

READ ME - Fly! Beta Patch (1.01.76 8/20/99)

Notice

The .ZIP file that contains this README.TXT file includes a replacement FLY.EXE file which incorporates a series of bug fixes for the U.S. and localized version of Fly! retail 1.0. This executable is a BETA VERSION of what will become a single, unified final patch program for the 1.0 retail product. Terminal Reality is offering this executable to those who are interested in receiving potential fixes as soon as possible. This beta patch may introduce new bugs or instabilities into the retail version of the product. If you do not wish to risk your current installation, it is strongly recommended that you monitor the www.iflytri.com site for official word of the release of the final, tested 1.01 patch program.

Installation

NOTE: We recommend you make a backup copy of your current FLY.EXE file in case you later choose to revert to your previous version. This "patch" will fully replace the entire FLY.EXE file. If you have installed an earlier version of the 1.01 beta patch, this version will be replaced.

To install the beta patch, double-click the FLYPATCH082099.EXE. You will be asked to enter the path to your FLY.EXE file. This file is located in the directory where you installed Fly!. If you performed a default install, this will be located at the following location:

C:\Program Files\Terminal Reality\Fly!\Fly.exe

Enter the appropriate path, then click the Unzip button. That's it! You can confirm you are running the beta patch by choosing About Fly! from the Help menu. From there, you should see the version 1.01.76, instead of the retail 1.00.73.

Beginning with the 1.00.75 version of the patch, a \HowTo directory will be created in your Fly! directory which contains Adobe .PDF format files documenting various systems in the aircraft of Fly! The contents of this directory will be expanded with each future update from Terminal Reality. Please refer to these .PDF files for additional information not covered in your owner's manual. You must have the latest version of the Adobe Acrobat Reader installed to view these files. This reader can be freely downloaded from <http://www.adobe.com/prodindex/acrobat/readstep.html>.

Problems Fixed

This patch addresses the following issues:

NOTE: This is a beta patch. We believe each of these items has been addressed, but the entire product will not be regression tested until we have completed maintenance on all 1.01 issues. If you believe that an item below is not fixed, and you can offer details to reproduce the problem, please e-mail bugs@iflytri.com and report the problem you are experiencing.

8/19/99

- Airports could "disappear" when entering or restarting flight scenarios; fixed.
- METAR data would not immediately be updated or interpolated correctly; fixed.
- Bendix/King KX155 would not allow direct input of the digital OBS value; fixed.

8/18/99

- Mixture and throttle keys/buttons would sometimes stop responding, requiring a restart; fixed.
- Camera and cockpit keys would sometimes stop responding, requiring cycling of the camera with the 'C' key; fixed.
- Keyboard rudder keys would not respond if no joystick was connected, preventing independent rudder use by keyboard only users; fixed.
- If tuned to a localizer/glideslope, and then the aircraft is flown to high or low along the glideslope, or too wide for the localizer beam, the localizer would be dropped, forcing a retune to re-establish a signal; fixed.
- Hobbs and Tach Timer are now saved and restored properly for each aircraft.

- Obstructions in generic scenery areas are now not placed on airport property, preventing possible taxiway or runway blockage.
- Bendix/King KX155 now has correct functionality for OBS, TO, FROM, and Timer modes.
- Bendix/King KX155 now has correct functionality for COM channel programming modes.
- Bendix/King KX155 flight timer now begins counting only when power is available.
- COM radio maximum tuning range corrected from 135.95MHz to 136.975MHz.
- When attempting to tune a navaid that is outside of the radio tuneable range, the aircraft would only re-check for a valid signal after many miles of flight. This re-check distance has been reduced to 1 nautical mile to allow earlier pick-up of the signal.
- METAR: Dewpoint must be less than the temperature to be considered valid when creating ATIS reports.
- METAR: Wind speed and wind gust speed now interpolated correctly.
- METAR: International METAR files now parse visibility values correctly.
- METAR: Rain now appears visually where expected; i.e. you must be directly under a scattered cloud, and rain now disappears under structures (bridges)
- METAR: Rain sound no longer occurs when there is no rain visible.
- METAR: Memory requirements for parsing large METAR files reduced significantly.
- ATC: Traffic reports now contain the correct altitude.
- ATC: [Note: advanced users only!] Users can now specify which of the pilot speakers they want to be by modifying the speakers.txt file. Replace the word "pilot" with "user" for a speaker to select that speaker. Computer pilots will not use the voice selected.
- ATC: [Note: advanced users only!] Users can enable or disable the scrolling text ATC/ATIS messages by editing the [ATC] section of the FLY.INI file. Set the value of showATCScrollingText=0 for no scrolling text windows, or showATCScrollingText=1 to enable scrolling text messages.
- Logbook: Bug where non-log book events were being recorded; fixed.
- Logbook: Bug where resume events would not display the start time; fixed.
- Logbook: Duration calculation was not saved to logbook; fixed.
- UI: Fixed possible crash bug Fly! is launched while another instance is still active.
- Cessna 172: Wing tank locations were reversed; fixed.
- Hawker 800XP: Wing tank locations were reversed; fixed.
- Hawker 800XP: Co-pilot course and bearing EFIS knobs now functional.
- Flight Planner: Printout sheet used incorrect magnetic variation correction; fixed.
- Flight Planner: Allow speed and altitude entry in waypoint details dialog
- Flight Planner: Allow double-click to edit a waypoint
- Flight Planner: Airport information windows and flight plan printouts failed to list airport comm frequencies; fixed.
- When using a dual-throttle input device with a single engine aircraft, throttles would not respond; fixed.
- Battery drain times have been extended on all aircraft.
- Decreased the gyro drift rate on all aircraft.
- Directional gyro now defaults to the present aircraft heading upon entering the sim when starting a new flight.
- Inclinator has been adjusted to be less sensitive, and move in the proper direction.

8/11/99

- Reversed CDI needles in the Cessna 172R.
- Reversed HSI localizer and glideslope needles in the Navajo, Malibu, and KingAir.
- Reversed localizer and glideslope needles in the Hawker EFIS systems.
- Missing deviation needle in the LOC modes of the Hawker multi nav display (MND)
- Cloud layer information now correctly parsed from METAR files.
- Handoff frequency to Center was actually Departure; fixed.
- Multicom name was not shown from ATC selection menu; fixed;
- Clearance delivery no longer enforces ATIS when ATIS does not exist.
- Green/purple cloud color overtones greatly improved for 16-bit video cards.
- Transponder mode knob correctly lit in night modes.

We intend to continue releasing updated versions of the beta patch .EXE, and possibly data files, as problems are identified and fixed.

Support

For product technical support, you can first check the official Fly! website at <http://www.iflytri.com> for the latest updates, hints, tips, and discussion groups. You can also send questions by e-mail to support@godgames.com.

If you prefer to speak to someone in person, you can reach our tech support staff at (214) 303-1202. Hours of operation are seven days a week from 9 a.m. to 9 p.m. Central Time.

If you prefer to send U.S. mail correspondence, please mail to:

Gathering Of Developers
P.O. Box 565032
Dallas, TX 75356
Attn: Technical Support

- END -

Fly! Beta Patch

1.01.76

8/20/99