



# Skyways

## >> Hello & Welcome...

...to the magazine for the Fly UK community & our friends.

Thank you for downloading the February 2011 edition of Skyways magazine. At Fly UK we take pride in the fact that our most important asset is our active and friendly pilot community, made up of over 650 members from 49

different countries. The purpose of Skyways is to keep you updated with the latest from the Fly UK community and share interesting articles written by people who share our passion for flight sim.



### Issue:

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### Fly UK Virtual Airways:

[www.flyuk.aero](http://www.flyuk.aero)

### Skyways Editors:

Tom Hurrell & Chris Sutcliffe

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*Feedback? Send us an email: [marketing.department@flyuk.aero](mailto:marketing.department@flyuk.aero)*

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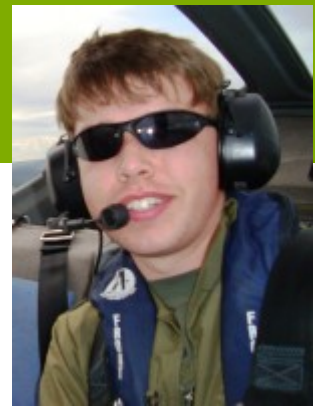
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# >> Editor's Message

Tom Hurrell - Assistant CEO



When we start planning each edition of Skyways, the contents list always starts off by looking alarmingly empty. The prospect of filling it with exciting articles from around the virtual (and real) aviation world often seems impossible, however, with the dedicated support of a number of devoted members alongside our super staff team, I feel that we have done exactly that and more!

In this edition, we have a day on the flight deck, an extensive review on one of the industry's most talked about hardware expansion, an enlightening low-down of a useful VFR flying software along with plenty more. Plus we have all the usual news and updates from Fly UK to keep you entertained during the long, cold winter flights!

Skyways really is a community magazine and I'm happy to say we've shown that with all the hard work in this edition. To these members we offer our thanks. In this edition we offer a special thanks to Jay Collie – UKV1158 and Ken Hall – UKV1142 who have written special articles for us. I also wish to thank all of the staff team who have contributed to the magazine (especially Trevor Darley who has written 2 great articles.) Finally a big thanks to Chris Sutcliffe & Jeffrey Shen for assisting with the hard task of assembling the final design of Skyways and making it look so professional. Without all these people we'd be reading a very boring, short and full plain text document – so thanks to all of you!

All that said, we are always looking for people who wish to contribute to Skyways - everybody has something to give! Whether you wish to write a short email with feedback, questions to the staff/ editor or perhaps even your own article (we're open to submissions of your choice!) then just get in touch with us by sending an e-mail to:

[marketing.department@flyuk.aero](mailto:marketing.department@flyuk.aero)

*Tom Hurrell – UKV1440  
Assistant CEO & Skyways Editor*

## >> Pilot Signatures

Are you using your personal Fly UK signature?

Our new graphics designer Liam Mulryan has given our dynamic pilot signatures and avatars a fresh new look for 2011! The dynamic pilot signatures also now automatically change to show your departure/arrival airport when you're flying and using SkyTrack.

Have a look at the 'Signatures' page under the 'Crew Centre' menu on our website.

Pilot: UKV1586 - Carl Chamberlain  
Flights: 927 Hours: 1394  
Rank: ATP Captain  
Last Flight: LIRF - EGLL  
**RESTING**  
[www.flyuk.aero](http://www.flyuk.aero)



## Like us on Facebook

We have created a new page for Fly UK on Facebook! We did have a group on there before but our new page allows us to do a lot more. If you were previously a member of the old group please note that it will no longer be updated.

**Get over to our new page and hit the 'Like' button!**

You can also post messages and photo's on our wall and view photo's that we have uploaded which include photo's from previous real world events!



Lisbon is the largest and capital city of the country of Portugal. It has a large population over roughly 30% of the whole country making it a busy hub city. It's the furthest west city in Europe.

Lisbon is known as an 'alpha city' because of its importance in finance, commerce, media, entertainment, arts, tourism, trade and education.

Lisbon was voted the 25th most livable city in the World – so it's easy to see why it's such an interesting destination whether it's for a weekend city break, or a 2 week long beach holiday.

It has a rich history for its tourists as Lisbon is one of the oldest cities in the world. Julius Caesar settled in the city that was ruled by a series of Germanic tribes from the fifth century.

Lisbon enjoys a temperate Mediterranean climate. Among all the cities in Europe, it has the warmest winters, with average temperatures 15 °C (59 °F) during the day and 8 °C (46 °F) at night in the period from December to February. The typical summer's seas are also very warm, even for the Atlantic.



## LISBON - PORTUGAL

### Lisbon Airport (LIS/LPPT)

Lisbon Portela Airport, also known as Lisbon Airport is located 7 km (4.3 mi) North of the city centre.

There are current negotiations with Ryanair to install a hub at Lisbon airport in the Summer of 2011 which would no doubt propel Lisbon further into rapid development.

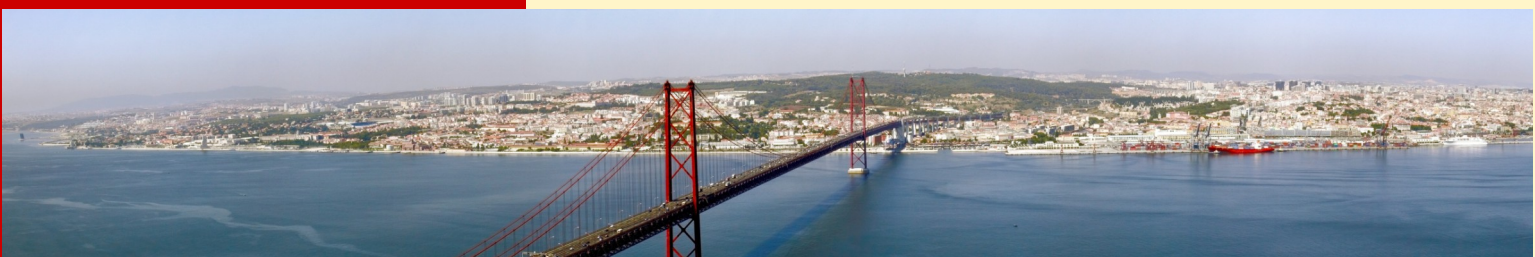
Lisbon is unique because it is one of few airports that are right in the city. It is surrounded by residential housing and it is a challenge to develop the airport further.

The airport is already the main international gateway to Portugal and a major European hub. It is one of the largest airports in Southern Europe. The airport has two main runways, capable of accommodating large-size aircraft such as the Boeing 747.

In 2010, the airport handled over 14 million passengers. The airport is the main base-hub of TAP Portugal, and also for Easyjet, SATA International, Portugália and White Airways.

At Fly UK, we have 2 daily flights to Lisbon from London Heathrow, meaning there is a chance for everybody to try it out! It's a nice medium haul hop at only 2 and a half hours – it's not too far.

There is excellent freeware and Payware scenery for Lisbon which works in FS9 and FSX. The most notable scenery is **Aerosoft Lisbon X** – which is a great representation with amazing high quality night lighting and much more. For all our scenery links please see the operational information page which can be accessed via flight planning page.



*Welcome to The Collect, the Online Operations section of your Skyways Magazine.*

### **VATSIM Online Operations**

Well hello there! It's been a really busy season, with many 'goings on' in VATSIM Online Operations. On our traditional frontier of pilot monitoring we've seen a noticeable decrease in issues and complaints. Our community has also grown considerably, standing today at nearly 250 pilots. The number of us using Vroute has also grown to about 90 pilots (up from 70).

Now on to events! Us staff have really enjoyed watching our programme takeoff these last few months. Our average attendance rates are now at around 8 pilots per event (up from last year's 3 pilots).

The main set of events this season has been Northern Skies, our tour of Northern Europe that ran from August to early December. This saw our VA become much more prominent in the VATSIM world given the enormous publicity this generated. We've been treated to the great control service of the northern European countries, in particular, Norway and Sweden. The scenery has also been spectacular, ranging from the rolling hills of England, to the highlands of Scotland and the fjords of Norway and Sweden.

Awards have gone out as follows:

Northern Gold:

UKV1217 - Leo Malagar  
UKV1426 - Joseph Wailes  
UKV1494 - Colin Lock  
UKV1648 - Ian Arbuckle  
UKV2054 - Spiro Katerelos



Northern Silver:

UKV1342 - Mike Higgins  
UKV1347 - Leslie Thelwell

Northern Bronze:

UKV1127 - Anthony Sandy  
UKV1174 - Jeffrey Shen  
UKV1235 - Marwan Seif  
UKV1429 - Stuart McIntyre  
UKV1521 - William Alford  
UKV1671 - Wygene Chong

Fly UK has also hosted our annual World Flight support events, in which about 7 of our pilots flew. We also flew in VATSIM-UK's inaugural Openskies United Kingdom event which attracted record numbers into UK airspace... along with record delays! (4 enroute controllers for 100 pilots is not an easy feat!)

During January, Wygene has moved from an active staff position to being an advisor. This is due to Wygene being unable to commit the number of hours to Fly UK due to his studies. We thank Wygene for all the hard work that he has put in during the time that he has been with us and his efforts have meant that the VATSIM community at Fly UK has taken off in the past year as well as having designed the Northern Skies tour which has been a great success.

Now, for the start of 2011 we are joining forces with IVAO to produce Fly UK Online Nights. We really hope these can be a success for everybody – it's a great idea for a fun night of flying & we hope lots of you will give them a go on VATSIM!

UKV2054 – Spiro Katerelos  
VATSIM Online Operations

### **IVAO Online Operations**

Over the past few 6 months we are pleased to have seen a steady increase in UKV activity on the IVAO network. As well as this, even though our activity has increased, we have noticed a decline in small issues with pilot's flight plans and other areas.

At the moment we are enjoying the Fly UK Online Nights which we hold weekly and seem to be very popular - they're a great chance for everybody on all networks to fly the same route together at the same time! It's good fun to chat on the Fly UK Teamspeak server while on unicom.

As well as the Online Nights, we have a weekly event which takes place each Saturday morning at 0700z. This is a good opportunity for early birds or people in a different time zone to join in the fun as they tour the world.

We also continue to support other IVAO events such as IVAO UK's Real Manchester event, and IVAO Finland's Christmas fly in to Lapland. These both had great UKV turnouts.

We look forward to further developing our events for the rest of 2011 to make them more enjoyable for all Fly UK pilots.

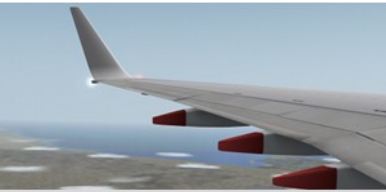
UKV1586 - Carl Chamberlain  
IVAO Online Operations





# >> News & Updates

A summary of the latest news from Fly UK!



## > NEW - Quick Dispatch

Access the flight dispatch pages of your booked flights even quicker with our new quick dispatch feature. You can find it on the right side bar of our website. Simply select your booked flight from the drop down box and you will be taken direct to the flight dispatch page.

## > Website Menu Update

In January we made a couple of changes to the main website menu. The purpose of this was to remove clutter and make things more organised and easier to access. The Corporate menu has been renamed About Us. The Operations and Divisions menus have been merged. Online Flying & Events is now included on the main menu. The Pilot Handbook/SOP and Downloads can now be found under the Crew Centre menu. We have also updated the main website banner images and added Google maps to the flight dispatch and event information pages.

## > Aerodrome NOTAMs

For those of you who like to be realistic we have now added aerodrome NOTAMs to the airport tabs of the flight dispatch pages. They can be found under the weather information.



## New Repaints - FS2004 & FSX

With the return of Chris Jones and the addition of Steve Trueman to the Fly UK repainting team we have managed to release many new repaints over the last few months. Pete Gill is also continuing with his review of FSX aircraft and we are releasing updated packages as and when he completes them. We are doing our best to source better panels, virtual cockpits and models for our freeware FSX packages.

## New IVAO 2011 World Tours

Class A+ Fly UK pilots now have a choice of 2 new tours to fly! In January we added the 2011 IVAO IFR World Tour and the IVAO Long Haul World Tour to the Fly UK tours system.

## WOH Group Codeshare

Our codeshare agreement with the American Sun and Arabian Sun divisions of the German based WOH Group continues to be popular. The codeshare means Fly UK pilots can fly a selection of onward flights from New York JFK and Dubai. It also allows you the chance to fly different aircraft and have a change of livery.

## SkyTrack Development

Over 90% of PIREPs are now logged via SkyTrack. Our software engineer Chris Spencer is currently working on the next version of SkyTrack. Several bug fixes and improvements will be included.

## Operations Update

In January we launched our winter ski flights which run until the 1st of May. The programme saw the return of the A330-200 and includes flights from several of our bases as well as Newcastle, Birmingham and Glasgow to winter ski destinations including Geneva, Chambery, Innsbruck, Salzburg and of course Calgary and Vancouver in Canada. Plans to remove the A330-200 from the fleet have been reversed. The A330 is here to stay and has now been painted in full Union Spirit livery. March will see the delivery of 2 new ATR72-500 aircraft from Toulouse. Deliveries of our new Embraer 190 aircraft will begin in April. Ad-Hoc flights for the F1 season will begin on the 5th of March. Full details of the programme will be released in a press release shortly. B744F, MD-11F and B752F will be used and we also have special Motorsport Logistic liveries available for the B744F and MD-11F. Later in the year we will be expanding our long haul route network and fleet. We also plan to carry out a review of our tours as well as FLY2 low cost and cargo operations. In addition to this there will of course be the major schedule change for the summer season effective from the 1st of May. We also continue to explore other codeshare opportunities. We constantly review our operations, we look forward to viewing the feedback from the 2011 wish list and announcing further changes later in the year. Happy Flying!

## >> 2011 Wish List - Your VA. Your Ideas.

The staff team are currently in the process of going through new ideas and plans for Fly UK during 2011. We are asking you, our members, what you would like to see change or happen at Fly UK in 2011. No matter if it is a little change to the website that has been bugging you for a while or if you have some bigger ideas on how we can improve Fly UK and maintain our edge over other virtual airlines, we'd love to hear from you.

You can make a difference so please reply to the wish list topic in our community forum detailing anything you would like us to include and take into consideration for the Fly UK during 2011. We know some of you also fly for other virtual airlines. Is there anything they have and we do not that you would like to see at Fly UK?

The forum topic run until the end of February, then the staff team will collate every idea/comment into a document and add a response from the staff team.

# >> FS Weekend in Lelystad

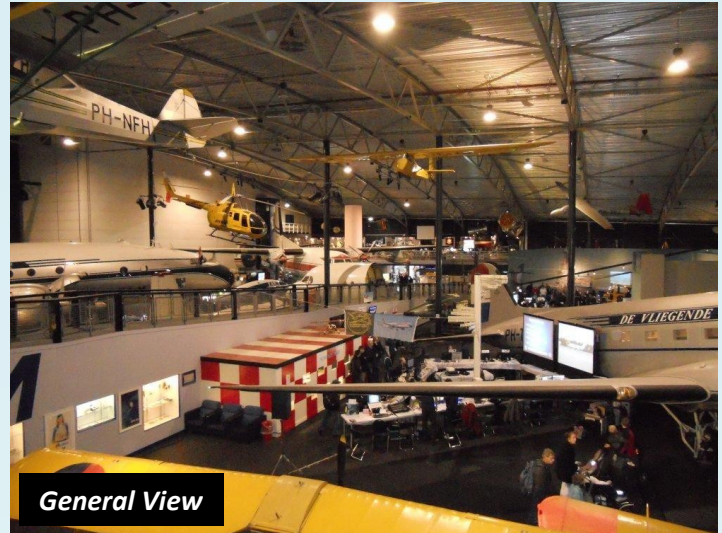
By Trevor Darley - UKV1341

On the 6th & 7th of November 2010, UKV1341 – Trevor Darley made a 2 hour trip from his home near Antwerp to the Dutch FS Weekend in Lelystad.

This annual event is a large gathering of Virtual Aviation related enthusiasts ranging from commercial enterprises to small formation flying groups. It is held in the Aviodrome exhibition centre and aviation museum at Lelystad Airport in The Netherlands.

Here are some pictures that Trevor took at the event with his comments.

UKV1223 – Jason Pijnaker also attended the weekend. We trust that everybody who was able to attend enjoyed it, and also hope we can attend with a larger crowd next year!



## 2011 Real World Events & Meet Ups

We have recently released details on our forum of several real world flight simulator events taking place this year in order to give people chance to plan which ones they might be able to and want to attend.

Check out the new 'Real World Events & Meetups' section of our forum.

We look forward to meeting many members at real world events during 2011!



# >> VRinsight M Panel Review

By Ken Hall - UKV1142

**Prologue** - just to keep you dangling...

When one of my FS friends decided to build his "Super Sim" he offered his (then current) Go Flight modules for sale and I was fortunate enough to relieve him of them. From those modules (and a couple of others) I built my own Sim cockpit – a "sort of generic" unit - that has served me well ever since. Becoming virtually (pun intended) mouse less has been an absolute joy and many (real) hours have been spent consuming huge amounts of (virtual) aviation fuel over the ensuing years.

All was well until in August 2009 my son asked me if I would like his "old" lap-top as he had just received a new one. Rather ungraciously, I responded with "what would I do with a lap-top?" To which the reply came "well if you don't want it then it will just go in a skip!"



My Yorkshire (albeit by contamination only) nature could not allow that to happen and so I became the "proud" owner of a Dell "Latitude | D600"...

What to do with it? Brainwave! I could possibly use it for Flight Simming when I am unable to use



my "main" rig; I could take it with me to Sherburn Aero Club for our monthly FS meeting; I could take it to Devon for my visits to the South West FS Group events; I could even take it to Dublin for a PCPI Fly In event...

And so the die was cast. I knew that "it" would be incapable of running FSX so FS9 was duly installed and do you know – it runs like a dream. On top of FS9 I was able to reincarnate my "redundant" software and give it a new lease of life. With Ground Environment Pro, Flight Environment, Water Environment, FS Global 2008, Ultimate Terrain (all), Ultimate Traffic-2, Flight Sim Commander and Radar Contact installed the graphics were looking really good. I had forgotten just how good FS9 was – IS!

### The challenge:

After running FS9 then FSX with a full suite of GF modules on my "main" rig, having to come to terms with the small (14") lap-top screen and a mouse was something of a "come-down". The screen element was resolved by the purchase of a second-hand 15" LCD monitor obtained via an advert/e-mail for the princely sum of £30. I was now able to utilise the LCD monitor for

the main FS screen and the lap-top for FS Commander. Bliss – almost. That mouse!

Now I know that many Simmers use a mouse every day, every time they fly and that they manage quite well. It's just that, well, I've been spoiled. Pushing buttons, flicking switches and rotating knobs is not only "cool" but it's also soporific!

With the GF modules mapped and programmed the full range of commands (almost) can be replicated and be literally at your finger tips. To be controlled by the mouse once again was a situation that just had to be overcome – somehow.

### The solution:

At the monthly FS-group meeting held at Sherburn Aero Club (<http://sherburnaeroclub.website.orange.co.uk>) one of the regular members had appeared with a piece of hardware that I had not given any real attention to until I had my FS lap-top running. There it was; the solution to my "mouse issue" – the VRinsight M panel...

# >> VRinsight M Panel Review

By Ken Hall - UKV1142



Measuring a miniscule 17cm x 9cm x 10cm the unit, which feels very solid by virtue of its metal case (not plastic!), sits neatly on the lap-top across the navigation buttons – this has an additional benefit as I no longer inadvertently press these buttons causing mayhem in the process!

So what does it do? Pretty much everything! And another example of hardware being made available to FS through Pete Dowson's FSUIPC (only the free .dll file is required).

The M panel is a portable package designed to control and display the fundamental functions of flight simulation within Microsoft Flight Simulator (FS9 and FSX). The M panel is completely interfaced with FS through the (supplied) software "SerialFP2" which enables the M panel to perform FS functions by a simple connection to the host computer via USB.

Functions available with the M panel are:

- Autopilot control: Heading, Speed, Barometer, Altitude, Vertical Speed buttons and knobs.

- Autopilot mode: Nav, Approach, Back Course, Auto Throttle, Flight Director, Engage Auto Pilot buttons.
- Radio instruments: Com 1 & 2, Nav 1 & 2, ADF 1 & 2, DME 1 & 2 with OBS knob.
- User mode: Trim, Gear up/down, Flaps up/down.
- Marker OMI LED display.
- Gear up/down toggle switch with LED display.
- Flaps up/down toggle switch with LED display.

The unit is very intuitive to use and essentially everything is controlled/directed by the RED joy-stick/switch. For those members viewing this article in print (i.e. black and white) the RED joy-stick is the round item immediately to the right of the white TFR/AP button and beneath the M panel logo!

So, in order to operate the radio units – Coms, Nav, etc – push the RED joy-stick up to "Radio" position. That enables the set of functions labelled Com, Nav, ADF, DME, TRN (transponder). The settings are selected by the rotary knob and "set" by pushing the knob "in".

Pushing the RED joy-stick to the right – AP/C – enables the Hdg, Spd, Baro, Alt and VS functions. Etc, Etc, Etc. Like I say, very intuitive.

Having loaded the software and with the M panel connected via USB (I run mine direct from the lap-top and NOT through a hub) it's time to rock and roll...

Start FS, select your aircraft, run the panel linking software "SerialFP2" – I made a short-cut for this purpose – again, the window that opens is very intuitive but fully detailed in the manual (on the installation disc). In the window you will see a range of aircraft compatible and fully supported by the M panel – from MSFS Original Aircraft (default and all/most freeware), Level-D B763, PMDG – B744. PMDG – B737NG..... final step – click "Load FS Module" which connects the software to the M panel, to the specific aircraft panel, to FS.

What more could anybody ask? FS9, fully portable, in all its glory and 99% mouse less. ORSUMMM!

Ken Hall, UKV1142  
August 2010.



# >> Life as a Real Pilot

By Jay Collie - UKV1158

The glorious days of being an airline pilot are gone. Well, at least that is what they say, but I think sometimes life is what you make of it. Back when I was younger, all I could think about was flying. I did the usual stuff, like hang out at the airport and collect airline memorabilia. Back before 9/11, I would pick a flight from a flight schedule, head to the airport and meet the flight at the gate. Most of the time the pilots would come out for coffee or to wander around the terminal between flights. As I looked at them, I would think to myself those hands worked magic. They touched yokes, side sticks and thrust levers. They moved buttons and switches. They made crosswind landings and saw the world from above. On their way back to the airplane, I would always try and talk to them. Most of time my scheme worked and I was awarded a tour of the flight deck. I was lucky enough to get to visit such types as L1011s, 767-200s, 727s, 737-200s, MD-80s and Fokker 28s. Some of these types have been phased out of scheduled airline service, but the memories linger on. Then there were all the hours logged on the parking garage, scanner in hand, watching airplanes take off and land. The air would be filled with the smell of jet fuel and burnt rubber. "Spotting" has been a favourite past time for a lot of aviation enthusiasts, including me. It's funny, I still do it today.

All of these thoughts came to me a few days ago, in line for a runway 18C departure at Charlotte –Douglas Airport. We were in a CRJ-200. We were number two for departure. I doubled checked the takeoff data, verified that 18C was



set in the FMS, and verified that the proper trim and takeoff speeds were set. It is gusty out today, so I decided on a full power takeoff. Charlotte, like most major airports in the United States, are using RNAV departures these days. Rather than the controller giving you headings to get you from the terminal area to the enroute structure, you fly to a series of waypoints. Europe has been doing this for years. These departures are runway dependent. Put the wrong runway in there and fly to the wrong fix and you will be talking to more than the chief pilot.

There is a park in Charlotte, next to the runway, and it was lined up with spotters on this beautiful evening. At this moment, their perspective is

different. They are watching spinning turbofans, hearing break away thrust, takeoff power and reverse thrust from landing jets. I am hearing the sound of air conditioning packs and feeling the air blowing on my neck. I am hearing the cooling fans that are keeping our avionics cool. I am watching little blue targets, with altitudes and arrows on my multi-function display. I reach up and pull my window shade into a different position. We are now number two. I look out the right window and spot lights in the distance. I see two quick pulses of white strobe lights, followed by a red beacon light. I think to myself, it's an Airbus. As the "bus" crosses the threshold, my captain and I look down the runway. There is a crosswind this evening. We watch the crab angle comes out, watch the wing dip into the wind, and see a cloud of white smoke as the mains touch. It's a textbook crosswind landing. It's our turn now and we are cleared to line up and wait. The Captain calls for the takeoff check. The typical "challenge and response" happens and in a few seconds I hear the words "your aircraft". I put my feet on the brakes, right hand on the yoke, left hand on the thrust levers. I mentally review emergency procedures in case one of these GE CF34-3B1's decides that it has had enough and quits. ATC interrupts my thought process by clearing us for takeoff. I advance the



# >> Life as a Real Pilot

By Jay Collie - UKV1158



thrust levers to 70%, get no warnings or cautions, and release the brakes smoothly. We accelerate rapidly. In my left hand I have just commanded 8,729 lbs of thrust per engine. Should an engine fail, the Automatic Performance Reserve (APR) will automatically boost the other engine to 9,220lbs of thrust. My feet move back and forth on the rudder pedals as I track the centerline. The sound of the runway centerline lights increase in intensity. "V1". "Rotate." I smoothly pull back on the yoke, watch the nose rise, and feel the mains come unglued from the ground. The sound of spinning tires fills the flight deck. As the nose gear doors open into the wind, the sounds get louder, we shudder a bit, and then all the rumbling stops as the main gears close. We are flying. I command "NAV" mode. The magenta flight director bars move to the right, I follow them, holding V2 plus 10 knots. The RNAV departure begins. Reaching acceleration altitude, I push forward a bit, flick three clicks of nose down trim with my right thumb, and start accelerating to 250kts. I command "flaps 0, climb thrust, after takeoff check". My captain's hands start moving, doing the flow pattern first and then verifying what he did with the checklist.

As we make our turn northbound, climb thrust set, I decide to soak up the view. I reach up and turn on the autopilot. I watch the green lights on the FCP (Flight

Control Panel) illuminate, but I check the mode annunciator on the PFD (Primary Flight Display). As they taught us in ground school, the FCP is what you order. The mode annunciator shows you that it has been served. More than once have I pushed one button, not verified it, and been surprised when the airplane doesn't do what I wanted it to do. I unconsciously move my seat back two clicks, put on my sunglasses and look out the right window. I can't see the people anymore, but I still see the park. I can imagine people still looking as we climb out.

Reaching 10,000 ft, I roll the speed bug smoothly to 280 knots in the climb. The nose pitches over, the slipstream gets louder, and the airspeed starts to increase. Out of FL270, I switch from IAS over to Mach. We settle in nicely for a .70 climb. As we level at FL310, I look up and see a Delta 767-300. They are 2000 ft above us. Those mighty engines are spraying streams of white contrails. Good stuff. Although his Mach is faster than ours, for a moment it seems as if we are both standing still. Both of us are on the same airway. His TCAS target is right dead center on the magenta course shown on my MFD. I wonder where he is going? My captain looks at me and tells me to stop drooling. I laugh. We continue to make progress.

The sun is setting now and the sky is turning all different colours. Shades of

yellow, pink, and orange are now coming together to make a beautiful sunset. Passengers are robbed of the view we get. They look out of a tiny window in one direction. We have a panoramic view of the world. I get my eyes adjusted by reaching over and dimming my displays. I reach up, take the sunshade down, and put my sunglasses back in its pouch. I see beacons and strobe lights in the distance. One catches my attention. It's bright. I mean it's really bright. I think to myself, it's an EJET.

We are showing about 160 miles out now and I take a look at the "arrival". Although the FMS will calculate descent rates, I mentally run through a few in my head. Automation is great, but it will quit when you need it the most. They say we are automation managers these days, but my license still says "pilot" on it. A quick check of the ATIS (Automatic Terminal Information Service) shows a 1,500ft overcast layer, with 6 miles of visibility and mist. Not bad. Although it will still be a visual landing, I brief for a full ILS (Instrument Landing System) approach just in case. ATC keeps us relatively high as usual. The fact that we have a 70 knot tailwind doesn't help either. Eventually, not only do we get an altitude restriction, but a speed restriction as well. As we start down, we enter some gray clouds. Realizing the crossing will be tight, I smoothly move the flight spoiler handle aft. As is typical, the airplane starts to rumble as the wing has some of its lift "spoiled". I spin the vertical speed wheel a down a bit more. We make the crossing with 3 miles to spare. Eventually, we are taken off the arrival and vectored onto the final approach course.

"You are 5 miles from the marker, maintain 2000 till established, cleared for the ILS to 9R". I select APPR mode on the FCP, and once again check the mode annunciators on the PFD. As the localizer needle begins to leave the corner of the display, the white LOC mode, changes to green. This signifies that the approach mode is now the active mode. I call for flaps 8 and then 20. As the glideslope leaves the top of the display, I call for the gear down. The flight deck gets noisy as the gear doors open. I glance at the approach plate and ask my captain to set 3000ft



# >> Life as a Real Pilot

By Jay Collie - UKV1158

which is our missed approach altitude. It's customary to have that set in case you don't see the runway environment in sight at minimums. Missed approaches are busy. It's best get as much done as early as possible. The glideslope eventually centers and the nose pitches over. Down the imaginary slide we go. I command final flaps. As we continue the descent, beads of rain streak sideways down my windshield and the turbulence increases. The yoke is moving with great intensity now. Back and forth it goes. I gently "shadow" it in case the autopilot should disconnect on its own.

At 1,000 ft from minimums, my captain reports the runway in sight. I look up for a second. There it is. It looks wet and we have a pretty good crab angle. It is time to validate my pilot's certificate. With my right hand, I push the red button on the yoke. The triple chime, which means the autopilot has disconnected, fills the cockpit. I have learned not to chase airspeed on bumpy approaches. Usually, what turbulence takes away in airspeed, it will give it back in seconds. But there are occasions where this doesn't happen. One needs to be ready. My left hand is on the thrust levers. At 500ft, we are stabilized. At the 100 ft call out, I start to "walk out the power". "50, 40, 30, 20, 10" the automated voice calls. I add right rudder to point the nose straight down the runway, add left



aileron to stop the drift and bring the power to idle. In a matter of seconds, the left main gear touches, followed by the right. It's firm. I keep a little aileron into the wind to prevent weathervaning. With my left hand I reach up and grab the thrust reverse levers. I move them aft and feel two clicks. This signifies that reverse thrust is available. I move them further aft. A roar fills the cockpit. At 80kts, I begin to stow them. The captain takes over, makes the next turnoff and soon after we block into the gate.

As I walk through the terminal with my "roller bag" behind me, I reflect for a moment. You see, not only do I fly in real life, but I fly virtually as well. Many of my virtual friends, due to medical issues, financial issues or age, can't fly. But the virtual world has added a new reality. The virtual world allows us to take flying to another level. Now they too can touch yokes, side sticks, and thrust levers. They can make crosswinds landings and see the world from above. And yes, their hands can also work magic.



# >> Plan G Flight Planning Software

By Trevor Darley - UKV1341

**Plan-G is the first Flight Simulator planning software tool to use the acclaimed and versatile Google Maps mapping tool. Hitherto, the inbuilt planner and third party external flight planners have extrapolated geographic data from the Simulator program itself, with the limitations which that entails. Now, any geographical feature which exists in the vast global mapping system of Google Maps can be included in your flight plans.**

**Flight Plans can be graphically modified; adding, deleting or dragging waypoints to new positions with the mouse. User defined waypoints can be created "on the fly" as you build a plan.**

Yes, Plan-G was recommended to me many times when I was flying VFR, by UKV1405 - Thomas & now it's up & running; I keep thinking "what ever did I do before using this practical VFR software?" Nowadays, it's just second nature to run it with FS!

I think that I would be lost without it, a bit like not having a SatNav in the car! I've included an example screenshot of the Flying Club's last flight destination in Scotland & as you can see it is handy if you can have two monitors.

This is highly recommended to any regular Flying club member.

Here is the "published" information:

## FEATURES:

- Google Maps interface for rich topographical and satellite detail shows airspace, airports and nav aids on the map (from Flight Sim data)
- Configurable levels of detail (objects displayed) for each zoom setting  
Vertical Route (requires additional download)
- Fully editable plans can be saved in FSX or FS9 format. Existing FS plans can be loaded
- Reverse flight plan at the click of the mouse
- Print map and Pilot's Log (PLOG)
- Customisable database of user waypoints, Visual Reference Points (VRPs), airstrips etc. Additional User Waypoint comma separated text files can be imported.

- Connects to FSX or FS9
- Aircraft telemetry, aircraft flight trails, traffic, weather etc available when connected to FSX or FS9
- Saved flight trails can be displayed for later analysis
- Configurable Range Rings can show distance or flight time
- Can be run on a second monitor or on a networked PC.

## PREREQUISITES:

This software requires .Net Framework v3.5 SP1.

NB: THAT IS SERVICE PACK 1 NOT JUST .NET 3.5!

Users of Windows XP or Windows Vista, must download it from:

<http://www.microsoft.com/Net/Download.aspx>

DotNet 3.5 SP1 is included in Windows 7 and so the download above is not required for that Operating System.

Plan-G requires an active Internet connection to function.

Installation & running: please refer to the fully comprehensive, easy to follow PDF Manual (68 pages) also containing colour maps & explicit diagrams, included with download, mainly for personal or virtual VFR flying requirements/choices after reading it! The more you look at it the more you want to use it!

Download the latest Freeware (but donations are also welcome!) version from the TA Software Forum:

<http://www.tasoftware.co.uk/forum>

Unzip the downloaded zip file to a temporary folder of your choice. Place the resulting Plan-G folder wherever is convenient on your PC. Please read the Read Me document & the short Chapters 4 & 5 of the Manual BEFORE installing the software as you will see that different Operating Systems require different File destinations.

## FINAL REMARKS:

After installing it, I initially flew by looking at Plan-G only & at my moving yellow 'plane all the time & NOT through the FS cockpit window....so addictive it is!

Personally for me, after operating Plan-G with FSX for several months now & along with other members of our Flying Club, the 'G' stands for 'Grandiose' & that's not an overstatement - I hope you will also come to enjoy this software .

Please note that version 2 has now been released and is available to download.

*Trevor Darley—Flying Club Manager*





# >> STAFF PROFILE UKV1452 TOM AGNEW

I am a relative newcomer to the Flight Sim world, having 'transferred' from the Train Simulator side of things in mid-2010. I was mostly interested in multiplayer there, but without the actual capabilities, meaning that you had to follow instructions to stop at signals etc. but without the effect of traffic around you. I had also planned on a career on the railways as a driver or signalman, both of which were roles I took in these multiplayer sessions. As I grew up, my appreciation for aviation became more apparent and I decided that, for the some of the same skills as a signalman, I should aim to become an Air Traffic Controller. This is when I planned to join online flying, mostly to get a flavour for what the job is like, and also for a true multiplayer environment. As an aside, I bought FSX (and later upgraded to FS9!) but inevitably caught the flying bug!

I stuck with the default aircraft for a month or two but wanted to join a virtual airline to focus my efforts. Trying to strike a balance between an airline with a Northern Irish presence but that also had an active online community was a challenge; however after finding Fly UK, with the realistic fleet, schedules and training academy, I decided to sign up and never looked back.

After chatting with some of the lads on Teamspeak, I soon

started to find my feet under the tutelage of Carl Smith (UKV2039) and in no time I was flying the 737-700 fleet out of Stansted and Liverpool. At the time I used a joystick, so I made it a goal to reach Airbus A320, which I did. I'm now a Class A Captain but have decided to go back to basics with the ATR72-500 and really specialise and train myself through the aircraft in order of size. Manually flying a SID or an approach is getting easier and easier!

As some of you may also know, I've recently been appointed as an Operations Manager here at Fly UK, which I am thrilled about. It is a steep learning curve finding my way around the system (a lot goes on behind the scenes folks!) but I'm gradually getting more organised and finding my feet. Number crunching and data analysis are second nature to me, so naturally I fit in to this role!

What can I say in closing?

It's hard for me to justify saying this, as, for my first VA, I've really landed on my feet (no pun intended!), but it's hard to imagine another organisation with such an established community, procedures and most of all, reputation. I can't believe I haven't been doing this for longer!

Happy Flighting!

*Thomas Agnew*



**Pilot ID:**

UKV1452

**Staff Position:**

Operations Manager

**Location:**

Belfast, Northern Ireland

**Age:**

19



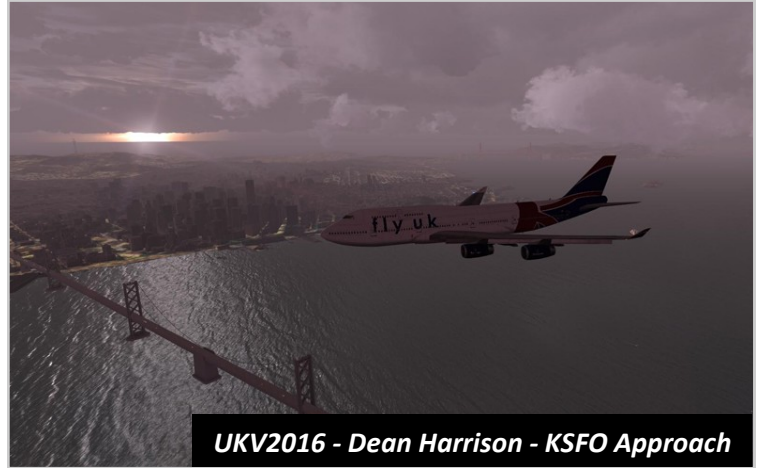
# SCREENSHOT COMPETITION



The Fly UK screenshot competition takes place every month in the forum and is sponsored by UK2000 scenery. Each month there is a new theme and members are encouraged to submit their best screenshots to be in with a chance of winning a **UK2000 Xtreme scenery package**. Here is a selection of some of the winning screenshots from the past few months.



**UKV1592 - Chris Jones - Homeward Bound**



**UKV2016 - Dean Harrison - KSFO Approach**



**UKV1625 - Graham Hammill - Storm Chaser**



**UKV1212 - Adam Hillier - Glasgow Departure**



**UKV11625 - Graham Hammill - Out of Africa**



**UKV1390 - Pete Gill - Mind your heads please**



# >> Home Cockpit Building

After hearing a lot of talk about home cockpit building we have decided to dedicate a new section of our forum to it! You can use the new forum section to post pictures and details of your own home cockpit building project as well as share helpful links and resources.

If you have your own home cockpit, or are in the process of building one, why not start a post in the new forum telling us all about it. You can then reply to the same post with updates so you can tell us about the progress of your project!

Here is a selection of recent pictures posted in the forum!



UKV1566 - Steve Bishops B737NG!



UKV2054 - Spiro Katerelo's - A320 !



UKV1566 - Steve Bishop's B737NG!



UKV1197 - Derek Butterworth's new setup.



UKV1343 - Darren Chadwick's B737NG!

7 11:50

Share your photo's in our new home cockpit building forum!

<http://forum.flyuk.aero>

# >> Focus On: Payware Aircraft



## **ATR72-500**

- Flight 1 - FS2004 - v3.1
- Flight 1 - FSX - v2.0.x

## **ERJ-170**

- feelThere/Wilco - FS2004 - v3.1
- feelThere/Wilco - FSX - v2.0.x

## **F-100**

- Digital Aviation - FS2004 - v3.1
- Digital Aviation - FSX - v2.0.x

## **B737-700-WL**

- PMDG - FS2004 - v3.2
- PMDG - Disney - FS2004 - v3.2
- PMDG - Dublin - FS2004 - v3.2
- PMDG - Hed Kandi - FS2004 - v3.2
- PMDG - Irish Magic - FS2004 - v3.2
- PMDG - Xmas - FS2004 - v3.2
- iFly - FS2004 - v3.2

## **B737-800-WL**

- PMDG - FS2004 - v3.2
- iFly - FS2004 - v3.2
- SMS Overland - FS2004

## **B757-200-WL**

- Captain Sim - FS2004 - v3.3
- Captain Sim - FSX - v2.1.x
- Quality Wings - FS2004 - v3.2
- Quality Wings - FSX - v2.1.x
- PSS - FS2004 - v3.2

**Our aircraft repainters UKV1145 - Steve Trueman and UKV1592 - Chris Jones have been very busy recently working on a large amount of new repaints for payware aircraft.**

This page lists the complete selection of Fly UK Union Spirit repaints for FS2004/FSX payware aircraft now available on our downloads page.

If you don't currently fly payware aircraft, you can find the names of the add-ons we recommend on this page. Although payware aircraft require you to spend a little extra time learning how to use the systems and fly the aircraft properly, they will greatly enhance your flight simulator experience! The Fly UK Training Academy also offer training courses for payware aircraft!

## **B757-200F**

- Captain Sim - FS2004 - v3.2
- Captain Sim - FSX - v2.1.x
- Quality Wings - FS2004 - v3.2
- Quality Wings - FSX - v2.1.x
- PSS - FS2004 - v3.1

## **B767-300**

- Level-D - FS2004 - v3.2
- Level-D - FSX - v2.1.x
- SMS Overland - FS2004 - v3.1

## **B747-400**

- PMDG - FS2004 - v3.3
- PMDG - FSX - v2.1.x
- PMDG - FS2004 - Named Aircraft - v3.3
- PMDG - FSX - Named Aircraft - v2.1.x
- PMDG - FS2004 - Special Freighter - v3.3
- PMDG - FSX - Special Freighter - v2.1.x
- SMS Overland - FS2004 - v3.2

## **B747-400F**

- PMDG - FS2004 - v3.3
- PMDG - FSX - v2.0.x

## **A320-200**

- feelThere/Wilco - FS2004 - Single Reg - v3.1
- feelThere/Wilco - FSX - v2.0.x - Single Reg
- feelThere/Wilco - FS2004 - All Registrations - v3.1
- feelThere/Wilco - FSX - v2.0.x - All Registrations

## **A330-200**

- feelThere/Wilco - FS2004 - v3.2
- feelThere/Wilco - FSX - v2.1.x
- CLS - FS2004 - v3.2
- CLS - FSX - v2.1.x

## **A340-300**

- feelThere/Wilco - FS2004 - v3.2
- feelThere/Wilco - FSX - v2.1.x
- feelThere/Wilco - FS2004 - Named Aircraft - v3.2
- feelThere/Wilco - FSX - Named Aircraft - v2.0.x
- CLS - FS2004 - v3.2
- CLS - FSX - v2.1.x

## **MD-11F**

- PMDG - FS2004 - v3.2
- PMDG - FSX - v2.1.x



# >> Training Academy - Here to help you!

By Dave Baggs - UKV1283 - TA Instructor

Hello to one and all from the Training Academy and here we are again with an update on our position within Fly UK.

First of all, a big thank you to those who have been through our system over the last year. We hope you have gained the confidence and knowledge as well as hopefully enjoying the experience as much we all have done in teaching the sessions.

Many congratulations to those who fast-tracked through the system, you know who you are. Good luck for the future and your future new goals; you know where helping hands are if needed. (At your own rate of course folks.)

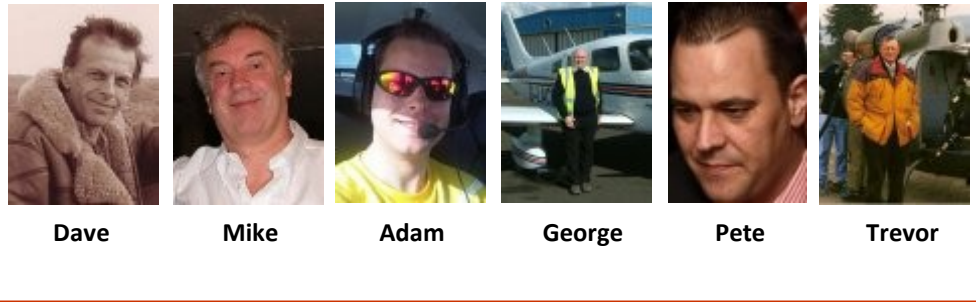
To the members who have not been through the TA, I can imagine it is either because you are not aware of us and our facilities, you felt like you could do without someone telling you what you already know or lastly I guess, too shy to ask for help. With this in mind I will try to dispel any concerns - we are all here to help you learn and it can be tailored to your pace, needs and knowledge.

The name Training Academy does not mean it's only for eggheads, and we prove quite the opposite! Just consider us as an information centre with someone at the other end of the headset.

Some of you may already know about these sessions (to whom I offer my prior apology,) but I'll give a quick few examples. We can offer New to Fly UK course to cover the basics for those who are new to this hobby, (amazing how many questions come up on T/S or the forum about items readily available within our training materials/documents) right through to the more advanced online flying including Atlantic Crossing and Payware aircraft; some needing several sessions. There are many many more programmes available for you, just have a look.

All sessions are at your pace and we're happy to spend as long or as little time needed to help you get things right. Whether you need to stop the booked session and cover something else first, or you actually know the topic in question and want to learn something new - we'll be able to work around you.

## The Fly UK Training Academy Team



These sessions of courses do become a little more involved as progression takes you but with a solid base of understanding, your progression will be faster and less frustrating.

This solid base I refer to is our Basic Training Scheme which gives you a good foundation for any advanced flying. By covering all the material on our Basic Training Scheme (whether it's by reading the PDFs, booking sessions or already knowing it - or a combination of all of these) you will be in a perfect position to enjoy flying for Fly UK without any frustration, yet have "ignited" a spark to want to go and learn more about advanced things.

Do not be intimidated by our "Basic Checkride" because by the time you get to this stage you already have the knowledge required. It's just designed to help us make sure we've covered everything, check you are happy when putting it all together and for us to monitor ourselves to check that we are all singing from the same hymn sheet and sharing the best information - a kind of a quality control!

Some people prefer to have the same instructor during the training; in this case another instructor does the checkride.

On the initial session, you'll get to know one of our Training Academy instructors who will check you already know your way around Fly UK - if you don't, he'll show you and then you'll discuss how you want to progress. Whether it's just a few quick questions then off on your way, or whether you wish to embark on multiple sessions of detailed learning - it's all up to you!

As for the more seasoned pilot, why not drop by for a refresher or a more in depth query so we can share your experiences and all learn together. Whether you'd like to learn how to fly online, how to do those illusive NDB holds or procedural approaches - we can help teach you something new.

We are here to make you feel more comfortable while flying, no more sweaty hands or feeling all hot and bothered or "what does that mean"?

Congratulations to all of you on coming this far with the sim, as I have said in the past to fly well single handed when most of our airplanes are designed for 2 or more crew is not easy, let alone maintaining the PC and simulator as well. Any advantage you can gain from learning and gaining knowhow does stack the cards in your favour to lose the hot and bothered feeling; experience, practise and familiarisation gets rid of those sweaty hands.

I've just read through this, and it sounds very serious; believe it or not we do have laughing as it's compulsory. (Especially at our own mistakes!)

So, to the old hands we hope to see you even just for a laugh, the new "graduates" do not be strangers, stay in touch and keep learning & teaching, and to the new hands, take the leap because as the old hands will agree this hobby of ours is addictive and you never stop learning including us at Training Academy!

*Dave Baggs  
For Fly UK Training Academy*

# Need some Inspiration?

One of the UK's leading and most successful virtual airlines.

Over 650 members from 49 different countries.

Established in 2004. Over 6 years VA experience.

First virtual airline to become a VATSIM ATO partner.

The most active UK based VA on the IVAO network.

- Fly from Dubai or New York - WOH Group Codeshare.
- Fly an MD82, B777 or A310 - WOH Group Codeshare.
- Take a break from the jets - Fly VFR with our Flying Club.
- Embark on one of our great selection of multi-leg tours.
- Fly for our low cost airline - FLY2! Also check out our FLY2 logojets. Dublin, Disney & Hed Kandi logojets.
- Operate one of our special vRAF contract ad-hoc flights.
- Get more from your flight sim by installing add-ons. Have a look at our recommended add-ons list.
- Loose your wings! Try your hand at flying a helicopter with our Flying Club. Training available!
- Not tried online flying yet? Get online with help every step of the way from the Training Academy.
- Fly on VATSIM? Get your VATSIM P1 rating with the Training Academy.
- Share your screenshots and videos in our gallery.
- Tell us about your flight! Post a flight report in our forum.
- Show us your setup! Post pictures of your home cockpit setup and find out about other members' home cockpit building projects in our forum.
- Be in with the chance of winning a UK2000 Xtreme scenery package. Enter our screenshot competition.
- Personalise your computer with a Fly UK desktop background or Fly UK flight sim splash screen.
- Come and have a chat with your fellow members. Join us on Teamspeak or register on our community forums if you have not done so already.
- Find other Fly UK members in your area/country using the pilot rosters.
- Treat yourself to some new flight simulator add-ons making use of the various offers and discounts available to you as a Fly UK member.
- Learn the local lingo! Learn common aviation words and phrases in 14 different languages with our International Pilot Phrase book! Useful for speaking to controllers online...
- Meet the staff team and other members in person at one of our real world events.
- Are you a morning person? Or maybe you are in a different time zone? Come and join us every Saturday morning at 0700z for a group flight on IVAO.



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