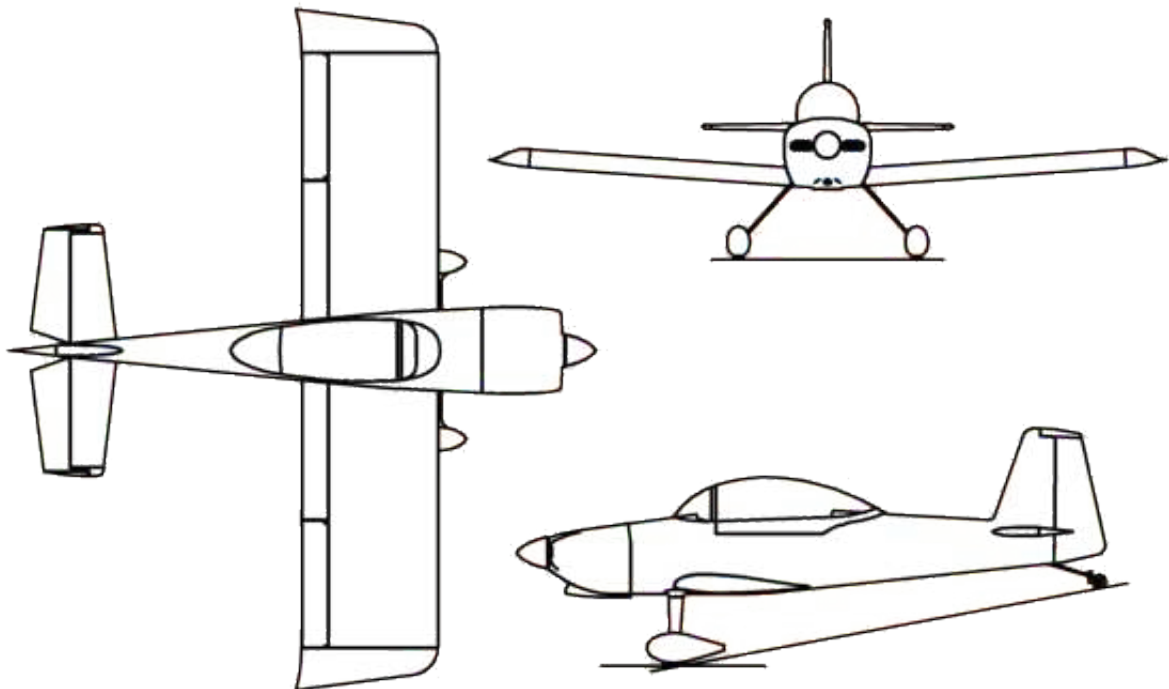


Vertigo Studios

RV- 8 and RV-8a

Flight Simulation Manual

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Compatible with
Microsoft Flight Simulator X ®

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ABOUT THE VANS RV8

The Van's RV-8 is a tandem two-seat, single engine, low-wing homebuilt aircraft which is sold in kit form by Van's Aircraft. The RV-8 is equipped with conventional landing gear, while the RV-8A version features tricycle landing gear. The design is a larger development of the RV-4 and is similar in appearance to the earlier model.

Richard Van Grunsven designed the RV-8 series as an improved RV-4, itself a two-seat version of the single seat RV-3. The RV-8 first flew in 1995 and was first shown publicly at Oshkosh that year.

The RV-8 incorporated changes as a result of lessons learned in producing the popular RV-4 design. The RV-8 airframe will accept larger engines, including the Lycoming IO-360, up to 200 hp. The RV-8 also has increased wingspan and wing area over the RV-4, as well as more cockpit width, headroom, legroom and an increased useful load, all with a view to accommodating larger pilots. Like the RV-3 to RV-7 that preceded it, the RV-8 is stressed for aerobatics.

The RV-8 shares many common parts with the RV-7 and RV-9 which reduces production costs. Like the RV-7, the RV-8 uses computer assisted design to produce a kit with pre-drilled rivet holes, thus greatly reducing assembly time for the builder.

The RV-8 was intended from the start to have a nose-gear stable mate designated the RV-8A. The RV-8A was first flown in 1998 and features tubular steel landing gear with the nose wheel mounting tube welded to the engine mount. As in all nose-wheel equipped RV aircraft, the nose wheel is free casting and the aircraft is steered with differential braking. The brakes are mounted conventionally on the rudder pedal toes.

By June 2011 1060 RV-8s and RV-8As were flying.

RV-8 SPECIFICATIONS

Exterior Dimensions

Span	24 ft
Length	21 ft
Height	5 ft 7 in
Wing Area	116 sq ft

Weights

Empty Weight	1067 - 1120 lbs
Gross Weight	1800 lbs

Loadings

Wing Loading	15.5 lb/sq ft
Power Loading	12 - 9 lb/hp

Power-plant / Systems

Engine	150-200 hp
Propeller [in prototype]	Fixed or C/S
Fuel Capacity	42 US gal

Other

Baggage	125 lbs
---------	---------

RV-8A SPECIFICATIONS

Exterior Dimensions

Span	24 ft
Length	20 ft 10 in
Height	7 ft 4 in
Wing Area	116 sq ft

Weights

Empty Weight	1067 - 1120 lbs
Gross Weight	1800 lbs

Loadings

Wing Loading	15.5 lb/sq ft
Power Loading	12 - 9 lb/hp

Power-plant / Systems

Engine	150-200 hp
Propeller [in prototype]	Fixed or C/S
Fuel Capacity	42 US gal

Other

Baggage	125 lbs
---------	---------

RV-8 PERFORMANCE

Solo Weight 1400 lbs
Gross Weight 1800 lbs

200 hp

Speed - Solo Weight

Top Speed	222 mph
Cruise [75% @ 8000 ft]	212 mph
Cruise [55% @ 8000 ft]	189 mph
Stall Speed	51 mph

Speed - Gross Weight

Top Speed	221 mph
Cruise [75% @ 8000 ft]	210 mph
Cruise [55% @ 8000 ft]	187 mph
Stall Speed	58 mph

Ground Performance - Solo Weight

Take-off Distance	250 ft
Landing Distance	350 ft

Ground Performance - Gross Weight

Take-off Distance	500 ft
Landing Distance	500 ft

Climb/Ceiling - Solo Weight

Rate of Climb	2,700 fpm
Ceiling	25,500 ft

Climb/Ceiling - Gross Weight

Rate of Climb	1,900 fpm
Ceiling	22,500 ft

Range

Range [75% @ 8000 ft]	780 sm
Range [55% @ 8000 ft]	940 sm

RV-8A PERFORMANCE

Solo Weight 1400 lbs
Gross Weight 1800 lbs

200 hp

Speed - Solo Weight

Top Speed	220 mph
Cruise [75% @ 8000 ft]	210 mph
Cruise [55% @ 8000 ft]	187 mph
Stall Speed	51 mph

Speed - Gross Weight

Top Speed	219 mph
Cruise [75% @ 8000 ft]	208 mph
Cruise [55% @ 8000 ft]	184 mph
Stall Speed	58 mph

Ground Performance - Solo Weight

Takeoff Distance	250 ft
Landing Distance	350 ft

Ground Performance - Gross Weight

Takeoff Distance	500 ft
Landing Distance	500 ft

Climb/Ceiling - Solo Weight

Rate of Climb	2,600 fpm
Ceiling	24,500 ft

Climb/Ceiling - Gross Weight

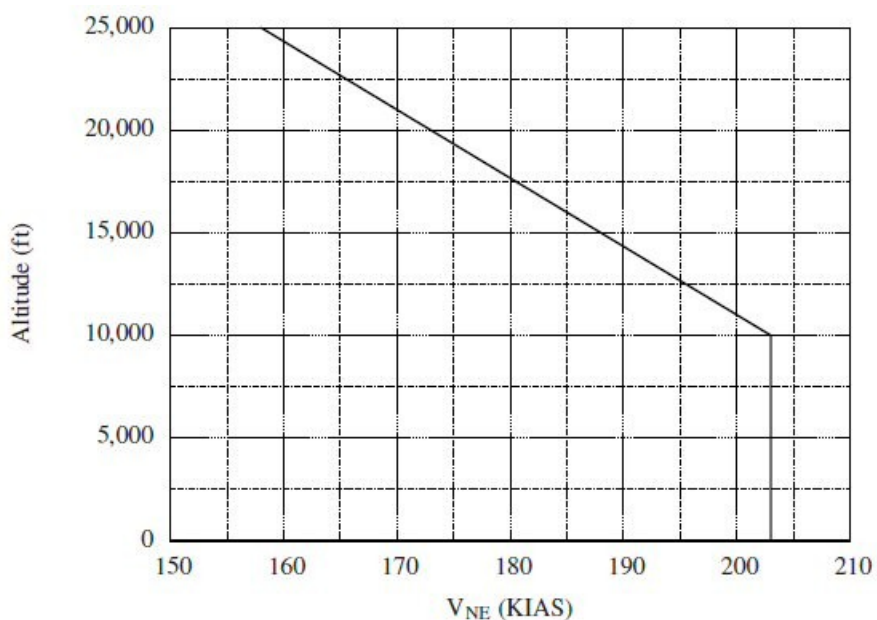
Rate of Climb	1,800 fpm
Ceiling	21,500 ft

Range

Range [75% @ 8000 ft]	770 sm
Range [55% @ 8000 ft]	930 sm

AIRSPEED LIMITATIONS

	SPEED	KIAS	KCAS	REMARKS
Vne	Never Exceed Speed	203	200	Do not exceed this speed in any operation.
Vno	Maximum Structural Cruising Speed	170	168	Do not exceed this speed except in smooth.
Va	Manoeuvring Speed 1550 lb (703.1kg) or greater 1300 lb (589.7kg)		120 110	Do not make a full abrupt control movements above this speed
Vfe	Maximum Flap Extended Speed 0° to 20° Flaps 20° to 40° Flaps		96 87	Do not exceed these speeds with the given flap settings



V_{NE} vs Altitude

AIRSPEEDS FOR EMERGENCY OPERATIONS

This section provides procedures to address emergencies that may occur. Should an emergency arise, the basic guidelines in this section should be considered and applied as necessary to correct the problem.

Engine Failure After Takeoff

Flaps UP	115 KIAS
Flaps DOWN	80 KIAS

Manoeuvring Speed

1550 lb (703.1 kg) or greater	120 KIAS
1300 lb (589.7 kg)	110 KIAS

Maximum Glide

1900 lb (861.8 kg)	115 KIAS
1600 lb (725.7 kg)	105 KIAS
1300 lb (589.7 kg)	95 KIAS

Precautionary Landing With Engine Power	70 KIAS
---	---------

Landing Without Engine Power

Flaps UP	115 KIAS
Flaps DOWN	80 KIAS

EMERGENCY CHECKLIST – ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF

- | | |
|-----------------------------------|---------|
| 1, Throttle..... | IDLE |
| 2, Brakes | APPLY |
| 3, Flaps | RETRACT |
| 4, If sufficient runway remains : | |
| • Fuel Selector | OFF |
| • Magneto (both) | OFF |
| • BATT / ALT | OFF |

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- | | |
|-----------------------------------|---|
| 1, Airspeed | 115 KIAS (Flaps UP)
80 KIAS (Flaps Down) |
| 2, Mixture | IDLE CUT-OFF |
| 3, Prop | MIN RPM |
| 4, Fuel Selector | OFF |
| 5, Ignition Switches (Both) | OFF |
| 6, Flaps | AS REQUIRED |

ENGINE FAILURE DURING FLIGHT

- | | |
|------------------------|---------------------------------|
| 1, Airspeed | 115 KIAS |
| 2, Fuel Selector | SWITCH TANKS |
| 3, Boost Pump | ON |
| 4, Mixture | RICH |
| 5, Alternate Air | ON |
| 6, Ignition Mag | ON, OFF, ON |
| 7, Starter | START (if propeller is stopped) |

EMERGENCY CHECKLIST – FORCED LANDINGS

EMERGENCY LANDING WITHOUT POWER

1, Airspeed	115 KIAS (Flaps UP)
	80 KIAS (Flaps DOWN)
2, Throttle	CLOSED
3, Mixture	IDLE CUT OFF
4, Prop	MIN RPM
5, Fuel Selector	OFF
6, Ignition Switches (BOTH)	OFF
7, Flaps	AS REQUIRED
BATT / ALT	OFF

EMERGENCY LANDING WITH POWER

1, Airspeed	85 KIAS
2, Flaps	50.00%
3, Selected Field	FLY OVER
4, Flaps	FULL
5, Airspeed	70 KIAS
6, BATT / ALT	OFF
7, Ignition Switches (BOTH)	OFF (after touchdown)

DITCHING

1, Flaps	FULL
2, Airspeed	70 KIAS
3, Power	300 FT/MIN DESCENT
4, Approach	High Wind – INTO WIND
	Light Wind – PARALLEL TO SWELLS
5, Face	CUSHION with folded coat

AMPLIFIED EMERGENCY PROCEDURES

ENGINE POWER LOSS DURING TAKEOFF

If an engine failure occurs during the take-off run, the most important thing to do is stop the aircraft on the remaining runway. Those extra items on the check-list will provide added safety.

The first response to an engine failure after take-off is to promptly lower the nose to maintain airspeed and to establish a glide. Pulling the prop control full aft may significantly reduce wind-milling drag if oil pressure is available. In most cases, the landing should be made straight ahead with only small changes in direction to avoid obstructions. A turn back to the runway should not be attempted below 1,000 ft AGL, as the aircraft must be turned through more than 180° to align with the runway. The check-list procedures assume that sufficient time is available to secure the fuel and ignition systems prior to touchdown. Flaps should normally be fully extended prior to touchdown.

ENGINE POWER LOSS IN FLIGHT

Complete power loss is usually due to fuel interruption, if this is so, power will be restored when fuel flow is itself restored. The first action is to trim for best glide 95 - 115 KIAS, depending on weight, and decide if there is time to attempt restart or whether to immediately prepare for an emergency "Power Off" landing.

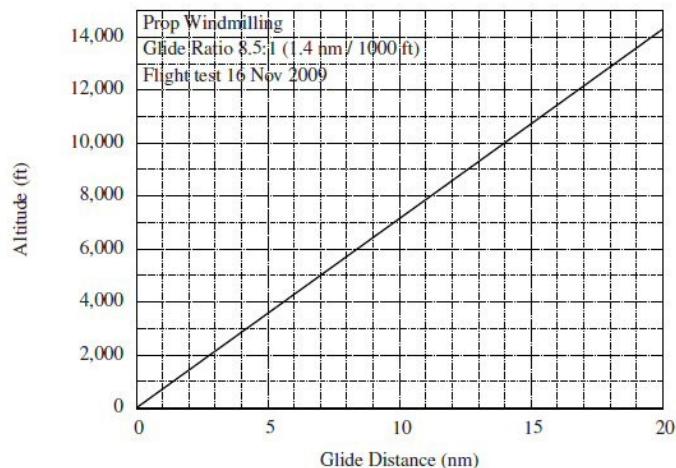
Select throttle CLOSED and prop control FULL AFT to reduce drag from the windmilling prop. The prop will continue to windmill, even if the speed is slowed to the stall with flaps UP, unless the engine has sustained internal damage. While it is possible to get the prop to stop if the aircraft is slowed just above the stall for about 2 minutes with flaps DOWN, throttle FULL OPEN, significant altitude is lost during this time.

POWER OFF LANDING

The initial action is ALWAYS TRIM FOR BEST GLIDE, 95 to 115 KIAS, depending on weight. If engine power is not restored and time allows check for airports/strips available and notify of problem/intent if possible. Select Mixture to IDLE CUT OFF. Closing the throttle and pulling the prop control full aft will significantly reduce wind-milling drag if oil pressure is available. Select Fuel Selector to OFF and Ignition Switches to OFF. Transmit a MAYDAY.

Identify a suitable field, planning an into wind landing. Try to be 1000 ft AGL at the end of the downwind leg to make a normal landing. Aim initially for the centre of the field (drag with a wind milling propeller may be higher than expected) and only lower final stages of flap when there is no doubt the field can be reached. Side-slip as required to lose excess altitude. Plan for slowest short field landing but above all else do not stall.

When committed to landing extend Flaps to FULL then select BATT/ALT switch to OFF. Seat belts should be tight and touchdown made at the slowest speed possible.



NORMAL PROCEDURES

GENERAL

Pilots should familiarize themselves with the procedures in this section to become proficient with the normal safe operation of the aircraft.

AIRSPEEDS FOR NORMAL FLIGHT

VR	Take-off rotate speed	60
	Normal Take-off speed at 50 ft	70
VY	Best rate of climb speed	100 KIAS
VX	Best angle of climb speed	70 KIAS
VBG	Best glide angle	115 KIAS
VA	Manoeuvring speed	120 KIAS
VSO	Stall full flap	51 KIAS
VS	Stall flaps UP	65 KIAS
VFE	Maximum speed with flaps extended	87 KIAS
VREF	Final approach speed (full flap)	70
VREFO	Final approach speed (zero flap)	80

NORMAL CHECKLIST

IN-FLIGHT INSPECTION

BEFORE START

1, Seat Belts	SECURE
2, Controls	FREE & CORRECT
3, Throttle	FULL OPEN
4, Prop	LOW RPM
5, Mixture	ICO
6, Alternate Air	CLOSED
7, Ignition Switches	OFF
8, All switches and Avionics	OFF or NORM
9, BATT / ALT	BATT + ALT
10, Nav Lights	AS REQUIRED

ENGINE START

1, Fuel Selector	LEFT or RIGHT
2, Ignition, MAG	ON
3, Starter Switch	ENABLED
4, Boost Pump	ON
5, Mixture	FULL RICH 4-5 SEC-COLD FULL RICH 2-3 SEC WARM
7, Boost Pump	OFF
8, Throttle	1/2" OPEN
9, CALL	CLEAR PROP
10, Starter	Engage
11, Mixture	RICH WHEN ENGINE FIRES
12, Engine	1000 RPM

TAXI

1, Brakes	CHECK
2, Flight Instruments	CHECK

CONTINUED...

NORMAL CHECKLIST - CONTINUED

RUNUP

1, Fuel Selector	CHANGE TANKS
2, Mixture	RICH
3, Throttle	1800 RPM
4, Prop	CYCLE
5, IGNITION, MAG	OFF/ON
6, Voltage	CHECK
7, Throttle	IDLE CHECK
8, Mixture	LEAN

BEFORE TAKEOFF

1, Seat Belts	Secure
2, Flight Controls	FREE
3, Trims	SET
4, Flaps	SET
5, Prop	FULL FWD
6, Ignition Switches	BOTH ON
7, Alternate Air	CLOSED
8, Radio / Nav Aids	SET
9, Altimeter	SET / CHECK
10, Engine Instruments	CHECK
11, Fuel Selector	FULLEST TANK
12, Canopy	LATCHED
13, Mixture	RICH
14, Boost Pump	ON
15, PITOT HEAT	AS REQUIRED
16, Compasses	CHECK
17, LDG LT & TAXI LT	AS REQUIRED

AFTER TAKEOFF

1, Flaps	UP
2, LDG LT & TAXI LT	AS REQUIRED
3, Boost Pump	OFF
4, Power	2500 rpm / Full Throttle

CONTINUED...

NORMAL CHECKLIST – CONTINUED

CRUISE

- | | |
|------------------|-------|
| 1, Power | SET |
| 2, Mixture | SET |
| 3, Fuel | CHECK |

AEROBATICS

- | | |
|----------------------|-----------|
| 1, Fuel | LEFT TANK |
| 2, Mixture | RICH |
| 3, Harness | TIGHT |
| 4, Loose Items | STOW |
| 5, Area | CLEAR |

DESCENT

- | | |
|---------------------------|-------------|
| 1, Parking Brake | OFF |
| 2, Altimeter | SET |
| 3, Approach | BRIEF |
| 4, LDG LT & TAXI LT | AS REQUIRED |

BEFORE LANDING

- | | |
|------------------------|--------------|
| 1, Seat Belts | SECURE |
| 2, Fuel Selector | FULLEST TANK |
| 3, Mixture | RICH |
| 4, Boost Pump | ON |
| 5, Prop | FULL FWD |
| 6, Flaps | AS REQUIRED |

CONTINUED...

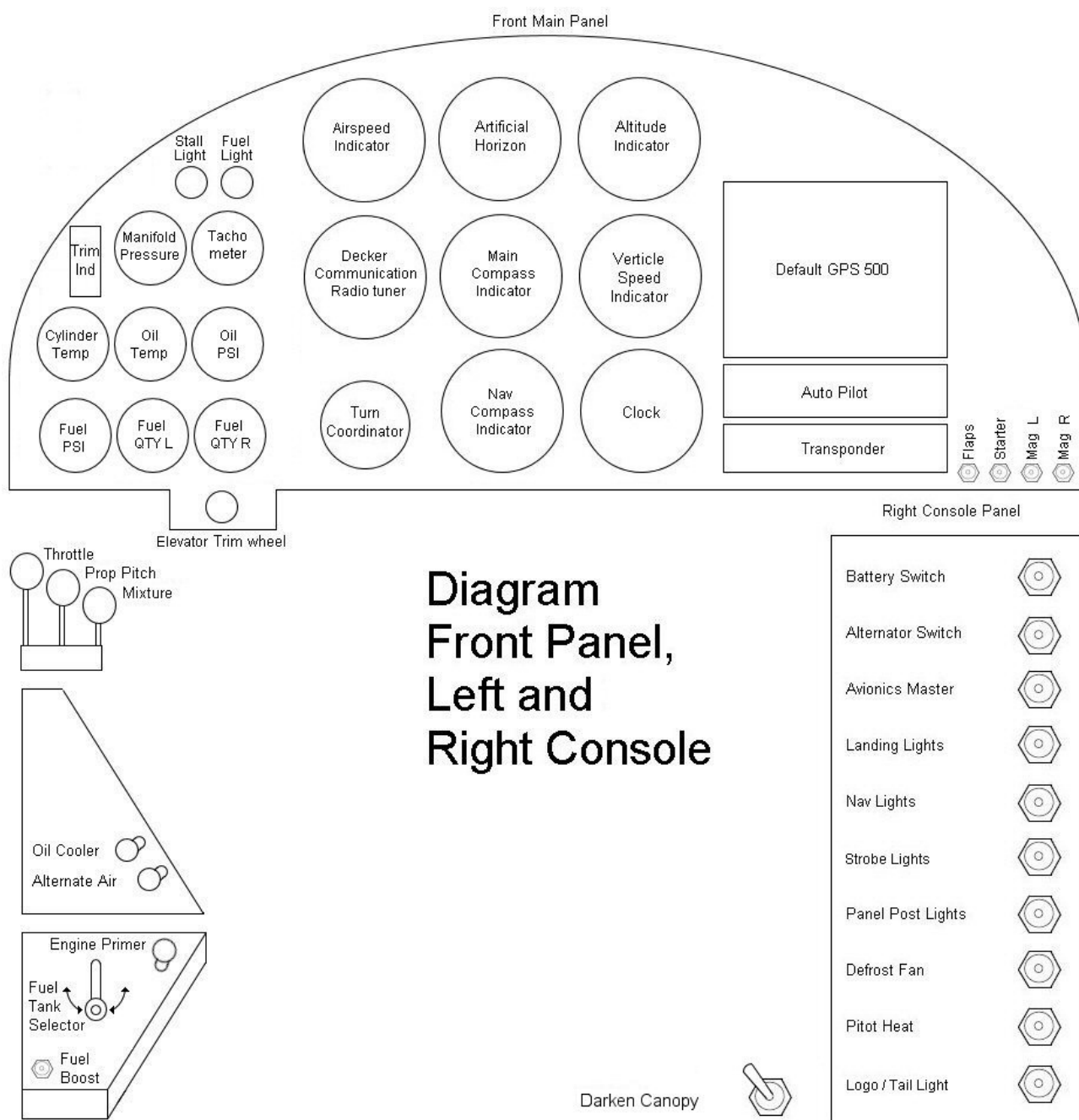
NORMAL CHECKLIST – CONTINUED

AFTER LANDING

- | | |
|--------------------------|-------------|
| 1, PITOT HEAT | OFF |
| 2, Mixture | LEAN |
| 3, Boost Pump | OFF |
| 4, External Lights | AS REQUIRED |
| 5, Flaps | 90% DOWN |

SHUTDOWN

- | | |
|----------------------------|----------|
| 1, Avionics | OFF |
| 2, Throttle | IDLE |
| 3, DEAD Mag | CHECK |
| 4, Mixture | ICO |
| 5, Ignition Switches | BOTH OFF |
| 6, Fuel Selector | OFF |

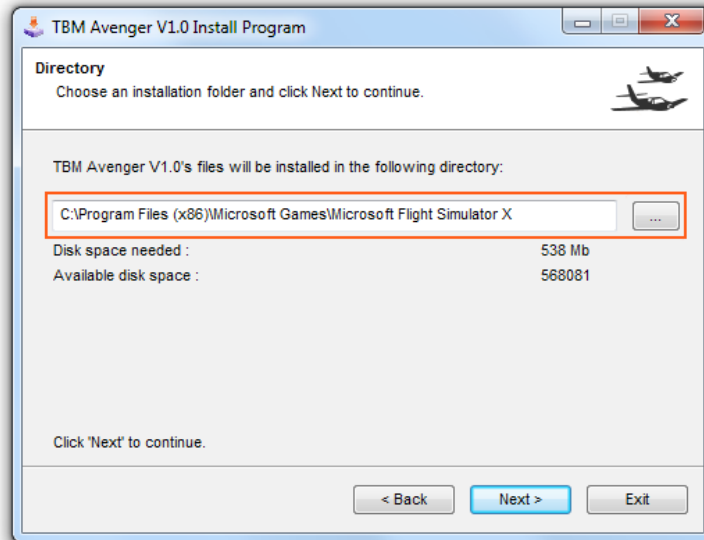


INSTALLATION

The Vans can be installed by simply double-clicking the package .exe file. The Vans should be installed to the root directory of FSX. If you have purchased the Retail Box, please insert the media into your drive and allow the CD to run.

Once the installation window has opened, follow the on screen instructions.

By default the installer should locate your FSX installation directory automatically, however if your FSX installation directory is different, please select the location manually. (see example below)



To remove the Vans from your PC go to : Start > All Programs > Vertigo Studios > Vans RV8 > Uninstall

A Paint kit can be obtained by visiting the Vans product page, the paint kit is located on the right hand side of the [product page](#). If you have purchased the Vans Deluxe Retail Box the Paint Kit is already included, once installed the Paint Kit is located :

WIN 7

C:\Program Files (x86)\Microsoft Games\Microsoft Flight Simulator X\SimObjects\Airplanes\ VS Vans RV8\Paintkit\

XP and Vista

C:\Program Files\Microsoft Games\Microsoft Flight Simulator X\SimObjects\Airplanes\ VS Vans RV8\Paintkit\

The paint kit requires Adobe Paint-shop to be used correctly.

Product support is available by means of our online support desk. In order to access product support, please use the following link located below :

<http://www.vertigostudios.co.uk/helpdesk>

When requesting product support please be as thorough as possible, this will enable us to try and recreate the problems your experiencing and finally, please state your order details and license key, without these we're unable to offer support.

Whilst Vertigo Studios will endeavour to view and consider all forum posts, support can only be guaranteed via the correct (above) method. Vertigo Studios has no obligation to provide support on any third-party forum or community website.

PAINT SCHEMES INCLUDED

Vans RV8 and RV8a

Vans RV8 - N880JM Black8



Vans RV8 - N925RG



Vans RV8 - N80434



Vans RV8a – D EANO



Vans RV8a - N827C



Vans RV8a - N988JB



GPS

Unfortunately we're unable to go into depth regarding functionality of the GPS. However for those wishing to learn how to use the unit correctly, Microsoft Flight Simulator X provides an excellent tutorial to get you on your way.

Start FSX as you normally would and click "Learning Center" once the "Learning Center" has opened, click on the top TAB named "Index" and then search for GPS. For easier learning we recommend using the "Print" option located top right of the page for future referencing.



ALTERNATIVE GPS

If you have previously purchased a Reality XP 430 or 530, select the correct panel.cfg file that is applicable to you.

Located within the “Alternate Panel Configs” panel folder you will find 3 panel.cfg files :

1. panel – default.cfg
2. panel – RPX430.cfg
3. panel - RXP530.cfg

If you wish to use for example the RPX430 panel, delete your current panel.cfg file located in :

“C:\Program Files (x86)\Microsoft Games\Microsoft Flight Simulator X\SimObjects\Airplanes\VS_RV8\panel”

then simply copy and paste the “panel – RPX430” into your main panel folder and rename to panel.cfg

If you wish to revert back to default avionics, simply open up the configuration editor “shift + 2” and click on “alt panel configs”



MEGGITT 2100

The Magicc 2100 is a three-axis attitude based Digital Flight Control System (DFCS) for aircraft equipped with the Magic Electronic Flight Display System (EFIS) or similarly performing and equipped aircraft.



The system provides roll, pitch and yak modes with integrated altitude selector and alerter modes.

Click-able Areas



- 1, Autopilot Engage Button
- 2, Flight Director Engage Button
- 3, Yaw Damper Engage Button
- 4, 5, 6, 7, AP Programs: Heading Hold, Nav, Approach and Back Course.
- 8, Displays IAS. IAS hold on/off
- 9, Displays Vertical Speed
- 10 Displays Altitude
- 11, Menu Key
- 12 and 13, Decrease / Increase altitude selected. Upper side 1000 ftm, lower side 100 fpm
- 14 and 15, Decrease / Increase VS or IAS

Operation

AUTOPILOT (A/P) ENGAGE / DISENGAGE BUTTON

When the A/P button is pressed, the Autopilot, Flight Director (FD) and Yaw Damper (YD if installed) engage. The annunciator adjacent to the function will illuminate. The system will engage in the Roll, Pitch and Yaw Damper modes. The roll and pitch attitudes will be the attitudes present at the moment the A/P was pressed. If the A/P button is pressed a second time, the Autopilot will disengage leaving the FD and YD functions active. The annunciator adjacent to the A/P button will extinguish and a disengage tone will sound.



YAW DAMPER (YD) BUTTON (IF INSTALLED)

Pressing the YD button will engage the Yaw Damper and illuminate the annunciator adjacent to the YD button. Depressing the YD button a second time will disengage the Yaw Damper and extinguish the adjacent annunciator. The YD normally engages with the AutoPilot but can be pressed ON or OFF at any time completely independent of the autopilot. Therefore, it is essential that the YD always be disengaged for take-off and landing.

MEGGITT 2100 CONTINUED...

FLIGHT DIRECTOR (FD) MODE

The Flight Director is automatically activated and the steering bars come into view by pressing the AP button. To use the Flight Director only, press the AP button again cancelling AP but leaving FD and YD engaged or engage the FD from the AP READY mode.

HEADING (HDG) MODE

Press the HDG button to engage the Heading Mode. In this mode the system will track the heading bug on the ND. Any heading bug change will cause the aircraft to turn, intercept and track the new heading. Depressing the HDG button a second time will cancel the mode and default back to the ROLL mode.



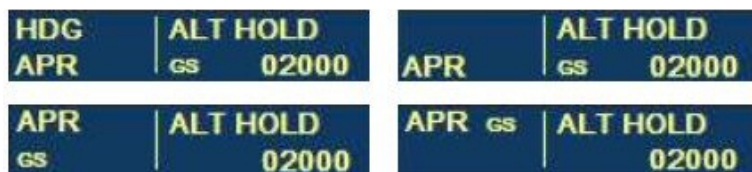
NAV MODE

To intercept and track a VOR signal, first tune the appropriate frequency on the navigation radio, then push NAV.



APPROACH (APR) MODE

When pressed, will arm the Approach mode.



BACK COURSE APPROACH (REV) MODE

When pressed, will select the back course approach mode.



ALTITUDE HOLD (ALT) MODE

When pressed, will display Altitude Hold Mode, allowing you to toggle arming on or off. When ALT HOLD is annunciated the automatic flight control system will capture the altitude displayed.



The autopilot will give a visual alert aural tone 1000 ft and 200 ft before reaching the altitude.

ROTARY KNOB

Used to set the altitude alerter/altitude pre-select reference altitude.

MEGGITT 2100 CONTINUED...

VERTICAL SPEED (VS) MODE

When pressed it will bring up the commanded vertical speed in the display. It doesn't capture VS in this version.



VERTICAL SPEED (UP/DN)

Pressing these buttons will increment the vertical speed if displayed.

IAS MODE

When pressed this will bring up the IAS in the display. Pressed again will acquire and hold the IAS selected.



IAS (UP/DN)

Pressing these buttons will increment the IAS, if displayed.

BENDIX KING TRANSPONDER



The transponder is a radio transmitter / receiver operating on radar frequencies. If it receives a ground radar interrogation signal, it will return a coded response of pulses and ID itself on the ground based ATC radar screen. This will give ATC information of ID, altitude and ground speed. To operate the transponder, there are a number of knobs and buttons described below:

- Buttons 0 -7: Used to enter the 4 digit transponder code. If a full 4 digit code has not been entered and 4 seconds have elapsed since the last button press, the transponder will revert to the previous set code.

KEY ASSIGNMENTS AND CONFIGURATION PANEL

To make things easier, we have implemented a "Configuration Panel" which enables you to add, remove and also change certain aspects of your aircraft.

To bring up the configuration panel simply do the following, hit shift + 2 and your configuration panel will be displayed.

Additionally, to bring up the default FSX GPS panel, hit shift + 3

Options

1. Open & Close the Canopy (*battery switch ON*)
2. Open & Close Baggage Hatch (*battery switch ON*)
3. Add / Remove Wheel Chocks (*battery switch OFF*)
4. Add / Remove Parking Cones (*battery switch OFF*)
5. Add / Remove Canopy Cover (*battery switch OFF*)
6. Panel Replace (Display your own GPS panel) (*battery switch OFF*)
7. Add / Remove Aircraft Tie-Downs. (*battery switch OFF*)

NOTE : Item numbered 3, 4, 5 and 7 require your main battery switch to be off, located on the right hand panel shelf, if the battery switch is not in the 'OFF' mode none of the above items will be displayed.

Additionally, to remove the pilot whilst on the ground, by turning the battery switch to OFF will hide the pilot.

CREDITS

Vertigo Studios would like to thank the following team players for there dedicated support and feedback.

- Dean Greasley (*CEO and Project Manager*)
- Bruce Martin
(*texture expertise and FDE development*)
- fsafrank
(*beta testing*)
- Mal
(*beta testing*)
- rvn817j
(*real world pilot of the Rv8 for beta testing and exceptional feedback*)
- Chuck Jodry
(*coding*)
- Sonic Solutions
(*Sound Engineering*)

PATCH / UPDATE DETAILS v1.1

The 1.1 patch contains the following updates :

1. Corrected engine sounds when the throttle is fully to the rear IE idling.
2. Corrected missing glass on some gauge faces.
3. OIL PSI gauge now shows deviation.
4. Added Default GPS popup panel. (shift + 3)
5. None-slaved directional gyro added.
6. Added Canopy tint, nothing to strong but enough to see some difference. The canopy tint can be turned on or off to suit personal tastes. The switch is located lower right, below the electrical switches named 'Defrost Fan'
7. New pilot with textures and headset.

PATCH / UPDATE DETAILS v1.2

Patch 1.2 mainly corrects 1 issue which was the pilot textures.