

SIRP

(Stikine Icefield Research Program)
for Tongass Fjords / Fs2004

by The Amigos

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An oil drum sends dark smoke skyward in wait for the next supply plane, while blowing ground and mountain top snow punctuate a cold day's end at an isolated SIRP outpost.

Introduction

Thanks for downloading this scenery package...and welcome to SIRP! *Ready for an icy wilderness adventure?*

Based on it's real world counterpart, the JIRP ([Juneau Icefield Research Program](#)), this scenery package places 10 isolated research camps at various locations in the vast Stikine Icefield that straddles the Alaska/British Columbia border. This area has been beautifully rendered with glacial textures and accurate landclass in the Tongass Fjords scenery package, but has often remained a rarely traversed and under appreciated region. There's a great deal of stunning wilderness scenery out there, and it's our hope that this package will provide flyers an opportunity to challenge their VFR skills while visiting some interesting Icefield destinations. These camps vary from well equipped regional supply centers to lonely, wind battered outposts. In addition, all new fire, smoke, and blowing snow effects for FS9 have been specially designed for this release in an attempt to bring a unique "arctic wilderness" feel to the scenery.

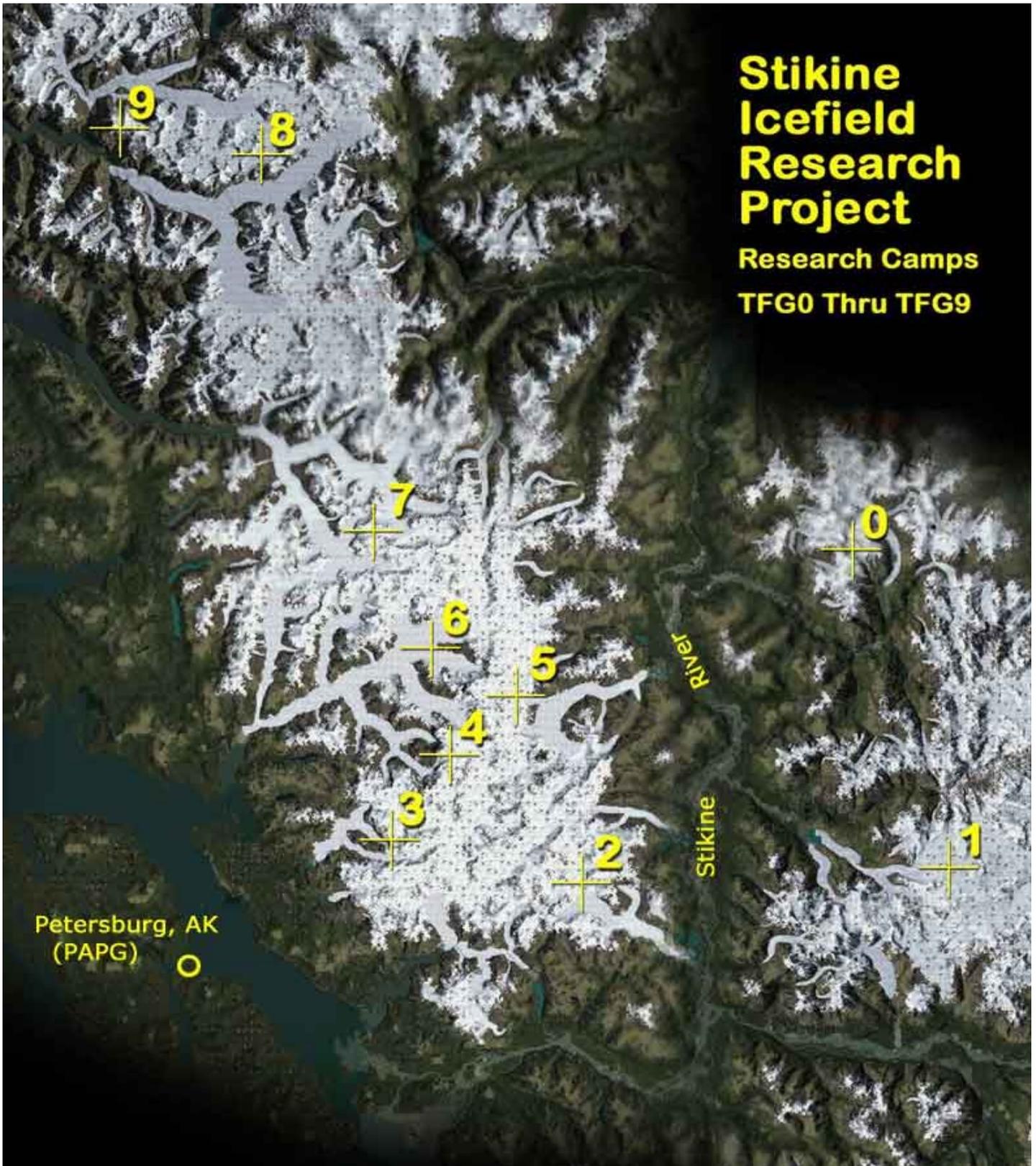
Also included are a variety of realistic sounds which require you have Lagos' [FSEnhancer](#) program (FSE) installed. We've also included files for FSAddon's [FSCargo](#) so that Tongass area cargo assignments can send you to or from the icefields. You don't need to have these two programs installed to enjoy this scenery, but they will add additional immersion to the environments rendered. You *will* however need to have a working installation of Holger Sandmann and Bill Womack's [Tongass Fjords](#) installed in order to render many elements in the scenery.

The SIRP Map

The map below is a mosaic of overhead screenshots from FS9. Only Petersburg (PAPG) and the Stikine River are featured, along with the camps themselves. It is purposely vague in order to encourage pilots to use their VFR skills to find a camp's proximity, use the short range NDB's present at the camps to zero in on them, and then reconnoiter the proper approach and landing strategy. Loading real-world weather, depending on conditions, can greatly enhance the challenge factor of navigating and arriving safely.

Stikine Icefield Research Project

Research Camps
TFG0 Thru TFG9



The Depot at Petersburg (Optional Install)



PAPG "The SIRP Depot" @ 92 Ft.(USA)

Lat: N56 48.10

Long: W132 56.71

Magnetic Rnwy Heading: 44/224

Runway Length: 5,990 ft.

FSCargo Rnwy Designation: "Medium"

The nearest major airfield to the majority of the SIRP camps is Petersburg, AK (PAPG). It's a great place to start from. So, in addition to the icefield camps that make up the bulk of this package, we've created an *optional scenery* for those who would like to have an official base of operations for SIRP support flights. "The SIRP Depot" in Petersburg adjoins the southwest flank of the main runway at PAPG. It's a well equipped headquarters that features cargo and storage facilities for SIRP supply missions, a large hanger with a complete aviation garage, two helipads, a waiting room for SIRP personnel on their way to the icefields, and even it's own general store. The files for this scenery are in the "SIRP Depot" folder and a simple installation is outlined in the "Installation" section of this manual.

A Camps Brief

The following outline provides a "Pilots Briefing" to prospective SIRP pilots and contains important information regarding camp locations, elevations, runway lengths and headings, NDB frequencies, micro climates, and FS Cargo runway size designations. Also included are the scientific and logistical purposes of the sites, including why "researchers" have chosen these locations for study, and other pertinent and colorful details. It is intended to enhance your enjoyment and understanding of SIRP, and we recommend you read it, as it provides important details every flyer should know before heading out into the icefields.

Camp Designations

There are 10 camps in all, designated TFG0 thru TFG9. ("TFG"= "Tongass Fjords Glacier"). In addition they all have nicknames, generally inspired by the glaciers in their vicinity.

NDBs

Each camp hosts an NDB good for a range of about 20km (12 Miles), which means you'll have to first VFR your way into the proximity of a camp before the NDB becomes active. The NDB frequencies are all a variation of "25*.0" with the "*" being the camp number designation, For example, the TFG3 NDB frequency is 253.0 etc. If you get lost, these NDB show up on the FS9 GPS, but of course experienced bush pilots need no such help.

Fuel

There are no aviation fuel stations in the Stikine Icefield. Bring what you need.

Runway and Taxi Precautions

Runway, taxi, and turnaround areas are all delineated by ground polygons that feature tire tracks and ground wear. Try to stay in these areas! Straying away from these "worn" areas is not recommended because you will soon come upon the default FS9 "ice" ground textures, which have very little to no braking characteristics. So if you overshoot a runway or taxi area stopping or turning around may be difficult to impossible. In such cases your engine and rudder are your only friends. Good Luck!

For more "Safety Tips" read the [Known Issues](#) section below.

The Camps



TFG0 "Scud Camp" @ 6,893 Ft. (CAN.)

*Lat: N57 22.16274
Long: W131 25.19889
NDB Frequency: 250.0 (20km/12mi Range)
Magnetic Rnwy Heading: 060/240
Runway Length: 1,700 ft.
FSCargo Rnwy Designation: "Small"*

An isolated outpost situated on a high, small, but flat saddle above Scud Glacier, it's primary study. Very difficult take off and landing because of limited space and slopes on either ends of the runway thresholds. With either approach, the glide slope approximates the angle of the facing slopes, so flyers nearly have to "ski" the slopes upon approach. Recommended only for experienced pilots in small, light aircraft. The small knoll to the east has a panoramic view of Scud Glacier and researchers have precariously improvised a small observation tower for conducting glacial observations there.



TFG1 "Porcupine Camp" @ 5,957 (CAN.)

*Lat: N56 56.62
Long: W131 13.46
NDB Frequency: 251.0 (20km/12mi Range)
Magnetic Rnwy Heading: 154/334
Runway Length: 2,500 ft.
FSCargo Rnwy Designation: "Medium"*

On the broad icefield above the head of Porcupine Glacier. This is a lonely, but relatively self sufficient outpost dedicated to geologic, seismic, and ground studies of this isolated southeastern fragment of the Stikine region. The camp has one reliable and well equipped snow vehicle which is used to navigate and explore various flanks of the icefield, the glacier, and the surrounding region. The scale of this camp as compared to the wilderness surrounding it provides a stark indication of the vastness of icefields throughout the region. With the longest runway in the SIRP program there are wide open approaches from all directions and lots of room for take off and landing.



TFG2 "Great Glacier Camp" @ 3,222 ft. (CAN.)

*Lat: N56 55.15016
Long: W132 2.14707
NDB Frequency: 252.0 (20km/12mi Range)
Magnetic Rnwy Heading: 174/354
Runway Length: 1600 ft.
FSCargo Rnwy Designation: "Small"*

Dedicated to the study of Great Glacier basin for it's stand alone, relatively singular ice flow system. Researchers monitor snow accumulations in the upper basin and compare this seasonal data against the ice pack and glacier movement observed below. This is a long term study to more closely understand the relationship between precipitation, temperature, and ice flow, in a "closed" system. This is a lightly staffed camp, which, like Sawyer Saddle Camp primarily hosts last minute arrivals just prior to field study departures. Hosts two snow vehicles for basin traverses. Due to it's relatively low elevation and basin environment, weather can change in a heartbeat here, so make sure and get a good feel for the surrounding area if conditions are inclement or changing upon arrival, as you may not have the same conditions upon departure. It's ringed by mountains so the southern approach is preferred unless prevailing south winds mandate otherwise which is difficult due to nearby mountain slopes.



TFG3 "Patterson Camp" @ 4,714 (USA)

*Lat: N56 58.4816
Long: W132 28.03958
NDB Frequency: 253.0 (20km/12mi Range)
Magnetic Rnwy Heading: 065/245
Runway Length: 2,100 ft.
FSCargo Rnwy Designation: "Medium"*

Situated on the western edge of the expansive Patterson-Le Conte Icefield on a spectacular sheer ice cliff above an arm of Patterson Glacier, this large, well stocked camp serves as the local supply center for other camps to the north and east. Well equipped ground exploration teams also explore the vast labyrinth of ice that feeds the glaciers of the southwestern portion of the Stikine Icefield. Field trips depart from here to much of the interior. Some of the temporary camps of these motorized expeditions, can occasionally be spotted in the the icefields to the east, north and south. Studies of the precise movement of the Patterson Glacier below are also conducted here. The western approach is the only practical way of landing here due to the high mountain that flanks the eastern side of the camp.



TFG4 "Border Camp" @ 6,887 (USA/CAN.)

*Lat: N57 5.3345
Long: W132 20.32411
NDB Frequency: 254.0 (20km/12mi Range)
Magnetic Rnwy Heading: 144/324
Runway Length: 1,500ft.
FSCargo Rnwy Designation: "Small"*

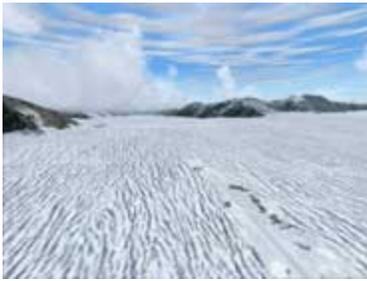
On a high flat table in the shadow of Devils Thumb, the highest and most prominent landmark in the region. An unobstructed northern approach but short runway length make this a challenging stop. The Canada/USA border takes an ESE turn at Devils Thumb, and runs right across the runway, thus the camp name. Flags representing both countries are displayed here in the spirit of mutual co-operation. Staffed primarily by experienced volunteer mountain climbers who, in good weather make precise observations of glacial movements from the summit or flanks of Devils Thumb. They can often be seen climbing the steep ridge to the top, where there is an unobstructed view of Witches Cauldron and the southern arms of Baird Glacier.



TFG5 "Flood Glacier Camp" @ 5,991 (CAN.)

*Lat: N57 9.7432
Long: W132 10.75207
NDB Frequency: 255.0 (20km/12mi Range)
Magnetic Rnwy Heading: 151/331
Runway Length: 2,000 ft.
FSCargo Rnwy Designation: "Medium"*

Dedicated primarily to the study of Flood Glacier and the central eastern icefields of the Stikine glacier region. Flood Glacier moves an enormous amount of ice around a near 180-degree turn here. Plentiful supplies and a relatively large staff are usually present. With it's several well-maintained sno-cats and support vehicles, expeditions leave northward from here for the interior icefields flanking the west side of the Stikine River. Home of the "Flood Glacier Coffee Hut" run by "Darlene". This is the only location in the Stikine Icefield where pilots, researchers and supply staff can get served an "over the counter" meal; mostly pizza, burgers, plenty of strong coffee and Darlene's delicious home-made pies. She always makes everyone feel welcome, just don't bring a smelly dog with you. Great views of the BC interior and the Coast Mountains from camp. Good approaches and plenty of landing room.



TFG6 "Ice Camp" @ 3,770 (USA)

*Lat: N57 13.5536
Long: W132 23.22316
NDB Frequency: 256.0 (20km/12mi Range)
Magnetic Rnwy Heading: 044/224
Runway Length: 2,000 ft.
FSCargo Rnwy Designation: "Medium"*

Planted on a snow covered but solid earth peninsula between two giant glacial arms near the head of Baird Glacier, this camp is dedicated to the direct study of the character of glacial ice movement. Foot expeditions originate from the camp directly onto the glacier and surrounding hills. Eerie sounds from cracking, moving ice are heard frequently here. Three cramped but very comfortable cabins for the field staff are present, including a much appreciated bath house for "thawing" out. A feisty, intrepid, and very talented young scientist named Rachael heads up the field team and loves being on the ice. Depending on weather, due to it's relatively low elevation, clouds can sometimes obscure the camp and it's surroundings, otherwise there are good approaches in both directions, and plenty of landing room.



TFG7 "Dawes Camp" @ 7,049 (USA/CAN.)

*Lat: N57 22.44305
Long: W132 30.71693
NDB Frequency: 257.0 (20km/12mi Range)
Magnetic Rnwy Heading: 081/261
Runway Length: 1,600 ft.
FSCargo Rnwy Designation: "Small"*

Poised in a broad flat saddle in the upper reaches of the arms of Dawes Glacier this is the highest camp in the program, and frequently enjoys clear sky's, high above the average cloud cover. This is a lightly staffed camp in an isolated, rugged region, suitable mostly for foot expeditions to various parts of the upper Dawes basin. This camp also straddles the USA/Canada border. High and lonely in it's mountain perch, this camp is surrounded by glacial flows and stunning mountain scenery. When field trips are being conducted the camp may be completely deserted, but there's always a heated canister of hot coffee left inside the office for visitors. Easy approaches from either the east or west with a runway that seems deceptively longer than it actually is, so be careful.



TFG8 "Sawyer Saddle Camp" @ 5,685 (CAN.)

*Lat: N57 51.82948
Long: W132 46.64903
NDB Frequency: 258.0 (20km/12mi Range)
Magnetic Rnwy Heading: 064/244
Runway Length: 2,200 ft.
FSCargo Rnwy Designation: "Medium"*

Servicing the research expeditions for both the central and southern arm of the great Sawyer Glacier system, this is a fairly active camp with foot and snow cat expeditions leaving regularly on specialized assignments to document a variety of conditions throughout the Sawyer complex. In good weather there may be lots of activity here as it is the only base camp in the region to serve the enormous expanse of the Sawyer glacier region. Most researchers arrive by plane or helicopter just prior to field expeditions, thus the sparsity of on site housing. Good approaches and plenty of runway, although the winds seem to favor snow depositions at the western end of the runway where a chronic snowdrift is usually present. Several well equipped snow-cats and other support vehicles on hand. The eastern approach is favored though there is room to conduct a tight last minute turn on final if winds mandate a western approach.



TFG9 "Tracy Perch" @ 6,050 (USA)

Lat: N57 53.90145

Long: W133 5.84004

NDB Frequency: 259.0 (20km/12mi Range)

Magnetic Rnwy Heading: 175/355

Runway Length: 1,800 ft.

FSCargo Rnwy Designation: "Small"

Situated to have views of several of the glaciers in the northwestern reaches of the Stikine Icefield, this camp is an isolated nest in a small saddle with a difficult one-way approach suitable only for crack pilots with the right light aircraft. It's importance as a research camp stems from the magnificent views of at least a half dozen glaciers from the peak that looms above the western side of the camp. Researchers have erected a glassed-in observation hut at the summit. Like Border Camp, its primary purpose is to conduct precise observations of movement of these glaciers including the lower Sawyer Glacier and associated ice flows. Seasonally staffed, mostly by rugged, young Seattle based college undergraduates reputed to have a penchant for Pink Floyd music. Some have reportedly snuck their girlfriends up there for extended stays. The northern approach is the only practical way to land here as there is a small ridge on the southern side of the landing strip that is low, but quite sheer, and will stop you *dead* if you overshoot the runway. Use extreme caution.

Field Expeditions



While flying, keep a close eye out for far flung field expeditions as you travel over the icefields. You never know where they'll turn up. A pilot with a keen eye can spot them now and again. There are a dozen or more field expeditions to be seen while flying over the region. Some of them may be individuals on foot who have only a tent and a few supplies with them on a mission of some specific import, while others may be motorized and carrying large tents, firewood, and sophisticated equipment with them. They're mostly self supporting expeditions that do not require re-supply flights, and some may be found in very rough terrain so there's no real reason to attempt a landing. However though, if you're a crack pilot with a light aircraft and think the terrain is smooth enough to support a landing, they probably wouldn't mind some extra company. But remember...it's **very slippery** out there, so be extra careful!

Scenery Features / Notes

SIRP utilizes a variety of the 3D models gathered from both the default Tongass Fjords libraries and those of many third party developers (see the [Installation/ EZ files](#) section below). In addition many custom scenery elements have been designed especially for this release which include:

Smoke, Fire, and Blowing Snow Effects

The SIRP smoke effects vary in color and plume characteristics for both oil fire smoke, and chimney and campfire smoke and exhibit differing smoke plume heights for variation. All rise at a realistic speed for rising smoke and respond accurately to wind velocity and direction. In addition several of these smoke plumes include an all new animated 16 frame fire animation at their bases to match the character of their fuel sources. In addition, when the wind is blowing, you will see blowing snow traveling across the ground at speeds and directions that are also dictated by the wind direction and speed. You may also see some of the mountain tops near the camps exhibiting the characteristic "summit snow blow-off" that frequently is seen in these regions in real life. These "snowdrifters" also incorporate a 16 frame animation as they travel and so look quite fluid in appearance. To our knowledge, blowing snow effects of this nature have never been incorporated into FS and we're excited to have developed them for this release. Amigo Ed Truthan developed them, and we hope you will enjoy them.

Ground Polygons

All SIRP runways, turnarounds, and taxi and loading areas feature custom ground polygons that emulate a snow covered surface that has been disturbed by the wheels of aircraft and snow vehicles. They differ from the characteristics of default FS snow textures in that they have much more braking capability, which in the FS default textures is little to non-existent. Because of this, it's best to remain directly on, or very near, these polygons when landing or taxiing around the camps. Straying away from these polygons to far in any direction can put you on "thin ice" as it were, so far as having brakes that are effective. For more "Safety Tips" read the [Known Issues](#) section below.

Custom SIRP Scenery

Amigo Woody Fout developed a variety of SIRP specific scenery elements that include many of the Quonset huts, propane shacks, propane bottles, SIRP staff, light snow vehicles and much more. Most noticeable are the 3D snowdrifts that surround most of the camps. These were indispensable as a means of hiding the dormant snow effects when there is no wind. Amigo Bill Dick developed the sno-cats seen at several of the camps as well as custom scenery for the local supply center at camp 3. Bill has also developed a beautifully realized "SIRP Headquarters" at Petersburg, AK which is available as a separate download for those who'd like to have a center of supply operations for their SIRP adventures at PAPG. In addition, Amigos Phil Cayton and Doug Linn contributed invaluable to the conceptual development, some scenery element renders, testing, and other logistics.

FSE Sounds

If you are a user of Lagos' [FSEnhancer](#) program you can enjoy a variety of immersive stereo sounds we have included with the package. There are environmental sounds, such as arctic winds and background atmosphere, crackling fire near open firepits, glaciers creaking at TFG6, which is adjacent to Baird Glacier, music emanating from lodging structures, and near official camp offices, custom SIRP related radio chatter and SIRP news announcements. They're mostly atmospheric in nature, but if you rotate your spot view to they're "hot spots" some are quite anecdotal. Creating and mixing these sounds was great fun and we hope you'll enjoy them.

FSCargo

Users of FSAddon's [FSCargo](#) program can incorporate the SIRP camps into their general area cargo assignments by installing the FSCargo files provided. While using FSCargo in SIRP, users should take note that even though FSCargo guidelines recommend that runways under 2500 ft. in length should be designated as "Small" for cargo/aircraft assignments, our testing has shown that several popular types of medium sized aircraft that can negotiate landings and take-offs at about half of the SIRP airfields could not be assigned FSCargo missions there if we had designated their runways as "Small". In the spirit of adventure, we have therefore designated the five SIRP runways that are **2,000 feet or above in length** as "Medium" runways. This might be marginal for certain types of aircraft, so users should **know their plane's capabilities and skill level** before attempting such assignments. Remember, you will only have braking capabilities while on (or very near) the runway ground polygons, so there is little room for error, especially while landing. Wind conditions may help or hinder you as well, so use good judgment. Information on which camps are designated for "Small" and "Medium" cargo areas, and all the SIRP runway lengths can be found in the camps brief above.

We hope you enjoy SIRP.

Installation

Before beginning, please note: *In addition to the files included in the main "SIRP.zip" release, SIRP incorporates a variety of 3D models and scenery elements that have been placed with Abacus' [EZ-Scenery](#) software. You don't need this program installed to enjoy SIRP scenery, but **you do need to download and activate (or have previously installed) the required third party EZ BGL's** we have used to render various scenery elements. Failure to install these third party EZ bgl's will result in FS omitting a great deal of the scenery included. A complete list of these files and different download options are listed in the [EZ Files Master List](#) below. Options for both new and experienced EZ users are also listed below.*

Step 1. Install the Main Scenery:

Place the **"SIRP"** folder into your flight simulator addon folder (or wherever your main scenery addons are kept) and activate as normal in FS with your FS9 Scenery Library dialog panel. This file contains the bulk of the SIRP scenery BGL's and textures.

Step 2. Install the Effects:

Place the **"Effects"** folder into your Main **"Flight Simulator 9"** root folder and click yes to the folder overwrite prompts. (These are the smoke, fire, and snow effects used by the "SIRP_EZ_effects.bgl", to be installed next.)

Step 3. Install the SIRP Custom EZ Files-

There are two possibilities depending on if you currently have an **active EZ File Library**:

a. If you have previously installed any "EZ Scenery" BGL's in an **FS "EZ Library"**, simply place the **"scenery"** and **"texture"** folders in the **"SIRP_Custom_EZ_Files"** folder into your current "EZ Libraries" folder (or whatever you have named it). If you have previously activated this folder, they will be automatically activated upon starting FS.

b. If you are new to using EZ File Libraries, simply create a folder named **"EZ Libraries"** and place it wherever you usually store your regular scenery folders, Then place the **"Scenery"** and **"Texture"** folders in the **"SIRP_EZ_Files"** folder into this newly created folder and activate it in your FS9 Scenery Library dialog panel just as you do with any other scenery. This will then be the same folder into which you install the third party EZ Files in step 3 below, (or any subsequent EZ libraries required by a future scenery download).

Step 4. Install the Third Party EZ Files needed- Again there are two possibilities:

a. If you have previously installed any "EZ Scenery" BGL's in an **"EZ Library"** on your hard drive, simply compare the **"EZ Files Master List"** below to see if you are missing any of the **EZ BGLs** needed. If you don't have one or more of them, links to download those files at the AVSIM Library are provided.

b. If you have only a few EZ files installed, or used step 2b above the **Bulk Download** option may be more convenient. You can use it to get the all the required files in one download (already unzipped and co-mingled into their respective **"Scenery"** and **"Texture"** folders for easy installation). Again, make sure the **EZ Library** you are using has been activated in FS in the Scenery Library dialog panel.

Step 5. Additional / Optional Files:

a. The SIRP Depot at PAPG: To install the SIRP Depot/Headquarters at Petersburg, just place the **"SIRP Depot"** folder where you keep your regular addon sceneries and activate it in FS with your FS9 Scenery Library dialog panel. In the folder there are three additional folders: If you use Lagos' **FS Enhancer (FSE)**, place the SIRP Depot **"Lago"** folder in your **"Flight Simulator 9"** root folder and click yes to the folder overwrite prompts. If you use FSCargo, place the SIRP Depot **"FSCargo"** folder in your **"Flight Simulator 9/VistaMare"** folder and click yes to the overwrite prompts. Finally, place the contents of the SIRP Depot **"AFCAD"** folder in your FS9 **"Addon Scenery/Scenery"** folder or wherever you put your AFCAD files.

b. FSE Sounds: If you are a user of Lagos' *FS Enhancer (FSE)* and wish to have the SIRP sounds active, place the **"Lago"** Folder in your Main **"Flight Simulator 9"** root folder and click yes to the folder overwrite prompts and the files should be automatically placed into their respective FSE file locations.

c. FSCargo: If you are a user of FS Addon's *FSCargo* and wish to have FS Cargo in SIRP place the **"FSCargo"** folder in your **"Flight Simulator 9/VistaMare"** folder and click yes to the overwrite prompts and the files should be automatically placed into their respective FSCargo file locations.

EZ Scenery Files Master List

Third Party Files Used: Elements from the following EZ Files were used to create SIRP. To see all the scenery elements in SIRP you'll need to have these installed. We've provided a [Bulk Download](#) (see below) which includes ALL the files below for those who have little or none of these files already. They're already unzipped and co-mingled into their respective "Scenery" and "Texture" folders for quick activation.

EZ BGL	From Original .ZIP	Author
ABW.bgl	abw_ver23.zip	Scot Ingram
ABW1.bgl	abw_ver23.zip	Scot Ingram
ezsigns.bgl	ezsigns.zip	Dennis Waggoner
ez-beacon-towers.bgl	ez-beacon-towers.zip	Newton Drummond and Fern Marques
ez-extra-objects-1.bgl	ez-extra-objects-1.zip	Lars Hoyer, Steve Ziegler
ez-flags.bgl	ez_flags.zip	Lou Frost
ez-flag2.bgl	ez-flag2.zip	Lou Frost
ez-helicopters-and-pads.bgl	ez-helicopters_and_pads.zip	Various Authors, Steve Ziegler
ez_old_workshop_1.bgl	ez_oldworkshop_1.zip	Neil Birch, Steve Ziegler
ez-vintage_signs.bgl	ez-vintage_signs.zip	Sidney Schwartz
ez-vintage_hangers.bgl	ez-vintage_hangers_ss_v3.zip	Sidney Schwartz
<i>textures for ez-extra-objects-1.bgl</i>	ez-extra-objects-1-textures.zip	Lars Hoyer, Steve Ziegler
forest fire objects.bgl	forest_fire_scenery_objects.zip	Shawn Lund
forest fire objects part 2.bgl	fire_scenery_objects_part_2_original.zip	Shawn Lund
GA-Hangers_lib.bgl	ga_hangers.zip	Steve Ziegler
lens aerosoft1.bgl	lens_ez_scenery.zip	Len Hickman
lens ez cargo vol1.bgl	lens_ez_scenery.zip	Len Hickman
lens_ez_oil_drums.bgl	lens_ez_oil_drums.zip	Len Hickman
lens_ez_wilderness.bgl	lens_ez_wilderness.zip	Len Hickman
lens_ez_wood.bgl	lens_ez_wood.zip	Len Hickman
lfobjlb1.bgl	lfobjlb1.zip	Lou Frost
lfobjlb2.bgl	lfobjlb2.zip	Lou Frost
lfobjlb3.bgl	lfobjlb3.zip	Lou Frost
lfobjlb6.bgl	lfobjlb6.zip	Lou Frost
Objects01_lib.bgl	objects01_lib.zip	Stephen Legg
RampLight_Library.bgl	esdg_ramplight_rwy12.zip	Bill Leaming
ron_ez_housez_and_buildingz.bgl	ez_housez_and_buildings.zip	Ron Jeffers
ron_ez_outdoorz.bgl	ezoutdoors1.zip	Ron Jeffers
ron_ez_outdoorz_2.bgl	ezoutdoors2.zip	Ron Jeffers
shaka_lib_01.bgl	sh_lib01.zip	Martin Strong
shipping_containers.bgl	shipping_containers.zip	Heath Wells, Steve Ziegler
tl_items.bgl	tlucas_ez_scenery_library.zip	Todd Lucas, David "Opa" Marshall
woody's ez_cabin's.bgl	wood_y_ez_cabin_s_v1.1.zip	Glenn "Woody" Fout
woody dock stuff.bgl	woody_s_ez_docks.zip	Glenn "Woody" Fout
woody's ez_stuff.bgl	woody_s_ez_stuff.zip	Glenn "Woody" Fout
woody's ez_stuff_2.bgl	woody_s_ez_stuff2.zip	Glenn "Woody" Fout
woody's hangers.bgl	woody_s_ez_hangers_green.zip	Glenn "Woody" Fout
woody's ez_mountain_men.bgl	Woody's EZ_Mountain Men.zip	Glenn "Woody" Fout
woody's pier sections.bgl	woody_s_ez_pier_s.zip	Glenn "Woody" Fout

Third Party Bulk Download:
Contains all files listed above unzipped and co-mingled into their respective "Scenery" and "Texture" folders for quick activation.

http://www.mistymooring.com/tongass/sirp/sirp_ez_bulk.zip

(88.9MB zipped) As we have included all the textures in the original authors' zips, to retain their EZ library continuity, this file will need 216MB of disc space when unzipped.

SIRP Custom EZ Files: *These files are already included in the main SIRP download, so there's no need to download them again. They're listed here with they're stand alone download links only for reference purposes.*

EZ BGL	From Original .ZIP	Author
woody's EZ_rocks_Boulders_snowdrifts.bgl	woody_s_ez_rocks_boulders_snowdrifts.zip	Glenn "Woody" Fout
woody's EZ_SIRP_Campers.bgl	woody_s_ez_sirp_campers.zip	Glenn "Woody" Fout
woody's ez_sirp_stuff.bgl	woody_s_ez_sirp_stuff.zip	Glenn "Woody" Fout
sirp_ez_effects.bgl	SIRP_EZ_Effects.zip	Ed Truthan
fa_ez_arctic_set_v1.bgl	FinneyAirArticSetv1.zip	Rob "Lt. Finney" Finnegan

Known Issues

These are minor issues but we thought we'd list them so you don't have to waste time documenting them for our benefit...

Threshold braking: Landing short of a SIRP runway ground polygon and applying brakes **immediately** may trigger a crash when you cross the polygon threshold. This is because there are "invisible runways" for braking resistance that lie below the runway ground polygons that only extend to the end of the polygons themselves. Thus you will be braking on a sliding surface first (the default FS "ice" texture), but have full brakes on when you reach the "braking" properties of the invisible runway. This problem only occurs when you are "braking" hard before the official runway polygon threshold begins. You can roll past this threshold without any problem.

Runway Polygons: When taxiing or taking off at the *extreme ends* of a runway (while facing away from the center of the runway), the runway ground polygons may disappear suddenly. If a fix for this is found it will be issued forthwith.

Snow Effects: At wide angles of view (usually some distance or angle from their emitters), the snow effects may disappear suddenly or blink off then back on. This seems to be an FS limitation concerning how far from their emitters particles can exist *when facing away from the fx emitter*. Changing views helps alleviate this problem. If a fix for this is found it will be issued forthwith.

Snow Effects: The snow effects (hidden beneath the 3D snowdrifts) may sometimes "*bleed through*" when seen from certain angles, mostly at a distance. This is another anomaly of FS9 similar to effects smoke appearing behind clouds and may not have a remedy. It's usually quite ignorable though. If something is found to reduce the problem a fix will be issued forthwith.

Effects "Thinning": A lot of effects may be on the screen at a given time in SIRP. This is generally no problem because the autogen devoid regions of the Stikine provide extra FPS overhead, and the SIRP effects have been created with as few emitters and particles per second as are necessary to render them realistic. We've done this with FPS in mind and on most rigs we tested on FPS were extremely good. None the less if you have slow system or are short on RAM due to other background programs which may be running, FS will begin thinning the number of effect particles on the screen and you may thus notice a "thinning" in the snow and smoke. Killing any unneeded programs or rebooting usually clears this right up.

Troubleshooting

If you need to troubleshoot any problems, experience poor frame rates, or just don't like certain scenery items, you may selectively remove certain scenery elements from the SIRP/Scenery folder. Each camp is made up of 8 BGLs with the following properties:

TFG*_apw.bgl- Airport For Windows files; containing the invisible runways that underlie the ground polygons (for braking), all windsocks, all NDB's, Bills sno-cats, and any other APW scenery items.

TFG*_ez.bgl- All the primary camp scenery items (other than noted below) that are rendered with EZ-Scenery; i.e. buildings, hangers, benches, etc.

TFG*_Flatten.bgl- The groundl flatten file for each camp.

TFG*_Ground_Tracks2004.BGL –These two files contain all the ground polygon data.

TFG*_Ground_Tracks.bgl

TFG*_smokefx.bgl – contains only the EZ smoke effects (from Ed's "SIRP_EZ_effects.bgl") for each respective camp.

TFG*_snowdrifts.bgl – Contains only Woody's EZ snowdrifts (from Woody's "woody's ez rocks_boulders_snowdrifts.bgl") for each respective camp .

TFG*_snowfx.bgl – Contains only the EZ snow effects (from Ed's "SIRP_EZ_effects.bgl") for each respective camp.

Resources and Support

You may post any questions, problems, comments, or praise you may have for this scenery at the [SimFlight Network's Tongass Fjords Support Forum](#). The authors will be happy to answer your questions online as soon as they can. Announcements of any fixes or updates for this scenery will also be posted there.

For more Tongass Fjords freeware addons visit the Tongass Fjords online headquarters at ["Tongass Wild"](#).

For more Tongass sceneries and a plethora of resources for the Tongass Fjords sister program ["Misty Fjords"](#) visit the ["Misty Moorings"](#) web site where you'll find numerous resources for both Misty and Tongass Fjords.

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Abacus for their wonderful [EZ-Scenery](#) program from which the bulk of this scenery was rendered.

Douglas A. Pouk for his versatile [FS Architect](#) program without which the ground polygons would have been infinitely more difficult to configure, size, and place in FS.

Martin Wright for his many indispensable [FS texturing tools](#), without which FS scenery addons would be nearly non-existent.

Rob "Lt. Finney" Finnegan, partner in "VERT" the "Virtual Emergency Response Team" at www.vertva.com for granting us permission to include the beautifully realized models from his "[FinneyAirArticSetv1.zip](#)" release. These models add a great deal of realism to the look and feel of the vehicles and equipment in the SIRP "Field Expeditions".

Finally, a heartfelt thanks to all of the third party authors whose EZ files were used to fill out SIRP: **Scot Ingram, Steve Ziegler, Dennis Waggoner, Sidney Schwartz, Newton Drumond, Fern Marques, Lars Hoyer, Steve Ziegler, Shawn Lund, Neil Birch, Len Hickman, Lou Frost, Stephen Legg, Bill Leaming, Ron Jeffers, Martin Strong, Heath Wells, Steve Ziegler, Todd Lucas, and David "Opa" Marshall**. Together their collective work represents hundreds if not thousands of hours creating the many scenery elements that make up this package and we are thankful to all of them for allowing the free distribution of their excellent work.

Legal Stuff

This scenery release is freeware; you may use it as you wish so long as no portion of this package or its contents is used for any payware products without the expressed consent of the authors. You may redistribute portions of this scenery for freeware releases should you so desire, so long as credit is given to it's authors.

Questions regarding authorship of individual scenery elements may be sent to Amigo Ed Truthan at: edtruthan@frontiernet.net

"Fly high...stay dry...and we'll see you on the icefields."

-The Amigos

Bill Dick, Phil Cayton, Glenn "Woody" Fout, Doug Linn, and Ed Truthan