



Reading Regional Airport Scenery for FS2004

INCLUDING THE MID ATLANTIC AIR MUSEUM

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Airport History

As far back as the 1920's, the city of Reading Pennsylvania knew there would be a need for a local airport. The onset of the Great Depression limited their ability to build such a field, however, until the U.S. Government decided that it was in the defense interests of the nation to build such a field. In the form of the Works Progress Administration (WPA), the federal government agreed to provide \$398,000 to the City of Reading for airport construction in 1935. After a contentious start, construction began in earnest in 1936, with dedication of the finished field on October 7th and 8th of 1939. The main building of the new airfield was the large "City Hangar," atop which was situated a beacon taken from a site in downtown Reading.



The original "City Hangar" circa 1939



WWII-era hangar, home of the MAAM C119

It wasn't long before the airport roared to life with the advent of World War II. The US Army claimed ownership of the field (renamed Reading Army Airfield) in 1941 and commenced to perform major upgrades to the facilities. These improvements included adding three new, longer runways and the addition of a number of so-called "temporary" buildings, some of which can still be seen there today.

In 1945, control of the airfield was returned to the City of Reading for continued use as an airport. The new Airport Authority immediately undertook the construction of a new terminal to replace the cramped quarters in the "City Hangar." Then in 1971 the Airport Authority extended Runway 13/31 with the assistance of a 50 percent Federal grant. In the beginning Reading was served by TWA, Allegheny, United and Eastern Airlines. Changes in equipment and airline economics have reduced Reading's scheduled air service role. Currently, only US Airways serves this airport, running several commuter flights daily to their hub in Pittsburgh.



The main terminal at KRDG and the Reading Flite Academy complex

The Mid Atlantic Air Museum

Undoubtedly one of the primary visitor attractions to Reading Regional Airport is the Mid Atlantic Air Museum. The Museum's collection includes award-winning warbirds, classic airliners, rare & unusual military and civilian aircraft and historic exhibits. Museum aircraft are regularly seen on the air show circuit, and the Museum's own annual WWII Weekend Air show has become the premier event of its kind. The Museum also sponsors a variety of community events, social activities, trips, and tours.

Recently, flight simulator enthusiasts were treated to an up-close look at the museum at the 2003 Avsim Conference and Exhibition, which drew simulator fans from around the world for a three-day extravaganza. In fact, if you look closely at the scenery in FS2004, you'll see that the Museum's hospitality to the flight simulation crowd lives on!



The main MAAM hangar

If you look carefully at the airport in FS, you'll notice a strange sight just off the taxiway in front of the Mid Atlantic Air Museum's main hangar. It appears to be a French village, circa WWII, ensconced there on the grass! Actually, it's part of the set for WWII Weekend, where each year it plays home to a number of military vehicles and soldiers reenacting scenes from life in the trenches during the war.



Mock French village used in WWII weekend

In addition to the main MAAM hangar, across the airport is another of the museum's facilities. Inside the hulking hangar just to the west of the main terminal is the equally hulking form of the museum's C119 Flying Boxcar, which is currently under restoration. In fact, the entire hangar was donated to the museum recently, and is awaiting a rather extensive renovation before it can be opened to the public. Once finished, it should more than provide enough space for the entire MAAM collection.

Fly the MAAM Collection in FS!

Unless you've been hiding under a rock for the past year, you probably know that there are now FS versions of two of MAAM's most famous aircraft, the award-winning B-25J Mitchell "Briefing Time" and coming soon, the newly rebuilt Gmax version of the museum's Douglas R4D – the military version of the workhorse DC-3. Both of these aircraft feature some of the finest detail you'll find in any simulated aircraft. If you've downloaded this scenery but don't yet have either of these aircraft, you owe it to yourself to check them out. For more information, visit http://www.maam.org/maam_sim.html.



What's Included in This Scenery Package

This package includes fully detailed scenery of the Reading Regional Airport (KRDG) including the grounds of the Mid Atlantic Air Museum. All buildings were constructed in Gmax and feature photo-realistic textures that bring them very close in appearance with their real-world counterparts. Extensive photo documentation of the real airport makes this one of the most accurate scenery add-ons ever created for flight simulation.

OPENING HANGAR DOORS

Features of the scenery include two hangars that can be opened by using your navigation radio. To open the MAAM main hangar, tune your Nav1 to 112.00. To open the nearby T-Hangar bay, tune to 114.00. Subsequently tuning the radio to another frequency will signal the doors to close. With the MAAM hangar, please be patient! It takes a few seconds to locate somebody to open or close the doors.



REALISTIC AI TRAFFIC

In addition, we've included AI traffic plans that should populate your scenery with a realistic amount of GA traffic, all using the default FS2004 aircraft. We've also included AI flight plans for US Air's Beech 1900D commuter service to KPIT several times daily, and the excellent CDAI version of the 1900D (for AI use only) in USAir livery.



LOCAL VFR LANDMARK

In addition to the base airport scenery, we've also included a local landmark—the Reading Pagoda. It sits atop Mt. Penn, and can be seen by looking directly down runway 13 from KRDG. Use it to line up your approaches... or just enjoy some Reading sightseeing!

Installation

IMPORTANT NOTE: THIS SCENERY IS NOT COMPATIBLE WITH FS2002 OR ANY VERSION OF FLIGHT SIMULATOR PRIOR TO FS2004. IT WAS DEVELOPED USING FS2004-SPECIFIC CODING. ANY ATTEMPT TO LOAD IT IN PREVIOUS VERSIONS OF FS WILL HAVE UNPREDICTABLE RESULTS.

To install this scenery, perform the following:

1. Unzip the contents of the zip archive directly into your root FS2004 (also called FS9) directory, being sure to use the “use folder names” option to preserve the directory structure.
2. Add the two scenery folders – MAAM and MAAM LC (the landclass files) to your scenery library. If you’re unsure of how to do that, see below.

By default, unzipping the archive to your root FS directory will make two folders under the “Addon Scenery” folder, one called “MAAM” which contains the KRDG/MAAM scenery, and one called “MAAM LC” which contains the landclass files for the scenery. You can move these two folders anywhere else on your computer that you like, provided that when you add them to your scenery library you reference the proper folder locations for both. In addition to these, there is a new aircraft added to your aircraft folder called “KRDG CDAI Beech 1900D”. You must leave this aircraft in that directory and not edit the aircraft.cfg file for it if you want it to be used properly as AI traffic. The AI traffic plans are installed into your root Scenery/World/scenery folder, and are called “Traffic_KRDG-GA.bgl” for the GA traffic and “Traffic_KRDG-USAir.bgl” for the Commercial USAir traffic. If you already have USAir traffic plans in place servicing KRDG, you can remove the USAir bgl file with no problem. Likewise, if for some reason you don’t want realistic GA traffic at the airport, you can remove the GA traffic bgl file.

How-To: Adding Scenery to the FS2004 Scenery Library

If you’ve never added a scenery file to your FS2004 scenery library, here’s a quick primer on how it’s done.

1. On the main screen of FS2004, choose “Settings” from the left side menu.
2. Click the “Scenery Library” button in the bottom left quadrant of the screen



3. Choose "Add Area" from the buttons on the right side of the Scenery Library screen
4. Browse to find the root folder of the scenery you want to add – in the case of the KRDG scenery, it's in the FS9/Addon Scenery folder
5. Once you've selected the root folder, click "OK" and the scenery will be added to the library.
6. In FS2004, unlike previous versions, you have to actually quit the sim and restart it for the scenery changes to take effect.

Performance Issues

At full scenery density levels, this is fairly complex scenery. There are many textures in use and models that go well beyond the stock FS9 buildings in complexity level. In testing, the frame rates were still very acceptable, even with display sliders at or near full right.

However, as computers vary widely in configuration and performance, you may experience different results on your system. The buildings in the scenery are arranged by density levels, so turning down the scenery density slider in your FS2004 display settings will cull out certain more complex elements that will result in better frame rates. We recommend that you leave your scenery density on "extremely dense" if that's where you normally run it unless you find the performance to be unacceptable, because you start losing buildings when you turn down the levels, lessening the experience.



Another factor that has been proven to have an impact on frame rates is the presence of AI traffic. The AI traffic plans we've included in this package are scalable, so setting your traffic percentage to a lower number in your FS traffic settings will remove some of the traffic, resulting in better frame rates.

Credits

Research and Site Photography: **Bill Rambow & Bill Womack**
AFCAD and AI traffic development: **Kenneth Weik**
Beech 1900D in USAir livery (AI Traffic): **Charles Dayhuff & Tony Fosler**
Scenery Design and Construction: **Bill Womack**

Special thanks to all those who have provided copious amounts of good advice on the Avsim Scenery Forum, Gmaxsupport.com FS Forum and on SceneryDesign.org – without your help this project would definitely have moved more slowly! And thanks especially to those who have spent so much of their time developing the specialized scenery development software that made this work possible. Namely (and in no particular order) **Christian Fumey** for *Ground2k4*, **Russel Dirks** for *EZ Landclass*, **Arno Gerretsen** for his *Conditional Animation Tool*, **Richard Ludowise** for *Tcalc2004*, **Steve Greenwood** for *FS-Flatten* and **Lee Swordy** for *Traffic Tools* and *AFCAD v.2*.

Many thanks also to **Charles Dayhuff** for allowing the use of his AI Beech 1900 in this package, and to **Tony Fosler** for his USAir livery for the same. Kudos as well go to **Kenneth Weik**, who was gentleman enough to show me around Reading itself including a photography visit to the Pagoda. He also took a lot of time and care in creating the AFCAD and traffic files for the scenery, and held a 2x4 over my head to keep me honest about getting the details right with his home-towner's eye. And no amount of thanks is enough for my wife **Linda Womack**, who donated a enormous amounts of patience and understanding (and some good ideas when I got stuck!) during the hundreds of hours I spent with my head inches away from my monitor, mumbling about scenery design and banging my head on the keyboard.

Contact Information

If you have any questions or comments about this scenery, please feel free to email Bill Womack at bill@antelopesimworks.com. For specific support requests, please email support@antelopesimworks.com.

Enjoy!