felicity's affair, they greeted one another at every stolen rendezvous with a kiss — a lengthy, ravenous kiss, Ricardo lapping and sucking at Felicity's mouth as if she were a giant cage-mounted water bottle and he were the world's thirstiest gerbil."

"She walked into my office wearing a body that would make a man write bad checks, but in this paperless age you would first have to obtain her ABA Routing Transit Number and Account Number and then disable your own Overdraft Protection in order to do so."

"He walked into the bar and bristled when all eyes fell upon him — perhaps because his build was so short and so wide, or maybe it was the odor that lingered about him from so many days and nights spent in the wilds, but it may just have been because no one had ever seen a porcupine in a bar before."

John's Corner - (Continued from Pg. 3)

features, i.e. those things that are an intrinsic part of the airport.

Placing buildings (with certain exceptions), vehicles, trees, roadways, tank farms, signs (except runway and taxiway signs), light poles, cargo containers lying about and other such things that are often used to dress up airports are outside the purview of the airport editor. For those you need an object placer, though some of the current airport editors do blur that line a little. To create from scratch such objects, i.e. buildings, vehicles, etc, requires a Scenery Designer. We won't be discussing those.

The airport editor's stock in trade is the visible and invisible elements of what it takes to make the airport functional. Airport editors deal in runways; ramps; taxiways; start positions; hold short positions; parking spots; runway and taxiway edge stripes, lights and signs; nav aids; radio frequencies and other such related things. They are not so much geared toward the non-functional, eye candy features.

Unless creating a new airport from scratch, which the editors will handily do if you wish to, the runways themselves are not something often worked with in the editor. More typical if you're tweaking an existing airport is working with parking spots, ramps and aprons and with the taxiway and parking links that tie them all together. During and after placement, those entities have certain properties that must be defined and set. Such things as surface type, width, striping, edge and center-line lights and other properties must be specified for taxiway links. Parking links are similar but often lie atop ramps. Ramps share some of the same properties, but their shapes are not constrained to be linear — their outlines are laid out by clicking points connected by rubber-band lines,



permitting irregular shapes of virtually any size and orientation with straight-line edges. Taxiways or parking links, most often the latter, may overlie ramps and define taxi paths and parking lanes upon them.

Airport editors use a network of nodes and links to define aircraft pathways, whether for runways, taxiways or parking links. A node is simply a defined geographical location on the airport, shown in the editor as a largish round spot of a specific color to denote its type and function. Links are straight lines that connect the nodes. Though they show in the editor, in FS the nodes and links themselves are unseen. They are, however, there in FS and are important, defining the paths, limits and intersections of the various airport highways and byways. The nodes not only serve as connectors for the straight-line links, they constrain or trigger certain actions by the AI aircraft that use them. The taxiways and runways associated with the system of nodes and links do appear in FS, of course, and the details of their appearance are controlled by the properties assigned to the individual links.

For example, an east/west runway 9/27 may be 3,500 feet long, with an asphalt surface 125 feet wide, having medium intensity edge lights, threshold lights, Runway End Identifier Lights (REIL), runway numbers, a dashed centerline stripe, solid edge stripes and touchdown zone markings. A certain taxiway connecting to that runway may be designated as taxiway Juliet and be of concrete, 80 feet wide, with solid lines right, left and center and blue taxiway lights on the right edge only. Some distance away that taxiway may branch to a grass-surface parking link that is 60 feet wide with dashed lines right and left. The parking link may terminate at a GA Medium parking spot designated as Parking 7 with a radius of 45 feet and oriented at 315 degrees true. The foregoing is not

an exhaustive listing of the properties of each kind of entity, but should serve to give an idea of the kind of things that are accomplished by setting properties of the various airport elements.

STEVE – Parking Spots.jpg

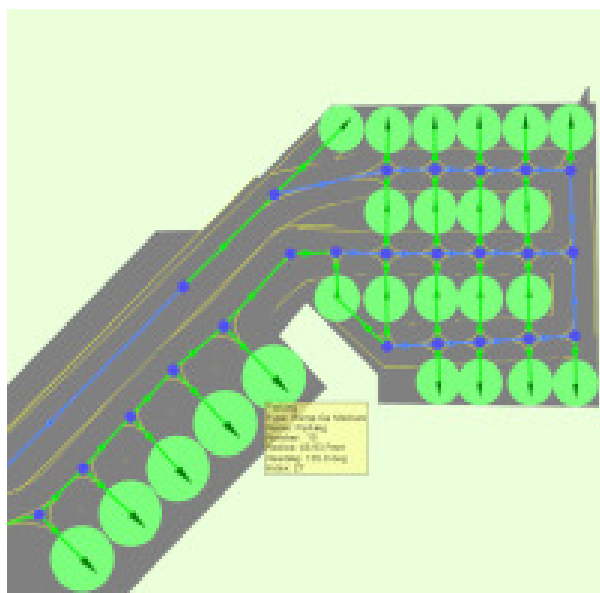
Parking spots take on special importance, as they are one of the principle objects of the node and link system. Most of the network end-points tied together with nodes and links are the various parking spots. Parking spot types recognized by FS are...

- Dock GA
- Gate Heavy
- Gate Medium
- Gate Small
- Ramp Cargo
- Ramp GA
- Ramp GA Large
- Ramp GA Medium
- Ramp GA Small
- Ramp Mil Cargo
- Ramp Mil Combat

The various types of parking are pretty much self-explanatory. The important thing is that they exist in sufficient numbers to accommodate the traffic that will use the airport and that they are properly connected to the runway(s) by the node and link system. A continuous path defined by taxiway and parking links must exist from a runway to a parking spot or that spot will not be used properly by AI traffic. If disconnected, arriving traffic will not move there. Originating traffic may appear, but will be unable to move and will eventually just disappear. The various editors contain a helpful utility called a Fault Finder. When invoked it will scan the loaded airport and will report such problems as isolated segments, disconnected links, etc.

The inherent traffic management system in FS normally operates a few notches above stupid and can usually be depended upon to route AI aircraft to the appropriate kind of parking spot, subject to a set of built-in hierarchical rules. Those rules allow the program to determine how ties are to be broken or what to do if the most appropriate kind of spot does not exist or is not empty.

The editors have many other capabilities I haven't mentioned. Other airport features such as runway and taxiway signs are easily defined and placed. Apron edge lighting is a matter of clicking down strings of rubber band lines where needed, with properties controlling light spacing and intensity. Exclusion rectangles can be defined to suppress autogen or other objects. Helipads are easily placed and need not be connected to the nodes and links network. Temporary points and guidelines may



be laid on the diagram as an aid in getting things oriented just so – those are deleted at the end with a single mouse click, having served their purpose.

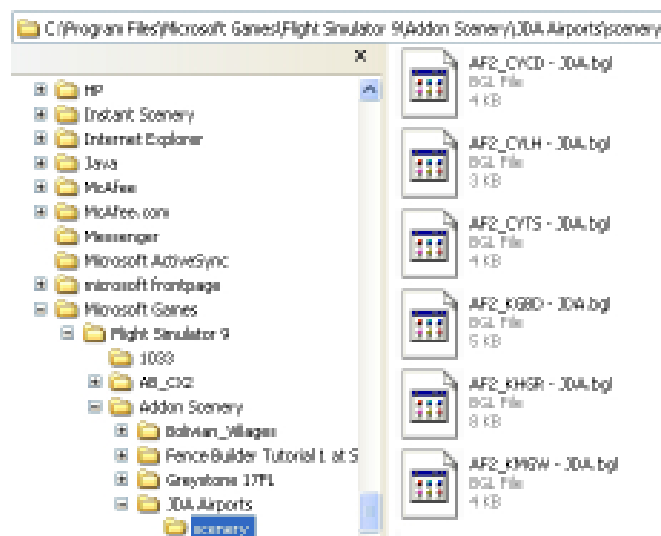
For those attempting a more ambitious airport project, the editors provide the capability to place an image below the editor image while working with the airport. Something like a Google Earth screenshot or an FAA airport diagram of the airport you're working with can be laid beneath the editor work area. Transparency controls are adjusted so the underlying image can be seen through the editor working image and pinning and scaling controls allow the image to be indexed to and stretched to the same scale as the editing screen. What results is a template that can be used to easily get the physical layout of runways, taxiways ramps and aprons just right. Our FS world is static, but the real world is not. If a favorite airport has undergone renovation or new construction in the real world, the editors make it quite easy to make its FS alter ego look the same. It's not exactly child's play, but isn't terribly difficult either. There's much more capability in the editors – many things not mentioned here, but this should be sufficient to give the reader some idea of what can be done and a glimmering of how it's achieved.

must be saved in a sub-folder named "scenery", thusly...

By visiting the Settings menu in FS and adding that location to the Scenery list at a higher level than the default FS scenery, the new airport will be displayed by FS but the file defining the old one will still be available if ever needed again.

The two premier Airport Editors that I know of are the freeware ADE9X by Scruffy Duck Software and the payware AFX by Flight1. Both are capable of working directly with either FS9 or FSX airports. Both work well and are reasonably full-featured. Each has some capabilities the other does not have but overlap in all the vital areas. As a for instance, ADE9X shows building locations, AFX does not. On the other hand, AFX has a better way of displaying taxiway designators. It's mainly a matter of preference.

Welcome to my bog!



During and after editing, the updated airport file must be saved, of course. It's best not to save to the original file name, which will over-write the stock FS airport. A better way is to "Save As" a different file name in a new folder under the Addon Scenery folder in FS. Airport files have bgl extensions and

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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

Topics: OFSC, Aviation, Geography, Ocala, Military

Topics: OFSC, Aviation, Geography, Ocala, Military

[illegible]

ACROSS

- 1 - VFR Chart
- 7 - Spam can maker Clyde's last name
- 10 - US WWII Ace
- 11 - Go-juice
- 12 - Mr. Dillman
- 14 - Whose Spirit of St. Louis
- 15 - Better than a DG
- 17 - On the tower
- 19 - Liberator plus one
- 20 - Measured by chronometer
- 22 - Balmy winds
- 24 - Compass Locator
- 25 - Localizer plus Glide Slope (abbrev.)
- 26 - Wing's spine
- 29 - Canada province (abbrev.)
- 30 - Where ex-Warbirds race
- 32 - Best angle of climb speed
- 35 - Ten cubed
- 36 - Precipitous liquid
- 38 - After Oscar
- 39 - TAS plus tailwind component
- 41 - Rudder result
- 42 - Where Rick saw Victor and Ilsa off
- 43 - AFB in UT
- 44 - Sully's nemesis (pl.)
- 45 - Training reduces this
- 47 - 123.000 @ KOCF
- 48 - "___ Around"
- 49 - Oshkosh organizer
- 53 - Barbara's husband's former employer (2 words)
- 54 - First OFSC dinner (2 words)

DOWN

- 2 - Beneath the cowl
- 3 - "Pause on _____ Switch"
- 4 - Aircraft material
- 5 - MOA, if the owners are there
- 6 - Mixture meter

- 8 - One wing stalled
- 9 - John's favorite game
- 12 - Who's at VC Computing
- 13 - Instruction to co-pilot: "Gear up, flaps up, _____ up"
- 14 - Round engine
- 16 - What you hear in Morse
- 17 - Fastest plane
- 18 - Five-times winner
- 21 - Pitch surface (abbrev.)
- 23 - Who gets the F-135B
- 27 - Charles' destination
- 28 - What turbines burn
- 31 - VOR gauge
- 33 - Donald, of DC-3 fame
- 34 - Airport Manager
- 35 - 2.2 lbs.
- 37 - L-1049 (nickname)
- 38 - Lea and Carol's accomplishment
- 40 - Where pilots buy gas
- 42 - "Snappy" Lady
- 43 - Dave C's better half
- 46 - Albert Lea Municipal
- 49 - Harold's other club
- 50 - "George" (abbrev.)
- 51 - Generator load unit
- 52 - Rotation speed