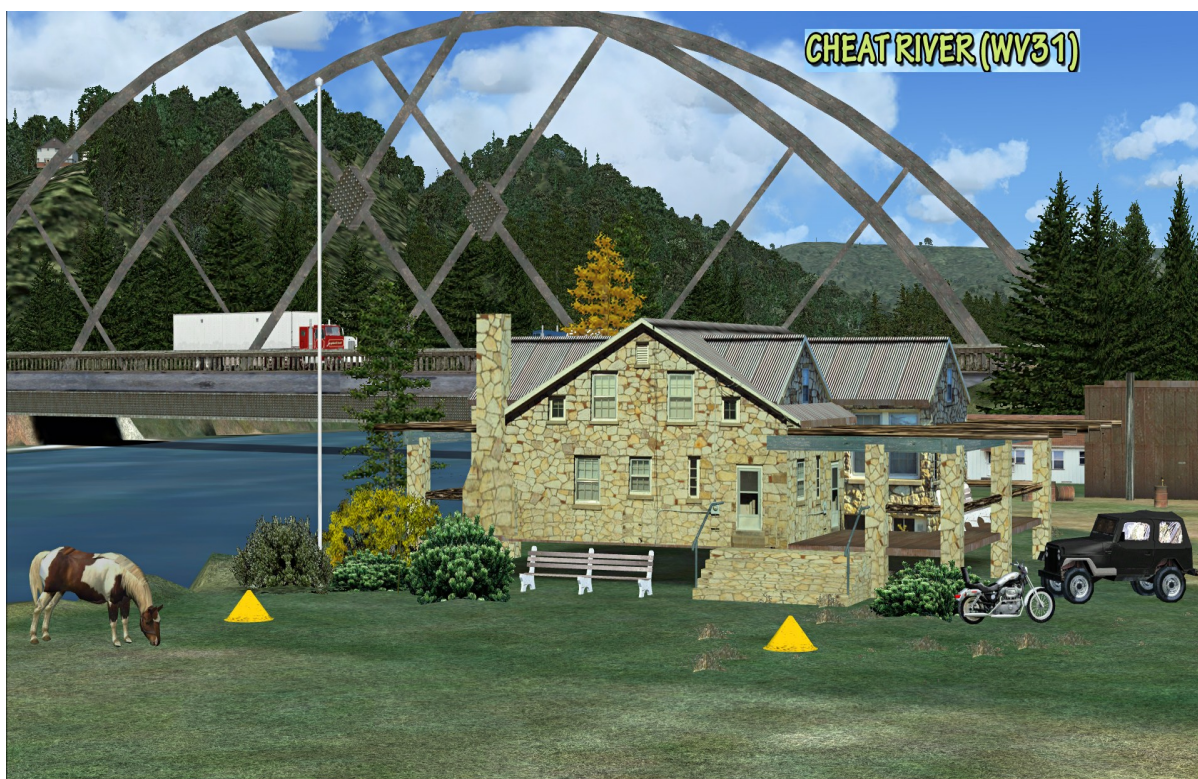# VFR APPALACHIA

Created by Real-world Pilots for FSX Simmers

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1.   PRODUCT BACKGROUND and OBJECTIVE

VFR Appalachia is first in our series of highly detailed east coast USA airports meant for pilots who prefer to fly the mid-Atlantic region. As the product title suggests, our aim was to recreate real-world airports in FSX for those who prefer low and slow short hops between airports. The eight airports in this series were developed from our on-site visits and birds-eye-view shots from our pilot - Jay, so what is rendered in FSX is what was captured realistically from real-world.

VFR Appalachia comprises:

1. Eastern West Virginia Regional Airport/Shepherd Field (KMRB), West Virginia
2. Cheat River (WV31), West Virginia
3. Front Royal (KFRR), Virginia
4. New Market (8W2), Virginia
5. Moran Field (MD99), Maryland
6. Seven Springs Borough (7SP), Pennsylvania
7. Nemacolin Resort (PA88), Pennsylvania
8. Ingalls Field (KHSP), Virginia

Except for Eastern West Virginia Regional Airport (KMRB) which has a newly commissioned 9000ft runway and military apron/tarmac area, all others have anywhere from 2600 to over 5,600ft runways capable of handling sport and light singles to medium multiengine aircraft. From the eight, three airports - WV31, MD99, and 7SP - are either decommissioned or are in the process of being decommissioned for some reason or other. WV31 for example, does not exist anymore, however the field's outline can still be seen from Google satellite pictures. Although the three airports are non-active in the real-world, we thought it prudent to reflect them, not only for tribute sake, but for their distinct locations and peculiar challenges they present. MD99 and 7SP are renowned for stiff wind gusts, unpredictable cross-wind deviations and sporadic microburst because both are located on plateaus at over 2000ft. WV31 on the other hand, has challenging approaches from either airport runway directions due to mountain ranges and hills on both sides of approach, including man-made obstacles, which keeps the pilot extraordinarily vigilant during approach. Not to mention hazardous fog at different phases of the day which can be fatally unforgiving during approach or whenever flying below established minimum standards in the Cheat River valley area.

2.   PRODUCT FEATURES

- 30/15cm photoreal ground poly/textures
- custom runway/apron ground poly.
- voluminous 3d grass
- multitude of custom 3d objects (eye candies) pertinent and regional to each airport. What you see in the sim is based on actual photographs from our on-site visits/photographs.
- landclass/waterclass seasonal textures with added/readjusted custom coloration typical of east coast region's 4 seasons
- night textures and lighting effects

- airport charts with facilities directory where applicable
- animation
- sounds/nature ambience
- and more...

All airports are compatible with following 3rd party addons (where applicable):

- FSGenesis USA/World 76m mesh
- LCSim's WV 4m mesh
- Any other 76m mesh freeware or payware
- UTX USA and GEX
- MyTraffic X and default AI Traffic
- Tileproxy photoreal landclass

3.   SYSTEM-SPECIFIC REQUIREMENTS

Atolls of Tuvalu was developed on a high-end system but tested in low to medium-end system using both WinXP, Vista and Win7 platforms with medium to high-end graphic cards. Specific requirements include:

- Microsoft Flight Simulator 10 (FSX)
- Windows XP (SP2, SP3), Windows VISTA (32/64bit), Win7 (32/64bit)
- Pentium IV 2.6 GHz (2GHz Duo2Core Intel or equivalent and above advised)
- 1 GB RAM and above
- 256 Mb DirectX 9 graphics card (512 Mb or higher recommended)
- Adobe Acrobat® Reader 6 minimal to read and print manual.
- 1 GB of disk space (over 600 MB software file size)

4.   RECOMMENDED FSX SETTINGS

Frame rates from scenery complexity and autogen settings were averaged at 28fps or higher. This includes moving sliders 100% to the right. Lower settings yielded much higher frames, but our recommendation is *Dense* to *Extreme Dense* for exceptional rates. To enjoy scenery fully, especially mesh and photoreal landclass, it is recommended to set Mesh Complexity at 100%, Mesh Resolution at 1m, and Texture Resolution at 7cm. In other words, all three should be 100% set to the right on the slider. To retain/gain fps, move Water Effects slider to High 2x. If system can afford extra fps, set to Max 2x.

AI Traffic should be set at 30% or lower for exceptional fluidity as well. Road traffic should be set at 20% or less, although there won't be much need for dense AI and Road traffic in rural VFR Appalachia.

If using FSGenesis 76m mesh together with LCSim's WV 4m mesh, ensure to have the former reside/layered lower than the latter mesh within FSX Scenery Library setting.

5.   DISCLAIMER

No technical issues were encountered during various beta tests, whether hardware or software-related. Instructions for installation of software are straightforward; however, venturing outside bounds of recommended installation and use is at sole discretion of End-User.

We will not bear responsibility for issues resulting from installation of the product, in part or full, into former Flight Simulator platforms which includes FS2004 because the product is not backward compatible. Furthermore, we will not be held responsible if files are altered within software for any reason associated with End-User taste or choice.

The product is Non-refundable for these and various other reasons.

6.   AIRPORT INFORMATION AND FACILITIES DIRECTORY

Real-world airport data, diagrams, NavAids, and Instrument Approach and Depart Procedures (IAP/IDP charts) can be found at http://www.airnav.com and http://www.pilotoutlook.com. However direct links are provided where available/applicable to VFR Appalachia airports.

WORD OF CAUTION:
Although information found at direct web links above and below are real-world related, it should be used as guide for FSX simulation ONLY. Data and airport information change constantly and regularly as advised either by these websites or through FAA, hence it is imperative not to use current snapshot data from these web links as final and complete information as basis for planning actual real-world flights.

1. Eastern West Virginia Regional Airport/Shepherd Field (KMRB), West Virginia

http://www.airnav.com/airport/KMRB

2. Cheat River (WV31), West Virginia

No known data available for this decommissioned airport.

3. Front Royal (KFRR), Virginia

http://www.airnav.com/airport/KFRR

4. New Market (8W2), Virginia

http://www.airnav.com/airport/8W2

5. Moran Field (MD99), Maryland

http://www.pilotoutlook.com/airport/maryland/md99

6. Seven Springs Borough (7SP), Pennsylvania

http://www.airnav.com/airport/7SP

7. Nemacolin Resort (PA88), Pennsylvania

http://www.airnav.com/airport/PA88

8. Ingalls Field (KHSP), Virginia

http://www.airnav.com/airport/KHSP

7.   ACKNOWLEDGEMENT/CREDITS

As usual, we are deeply grateful to those who contributed insurmountable hours to the design and development of this product. We are also grateful to those who made it possible for us to collect on-site information/data and pictures of the eight real-world airports.

William E. Walkup	- Manager/Administrator, Eastern West Virginia Regional Airport Authority
Bob Bayes	- Vice President/General Manager (Co-owner), Aviation Solutions, Eastern West Virginia Regional Airport.
Reginald Cassagnol	- Owner/Manager, Cass Aviation, Front Royal/Warren County Airport
Steve Eagleson	- Front Royal/Warren County Airport
Robert Thomas	-Owner, Balloons Unlimited, New Market Airport
Ron Soltis	- Seven Springs Borough Airport, Seven Springs Mountain Resort
Jay Jenkins	- Pilot/photographer and Product beta tester
Gary Mailhot	- Product beta tester
John J. Thuot II	- Product beta tester
Ken Alger	- Product beta tester

James Theal   - Photographer, landclass/waterclass photoreal texture and Product beta tester

Peter B. Payne   - Product beta tester

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