



>> Hello & Welcome...

...to our monthly newsletter for the Fly UK community & our friends.

Thanks for downloading edition eight of Skyways magazine which now acts as our monthly newsletter. The purpose of Skyways is to keep our members and friends in the flight sim community up to date with what's going on at Fly UK!

The summer is here and there is plenty going on at Fly UK including new FLY2 logojets, new FSX repaints and new training resources. We're also providing information about the real world events taking place around the UK this summer! Enjoy...



Issue:

Edition 8 – June 2009

Fly UK Virtual Airways:

www.flyuk.aero

Skyways Editors:

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>> Inside June's Issue

Plenty to keep you busy whilst in the cruise!

Regular Items:

- Page 2 - Destination of the Month - Dubai
- Page 3 - In-Flight Entertainment – June
- Page 4 - June Online Events
- Page 5 - Screenshot Competition Info
- Page 6 & 7 - News & Updates
- Page 9 - Staff Profile – Robert Allen

Featured Items:

- Page 8 – Real World Events
- Page 8 – Guess the Airlines
- Page 10 – Training Academy feature
- Page 11 – Sherburn Aero Club FSUG
- Page 14 – Adam Hillier – Road to ATPL
- Page 16 – IVAO UK feature
- Page 17 – Edinburgh Airport





>> Explore Dubai June's Featured Destination of the Month

Dubai is one of the seven emirates and the most populous city of the United Arab Emirates. It is located along the southern coast of the Persian Gulf on the Arabian Peninsula.

Dubai has been ruled by the Al Maktoum dynasty since 1833. Dubai's current ruler, Mohammed bin Rashid Al Maktoum, is also the Prime Minister and Vice President of the United Arab Emirates.

The emirate's main revenues are from tourism, real estate and financial services. Revenues from petroleum and natural gas contribute less than 6% of Dubai's \$37 billion economy. Real estate and construction, on the other hand, contributed 22.6% to the economy in 2005, before the current large-scale construction boom. Dubai has attracted attention through its real estate projects and sports events.

Dubai is situated on the Persian Gulf coast of the United Arab Emirates and is roughly at sea level. The emirate of Dubai shares borders with Abu Dhabi in the south, Sharjah in the northeast, and the Sultanate of Oman in the southeast. Hatta The Persian Gulf borders the western coast of the emirate. Dubai covers an area of 4,114 km² (1,588 mi²).

Fly UK Flights to/from Dubai:

FL973A/B – EGLL-OMDB-EGLL - A340-300

FL710A/B/C - EGSS-VHHH-OMDB – EGSS - B744F

FL708 A/B/C/D - EGSS-EDDF-VHHH-OMDB-EGSS – B744F

FL709A-E - EGSS-OEDF-OMDB-ZSPD-VIDP-EGSS – B744F

FL7308/FL7309 – EGLL-OMDB-EGLL – B738



Dubai International Airport - IATA: DXB ICAO: OMDB

Dubai International Airport is an international airport serving Dubai, the largest city of the United Arab Emirates. It is a major aviation hub in the Middle East, and is the main airport of Dubai. It is situated in the Garhoud district, 4km (2.5 miles) southeast of Dubai.

In 2008, the airport handled a record 37,441,440 passengers, a 9.7% increase over the 2007 total. This made it the 20th busiest airport in the world and, with 36,592,307 international passengers, the 6th busiest international airport in the world, in terms of international passenger traffic, a 9.3% increase of international passengers from 2007.

FS2004 Payware Scenery:

Fly Tampa Legacy – Dubai

<http://secure.simmarket.com/flytampa-legacy-dubai-intl-omdbdbx.phtml>

FSX Freeware:

Dubai X

http://fs2.flightsim.com/kdlr.php?fn=dubai_x2.zip





>> In-Flight Entertainment

Something for everyone on board Fly UK this June

Fly UK In-Flight Entertainment can be accessed via the Fly UK In-Flight Services (IFS) kneeboard. Fly UK are one of the only virtual airlines to offer in-flight entertainment.

The featured IFE content on our in-flight services kneeboard has been updated for June, we have also added Fly UK Live Support to the in-flight services kneeboard! From Ghost Town to Family Guy to brand new music videos there is something for everyone this June onboard Fly UK! Load up your in-flight services kneeboard, sit back and relax!

TV Streams

BBC News, Sky News , Scotland Today, Sportal Sports Channel, Moovee View TV, Classic FM TV, e-Music TV, Invincible Music TV.



Flying from the UK

Featured Movie:

- Jaws

Featured Programs:

- Air Crash Investigation
- The Gadget Show

Featured Music Videos:

- Tinchy Stryder – Number 1
- Rio - Shine On

Featured Flight Sim Videos:

- Boeing 757, 767 Fly Around

Flying to the UK

Featured Movie:

- Ghostbusters

Featured Programs:

- American Chopper
- Malcom in the Middle

Featured Music Videos:

- Cascada – Official Megamix
- Enrique – Takin’ Back My Love

Featured Flight Sim Videos:

- Amsterdam Schiphol
- Cessna 172

Radio Streams

- Digitally Imported Vocal Trance
- Digitally Imported Euro Dance
- 997 Music - The 80's Channel
- 997 Music - Hitz' Channel
- 997 Music - The Rock Channel
- 997 Music - The Oldies Channel
- BBC Radio1
- Real Radio
- Virgin Radio
- Rock FM Radio
- Hitz Radio (US)
- SkyHigh Radio
- BBC Radio 2
- Kiss 100
- Galaxy Radio



All content has been obtained from legal websites and we fully comply with their policies on use of the content available (mainly 'YouTube' and 'Google')

>> June Online Events

Important dates for your diary

7th June – FSD Server - Flying Club VFR Event

In-house Flying Club VFR event in Scotland.

11th June – VATSIM – Heathrow to Gardermoen

Event flight to the capital of Norway – Oslo.

16th June – IVAO – Manchester to Palma

Second month of the summer season charter flight events.

20th June – Teamspeak Social Evening

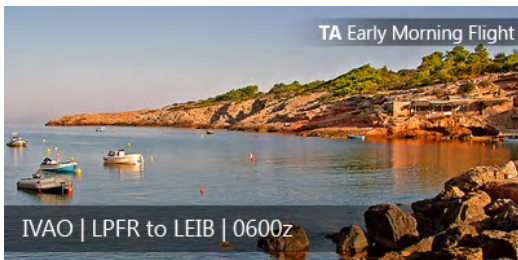
Gather on Teamspeak for a light hearted evening, have a laugh and a chat from 1930z until late. You will be able to chat to members of staff and ask questions. SkyHigh Radio will be on air providing some music for us to tune in to.

28th June – Derek's 1000 Hours Celebration Event – Hanoi to Kai Tak

A celebration flight to mark the achievement of the Head of the TA - Derek Butterworth reaching 1000 hours at Fly UK!



TA Early Morning Flight



TA Early Morning Flight



>> Weekly TA Group Flights

Every Saturday morning on IVAO at 06.00z

6th June – Faro, Portugal (LPFR) to Ibiza, Balearic Islands (LEIB)

13th June – Las Palmas, Gran Canaria (GCLP) to Funchal, Madiera (LPMA)

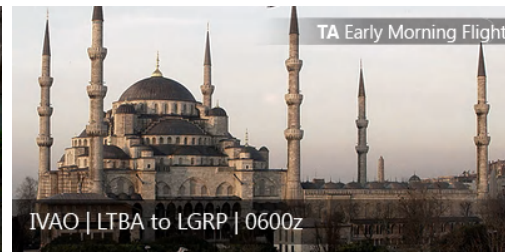
20th June - Hurghada, Egypt (HEGN) to Larnaca, Cyprus (LCLK)

27th June - Ataturk, Turkey (LTBA) to Diagoras, Rhodes (LGRP)

TA Early Morning Flight



TA Early Morning Flight



>> Events Reminder

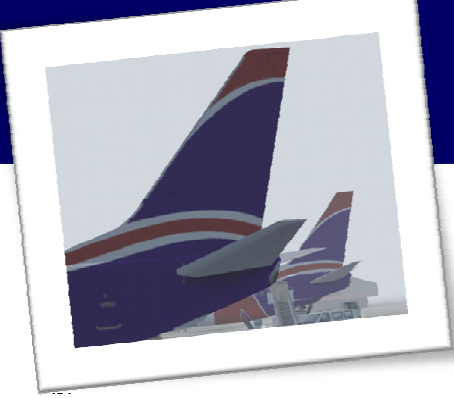
- Any Fly UK pilot can take part in events, regardless of their rank.
- Fly UK pilots are cleared to fly any Fly UK aircraft regardless of their rank.
- Pireps must not be logged via FSPassengers for event flights otherwise they will be deleted.



> Real World Event - Saturday 4th July from 10.00AM – Sherburn Aero Club

Sherburn Aero Club's Flight Sim User Group monthly meeting – All Welcome - More info at <http://sherburnaeroclub.website.orange.co.uk>

SCREENSHOT COMPETITION



APRIL WINNER

(Right) Congratulations to **UKV1415** – **Tom McHale** for winning April's competition with the screenshot '747 to the active'. Great screenshot Tom well done!



MAY WINNER

(Left) Congratulations to **UKV1647** – **Jason McBurnie** for winning May's competition with the screenshot 'Storms over Schiphol'. Great screenshot Jason well done!

> JUNE COMPETITION

June's theme is:

FLY2 Logojets

The final date for entry submission will be 9pm on 23rd June. Voting will then commence for you to choose your favourite screenshot.

To enter June's competition and for rules and more information, please visit our community forums!

The prizes for the monthly screenshot competition are as follows:



The winning screenshot will also be featured as the promotional image for the following month's competition!



>> News & Updates

A summary of the latest news from Fly UK!

- Summer 2009 Summer Charter Programme Begins

11th May saw the introduction of Fly UK's summer 2009 holiday charter flight programme. Our charter bases are Manchester, London Gatwick and Newcastle. This years summer sun destinations include Ibiza, Majorca, Menorca, Tenerife, Gran Canaria, Lanzarote, Alicante, Malaga, Rhodes, Corfu, Cyprus, Florida, Maldives, Cuba, Mexico, Dominican Republic, Egypt, Tunisia, Turkey and many more!

- FSX Payware Aircraft Repaints Released

We are pleased to announce that the following FSX Payware Aircraft repaints are now available to download from the downloads centre.

- PMDG B747-400
- Level-D B767-300 (new version with flyuk.aero on engines will be released soon)
- feelThere/Wilco FLY2 B737-500
- Digital Aviation Fokker 100 (DX9 only)
- Flight1 ATR72-500 (new version with flyuk.aero on engines will be released soon)

Many thanks to Chris Spencer, William Hall, Richard Jones, Mike Higgins & Peter Slater for their help.

- New FLY2 B737-700 Logojets – HedKandi & Disney

FLY2, the low cost division of Fly UK are pleased to announce the introduction of another 2 logojets to our fleet of 19 next generation B737-700 aircraft.

G-FLEP has been re painted as a Disney logojet and G-FLEQ has been re painted as a HedKandi logojet. This now brings the total number of logojets in the FLY2 B737-700 fleet to 5 as follows:

G-FLEO - Irish Magic Logojet, G-AVRL - FLY2 Dublin Logojet, G-FLEQ - HedKandi Logojet, G-FLEP - Disney Logojet, G-AVRM - Santa Logojet.

We hope you enjoy flying the FLY2 logojets, we encourage all members to take screenshots of the logojet aircraft as the theme for this months Fly UK screenshot competition is 'FLY2 Logojets'!

Logojet texture downloads are available download for our freeware B737-700 (FS2004 & FSX) and the payware PMDG B737-700 (FS2004) in the downloads centre.

- New TA Document – Basic Hints & Tips for Flight Simulator

At Fly UK we encourage a high standard of flying, we therefore expect pilots to have an in depth knowledge of flying in flight simulator. The new basics hints and tips guide runs through the basics of flying in flight simulator.

We recommend pilots look through the basics checklist document Basics Checklist.

If there is anything on the checklist you feel you need some more help with, don't understand or just want to go over again, then please make use of the basics document. Remember the Fly UK Training Academy also offers one2one online training sessions in all areas covered by the basics document.

Special thanks to Adam Hillier and Mike Higgins for putting this document together.

We hope you find this a useful resource.



> VATSIM Who's Online Box is Now Fixed!

We are pleased to report that the VATSIM section of the Who's Online box located on the right hand side of our website is now fixed!

It has been working okay for over a week now and we are very impressed with the number of Fly UK pilots flying online on VATSIM - keep it up!

> VATSIM Bookings now export to vRoute...

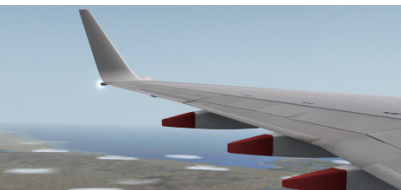
We have also implemented a new feature on our website booking system. When booking a flight, if you select that you are going to fly the flight online on VATSIM, the booking will be exported to the vRoute booking system. So you should find the booking displays on Fly UK as normal, but will also display in vRoute.

Thanks to Ben Dobson and Chris Spencer.



>> News & Updates (Continued)

A summary of the latest news from Fly UK!



> Operations Review

As mentioned over the last few months, we are currently in the process of conducting a major review of Fly UK operations. We are in the final stages of putting together our new operations proposal which will be available for members to view shortly. Please keep an eye out for this document as we really want to know what you think of the new plans, your feedback is very important and will strongly influence whether or not we go ahead with the new plans.

> New Awards for TA Group Flight A-Z Cities Series 2

We have introduced some new awards for people taking part in series 2 of the TA early morning group flights.

The TA events have now grown to become the most popular online event in the history of Fly UK!

If you complete 80% of the series 2 legs you will get a Gold award. There are also awards for people who complete 60% - Silver, 40% - Bronze and the SPAM award for people who complete 20%!



- Ad-Hoc Flights to Dubai

To coincide with June's destination of the month we have added 2 ad-hoc flights to Dubai. This now means we operate a daily service to Dubai from our main London Heathrow base. The new ad-hoc flights operate on Tuesdays, Thursdays and Saturdays with the Boeing 737-800. We already have flight FL973A/B which operates on Mondays, Wednesdays, Fridays and Sundays with the Airbus 340-300.

Pilots flying the Boeing 737-800 to Dubai should take extra care when flight planning due to the aircrafts limitations. Although this aircraft can just make it fully loaded, each flight will only be allowed to carry 75 passengers. There is no restriction on the usual FL973A/B flight which is operated by the Airbus 340-300. Cargo flights are also available to fly to/from Dubai with the Boeing 747-400F.

A list of all the available flights operating to/from Dubai are shown below:

FL973A/B – EGLL-OMDB-EGLL - A340-300

FL710A/B/C - EGSS-VHHH-OMDB – EGSS - B744F

FL708 A/B/C/D - EGSS-EDDF-VHHH-OMDB-EGSS – B744F

FL709A-E - EGSS-OEDF-OMDB-ZSPD-VIDP-EGSS – B744F

FL7308/FL7309 – EGLL-OMDB-EGLL – B738

Ad-Hoc flights FL7308 and FL7309 will be available until the 29th June.

- IVAO UK Training Sessions

As some of you may know, IVAO UK hold many online training sessions for Air Traffic Controllers to receive tuition. This enables them to gain valuable online experience with their instructor, hence being able to progress through the UK rating system.

To make these sessions successful IVAO require sufficient traffic levels to stretch the controller and teach them to deal with high-traffic situations. To this extent we'd like to encourage as many pilots as possible to fly the these OJT's (On the Job Training Sessions.)

To reward pilot participation, IVAO offer a Pilot Training Assistant Award to any IVAO member who flies to 20 OJT's.

To find out more information, and to report your legs in order to gain the award, please visit the following page: <http://gb.forum.ivao.aero/index.php/topic,91993.0.html>

These OJT's are currently held at Birmingham (EGBB) and Edinburgh (EGPH.) However shortly they will be removing EGBB and adding London Stansted (EGSS) and Bristol (EGGD.)

OJT's are usually held most nights on average, however to find out when OJT's are being held, simply look at the IVAO homepage (<http://ivao.co.uk>) and note the top left "Bookings" table. All OJT bookings are highlighted in green.

You can view which Fly UK flights fly in/out of the chosen airports, use the flight searches on the website. VFR flights are also welcomed, you can file these with Fly UK via the Flying Club.

- Staff Changes

We are pleased to welcome UKV1468 – Kevin Munro and UKV1174 – Jeffrey Shen to the Fly UK staff team. Kevin and Jeff are working in the operations department with Jeff also taking on the extra responsibility of IVAO online flying manager. We wish Kevin and Jeff all the best in their new positions. We will also be welcoming new staff to the Marketing and Fleet departments soon.

>> Real World Events - Fly UK Local

The new system allows you to find other Fly UK members in your area. You can find out about real world events/meet ups, send website messages to Fly UK members in your area and view/add listings to the regional directories which contain aviation/flight sim related listings. There is also a sub forum for each region in our community forums where you can discuss what's going on in your area and arrange meet ups.

Please note that the regional rosters only list Fly UK members who have chosen to specify their region. Members are able to specify their region via the 'My Controls' page in the 'Crew Centre'.

What if I live outside the UK? If you live outside the UK then we have created a new roster that allows you to view Fly UK members by country. See international roster.

Steve Bishop has recently taken over looking after the Fly UK Local system and has been busy recruiting regional reps and adding events to the system. There are still a few regions without a regional rep.

If you are interested in becoming a regional rep, please email steve.bishop@flyuk.aero.

If there are any Fly UK members planning on meeting up at any of the real world events listed in the system, there will be an attendance list in the Fly UK forum.



>> Forthcoming Events

Sat 27th June – Biggin Hill Airshow - London

Sun 28th June – Bristol FS User Group Meeting – South West

Sun 28th June – Old Buckenham Airshow – East Anglia

Sat 4th July – Sherburn FS User Group July Meeting – Yorkshire

Sat 4th July – Waddington Airshow – East Midlands

Sat/Sun 23rd/24th July – Lowestoft Seafront Air Festival – East Anglia

Sun 26th July - Bristol FS User Group Meeting – South West

>> Guess the Airlines

In the May edition of Skyways magazine we ran a 'Guess the Airlines' feature.

Well done to **Graham Hammill, Dale Eden, Kevin Munro, Danny B & Jeffrey Shen** who emailed us with the correct answers which are as follows:

Turkish Airlines, Singapore Airlines & Emirates



Can you tell us the names of the above airlines?

Send your answers via email to:

marketing.department[at]flyuk.aero
(replace [at] with @)

Find out who gets the answers correct in the next issue of Skyways!





Each issue we feature a staff profile so you can find out more about the people behind Fly UK.

Pilot ID: UKV1369

Joined Us: July 2006

Location: Berwick, North East

Nearest Airport: Edinburgh / Boulmer

Favourite FS Aircraft: Level D B767-300

Favourite RW Aircraft: B73NG & B763

>> STAFF PROFILE ROBERT ALLEN

I live in Berwick (middle of nowhere in NE England) and currently taking my GCSE exams. After my GCSE I am going on to study my A levels and then hoping to get a career with NATS as an air traffic controller. If that fails (I hope not) I would like to have a job working with aircraft, on the ground or even in the air.

I joined Fly UK back in 2006 with very little experience but a strong passion for flight sim and real world aviation. The first few months were a learning curve and the most funniest memory was when i was just starting to use the autopilot which took me a few days to master but I got there. After the first few months of flying I decided to take things more seriously and started flying with IVAO. Fly UK introduced me to IVAO and I have never been flying offline since, the experience is just so great.

I joined the staff team in April 2008 as operations manager. My jobs were to maintain the route network and help out Dave Whitson who was head of operations at the time. My first few months as Fly UK staff was the greatest experience I had done yet with this hobby.

In June 2008 I left Fly UK to create my own Virtual Airline with some other enthusiastic friends I had made within Fly UK. Throughout the Summer I was busy with my new VA which I was very confident was going to be successful.

In September 2008 the plans and effort put into our new VA project had been abandoned as other stuff for a few members had come up and sadly we had to quit our project. A month went by and I was enjoying all the flying / controlling, not worrying about any VA commitments but soon was offered my old job back at Fly UK. I was chuffed to bits that I was back with such a great VA.

7 months after I was offered my job back I was promoted to head of Operations. My jobs for Fly UK had increased and I was so pleased to be a big part of the VA. I had also been working through my C1 and C2 courses and had got my C2 and SC at IVAO.

Chocks away...UKV1369 - Rob



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For the latest in flight sim reviews, news, views and more visit <http://flightsimx.co.uk>



>> Training Academy

Descent planning calculations by UKV1585 – Anthony Sadler

Hello and welcome to the flight deck of flight number 204B, Glasgow to London Heathrow. I'm your Captain today on the flight and my name is Anthony. You may also know me as UKV1585 and a TA training manager from the Training Academy. I'm going to explain how to do some quick calculations which are easy and simple to understand to help you, when to start your descent.

Just a quick brief of what's happening so far in the flight. Our current cruise altitude is 27,000ft (FL270) and we are travelling at a cruise speed of about 334 knots indicated airspeed. From the flight plan we have just passed Level intersection on the flight plan and now inbound HON VOR (113.65) and we now have 58nm DME to HON. We are just over halfway through our flight this morning so now I'm going to go through some quick calculations and step by step guides in planning our top of descent which will bring us hopefully into Heathrow.

For our descent planning this morning, the runway in use at London Heathrow for the arrivals is runway 09L and because of heavy of traffic on this occasion the Standard Arrival Route we will be using will be the OCK 1 D as assigned by ATC. Below is the star taken from the charts for EGLL and you will see that the STAR takes us from HON to OCK. For those wanting to know more about SIDS & STARS please come and book a lesson with the Training Academy on Reading Charts.

From the chart we have to be at OCKHAM VOR (115.30) by 7,000ft. Our current cruise altitude is 27,000ft so in order to be at 7,000ft for OCKHAM we need to lose 20,000ft. At HON we are 80nm from OCK VOR as shown on the chart if you add the three sections together (62+6+12). I've got Nav frequencies tuned in with HON (113.65) on Nav 1 and OCK (115.3) on Nav 2. As we pass over the HON VOR you will see NAV2 DME read 80nm to OCK and you will also see the NAV2 Directional needle will indicate your heading to OCK VOR (reading approx 155 degrees).

As we know we have 80nm to lose 20,000ft, for our descent we need to reduce our speed initially to 270knts and select a descent rate of 1800ft/minute (VSI). Theoretically every 3nm across the ground we will lose 1,000ft in height. We can monitor and adjust the speed and descent rate to ensure we have enough miles left to be at OCK at 7,000ft.

$$20,000 \rightarrow 20 \times 3\text{nm} = 60\text{nm}$$

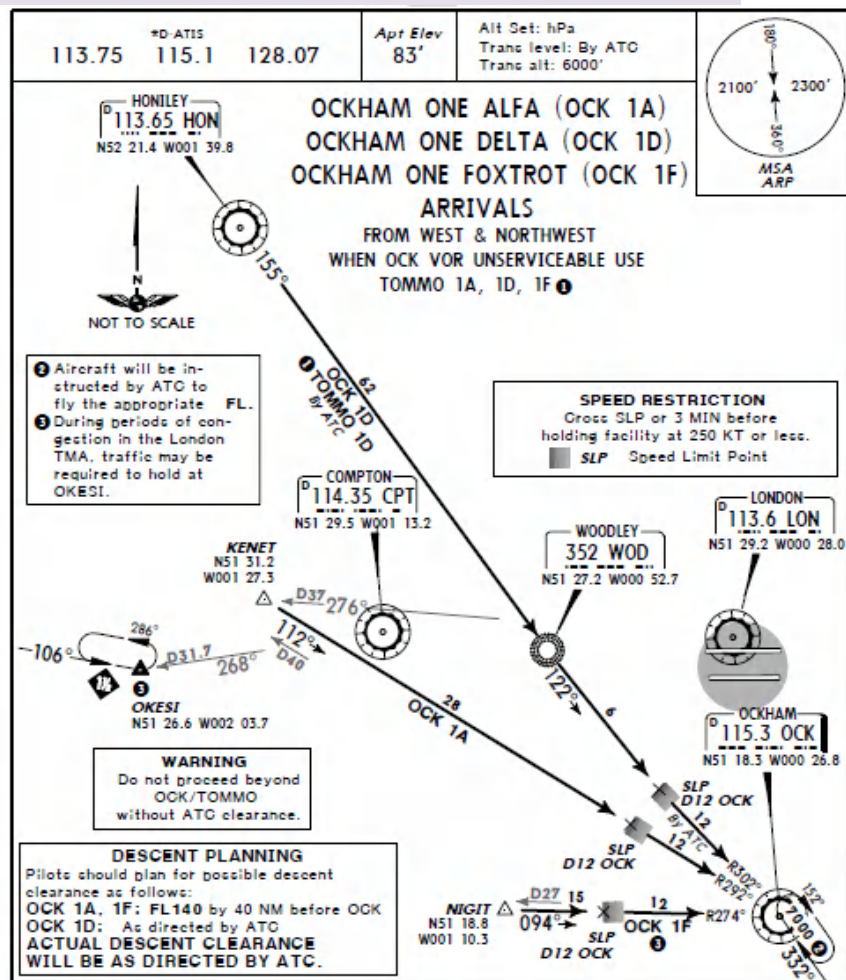
During our descent we monitor the situation, we are now passing 22,000ft for 7,000ft so we still have 15,000ft to lose

$$15 \times 3\text{nm} = 45\text{nm}$$

If the NAV2 DME is less than 45nm then we need to slow our speed or increase the descent rate, remember as we pass through 10,000ft we need to be below 250knts (IAS). Use of the airbrake may be needed to keep the speed under control on the descent, again monitor and use as required.

Now have a look at the charts for the BNN4A arrival and see if you can do it yourself.

Thanks for joining me on this flight 204B and hope this method helps you in your flight planning



Fly UK Training Academy – Here to Help!

Remember, the Fly UK training academy is always on hand to offer help to anyone on a vast range of subjects! Visit the training academy section of the website for more information. All of our instructors have a very good understanding of Flight Simulator and will be able to help you with any problem you may be encountering.



>> Sherburn Aero Club - FSUG

Flight Simulator User Group - by UKV1142 – Ken Hall

The Sherburn Aero Club Flight Simulator User Group is now two years old and developing well thanks to the regular attendance of around 25 to 30 visitors each month.

Held on the first Saturday of the month in the Club House at Sherburn Aero Club (EGCJ), members and visitors alike can enjoy Microsoft Flight Simulator in either 2002, 2004 or FSX variants and the X-Plane Simulator on the PC and Lap-Top systems brought along by the hard core regulars! Usually, there are around 10 to 12 systems operational throughout the day from the “basic” PC, Monitor and Joy-stick to the “exotic” multi-screen TripleHead systems to the “super exotic” multi-screen-full-flight-deck-switch-knob-and-gizmo-system brought along by David Lidgley all the way from Thornaby (Teesside) together with his rather nice furniture that it all sits on ;))

Fly UK enjoys a special relationship with this FS Group, having been started by John Crossland (flying member of Sherburn Aero Club [SAC]) and assisted in the initial set-up by myself way back in March 2007 following an invitation by John to view the venue and its available options in January of 2007. John has put a lot of effort into not only starting the FS Group but also ensuring its continued success by organising plenty of interest through the local press and FS community magazines and web-sites. As a result of the advertising and, no doubt, word of mouth recommendations, there is a constant trickle of new members joining both the SAC as Social (and Flying!) members and Fly UK Virtual Airline as pilots in our growing organisation.

At the last meeting (2nd May 2009) Fly UK was represented by no less than SEVEN pilots:

Mark Fitzgerald (UKV1615) who travels from Northampton and has only missed one meeting since joining SAC; John Brown (UKV1240) – and his wife Mary – from Nottingham who has never missed a single meeting; Steve Emery (UKV1160) from Doncaster; John Metcalfe (UKV1704) from Bradford; Edward Sawyer (UKV1732), Earl Testo (UKV????) and myself Ken Hall (UKV1142) all from York. With the exception of myself, all of the other guys joined Fly UK as a result of attending the SAC FS Group.

While different systems are always of interest (I’ll show you mine if you show me yours!) there is no doubt at all that at this latest meeting the piece de resistance was the arrival of a verrrry special “system”.

This particular system had travelled all the way from Manchester on a trailer pulled by an LDV-van. It must have turned a few heads while it crossed the Pennines along the M62. Perhaps some may have thought it was just another low-flying aircraft!!!



>> Sherburn Aero Club - FSUG

Flight Simulator User Group - by UKV1142 – Ken Hall

What we have here is the pretty unique “Delfin L29” Flight Simulator owned by Ian Brookes. This an example of a Russian made fighter jet trainer that was last operational with the Romanian Air Force. When asked how he managed to “get hold of it” his wife answered in a rather wistful way “lots of visits to lots of strange scrap yards”! The picture above was not taken at SAC (the first time I had not taken a camera with me – Doh!). I stated that I would like to write a piece about it for Skyways Magazine and Ian kindly offered to send me some pictures which is what you are seeing right now.

Here’s the clever bit.....

All the instruments on the front panel operate via FS2004 as does the warning panel (circular panel on the left hand side panel - it has 9 segments; the only problem is that its in Russian) and so do the undercarriage switches and undercarriage lights. All the flight controls are interfaced including the trim lever and the brake on the flight stick.

Ian has also used the generator light and stall warning light, the red and green lights shown just below the sun glare panel. The fuel valve is the lever next to the throttle and just aft of the throttle is the engine start switch, also on the throttle is the push to talk switch connected to a audio system when using the operator station. Next to that switch on the throttle drum is the airbrake activator. On the right hand side of the cockpit is the main battery, magnetos, avionics master switch, nav lights etc. The analogue radio does not work the other main point of interest is the circuit breaker panel. The top row of switches work and they include ground power, main bus line, cockpit light switch and dimmer and electric fuel pump. The lever on the left hand side is the flap lever but this is incorrect! It should be the switches on the left hand side panel just forward of the throttle. That’s another job waiting to be done!

Ian says that “Since I have found the technical manual in English I have tried to make every switch and light and gauge work correctly there is still work to be done, I think about 90% correct.”



>> Sherburn Aero Club - FSUG

Flight Simulator User Group - by UKV1142 – Ken Hall

A point of interest to me was the integration of three GoFlight modules into this remarkable piece of Flight Sim “hardware”. As Ian mentions above, this is still a work in-progress. The whole is topped off with a 19” CRT monitor that sits just in front of the windshield. The overall effect is one of total immersion in the Sim. The only thing I think I would add to it is one of those very large curved screens that you see on ITV’s News at Ten but then selling the wife and children to pay for it might be just that step toooooo far!!!



All being well, Ian and his friends will be attending the BIG FS SHOW at Sherburn on 2nd August so there will be ample opportunity for all interested parties to put their name on the list NOW! You know you want to! Let's all wish for a nice fine day although the Gazebo will still be necessary to keep the sun glare off that monitor. Oh! And start doing some exercises to make sure you can get your leg over that cockpit rim!

Ken Hall (UKV1142) - May 2009

A promotional poster for the 'ASTRASIM EXPO Presents Sherburn Flight Sim Show and Computer Fair'. The poster features a stylized aircraft flying through a green and blue circular graphic. The text 'ASTRASIM EXPO Presents' is at the top, followed by 'Sherburn Flight Sim Show and Computer Fair' in large, bold letters. At the bottom, it says 'Saturday 1st August 2009' and 'Sherburn Aero Club, New Lennerton Lane, Sherburn In Elmet, Leeds LS25 6JE'. It also includes the event times 'Gates open 10:30 - 17:00' and 'Tickets: £TBA'. A small website URL 'For more info visit astrasimexpo.co.uk' is at the very bottom.

Sherburn Flight Sim Show & Computer Fair

This year's major flight simulator show at Sherburn Aero Club is being organised by Astra Sim Expo Ltd. There will be much more entertainment this year, with bouncy slides and castles for the youngsters, a display of prestige sports cars, which always look good when shown at an airfield. Plus an aerobatic display by John Dixon in his Extra 300. We will be having a raffle with some great prizes up for grabs. Fly UK once again plan to exhibit at this years show.



From Virtual to Reality... As many of you will be aware, Adam Hiller left the position of Vice CEO earlier this year to concentrate on the ATPL course he has started at Bournemouth Commercial Flight Training centre (BCFT). In this article, Adam tells us about his experience of the course so far!



>> Adam Hillier – Road to ATPL

Ex Fly UK Vice CEO tells us about his experience

It has always been my ambition in life to fly. Ever since I was quite young I always wanted to be one of the guys up front, the person everyone on the plane always looks up to, and the guys who get an insane amount of free holidays (in a way!).

Well where do I start..? At the beginning is a good place so here it goes. I have always wanted a career in aviation since being a very young age, however I have never been in a position to fund the training which in the UK starts generally at about £45,000, "Where do you get that sort of money?" I kept asking myself... Since I didn't have an answer to that question I basically dismissed the idea of becoming a commercial pilot, which was disappointing to say the least, I still however wanted to get my PPL so I could fly when I had free time. So on that note, I went and started my PPL training at Blackpool Airport, in the North West of England, which to start with was only ever a 'weekend-warrior' set of circumstances and so it was slow to get moving. However when I flew my first solo circuit (which I still maintain is one of the best moments in my life) there was a small feeling of hope, that maybe one day I could actually achieve what it is I have always wanted to do. So for about the third time, I started to look into the costs and various ways of which you can get into commercial aviation, and it was then that the biggest surprise of my life happened.

I get a phone call from my Nanna who lives in London who we have always 'affectionately' or otherwise known as Nanna London. She then went on to talk to me about some money she had put away for me and some bonds she had that are about to mature. I was generally thinking at this point, where are you going with this... until she mentioned that she was going to offer to pay for my commercial pilot training.

Well I was speechless at this point I really did have nothing to say, infact I nearly tried to put her off it, which would have been a very silly idea!

Anyway I started looking at various flight schools around the UK and the one that really caught my eye was Bournemouth Commercial Flight Training (BCFT). The reason I was drawn to this was simply through a number of separate recommendations including one by ex Fly UK staff member Ryan Harris, who flies Falcons for Cobham Aviation out of Bournemouth. So I went down and I had a look around, had a look at the aircraft and the simulator hall which I have to say was very impressive. Although BCFT do not have any full motion simulators, they have a 'Citation I' jet simulator which is what you will do your MCC (Multi-crew co-operation) on, and that I must say is a very neat bit of kit. After much consideration and many a phone call to Nanna, I put down my deposit for the 'Jetline' course, which at the time of booking was set to cost around £45,000. Now a lot of you may be thinking, what is the catch with that, I have seen some places charging £60,000 and more? The simple answer is, there is no catch. The reason it is so 'cheap' is simply because it is simply a cost only course, and also they own all their aircraft wholly so you don't have to pay the lease fee on top of the hire rate like you do in many schools. Again, £45,000 is a very large sum of money and before anyone even considers starting commercial pilot training they should have a look around a variety of different schools and make sure the one they choose is the right one for them.

>> Adam Hillier – Road to ATPL (Continued)

As different people like different things possibly consider modular or integrated, or in the case with BCFT a ‘fast-track modular’ which is basically all of the modules, back to back. (Not including PPL, it is a requirement to have a PPL before you start the course and also a class 1 medical.)

Jumping on a bit getting closer to ‘the big day’, I was still living in Lancaster, which is a long way from Bournemouth, so on the 22nd March, I moved down to Bournemouth ready to start my course on the 6th April.

Moving onto the course itself, ‘the big day’ and indeed the first week of the course arrived. The first week was a general brush up session on ‘basic’ principles of flight, maths, use of the CRP-5 and also my favourite (not) meteorology! The first week passed very quickly and feeling I had learnt a lot, I was ready to start the actual ground school aspect of the course. The first day of ‘real ground school’ came and I was very nervous, more so than the previous Monday which was basically a chance to meet everyone on the course and make some new friends. We were greeted by a pile of folders on our desks that morning, never had I seen so many bits of paper in one place before. We had been given 6 folders for 7 subjects, the smallest being about 500 pages of A4, the largest of which for the rain forests sake I won’t talk about! These folders are very in-depth and cover so much, and at first I was very put off by the sheer size of them and the incredible amount of information that was inside them. The way the course is split gives you two phases, each with 7 subjects in each. The first phase couldn’t really be much worse in terms of my worst subjects, but I guess I’ll have to live with it. To start I have: Meteorology, Mass and Balance, Principles of Flight, Performance, Flight Planning, Human Performance and Limitations and Operation Procedures.

Anyway 8 weeks, 30 worksheets and 7 progress tests later and I’m loving it, it’s really hard work and you do have to be quite disciplined to do the work but it’s all worth it, I am still sure I made the right choice about the course and furthermore about the school as well. We have some brilliant instructors who really are experienced in this field, all of whom have so many stories and experiences to pass on.



We have Dave who flew DC10’s and 757’s for Monarch, Steve who flies A320’s for BA, Graham who is an engineer by trade and just knows too much and Phil and Chris who again are really good instructors, both of whom know their stuff.

“What now then?” Well, I have four weeks to go until the real CAA (committee against aviation) exams for the first phase and I am dreading them, I still have a fair bit to go before I would feel completely comfortable about taking them, but oh well. After this I will move onto phase two, which is the other 7 subjects, which include VFR comms, IFR comms, General Navigation, Radio Navigation, Instruments, Systems and Air Law (eeeurgh) !

After that, provided I pass all of the exams I am set to jet off to the states to do some hours building over there, you need 150 hours to start the CPL so I need to get that under my belt before coming back. Then basically it is just a case of doing the CPL, IR and MEP (which is integrated) and then the MCC, basically I am looking at having it all done in about 13 months from now, or sooner if I can. It is then pretty much upon satisfactory completion of all of those I mentioned above, I will be issued a frozen ATPL (unfrozen when you get 1500 hours) and hopefully finding a job would be nice too. Anyhow, I think I have bored you enough now, so from the flight-deck (sad I know) I will bid you farewell for now, and I’ll let you know how I get on through the forums.

Adam Hillier

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> IVAO UK



Bored of flying with AI traffic? Sick of listening to the same robot voice directing you through the sky?

Imagine a place where you could bring people together who share the same passion for flight simulation. Imagine creating friendships with like-minded people from around the globe. Imagine if this service could be provided free of charge. Dreams can come true.

IVAO is a dedicated, independent and professional online flight simulation network where thousands of pilots and ATC alike, fill and control the virtual skies day in and day out. IVAO UK, founded a decade ago, has been growing steadily ever since. With over 550 members alone in the UK, a staff team which includes real world pilots and controllers, friendly community and use of real world procedures, anybody who is not flying or controlling on IVAO is missing out.

Visit <http://ivao.co.uk/new/> to find out more. We hope to see you in the virtual skies soon!

Flight Sim Convention 2009

IVAO UK and Fly UK would like to thank all pilots who flew in/out of Bristol during the flight sim convention at Weston-Super-Mare on Saturday 16th and Sunday 17th May 2009.

**IVAO UK ONLINE NIGHT –
EVERY TUESDAY FROM 17.00Z**

An Update from IVAO UK

By Gareth Richardson (GB-DIR)

So far, 2009 has been a very busy time for IVAO UK. With events, staff changes and real world events to meet up and promote the division, hopefully the second half of the year will be just as action packed.

At the start of February, our new IFR tour for 2009 was released and so far more than 300 legs have been flown. In March was one of the most popular annual events to grace the IVAO Calendar, The Real Heathrow. With a booking system and a virtual control centre where everyone controlling Heathrow and the surrounding area positions were based, the whole of IVAO flocked to Heathrow for an event which was the next best thing to being number five on the ILS in the real world.

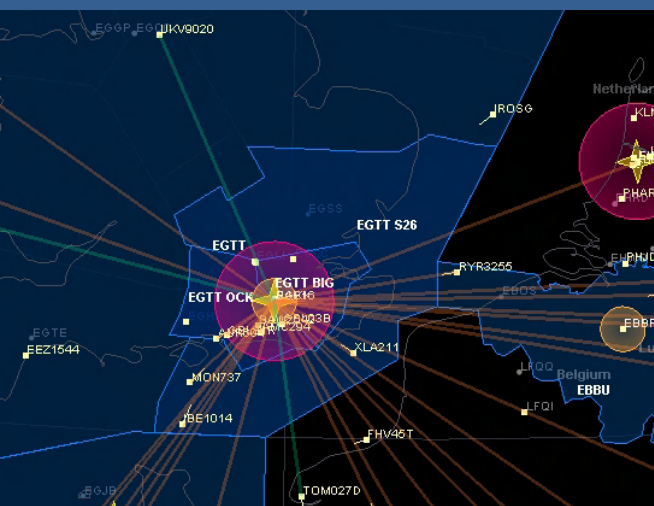
Thanks to the web team in the division, a new website was released in early May which has proved to be extremely popular and has received excellent feedback from members of our division and from divisions across the network. Also in May, the first annual FS Convention in Weston-super-Mare took place. This was a massive success and a number of new members have joined as a result of visiting our stand.

There are a number of things to look forward to during the rest of the year including: a number of fantastic events, editions of the division magazine, Contrail, Pilot training courses and a structured C3 course. Throughout the year there will also be many, many exams and OJT sessions for ATC training. Awards can be collected for attending and assisting at these sessions. For details of the training sessions that will be taking place visit www.ivao.co.uk. We hope to see you during 2009 and hope that the rest of the year will be as productive as the first five months have been.

visit us at www.ivao.co.uk

> What can IVAO UK offer you?

- Support as and when you need it.
- Comprehensive Training System.
- Regular online events.
- A weekly Online Night.
- 7 Divisional tours (Including an IFR Tour, VFR Tours, Helicopter tour).
- A comprehensive division website full of resources to make your experience as enjoyable as possible.
- A staff team that values your opinion and listens to what you have to say.



>> Edinburgh Airport

Scotland's fastest growing and busiest airport



This issue we take a look at the history, facts and future plans for Edinburgh Airport (EDI) (EGPH).

History:

Turnhouse Aerodrome was the most northerly British air defence base in World War I. The small base opened in 1915 and it was used to house the 603 (City of Edinburgh) Squadron, which consisted of DH 9As, Westland Wapitis, Hawker Harts, and Hawker Hind light bombers. All the aircraft used a grass air strip.

In 1918 the Royal Air Force was formed and the airfield was named RAF Turnhouse and ownership transferred to the Ministry of Defence.

When the Second World War broke out, fighter command took control over the airfield and a runway of 3,900ft was paved to handle the Vickers Supermarine Spitfire.

When the war ended the airfield still remained under military control, but by the late 1940s the first commercial services were launched. In 1947, British European Airways started a service between Edinburgh and London using Vickers Vikings followed by the Viscount and Vanguard series.

In 1952 the runway was extended to 6000ft to handle the Vampire FB5s. In 1956 a new passenger terminal was built to offer improved commercial service and five years later it was extended. The Ministry of Defence transferred ownership to the Ministry of Aviation in 1960 to offer improved commercial service to the airport. In 1971 the British Airports Authority took over the airport and immediately started to expand it by constructing a new runway and terminal building.

Although the original runway 13/31 (which is now 12/30) served the airport well, its alignment had the disadvantage of suffering from severe crosswinds, so movements were transferred to a new runway (07/25, which has since become 06/24). This runway, completed in 1977 is 8399ft in length, and was able to take all modern airliners. A new terminal was built alongside the runway to cater for the additional traffic. The old terminal and hangars were converted into a cargo centre.

The only international services from Edinburgh during the 1980s were to Amsterdam and Dublin, but in the following years links were opened to destinations in France and Germany. By the end of the decade BAA had been privatised and funds were used to extend the current terminal building and create parking aprons.

In 2005, a new 57 metre tall air traffic control tower was completed at a cost of £10m (£16m).

Future Plans:

In April, 2008 work began on the resurfacing of the main runway. This project, at a cost of £16m, was due to be completed by the end of November, 2008 and will prolong the life of the runway for a further 15 years. In the end, the work was completed around 10 days ahead of schedule and on budget.

£250m is to be spent on the airport over the next decade. BAA has made provision in its Master Plan for the airport for an extension to the current runway 06/24, which would allow larger aircraft to serve longer haul destinations. There are plans to expand further by adding a new runway and terminal by 2020 which would accommodate up to 20 million passengers per annum. BAA projects that by 2030 Edinburgh Airport will be handling 26 million passengers per annum. Development has recently begun at Edinburgh Airport on a £40 million departure lounge extension project which will see the current lounge double in size as well as a new security search area and a greater choice of bars, restaurants and shops. The project is expected to be completed by late 2010.

Accidents:

On 27 February 2001, a Loganair Shorts 360 (G-BNMT) operating a Royal Mail flight to Belfast, crashed into the Firth of Forth shortly after taking off from Edinburgh at 1730 GMT. Both crew members were killed, but there were no passengers on board. A fatal accident inquiry later blamed a build up of slush in the aircraft's engines before the crash. Protective covering had not been fitted to the engine intakes while the aircraft was parked for several hours in heavy snow at Edinburgh.



Airport Facts:

9.2 million passengers a year

Expected 26 million passengers per year by 2030

Average of 311 flights a day

Open 24 hours a day, 365 days a year

Number of flights to London (average)

Per week: 324 Per day: 46

Number of runways: 2

Number of terminals: 1

Home to many airlines including: FlyGlobespan, Ryanair and Easyjet

