

# The Western Chugach - Part 2: Cooper Landing & Quartz Creek (JLA)

An FSX/P3D Scenery Enhancement from Return To Misty Moorings



## User Guide

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Note: Picture on cover page taken from just west of the Kenai Princess Wilderness Lodge looking towards the town of Cooper Landing with the Quartz Creek Airport in the far distance.

## The Western Chugach Scenery

"The Western Chugach" consists of two Return To Misty Moorings (RTMM) scenery enhancements that sit on top of the ORBX SAK region and provide a lot of the missing detail in order to make a "Here To There" experience in the Western Chugach more "true to life".

The Western Chugach scenery gives the RTMM pilot a more detailed view of the landscape that spreads out below them including creeks winding up to glacial headwaters, populated campsites, fishing locations, hiking trails, and the people, vehicles, buildings and general clutter in the small towns and settlements. What makes this scenery different from most of the existing RTMM sceneries is that the majority of "added detail" scenes can only be flown over without any grass strip or airfield in sight just like in real life. The Cooper Landing area is a bit of an exception since the town is on the banks of a major river. In addition, in some cases, the added smaller scenes and creeks are so integrated into the scenery that at first you can't even see the difference from standard SAK due to the tree umbrella etc. just like in real-life

This "integration" creates a bit of a challenge for a fixed wing pilot to see all that there is to see while offering extra detail to rotary wing users who can just dip down low and "gape". The more detailed enhancements will be along the two major highways in the area: The Seward Highway and the eastern part of the Sterling Highway.

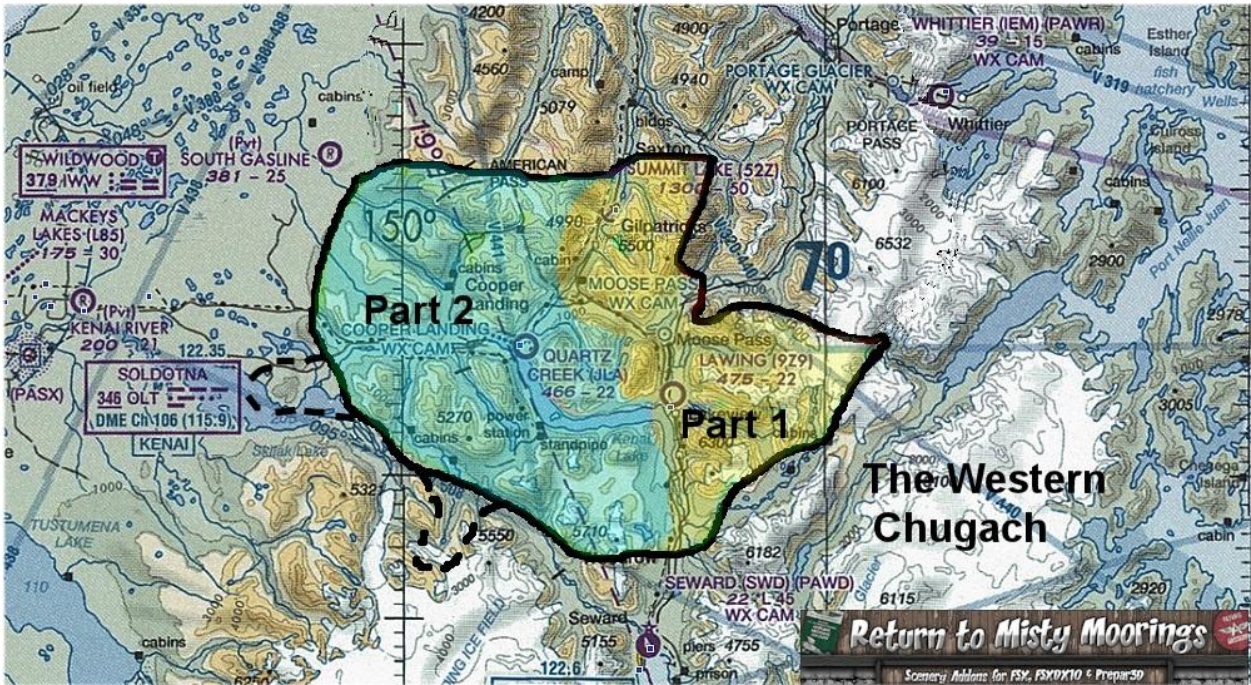
Documentation is provided that helps educate the "bush flyer" who wants to know more real-life information about the detailed areas that they are flying over. Included are annotated maps and table (s) that list points of interest with real life hyperlinks by highway mile marker. The added object and terrain detail in this scenery series (though not photo-real) is designed to be "photo-similar" based on available aerial photography, maps and individual pictures. This means that, from the air, the area looks a lot like real life but, since most individual building objects are not scratch built to match the real thing, most of the buildings just have "rough similarity" to the real thing.

The terrain and object enhancements are location specific enough that many small retail/commercial/industrial locations can be identified using the provided tables and annotated maps. However, the objects (e.g. buildings) used in these sceneries, are almost all from the current RTMM Object Libraries so just a few objects have been created to very closely match real-life objects.

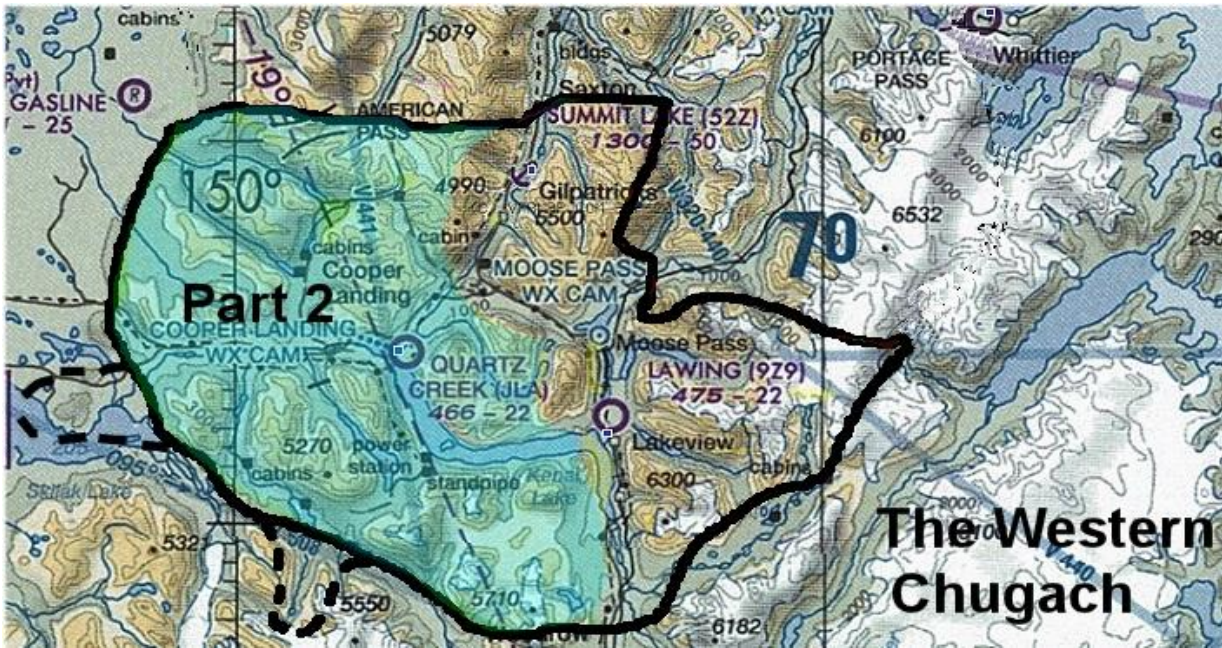




The Western Chugach coverage area:



The Western Chugach - Part 2:





## **The Western Chugach - Part 2: Cooper Landing & Quartz Creek Airport (JLA)**

The Cooper Landing and Quartz Creek areas of The Western Chugach - Part 2 (TWC - Part 2) include some of the most beautiful scenery in Alaska featuring world-class salmon fishing, drift boat fishing, whitewater rafting/boating and excellent hiking and biking trails. There are numerous fishing lodges, bed and breakfasts as well as the world-famous Kenai Princess Wilderness Lodge which is one of Princess Cruise Line's Alaska Cruisetour options

### ***Key Features of The Western Chugach - Part 2:***

- *Integrates perfectly with TWC-1 but is significantly bigger covering almost 400 square miles*
- *Many, many more season-sensitive, hand painted and annotated (with autogen foliage to maximize frame rates) photo-similar ground poly areas (points of interest) than TWC-1 including residential areas, town areas, and non-residential/town areas like campgrounds, boat launch areas etc. Supports the RTMM Season Switcher to control seasonal object placement, density, and floatplane or ferry AI activity.*
- *Key missing water vectors (Russian River, Juneau Creek, Cooper Creek, Stetson Creek, Quartz Creek, Crescent Creek, Devils Creek) have been hand crafted into their proper topographical locations*
- *New special effects to provide water trails and whitewater to help depict fast water movement in appropriate areas such as the Upper Kenai River, Kenai River Canyon, Juneau Falls and the Russian River Falls*
- *Significant increase in the density of the area's autogen vegetation to be more representative of the look of the Chugach National Forest.*
- *Quartz Creek Airport (JLA) enhancements focused on more realistic visuals including a custom textured gravel runway, working windsock and enhanced surrounding areas including dense border foliage.*
- *Over 70 new objects including scratch-built models of the Russian River Ferry, the Chugach Electric Powerhouse and the centerpiece of Cooper Landing: The Kenai Princess Wilderness Lodge.*
- *AI features include Floatplane departures from a dock just south of JLA in Spring, Summer and Fall and the Russian River Ferry also departs in Spring, Summer and Fall from its normal dock next to Sportsman's Landing.*
- *Detailed documentation that includes a Points of Interest list (over 60) of all the key modeled real-life locations (many by mile marker) and, if available, hyperlinks to the real-life web pages. Also included are two "zoomable" maps to help the user pinpoint the location of specific Points of Interest .*
- *Includes a unique Special Features section where the "fun" really begins!*

# Cooper Landing



**Cooper Landing: Founded in early 1900s / unincorporated**

**Population est. 357**

In a picturesque setting, beneath towering mountains and at the far west end of Kenai Lake, Cooper Landing lies on the banks of the fast-moving Kenai River while it straddles the Sterling Highway as they both snakes their way west towards Cook Inlet. In some circles, Cooper Landing is referred to as "The Gem of the Kenai Peninsula."

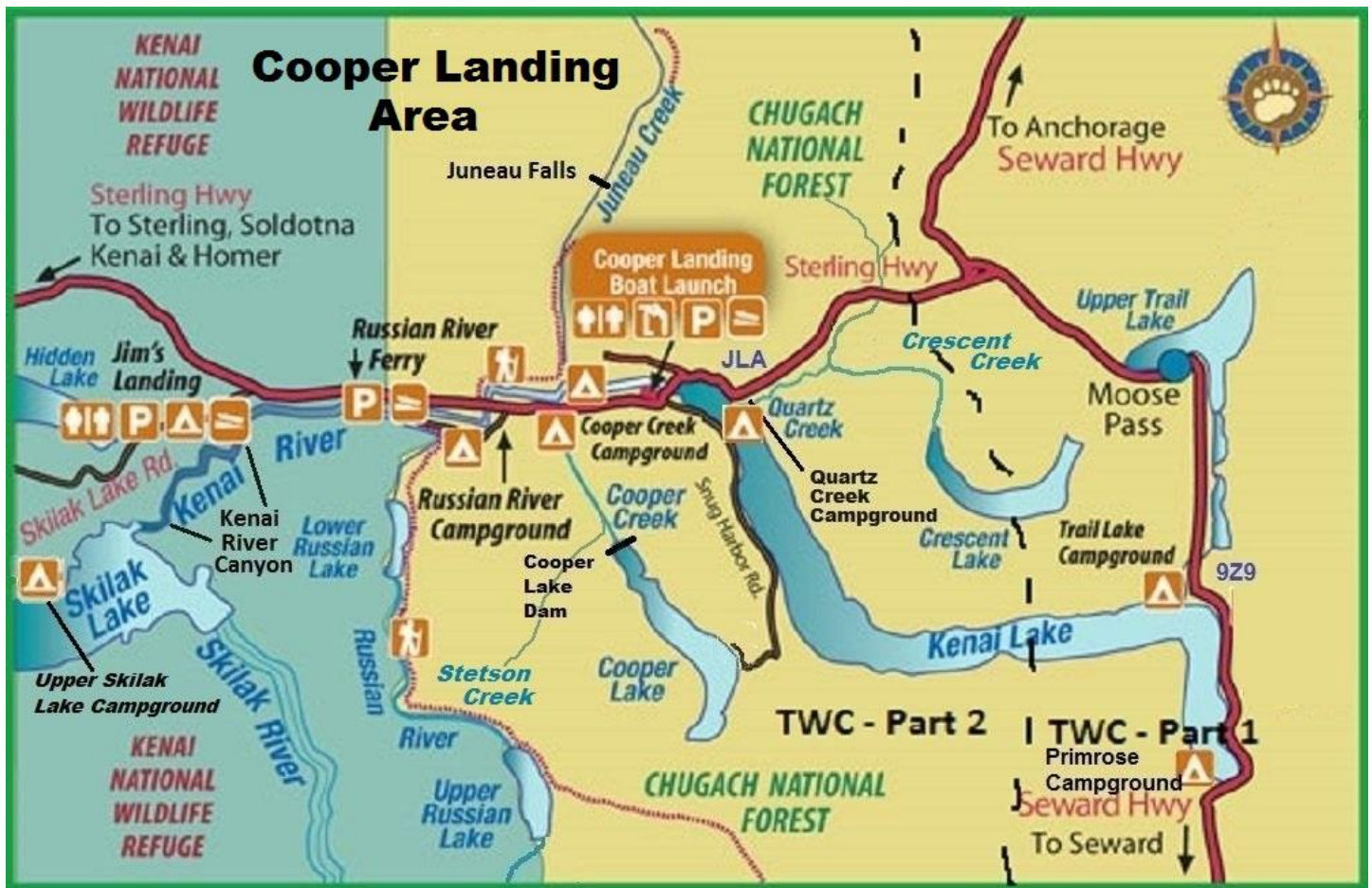
Between 1848 and 1851, Russian engineer P. Doroshin found gold in the area. Cooper Landing was named for Joseph Cooper, a miner who discovered gold here in 1884. In 1900, the Census found 21 miners and 1 wife living at Cooper Creek. The Riddiford Post Office began operations in 1924, and the Riddiford School opened in 1928. In 1938, a road was constructed to Seward and in 1948, a road to Kenai was opened. By 1951, residents could drive to Anchorage and just 8 years later the Cooper Lake Hydroelectric Facility was constructed in 1959-60.

Today Cooper Landing is a premier world class fishing location swelling to almost 1,000 in the Spring through early Fall fishing season. Drift boat fishing is an especially interesting experience for many anglers from outside of the area. Those who don't fish are enjoying scenic and sport rafting on the swiftly moving Kenai River which can reach Class III whitewater action in the Kenai Canyon. Cooper Landing also features exceptional hiking and biking trails.



## Coverage Area

This Cooper Landing Area Map shows an overview of The Western Chugach - Part 2 coverage area and clearly shows where The Western Chugach - Part 1 abuts The Western Chugach - Part 2.



## Points of Interest

TWC-Part 2 is probably one of the most detailed flight sim sceneries you have ever used when it comes to learning about the real life Points of Interest you are overflying. In TWC - Part 2, if you have the desire to study this documentation, its maps, references and Point of Interest links as well as actually flying over the scenery following the included Air Tour Map and/or navigating the Kenai River using the Kenai River Area Map (see **Special Features** section on page 11), you can learn a tremendous amount of information about this area of 400 square miles where the Chugach National Forest and the Kenai National Wildlife Refuge meet.

### **Points of Interest by Sterling Highway Mile Markers (See Note 1 below)**

(All mile marker entries are real-life locations (see Note 2 below) and are depicted by specific objects, terrain or custom ground polys in The Western Chugach - Part 2. These Points of Interest can be located using the TWC-2 Area Topo Map and the TWC-2 Inset Map as appropriate. These maps can be found in the TWC - Part 2 Maps Folder )

*Mileposts reflect distance from Seward (S), followed by distance from Anchorage (A) and Homer (H). All blue underlined locations are hyperlinks to real life information on that location.*

(See TWC-2 Area Topo Map for the following Points of Interest)

- **S 37 A 90 H 142.5 Junction** of the Sterling Highway with the Seward Highway at Tern Lake.
- **S 44.9 A 97.9 H 134.6** [Sunrise Inn](#), cafe, gas, bar and motel. **Junction** with Quartz Creek Road to [Alaska Horsemen Trail Adventures](#), **Quartz Creek Boat Launch** and [Quartz Creek USFS Campground](#) on Kenai Lake.

(Note: See TWC-2 Inset Map for the following Points of Interest)

- **S 47.1 A 100.1 H 132.4** [Kenai Lake Lodge](#)
- **S 47.5 A 100.5 H 132** [Wildman's](#) and Cooper Landing Medical Center
- **S 47.7 A 100.7 H 131.8** Turnoff for [Kenai Princess Wilderness Lodge and RV Park](#).
- **S 48 A 101 H 131.5** **Cooper Landing Boat Launch & Parking**; boat launch, day-use area.
- **S 48.2 A 101.2 H 131.3** [Salmon Run Lodge](#), [Eagle Landing Resort](#), **Cooper Landing Grocery**, [Alpine Motel](#)
- **S 48.3 A 101.3 H 131.2** Russian River House & [Kenai River Drifter's Lodge](#); cabins, Kenai River rafting and fishing trips.
- **S 48.4 A 101.4 H 131.1** **The Shrew's Nest** and **Hamilton's Place**
- **S 48.5 A 101.5 H 131** [Alaska Troutfitters](#) and [The Hutch B&B](#), lodging.
- **S 48.7 A 101.7 H 130.8** [Cooper Landing Historical Society Museum](#)
- **S 49.6 A 102.6 H 129.9** [Cooper Landing Fish Camp](#) and the junction of the Sterling Highway with the Cooper Lake Dam road
- **S 49.7 A 102.7 H 129.8** [Kenai Riverside Campground & RV Park](#).
- **S 49.9 A 102.9 H 129.6** [Alaska Rivers Co.](#); Kenai River trips.



- **S 50.1 A 103.1 H 129.4** [Kenai Riverside Lodge](#) (includes the headquarters for Kenai River Trips with Alaska Wildland Adventures).

**Points of Interest by Sterling Highway Mile Markers** (continued)

- **S 50.4 A 103.4 H 129.1** [Cooper Creek USFS Campground South](#) and [Sackett's Kenai Grill](#)
- **S 50.5 A 103.5 H 129** [Cooper Creek USFS Campground North](#) .
- **S 52 A 105 H 127.5** [Gwin's Lodge](#); historic roadhouse with restaurant, cabins, tackle & gift shop.
- **S 52.6 A 105.6 H 126.9** [Russian River USFS Campground](#) entrance and [K'Beq' Cultural Site](#)
- **S 54.9 A 107.9 H 124.2** Kenai Russian River Access, **Sportsman's Landing** and **Russian River Ferry** entrance.

(See TWC-2 Area Topo Map for these last Points of Interest)

- **S 58 A 111 H 121.5** **Jim's Landing** and **Junction** with Skilak Lake Road which loops southwest toward Skilak Lake and roughly parallels the **Kenai River Canyon**.

**Notes:**

Note 1 - *The* above table partially is adapted from the **The MILEPOST® Quick Reference Log**

Note 2 - It is entirely possible that some of the real life locations listed are no longer open or have changed ownership/names due to the realities of life. Also, information given for the Mile Markers may be inaccurate due to the age of source information.

**Points of Interest not along the Sterling Highway**

(See TWC-2 Area Topo Map for these Points of Interest)

Cooper Creek

Cooper Lake Dam\*

Cooper Lake Intake Building\*

Cooper Lake Powerhouse\*

Crescent Creek

Devils Creek

[Harding Icefield](#)

Juneau Creek

Juneau Creek Falls

Juneau Lake

Kenai River Canyon

[Kenai Lake](#)

Lower Russian Lake

Quartz Creek

[Quartz Creek Airport \(JLA\)](#)

Quartz Creek Boat Launch

Quartz Creek USFS Campground (See USFS Campgrounds in Special Features section)

[Russian River](#)

Russian River Falls

Stetson Creek

Stetson Creek Falls\*

[Stetson Creek Diversion Dam](#)\*

Swan Lake

Trout Lake

Upper Russian Lake

Upper Skilak Lake Campground (See USFS Campgrounds in Special Features section)

USFS Cabins (see **Special Features** section on page 11)

\* See Cooper Lake Hydroelectric Project in **Special Features** section that begins on page 11





## **Special Features**

### **Tours**

Tour #1. In the TWC - Part 2 Documents folder, open the .pdf named An Air Tour to Remember and read it. It is the beginning of a story that will get you into what TWC - 2 is all about. In order to continue the story as Carson, you will need the TWC - 2 Air Tour Map found in the TWC - Part 2 Maps folder. In addition, you will also need to reference the TWC-2 Area Topo Map and the TWC-2 Inset Map (also found in the TWC - Part 2 Maps folder) along with the **Points of Interest** section on page 8 for a truly detailed, self-guided tour of the Cooper Landing area.

Tour #2. The user can take a twenty mile Kenai River tour that can be accomplished by boat or taxied by plane (e.g. the Aerosoft Beaver). At a sightseeing speed of 8 -12 knots, this tour can take two hours! This tour is one of the few exceptions to reality in TWC-2 since it is illegal to have any motored vehicle in most of the Upper Kenai River. Please reference the Kenai River Tour folder inside the TWC - Part 2 Documents folder. In addition, the TWC-2 Area Topo Map and the TWC-2 Inset will again be very helpful. Note: If you are planning to take the Beaver float on a taxi trip down the river, then best place to start is at the Cooper Landing Boat Launch since you won't have to taxi through the Kenai Lake bridge. It is quite easy to land heading to the West just beyond the Kenai Lake bridge (as long as we are breaking rules) and taxi back to the Cooper Landing Boat Launch.

### **Cooper Lake Hydroelectric Project**

TWC-2 features significant pieces of the Cooper Lake Hydroelectric Project including Chugach Electric's Cooper Lake Powerhouse and access road, the Cooper Lake Intake building, the penstock, Cooper Lake Dam, the dam spillway, the new Cooper Lake siphon outlet, access roads and the new Stetson Creek diversion dam/bldg. See TWC - Part 2 Documents folder for detailed documentation available concerning the Cooper Lake Hydroelectric projects supporting the Cooper Lake dam. It is interesting to discover why it was necessary to spend \$23,000,000 to build a Stetson Creek Diversion Dam in the last few years.

### **Annotated Maps**

Inside the TWC - Part 2 Maps folder are three very important maps. The first map (Cooper Landing Area Map.jpg) is a file copy of the map you see on page 7 of this guide. The second map (TWC -2 Area Topo Map.jpg) is an annotated area topographic map that is a more detailed overview showing most of the TWC - Part 2 Points of Interest except for inside the orange inset box which designates the central, more detailed area around the Kenai River and Sterling Highway as they wind their way through the more urban town setting. The third map (TWC-2 Inset Map (Super Zoom).bmp) is a highly zoomable aerial picture of the aforementioned orange inset box from the actual simulator. It is annotated with all of the rest of the Points of Interest missing from the second map mentioned above. Most of the Points of Interest on this zoomable map are easily referenced

in the **Points of Interest** section that starts on page 8. If you would like a print out of the "super zoom" map, a .pdf file labeled TWC - 2 Printable Inset Map is available that provides four printed pages that can be assembled together end to end if you want to create a foldable quick reference map while you are flying.

## **USFS Cabins in The Western Chugach - Part 2**

Barber Cabin (Lower Russian Lake)

Trout Lake Cabin (on Trout Lake)

Juneau Lake Cabin (Juneau Lake south)

Crescent Lake Cabin (Crescent Lake northwest)

Upper Russian Lake Cabin (north shore)

Romig Cabin (Juneau Lake southeast)

Swan Lake Cabin (east end of Swan Lake)

Aspen Flats Cabin (along upper Russian River between Lower and Upper Russian Lakes)

Devil's Pass Cabin (leave Swan Lake heading east and then follow bearing of 57 degrees)

West Swan Lake Cabin (west end of Swan Lake)

Doroshin Bay Cain (far Northeast end of Skilak Lake)

Crescent Saddle Cabin (Crescent Lake South) (In TWC - 1 but included since next to TWC - 2.

**Note:** A folder labeled USFS Cabin Information is included inside the TWC - Part 2 Documents folder. It provides handy reference information (mostly taken from the RTMM USFS Cabins web page) concerning the cabins listed above. The information includes a flight plan map to get to a specific cabin, a picture of the cabin and a link to real life information on the cabin. If you wish to visit all the cabins in one flight, please note the aforementioned TWC - 2 Air Tour in this Special Features section.

## **USFS Campgrounds added to The Western Chugach - Part 2**

[Upper Skilak Lake Campground](#) (fully detailed)

[Russian River Campground](#) (basic detail)

[Cooper Creek North & South](#) Campground (semi - detailed)

[Quartz Creek Campground](#) (fully detailed)



## Campground reference maps

### Cooper Creek North & South Campground



### Quartz Creek Campground





Russian River Campground



Upper Skilak Lake Campground





## **Creeks and Rivers added to The Western Chugach - Part 2**

Russian River - full length from Kenai River mouth to high lake just below Harding Icefield

Juneau Creek - from Kenai River mouth to Juneau Lake

Cooper Creek - full length from Kenai River mouth to Cooper Lake

Stetson Creek - full length from Cooper Creek mouth to Cooper Mountain headwaters

Quartz Creek - partial length from Kenai Lake mouth to a bit past the Sterling Highway

Devils Creek - partial length from Quartz Creek mouth to high in the mountains

Crescent Creek - full length from Quartz Creek mouth to Crescent Lake

## **Sounds in The Western Chugach - Part 2**

There is a Pool Party just getting started at the Russian River House and as you taxi/cruise from the Cooper landing Boat Launch toward the Russian River House, you should hear the music volume build. The Pool (and party music) is only open in Spring and Summer. There are a few wolves out in Spring, Summer and Winter, especially a bit past the Russian River Ferry. You may hear a wolf howl now and then if you are close to the wolves while cruising. Also, in Spring, Summer and Fall you can hear environment sounds (birds, dog barking, owl hooting etc.) when you taxi/cruise in the area of the Quartz Creek Campground. If you can't hear them, try cutting your engine to listen. I usually have my environment sound volume set to 3 times my engine sound but, of course, that ratio is up to the user.

## **The Kenai Princess Wilderness Lodge**

TWC - Part 2 features a custom created set of buildings on a hilltop just west of Cooper Landing town center that represent a well-known fishing lodge run by Princess Cruises as part of their Crusie Tour package. Stretching over 43 acres on the banks of the Kenai River, the Kenai Princess Wilderness Lodge, built in 1989, offers all the amenities of a small resort in a relaxing wilderness setting. This peninsula, renowned as a sportsman's and scenic paradise, offers a spectacular setting amid fabulous mountain and river views. Option activities include nature hikes, sport fishing, river rafting, and sightseeing day cruises to the Kenai Fjords national Park.

Operating Months: May through September

Number of Rooms: 86

Number of staff in season: 105

Dining and Lounge Facilities: Eagles Crest Restaurant and Rafter's Lounge

## **SEASONS IN THE WESTERN CHUGACH**

The Western Chugach - Part 2 scenery enhancement uses the RTMM Season Switcher v3.3, which is available in the RTMM Scenery download section, to allow the user to enjoy all of the different looks of the scenery as the seasons change.

The Western Chugach actually has 5 different seasonal looks in the terrain and foliage. Those different looks are detailed for each of the Season Switcher settings in the Seasons Recommendation table below.

Each season change, initiated by the user using the RTMM Season Switcher v3.3, will cause a seasonally appropriate change in The Western Chugach. Some examples of things that are controlled by the RTMM Season Switcher are:

- Number, types, and locations of:
  - o boats, floatplanes
  - o people, cars, RVs, chairs etc.
  - o boxes, crates, logs and other miscellaneous objects and special effects
- AI floatplane traffic (See AI Floatplane Departure Schedule on page 27)
- Ferry traffic (See Ferry Departure Schedule on page 28)
- Seagull sounds & bird activity (only in Spring & Summer at Jim's Landing)

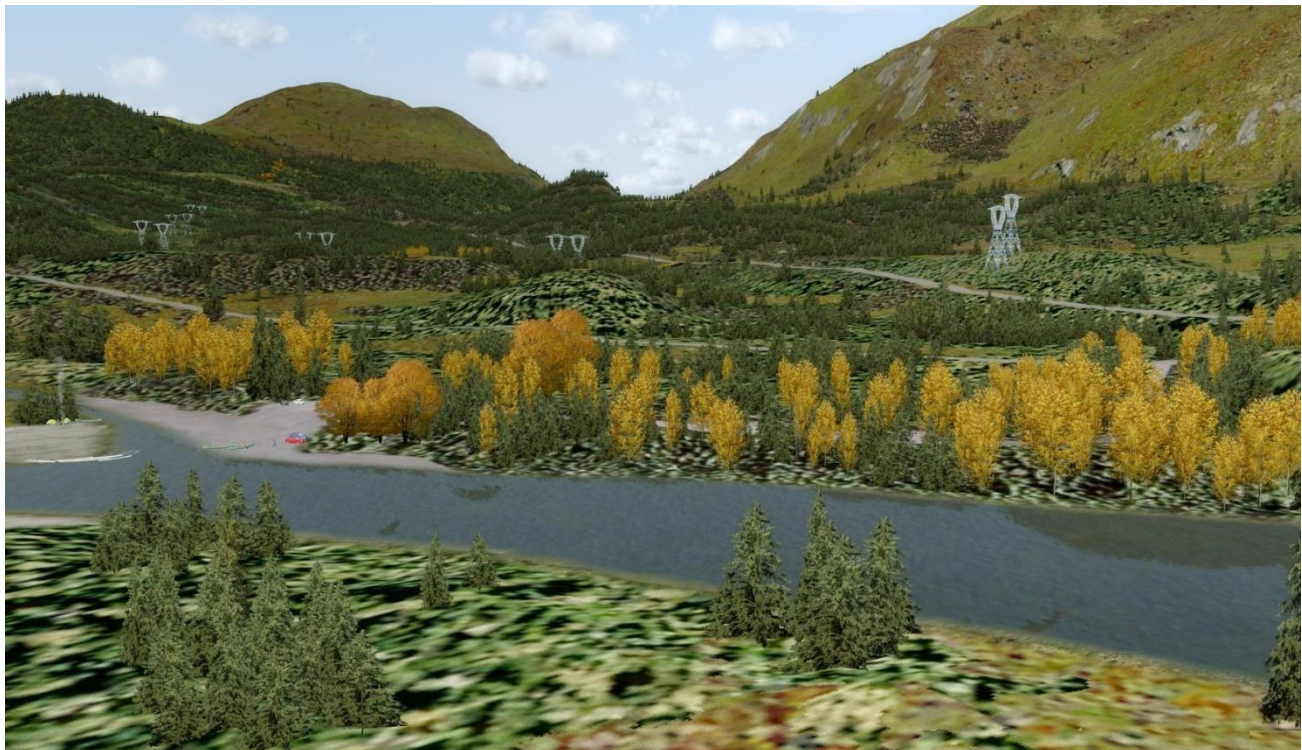
Note: If Season Switcher is not used, most of the above things will not change or not be seen or heard.

### **The Western Chugach - Part 2 Season Recommendations** (requires RTMM Season Switcher)

<u>FSX/P3D Month</u>	<u>RTMM Season Switcher Recommendation</u>	<u>Foliage &amp; Terrain Coloring &amp; General Object Density</u>
January	Winter	Snow/Ice capped trees, snow covered terrain, sparse objects
February	Winter	Snow/Ice capped trees, snow covered terrain, sparse objects
March	Winter	Snow/Ice capped trees, snow covered terrain, sparse objects
April	Spring	Evergreen Trees, Deciduous no leaves, snow dotted terrain, medium level of objects

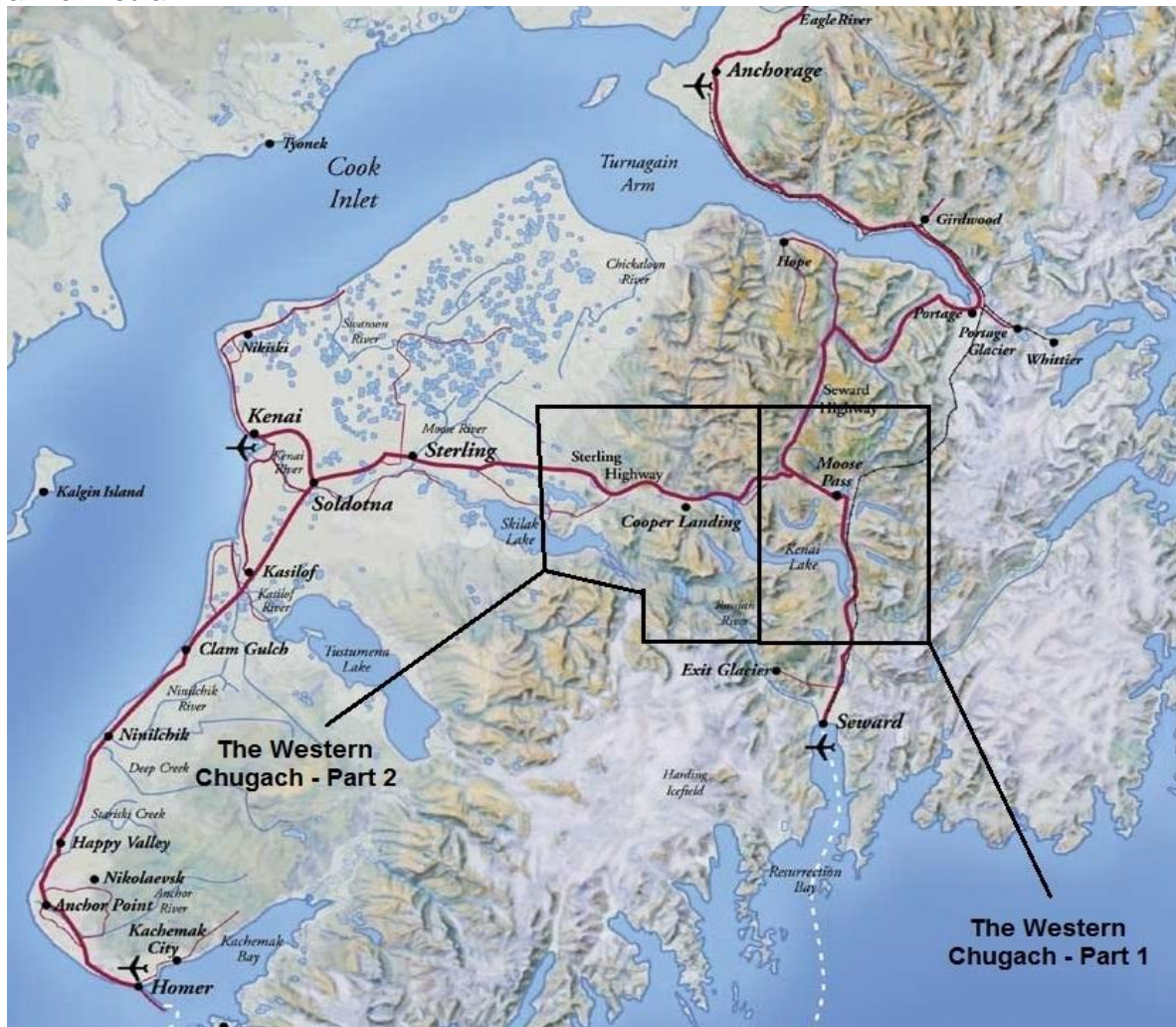


May	Spring	Deciduous Spring Trees, green terrain, medium level of objects
June	Spring	Deciduous Summer Trees, green terrain, medium level of objects
July	Summer	Deciduous Summer Trees, green terrain, full level of objects
August	Summer	Deciduous Summer Trees, green terrain, full level objects
September	Fall	Evergreen Trees, Golden Deciduous Trees, Reddish Orange Terrain highlights, medium level of objects
October	Fall	Evergreen Trees, Deciduous no leaves, snow dotted terrain, medium level of objects
November	Winter	Snow/Ice capped trees, snow covered terrain, sparse objects
December	Winter	Snow/Ice capped trees, snow covered terrain, sparse objects



## Other Maps & Charts

### Kenai Peninsula



MyTopo Link for movable USGS topographic map centered over the Quartz Creek Airport (JLA) area (click & drag, can also enlarge by clicking on small square in upper right):

<http://www.mytopo.com/maps/?lat=60.4915&lon=-149.7320&z=12>

Other Maps & Charts (found in the TWC - Part 2 Maps folder):

Cooper Landing Area Map

TWC-2 Air Tour Map

TWC-2 Area Topo Map

TWC-2 Inset Map (SuperZoom)

TWC -2 Printable Inset Map



## **Installation Instructions**

### **Requirements:**

- Microsoft FSX (with Acceleration Pack) or P3Dv2.x and higher
- ORBX SAK
- Tongass Fjords X (numerous Tongass Fjords X Objects are used in this enhancement)
- Return To Misty Moorings Required Object Libraries
- RTMM Missing Cabins scenery from the RTMM Scenery Download section needs to be installed in your computer
- RTMM Season Switcher v3.3 (will work if you don't have it but you will not get to see the full scenes, the Float and River Ferry AI will not function, some objects will be missing and many objects may not look right in winter conditions). Basically, you need the RTMM Season Switcher to fully enjoy this scenery.
- Land Vehicle fix. This change applies to FSX, FSX DX10 and P3D users. Please read thoroughly. There is a P3D problem never fixed by Lockheed (though they have been told) that causes the vehicles from the standard P3D vehicles\_land object library to not display or display in a corrupted fashion (missing tires etc.) There was a fix developed for this which not only fixed the bad P3D library but enhanced the file (holds the same objects whether FSX or P3D) using a special recompilation technique to allow pitch and bank changes for vehicle placement. The TWC-2 scenery uses pitch and bank changes for these vehicle objects so FSX users as well as P3D users, who have not already made this change, need to make this change or some vehicles will not have the correct angle of display. The fix can be obtained by going to this link:

[http://return.mistymoorings.com/getting\\_started/index.php](http://return.mistymoorings.com/getting_started/index.php)

Then click on Step 10 of the Index Table. The fix is labeled "P3Dvx Land Vehicle Fix" and is about 7th on the list in Step Table #10. Though it says it is for P3D v3 and v4, it can also be used in FSX. For this scenery, **all users** need to have this fix. Click on the underlined fix name to download and then follow the instructions to install the fix. When the install instructions refer to P3D v2, in your mind, simply replace that with FSX or P3Dv3 or v4 as appropriate. Note: this fix does not need to be removed as it will work correctly with all sceneries.

- Recommended/required FSX/P3D Settings. See **Recommended and Required FSX/P3D Settings** section on page 22.

- Though it is not absolutely required, The Western Chugach - Part 1 abuts this scenery and should be installed for seamless enjoyment of an enhanced scenery area of almost 600 square miles.

## Installation

To install the Western Chugach - Part 2 scenery enhancement package, unzip the TWC - Part 2 v1.0 folder. Inside the unzipped TWC - Part 2 v1.0 folder you will find this user guide as well as the following contents:

TWC - Part 2 folder  
TWC - Part 2 Maps folder  
TWC - Part 2 Documents folder  
Effects folder  
RTMM Missing Cabins Replacement folder  
SimObjects folder  
Sound folder  
TWC-2 Object LibraryFSXP3D  
VFR Seward to Quartz Creek.pln  
Two jpeg files and the standard readme first.txt file

1. Move the TWC - Part 2 folder and all of its contents into your ...FSX or P3D\Addon Scenery folder area or to wherever you install all of your RTMM sceneries.
2. Make sure you have the latest versions of the Required RTMM Object Libraries installed
3. TWC -2 includes an addon library of new objects that will ultimately be incorporated into RTMM's standard object libraries but until then copy the TWC-2 Object LibraryFSXP3D folder into wherever you keep your other RTMM Object Libraries.
4. Inside the Effects folder are three separate folders of effects, one for all FSX users, one for P3Dv3 users and one for P3Dv4 users. Pick the folder that most closely fits your Sim type and copy the \*.fx files from only that effects folder to your ...FSX or P3D\Effects folder and overwrite if required.
5. Copy the contents of the SimObjects\Boat folder into your ...FSX or P3D\SimObjects\Boat folder
6. Copy the contents of the Sound folder to your ...FSX or P3D\Sound folder and overwrite if required.
7. Though RTMM Missing Cabins is a required scenery to see all of the points of interest in The Western Chugach - Part 2, the missing\_chugach\_hoonah.bgl located inside the RTMM Missing Cabins Scenery folder needs to be disabled by renaming the file to missing\_chugach\_hoonah.bgl.org. After you disable it, copy the missing\_chugach\_hoonah\_TWC-2.bgl from the RTMM Missing Cabins Replacement folder to the same RTMM Missing Cabins scenery folder. One of the changes this replacement makes is the relocation of the Aspen Flats Cabin to now be on the banks of the Russian River which was missing before but now rendered by TWC - Part 2.
8. If you have RTMM's Goose Bay Cabin scenery installed, make sure you have the 6-28-18 version or later installed to eliminate a few rogue objects that actually appear within the TWC - Part 2 boundaries.
9. This scenery uses the RTMM Season Switcher so your next step should be to read the **SEASONS IN THE WESTERN CHUGACH** section found on page 16 in the this User Guide. Then set the season you want in the RTMM Season Switcher. If you don't have the RTMM Season Switcher installed, see below for instructions on how to obtain it. If you don't want to use the season switcher then the scenery will still work but all things will not function correctly as mentioned in the Requirements Section above.

10. If you are a P3D user, please go to the ORBX SAK Frozen Surfaces entry, which is the first one in the **Known Issues** section found on page 23 in order to make a decision on SAK Frozen Surfaces before the next step. FSX users just proceed to the next step.
11. Skip this step unless you normally have ice in your lakes during the winter. If you do, then either you have never modified the ORBX SAK Control Panel (installation default is to have "Frozen Surfaces in Winter" turned on) or you have decided to turn on or keep on the "Frozen surfaces in Winter" option. For FSX users and P3D users who do have the ORBX SAK Control Panel set to "Frozen surfaces in winter", at least during the winter months, TWC - Part 2 includes the Scenery Lite Configurator which provides an option for TWC-2 to be adjusted so that a few areas of lake water as well as a small piece of the Kenai River are changed by TWC - Part 2 (e.g. Russian River Ferry dock area and the Chugach Hydro Intake area) to match up with an ice covered Kenai Lake and Kenai River. Once the TWC - Part 2 Scenery Configurator Lite is set it doesn't need to be changed unless you make a different decision on ice vs no ice in Winter since either configurator setting works fine for the non-winter months. Just set it once to match your preference and you are done. In order to do that, go inside the TWC- Part 2 folder located where you installed it in Step 1 above, run the Scenery Configurator Lite.exe and choose the option that matches your SAK Frozen Surfaces selection. Then close the configurator.
12. To enable the new scenery and object library in the FSX or P3D Scenery Library (RTMM normally suggests putting RTMM Scenery at the top of your Scenery Library and the RTMM Object Libraries just below the RTMM Sceneries), startup FSX or P3D and go to the Scenery Library. Click on "Add Area". Click on or browse to "Addon Scenery" and locate the newly installed TWC - Part 2 folder. Click on the TWC - Part 2 folder and then click on "OK" (if using FSX you may also have to click on any white space). Then click on OK again. Next, click on "Add Area". Then click on or browse to wherever you put the TWC-2 Object LibraryFSXP3D folder and click on that folder and then click on "OK" (if using FSX you may also have to click on any white space) and then click on "OK" again. Now click on "OK" at the bottom of the Scenery Library screen and FSX/P3D should begin to recompile including the newly added TWC - Part 2 folder and TWC-2 Object LibraryFSXP3D folder.
13. It is very important that you carefully read this user guide. If you have read the User Guide thoroughly and have the 3 map files, mentioned on Page 11, at your fingertips, you are now ready to try out the many features of TWC - 2 and begin enjoying this beautiful scenery area.

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#### RTMM Season Switcher Information

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The latest version of the RTMM Season Switcher is available via the special Season Switcher icon found in the same location as the download area for this scenery package on the RTMM website.

If you never run the RTMM Season Switcher, the default (No Season chosen) scenery will display and, though it will look reasonable in some seasons (e.g.winter), it will not have the best integrated look and you will not be able to experience the seasons the way the scenery developer intended you to see them.



## **Recommended and Required FSX/P3D Settings**

**Mesh Resolution** 5m is required for this scenery

**Texture Resolution** 7cm ( use for sharpest road textures but set this to 15cm if you experience micro stutters)

**Scenery Complexity** Extremely Dense

**Autogen Vegetation Density\*** Very Dense for all users is the optimum setting

**Airline Traffic Density** 10% is minimum required for AI Floats and River Ferry to work

**General Aviation Traffic Density** 10% is minimum required for AI Floats and River Ferry to work

**Road Vehicles** 20%

**\*P3Dv4 users:**

There are at least four possible tree vegetation choices when you use P3Dv4:

1. Default P3D Trees
2. ORBX HD Trees (payware)
3. Terra Flora Trees (payware)
4. If you tick the Dynamic 3D Autogen Vegetation then the above 3 options are overridden and replaced with SpeedTrees.

TWC- Part 2 was designed using ORBX HD Trees with Autogen Vegetation Density set to very dense. However, TWC - Part 2 should also be compatible with Default P3D Trees, Terra Flora trees or SpeedTrees which you get if the Dynamic 3D Autogen Vegetation option box is ticked. To check that setting in P3Dv4 go to Settings > Options > Graphics > World and look in the Scenery Objects section.

## **Known Issues**

### **1. Frozen Surfaces Issues for P3D users in the ORBX SAK Region**

a. The default installation of The Western Chugach - Part 2 assumes that ORBX SAK P3D users have the SAK Control Panel "Frozen lakes and river" option set to "Open water in Winter" for year round use due to some of the ORBX/P3D issues with the "Frozen surfaces in water" SAK settings. It turns out the area looks pretty darn good even without ice in the rivers and lakes. So, if you are one of those P3D users who have chosen the "Open water in winter" setting for year round use then you can stop reading now. If you are an FSX user, jump to point 3 below. If you are a P3D v3 or v4 user who wants to have ice in the lakes and rivers in the winter, please go to point number 2.

b. Unfortunately, the ORBX SAK Frozen surfaces option, which works fine in FSX, does not get along so well with P3D v3 and v4. P3D users, See known issue #2 below. If the aforementioned ORBX SAK option is set to "Frozen surfaces in winter", a few problems show up. The most obvious problem in the winter is that the ice in the lakes and rivers can show light and slightly darker covered white blocks when at certain angles to the sun. This can be tolerated but it is a bit distracting. However, in the warmer months when there is no ice, there can be significant problems with black rectangles in shoreline water. In addition, the terrain texture water bleed through problem, identified years ago, is also very, very noticeable for some textures. ORBX attempted to fix this issue by changing one particular texture but the result was a texture that resisted water bleed through but reflected the sun, causing that texture to look like it has a light ground fog on it from certain angles. Constructing TWC-2 with these known issues means choosing the lesser of several evils. Bottom line, the black shoreline rectangles have been mitigated, the ground fog texture has been mostly replaced but the water bleed through in the non-winter months is pretty obvious if the ORBX SAK option is set to "Frozen surfaces in winter. So, for P3D users, it is recommended that if you must have ice in the winter, then make sure you change the ORBX SAK Control Panel setting to "Open water in winter" when the lakes and rivers unfreeze so you are not confronted with a lot of water bleed through in the textures.

c. For FSX user and P3D users who do have the ORBX SAK Control Panel set to "Frozen surfaces in winter", at least during the winter months, The TWC - Part 2 folder includes the Scenery Lite Configurator which provides an option for TWC-2 to be adjusted so that a few areas of lake water or the Kenai River changed by TWC-2 (e.g. Russian River Ferry dock area and the Chugach Hydro Intake area) match up with an ice covered lake or the ice covered Kenai River. Once the TWC-2 Scenery Configurator is set it doesn't need to be changed unless you make a different decision on ice vs no ice in Winter since either configurator setting works fine for the non-winter months. Just set it once to match your preference and you are done. Note: The new river and creeks added to the Cooper Landing area do not freeze in the winter no matter what the SAK setting is. This is not a big problem since the river and creeks are fairly fast moving and take awhile to turn to ice anyway. In addition, most Kenai River whitewater is not displayed in the winter.

### **2. White/Gray squares on lake ice and texture water bleed through in SAK Region - P3D only**

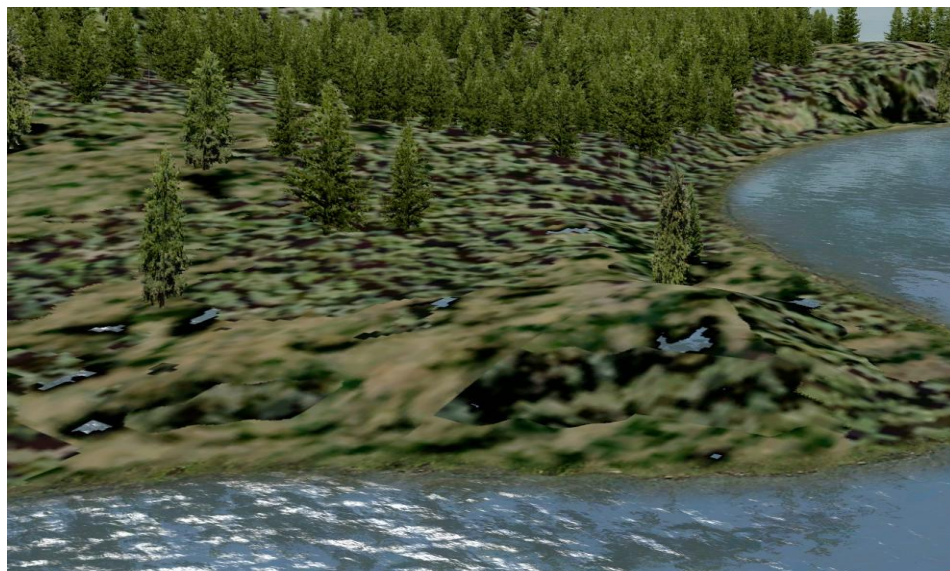
In certain circumstances, when ORBX SAK Control Panel is set to "Frozen Surfaces in Winter" and winter textures area displayed, P3D and ORBX SAK do not play together properly when displaying ice covered lakes. This P3D issue results in discolored squares showing up on the ice when viewed while looking towards the sun.

Here is a screenshot of the problem:



This problem does not show up in FSX. If you do want to have frozen surfaces in the water, you will need to endure the white/gray squares that can show up from different sun angles. However, there is another P3D issue where certain land classes do not quite behave correctly in P3D when the terrain borders water and ORBX SAK Control Panel is set to "Frozen Surfaces on Water". Water tends to "bled through" black patches in the texture.

Here is a sample picture of a water bleed through issue:



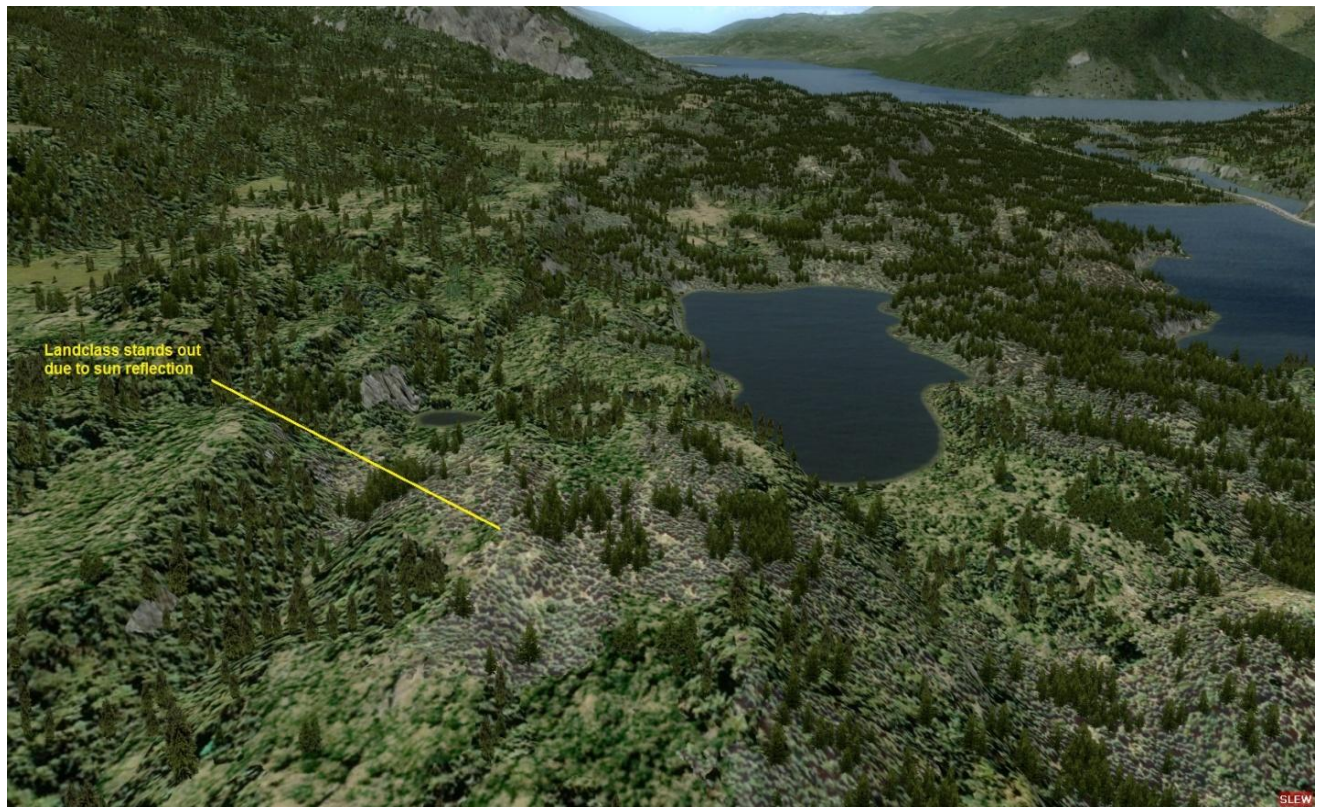


This bleed through can be especially bad in TWC - Part 2 since a lot of land runs along the Kenai River. If you do choose to use frozen surfaces, make sure you turn them off in the ORBX SAK Control Panel during the warmer months when the water is not frozen.

**3. TWC - Part 2 has been designed for daylight use and night lighting will be inconsistent or missing from most of the new TWC - 2 objects.**

**4. One particular replacement landclass in the Western Chugach area is reflective when looking toward the sun in P3D.**

The picture below show an example of the P3Dreflectivity issue which increases when using HDR:



TWC - Part 2 has minimized these textures but they do show up in a few areas.

### **5. Anomalies in key missing creeks and river that were drawn in**

Creeks in deep ravines will run uphill as well as downhill since too many flattening polys would introduce unacceptable changes in the realistic ravine topography that ORBX SAK does so well. Note: The new river and creeks added to the Cooper Landing area do not freeze in the winter no matter what the SAK setting is. The river and creeks are fairly fast moving and take awhile to turn to ice anyway. With so many P3D users not using the ORBX SAK frozen surfaces option and due to known issues mentioned already in this section, it was decided not to try and make the extra creeks and rivers freeze.

## **6. Some autogen trees may show up on roads, gravel area or in some structures**

Efforts have been made to significantly increase "autogen" trees to make the forest density more like the real life area in TWC - Part 2. The TWC Part - 2 scenery has been optimized for the **very dense** vegetation autogen setting. You may find a tree intersecting with some objects in certain seasons or sitting on a road or gravel. Note: Even if the vegetation autogen setting is set to very dense, as recommended, there may still be "rogue vegetation" somewhere it shouldn't be. If this is too bothersome, try lowering the vegetation autogen to the next lowest setting.

## **7. Most Kenai River whitewater is not displayed in the winter to be more consistent with the slower moving winter water and to avoid whitewater showing up on ice for those who do choose ORBX SAK frozen surfaces.**

**8. The high transmission towers/pylons are part of the ORBX SAK scenery and once in awhile one straddles a road.** In addition, the ORBX towers interpret ice on the water as land and therefore, if you use the frozen surfaces option in the winter, you will see a few towers on the lakes when they have turned to ice in the colder months.

## **9. If you decide to follow an AI Float to Scout Lake you may see it crash.**

There could be a few reasons for this:

- a) P3Dv3 has a bug that causes AI Floats to crash when trying to land. This bug was solved in v4
- b) In order for the AI Floats to enable a successful trip to Scout Lake, the ORBX file located at ORBX\FTX\_NA\_SAK05\_Scenery\Scenery\ADE\_FTX\_SAK\_8AK4.bgl needs to be disabled by adding .off to the end of the file name.

## **10. No ground contact sounds (e.g. wheel noise) can be heard at 9Z9 or JLA from aircraft as if the aircraft does not know it is on the ground.**

This is a bug created by P3D not handling certain FSX landclass selections properly. Here is what Holger Sandmann (from ORBX) had to say on the problem:

*"You're correct in deducing that it's the landclass itself that's causing the problem. There are a couple of specific classes that cause odd effects, like brakes not working or, in this case (class #99), loss of ground contact sounds. We've never been able to figure out how those "features" are coded or how to change them. Thus, we try to avoid placing these classes in the vicinity of airports but with so many airports and a limited amount of classes available, it can't be completely avoided."*

*Cheers, Holger*

This problem does not happen when float planes land on water.

**11. P3D has expanded the effects processor and subtle and not so subtle differences exist in how each Sim type (FSX, P3Dv3, P3Dv4) processes effect files.** As a result, the moving water trailer effect behind fixed objects (like rocks) in the Kenai River, is a non-trailing mist in FSX. It still looks good but does not convey the movement of the Kenai River as effectively as a moving water trailer.

## Quartz Creek Float Plane Schedule

Float Planes depart from dock just South of Quartz Creek Airport (JLA)\*

### RTMM Season Switcher Setting

### Departures

Spring	1800 (GMT), 2100 (GMT)
Summer	1800 (GMT), 2100 (GMT), 2330 (GMT)
Fall	1800 (GMT)
Winter & NoSeason**	No Departures

Default Scenery (without RTMM Season Switcher use) will run floatplane in winter using the Spring schedule so make sure Ice is turned off in the ORBX SAK Control Panel and that the TWC-2 Control Panel ice options are off

Note 1: Greenwich Mean Time (GMT) is 9 hours ahead of Alaska Standard Time (AKST) in except when Alaska is on Daylight Savings Time and then it is 8 hours ahead.

**Note 2:** For AI Floats to be visible, FSX/P3D Settings - Airline Traffic Density must be set to a minimum of 10%.

\*This float plane dock is fictitious to provide some float plane activity. It is not a seaplane base as there is no known seaplane base there today. It is not unusual, however, for a float plane land in Kenai Lake now and then.

\*\*NoSeason is default if user does not use the RTMM Season Switcher



## Russian River Ferry Schedule

# RUSSIAN RIVER FERRY



Russian River Ferry runs every hour depending on Season (see below for first and last departure info):

Season Switcher Setting*	First Departure (GMT)	Last Departure (GMT Next Day)
Spring (April, May & June)	18:00	05:00
Summer (July & August)	16:00	04:00
Fall (September and October)	20:00	03:00
Winter (Nov, Dec, Jan, Feb & Mar)	N/A	N/A

*\*Default Scenery (without RTMM Season Switcher use or when RTMM Season Switcher is set to NoSeason) will run Ferry in winter using the Fall schedule so make sure Ice is turned off in the ORBX SAK Control Panel and that the TWC-2 Control Panel ice options are off*

Note: Greenwich Mean Time (GMT) is 9 hours ahead of Alaska Standard Time (AKST) in except when Alaska is on Daylight Savings Time and then it is 8 hours ahead.

Due to limitations in FSX/P3D AI Programming:

1. The River Ferry will stay at the dock on the south side of the River overnight (just like floatplanes sit at their starting points (the docks)).
2. On such a short trip, the ferry departs South side of Kenai River and does a loop before docking at the North side of the river at the Russian River Parking Lot. Six minutes after departure the ferry will disappear only to return at the next hour.

In real life, a loop around would not normally be done since the ferry is attached to an overhead cable, has no motor and uses the current of the fast-moving Kenai River for thrust. Direction is controlled by the tension of the two ropes (one on each side of the boat) that are connected to the overhead cable. The AI depiction of the ferry has quite a bit of wake around and behind the boat which is created by the swift-moving Kenai River pushing against the ferry as it moves along the overhead cable.

## **The Western Chugach - Part 2 Team**

### **Scenery Developer**

Rod Jackson

Ground Polys, Photo-Similar Polys, custom terrain textures, elevation adjustments, custom objects except Kenai Princess main lodge, documentation & overall architectural design

### **Scenery Contributors**

Doug Linn

Object placement for Upper Skilak Lake Campground, Jim's Landing, Kenai Canyon

Dexter Thomas

AI Float & River Ferry Traffic & ADEX files, Enviro Sounds

Steve Weinkamer

Custom Kenai Princess main lodge building and custom textures used for all Kenai Princess buildings

### **Alpha Testers**

Doug Linn, Norm Richards, Dexter Thomas, Steve Weinkamer

### **Beta Testers & Quality Control**

Doug Linn, Norm Richards, Dexter Thomas, Steve Weinkamer, Jeff Greene, Klaus Troeppner, Mike Broemme, Dieter Linde, Thomas Menzel, Robert Pomerleau

### **Videos**

Robert Pomerleau (AKA FSRobert)

### **Special Thanks**









ORBX & especially Holger Sandmann for their wonderful Southern Alaska Scenery  
Francois Dumas (FSAddon) for Tongass Fjords X and permission to use Tongass objects



Appendix

**KENAI PENINSULA SPORT FISH AVAILABILITY IN FRESH WATER**

This table indicates when sport fish are present (little fish) or at their peak availability (larger fish) in fresh waters of the Kenai Peninsula. Communities include Kenai, Soldotna, Homer, Seward, Anchor Point, Ninilchik, Nikiski, **Cooper Landing**, and Hope.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
king salmon												
sockeye salmon												
coho salmon							