



Nizhny Novgorod International Airport

Strigino, UWGG

**FREEWARE Scenery Add-on for Microsoft Flight
Simulator 2004**

version 1.1
(revision and repackage of all previous updates)

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Licence agreement

The hereby product, Nizhny Novgorod Intl airport (Strigino, UWGG) scenery add-on for MFS2004 (referred as the Scenery) is a FREEWARE. Its free distribution is not limited, with reference to the author of the Scenery. It is allowed to modify and to develop the Scenery, with simple notification to the author (if you want to publish the modifications later), with reference to the author of the Scenery and WITHOUT ANY further commercial use.

IT IS PROHIBITED TO USE THE SCENERY IN ANY COMMERCIAL FORM, WHOLLY, IN PARTS, MODIFIED OR AS A PART OF OTHER PRODUCTS.

If you install the Scenery on your computer, you agree with the terms of the present licence agreement.

The author of the scenery is NOT responsible for any consequences of the installation of the scenery on you computer, you install it on your own risk.



Project members* :

Antonio Totingue / Anton – the author of the scenery, project developer

Avis / Serguey – photos & info

EgorKr / Egor – runway and taxiway M, 3-7 texturing, taxi instructions

MilanNN / Roman – photos & info

Runner / Roman – some photos, communication

StiGgY / Evgueny – static ai aircraft

Thanks for help to :

GIS – a few advice on approach light system

Hawker – a few advice & Russian airfield equipment package (only vehicles were used, radio and light equipment is self-made)

SU7 / Evgueny – advice on installation package

VNG / Valery – hosting on www.aviazone.ru, testing

...to the creators of static aircraft models (ai-traffic models are used as static aircraft, they are all freeware, without limitations in distribution ; for some of them the authors' permission is already given; unused textures have been deleted, and the folders of these aircraft have been renamed with the prefix UWGG_***_traffic):

AN-24 : <http://www.avsim.ru/files.phtml?action=comments&id=51> - no changes.

L-39 : <http://azatov.mylivepage.ru/file/index?page=1&act=idx> - a bit of changes to the texture, so that it resembles more to the texture of the real static aircraft in Strigino;

Il-76 : <http://simflight.narod.ru/files/aircraft/Il-76TD.zip> - the model; <http://www.avsim.ru/files.phtml?action=comments&id=441> - the texture; without changes.

Tu-154 : <http://www.avsim.ru/files.phtml?action=download&id=4298> - the model;
<http://avsim.ru/files.phtml?action=comments&id=4502> - the livery, without changes.

...and to all those who tested preliminary versions of the scenery, gave their opinion, advice and wishes, helping thus to make the scenery better...

forum discussions about the scenery (in Russian mainly) : <http://www.avsim.ru/forum/index.php?showtopic=30261>

The scenery is recommended and approved for online flying in VATSIM network.

* *The nicknames of the persons listed below are given as they are used in the forums www.avsim.ru/forum and/or www.aviazone.ru/forum, except Antonio Totingue (a.k.a. grenoble on www.avsim.ru).

A short history of Nizhny Novgorod airport

The 1st of August 1922 was the day when began regular flights of Soviet company « Dobroliot » between Moscow and Nizhny Novgorod. That was the first Soviet airline. At that time landings were made on the airfield of Glavvozdukhoflot (Direction of air fleet) repairing facilities, situated near Nizhny Novgorod Fair. During the first year the planes « Ilya Muromets » and « Junkers-13 » transported about 200 passengers and 2 tons of cargo...

Next spring, in 1923, the Executive committee of Nizhny Novgorod region was ordered to build an airport near Moscow road (at the place where the airfield of the plant « Sokol » is now situated), and on the 5th of February of 1924 the new airport was promoted to the 2nd category (at that time there were only 3 categories at the Soviet civil airfield classification). The actual Nizhny Novgorod airport could have stayed at that place, if its terrain were adapted for landing of heavy aircraft.

So, in 1938, near Strigino village, the construction of a new airport begins. The place was chosen after a thorough examination of the neighbourhood from the air. The new airfield dimensions were 1800x2000 meters, and it could provide landings and takeoffs for aircraft of Douglas DC-3 type.

After the WWII the airport receives its name « Strigino », becomes the base for a civil squadron of Li-2 (Soviet licenced DC-3) and Ilyushin Il-14 of Moscow civil fleet direction. Controller services appear in the airport; it is equipped with a lot of radio navigation means and an approach light system. In 1959 Strigino acquires a landing and a controller radars and the Soviet landing system SP-50.

In 1958 the most important construction works begin: concrete runway and apron are being built. They start to function in 1960 and the Gorky squadron becomes autonomous. By 1967, the airport is connected by regular flights with Moscow, Leningrad, some Siberian cities, Russian southern summer resorts, and with several cities of USSR republics.

In 1973 the Strigino airport starts to prepare for receiving of aircraft according to the minima of the 1st ICAO category. It fully conforms to the requirements in 1979. In October, 1980, a squadron of Tupolev Tu-154 is formed at the Gorky airport.

After the collapse of the USSR and the sudden air transportation decrease, the Nizhny Novgorod airport is in a deep crisis. The own aircraft worn out their resources. In the 90-th, the work of the airport is maintained generally because of the fact that it is the main alternate airport of Moscow air control center, especially for Eastbound flights. Nevertheless, the Strigino airport receives the grade of international airport: there are regular flights to Erevan and Baku, and, especially, a flight of Lufthansa Frankfurt – Nizhny Novgorod (3 times a week).

At present the crisis remains, but some optimistic tendencies are visible: slow, but true growth of the number of flights, reconstruction projects, renewal of some equipment...

Technical information

Runways

18R/36L, 2805x45m, concrete

RWY 18R ILS 109,9

RWY 36L ILS 109,5

18L/36R, 2510x45m asphalt

This runway is used only for taxiing

06/24, 500x22m, asphalt

15/33, 600x22m, asphalt

The runways 06/24 and 15/33 are in use for GA small aircraft.

Nav aids

RSBN station: UV channel 26 (freq. 117.25MHz), N56:15.6 E43:46.6

RSBN stations don't exist in default version of MFS2004 neither in the UWGG scenery. To use it, you should install the RSBN scenery from

<http://www.avsim.ru/files.phtml?action=download&id=1401>

ADF equipment: see the UWGG charts available at

<http://training.unnt.ru/files/uwgg.pdf>

ATC Frequencies

ATIS 127.8

TWR 120.4

TAXIING 121.8

KRUG 120.8

APP 124.7

NB! Before flying in VATSIM environment read carefully the instructions given in the file « Extracts from navigation instructions in Strigino.pdf», which you can find in the folder UWGG_Strigino\Docs (in the main folder of the scenery after installation)

Scenery features

Version 1.0:

- As a lot of photos were provided, it was possible to model and produce about 97% of 3D objects situated in the airport. Only a couple of insignificant objects were not modelled, because they are not enough visible in reality, or because they don't have any interest for the scenery.
- All 3D objects of the scenery are made with Gmax v.1.2 using MFS2004 and 2002 SDKs.
- Several objects in Nizhny Novgorod city were made: all bridges over the Oka river and the river port.
- A mesh of Nizhny Novgorod and its suburbs is included in the scenery. The scenery was not tested on the default mesh of MSF2004.

Version 1.1 features:

- Photo realistic seasonal terrain (with autogen vegetation) for Nizhny Novgorod and suburbs.
- RW and TW light system can be switched on when you want if you tune your NAV2 radio at 117,50MHz.
- City objects added: the bridges over the Volga river, some higher buildings in the city, some small districts of the city are filled with buildings, the Kremlin and others.
- ICAO-codes of nearby airfields (not present in MFS default) are changed to real and the airfields themselves have been corrected a bit: "Sokol" (XUDS), "Bogorodsk" (XUDK).
- A draft version of XUDM Sarov airport terrain is added.

The tools used to create the scenery

Gmax v1.2.
Sbuilder v2.05
AFCAD v2.21
FsRegen v0.31b
MdlCommander
Tools from MFS2004 and MFS2002 SDK
MDL Tweaker v2
DXTBmp v4
GoogleEarth
Corel Photopaint v12.0 // Adobe Photoshop 5
ImageCut v1.4

Installation

0. Important! Make sure that all previous versions of the scenery are deleted from MFS2004. Before using the scenery delete the following files from the folder (FS9)\Scenery\Eure\Scenery (don't forget to back them up in case of uninstalling the scenery later):

HP959120.bgl

HL959110.bgl

HL959120.bgl

(these ones draw the rivers and their coastlines ; if you conserve them, the Oka and the Volga rivers in Nizhny Novgorod region will be drawn in a bad way...)

1. Run the installation package (UWGG_2006rev.exe) and follow its instructions.
2. **Confirm** the path to the folder where MFS2004 is installed on your computer, when the installer asks you.
3. After closing the installer, run MFS2004 and give the path to the scenery folder UWGG_Strigino in the scenery library, as you usually do. Close MFS2004. The scenery is installed now !

(4.) If you do not want to see static aircraft in the airport, then after installing the scenery you can delete the file Traffic_UWGG.bgl from the folder (FS9)\Scenery\World\Scenery. You can also delete the static aircraft models – the folders UWGG_An-24RV_traffic, UWGG_Il-76TD_traffic, UWGG_L39_traffic, UWGG_Tu154_traffic from (FS9)\Aircraft folder.

(5.) If you have already installed the Hawker's Russian airfield equipment package, you can delete the respective libraries and textures from Addon scenery/scenery folder.

If you have any problems installing or using the scenery, you can contact the author on the scenery forums mentioned above or by e-mail.

This scenery was built between April and September 2006. All objects and textures are made as they were in 2006.

Most of the city objects and the photo terrain were made in late 2006 - 2007.

Revision, some corrections&optimisations, putting all together: 5-6 of June 2008.

UWGG scenery project is now closed.

But you are always welcome to post your comments and critics of the scenery!

Happy flights and good landings in Nizhny Novgorod!

You can contact the author at: *totingue@wanadoo.fr*

(c) 2006, 2008 Antonio Totingue (et Cie)