

GOSPORT

Volume 1 Issue 1

Ocala Flight Sim Club

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Ocala Flight Sim Club

Wayne Knowles

Ocala Flight Sim Club is a growing group of individuals that enjoy Sim Flying. Some are old timers in both age and experience while others are new to Computer Simulated Flying. We are growing in attendance monthly.

We meet at Landmark Aviation's conference room on the first Wednesday of each month from 18:00 to 19:30. We try to hold the start and stop times as close to the posted as possible.

There are no dues and no officers. A pretty laid back group of guys (and one girl).

Left Seat



Wayne Knowles

Well here we are about a year later and the Ocala Flight Sim Club is growing.

It could be a couple of months more or less but it all began when we started meeting on a Tuesday night at Chan's house. I don't quite remember how it all came about but the first few meetings were tough. In the beginning it was four or five of us and the next month probably only three showed up and the next month maybe four but we hung in there.

Next we moved to the Ocala Public Library on Silver Springs Boulevard for about four months and currently we meet in the Landmark Aviation conference room at the Ocala International-Taylor Airport, right where a "SIM" flying club should meet.

Continued on page 3 col 1

June 4 Program



Chan Gerber

presents

The "TrackIR" System & "X-Plane"

The program for the next meeting will feature the TRACKIR simulation head tracker. This little device eliminates the use of the hat switch to look around the virtual cockpit. The device works well once you fine tune the various adjustments. The trick is to accelerate the rate that the computer head rotation moves so that when you look over your shoulder in the VC that you can still see your monitor. The end result is the feeling that you are in the cockpit. I think you will find this demo interesting.

CONTINUED ON PAGE 3 COL 2

Caps

If you want a cap see Chan now, Time is running out!

The Ocala Flight Sim Club "GOSPORT"

May Program



John Allard

ILS Demonstration

At the May 7 meeting a demonstration of an ILS approach was presented. The procedure illustrated was the "Runway 29 ILS or LOC" approach to K G N V (Gainesville Regional Airport). The presentation was flown in FS9 and used the MS default Cessna 172 Skyhawk with IFR panel (radios on the main panel, not in a pop-up).

The presentation began at 2,000 ft. MSL a few miles south of the OCF (Ocala) VOR, one of the two Initial Approach Fixes allowed by the procedure. The first part of the program set up a turn to intercept a radial outbound from that VOR. The first segment following the IAF is a rather long 29.5 miles to inter-

cept the KGNV Rwy 29 localizer about six miles out from the outer marker. Once the localizer is intercepted, the approach follows the localizer to the marker and then down the glide slope to the Decision Altitude/Missed Approach Point.

After making the turn at OCF and capturing the radial, in the interest of time and avoiding most of the long segment, a new saved position was loaded. This had the effect of fast-forwarding the presentation to a point just



short of the localizer intercept. From there the remainder of the procedure was picked up and was flown to a successful conclusion with running comments throughout.

The demo was flown in daylight, but with visibility set at three-quarters of a mile and with the instrument panel pulled to the top of the screen preventing any outside view. At several

points the simulator was paused and the approach plate was shown to illustrate progress and details of the procedure. At the end, the simulator was paused again and the panel was pulled down to reveal the last of the approach lights, the threshold and the runway touchdown zone. The remainder of the runway lights disappearing into the gloom of the poor visibility provided a good illustration of the capability of this kind of approach procedure to bring the pilot to a "landable" position in very bad weather.

A short general discussion of ILS approaches, the approach plate and related topics ensued, with interesting contributions from several

members who have real-world instrument flying experience.

The demonstration was presented by John Allard. It made good use of the projector that has so thoughtfully been made available by OFSC member Jim Dillman through the Oak Run Computer Club.

The Ocala Flight Sim Club "GOSPORT"

Left Seat Cont from P1 C2

This month there appears to be about 25 members on the list. Of course a few have augured in from month to month but the gains have far out-paced the losses.

From presentations at an Air Force Association meeting to setups in the auto rental office building during the visit of the B17, B24, and the B25 to the area, and newspaper listings we have started to grow.

Learning more about FS9 (2004) and FSX, XP and Vista, Joy Sticks, Yokes and rudder pedals, along with some Combat Flight simulation discussion, we have begun to come alive. Club members are pitching in and this helps us grow. Demonstrations on various aircraft and operations of equipment have all been too few and too short. We still have a long way to go.

To continue this growth we need more input from learned pilots and sim pilots, newbie and seniors. This input could be by way of giving presentations, or more basically in just asking questions and seeking help when needed. This involvement could be as simple as offering suggestions on how to make the club better and seeking answers for those needing help. This activity need not, and should not, be on a monthly basis; but as quick as an e-mail or phone call. Why ponder on a problem for weeks waiting for the meeting when it might be solved in minutes or hours?

My thanks to Dave for volunteering to start this newsletter. What a way to get involved after only one meeting.

Enough reminiscing; I'm looking forward to next year and beyond...

Wayne

The TrackIR System & X-Plane Cont from P1 C3

That "other" flight sim X-Plane that has been available only as a download is now available on DVD from Wal-Mart and Game Stop. It comes on 6 DVDs 5 are optional world scenery. The program is about 72GB with the full installation. The basic installation is about 13GB and contains the continental US only. This simulator has an FAA approved version. There are features that that would be nice in MS Flight Sims. I'm not sure how well X-Plane will function on my laptop but hopefully I'll be able to demonstrate it.

Learning Resources

The document on the next page is the title sheet of a collection of useful references that were assembled by John Allard, Wayne Knowles, and Chan Gerber for your use. If you would like the complete document let me know by e-mail and I will send you a copy, it is ~ 8 pages.

BUY - SELL - TRADE - FREE

If you have Flight Sim related equipment you want to list here send your copy by e-mail to Dave; my e-mail is listed on the front page and the deadline for publication is the Friday before the meeting.

Flight Sim Tech Advisors

Qualified Volunteers will be listed here to provide telephone or e-mail help on Flight Sim problems. If you want to volunteer as a Tech Advisor please contact Wayne; his e-mail address is on the front page.

Ocala Flight Sim Club

Learning Resources for Flight Simulator Flying

You say you didn't get your questions answered at the meeting? Well, it's not for lack of trying hard to help everyone with everything, but there are many questions and little time. Flight simulation and all the aviation-related topics that go along with it comprise a wide, deep and varied field of information. Add to that the intricacies of a computer environment and all the attendant possibilities for things to become confusing and it should be no surprise that new Flight-Simmers sometimes struggle for information and assistance.

So, just in case you have a question that wasn't answered at the meeting, or if you just have an interest in finding answers, reading up on sim and aviation topics or expanding your level of flight and flight sim knowledge, we offer this document as a guide. Hopefully you can find answers to your most burning questions somewhere here, rather than having to wait for the next meeting, perhaps as much as a whole month away.

The information listed within this document falls in three categories...

- **Attached Files**
- **In-Sim Help (don't overlook this – there's good help built-in)**
- **Web Sites**

We sincerely hope that you find some of this useful. It only scratches the surface of what's available on the Web. Flight Simmers are, by and large, a helpful lot and are always eager to share their love and knowledge of their hobby. Consider looking in on some of the FS forums. In most you can "lurk", reading but not contributing. Eventually you'll probably find one or two you really like and may wish to join.

In any case, we offer this document as a supplement to what's done at the meetings by way of answering the questions of members and prospective members. It is our intention to upgrade it from time to time with corrections as needed and new resource listings. We hope you find it useful.

If you discover something worthwhile that you think we should add to this document, please e-mail the information to one or all of the following...

Chan Gerber cgerber4@cfl.rr.com

Wayne Knowles gunk@att.net

John Allard allardjd@earthlink.net

The Ocala Flight Sim Club "GOSPORT"

Back Seat



Dave Clark

Hi Y'All

I asked Wayne to let me try a newsletter in our Club and he agreed. Now its up to you, the readers, to tell us if you want one.

I'm an old Timer with only a little Flight Sim or editor experience but since this Club is for our entertainment I hope you will overlook my lack of experience and enjoy my effort to make this Newsletter informative and entertaining.

As you read this Newsletter please feel free to give me any constructive criticism you have to offer, and ideas that will make this a better Newsletter.

My philosophy is to....

"Do the right Thing"

"Make It Happen"

"Have Fun Doing It"

Notes

Dead line for copy to be in the Newsletter is the Friday before the meeting.

I have chosen a temporary name for the Newsletter until we choose one formally so be thinking what you would like to call the newsletter. Most of us guys are older than dirt so we know what "GOSPORT" means but for you young guys Gosport was the name of a device for the pilot and passenger to communicate. It was a piece of hose with a funnel in each end and they spoke or listened thru the tube.

Some other names that have been suggested are:

COM 1

UNICOM

THE AIR BLAST

THE AIM

(Advisory Information for Members)

THE NOTAM

THE INTERCOM

THE MAP

(Members Advisory Publication)

HOT AIR

I'll ask Wayne to call for other suggestions and then call for a vote to choose one.

Newsletter Staff

If you would like to participate in the Newsletter please meet with me after the meeting so we can discuss briefly what you would like to contribute.

Thought for the Day

Things get better or worse; they never stay the same.

Let's make it better!