



Vancouver+ Part 1 – Version 1.1

by Jon Patch and Holger Sandmann

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

An airman's tooth ache in BC



Chuck Merriwater pressed his cold hand to his jaw while walking through the freshly fallen snow. The world around him was totally quiet and the only thing he heard were his own boots making squeaky sounds, compressing the little ice crystals underneath. The cold air turned his breath into crystals too and they settled on his mustache and beard. Occasionally some snow would fall from a branch of one of the thousands of cedars around him, touched by one or other invisible animal. On all other days Chuck loved the serenity of the snow falling and painting the landscape white and quiet, but not today.

He held his jaw because he had a bad infection and was on his way to see a dental surgeon down in Burnaby. IF the snow would stop falling and the dark clouds would allow him to get airborne, that was. The light seemed just a little brighter when he reached the open area in the forest that he called 'his airfield'. It was not much more than a dirt strip, but more than sufficient for his little Turbo Piper Supercub.

Lillooet Lake

Chuck lived in an old cabin, built by hunters or trappers more than hundred years ago. It was pretty remote, but since he could fly in and out of the place that didn't bother him too much. Except when getting ill, that would be bad..... like now.



The Cub stood silently waiting for him in the makeshift hangar that Chuck had made a few summers ago with a couple of friends. They had made it sturdy, so it could support the snow that would fall on it every winter, and they even built a little 'office' inside where Chuck kept his spare parts, oil, pilot log and other stuff he needed around the aircraft. AND a little stove to heat the place and make coffee on. VERY important!



After he had turned on the diesel generator and provided some electricity that way, he got on to the radio to inquire about the weather in various parts of the mountains around him. He got hold of a few pilot friends and together with the official weather forecasts the contacts provided him with an idea of the situation for the next few hours. It appeared that the weather had cleared coming in from the coast, but to the south and east everything was closed in.

He looked out the window, where snowflakes were still coming down, adding to the white blanket that was his 'runway'. He was glad to have put the skis on the Cub two weeks ago. At least it would get him out. IF those black clouds would move over a bit, of course. No use of flying out with zero visibility, not in these mountains.

Chuck opened the little cast iron stove and put some more wood in, then filled the kettle with water from his 'stash', and rummaged through the cupboard to find his coffee mug. He had left the hangar doors closed, so it wasn't too cold inside and the Cub was ready to go when he wanted to. Later on in the winter it would need pre-heating the oil and storing the battery before going anywhere.

He left the kettle on and went over to the Cub and started preparing it for the short flight to Pemberton. There he would get into the 'company plane' and fly down to Vancouver where he would stay the night with his sister, before seeing the dentist the next day. The kettle whistled in his office, dragging his thoughts back to the reality of the cold hangar, away from the dreaded dentist chair. When he made his coffee he noticed that the snow had stopped falling. So he might still make it out of the valley today!

He finished his coffee and called Pemberton once more to ask about the weather. The answer made him quickly clean up his things, pack his bag, close the stove and head out to the hangar. He finished the pre-

flight preparations on the Cub and then opened the hangar doors. It was snowing again, but not so heavy, and there was blue sky here and there. He pulled the plane out of the hangar, and closed the doors again, then clambered into the narrow cockpit. He fiddled with the knobs, mixture knob and some light switches, then turned the ignition key. The turbo engine coughed and sneezed, then caught on, bellowing some dark smoke from the exhausts. He closed the side window and let the engine settle down for a bit, then tested the mags and the throttle response. All seemed okay, there was hardly any wind, so he could fly straight out to the lake. Lillooet Lake would lead him north and then bend westwards towards Pemberton... and civilization. Pemberton had a little airfield where he would leave his Cub and get in the Beaver for the remainder of his trip down to Vancouver.

He took off, adjusted the mixture while slowly climbing to some 3500 feet and following the lake northwards. There were clouds everywhere, but high enough to not bother him and the slight snowing just added a bit of romance, not nuisance. It was only a short flight to Pemberton that came in sight after he rounded the bend in the lake. Then another turn left to follow the valley and



he could already see the airstrip. They had tried to clean the runway, but there was still some snow on it. Chuck decided he did not want to scrape his new skis on the tarmac and pushed the button to raise them. It would be a bit slippery, but the runway was long enough for his little plane.

Pemberton

After landing he doubled back over the runway and then turned towards the main building. The Beaver stood outside and by the look of it his colleague Pete had already prepared him for flight. After he parked the Cub, he walked over to the Beaver and greeted Pete Malloney, the second pilot of the little company.

"How's life Chuck?", Pete asked cheerfully. "Painful" answered Chuck, pointing at his check.

"Ah yes, off to see the doctor are ya?" grinned his colleague, "well, you better than me, matey! I wish you strength..... and be careful with the Beaver. I noticed the engine stuttered a few times on the last flight down here, but have no idea what could be the trouble. It stopped when I was near landing."

Chuck thanked him for the information, they chatted a bit more about the weather further south, and then he climbed into the left seat of the DeHavilland DH-2C Beaver, the trusty workhorse of so many small flying outfits all over Canada, Alaska and other northern States.

This particular one had a modernized panel, and even a small Garmin GPS in an adapter on the dashboard. And it was an amphibian, which turned it in a very versatile airplane for these parts of the world, able to land on runways and any bit of water. It would NOT land on many of the very short and rough strips that were so common in the area though. That's what Chuck would use his Piper for. In winter he could land just about any place with enough snow, and in summer he would mount the huge 'balloon tires' (or Tundra Wheels) allowing him to land on anything



short of big boulders.

Chuck flipped the switches for the navigation lights and beacon, turned on the radio and tuned in to Pemberton, checked the gas, then started the engine (that was already warm). He did another magneto check, just to be sure, then waved at Pete and radioed his intentions to the tower. All was clear, so he throttled up and wobbled over the platform to the runway, which he backtracked to get to the southern end. There he turned the plane, checked everything one last time, radioed his departure and pushed the throttle forward. With the big flaps down the Beaver was airborne in no time, and already high up in the air halfway the runway!

The jaw started hurting again and Chuck massaged the painful place where the bad tooth was, meanwhile looking around for possible other traffic. It started snowing again, but from pretty high clouds, so no immediate problem.

This was what he liked best. Flying on his own in this awesome wilderness world of mountains, streams and rivers, and only the bald eagles to share the sky with ! The views outside were magnificent, especially now with the snow covering everything in a soft white blanket and hiding almost all traces of human interference.

He followed Route 99 south which was easy to make out since it had been cleared of snow. He had not filed an IFR flightplan and intended to go VFR all the way. It should not



be a problem.

He soon approached the Whistler-Blackcomb ski area and the valleys widened a bit. Although it was still snowing the sky had lightened now and he could easily recognize the ski-run strewn mountains ahead of him. He now had to keep a good eye out for other traffic, what with many private and taxi flights ushering skiers into and out of the area. The chatter on the radio increased and he could hear the voices of quite a few pilots he knew. The main danger now was the private pilots who would only fly here once a year !



Down below he could see the float plane jetty in the lake, with a few floatplanes bobbing up and down on the gentle waves. Not much ice yet. The road curved west, around the mountains and he kept following the 'easy way', leaving behind the 'zebra mountain' that Whistler was in winter.

A few miles up ahead there was low cloud in the valley, hiding Garibaldi underneath, but it didn't look too thick. Chuck was flying at 5000 feet now and he could see water glistening in the distance past the cloud layer. That would be the end of the Howe Sound, leading him to the open sea.

He powered the yellow Beaver through the thin clouds and saw Brackendale and Squamish further down the valley. The clouds had now parted and a pale sun reflected in the waters of the river and streams leading down to Howe Sound. Over to his right he could just see Squamish Airfield, which seemed to be deserted. With Squamish underneath the airplane he was just changing his radio frequencies for his entry into the Vancouver airspace, when the engine stopped!!!

Squamish

Chuck forgot all about his painful jaw and was suddenly

wide awake, adrenaline starting to pump through his system. He quickly switched the fuel tank selector to the middle tank, just in case, looked over his instrument panel, looked outside to see where he could land, and then tried to start the engine again.

Nothing!!

He had two options.... Make a deadstick landing in the Howe Sound that was within easy reach, or turn around and land at Squamish. He chose for the latter. Making an engine-out landing in an amphibian Beaver is NOT something you want to do for fun. The Beaver is pretty heavy and the cumbersome float/undercarriage combination hanging underneath it does not make it any more agile. But Chuck had done it before and knew he could do it. AND he was not in the mood setting the plane down somewhere in the middle of the Sound and then wait for hours to be 'rescued'.

He was already turning the Beaver in a steep turn, losing height quickly. Squamish was not far away and he had been at almost 5000 feet when it happened. A quick glance at the spinning altimeter showed he was down to 3500 already..... easy now !! Fortunately he had been here many times before, making it easier to quickly spot the airfield after the turn. Not easy otherwise now that everything was white.

He remembered to radio a warning on the Unicom frequency while he skillfully steered the yellow plane back over the town of Squamish. The runway showed up in his



windshield and grew bigger. He lowered some flaps and pulled the plane up a little, stretching the glide distance and losing speed. He switched tanks again, now trying the rearmost one, and turned the ignition key again. Nothing! He lowered his undercarriage, hoping the wheels would all pop out as advertised. Rudders were up, good !

With another mile to go and carefully keeping the plane centered on the quickly approaching runway, he tried the ignition key once more. The engine coughed, coughed again, the prop turned with a stutter, stalled, turned again..... and the thing actually came to life again! He fed in some throttle, added another notch of flaps and then he was over the threshold already, thumping it down with relief! The bump also brought back the pain in his jaw, sending a stab through his face and making him squirm. He rolled off the runway and taxied to the small platform, where he pulled the parking brake and sat back in his seat. Only now did he feel how tense he had been.



Someone appeared in the doorway of the building and started walking up to the Beaver. Chuck meanwhile switched tanks and checked the engine revs, tested the magnetos. Everything worked just fine, amazingly. He turned the engine off and when the prop stuttered to a halt, the man from the building opened his door.

"Howdy Chuck, doing aerobatics today, eh?" The man talking to him was a tall guy dressed in a rather dirty overall, with a lumberjack shirt worn over it. He was the local mechanic.

"Hi Paul," grinned Chuck, "Yup, how did you like that little hop upon landing? Cute eh?" Chuck climbed down from the cockpit and felt his cheek again, grimacing.

"Tooth ache?" inquired Paul.

"Don't know why human beings need to have the bloody things," replied Chuck, "lets have a look under the hood shall we?"

For the next half hour the two men checked out various

things, trying to figure out why the Beaver's engine had quit so suddenly. They cleaned filters, checked pumps and fuel hoses, the works, but nothing turned up. Chuck had called the base in Vancouver to tell them he would be late, and was now holding his jaw again... the bad tooth played up and he wanted to go.

"Lets close her up and I'll take my chances", he told Paul, "the only thing I can think of is that something blocked a fuel line and that something has gone now."

"Wishful thinking...", replied Paul. "Could be something electrical too you know?"

Chuck shrugged. "Yeah, but we're not going to find that here and now anyway, are we?"

The men said goodbye, Chuck got back into the pilot's seat and fired up the engine. Without a problem, as he had done a few times already over the past hour. He waved at Paul and taxied to the northern end of the runway, turned around and powered up. The Beaver floated up in the air halfway the runway and quickly regained its altitude.

The rest of the trip was an anti-climax and really uneventful. The engine kept running as if nothing had ever happened, the weather cleared up further and some 25 minutes later Chuck gently put the Beaver down in Vancouver Harbor, to taxi to the floatplane base near the Marine Building on Waterfront Road.

He thought that getting to his sister's house and then going to have his jaw surgery done the next day were his biggest problems in life.....

..... Little did he know what the future held for him.....

..... to be continued

I bet you did NOT read all of the previous pages, did you?? At least, not the first time after you glanced at the manual, but decided you don't need no stinkin' manuals to 'fly Vancouver'..... Am I right !!??

Don't worry, I am just as 'bad' as you are ;-)

I also hope you DO enjoy **Vancouver+ Part 1** as thoroughly as I did and do. It has already provided many people countless hours of fun and immersion and once again proved that there is nothing in the world that can not be made better!

City- & Landscaping for FS2004 just has been made better again !

Oh.... And if you want to know how Chuck's adventure continues.... then watch out for more FSAddon products !!

And now..... Happy Flying!

François A. 'Navman' Dumas,
Publisher, writer, photographer, gopher



So what have you just purchased?



With **Vancouver+ Part 1** you have bought yet another **immersive FSAddon product**, that will provide you with many hours **fun of flying and discovering!** If you have purchased and used Misty Fjords, you will know what I mean. But..... when you thought Misty Fjords was awesome (which it is), then **hold the arms of your chair** after loading up **Vancouver+**. You'll be stunned, astounded and awed! Of course I exaggerate; after all, we have to live off selling you this. But I am only exaggerating a little!!

This is **Part 1**, bringing you the **City of Vancouver**, the **entire landscape north and east of it** for hundreds of kilometers, **Pitt Meadows airfield** in great detail, **dozens of customized airfields and floatplane bases**, hundreds of bridges, the railways, roads.... THE LOT.

(And **Part 2** will bring you the much-desired **Vancouver International Airport**.... which will be made by **Bill Womack** and **Jon Patch**. Planned for Spring/early Summer 2007).

- You have purchased an **addition for Microsoft's Flight Simulator 2004; A Century of Flight™**, that will turn **a large part of British Columbia, Canada**, (some **30,000 square kilometers** !!) into the beautiful piece of nature that it really is!
- You will have the **City of Vancouver** and its suburbs, **harbor and adjacent cities and towns** under your wings, in incredible detail, featuring many well-known buildings and landmarks, hundreds of bridges, floatplane bases and much more! Some of the structures include: the Cleveland Dam, refineries, tank farms, 200+ marine lights, marinas, antennae, greenhouses and barges.
- You have purchased a **flying environment** that will put you in the pilot seat flying around some of the most stunning landscapes you may find in the real world and THE most stunning landscape available now for FS2004!
- You **also** get the **Pitt Meadows Regional Airport (CYPK)**, a few kilometres to the east along the Fraser River, complete with all the real buildings including the flying school, AI traffic etc.
- You not only get the **REAL coastlines, lakes, islands, roads, rivers and glaciers (!)** installed in your FS2004, but Holger Sandmann has added ski runs: **Whistler-Blackcomb** (with nearby floatplane base); **Cypress Bowl, Grouse Mountain** and **Mount Seymour** just north of Vancouver; **Hemlock**, east of Vancouver; and **Mount Baker** in Washington State.

- What is Vancouver without shipping!? We have added ships, courtesy of **Bob Langendorfer**, and lighthouses. **Mitsuya Hamaguchi** has provided us with some more fabulous **AI Ships** that are true works of art. And **Larry Silsbee**'s wonderful little boats zip around the inlets and lakes.
- The **ships GO PLACES**, you can follow them in your plane. You will see cruise ships sailing out into the Strait of Georgia, and pilot vessels and day cruisers being busy navigating in between the REAL harbor lights and buoys.
- **AI floatplanes**, including the DHC-2 Beaver, DHC-3 Super Otter and DHC-6 Twin Otter fly real-world schedules in many liveries
- Furthermore there are **19 improved airfields**, **7 AI-capable floatplane bases**, **11 unregistered or Private airfields**, and no less than **13 heliports** (3 of which on elevated platforms).
- And..... and.....

Sorry..... we'll have to take you to the **installation now so you can get started....**

You have really acquired a true-to-life part of Canada that will astound you every time you take off and fly 'into'! This is so far from the default MS rendition of the area that once you have installed and used it, you can NEVER go back and use the default landscapes. Guaranteed!!

Changes in Version 1.1 (for Version 1.0 users)

Aircraft and AI

- additional floatplane aircraft: DHC-3 Otter (and turbine Otter) and DHC-6 (Twin Otter), including new repaints for Seair and Salt Spring Air
- extensive real-world floatplane traffic for Baxter Air, Harbour Air, Salt Spring Air, Seair and West Coast Air
- additional heli repaint: Canadian Coast Guard
- added flightplan for Canadian Coast Guard heli from CYV2
- removed ground effect from AI heli
- changed contact points on floatplanes for more realistic leaning
- fixed a CAC8-CAM9 flight plan that was missing a stop at CAM9
- modified DHC-2 Beaver model not to fetch non-existent textures

Airports

- eliminated hold short markings from all floatplane bases
- eliminated hold short markings on grass from CAK3, CAL3, CBQ2, CBT6, CSK8, CYHE, CYLY, CYSE
- fixed occasional blurry issue on CBC7 heliport
- fixed direction of hold short marks at CAM3
- eliminated texture fragments at CSK8
- fixed taxiway texture issue at CYP5
- made structural improvements to CAM9 (+Flying Beaver, see below) N49 10.63' W 123 10.09'
- improved quality of building models at CYPK: M10, M12, M13, M17
- improved texture mapping on hanger model used at CYHE, CYP5 and Surrey-152nd St.
- fixed texturing on white posts at CAJ8
- modified CYHC AFCAD to improve parking
- modified CBU6 terrain so heli doesn't plow into the ground
- corrected size of hanger S1 at CYPK, had been overlapping adjacent hanger
- deleted parking spot at CYPK that overlapped with Aero Club balcony

Buildings

- added "The Melville" to downtown N49 17.27' W123 7.41'
- added "Bentall V" to downtown N49 17.15' W123 7.08'
- added HR Macmillian Space Museum (including the Planetarium) N49 16.58' W123 8.67'
- added Flying Beaver building to CAM9 N49 10.64 W123 10.09 . Installer automatically removes Nigel Grant's Flying Beaver if you have CYVR4.2 installed
- added Park Place building to downtown N49 17.09' W123 7.16'
- excluded buildings at North end of Queensborough bridge N49 11.89 W122 56.94'
- added buildings and smoke effects to Woodfibre on Howe Sound N49 39.98 W123 15.15'
- more detailed logo on RBC Bentall building N49 17.11' W123 7.29'
- created new custom texture for corrugated roofs
- added CYHC control tower to the top of Granville Square N49 17.18' W123 6.73'

Structures

- added SkyBridge (transit bridge between New Westminster and Surrey) N49 12.33' W122 53.83'
- corrected signs on Mission Bridge N49 7.25' W122 18.06'
- added strobes to Alex Fraser Bridge N49 9.70' W 122 56.60'
- fixed texture mapping on light poles on Alex Fraser Bridge N49 9.65' W122 56.59'
- added textures to nautical light models

Boats

- included missing wake effect for Cruise Ship
- improved effects on small boats
- changed boat config so they don't show up in aircraft list

Configuration/Compatibility

- renamed UT Box to "Ultimate Terrain Canada/Alaska"
- fixed UT configuration/exclude issue
- added UT night light disable button
- fixed issue where scenery entries were not always added to the configurator
- fixed memory leak issue with Ultimate Terrain users
- repair option available from Start Menu

Terrain, etc.

- fixed double shorelines north of Ganges on Salt Spring Island N48 53.38' W123 32.16'
- added birds to CAE5, CAE7, CAJ8, CAM9, CYHC, CYHE

Installation, Configuration and Repair



Installing Vancouver+ Part 1 is a breeze thanks to the automatic installation routine and the configuration panel. (That's what you'd expect us to tell you, wouldn't you!?).

You basically **just click on the downloaded .exe file**, and the installer will guide you through all the next steps.

For the download version you will have received a **Registration Key** that looks something like this example: **FSADVAN-999-99999-X9999-99999**.

You receive the key from our distributor, in an email, and it will also be available from your regular Customer Area ('your account') where all your orders are listed.

When you 'run' the installation file, it will prompt you for this registration key. Just **cut and paste it in** !

After installation, you will be presented with the **Vancouver+ Configuration Panel**.

Users of **Flight1's Ultimate Terrain Canada/Alaska and or USA, please note!!**

Be sure to **tick the appropriate boxes** in the configuration panel!! This will guarantee compatibility with said product.

The **Configuration Panel** is where options can be set. Please ensure your monitor is set for a minimum of 1024x768 resolution. You'll note the following options:

- **Ultimate Terrain checkboxes**
 - check the appropriate products of Ultimate Terrain you have installed, if any
 - Disable UT night lights if you want (to re-enable use the UT configurator)

- **Optional Scenery elements, all enabled by default**
 - High road detail – adds minor roads and streets throughout the region but will reduce autogen density in urban areas
 - Marinas – deselect this to improve system performance significantly throughout the Vancouver area
 - Waterclass – custom water textures (colours) have been provided for the entire area, deselect this if you prefer not to use these
 - Marine Lights – deselect this to improve performance slightly
- **Traffic** - you can choose whether our custom AI traffic is enabled for each of: General Aviation, heavy CYPK General Aviation, cruise ships, small vessels, floatplanes, and helicopters. Also varying your traffic density settings in your traffic control panel will vary the amount of traffic. Selecting the CYPK traffic may significantly affect performance and is recommended only for high-end machines.
- **Airport selection.** The de-selection of airports is allowed primarily to simplify compatibility with alternative scenery. Deselecting an airport removes any objects that have been added by us. It does not affect the AFCAD, terrain flattens, ground polygons, and default exclusions that have been provided. Therefore you cannot restore the default airfield to its original location (we assume that a designer would always want to have an airfield in its correct location). Note also that not all the airfields listed in the configurator are actually within the coverage area of Vancouver+ 1; they are, however, affected by our terrain mesh files, which is one reason we decided to adjust their positions. In other words, unless you have designed or installed a replacement airport, it's best to leave all airports selected.

Note: this version of Vancouver+ disables four files in Nigel Grant's CYVR V4.2, to override his Flying Beaver model, with his kind permission. They are renamed <filename>.xxx and restored on uninstallation. If you install CYVR 4.2 after Vancouver+, just run the V+ configurator, and the files will be renamed automatically.

Finding documentation

Once you have installed everything you no doubt want to start up Flight Simulator as quickly as possible and start taking it all in, of course. We understand.... **BUT.....**
Before you do, please click quickly on **Start** (bottom left of your Windows desktop) and select **Programs>>FSAddon>>Vancouver+** there.

It will reveal a list of things you might be interested in:

Support forum..... YESSSSS !!
Uninstall Vancouver+ nah ! ;-)
Configurator..... you might need this to tweak !
Manual already reading it.....
Maps AHA ! You will like these !

P.S.: And don't forget that we have recorded many start-up flight situations for you that will place you at airfields, floatplane bases, or on helipads, in interesting weather and during various times of the year. These flights can be accessed in the 'FSAddon Vancouver+ 1' subfolder of the FS2004 'Select A Flight' menu.

Repair

If at any time your installation becomes corrupted, because of accidental deletions of files or other reasons, select "Repair Vancouver+" from the Start Menu and choose the "Repair" option when it is presented.

Technical notes and Tips



Important additional information that you want to be aware of before getting into the thick of flying!

Minimal requirements to use this software?

If you have a good installation of FS2004, then you can run Vancouver+ Part 1. 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. We however do recommend a processor of 1.8 GHz and upwards and at minimum a GeForce4 or Radeon 9600 graphics card (preferably with 128 MB) to ENJOY FS2004.

Manual modification, addition or deletion of files in the Vancouver+ folders

Many intrepid simmers like to play about with scenery and texture folders of addons, adding in their own files, or modifying others. This could cause problems in Vancouver+: running the configuration utility will restore some files, and if you use the repair function your changes will be lost. Changing folder contents further may compromise the uninstallation and upgrade functions. So unless you want to risk problems, don't alter your Vancouver+ folders.

Suggested FS2004 settings?

To experience the full detail of the high-resolution terrain mesh and other features you need to set **TERRAIN_MAX_VERTEX_LEVEL ("TMVL") to 21**, in the **[TERRAIN] section of the FS9.cfg** file (the default value is 19). The FS9.cfg file is hidden by default so you first need to check the "view hidden files and folders" option in Explorer, using Tools>Folder Options>View. For Windows XP users the fs9.cfg file is located in [Drive_Letter]:\Documents and Settings\[User_Name]\Application Data\Microsoft\FS9 and for Windows 9x users in [Drive_Letter]:\Windows\Application Data\Microsoft\FS9.

While this change is **optional**, be aware that lower settings of TMVL will lead to unsightly display issues at bridges, along shorelines and rivers, and in other places. Also, values of 19 or 20 may compromise the pre-recorded flight situations at raised helipads, such as CFS9, in that you won't find yourself on top of the helipad when the flight gets loaded.

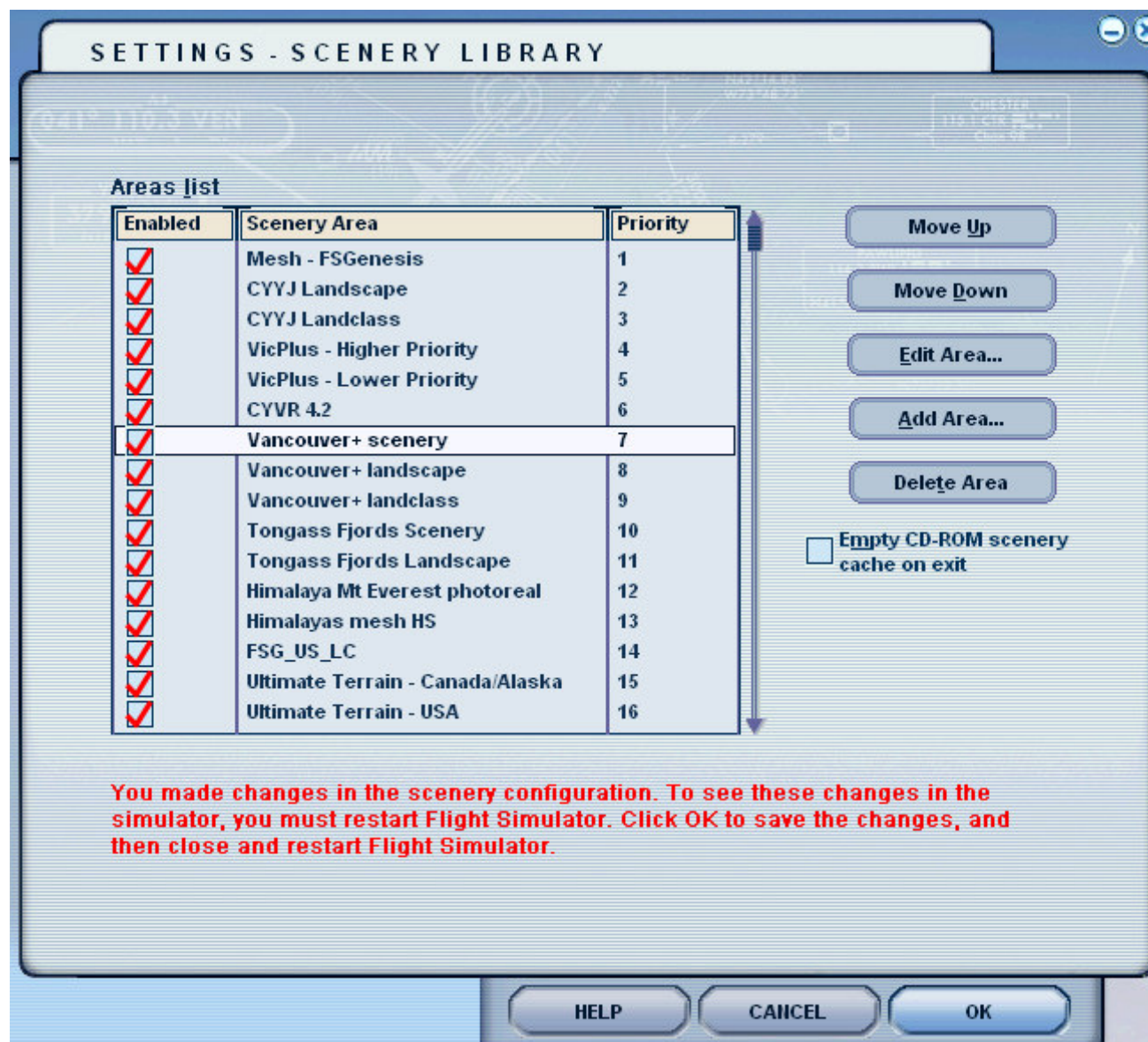
Where to place the Vancouver+ entries in the FS2004 Scenery Library?

Note: In the following instructions, "**below**" means lower on your FS2004 scenery library screen, with a **higher** Priority number, and "**above**" means the opposite.

The Vancouver+ auto-installer will add three Vancouver+ entries to your scenery library. However, before starting your first flight you should have a closer look at your scenery library menu and check the list of entries against our recommendations below.

There are two important aspects regarding the Vancouver+ entries: the order of the three entries themselves and their placement as a group relative to entries of other add-ons. Of course, the second aspect is important only for third-party scenery that partially or fully overlaps with the Vancouver+ coverage area.

1. **Always** keep the order of the three Vancouver+ entries exactly as they are in the screenshot below.
2. **Always** keep your **Ultimate Terrain** entries, should you have them, **below** the three Vancouver+ entries; this includes the landclass folders, should you have them as separate entries.
3. **Always** keep third-party global or regional land class add-ons, such as the FS Genesis USA land class, **below** the three Vancouver+ entries.
4. **Always** keep third-party scenery with photoreal ground textures, such as Megascenery Pacific Northwest and Georender 4 'Darrington', **above** the three Vancouver+ entries
5. **Always** keep Jon's and Holger's Victoria, B.C., enhancements, VictoriaPlus, **above** the three Vancouver+ entries.
6. **In general**, any airfield add-on or other objects for the area, such as Nigel Grant's Vancouver International, should have their entries **above** the three Vancouver+ entries. Please see the list of compatible add-ons (current to the initial release of Vancouver+) further down in the manual.
7. If you keep your **add-on terrain mesh** in separate scenery library entries **we recommend** that you place those entries at the **very top** of the scenery library as in the screenshot below. Terrain mesh display priority (of mesh with the same resolution) is reversed from other scenery types. Thus, placing your regional or global terrain mesh files at the top ensures that add-ons that provide their own, often more accurate, mesh files will have priority in those areas (also see 'What about Third-party Terrain Mesh?' below).



What about Third-party Terrain Mesh?

Vancouver+ includes a complete set of high-resolution terrain mesh files made from the most up-to-date Canadian and US source data, compiled at LOD10 (approx. 38m grid resolution). In theory, any available high-resolution terrain mesh made from the same source data should be fully compatible with Vancouver+. However, even slight discrepancies between mesh files can upset the finely tuned placement of our landscape features and 3D objects. To guard against this we included LOD11 (19-m) terrain mesh files for several important subsections of the Vancouver+ coverage area. In those areas the LOD11 mesh will automatically override any overlapping LOD10 mesh.

Nevertheless, if you are using **other LOD10 (38-m) terrain mesh** for south-western British Columbia or north-western Washington State we suggest that you ensure that the Vancouver+ LOD10 mesh files also retain display priority. Strangely, display priority of overlapping terrain mesh of the same resolution in FS2004 is the exact opposite of that for other types of add-ons, that is, the active mesh with a **lower** priority (higher layer number) in the scenery library will be displayed. Thus, the scenery library entry of your other terrain mesh should be placed **above** the three Vancouver+ entries (see screenshot above).

How to Improve Performance?

If you experience performance issues with Vancouver+, we suggest de-selecting in the configurator the marinas first. If you've selected the additional CYPK GA traffic, try de-selecting that as well. Turning off the various other AI traffic additions may help performance as well.

And as much as we like to have sliders maxed to the right, this scenery has been designed to reduce impact with sliders at different positions. In your SETTINGS->DISPLAY screen in FS9, reduce Scenery Complexity and Autogen density to **Very Dense** to help with performance; a further reduction to **Normal** will improve performance even further.

We recommend to turn '**ground objects cast shadows**' **off** (not only for this scenery but in general, actually) since it causes a major performance hit for most machines.

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:

Either

go to 'Start > Programs'
Click on 'FSAddon'
Click on 'Vancouver+'
Click on 'Uninstall Vancouver+'

or

Click on 'Start > Settings'
Click on 'Control Panel'
Select 'Add or Remove Programs'
Search in the list for 'Vancouver+'
Select it
Click on 'Remove' button in the installer window

Note that there is a "Restore all defaults for uninstallation" button on the V+ configurator panel. It is not necessary to use this button unless so directed by Product Support.

Project Boundaries

For the technically-minded the coverage area in terms of FS2004 LOD grid cells is shown below. The entire scenery is contained within LOD5 cell 15x14 (xx915140.BGL).

LOD8 cells:

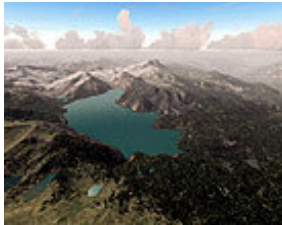
	W123 45'					W120 56.25'
N50 37.50' >	120x112	121x112	122x112	123x112	124x112	125x112
	120x113	121x113	122x113	123x113	124x113	125x113
	120x114	121x114	122x114	123x114	124x114	125x114
	120x115	121x115	122x115	123x115	124x115	125x115
N48 52.03' >	120x116	121x116	122x116	123x116	124x116	125x116

The 12nx116 cells noted above overlap with the US.

The total coverage area of Vancouver+ is approx. 200km E-W by 150km N-S, or **30,000 km²**



Features of the product



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

Landscape

- LOD10 (38-m) mesh of the entire project area with LOD9, LOD8, and LOD7 buffer mesh files to prevent texture “tearing” (those annoying light blue slivers) in the mid to far distance.
- LOD11 (19-m) mesh for Vancouver city area and Squamish-Whistler area, respectively.
- Ocean and inlet water files, with shorelines; all saltwater shorelines have wave action.
- Lake and river water files, with shorelines where meaningful; all lakes and some rivers will be flattened to avoid water creeping up slopes.
- Water class (water colours) file with custom textures to depict differences in river colours (e.g., brownish Fraser, greyish glacial rivers, bluish others), lake colours (e.g., turquoise glacial lakes vs. dark blue others), and ocean colours (e.g., Fraser River sediment fans).
- Land class (land use) based on the default landclass textures but optimized to represent the current distribution of urban areas, settlements, farmland, forests, forestry cut blocks, wetlands, alpine areas, etc.
- Accurate outlines of the main glaciers and ice fields.
- Road network for the coverage area based on the GeoBase road data (with Joel Gill).
- Railroad network for the coverage area based on railroad network data provided by Joel Gill.
- Power line network (utility corridors) based on topographic maps and satellite imagery.
- Ski areas (ski runs and trail network) at Grouse Mountain, Cypress Bowl, Mount Seymour, Hemlock Valley, Whistler-Blackcomb, and Mount Baker. Most include ski lodges.
- Spray effect at the Cleveland Dam
- Bridal Veil Falls, near Chilliwack
- Brandywine Falls, south of Whistler

Buildings

- Custom Gmax buildings with photorealistic textures (photography by Nigel Grant and Emmett McRobie): Airport Square, Bentall V, Callisto, Electra, Empire Landmark Hotel, Flying Beaver Bar & Grill at Vancouver International Seaplane Base, Four Bentall (TD/Canada Trust Tower), GM Place, Granville Square, Hotel Vancouver, Lafarge Cement plant, Library Square, HR MacMillan Space Museum, Marine Building, The Melville, Park Place, Provincial Law Courts, Qube, Royal Centre, Scotia Tower, Shaw Tower, Three Bentall (BMO Tower), Vancouver Art Gallery, Vancouver City Hall, Wall Centre. And in Burnaby: Metrotowers I and II, Metropolis at Metrotown (470-store shopping centre), Telus Building, Simon Fraser University Quad.
- 1,300+ generic buildings
- 3,000+ autogen hand-placed buildings

Structures

- Custom Cleveland Dam
- A smattering of MS generic objects: refineries, tank farms, buildings and structures of the Pacific National Exhibition in Exhibition Park
- Burnaby Mountain tank farm
- Point Atkinson lighthouse
- 200+ marine lights
- False Creek and Coal Harbour marinas
- Many Antennae
- Large greenhouses in Pitt Meadows and Surrey
- Fuel barges in Coal Harbour

Bridges

- Major bridges, custom gmax. Road surfaces from airphotos. Bridge models from Engineering drawings kindly provided by: British Columbia Ministry of Transport; TransLink Regional Transportation Authority; City of Richmond; City of Vancouver; Vancouver International Airport Authority.
 - Vancouver: Second Narrows – Ironworkers Memorial, Granville St., Cambie St., Oak St., Knight St.
 - Region: Port Mann, Alex Fraser, Mission

- Sea Island Bridges (CYVR): Middle Arm, Dinsmore, No.2 Road, Arthur Laing, Airport Connector.
- SkyBridge transit bridge, linking New Westminster and Surrey
- minor road bridges, custom gmax: approximately 110
- rail bridges, custom gmax and FS generic models: approximately 60

Photoscenery

- 5m airphoto photoscenery:
 - Downtown Vancouver/Stanley Park,
 - Metrotown,
 - Burnaby Mountain,
 - Tsawwassen/Roberts Bank.

Airports (corrected, new, or replacement)

- Featured facility: CYPK – Pitt Meadows Regional Airport
 - N49° 12.9667' W122° 42.6000'
 - 40 custom buildings
 - transparent tower windows
 - three runways
 - runways and taxiways adjusted to 20 cm air photo data, accurate to within 2m
 - taxiway signs adjusted
 - custom landclass for area
 - photo scenery for terminal area
 - optional heavy traffic

NOTE:

Tower Views:

If your view is not clear when using a tower view (either obstructed or difficult to see through the glass) then press "=" to zoom in until it is clear. You can press "-" to zoom back out again.

- **Land based.**

Note: for technical reasons (same LOD5 cell) some of these are outside the project area, denoted by *. Most have been left simple, with the emphasis on correcting location, elevation, communication frequencies, runway data, etc. Note in addition to the list below, corrections have been made to the CYYJ (Victoria) landclass and flatten.

CAD5 (Merritt)*	N50* 07.4167'	W120* 44.6333'
CAK3 (Delta Heritage Airpark)	N49* 05.0000'	W122* 56.0000'
CAL3 (Douglas Lake)*	N50* 09.9209'	W120* 10.2244'
CAM3 (Duncan)*	N48* 45.2590'	W123* 42.6249'
CAP3 (Sechelt-Gibsons)	N49* 27.6333'	W123* 43.1167'
CBB7 (Tipella)	N49* 44.5833'	W122* 09.7833'
CBQ2 (Fort Langley)	N49* 10.0000'	W122* 33.0000'
CBT6 (Quilchena)*	N50* 09.7392'	W120* 30.3760'
CSK8 (King George Airpark - Surrey)	N49* 05.5970'	W122* 49.3038'
CYCW (Chilliwack)	N49* 09.1667'	W121* 56.3333'
CYDC (Princeton)*	N49* 28.0500'	W120* 30.7167'
CYHE (Hope)	N49* 22.1195'	W121* 29.7993'
CYLY (Lytton)	N50* 14.7131'	W121* 34.0678'
CYNJ (Langley)	N49* 06.0500'	W122* 37.8500'
CYPS (Pemberton)	N50* 18.1168'	W122* 44.3546'
CYSE (Squamish)	N49* 46.9000'	W123* 09.7167'
CYVR (Vancouver International)	N49* 11.7000'	W123* 10.9167'
CYXX (Abbotsford International)	N49* 01.5167'	W122* 21.8000'
CZBB (Boundary Bay)	N49* 04.3667'	W123* 00.4167'

Seaplane Bases

- seaplane AFCADs with docks using the latest smooth flow AI parking techniques:

CAE5	WHISTLER	N50* 08.7114'	W122* 57.0303'
CAE7	HARRISON HOT SPRINGS	N49* 18.4198'	W121* 47.2843'
CAJ8	PITT MEADOWS	N49* 12.4594'	W122* 42.4133'
CAM9	VANCOUVER INT'L	N49* 10.5823'	W123* 10.1260'
CAS4	FORT LANGLEY	N49* 10.0568'	W122* 32.5697'
CAY7	MISSION	N49* 07.7007'	W122* 18.0531'
CYHC	VANCOUVER HARBOUR	N49* 17.6039'	W123* 06.6131'

Heliports

- Heliports – most AI capable*, otherwise with platforms

CAK7	CHILDREN AND WOMEN'S HEALTH	N49* 14.6333'	W123* 07.6500'
CAU7	PEMBERTON*	N50* 21.9750'	W122* 51.1246'
CAV2	FRASER CANYON HOSPITAL-HOPE*	N49* 22.5923'	W121* 25.3822'
CAW4	WHISTLER HOSPITAL*	N50* 07.2102'	W122* 57.2820'
CBC7	VANCOUVER HARBOUR*	N49* 17.2100'	W123* 06.3677'
CBD2	DELTA NORTH*	N49* 07.1966'	W123* 02.8353'
CBE9	WHISTLER MUNI*	N50* 10.1059'	W122* 54.2962'
CBF4	MISSION PUBLIC SAFETY*	N49* 07.9681'	W122* 20.5894'
CBK4	VANCOUVER GENERAL	N49* 15.7216'	W123* 07.4652'
CBU6	MISSION MEMORIAL HOSPITAL*	N49* 08.1688'	W122* 19.8427'
CFS9	VANCOUVER FILM STUDIOS	N49* 15.6619'	W123* 01.6768'
CGGG	GROUSE MOUNTAIN	N49* 22.7340'	W123* 05.0119'
CYV2	VANCOUVER INTERNATIONAL*	N49* 10.8541'	W123* 09.4913'

Other airfields (unlisted)

Land based, unlisted (may be abandoned or private) - lat/long/alt are the positions of the windsocks

Highland Valley (non-flattened runway, bent)	N50 28.75814 W120 59.71652	alt 3944ft	RW 237/57	2430+1040ft
Pemberton (non-flattened runway)	N50 20.87455 W122 50.99147	alt 748ft	RW 293/113	2800ft
Lillooet Lake (non-flattened runway)	N50 7.80551 W122 31.19033	alt 692ft	RW 017/197	2440ft
Boston Bar (flattened runway, fenced)	N49 58.95789 W121 29.92502	alt 1031ft	RW 134/314	1880ft
Coquihalla Hwy (non-flattened runway)	N49 44.94255 W121 0.66141	alt 3310ft	RW 344/164	2380ft
Stave Lake (non-flattened runway)	N49 28.05972 W122 13.49414	alt 361ft	RW 340/160	2590ft
Chilliwack-Rosedale (non-flattened runway, fenced, barn)	N49 9.56 W121 50.86	alt 39ft	RW 249/069	1090+300ft
Surrey-152nd St (flattened runway with slope & slant, fenced, buildings & cars)	N49 7.73098 W122 47.97523	alt 23ft	RW 249/069	1020ft
Abbotsford-Matsqui (non-flattened runway, fenced, buildings & cars)	N49 5.78884 W122 18.80773	alt 20ft	RW 249/069	1245ft
Langley-Murrayville (non-flattened runway, fenced, buildings & cars)	N49 4.23478 W122 35.51822	alt 216ft	RW 249/069	2430ft
Point Roberts, WA: (flattened runway)	N48 58.64035 W123 4.79422	alt 10ft	RW 339/159	2290ft

AI Aircraft Models

Several custom AI deHavilland Canada floatplane models are supplied, the **DHC-2 Beaver** (32 repaints), **DHC-3 Otter** (2 repaints, not used currently in AI traffic plans), **DHC-3 Turbine Otter** (5 repaints), and **DHC-6 Twin Otter** (5 repaints). These aircraft have a low framerate impact while adding realism and activity to the area. Multiple models ensure that spray and wake effects are visible for all models.

An **AI Bell B206L helicopter** (11 repaints) flies the routes noted below. Flight Simulator 9 is not designed for AI helicopter use, so it flies somewhat like an airplane, with non-vertical takeoffs and landings.

Aircraft Traffic

- low level of GA traffic among the GA fields, using default FS9 aircraft
- additional heavy CYPK focused traffic (uses lots of computing power, for high-end machines only)
- helicopter traffic – B206L. Due to limited parking, not all flights may appear. Helis travel as follows:
 - C-GHJL: BC Ambulance – round trips every two hours CBU6-CBK4
 - C-GHJV: BC Ambulance – round trips every two hours CAV2-CBK4
 - C-GSKI: Whistler Heli skiing – round trips every two hours CBE9-CBC7
 - C-GSKO – Whistler Heli skiing – round trips every two hours CBC7-CBE9
 - C-GSKU: Whistler Heli skiing – round trips daylight hours CYV2-CBE9
 - C-GHJP: Helijet – round trips every two hours CBF4-CBC7
 - C-GHJQ: Helijet – daylight hour trips from CYV2 to touch and go at CGGG
 - C-GHJX: Helijet – daylight hour trips from CBC7 to touch and go at CGGG
 - C-GHJW: Helijet – daylight hour trips from CBF7-CYV2
 - C-FDOF: Canada Coast Guard – hourly trips from CYV2
- floatplane traffic. The following routes are flown throughout daylight hours. Note some destinations are outside the coverage area of this product, all of those are included in the VictoriaPlus product (available separately) except CAC8. Not included in this package are: CAB3, Bedwell Harbour; CAC8, Nanaimo Harbour; CAP8, Port Washington (Pender Island); CAX6, Ganges; CAW7 Mayne Island; CMAP, Maple Bay; CYWH, Victoria Harbour. Aircraft from/to these destinations which include a stop at Vancouver+ base will appear.

1. Non-airline
 - C-FYUP: CAE5 - CAM9
 - C-GCVG: CAE7 - CYHC
 - C-FDRF: CAJ8 - CYHC
 - C-GEZS: CAJ8 - CYHC
 - C-FQLM: CAS4 - CYHC
 - C-GKXR: CAY7 - CYHC
 - C-GOZS: CAE5 - CAE7 - CAY7 - CAS4 - CAM9 - CAX3 - CAF6 - CAE5
2. Baxter Air
 - C-GFDI: CYHC - CAC8
 - C-GOLC: CAC8 - CAM9
3. Harbour Air
 - C-FOXY: CYHC - CAB3 - CAX6 - CYHC
 - C-GMKP: CYHC - CAB3 - CAX6 - CYHC
 - C-FFHQ: CAM9 - CAB3 - CAX6- CAB3 - CAM9
 - C-GCYM: CAM9 - CAB3 - CAX6- CAB3 - CAM9
 - C-FHAH: flightplan in VictoriaPlus
 - C-FAXI: CYWH - CYHC
 - C-FFDI: CWYH - CAM9
 - C-FJFA: CWYH - CAM9
4. Pat Bay Air
 - C-FGYP: flightplan in VictoriaPlus
 - C-FEGE: flightplan in VictoriaPlus
5. Salt Spring Air
 - C-FAOP: CAX6 - CAM9 - CYHC - CAM9 - CAX6
 - C-GVPB: CMAP - CAM9 - CYHC - CAM9 - CMAP - CAM9 - CYHC - CAM9 - CMAP
6. Seair
 - C-FDHC: CAM9 - CAW7 - CAP8 - CAX6 - CAP8 - CAM9 - CAX6 - CAM9
 - CF-FAQ: CAM9 - CAW7 - CAP8 - CAX6 - CAP8 - CAM9 - CAX6 - CAM9
 - C-FPCG: CAX6 - CAP8 - CAM9 - CAP8 - CAX6- CAP8 - CAM9 - CAX6
 - C-FPMA: CAM9 - CAW7 - CAP8 - CAX6 - CAP8 - CAM9- CAX6- CAM9
7. West Coast Air
 - C-GJAW: CYHC - CYWH
 - C-FMHR: CYWH - CAM9
 - C-FGQZ: CYWH - CAE5

FSCargo Area Files

A few of our betatesters/FSCargo specialists have worked hard to provide the entire Vancouver+ area with ready-made FSCargo Area Files.

For those of you who don't know; FSCargo is another FSAddon.com product, providing you with dynamic cargo areas and cargo MISSIONS, giving you a 'purpose' for flying! You can find the description and further info on the www.FSAddon.com website, and purchase it from www.simMarket.com !!

To find the Vancouver+ cargo area FILE, please go to the Download Pages on the FSAddon.com website. There you will find the file clearly marked !

AI Ships and other Naval Things



Vessel models

- Veendam and Volendam cruise ships of the Holland America Line
- Island Princess and Dawn Princess cruise ships of the Princess Cruise Line
- Pacific Pilot boat
- Small craft – 22' vessel
- Small craft – 30' vessel
- Small craft – 40' vessel

Vessel Traffic

VAN1: Canada Place Cruise Ships 1

Common endpoint (RW) at Victoria (quay?)

1. Veendam starts at Canada Place, East side
2. Island Princess starts off Nanaimo

VAN2: Canada Place Cruise Ships 2

Common endpoint (RW) is Strait of Georgia near Qualicum Beach

1. Dawn Princess starts at Canada Place, West side
2. Volendam starts off Blaine, WA, and moves through the Strait of Georgia without entering Burrard Inlet

VAN3: Vancouver Harbour Pilot Boat

Endpoint (RW) is outer harbour area in West Vancouver

Pacific Pilot starts near Lighthouse Point Park and heads into Burrard Inlet, does a clockwise loop past all main quays and travels back into the Strait of Georgia

VAN4: AI Boats Burrard Inlet and Indian Arm

Common endpoint (RW) is Bedwell Bay (Belcarra)

1. 22-ft boat #1 starts in Bedwell Bay and travels up Indian Arm and returns via Deep Cove
2. 30-ft boat #1 starts in Deep Cove, travels into Port Moody, then through Burrard Inlet to Coal Harbour and back
3. 40-ft boat #1 starts at Maplewood (just E of Second Narrows) and travels through Burrard Inlet into English Bay, past Jericho Beach, then into False Creek and return past Stanley Park

VAN5: AI Boats Fraser River North Arm

Common endpoint (RW) is Fraser River at New Westminster

1. 22-ft boat #2 starts in Fraser River North Arm estuary S of UBC and travels the N Arm to New Westminster
2. 40-ft boat #2 starts at Westminster Quay Pub Market and travels the N Arm to Sea Island, then down Middle Arm, circles back around Swishwash Island and returns along N Arm to New West

VAN6: AI Boats Fraser River Main Arm

Common endpoint (RW) is Fraser River estuary off Steveston

1. 22-ft boat #3 starts in Steveston and travels upriver, circling Annacis Island counter-clockwise and returning
2. 30-ft boat #2 starts at Fraser Mills and travels downriver, through Sea Reach, to Steveston

VAN7: AI Boats Pitt Meadows Area

Endpoint (RW) is Pitt River gravel pit

30-ft boat #3 starts at gravel pit and travels into the Fraser River, upstream past CYPK, downriver around Barnston Island, a loop just east of Port Mann Bridge and back up the Pitt River

VAN8: AI Boats Pitt Lake

Endpoint (RW) is near Pitt Lake dock, SE corner of the lake

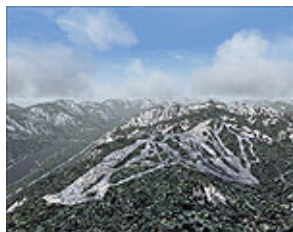
40-ft boat #3 starts at Pitt Lake dock and makes a trip up the lake, back down, into Pitt River, around Siwash Island, and back through Grant Narrows to the dock

VAN9: AI Boats Harrison Lake

Common endpoint (RW) is at N-end of lake near Tipella

1. 30-ft boat #2 starts at Harrison Hot Springs marina, makes a short trip into Harrison River then travels up the lake via Cascade Bay
2. 40-ft boat #2 starts at NE-end of lake and does a return trip to Harrison Hot Springs

Known issues and possible conflicts with other add-ons



- If you start a flight at one of the seaplane bases using the "Go to Airport" function, you may start at an odd location. Choose a runway or dock, or one of the supplied flights to ensure you start in a suitable location.
- In the US portion, Microsoft generic autogen bridges are used
- MS does not allow an ILS to be deleted without modifying default files. There is no ILS at CYPK, but the default cannot be deleted without affecting default files which we are unwilling to do. So in low visibility traffic may be directed by ATC to use a non-existent ILS approach.
- Setting Terrain Max Vertex Level to 21 as recommended has some possible side-effects: terrain shadows may be square. Also, other scenery add-ons (e.g., FSAddon's Orcas Island) may require different TMVL settings. We recommend making a shortcut to FS9.cfg to the desktop, which allows for quick adjustments of parameter settings prior to starting Flight Simulator.
- Elevated platforms have been known to cause occasional crashes of FS9, especially if you start a flight at an elevated platform (like CBC7, CFS9, CBK4 or CGGG), and then use the "Go to Airport" function to go to another airport. If this occurs and you find it bothersome, avoid using the "Go to Airport" function in this way. Alternatively you can disable these platforms in the configurator.
- The particular method used for the glaciers makes them show up as water bodies in GPS and Map windows; sorry, but this is a necessary compromise to avoid other display issues. Also, if you have Water Effects turned on (in the FS9 Display Settings window) glaciers may show whitish grid lines on the ice when approaching from a distance.
- Smoke effects of the AI ships and aircraft may disappear behind distant clouds. This is a known bug of FS9 and has been documented in the FS2004 Special Effects SDK; no fix or workaround is known.
- Our AI ships are technically AI aircraft taxiing on the water. Because FS doesn't provide free choice of sounds for AI aircraft the ships sound like they are powered by turboprop engines.

- The AI ship's "airports" (VAN1 to VAN9) are listed in the GPS/Map and "Go To Airport" menu. Should you start a floatplane flight at any of those locations you will prevent the ship itself from appearing. Also, the ships show the AI information tags if enabled for AI aircraft in general.
- For any other add-on, if you make any changes to your scenery library, shut down FS9, then restart before installing Vancouver+ 1.

It is not recommended that files be deleted from the Vancouver+ 1 folders to further customize your installation. Many files are cached, and will simply be replaced the next time you run the configurator or run the repair function of the installer.

Compatibility with other add-ons



Vancouver+ places landscape features in their correct locations. Add-ons created to match the incorrect Microsoft default terrain will therefore mostly become incompatible.

Holger Sandmann's add-ons

ut_bc_hs.zip - Landscape Enhancements for Ultimate Terrain Canada/Alaska
partially incompatible; please remove files:

- 1_LL_glacierpeak_lwm.bgl
- 1_LL_montbaker_lwm_edited.bgl
- 2_excl_mtbaker_rc_30_UT.bgl
- 2_excl_sanjuan_rc_30_UT.bgl
- s_glacierpeak_15_UT_5.bgl
- s_glacierpeak_fc_30_UT_3.bgl
- s_glacierpeak_fc_30_UT_5.bgl
- s_glacierpeak_fc_30_UT_9.bgl
- s_glacierpeak_rc_30_UT_5.bgl
- s_glacierpeak_rc_30_UT_9.bgl
- s_mtbaker_rc_30_UT_3.bgl
- s_mtbaker_rc_30_UT_5.bgl
- s_mtbaker_rc_30_UT_9.bgl
- s_sanjuan_15_UT_5.bgl
- s_sanjuan_15_UT_9.bgl
- s_sanjuan_rc_30_UT_3.bgl
- s_sanjuan_rc_30_UT_9.bgl

us_nc_vp.zip - US North Cascades Mountains and Northwest Washington Coast
compatible; (do not use the older us_wa_nc.zip, which is incompatible)

bcmesh7a.zip to bcmesh7d.zip - 300-m (LOD7) Terrain Mesh of British Columbia and Southeast Alaska

bcmesh9a.zip and bcmesh9c.zip - 76-m (LOD9) Terrain Mesh of Lillooet-Thompson and Lower Mainland regions

superfluous in overlap area; if installed, leave as is

bcmeshp1.zip - Patches for LOD7/LOD9 Terrain Meshes

partially compatible: some lake flattens are incompatible; remove files:

- CYPs.bgl
- BARNES.bgl
- DICKSON.bgl
- GLACIER.bgl
- JACOBS.bgl
- KOKWASKEY.bgl
- LOON.bgl
- OTTER.bgl
- SECHELT.bgl
- TINGLE_E.bgl
- TUNDRA.bgl
- BIRKEN.bgl
- FIRE.bgl
- GREEN_WH.bgl
- JERVIS_N.bgl
- KWOIEK.bgl
- LOVELY.bgl
- PUTTUSHKWOHAP.bgl
- SKIHIST.bgl
- TINGLE_N.bgl
- WHISTLER.bgl
- BIRKENHD.bgl
- JERVIS_S.bgl
- KWOIEK_N.bgl
- SNOWCAP.bgl
- TINGLE_S.bgl
- WIDGEON.bgl
- JOFFRE.bgl
- STAVE_N.bgl
- TRETHEWAY.bgl

Jon Patch's Add-ons

nwai_spb.zip - Northwest AI Seaplane Bases, by Jon Patch

outdated; use pnw_seaplane_afcads.zip instead

van_object_corr_ut.zip, Vancouver Corrections for UT

superfluous and conflicting: disable

Vicenh02.zip, Vicenh03.zip and Vicenh04.zip – Victoria and area scenery

Superseded: by vicenh05.zip. Uninstall and install vicenh05.zip if necessary.

Vicenh05.zip – Victoria and area scenery (with Holger Sandmann)

Compatible with minor changes; keep Victoria entries above Vancouver+ 1 entries in the scenery library and remove from the Add-on Scenery\British Columbia - Victoria - Landscape\scenery folder:

- buildings_metrotowers.bgl
- Vancouver_Ref_flatten_LWM2.BGL
- structures_vancouver_refinery.BGL

VictoriaPlus – *Compatible, supersedes vicenh05.zip (available soon)*

Viflat.zip – Victoria and area scenery

Superseded: by vicenh05.zip. Uninstall and install vicenh05.zip if necessary.

Ap1514rw.zip – Airport Corrections for SW BC

Partially superfluous and conflicting; disable most of this release by disabling the folders listed below. Note the Vancouver+ 1 installer will also ensure certain critical files are deleted or overwritten. These will not be restored if you uninstall. You will have to reinstall this add-on if you want to restore it. Disable:

- Addon Scenery\North America - Airport Corrections 15x14
- Addon Scenery\British Columbia - Vancouver CYVR
- You can keep Bruce Ellison's CAM3 scenery in that release (in the Addon Scenery\British Columbia\Duncan CAM3 folder), but disable the following files from the Addon Scenery\British Columbia\Duncan CAM3\scenery folder:
 - 000_CAM3.BGL
 - 0_CAM3_VTPX.BGL
 - AF2_CAM3.bgl
 - CAM3_LWM2.BGL
 - CAM3_VTPP.BGL

Ultimate Terrain Canada/Alaska and Ultimate Terrain USA (UT)

Compatible

- UT scenery library entries should be below Vancouver+ 1 entries.
- UT night lights will show up in the Vancouver+ 1 coverage area if selected in the UT configurator; beware of autogen loss. They can be disabled in the Vancouver+ configurator
- all other UT features are disabled in the Vancouver+ 1 coverage area, being replaced with the more detailed Vancouver+ 1 features

Real World Airfield and Floatplane base Add-ons

Boundry Bay.zip [sic] - Boundary Bay CZBB, by Larry Womble; available at <http://www.virtualpilot.net/>
compatible with modification: elevations of included AFCAD (runways, reference point, and all start positions) need to be set to 4.0m.

cyxx3.zip - Abbotsford Airport, by Russel Dirks
not compatible, even with CYXX deselected in the Vancouver+ 1 configurator

cyvr4.2.zip and **cyvr42fx.zip** - CYVR, by Nigel Grant

compatible with minor changes. In Vancouver+ 1 Configurator, deactivate CYV2 only. Ensure this scenery is installed at a higher priority than Vancouver+ 1. **NOTE:** The V+1 Version 1.1 installer will search for four files (FBEAVER.bgl, FBEAVER_Exclude.bgl, Beaver_platform_ext.BGL and BVRv+EXCL) in Nigel's scenery and rename them to disable them, with Nigel's kind permission.

bc_xp.zip - FS2004 scenery enhancement for British Columbia, by Bill Freeborn

partially compatible, remove files Vancouver.bgl, Victoria2k4_4.bgl, Victoria2k4_6.bgl, Victoria.bgl

bc_float.zip - Seaplanes Traffic for bc_xp.zip

partially compatible: remove all AFCAD files covered in VPlus

38w-lynden.zip - Lyndon, Washington (38W), by Joe Watson

partially compatible: airfield itself is compatible. Remove:

- 38W_9.bgl
- 38W_Lynden_xml.BGL
- 38W_WS.bgl

BCBases7.zip - Curt Jardey

Partially compatible. Disable the following:

- AF2_CAE5 Whistler SPB.bgl
- AF2_CAE7 Harrison Hot Springs SPB.bgl
- AF2_CAJ8 Pitt Meadows SPB.bgl
- AF2_CAM9 Vancouver Int'l SPB.bgl
- AF2_CAS4 Fort Langley SPB. Bgl
- AF2_CAY7 Mission SPB.bgl
- AF2_CYHC Coal Harbour Floatplane Terminal2.bgl

BCBaseup.zip - Curt Jardey

Partially compatible. Disable AF2_CAJ8 only.

Fictitious Airfield Add-ons

bc1.zip - Pitt Lake: Grant Narrows and Rambo's bush base, by James Belk, Avsim

partially compatible: works 98% but texture format issues

bc2.zip - Stein Valley airstrips, by James Belk, Avsim

partially compatible: CCWM OK, CHVR partially on ridge, CLSV not, CUSV not. Remove files:

- AF2_CLSV.bgl AF2_CUSV.bgl
- bchi_2.bgl bchi_5.bgl bclo_2.bgl bclo_5.bgl
- bclo_9.bgl bclo_exc.Bgl
- HI.bgl HI_Exclude.bgl

bcb_legs.zip - BCb Short Leg's, by Frank Betts

partially compatible: Hope (CYHE) and Lytton (CYLY) not compatible. Tipella (CBB7): compatible. Remove files:

- CYHE.bgl
- CYHEa.bgl
- CYLY.bgl
- CYLY_A16N.bgl

casl2.zip - Canada Short Legs 2, by Frank Betts

partially compatible: Pemberton (CYPS), Tipella (CBB7): not compatible. Squamish (CYSE): compatible.

Remove files:

- Cbb7.bgl
- Cyps.bgl
- Cyps_A16N.bgl

cyhe.zip - Hope, CYHE, by Jan Kristiansen

not compatible, disable

Fictitious Floatplane Base Add-ons

swbcfb.zip - Southwest BC Floatplane bases, by Ted Griggs

partially compatible: Gold Bridge and Lillooet compatible with default scenery is used. Pemberton and Harrison Lake: not compatible

vancouver_harbour.zip - Vancouver Harbour by Ted Griggs

not compatible; disable

Miscellaneous Structures

alex_fraser.zip - Alex Fraser bridge, by David Christian

not compatible; disable

bc_carr.zip - fictitious Nimitz Class aircraft carriers, Robert Baum

compatible

bclight2.zip - British Columbia Lighthouses 2, by Larry Isenor

partially compatible; remove:

- Atkinson.bgl
- Brockton.bgl
- ProspectPoint.bgl,

bcltsp1.zip - British Columbia 13 lightstations, by Edward Neuhauser & Bob Langendorfer

compatible; no overlap with Vancouver+ 1 area

Landclass

FSGenesis US landclass (free and commercial versions)

Partially compatible: overlap in US portion of Vancouver+ 1 only; keep FSG landclass entry below Vancouver+ 1 entries

bc_landclass.zip, Southwestern B.C. Landclass files, by Martin Oldridge
partially superfluous; Vancouver area superfluous; remove Southwestern BC.bgl or place scenery library entry below Vancouver+ 1 entries

pnw_landclass_remake_a.zip - Pacific Northwest Landclass Remake A for FS2002, by Neil Hill
partially compatible: partial overlap; remove NHa64N18.bgl or place scenery library entry below Vancouver+ 1 entries

vancouver_area_landclass.zip or **vancarea.zip** - Vancouver area and Fraser River landclass version 1,
by Jesse Wheeler
superfluous; disable

vancouver_landclass.zip - Vancouver Area Landclass for FS9, by Bryan York
superfluous; disable

Terrain Mesh

FSGenesis, FSGlobal, FSFreeware and others - LOD9 (76-m) or LOD10 (38-m) terrain mesh for British Columbia and/or Washington State
Partially superfluous: superfluous in the Vancouver+ 1 area; however, mesh files can be left installed as Vancouver+ 1 provides LOD11 mesh in area where our mesh files need to have priority.

In general it is recommended that any global mesh addon be installed into it's own scenery folder, with it's own entry in the scenery library. Such mesh should be placed in the highest priority in the scenery library (top of the screen), as conversely to other types of addons, this will ensure it has lowest priority, and Vancouver+ 1 mesh will override.

AFCADS

fs9abtsf.zip - Abbotsford Airport, by Russel Dirks
incompatible; disable

pnw_seaplane_afcads.zip - Pacific Northwest Seaplane AFCADs, by Norman Meznarich
compatible

southwest_bc_water_ai_package.zip or **swbcwatr.zip** - Vancouver, and Nanaimo SPBs, by Jesse Wheeler
partially compatible: suggest disable and use pnw_seaplane_afcads.zip instead

Textures

In general, any other landclass texture replacement set should be compatible as long as their texture sets are thematically (i.e., land use type depicted) equivalent to the default textures.

Arvidsson
compatible

Bird's Eye View (BEV)
compatible

FScene
compatible

BlueSphere
Compatible

Ground Environment
Compatible

Ultimate Night Environment - Zinertek
should be compatible, but one user reported a problem with road textures. See
<http://forums.simflight.com/viewtopic.php?p=305758#305758>

Other Addons

british_columbia_road_system.zip – B.C. Road System, by Joel Gill

incompatible; disable.

Orcas Island (payware) - by Richard Goldstein, available via <http://www.fsaddon.com>
Compatible but the author recommends that Terrain Max Vertex Level is set at 19.

Darrington (Georender 4) - Richard Goldstein, published by LAGO
Compatible – but needs to be above the three V+ entries in the scenery library

Megascenery Pacific North West - by PC Aviator
Compatible – but needs to be above the three V+ entries in the scenery library

Finding your way around



Now this is not so easy. And not explained in a few words in a manual. FSAddon's Vancouver+ Part 1 covers an area of over 30.000 square kilometers. Roughly 200 km x 150 km. That's a LOT of mountains, valleys, rivers and roads, lakes and glaciers! Again, a 'little' bit more than your average FS scenery package.

It also is made up of so many different things: landscape, with custom landclass, mountains, fjords and rivers, glaciers (!), settlements, airstrips, ships to spot, forestry operations, harbors, new textures.... The list goes on!

The main airfield in Part 1 is Pitt Meadows (CYPK)

Pitt Meadows is a sizable airport, although situated not too far east from Vancouver. You will find it has three runways, quite a number of hangars for general aviation, a flying school, freight handling and more.

One of my favorite flights is to start at Pitt Meadows, heading west to Vancouver, do a 'tour' of the **harbor and city**, then venture a bit more south towards the US border, passing Vancouver International Airport (which will be the main feature of **Vancouver+ Part TWO**), then heading east to Abbotsford.

Another super flight (when the weather is good) is to head north towards the **Whistler-Blackcomb ski area**. I usually fly from Pitt Meadow towards Vancouver, further west to West Vancouver and then turn north into the large fjord (Howe Sound) towards Squamish. From there follow the smaller river north.... But mind your altitude and cloud ceiling !

And if you really feel daring, fly eastwards towards Hope, then follow the Fraser River north (along the Trans-Canada Highway to Lytton, and from there on Route 12) all the way to Lillooet. From there I fly back west following Route 99 (the 'Duffy Lake Road') down to Pemberton. A nice VFR alternative is to follow the railroad tracks further north. Mind the weather though !! From Pemberton it is only a short distance down to Whistler, with spectacular Garibaldi Provincial Park on your left.

And last but not least, why not download one of the vehicles for FS2004 and **DRIVE around town** !! There you will find all the **original bridges** to get you downtown where many major buildings are faithfully rendered. Drive down to the harbor and get on a **floatplane tour** !!!

Vancouver Information



For those of you who want to learn a little more about **Vancouver** and everything that goes on there, we have compiled **some of the best websites**. One of the 'fun' things of the internet is that nowadays there is absolutely NO subject without an abundance of information on some website or other.

A 'few' more interesting Internet Places

Real-world aviation

<http://www.navcanada.ca>

<http://www.bcaviation.org>

<http://www.pittmeadowsairport.com/>

<http://www.abbotsfordairport.ca/>

<http://www.langleyairport.bc.ca/>

<http://www.yvr.ca/>

<http://www.whistlerair.ca/charters.html>

<http://www.baxterair.com>

<http://www.harbour-air.com/home/index.php>

<http://www.helijet.com>

<http://www.westcoastair.com>

<http://www.plews.ca/Canada%20Airports/Airports%20in%20British%20Columbia.html>

<http://bathursted.ccnb.nb.ca/vatcan/fir/edmonton/index.html>

Landmarks and attractions

<http://www.telemark.net/~randallg/photos/default.htm>

<http://www.vancouverlookout.com/gallery.html>

<http://www.seestanleypark.com/dtoverview/frharbcen/harbcen.htm>

<http://www.2010cards.com/freevancard>

<http://www.pskf.ca/ecology/watershed/northvan/seymour02.htm>

<http://modena.intergate.ca/personal/pl8s/roadtour.htm>

<http://www.lytton.ca/Gallery/gallery.htm>

<http://www.cayoosh.net>

<http://www.mining-technology.com/projects/highland>

Ski resorts

<http://www.whistlerblackcomb.com/mountain/maps/index.htm>

<http://www.cypressmountain.com/index.asp>

<http://www.grousemountain.com/sitemap.cfm>

<http://www.mountseymour.com>

<http://www.hemlockvalleyresort.com>

Online aerial photos and maps

<http://www.globalairphotos.com>

<http://webmap.em.gov.bc.ca/mapplace/minpot/general.cfm>

http://www-heb.pac.dfo-mpo.gc.ca/maps/maps-data_e.htm

http://toporama.cits.rncan.gc.ca/toporama_en.html

<http://www.city.vancouver.bc.ca/vanmap/o/orthophotos.htm>

<http://webmap.city.burnaby.bc.ca/publicmap/viewer.htm>

<http://map.city.richmond.bc.ca/website/gis/viewer.htm>

<http://www.corp.delta.bc.ca/EN/main/residents/5648.html>

Support



If you need any support in installing or using **Vancouver+** Part 1, you can get it in different ways:

- 1) **Register on the simFlight.com forums** (go here: <http://forums.simflight.com/index.php>) and then go to the **FSAddon Vancouver+ Support forum** which you can find by clicking here: <http://forums.simflight.com/viewforum.php?f=226>. You MUST register before you can write messages.

OR

- 2) Write us an email: francois@fssupport.com

OR

- 3) Write to simMarket support (if you bought it there) :
https://secure.simmarket.com/ticket_create.php

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 simFlight Forums. 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 !

<http://forums.simflight.com/viewforum.php?f=226>

A community-initiated site for discussion and add-ons can be found at <http://www.vancouverlandings.com>

Credits for the Team



Jon Patch is the creative mind, designer and builder of Vancouver+ Part 1. But there are many other people who helped in bringing this major project to life on your computer. We'd like to mention them here (and apologies if we've forgotten anyone !!):

Core developers

Jon Patch

Main developer, project idea, design and execution of Vancouver City and a myriad of objects, photo textures..... and so much more

Holger Sandmann

Main assisting author, providing the stunning landscape of British Columbia, the buoys, rivers, landclass, landscape textures, ski runs and much more!



Component Providers

Lars Hoyer

AI DHC-2 and Helicopter repaints, AGenT autogen placement tool, DHC-3 and DHC-6 models

Joel Gill

Assistance with Geobase road and railroad coverage

Mitsuya 'Hama' Hamaguchi

AI Cruise ships

Vauche

Automobile models. See www.flightscenery.com

Ken Peters

Fence texture, installer and configurator and AGenT autogen placement tool

Larry Silsbee

Nifty boat models and tunnel portal

Ronald Zambrano

AI helicopter model and AI Beaver (DHC-2) model

David Voogd

GA AI traffic flightplans

Bob Langendorfer

Alaska Gold static ship macros

Bill Womack

Models for marine signals

Al Kaiser

Stemme.air airfile

Tom Miller

Monocoupe.air airfile

Credits (continued)

Help and assistance

Nigel Grant	Extensive field photography
Emmett McRobie	Extensive field photography and liaison with CYPK authorities
Geoff Young	Baxter Aviation, assistance with CYHC

Folks at CYPK

Bill Neale	(www.pittmeadowsairport.com)
Karen Beckenbach	General Manager
Sandy Hunter	Operations Supervisor
Michelle Pilloud	Property Manager
Christopher Georgas	Office Manager
Yorgo Roumnanis	Owner of Pacific Rim Aviation Academy
	Flight Instructor at Pacific Rim Aviation Academy
	<i>*also see next page please</i>

Other Support

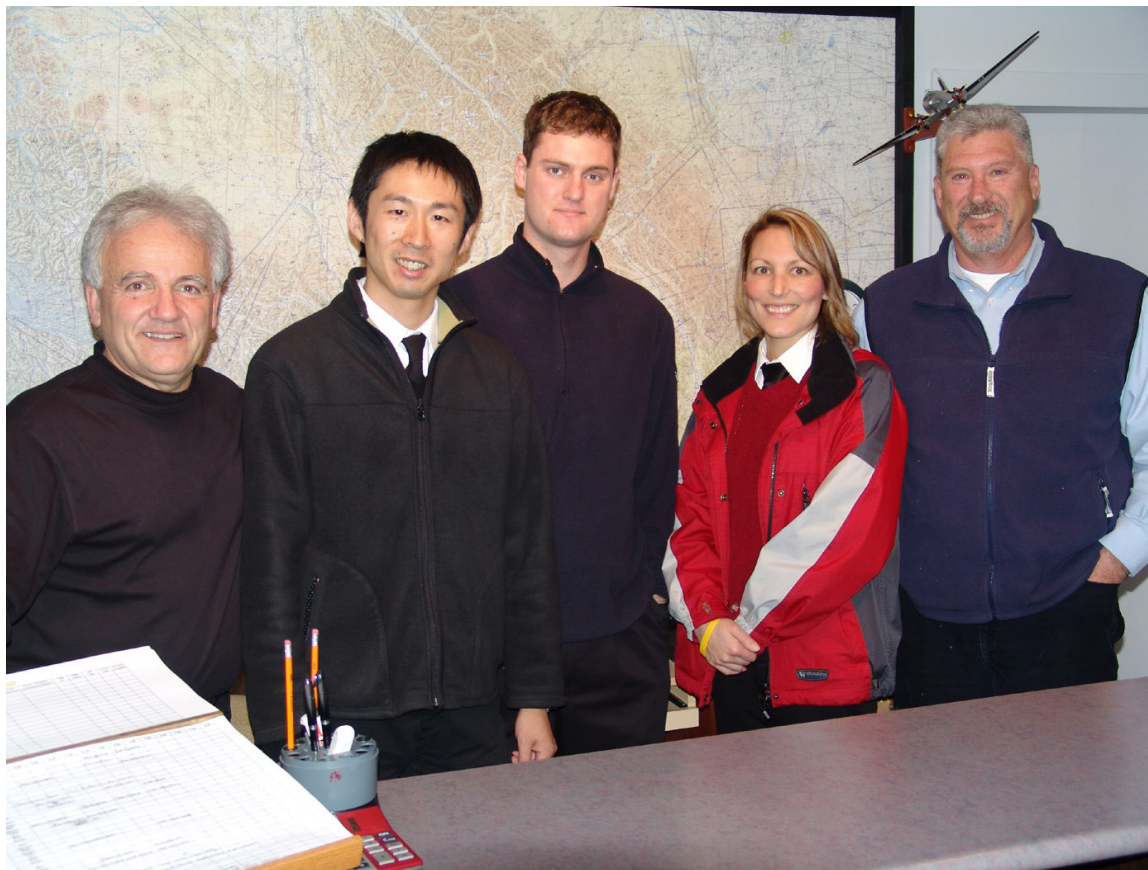
François 'Navman' Dumas	The Publisher , text writer, organizer and overall project manager of Vancouver+ and FSAddon big bossman
Miguel Blaufuks	On-line Distributor , simMarket boss and FSAddon partner
Nick Churchill	Screenshots



The Pitt Meadows (CYPK) Airport Staff

(left to right: Karen, Sandy, Michelle and Bill Neale, the airport manager)

With thanks to their wonderful cooperation and hospitality!



PRAA (Pacific Rim Aviation Academy) staff:

(From left to right: Chris Georgas (Owner/operator/instructor), Tatsuhiko Lino (Instructor), Ben Stewart (Instructor), Raeleen Ranger (Floats Instructor) and Alex Burton (Instructor))

Thanks for your help and hospitality folks!!



And of course Cougar, the CYPK Airport Visitors Greeter !

Data Providers

The following people and agencies provided data, either free of charge, or for compensation. Their help is appreciated. All data are used under license and may not be reproduced in any form without the express permission of the copyright holders, and/or on terms the copyright holders may specify.

- British Columbia Ministry of Transportation (Bill Szto)
- City of Burnaby (Engineering Department)
- City of Vancouver (GIS Manager)
- City of Vancouver Engineering Department (Doug Smith)
- District of Pitt Meadows
- Don Waite Airphotos <http://www.globalairphotos.com>
- GeoBase® geospatial data <http://geobase.ca/geobase/en/index.html>
- Landsat ETM+ and TM multispectral satellite imagery. Source for this dataset was the Global Land Cover Facility, <http://www.landcover.org>
- McElhanney Surveys
- TransLink Regional Transportation Authority (Brock Radloff)
- Vancouver International Airport Authority (Garry McLure)

Tool providers and technical assistance.

Many people helped, so it's tough to just pull out a few. Here are some we particularly want to acknowledge:

Microsoft FS Design Team	default library objects and SDK documents, and an incredible platform for the enjoyment and development of flight simulation
Joachim "JOBIA" Buhre	landclass documentation and table
Discreet systems	Gmax
Christian Fumey	Ground2K4 and DefArea utilities
Arno Gerrettsen	ObPlacerXML, other misc tools and invaluable support
Lars Hoyer	AGenT autogen annotator
Harvey Janszen	Early encouragement and support
Jim Keir	LWMViewer and Slartibartfast
Allen Kriesman	Ultimate Terrain compatibility
Richard Ludowise	TCalc 2004 and and TDFmacros
Doc Moriarty	MdlCommander
Luis Sá	SBuilder
Lee Swordy	AFCAD2 and TTools

Document Sources

Nav Canada	Canada Flight Supplement
Nav Canada	Water Aerodrome Supplement

Test Team



Many thanks to the testers who hung in through the evolution of the product. In addition to finding all the glitches we planted to test them, they served as our focus group to refine the definition of the product.

Bill Dick, Bob Gibbons, Bob Price, Dan Wambolt, David Voogd, Dexter Thomas, Didier Keller, Don Lively, Emmett McRobie, Fern Marques, Jaap van Hees, Jan Bernaerts, Jeff Greth, Joel Gill, Johnny Svensson, Ken Peters, Lars Hammer, Lars Hoyer, Manfred Herz, Marcel Vriend, Mike Cameron, Nigel Grant, Norm McParland, Oren Geva, Paul Kane, Paul van Harte, Phil Cayton, Rainer Duda, Randy Englar, Richard Chadwick, Roger Ady, Simon Stansfield, Stefan Strandberg, Wayne Chiasson, John Mensink, Dale Ekstrom, Tom Constantine, Bob Barron, Dave Sybiak, Ron Carlson.

And from Jon:

Many thanks to François and Holger for supporting the vision of the product and all the twists and turns.

As a result of everybody's help this product is more extensive and more fun than originally planned. Thanks to all and enjoy.



FSAddon.com



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.com 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.com, 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 FSAddon 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.

Jon Patch and **Holger Sandmann** have created a number of freeware add-ons, both for FS2002 and for FS2004. They are available under their names at all major FS file library servers.

