

Bob Bernstein's Harvey & Monroe



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Now let's get down to business.....

A little boys' dream

It was 7 a.m. when John's alarm went off, but he had been wide awake already for hours ! His father had promised that this Sunday they would drive out to Harvey Field, the private airfield at Snohomish, Washington. John was mad about planes and had been building plastic kits since he was 6 years old, painting them meticulously. His father was not too keen on flying, but John's uncle had a plane, parked at Harvey Field, together with some 350 other aircraft! He had invited John's father many times, knowing that John would love to come out, but until today his father had always found a reason not to go. For some reason that had changed, and two weeks ago his father had come to his room and said they would go out to Harvey Field to meet Uncle Tim. John had not slept much anymore since that day! He hit the alarm clock and threw the bed sheets aside, jumped out of the bed and ran to his parent's bedroom. His father still had his eyes closed and John feared he would not be too happy for the early call..... but then his father opened his eyes and grinned and John knew all was okay ! "Go get a shower and get dressed", his father said, "I'll make us some breakfast".



The sun was shining already and there were only a few high clouds to be seen..... this looked like a perfect day for a visit to the airfield, and perhaps a flight even ! John had never flown before, nor had his father, and although nobody had spoken about it there was this 'chance' of getting airborne. Such an exciting thought!! John ran down the stairs to find his bowl of cornflakes already waiting for him. He poured the milk on it, while at the same time leafing through an aviation magazine that had an article about Harvey in it. "Haven't you read that 300 times already?" his father asked, smiling.

Half an hour later they drove away from their home in Bothell, heading for the Maltby Road. A little later John's father turned north onto Route 9 that would take them right up to Snohomish and Harvey Field. They took the 'official' way in, via the intersection at Marsh Road and Airport Way, taking the little back road that would lead them passed the Harvey family house. It was now 8:30, the sun had reached the

valley and John saw some planes on the field already. Those pilots were getting an early start, most likely to make a longer tour or trip.



They turned left into the airport entrance and John's father parked the car near the restaurant. That's where they had agreed to meet Uncle Tim. John reached the restaurant entrance first and barged in, to see his uncle sitting at the bar with a cup of coffee in his hand, talking to another man sitting next to him. "Uncle Tim!!" he blurted and ran over. His uncle had just enough time to put down his coffee and catch John, who was tripping over his own impatient feet and flying head-on towards the bar stools !

"Wow Big Man!" his uncle grinned, "are we in a hurry for something!?". John grinned sheepishly, trying to regain his 'composure', while his father entered behind him. The two brothers shook hands and chatted a bit about some family matters. Then Uncle Tim turned to John and said "Ready to take a tour of the field?"

No need to ask of course.

They walked outside and turned right towards the 'platform'. "I'll show you around the main hangars first," said his uncle, "many of them are open and we can have a peek inside. There to your left you see the gas station. We'll have to get some fuel too before we leave later on".

LEAVE !!??? John had heard it clearly ! And Uncle Tim had said 'WE'.... ! That would include young John, wouldn't it !? His heart skipped a few beats... would this be his lucky day ? He didn't dare asking, afraid that he might have misunderstood.

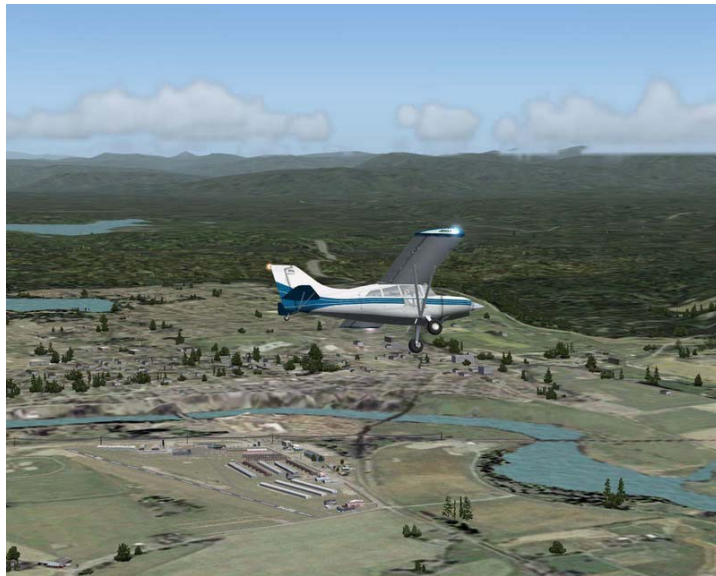
Meanwhile they had reached another building. 'This is the home of the local flight club', explained Uncle Tim, 'let's have a peek inside, and I need to pick up something anyway'. They entered the building, nodding to a gentleman sitting in a plastic garden chair outside on the veranda. Uncle Tim shook hands with a gentleman inside and inquired about the weather. I'll take the Maule out for a short trip a little later on, after I have shown my nephew here around.'

The other man nodded friendly to John and gave Uncle Tim some papers. After scanning them, his uncle folded them and put them in his coat pocket.

'Okay, next stop is the hangar next door', he said and gently pushed John towards the door. There were a few hangars situated near the northern end of the field, next to the building they had just left. And some aircraft 'shelters' in front of them.

Uncle Tim walked over to one of the hangars and opened a little door on the side. He motioned John and his father to enter and followed them himself. He flipped a switch on the wall to turn on the lights. The overhead lights revealed an aircraft that had written 'Maule' on the end of its wings. The hangar smelled like a garage with the odor of oil and petrol the strongest. John loved it !

'Well, that's my little plane', Uncle Tim grinned, 'go have a look'.



Little !!?? It looked anything but little to John. He cautiously approached the gleaming aircraft, looking at the wing and walking around it. His Uncle followed him.

'Here, let me open the door', he said, unlocking it with a key. 'You can climb in, just be careful not to hit anything and don't pull yourself up on the controls.'

John carefully hauled himself up and onto the left seat, taking care not to touch anything. He looked at the gauges and switches in front of him, at the control yoke with the buttons on it, and out over the nose. He was glad that he was tall enough to look over the nose of the taildragger. Uncle Tim leaned over, standing under the wing, and pointed at a few of the instruments. 'That's the altitude indicator, there is the artificial horizon, here you can read the speed, that is the fuel gauge.....'. John knew most of the instruments; from his magazines and his many hours on his Microsoft Flight Simulator. But seeing them in the real thing, being able to 'touch' them, was very different !

'We'll look at it some more later on,' his uncle said, 'Lets go and have a look at some of the other buildings first'.

John climbed back out, reluctantly, and followed the men outside. They entered one of the other hangars. Funny enough there weren't only aircraft in this one.... In a far corner John could see two desks with people sitting behind it, working on PC's. "FSAddon Publishing" was written on a banner on the wall behind the desks. Strange.

'You know the Microsoft FS program, don't you?' his uncle asked. John nodded. 'Okay, then the next hangar will be fun for you,' Uncle Tim smiled, 'Go in and have a look and see if you recognize the guys in there!'

I won't tell you here what John discovered....
have a peek yourself ;-)

After they visited that last hangar they walked back towards the petrol pumps. Uncle Tim waved at a man driving by in an open Jeep Wrangler. The driver turned around and stopped next to them. 'Hi Pete', Uncle Tim said, 'These are my nephew John and his father. I am showing them around the field. Would you have a few minutes to spare to drive us around?'

'Sure,' Pete said, 'it would be my pleasure.... hop in!'

They all got in the Jeep and Pete drove off, turning right at the petrol pump, heading for the southern end of the field. They passed many open parking spaces, most with an aircraft parked inside. John noticed that the taxiways were really narrow and made a remark to his Uncle.

'Yup, you cannot drive a 747 around here,' he grinned, 'and you'd better be careful when taxing indeed. You know, there are more than 300 aircraft parked here?'

They drove all the way to the far end of the runway, then turned to look at the newly built Harvey's residence. Uncle Tim told them a bit of the history of the field and the family, before the drove off again. This time Pete took the far road, leading along yet another long row of parked aircraft on the left and a





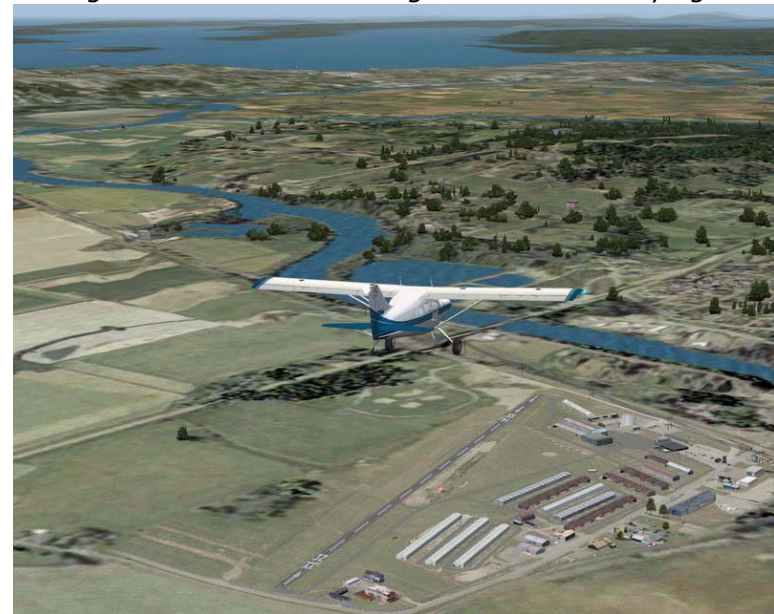
fence on the right. Then they left the main gate and drove around the field towards the south. 'Here is the ballooning company' said Uncle Tim, pointing at a building on their left, 'when the weather holds they might be flying tonight'.

Pete drove on over Airport Way, rounding the bend at the end, passing the Harvey residence again..... 'The balloons usually take off from that little field,' said Pete, pointing at a grassy field over to the left. He turned the Jeep on the grass and they headed back to the main entrance of Harvey. There they hopped out of the Wrangler, Uncle Tim thanked Pete for the ride and they headed for the restaurant. 'I need another cup of coffee first, before we leave,' his uncle said. They went inside and sat at one of the tables. There were not many people about, too early probably. John saw that it was 10 o'clock by now. He also noticed some activity at the building that had a 'skydiving' sign on it. He pointed it out to his father. 'Look dad, I think they are going to practice!' His father nodded. 'Well, I'll fly with you and your uncle today, but I am NOT going to jump out of any plane, that's for sure!'

John chuckled..... he'd never figured that his father might have fear of flying.... But

that's what it sounded like now.

After the men had finished their coffee and all had visited the men's room, they went back to the hangar where the Maule waited. Uncle Tim opened the big hangar doors and walked back to the Maule. He showed his passengers how to help him push the aircraft out of the hangar. 'Okay, all aboard!' he yelled jokingly. John's father climbed into the Maule and installed himself in one of the back seats, while John found himself in the right front seat. Uncle Tim climbed in as well and flipped a few switches, then yelled 'Prop !' and turned the ignition key. The prop turned a few times slowly and then the engine sprang to life. This was soooooo exciting !! When John's uncle released the handbrake and pulled the throttle lever a little,



Harvey and Monroe by Bob Bernstein, for FS2004



the Maule started inching forward, and a little more throttle made it head for the fuel area. There Uncle Tim cut the engine again and climbed out, heading over to a man standing near the pump.

Fueling only took 10 minutes and then they were on their way to a real flight. Uncle Tim steered the Maule over the narrow taxiways towards the begin of the runway. There were no other planes in sight when they pulled up at the runway edge. John's uncle tested the engine and radioed his intended departure. John was wriggling in his seat, fighting the seatbelt that was bothering him a little. He wanted to see everything!

With a last long glance to the left Uncle Tim turned the Maule onto the narrow runway and pulled the throttle lever out. The Lycoming engine roared and the little Maule jumped forward, quickly gathering speed and lifting its tail. After some 600 feet a gentle tug on the control yoke made the aircraft gently lift off. John had been afraid he would feel bad in his stomach, or head... But nothing like that happened. It was a wonderful feeling, floating in the air and seeing the buildings and roads getting smaller and smaller.

Uncle Tim made a left turn and pointed out the main road below, leading to Seattle. Turning further they saw the Snohomish River snaking through the landscape and disappearing in the distance. Harvey Field was on the left, below, but John could not see it very well. 'We'll make another turn for you to see when we come back', said his uncle, 'but first we'll go and have a look at the Monroe race track'. He pointed the Maule into the right direction, and then said to John 'you're ready to take over, captain?' John flushed and looked at his uncle. Was he serious!? His heart skipped another few beats. 'Just take the yoke, keep your feet on the floor, no need for them to touch the pedals, and keep the nose pointed at the mountain over there'. John took hold of the steering yoke and looked intensely at the mountain his uncle had pointed



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out. He glanced quickly to his left and saw that Uncle Tim was not holding the yoke!!! 'You're doing fine' was all he said.

This was beyond John's dreams. He was actually FLYING an aircraft. It would listen to him and bank left when he turned the yoke, and straighten up again when he turned the other way. This was so... so.. unreal and exciting ! John was certain he was glowing, radiating light, of pure enthusiasm !

.....

Your turn

Alright, so now it is your turn to discover the Snohomish region, and perhaps make a little boy's dream come true. Or perhaps your own..... Flight Simulator lets you live through similar experiences, and FSAddon's products help you immerse totally into the simulation.



Take the yoke of your virtual Maule and take off from Bob Bernsteins faithful rendition of Harvey Field, live through that sense of accomplishment when your airplane takes off and obeys your control inputs. Make it go where you want, all the while taking in some of the most wonderful sights you can imagine, in Washington State.

Installation



Installing Harvey & Monroe is a breeze thanks to the automatic installation routine. You basically just click on the 'Harvey.exe' and the installer will guide you through all the next steps. Make sure to check that the target folder indicated is **your FS9 folder** ! After that you start FS and Harvey and Monroe will be there.

To get started flying we have included a few start-up scenarios and flights for you. You can find them from the FS2004 main menu screen or from inside FS2004 via the menu bar at the top of the screen.

From the main menu go to 'Select a flight' then scroll down in the 'Choose a category' window and select FSAddon. Underneath you will see a number of 'flights' all starting with 'Harvey' or 'Monroe' in the name. Choose any of these and click the 'Fly now' button !

Alternatively you can reach the same functions by clicking on 'Flights' from the menu bar along the top.

Uninstalling



Now who in his right mind would want to Un-install this software !!??
Alright, alright.... You can if you want to.... ;-)

Here is how:

Click on 'Start'
Click on 'Programs'
Find the FSAddon folder
Click on 'Uninstall Harvey Field Monroe'

Disclaimer: we did have some problems with uninstalling before, especially getting the entries out of the **scenery.cfg**, so you might want to **check this manually** just to be sure!

Technical notes and Tips



Some **technical notes** that you might want to be aware of before getting into the thick of flying!

Minimal requirements to use the software?

If you have a good installation of FS2004, then you can run Harvey & Monroe. Simple as that. And it is anybody's guess what a 'good installation' is. Some folks are happy with the way it runs on an 800 MHz machine with a TNT32 graphics card.... Others get nightmares even thinking of such a setup. This is very much a matter of taste and the level to which one is spoiled by good hardware. The bigger and faster the better of course. **But let us be realistic** here: **FS2004** does not run 'nice' on anything less than 2 GHz PC and a good ATI Radeon or NVidia graphics card with some 128 Mb memory on board. And upping your RAM to 1 Gigabyte will REALLY make a lot of difference to the quickness of loading textures (aircraft and scenery) and the fluidity of your spot plane view. So there..... !

Suggested FS2004 settings:

- Use 2x AA and 2x AF for optimal frame rates (these are display settings for your graphics card).
- Reduce cloud density to improve performance.
- Density settings at Harvey; Normal, Dense, and Very Dense only affect the density of custom trees and some scenery objects.
- Texture settings in the display properties menu should be set to maximum.

Possible conflicts with other add-ons

The only conflict we have found during testing, is when you possibly have installed ANOTHER Afcad file. Two Afcad files for any area never work well ;-)

Bob's Introduction of Harvey



Probably my favorite airport in the world, Harvey Field is a wonderful bubble of activity. Along with a lot of GA activity there is a skydiving school located just west of the main fuel area, and a ballooning company nearby. Family owned for generations, the property became an airport in the '40s. Prior to that, the land was farmed, and the barn and some farm outbuildings remain standing today. The grey house near the south end of the airport is the old homestead. The Harvey's still own and operate the airport. Kandace is the boss, with her kids serving many critical roles. The main home appears in this scenery as still under construction. In truth it's completed now, but my photo images are from a bit ago. This home replaced a previous structure that was destroyed by an errant Cessna.

The farm is located in the fertile valley of the Snohomish River. When flying this area in the real world, the valleys are markedly obvious, compared to the highlands. I tried to capture this difference with extended 'phototerrain' using the valley walls as a natural transition area to the default.

The evidence of the history of this land still stands. Hangars built to house the growing demand for GA parking space have surrounded the old farm's barn and other farming out buildings. The old farmhouse also still stands, next to the more modern family dwellings near the southern runway threshold. This house reminds us of a time in which this homestead was an outpost on the frontier.

This airfield thrives due to the love for all things flying within the Harvey family.

A place to celebrate flying

For student pilots, parachutists, balloonists and plane spotters

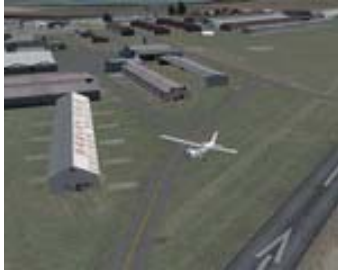
A place of business

Welding service on premise, major maintenance and fuelling service.

Office space is available for flight simulation development ;-)

You will find a Flying school, dorm room rentals, hot air balloon company, parachute club, aircraft sales and a restaurant on the premises.

A Bob Bernstein title.... what is included?



If you have been around the 'flight simulator scene' for more than a few years, you will know the name of Bob Bernstein. Bob has been making freeware scenery for some time now. Harvey and Monroe is his first foray into the world of commercial add-ons and he has been working on it for more than a year ! Harvey and Monroe will take you to the small, private Harvey Field, owned by the Harvey family, where you can go to have a nice Sunday outing, do some flying, or just hang out and watch others fly.

Harvey Field for FS2004 models that 'feel' of a nice day at an airfield, IN your flight simulator. Everything is there; the buildings, the hangars, parked planes, GA traffic, even balloons being assembled and taking off when the weather is good !!

- You have purchased an **addition for Microsoft's Flight Simulator 2004; A Century of Flight™** that will turn two airfields, **Harvey Field and FirstAir Field**, into a 'living' scenery on your PC, depicting another wonderful part of the **State of Washington, USA**.
- You have purchased **the airfields (Harvey Field – S43, and FirstAir Monroe – W16)**, with their buildings meticulously reproduced.
- You have also purchased a great piece of surrounding scenery, including MESH and top-down photographic textures, showing the river, roads and mountains.
- AND you will see some really great animations, brought to you by Bob, Oliver Pabst and Maurizio Gavioli !! A quiet summer evening on FS2004 will never be the same !!!
- The AI flights programmed by Peter McLeland will add even more life to the scene

As with some other sceneries in our current range of offerings, you have purchased a '**feeling**' much more than a tangible bit of software. Flying around, DRIVING around even, will provide you with the impression of BEING THERE and smelling the avgas, the grass, the old and new planes. And that is what FSAddon Publishing is all about: providing you with a deeper immersion in the flight simulator by giving you the feeling of really being there AND by leaving room for your own imagination !!

Features of the product



Here are some of the features that you will encounter in this add-on:

- A brand new Bernstein add-on with his usual attention to detail and atmosphere
- **2 airstrips** included: S43 Harvey Field and W16 FirstAir Field, both in Washington, USA
- Animated balloon sequence and cars, powered by VistaMare's **IntelliScene**.
- Full seasonal and night texturing
- Custom landclass file
- Optimized, high-resolution textures for airport
- Custom **38 m mesh**, provided by **FSGenesis**
- Unique, custom made sounds by Nick 'Meatwater' Schreger
- AFCAD2 file for 'S43 and W16, with custom-made GA traffic by Peter McLeland.
- and.... Some hidden 'Easter eggs' for you to discover

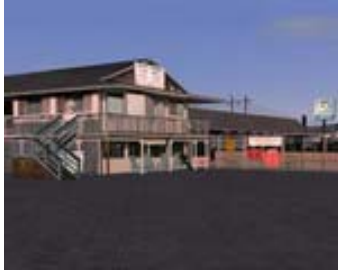
Sounds



The sounds this time are made by **Nick Schreger**, a German sound professional, and added to the scenery by **Oliver Pabst**.

Sounds and movements are added through use of the unique **IntelliScene** product, built by and licensed from **VistaMare Software in Italy** and now an integral part of many of the current and future **FSAddon Publishing products** ! A big Thank You goes to **Maurizio Gavioli** for his creation AND support and to Oliver Pabst for helping us 'make things move' again.

Airport Information Harvey Field



Harvey Field and FirstAir Field are not fantasy places, although we might just have made them so ☺. They do exist in real life and have their rules and regulations. There is a lot of information available for pilots planning to visit. So below is some of that data you will need.

First of all some notes taken from the Harvey Field website (I am sure they will forgive us !):

HARVEY FIELD has been continuously owned and operated by the Harvey Family since established in 1944.

Harvey Family:

After immigrating to the United States from England in the mid-1800's, John Harvey and his wife, Christina, established a homestead on the banks of the Snohomish where the airport is located today. Their only son, Noble, inherited the family homestead when he was about 19 years old. He later married Edith Maude-White and their only son, Eldon, was born a year later. Eldon and his wife, Marjorie, had three children; Donna, Marilyn and Richard. In April of 1967, Richard married Kandace Sorensen and they had four children; Lance, Heather, Tyson and Preston.

Airport History:

In 1944, Noble and Eldon Harvey and Wesley Loback began construction of Snohomish Airfield on the original family homestead; consisting of hangars, flight training, and an east-west runway. In 1947, the facility was improved by the addition of a restaurant, administration building, and a maintenance shop. Eldon, Marjorie and their three children ran the airfield, restaurant and flight school until the early 1970's at which time Richard and Kandace Harvey assumed management of airfield operations.

Richard passed away in 1995 after a lengthy battle with cancer. Today the airfield is owned and operated by Kandace Harvey and her four children: Lance, Heather, Tyson, and Preston. Harvey Field is home to over 350 based aircraft and many businesses.

You can find the website here: <http://www.harveyfield.com>
And some useful facts for pilots:

Airport Information:	
Name & Designation:	Harvey Field (S43)
Field Elevation:	16'
Distance from City:	1 block south of the city of Snohomish
Runways:	Asphalt (runway 32R/14L) = 2750 ft Turf (runway 32L/14R) = 2660 ft
Latitude:	47° 57'
Longitude:	122° 06'
Obstructions:	Power lines = 22' high at north end of runway
Lights:	Runway 32R/14L is lit from dusk to dawn (not pilot activated)
Unicom Advisory:	123.0
Indicator:	Wind Sock, Wind Tee Center
Pattern:	Altitude = 1000' AGL, All patterns west of field
Noise Abatement:	Departing Runway 32R/L - Turn left to heading 290° at safe altitude.
Restrictions:	NO Touch & Go's
Fuel:	Chevron Self-serve tanks available 24 hours a day for 100LL & Jet A. Visa and MasterCard accepted. Fuel truck available daily from 9am to 5pm.
Aircraft Maintenance:	Major & Minor
Airport Manager:	Kandace Harvey 360-568-6894

	After hour emergency numbers: 425-754-8261 425-754-4354 425-754-7180 425-754-7186 425-754-7222 fax: 360-568-6034
General:	<ul style="list-style-type: none">• Flight Planning area available, Direct line to FSS• Buzz Inn at the Airport Restaurant open daily at 6:00AM - Specializing in the \$1.99 breakfast and the Best Steaks in town• FBO = Snohomish Flying Service• Skydiving = 1 mile east south east & directly over the field, does not interfere with normal pattern operations.
Airport Security:	Airport Security Notices

Airport Services:	
Secured Storage:	<ul style="list-style-type: none">• Transient Tiedown = \$5 per night• Permanent Aircraft Tie Down = \$50 per month• Outside Vehicle Parking = \$47 per month (Boats, Motor homes, Trailers)• Covered Vehicle Parking = \$85-\$148 per month• Hangars - Open T (Carport Style) = \$155 per month• Hangars - Enclosed = \$250-400 per month <p>Prices subject to change without prior notice.</p> <p>Email hangar.tiedown@harveyfield.com for more information.</p>
FBO:	<u>Snohomish Flying Service</u> <ul style="list-style-type: none">• Flight Training• Fuel/Line Service• Aircraft Maintenance• US & Canadian Charters• Pilot Supplies

You can find the full list of information at <http://www.airnav.com/airport/S43>
[Airnav.com](http://www.airnav.com) is one of the best sources for your **airport information in the US.**

Other local businesses include the **Snohomish Flying Service** : <http://www.snohomishflying.com>
And the **Snohomish Inn** (for pilots staying overnight) : <http://snohomishinn.com/Location.htm>

Airport Information First Air



Like many small, uncontrolled airfields, First Air is a good place for quiet touch and goes, situated on the northern edge of Monroe. Monroe of course is more famous because of its race track than anything else.

Bob has added the track and neighboring riding stables in the FS version for you. We even tried getting cars racing around the track, but that proved a bit too much..... take your plane up to 4000 feet though and it looks like the real thing on a quiet week day ;-)

Here some of the official data such as location and facilities:

Airport information on First Air (which is a non-controlled field) can be found here:

<http://www.fltplan.com/AirportInformation/KW16.htm>

Area Information



Harvey Field is situated just **south of Snohomish**, one of the old frontier towns of Washington State. The nice thing for us (FS) pilots is that there are many small airfields and airstrips in the vicinity, allowing us to 'hop' from one scenic field to the next, meanwhile admiring the breath taking landscapes that unfold beneath and around the aircraft.

Read what the Snohomish County web site says about the area:

"..... Snohomish County is located in northwest Washington State, nestled between the sparkling blue waters of Puget Sound and the rugged, snow-capped peaks of the Cascade Mountains. Just 15 miles north of Seattle, 100 miles south of Vancouver, and a short ferry ride away from the San Juan Islands or Olympic Peninsula, Snohomish County is ideally situated for exploring the entire Pacific Northwest.

We have some of the most spectacularly beautiful scenery in the United States, forest and mountain wildlife sanctuaries, unlimited opportunities for outdoor fun and artistic pursuits, and the best coffee west of Italy. Our economy is thriving thanks in large part to being the home of industry giants Boeing and Microsoft.... "

Check out their website here: <http://www.snohomish.org>.

A few more interesting Internet Places

If you are curious to actually **SEE** what is going on in the area, check out this **webcam** at Harvey Field: <http://www.harveyfield.com/hafwxcam.htm>. To the right you can just see the refueling area (if it is not dark of course ;-)).

An excerpt from **Pilot Getaways Magazine**, featuring Harvey: <http://www.harveyfield.com/hafgetaway.htm>

And of course there is plenty of information about the surrounding area on the internet. Here is a site about the **city of Snohomish**, just north of the field: <http://www.cityofsnohomish.com>.

And here is a web page with a wonderful range of pictures of the various places in town:

<http://www.ci.snohomish.wa.us/HistoryBuildingThumbnails.htm>

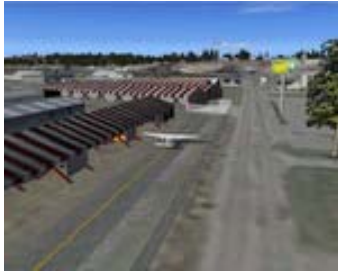
And if you get bored by touring the cities and countryside, why not board one of the 'special' planes based on Harvey, go up..... and **jump out** again !!! <http://www.skydivesnohomish.com/skyfuturediver.htm>
The skydiving club is based on the airfield and present in Bob's rendition too of course.

Before jumping (or flying) you want to check the weather of course. Here's a link to local weather:

<http://www.wunderground.com/US/WA/Snohomish.html>

And if all of this has made you hungry, then here are some pilot reports about food in the area. The Buzz Inn is situated at the airport: <http://www.100dollarhamburger.com/s43.html>

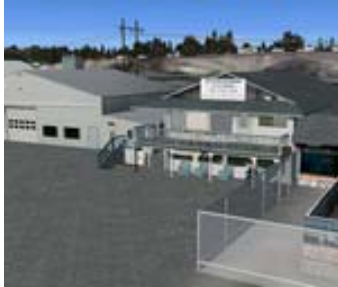
AI flights that are included



Instead of having pre-canned flights for you, we have done it a bit different. For one, you can take the 'story' at the start of this document, a road map, perhaps the Seattle Sectional, and plan your copy of that flight. Try it with real weather, especially around this time of year you might find it just as challenging as I did.

But more importantly, we have **Peter McLeland** with us again and he has made Harvey Field a 'lively' place again with GA aircraft taxiing and flying around most of the time. His 'traffic watching' flight situations can be found via '**Select a flight**'.

Support



If you need any support in installing or using Harvey & Monroe, you can get it in two different ways:

- 1) **Register on the simFlight.com forums** (go here: <http://forums.simflight.com/index.php>) and then go to the **FSAddon's Rural Airfield Support forum** which you can find by clicking here: <http://forums.simflight.com/viewforum.php?f=199>. You **MUST** register before you can write messages.

OR

- 2) Write us an email: support@fsaddon.com

We believe that support of a product, and especially products released for such a specialized audience as flight simmers, is of the utmost importance. Being flightsim freaks ourselves you can be assured that support has our fullest attention..... Although we do not imagine you would need much with this product.

In any case, even if you just want to tell us what you think you are welcome on the forums mentioned above. There you will also find a bunch of like-minded flight simmers to chat with you about this title, and about just anything else flightsim related. Give it a try !

Credits



Bob Bernstein is the creative mind, designer and builder behind this title, also providing the objects. But there are some other people that helped in bringing the software to life on your computer. We'd like to mention them here:

Peter McLeland

Justin Tyme

Nick Schreger

Oliver Pabst

Maurizio Gavioli

François 'Navman' Dumas

Miguel Blaufuks

for his free and beautiful AFCAD files and challenging AI flights

of **FSGenesis** for providing the local 38 m mesh of the area

For providing the sound files

our 'movements specialist'

of **VistaMare Software** for providing his **IntelliScene** interface

the author of the text you are reading, and the 'Publisher' of Harvey & Monroe

for building the installer, handling our administration and his confidence in

FSAddon's success

No product can be published without being tested first. And although it is impossible these days to test a system on all possible configurations, we have a team of dedicated beta testers who have done their very best to try and find any problems before you do!

We are grateful for their voluntary help and enthusiasm !!

Beta Testers (in random order):

Simon Stansfield	Phil 'PhilC' Cayton
Cecil	Timbo Grahame
Jun Kazama	Peter McLeland
Nick Schreger	Mike 'Doc' Apsey
Oliver Pabst	Dexter Thomas
Paul Kane	Holger Sandmann
Roger Ady	Rainer Duda
Darren 'Pitt' Clare	François A. 'Navman' Dumas
Bill 'Willybe' Dick	Don 'Bushsimmer' Lively
Don Smith	Joe Watson
Richard 'Chaders' Chadwick	'Goldwing'
Tom 'Overshoe' Constantine	THANK YOU ALL !

FSAddon Publishing



Since you've come this far, you must be a die-hard simmer, or at least an avid reader. Congratulations on your perseverance, not many people read manuals at all ;-) To reward you, let me tell you something about this company then.....

FSAddon Publishing was founded by Miguel Blaufuks and François Dumas with the main purpose of designing and publishing add-ons for the Microsoft Flight Simulator range of products. But not just any add-ons!

Our aim is to provide **additional immersion** in using the simulation by providing high-quality, **complete packages or series** that do more than just add an airfield, a utility or an aircraft. We are aiming to provide 'reality kits' that are a combination of additional FS software AND other things such as a story line, navigational information and tools, or even community access via the Internet.

We are also convinced that most buyers of these flight simulators only scratch the tip of the proverbial iceberg and won't use more than perhaps 10% of its capabilities. Another goal of ours therefore is providing education and information geared towards better and more satisfying usage of what you have already bought!

The company is a subsidiary of the already existing company **simMarket**, which in turn is part of the associated **simFlight Network**. SimMarket is the world largest on-line distributor of flight simulator add-ons. But up to now all products have been sold under their own name and without any (or much) guidance from the simMarket.

The simFlight Network consists of a multitude of flight simulator news sites, covering many languages and areas around the world, and also hosting a fair number of flight simulator user communities via forums and other means.

The two organizations together form a very powerful base for the newly founded FSAddon Publishing, providing all the basic infrastructure, skills and contacts needed to design, develop and publish flight simulator add-ons.

The company's aim is 3-tiered

- 1) To substantially expand the possibilities for beginning simpilots to use their flight simulator
- 2) To provide high-quality, extensive add-ons to the more experienced simpilots
- 3) To lower the thresholds for communicating and flying together using flight simulators and the internet.

We hope you'll enjoy our products, and above all, the pleasure of sharing this hobby with us and the hundreds of thousands of like-minded enthusiasts all over the world. If we can add just a little value to it, then we have achieved our goal.

See you in the (virtual) skies !

Other products

If you like this product, then you will want to visit **FSAddon's website** (<http://www.fsaddon.com>) from time to time, because we are working on a whole range of similar and other products, from very well-known authors and designers, but also from very talented new people in the flight simulator industry.

Some of the things in the works right now (but no guarantees yet.....):

- Salmon Nation, a range of airfields along the US west coast, by Bill Womack
- Various airfields in Sweden
- A yet to be disclosed new airfield from Mark Smith, the author of Bremerton
- A successor to the extremely popular Misty Fjords from Holger Sandmann
- An Australian airfield..... if the author gets back from the beach
- A whole new FS product from Maurizio Gavioli (and others)..... still under secrecy wraps
- and much more....

Our partners and where to find them

FSGenesis (mesh and landclass)

<http://portal.fsgenesis.net/index.php>

VistaMare (IntelliScene, special effects, sounds)

www.vistamaresoft.com

simFlight (support forums)

<http://forums.simflight.com/index.php>

simMarket (marketing, distribution)

www.simMarket.com