SIRP

Stikine Icefield Research Program

Originally designed for 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.

Conversion for FSX/P3D by Mike Broemme*, May 2015

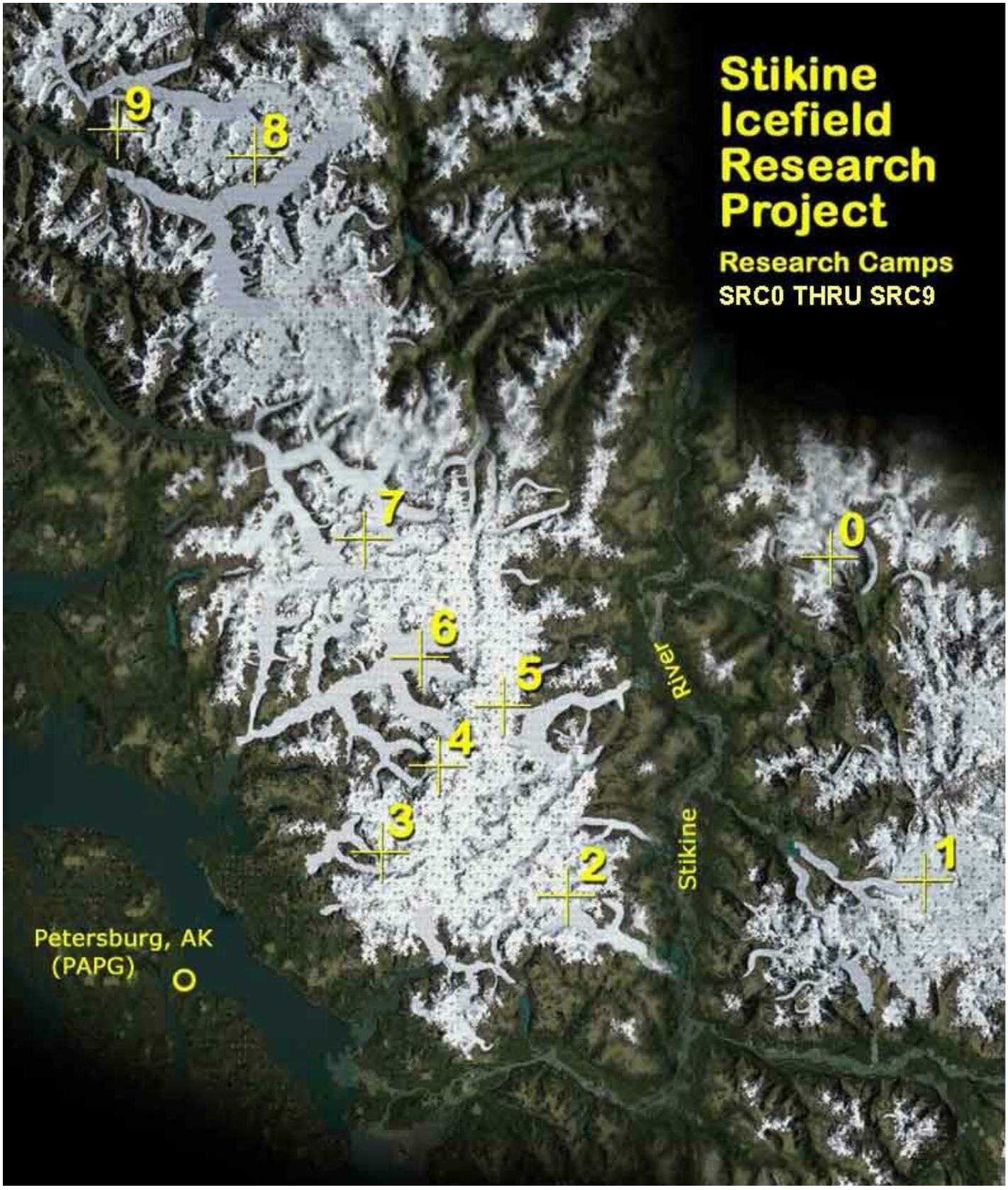
Introduction

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 land class in the Tongass X 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 ice field destinations. These camps vary from well equipped regional supply centers to lonely, wind battered outposts. In addition, all fire, smoke have been specially designed for this release in an attempt to bring a unique "arctic wilderness" feel to the scenery.
You will need to have a working installation of Holger Sandmann’s Tongass X installed in order to render many elements in the scenery.

The SIRP Map

The map below is a mosaic of overhead screen shots. 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
SRC0 THRU SRC9
9
8
7
6
5
4
3
2
1
0
River
Stikine
Petersburg, AK
(PAPG)

The Depot at Petersburg

SRCD "SIRP Depot" @ 91 Ft.(USA)

Lat: N56 48.10
Long: W132 56.71
Rwy Heading: 04/22
Runway Length: 5,988 ft.

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 ice field camps that make up the bulk of this package, we've created this 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 ice fields, and even it's own general store.

Camps Briefing

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 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 ice fields.

Camp Designations
There are 10 camps in total, designated with ICAO codes, so you can chose them from your FSX/P3D:
SRC0 thru SRC9 ("SRC"= "Stikine Research Camp").
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 20 km (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 FSX GPS, but of course experienced bush pilots need no such help.

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

Runway and Taxi Precautions
Runway, taxi, and turnaround areas are all are delineated by ground photo textures 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 "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!

The Camps

SRC0 "Scud Camp" @ 6,892 Ft. (CAN.)

Lat: N57 22.16274
Long: W131 25.19889
NDB Frequency: 250.0 (20km/12mi Range)
Rwy Heading: 14/32
Runway Length: 1,700 ft.

An isolated outpost situated on a high, small, but flat saddle above Scud Glacier, it' 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.

SRC1 "Porcupine Camp" @ 5,954 (CAN.)

Lat: N56 56.62
Long: W131 13.46
NDB Frequency: 251.0 (20km/12mi Range)
Rwy Heading: 16/34
Runway Length: 2,500 ft.

SRC2 "Glacier Camp" @ 3,074 ft. (CAN.)

Lat: N56 55.15016
Long: W132 2.14707
NDB Frequency: 252.0 (20km/12mi Range)
Rwy Heading: 18/36
Runway Length: 1600 ft.

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.

SRC3 **“Patterson Camp” @ 4,675 (USA)**

Lat: N56 58.4816
Long: W132 28.03958
NDB Frequency: 253.0 (20km/12mi Range)
Rwy Heading: 07/25
Runway Length: 2,100 ft.

Situated on the western edge of the expansive Patterson-Le Conte Ice field 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 Ice field. 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 ice fields 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.

SRC4 **“Border Camp” @ 6,869 (CAN./USA)**

Lat: N57 5.3345
Long: W132 20.32411
NDB Frequency: 254.0 (20km/12mi Range)
Rwy Heading: 13/31
Runway Length: 1,500ft.

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.

SRC5 **“Glacier Camp” @ 5,921 (CAN.)**

Lat: N57 9.7432
Long: W132 10.75207
NDB Frequency: 255.0 (20km/12mi Range)
Rwy Heading: 16/34
Runway Length: 2,000 ft.

Dedicated primarily to the study of Flood Glacier and the central eastern ice fields 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 snow cats and support vehicles, expeditions leave northward from here for the interior ice fields 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 Ice field 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 homemade 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.

SRC 6 **“Ice Camp” @ 3,736 (USA)**

Lat: N57 13.5536
Long: W132 23.22316
NDB Frequency: 256.0 (20km/12mi Range)
Rwy Heading: 05/23
Runway Length: 2,000 ft.

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.

SRC7 **“Dawes Camp” @ 7,011 (USA)**

Lat: N57 22.44305
Long: W132 30.71693
NDB Frequency: 257.0 (20km/12mi Range)
Rwy Heading: 09/27
Runway Length: 1,600 ft.

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 the 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 deceivingly longer than it actually is, so be careful.

SRC8 **“Saddle Camp” @ 5,560 (CAN.)**

Lat: N57 51.82948
Long: W132 46.64903
NDB Frequency: 258.0 (20km/12mi Range)
Rwy Heading: 07/25
Runway Length: 2,200 ft.

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 are 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.

SRC9 **“Tracy Perch” @ 6,046 (USA)**

Lat: N57 53.90145
Long: W133 5.84004
NDB Frequency: 259.0 (20km/12mi Range)
Rwy Heading: 14/32
Runway Length: 1,800 ft.

Situated to have views of several of the glaciers in the northwestern reaches of the Stikine Ice field, 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’ 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 ice fields. 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 resupply 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!
You will find expeditions in extensive vicinity of SRC1, SRC2, SRC3, SRC5, SRC6, SRC7, SRC8.

Used Libraries

SIRP for FSX/P3D utilizes a wide range of libraries from RTMM, Tongass X and FSX AccPack.

The RTMM libraries are a huge collection of objects/textures gathered from former FS 2002/ 2004 libraries like EZ-1 series and Rwy12 of different authors, additionally a lot of elements created by Woody Fout and Bill Dick, and of course RTMM own developments, all converted and put together in a new compilation to meet FSX and P3D requirements. Additionally Larry Hickman’s “lens_ez_oil_drums“ are used for displaying burning/smoking oil barrel during day time.

Getting SIRP FS2004 working in FSX/P3D

*Mike Broemme
did following extensive changes which became necessary to run former SIRP FS2004 software in FSX/P3D:

- Airport informations, AFCADs and NDBs created for SIRP camps and SIRP depot
- New ground photo textures created for camps and depot, day and night
- Mesh adjustments for all camps to fit into FSX geography
- Camp runways adapted to FSX geographic aspects, partly displaced or turned
- Some missing FS9 objects replaced by similar ones (using libraries of RTMM, Tongass X, FSX, Acceleration pack)
- Some former FS9 objects converted into native FSX objects, related textures compiled into .dds format
- All objects adapted accordingly to new runway positions
- Creation of new effects for smoking oil barrels and smoking chimneys, placed accordingly to new scenery
- Creation of sound effects/wave files for wind and FBO-radio
- Position of expedition objects adapted to FSX geography

Legal Stuff

Original manual by „The Amigos“.
This manual was adapted to the new SIRP_FSX scenery by
Dieter Linde
Backcountry Pilots
Http://www.backcountrypilots.de/