Skyways

November Edition

flyukva.com

welcome to skyways

Here at Fly UK, we aim to be a pro-active, professional organisation and are constantly working on new projects and ideas, as well as adapting our virtual airline to the changing virtual aviation environment in which we operate in.

Starting this month, our e-magazine 'Skyways' will be released every 2 month to keep you and the rest of the flight sim world updated on what's going on at Fly UK. The projects we are currently working on, any plans we have, and basically, a general idea of what the staff team and departments are up to. We think it's important you know what's happening at your virtual airline.

It has been a busy summer for Fly UK, although we have seen a slight decline in member activity as expected in the high summer season (when everyone is rushing outside to catch the only time of the year that the UK gets some sunshine), unlike many virtual airlines Fly UK has still remained active, more so than we expected, we have still continued to have approx 40 - 50 pireps filed per day, and have continued to hold a fairly active presence on IVAO. We'd like to thank all members for your continued support.

Chris Sutcliffe – Fly UK Virtual Airways CEO

in this edition…

staff profile | Tim Chambers

Name: Tim Chambers

Age: 17

Location: Dalton in Furness, Cumbria, UK

Staff Role: Vice CEO

Fly UK Staff Status: Senior Manager

Email Address: tim.chambers@flyukva.com

Real World Commercial Aircraft: Boeing 737 / Boeing 747
Flight Simulator Commercial Aircraft: PMDG Boeing 737
Real World Military Aircraft: Hawk T1 / Hawker Hunter
Flight Simulator Military Aircraft: DSB Harrier

I had never flown with a virtual airline until I joined Fly UK Virtual Airways, but I'm glad that the first VA that I chose to fly for was Fly UK. I chose Fly UK as the VA to fly for due to several reasons. Firstly I thought that VA offered a friendly but professional approach to virtual flying, hence creating that 'as real as it gets' feeling. This was completely true as the operations and structure of the virtual airline simulated that of a real airline, even though fun was introduced by competitions and online events.   I also chose Fly UK because the web site was fantastic; navigation of the site was easy, everything was explained in an understandable format and the manager's response to my query via email was speedy and provided a substantial amount of information, making me want to join the airline immediately. So that is what I did.

Since I joined Fly UK Virtual Airways in September '05 I have flown a total of over 120 hours and have flown nearly all aircraft from the fleet. I have also taken part in many of the fantastic online events that are organised by Luke Bowes on a weekly basis. My favourite event was the Geneva Fly-in on IVAO which we heavily publicised and had a huge turn out, making the approach into Geneva that bit more difficult due to the high volume of traffic…and yes it was difficult, I ended up going around three times due the volume of traffic; so what should have been a 1 hour and 30 minutes flight, turned out to be a 2 hours and 30 minutes flight, but it was still fantastic.

Nearest International Airport: Manchester Airport (EGCC)

Nearest RAF Base: Barrow/Walney Island (Former RAF Air Gunnery school airbase during the war, but is now used by BAE Systems)

Occupation: Student

Hobbies/Interests: Aviation, Computing, Music, Travel, Languages, Image Creation/Creativity

I have had experience in working in businesses before. Last year and this year, I have taken part in the Young Enterprise, which is a charity based organisation, who implements a scheme of work into the student's curriculum to increase their knowledge and understanding of how to run a business. Luckily enough, I was chosen to be the Managing Director and Administration Director for both companies. Unfortunately, due to several problems that arose and disagreements between the managers, the managers of the company decided to split, therefore our company no longer exists. However I did get to take the two exams for the Young Enterprise and I was awarded with a Distinction.

I left high school this year and I am now at Barrow Sixth Form College. I am studying AS levels in Business Studies, General Studies, ICT, Maths and Travel and Tourism. Even though I've been there for just over 2 months, I feel I've settled in really well and that things are going okay. College is completely different to high school, it is a much more relaxed atmosphere and you only get out of it, what you put into it.

Following college, I intend to go into a career with the National Air Traffic Services and become an Air Traffic Controller – air traffic controlling is something I've had an interest in for a while now and hopefully it is a career that I will be able to pursue.

tim.chambers@flyukva.com

At Fly UK, I previously held the position of Marketing / Public & Corporate Relations Senior Manager. In this position, I was responsible for ensuring a variety of things such as Fly UK being heavily advertised, constant news updates and press releases, creating visual advertisements and liaising with Fly UK pilots. I stepped into the position of CEO in June to take over Chris for part of the summer, however due to further staff team changes I now happily hold the position of Vice CEO working alongside Chris which I enjoy very much!

I hope that Fly UK will continue to offer its realistic and professional environment to all of its pilots and that it continues increasing in pilot numbers. I also hope that the very dedicated managers of Fly UK work hard and ensure that Fly UK Virtual Airways remains one of the best UK virtual airlines in the virtual industry.

I intend to maintain the position of Vice CEO for Fly UK, to obtain the best results I can possibly achieve in my AS's and A2's, to become a private pilot, and to go into a job in the aviation industry including an Air Traffic Controller, marketing with an airline or go into the tourism industry.

BOEING 767-300
aircraft profile

The Boeing 767, a wide body jet, was introduced at around the same time as the 757, its narrow body sister. The 767 has a seat-to-aisle ratio in economy class of 3.5 seats per aisle, making for quicker food service and quicker exit of the plane than many other jetliners, which typically have between four and six seats per aisle in economy class. On the downside, as the 767 has a slightly narrower fuselage diameter than other wide-body aircraft (such as the Airbus A300 and A310), it is unable to carry ordinary Unit Load Devices, and instead has to use specially designed air freight containers and pallets. The flight decks of the 757 and 767 are very similar and as a result - after a short conversion course - pilots rated in the 757 are also qualified to fly the 767 and vice versa.

The 767 is to be succeeded in the Boeing line-up by the 787, and without substantial further orders, production is scheduled to end in 2007.

At the end of June 2006, the Boeing 767 has 969 orders placed and 940 of those had been delivered.

Bo767-300

Routes @ Fly UK: Operates scheduled flights from Glasgow & Geneva, and charter routes from London Gatwick & Manchester.

Payware:	Level D Sim
Freeware:	Project Opensky
Range:	4260nm
Engines:	2 X Pratt & Whitney PW-4060
Passengers:	210 Three Class/350 Two Class
MTOW:	408,000lbs
Min Rank	Class B First Officer

- The 767 is the first wide body jetliner to be stretched twice. The 767-300 is 21 feet (6.43 m) longer than the original 767-200; and the new 767-400ER is 21 feet longer than the 767-300.
- The first 767 entered service in Sept. 8, 1982, since then 767 have flown more than 7.5 million flights, and carried more than two billion passengers.
- The 767 is the favourite airplane on Atlantic routes; it flies across the Atlantic more frequently than all other jetliners combined.
- If GE CF6-80C2B8F engines were attached to a typical automobile, at takeoff power the car would accelerate from zero to 60 mph (96.5 kph) in less than half a second.
- There are 3.1 million parts in a 767 provided by more than 800 suppliers.
- The 767 is capable of cruising at altitudes up to 43,000 feet (13,106 m)
- The 767-300ER and 767-400ER hold 23,980 gallons (90,770 l) of fuel - enough to fill 1,200 minivans. It takes only 28 minutes to fill the airplane.
- The noise level of a 767 taking off from a 1.5 mile (3,000 m) runway is about the same as the average street corner traffic noise.
- There are 90 miles (145 km) of electrical wiring in a 767-200ER, 117 miles (188 km) in a 767-300ER and 125 miles (201 km) in a 767-400ER.

destination:Palermo - Sicily

Palermo is the capital city of Sicily and boasts the dubious honour of being considered the most conquered city in the world! From its ancient Phoenician roots onward it has been fought over by Byzantines, Romans, Arab Aghlabids, Normans and Romans to name but a few. The city is well supplied with historical monuments, as well as being the main centre for Norman architecture in Europe.

Palermo International Airport is one of two international airports in Sicily - the other being Cantania-Fontanarossa. The airport has three names: Palermo which is the nearest major city to the airport, Punta Raisi which is the actual location some 19 miles away from Palermo. It's last name was given it in memory of two anti-mafia judges that were murdered in 1992 - a reminder of the darker side of this part of southern Italy!

This is not an airport that is standing still however as it is reaching out for the goal of becoming Italy's third largest airport. One way it hopes to achieve this is through some extensive work that is scheduled to be completed within the next three years:

- A new cargo centre
- Reorganising and enlarging the aprons
- Seven new piers
- New maintenance hangers
- A new area for the Business and Conference centre
- Restructuring of arrival, departure and baggage areas

Flights to the UK are provided by Ryanair and fly to London Stansted in Boeing 737-800s.

Fly UK previously operated flights to LICJ via our Gatwick hub using Airbus 320 aircraft, however as I am writing this article, the new Fly UK route network is about to be put into operation.

Palazzo dei Normanni

Charts for Palermo can be downloaded direct from the National Geospatial-Intelligence Agency website at https://164.214.2.62/products/digitalaero/terminals/photolist.cfm?versionname=v0603®ionname=europe_north_africa_middle_east&airfieldname=palermo__licj.

This is a very useful resource and has terminal procedures in pdf format for the current airspace cycle as well as a large selection of enroute charts etc. The agency provides charts for most parts of the world, but there are some omissions. It is just worth noting that these are real-world charts and there may be differences between them and FS.

The airport currently has two runways. They are 7/25 2/20 the details and landing procedures for these is given in the table below.

For some reason, IVAO says that there are more runways than there in fact are. According to IVAO there should be 07L/25R and 02R/25L as well as the ones I have listed. I am not sure why these are mentioned, they are certainly not present in the ISD Scenery or the default scenery and they are not present in the real airport either. I can only assume that these runways were there at one time but are no longer present. Perhaps someone can enlighten me.

Thanks to Tim Gildersleeve...

UKV1256 - Tim Gildersleeve who created this Palermo promotion feature and all previous monthly destination promotions for Fly UK has stepped down due to his real life commitments. We'd like to thank Tim very much for all his time and hard work in creating these superb features. We have received many positive comments from members and have appointed a new manager to take over destinations promotions – Emiliano Polito, see staff changes (p13) for more!

scenery

Due once again to the work of the Italian Scenery Project, there is some excellent freeware scenery available for LICJ. You can find this project at http://www.isdproject.com/. Personally, I would recommend getting all the scenery from this group (unless you have any better payware scenery) as their work is very good. At the moment their site is in flux with a temporary site working at the moment.

I would also recommend getting the Alps LOD10 Topo Mesh from http://library.avsim.net/search.php?SearchTerm=Alps+LOD10+Topo+Mesh+-+Austria+and+Italy&CatID=root.

This may not be completely relevant for LICJ, but there is a good chance that you will be crossing the Alps at some stage when flying in to/out of Sicily, and this is a really good LOD10 mesh.

Be sure you check out flyukva.com in **November** for the months featured destination promotion...

madrid

November's Destination of the Month

PMDG B747-400F
review

Within this review I do not intend to set-up and fly the 400F. I believe that aspect of the fabulous PMDG747-400F was covered adequately in my earlier review of the PAX version of the same aircraft way back in November 2005. That review can be accessed from the Reviews Section of the Fly UK web-site or from the PMDG web-site under product reviews. The purpose of *this* review, then, is to advise Fly UK Pilots of the differences between the PAX and Cargo or Freight (F) versions of this amazing expansion to FS9.

First a word of caution – this particular add-on *will only work* if you already have the PAX version "PMDG 747-400 Queen of the Skies" installed on your system. Another word of caution – if you install this expansion you will become totally addicted. The fact that you
have to have both should carry a warning to the effect that the PMDG747-400s can seriously damage your wealth! Not to mention your eyesight, nerves, patience and your marriage/partnership, relationship with parents or other family members.

This particular product came to me via a download from the PMDG site. For what is included in the package it is a "puny" 71.9 Mb so broadband is still advisable although the boxed version is already available. Installation is easy – just following the prompts. The
400F is installed into your existing PMDG folder system and the addition of the Fly UK Cargo livery (thanks Ian – super-quick off the mark for this one!) is a simple process even considering the addition of text to the aircraft.cfg file that Ian has already made for us.
Within the download was a TEN PAGE ReadMe file! This document detailed the important messages – one of which is that installation of the PMDG Boeing products MUST be installed in the following order:

1) PMDG 737-600/700
2) PMDG 737-800/900
3) PMDG 747-400 Queen of the Skies
4) PMDG 747-400F Queen of the Freighters

PMDG B1900-C/D can be installed freely without cause for concern.
If for some reason you wish to uninstall any of the PMDG Boeing products then you *must* uninstall in the *reverse order to the above installation procedure!* Clearly, that means if you felt it necessary to reinstall your 737-600, say due to a system failure and some corrupted files, you would need to (must) uninstall the 400F, the 400, the 737-800/900 and then the 737-600/700 in order to re-install the 600/700.

One comment I made on the 747-400 was that you had to go hunting for the Load Manager in order to make a short-cut to be accessed and "programmed" prior to flight. I am pleased to report that the boxed version of the original and now the "F" version both do precisely that – create the short-cut. It must be true that making these reviews does have a purpose and that any "critiques" are noted and actioned.

Another "improvement" over the earlier PAX model is that now all three engine variants are modelled (previously, only the RR badge appeared on the engine casing). Not only that, but when you choose any one of the engine variations you are presented with the engine specific thrust models and engine data layout.

Now, is that 'plane having a laugh or is it just pleased to see us?

The opening Nose Door can be seen from the 3D (VC) but not from the 2D cockpit. To make it visible from the 2D cockpit would have made it far too heavy on frame rates. In 3D, the sight is amazing and (with the sub-woofer turned up) you can actually feel the vibration of those big jack screws turning just forward of your toes!!!

It is important to note that in order to avoid disappointment and non-appearance of working cargo doors, the following action is taken:

From a cold, dark cockpit (or even a warm cockpit from an earlier flight and landing), ensure engines are OFF, Standby Power is on and that either the APU GEN2 - or – EXT PWR2 is/are showing "AVAIL". "*OFF" or "ON" will not work.* The "AVAIL" indication gives the proper bus configuration to run the Ground Handling Equipment on the 'plane. Once the correct power configuration is available to open the Main Deck cargo doors, simply press the appropriate key combination (set up in the PMDG-menu on the Tool Bar) and you will see, wonder of wonders, all or as many doors as you wish opening, closing and being serviced by cargo loaders. A crew stairway is also available and even a "Jack" for setting below the tail section so as to avoid the 'plane tipping backwards if too much cargo is loaded into the rear before balancing out with cargo amidships or up forward!

One of the side benefits of flying this plane will be that on some of those long oceanic flights we will be able to let "George" get on with it while we go into the "games room" for a session of footy or badminton (cargo load permitting, of course)!

As before with the earlier 747-400, fuel details are not enabled or altered through the default FS9 Aircraft/Fuel menu and must be set-up by using the 747-400F Load Configurator on the desktop BEFORE loading the aircraft in preparation for the journey.

Overall, this is an amazing piece of kit. I thought it would be difficult to improve on the PAX model but here we are with living proof that the very best just became a whole lot better.

Frame rates throughout have been consistently 24 – 30 (locked at 30) despite all of the detail (and the detail within Gary Summons' Gatwick Pro Scenery – Gate 172 Cargo). All "sliders" at MAX except clouds @ 30% and AI Traffic @ 50%. An EXCEPTIONAL product; highly recommended. I can hardly wait for the PMDG-MD11!!!

System Spec used for this review:
Asus A8V deluxe MoBo; AMD 64 3500+ CPU; 1 Gb PC3200 DDR; XFX nVidia GeForce 6600GT 256Mb graphics card; 2 x 160 Gb HDD (one exclusively for FS); DVD/CD R – RW; 19" Iiyama LCD monitor; InFocus X2 Digital Projector; Logitech 2.1 speaker system; Logitech USB Headset; CH Products Yoke and Pedals.

by ken hall UKV1142

review

When I was presented with a choice of aircrafts to review, I leapt at the Captain Sim B757-200. Having seen some of Captain Sim's previous work, expectations were high, and for the most part, they didn't disappoint.

The way that this package is sold is quite unique. Instead of selling just the one, whole product, Captain Sim have gone for a modular approach to selling the B757. At the time of writing, you had the choice of purchasing up to 5 modules as part of the Express Line product. The product's website clearly explains what each block includes, and so you can start with just purchasing block A, which gives a detailed exterior model. Then, later on if you decide you want to advance more; you can purchase other blocks that give you custom sounds, a 3D interior model, and advanced systems such as FMC etc. In my opinion, this system is an excellent idea. It provides the flexibility for FS users of all experience...and budget. Note: At the present, The Pro Line product has not been released. This will contain all the things that the Express Line blocks do, and more! For our review, we had all the blocks (features) that had been released so far.

Installation
I first had to gather the download in witch I had paid for, Once this was done the step by step installing could not have been easier. All you have to make sure of that you load the aircraft first then the textures after. I rate the installing process at 4/5 stars as its that easy you have block from A to F for more news on what you need to download this stunning aircraft feel free to look up Captainsim.

First Impressions
As soon as I started up FS and glanced at the B757 model, I knew that I was in for a treat! As usual, I decided to start with a visual inspection of the exterior after choosing from one of many liveries that are provided. The model is very impressive, and every detail has been put in. What makes this model so good however is the way you can control it. By using the 'Model Animation 2D Control Panel', you can control various aspects of the exterior model. This includes simple things such as opening the doors, cockpit windows, to being able to open the radar radrome! The shear level of detail here is enough to keep anyone amused for a good few hours!

After experimenting with the exterior model, I went inside, and was just as impressed. The 3D cabin is very impressive, and as with the exterior models control panel, Captain Sim has come up with a simple but effective method of getting around the aircraft quickly. You can use the 2D View control panel to select whereabouts you'd like your 3D view to be @ by using a top-down plan of the aircraft.

The Flight
Once I'd finished looking at the eye candy, it was time to get down to some serious flying. This is a good time to mention the ACE (Aircraft Configuration Editor) that comes with block E. This utility allows you to easily add new liveries, turn the VC on & off. Again, at the time of writing this review, not all parts of this utility can be used yet (such as pre-flight options). Stepping into the cockpit...you've guessed it, I was impressed. The cockpit is very accurately modelled, and I couldn't help noticing the little things you can interact with (being able to pull pilot reference books out of the captain's storage compartment etc). The model that we tested only came with a 3D cockpit; however, a 2D version will be coming soon. The most important thing for me was to check out the overhead. Once again, well done to Captain Sim for coming up with a smart way of operating the 2D overhead. Instead of getting an image that fills the screen (rather annoying during an approach), you get a small 2D replica of the overhead panel. You simply click on the section you want to operate, for example the engine pumps, and that section opens up another 2D window, the result, you can see the rest of the cockpit whilst using the overhead! For those of you who like to operate the overhead panel through the 3D cockpit, don't fear, you can do that too!

After completing the pre-flight checks in the overhead (you can flick almost any switch on it), I had a look at the FMC. Now, this is where I got slightly disappointed. I came to the product after being spoilt with the PMDG B737, Level D 767 etc. However you have to bear in mind that really this is a work still in progress, and so at the moment, the FMC is nothing more than an interactive screen. It doesn't actually compute anything yet. The FMC will be developed for Block F when it is released, so if you want that working FMC, you'll have to pay more. On its own, this still left me awe-inspired with the model, however, after pushback, I couldn't get the engines to start. I spent 30 minutes pulling my hair out, sure that I was following the start-up procedure properly. I then read in the forum, that this is in fact a bug; there is a problem with pressure leakage, thus making it impossible to manually start the engines. So, rather annoyingly, it was back to using CTRL+E. However, to the credit of Captain Sim, after the issue was raised by customers, the software development team are working on it, and will release a fix asap in the B757 Service Pack 1. One thing that I couldn't forgive them for however was releasing the product without an engine start-up checklist! I had to resort to following the B767 one I had on my PC. Again, after reading in the forum, I find out that Captain Sim will not include the part III manual until block F can go on sale. However even for a basic model, I would expect a decent start-up checklist. Two manuals were included though, a User's manual and a System's manual in PDF format.

by luke bowes UKV1128

After being slightly put off by these discoveries, I decided to put them behind me and get in the air. Taxiing in the aircraft was a pleasure, and the engine sounds provided in Block E are fantastic, each engine sounds slightly different, as would be the case in real-life. Once cleared for t/o and airborne, I kept flying the aircraft manually for a while to test the model. Whilst I have to admit to my B757 experience being limited, the model seemed perfect to me. I was particularly interested by the way the Captain's jacket swung around, and the cabinet shook in the back of the cockpit when I did steep turns! Turning over to autopilot was a simple task, and all the a/p functions expected were present and functional. The logic for incrementing and decrementing the various a/p values (such as altitude) followed a simple logic of left-hand clicking to decrease, and right-hand clicking to increase. As I started my descent into Liverpool, I observed that the descent profile of the aircraft followed what you'd expect by looking at the aircraft performance data. One thing I would have liked to have seen is the FS traffic being displayed as part of the TCAS system, something that I couldn't get to happen when turning the TCAS on.

On final, I went back to manual control. The aircraft was an absolute joy to handle and made doing a good landing seem easy ;) The reverse thrust and spoiler animations were spot on as we touched the runway.

System Performance
Throughout the flight, I monitored the frame rates, and as is to be expected, I got rates that were less than when using the default aircraft. However, when compared to other add-ons such as the PMDG B737 etc, they were about the same. So overall, Captain Sim has made an efficient model. Apart from the bug mentioned earlier, I could find no other technical faults in the model. It should also be noted that Captain Sim are very responsive to customer feedback, reviewing theproduct's customer forum, even when problems have occurred, the reputation of Captain Sim has remained intact due to their quick response.

Conclusion
To sum the product up in one sentence, fantastic! A real effort has been made to create a model that provides a realistic flight simulation experience, and the attention to detail is remarkable. However, personally, I won't be flying this aircraft just yet on IVAO. For a flight simmer who is not interested in following checklists and programming FMCs etc, the current blocks will represent great value for money, so go and get it! For the more experienced flight simmer, I would recommend waiting until block F has been released (advanced systems block), and SP1 has been issued to correct the bug mentioned. Hopefully, a proper start-up checklist will be issued soon as well.

However, once all the blocks are released, and the Pro Line version comes out (with extended manuals & features), other add-on companies had better watch out for Captain Sim, their ability to make even the most complicated aircraft easy to fly, and their attention to detail really puts them, and their B757 at the forefront of the FS add-ons market. I will definitely be flying this baby in the future!

f l y   u k 's review team

Your Sim-reviews manager is:

UKV1237 – Andy Medley
andy.medley@flyukva.com

The Fly UK review team is now known as sim-reviews.co.uk and is run by UKV1237 Andy Medley. Although sim-reviews is fairly new to the flight sim scene, Andy has been involved in reviewing flight sim products for over 2 years. We may not be the biggest contender on the market but we try hard to contend with it to give you the best reviews around.

We are currently made up of a dedicated team of five strong members from Fly UK Virtual Airways. These members include Ian Cumming (UKV1126), Jason Spinks (UKV1145), Carl Richards (UKV1161), Ken Hall (UKV1142) and Andy Medley himself.

Sim-reviews aim is to provide you with 100%, non-biased reviews of a whole variety of the latest Flight Sim products on the market. What you should see from our reviews is, consistency of the products you view, we look at sounds files / models / movement / and overall flying quality. In addition, a big part of the product review is comparing the prices, not all people are able to afford more expensive products.

Sim-reviews currently has an extensive amount of reviews, comprising of reviews on GA Aircraft, Civil Aircraft, Scenery and other addons for Flight sim including the CLS Airbus 340-500, Fly Tampa Seattle, Aerosoft Flight Keeper and much more, the majority of which can be viewed in either PDF format, or can be viewed directly in the browser.

If you have never seen, the sim-reviews website please take a moment to look: www.sim-reviews.co.uk Our website has recently been completely re-designed and many improvements made by the Fly UK Web & Systems Development team.

What you can find on sim-reviews.co.uk:

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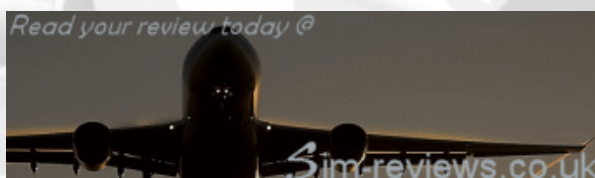
Where will you FLY2?

An airline we hope you'll love. 10 low cost European desintaions from Liverpool John Lennon airport using Boeing 737-700 aircraft.

FLY2 MUNICH

gateway to the worldcup

SUN

south of france

FLY2 NICE

FLY2 SPAIN

alicante, palma, ibiza, barcelona, malaga

THIS SUMMER!

FLY2 operated by 🇬🇧 **f l y u k** virtual airways

fly uk's low cost airline

Fly2 is Fly UK's response to the demand in the virtual aviation world for smart, professional, hassle-free virtual airlines simulating realistic low cost operations. At Fly UK, when we saw many low cost based VA's opening up, we wanted one! But instead of setting up a new VA where we would end up competing with ourselves, we created a low cost brand of Fly UK, here is the result…

Fly2 is the brand name of Fly UK low cost flights and is in not a separate virtual airline, all flights are operated by Fly UK pilots flying under the brand Fly2.

Based at Liverpool's John Lennon airport, we started operations on 29th April 2006 and now fly to 10 destinations using modern Boeing 737-700 aircraft. Fly2 was created with a vision to further the realism, enjoyment and experience, Fly UK pilots have grown to love, with our new low cost brand, we offer Fly UK pilots holding the rank of Class C First Officer or above the chance to explore more destinations, fly more aircraft, have a change of livery now and again, and feel like they are operating a route for a low cost carrier, we hope you like it!

Great time and effort has been taken by our dedicated staff team to create our new subsidiary, infact we've even taken the time to research the real life low cost model set out by real airlines, pioneers of the low cost revolution such as Southwest & Ryanair.

We've selected some of the most popular European low cost destinations, from the Costa's to Italian Riviera, we've got it covered. We've also spent time on designing a smart new livery for our aircraft and new look webpages, we hope we've created an airline you'll love!

Fly2 is different to other new low cost VA's who have recently opened, we have over 2 years knowledge & know how from creating, running and making Fly UK one of the UK's most successful virtual airlines. Unlike some new start ups who are still trying to develop their ideas, systems, website & community, Fly2 is a subsidiary of Fly UK. This means that if you are impressed by what you see and want to be part of Fly2's success, you need to join Fly UK to fly the Fly2 routes, any Fly UK pilots holding the rank of Class C First Officer or above can fly them!

We have recently launched our brand new FLY2 information mini website which can be found by clicking the 'low cost flights' link under the operations 'menu' on the main Fly UK website, or you can visit www.flyukva.com/fly2 !

AMSTERDAM
ALICANTE
BARCELONA
FARO
GENEVA
IBIZA
MUNICH
MALAGA
NICE
PALMA
ROME CIAMPINO
PRAGUE

FLY2 — low cost from liverpool

amsterdam - alicante - barcelona - faro - geneva - ibiza
malaga - munich - nice - palma - rome - prague

www.flyukva.com/fly2

Tell us what you think of FLY2…

Here at Fly UK we are always wanting to hear from our members and what you think of the service we provide. We want to hear your comments ideas, and suggestions for our latest venture - FLY2.

We encourage members to logon to our community forums and leave their feedback in the topic named 'What do you think of FLY2?' which can be found in the 'low cost flights' section!

An Airline We Hope You'll Love!

fly uk virtual airways

pilot international phrase book

Early in January of this year, Fly UK released the Pilot International Phrase Booklet V1.0. This document includes a variety of common phrases, both aviation related and day to day phrases, in 13 languages including Spanish, Romanian, Czech and German.

The Pilot International Phrase Booklet was constructed by Fly UK, with the assistance of many of the IVAO division manager's, in order to attract virtual pilots across the world but at the same time, give all of our pilots an insight into the variety of languages worldwide. Furthermore, as the Pilot International Phrase Booklet is in a PDF format, text can easily be copied from the document and inserted into chat boxes whilst flying on IVAO, so if you want to say thank you to the controller when flying through another countries airspace, but you don't want to say it over the microphone, then you can copy it and insert into the chat box and send it to them as a message!

Now, Fly UK has withdrawn the Pilot International Phrase Booklet in order to make modifications and add new features to it. In the new and improved booklet, you can expect several new features including new languages, more colour and even sound clips; however, as the addition of sound clips may make the file quite large, it is intended that there will be two versions: Version 2.1 which will have the sound clips embedded and Version 2.2 which will have links to where the sound clips can be obtained.

Fly UK intends to release the new Pilot's International Phrases document (also known as PIP) early next year, so until then keep checking the latest news section and the forums for more details.

Adios, und, Dìkuji!

around the world in 80 days... in classic aircraft!

As a result of a recent member discussion in the community forums, it appears many of you would like to somehow be able to fly a number of classic/vintage aircraft at Fly UK. It was certainly a hot topic in our forums and as a result, the Fly UK staff team have come up with a plan to introduce a new tour. Around the world in 80 days in classic aircraft. Tours are extremely popular at Fly UK and we hope this new idea will go down well, it will be a while until we launch the new tour, as we have to prepare aircraft and systems, create the tour and gather and upload the required information.

Fly UK "Classic" DC-4

Fly UK "Classic" BAC1-11

As this idea sprung from a member's discussion, we want to involve members in this project as much as possible, we'll be asking for your opinions and ideas. The fleet department have now begun work on the first part of this new project, selecting classic aircraft and painting them in a 'classic' Fly UK livery. Fleet manager Ian Cumming will be posting updates in the community forums to see what aircraft you would like to see, and what you think of the proposed paint schemes. To start off, a DC4 & BAC 1-11 has recently been painted in a proposed Fly UK 'classic' livery, let us know what you think by posting in the community forums!

Fly UK Boeing 767-300's at Geneva

reasons to fly with us

active on ivao - weekly events - active forums - monthly screenshot competition - training with gates.to - one2one training - delux & basic fleet packs - fsp pirep export - rank scheme - awards - advanced flight search - flight manifests - reviews & offers - discounts - 24/7 teamspeak & IB NET - pilot status images - website message centre - fully automated pirep system & logbook - low cost ops - scheduled ops - regional ops - cargo ops - charterops - chopper ops - tours - vPAX IVAO flight tracker - and more...

fly uk virtual airways

staff team changes

As a result of the recent news of Gaz stepping down as Vice CEO, Tim Chambers has become Vice CEO and Chris Sutcliffe has returned as CEO. We believe the changes which have been made ensure we have an organised, stable and well-structured management team, which is essential to ensure Fly UK's success!

welcome aboard…

Over the last few months, there have been a number of new members to join our management team.

3 members have joined our Marketing department, they include:

UKV1302 - Adam Hillier
UKV1326 - Matt Landells
UKV1345 - Emiliano Polito

2 members have joined our Fixed Wing Operations department, they include:

UKV1265 – Sam Miles
UKV1409 – Colin Dickson

1 member has joined our Human Resources department, they are:

UKV1155 – Allan Hook

1 member has joined our Training Academy, they are:

UKV1270 – William Dewing

1 member has joined our Events & Online Flying department, they are:

UKV1466 – David Whitson

Congratulations to all and welcome to the team, we hope you enjoy your new roles as staff and settle in okay. We would like to thank all other members who applied and would also like to mention that if recruitment is necessary, existing applicants will be looked at!

Chris Sutcliffe *CEO*	**Tim Chambers** *Vice CEO*
Human Resources	**Fleet**
Brandon Longworth *Senior Manager*	Ian Cumming *Senior Manager*
Allan Hook	Andy Medley
Fixed Wing Operations	**Training Academy**
Thomas Thake *Acting Senior Manager*	Derek Butterworth *Senior Manager*
Carl Richards *Senior Manager*	Ryan Harris
Elliot Wood	George Shepherd
Sam Miles	William Dewing
Colin Dickson	**Events & Online Flying**
Marketing	Luke Bowes *Senior Manager*
Emiliano Polito *Senior Manager*	David Whitson
Adam Hillier	**Chopper Division**
Matt Landells	Doug Barr *Senior Manager*
Web & Systems Development	Jason Spinks
Lee Appleby *Senior Manager*	Jorrit Ripke
	Mark Rigby

"I have enjoyed my time within the Fly UK staff. I have watched the airline progress from nothing, into what it is today. None of this could have been possible without the hard working staff team that is in place. I want to thank everyone of you for your support. I have made some great friendships over the time, and I hope these can continue for years to come."

goodbye to gaz & good luck!

On August 15th Gareth Richardson UKV1123 announced his plans to step down as Vice CEO and staff member of the Fly UK. Gaz who will still remains a valued member as a pilot for the foreseeable future, took up the position as Vice CEO in the early days of Fly UK back in 2004. Some of his tasks back then included manually adding up pireps, pilot hours and updating pilot rosters (before we had automated systems). Gaz played a huge role in the successful start up of Fly UK and along with the rest of the team, has worked hard to make Fly UK what it is today.

As time has progressed, Gaz has developed further interests in other areas of virtual aviation and is currently the director of the IVAO GB Division, he has always been a great asset to the virtual airline providing a wealth of information and knowledge. Now, Gaz is in Bournemouth where he has begun his training with the NATS (National Air Traffic Services). We wish Gaz all the very best for his ATC career in the future. On behalf of all the staff team and members, I would like to thank Gaz for his contributions to Fly UK over the years.

events & online flying

Your events managers are:

Luke Bowes - UKV1128 –
luke.bowes@flyukva.com

David Whitson – UKV1466 -
david.whitson@flyukva.com

These past few months have been a busy time for the events department at Fly UK. I would like to thank all Fly UK pilots who have participated in our recent events, it's our members that make or break these events, and we hope that you have enjoyed them! Some highlights have been: the Gatwick-Geneva fly-in, for which we had 16 members online! Other great events have been the Birthday celebration flight which had Fly UK pilots flying from Glasgow to Leeds, then to Gatwick and then to Geneva. The joint Heathrow Birthday fly-in with Euroharmony (pictured above) also proved a great success, and gave our pilots a great experience of heavy traffic on IVAO.

Of course IVAO has been used not only for the EGLL fly-in, but for almost every recent event that we've hosted. Our close collaboration with the IVAO-GB division ensures that Fly UK is always part of the latest IVAO-GB events, and we'd like to thank IVAO for all the support they've given Fly UK.

Recently we asked for your event ideas and feedback. Thank you for all your posts, these have proved valuable for planning our future events. As I hope most of you will know, we have launched our exciting new 'Advanced Flight' series. Every month we'll take you online with a flight that will test your piloting skills beyond the normal airline operations. I hope you enjoy this series, and as always your feedback will be appreciated.

We have many other events in the pipeline too, as I write this article members are voting on which English coast we will be covering in a planned VFR event which will take place in September.

Other upcoming events will include a trans-Atlantic cargo flight, a Fly2 event, and we'll be renewing our friendship with Euroharmony as we take to the skies in our choppers!

Of course I can't leave out our planned Real Operations Day. The aim will be to get as many Fly UK pilots flying online during one day by getting as many as people possible to fly one or more of our scheduled routes. With any luck, we'll have Fly UK flights on IVAO throughout the whole day; with the help of our operations centre which will keep track of all the flights. This event is still in the planning stages, but we expect to be able to release a date very soon.

If you haven't yet ventured into the world of online flying, there has never been a better time to do so. Primarily we encourage all members to fly on IVAO (International Virtual Aviation Organisation). For more information on how to get started and flying online, please visit our Events & Online flying page on the Fly UK website. Our training department also provides full one2one training for any new pilots wanting to get started on IVAO, the help is here, all you need to do is ask...!

Unfortunately, you maybe aware that due to the lack of interest we have decided to scrap the weekly IVAO flights, we feel a similar event every week did not work and hope that the new events we have planned as I have mentioned will attract more members to get involved and participate in events.

Once again, thank you for your continued support and we look forward to seeing you at our future events. If you have any questions or suggestions, please don't hesitate to me either through e-mail, our website's message centre, MSN or through our Live Support system.

fly uk virtual airways

major website systems re-development

Staff are currently working extremely hard behind the scenes at Fly UK. We are re-developing the entire Fly UK systems. You may notice over the next few weeks that some aspects of the website such as statistics may appear incorrect or not function, at the minute this includes things such as the airline statistics page, passenger numbers on flight manifests. The re development will see improvements to various parts of the Fly UK website, this includes your crew page and other items under the resources menu.

One change that you will of already noticed is on the pirep, as well as block time we are now asking for your flight times in normal real time format. It is essential all pilots complete this extra field when filing pireps. The whole time format across Fly UK will soon be changing to real time format, something many other VA's do not use. We believe it will be easier for members to use and interpret and abolish the need for block time.

Most work is behind the scenes and will not be visible to members, the main changes are that staff now have access to a brand new control centre which will enable us to manage the virtual airline much better. At the moment there are some tasks which take a lot of staff members time, and aspects which require manual attention.

The new system will automate many tasks and will provide us with much more useful information from our systems. Many aspects of the website will become dynamic, enabling us to change essential information and makes updates much quicker and easier.

Other work includes an improved training request & management system, improved fleet centre, improved statistics, fully FSP integration, improved crew page and resource pages, new log books, new careers portal, new awards system.

Plans are also been discussed to introduce a career mode at Fly UK which would see the introduction of assigned flights system and more realism, for those members who opted to fly with us in career mode, opposed to standard mode (the present system). Any such system would be introduced around Christmas / New Year.

We are still looking to introduce software to file pireps, if anyone feels they could be any assistance in the development of such software, please get in contact.

Welcome back to Lee Appleby (UKV1122) who left the management team to pursue other virtual aviation interests but has rejoined the team in his previous position as the Senior Manager of the Web & Systems Development department.

Your web & system development managers are:

Lee Appleby - UKV1122 - lee.appleby@flyukva.com
Chris Sutcliffe - UKV1121 - chris.sutcliffe@flyukva.com

flyukva.com

operations department | update

Your operations managers are:

Carl Richards - UKV1161 – carl.richards@flyukva.com

Thomas Thake - UKV1177 - tom.thake@flyukva.com

Elliot Wood - UKV1535 – elliot.wood@flyukva.com

Sam Miles – UKV1265 - sam.miles@flyukva.com

Colin Dickson – UKV1409 - colin.dickson@flyukva.com

Your operations department have been working very hard over the past few months on the new route network and as a result, the new route network is now active for our pilots to fly.

There are many routes and different types of flights. There are regional routes which will take you all over the UK and Eire in small turboprop aircraft and twin engine jets.

Our scheduled routes will take you all over the world from a short hop to Paris in a Boeing 737 to a long haul flight to Sydney in a Boeing 747. There is something for everyone and the choice is yours.

We also have charter routes which utilise the Boeing 737, 757, 767 and the Airbus A320. These routes take you to popular holiday destinations in Europe and beyond. The Charter routes will change in the winter season to server the winter holiday destinations.

Our Cargo routes will take you on a tour of the globe as you fly them. They use the Boeing 747, 727 and MD-11 aircraft. Fly 2 is Fly UK's new low-cost airline which has made a very good start to its 'life' using the best-selling Boeing 737 aircraft. The low-cost routes serve some very popular destinations in Europe and more will be added soon!

The operations managers are currently working on providing packs of flight plans and charts for each flight. Manifests will also be available for each flight by clicking the flight number!

We hope continue to enjoy flying our routes, if you have any comments or ideas for routes, then feel free to get in touch via the community forums, we want to hear from you!

fleet department

Your fleet managers are:

**Ian Cumming - UKV1126 –
ian.cumming@flyukva.com**

**Andy Medley - UKV1237 –
andy.medley@flyukva.com**

Greetings from the hangers! After a slight rest, the fleet team are hard at work again reviewing the entire Fixed Wing Fleet. There have been some exciting movements around the Flight-sim world and we have captured the very best free-ware addons of which we will pass on to you all in the reviewed fleet packages.

We are not changing the livery as this is now the classic style of Fly UK and is now well recognised around the flight-sim community, (plus I'm not painting the whole fleet plus more again!).

There will be some new aircraft entering service and most of the current Fleet will get an overhaul. With all overhauls there will be patches or complete re-installs to be downloaded once complete.

The prospect of some Classic aircraft being included into the fleet is well in motion and will be announced soon this will include some of the very best classic aircraft available repainted in the Classic "United Kingdom Flying Services" livery.

The FLY 2 aircraft will also be looked at, manly regarding the 737-600 and the possibility of a slightly longer rang aircraft being put into service.

The review of the fleet has now started and we will bring you updates as and when they happen.

Anyway got to get back to the hanger so be good and keep your wings level. And no more scratching the aircraft bellies. I'm running out of white paint.

training academy

we care!

Your Training & Pilot Development managers are:

**Derek Butterworth - UKV1197 –
derek.butterworth@flyukva.com**

**Ryan Harris - UKV1287 –
ryan.harris@flyukva.com**

**William Dewing – UKV1270 -
william.dewing@flyukva.com**

**George Shepherd - UKV1161 –
george.shepherd@flyukva.com**

The training department has a wealth of knowledge in respect to Microsoft Flight Simulator. Derek and William are the main trainers, able to train in most areas of MSFS, including IVAO and ATC. George undertakes the 'Complete Package' training, for those that may not have used MSFS before and needing basic training. Ryan Specialises in training on the FMC and in-depth Navigation etc. Ryan is a Real Life Training Instructor, holding Most Ratings and is currently applying for Commercial Pilot jobs.

The academy can train on any aspect of MSFS and ONLINE flying. If one of our managers is unable to train you, we will locate someone who can. We are here to train people in whatever aspect you need, so please do not be afraid to ask, whatever it is you require.

We are currently developing a whole new interactive training management page. This will hopefully include showing what pilots are training and what their current position/level they are on. Once a Pilot has completed their training and online check ride, they will receive badges to show they have undertaken the training and have passed.

We have also started to use the Gates.to/FSNET program. If you don't know what this is, it's a very good program that enables 2 people to be flying in the same aircraft at the same time over a multiplayer server. This has been a real benefit to the training department as it enables us to show how approaches, takeoff's etc are done, whilst the Student is able to watch on their computer as if they are the co-pilot.

It has also been very beneficial on IVAO as most students are nervous about talking to an ATC, so, as them flying and the Trainer taking the part of the co-pilot, the student is able to listen to how the correct procedures are carried out. We recommend that you download this, by going to www.gates.to We have some usernames/passwords through our affiliation with gates.to, which we use in training, so you do not have to buy the program. But we do recommend it as there are quite a lot of Fly UK VA pilots that have the facility and look for Co-pilots to fly with.

We hope that you will make use of us here in the Training Academy as you may discover things that you never knew about. You can also ask questions on the forum, via our new live help system or email us and you will receive answers.

fly uk
community

Fly UK is a very community based virtual airline, we are always wanting to meet our members who share the same passion for flight sim as we do. We don't look at our members as just numbers, there are all sorts of ways you can get involved and meet new people! This page is a quick update from the community, and how you can get involved!

Summer Results Days!
We'd like to say well done to all those members who were getting GCSE, GNVQ, AS/A2 results this summer, we hope you got the results you wanted and enjoy what you go on to do in the future, good luck!

Community Classified Directory
Thanks to the few members who have signed up and made a donation to Fly UK to advertise their business in our classified directory / banner adverts. If any other members want to advertise your business within the community, check out the classified directory page under community menu on the website!

FS2004.com top airline!
Thanks to all members who continue to vote for Fly UK on the FS2004.com top sites list, we always maintain a position within the top 5 on the top sites list!

Teamspeak Server - We'd like to see more of you online using our Teamspeak voice server! Don't be scared to come on and say hello, all you need is the TS software and a microphone. See website or email us for help on getting set up, or check the help doc in the resources centre!

Gates.to roster - We'd like to remind pilots flying online using gates.to that you can search for other UKV pilots using gates.to by looking at the gates.to roster under the 'community' menu on the website!

community
forums…

The forums are the heart on soul of Fly UK, where it all happens! We encourage all members to register an get involved. From monthly screenshot competitions, to poll's, discussions, ideas & comments you'll keep up to date with what's going on and be the first to hear of any new plans or what we're planning. If you are a member and haven't registered, make sure you do @

www.flyukva.com/flyuk/forum

have you registered?

Congratulations…

to Stewart Pearson UKV1283 who won the Fly UK July-August Community Forum Screenshot Competition with this shot titled 'B1900 enroute Islay'.

screenshot
collection

by UKV1230 Chris Nield

All loaded up & ready to go following the Jet2.com 737 & 757

Number 2 for take-off

First Officers view as we line up

Rotate!

A safe landing, still using rudder to keep on center line.

Shutdown on the blocks while bmi A320 leaves stand

Want your screenshots in the next issues of Skyways?

Each issue we'll be including screenshot collections, if you would like yours to feature in the next edition, then all you need to do is post your screenshots in a forum thread, and send the URL link to

f l y u k @ IFC 2006

...we'll see you there!

The International Flight Sim Convention claims to be the worlds largest flight sim convention, in 2006, the IFC is scheduled to take place on the 2nd & 3rd December at the National Exhibition Centre (NEC) located in Birmingham in the UK.

"IFC Europe 2006 will present the largest FS convention/exhibition ever seen anywhere in the world with over 120 purpose built stands over two days, which will give you the opportunity to see and buy all the latest in FS Software, Hardware, Cockpits, Publications, and the list goes on! IFC will also present an impressive line up of very informative seminars over the two days from many of the big names in the FS World. Plus as always some very big surprises."

Fly UK attended IFC 2005 last summer in Blackpool holding a 'VA table' rather than a proper stand. The IFC was a great success for Fly UK, we met and recruited many new members, it was a great opportunity to meet each other for real, put faces to the voices you hear on TeamSpeak, a chance for the online community to come together in person. It was also our chance to show Fly UK to the rest of the flight sim world, what we have on offer and how we're different from other virtual airlines.

Exhibiting at IFC 2005 proved to be beneficial to Fly UK and was a further step towards establishing our presence in the flight sim world and becoming a well known VA. One year onwards, Fly UK has continued to grow and become one of the most successful UK virtual airlines. IFC 2006 is drawing nearer and **we have taken the decision to exhibit at IFC 2006** this December. We know that already, a significant amount of Fly UK members are already planning to attend IFC 2006.

The Fly UK event co-ordinator for IFC 2006 is UKV1121 - Chris Sutcliffe. We are in the planning for Fly UK @ IFC 2006, what we'll have on our stand, and what we'll be doing. Different from last year, we will be purchasing a proper stand, at present we have secured stand 13.

Among the many companies and organisations, there are a significant number of other virtual airlines exhibiting this year, some with VA tables and some with proper stands. So far, these virtual airlines include:

Euroharmony, EuroManx, Transload, UNO, British Airways, Britanic, Fly Relaince / Euro Sol, Malaysia, Albion, Fly Chenoa as well as IVAO GB and VATSIM.

Fly UK will be taking the IFC as a chance for a real world meet up for existing members, and an opportunity to share Fly UK with others and possibly gain new members and promote our VA with the aim to further establish our presence in the flight sim world. We want people to know Fly UK.

We want to pull out all the stops and come across as one of the most professional VA's offering an enjoyable VA experience in a friendly community.

If you are a Fly UK member planning attending IFC 2006:
We are gathering a list of member attending, those who want to help on the day and those who want to book into the same accommodation as other Fly UK members. If you are planning on attending please add your name to this list by replying to the post in the 'Real World Events' section in our community forums.

If you would like to make a donation to Fly UK's stand:
Obviously as a non profit organisation we are funding the costs for our material and stand at the IFC through kind donations from members and managers. Thanks to those who have already donated, anyone else who would like to can do so via PayPal - go to the 'Support Us' page under the 'Corporate' menu of the website. If you would like to donate via another method, please email chris@flyukva.com

We'll be making regular posts on our website and forums to let you know how the plans for the Fly UK stand at the IFC 2006 are progressing. We look forward to seeing you all there!

fly uk
chopper division

The chopper division is increasing in numbers every day, and more and more fixed wing pilots are taking up the challenge of flying the rotary aircraft, this being the helicopter. We have our own dedicated staff team, who deal with the running of the chopper Division.

NEED SOME THING TO GO HERE PLEASE!

The Chopper Division has scenery designers which are creating scenery for Scotland, England, and Wales. In these, will include helipads, boats, buildings on fire, life rafts, SAR helipads etc. We also have search and rescue missions to various locations in the choppers, and some are to vehicle accidents.

Here at Fly UK Chopper Division we have a good range of routes from SAR, fire missions, passenger flights, underslung loads, cargo, servicing pylons and power stations, and not forgetting site seeing. The flight's range from the total beginner to the most experienced of flight simmer. We have a UK tour that is being flown and we also have around the world tour coming up.

The Chopper Division have a good variety of helicopters, all are of equal quality. You learn in a R-22 in which you will take the checkride to qualify you for flying choppers. Don't panic, here at Fly UK we have our own HFI's (helicopter flight instructors) and they are very capable of teaching, how to fly these machines. Once the training is out of the way you can then start to fly the MD-500E, EC-135, EC-145, AS-350, Bell 205 Huey, Agusta 109, Bell 222, Bell 430, Bell 412, CH-47 Chinook, Erickson Aircrane S64E, and the Merlin.

We are going to be introducing new aircraft in to the Chopper Division to take up the roles of executive transport and Search & Rescue soon!

The main Chopper Division Hub is Glasgow and this is where the majority of helicopter training is done, also there is a scenery addon pack for this airport which will add different buildings of Fly UK and also numerous helipads.

Our other hub we have is Fort William which is located in Scotland, this is also a scenery package available at Fly UK.

The Chopper Division have a good bunch of people/pilots who are here to relax, meet new friends, and most of all, fly choppers !

Whether you wanna fly offline or online, night or day, in the chopper division we have it all. Cargo, right through to finding a life raft and then maybe fighting a fire. Flying online with other chopper pilots is amazing, especially when you fly the routes together or fly the same aircraft but one of you go the winch man while the other is the pilot, the list is endless.

The Bell 430 is being brought into the fleet as an Executive aircraft and also to run along side the EC-145 as a SAR helicopter. We are also adding the Bell 222 as an Executive aircraft. The other aircraft that we are adding will be used for the Personnel transportation and also for moving cargo, this will be the Merlin.

At the moment the Chopper Division staff team are working hard in creating routes for the pilots to fly and enjoy. The scenery designers are creating packages to go with the routes or creating scenery for a particular route to be added. We are adding a few more helicopters to the fleet due to the increase of chopper pilots, and these aircraft will be painted in Fly UK colours. Here at the Chopper Division we take pride in everything we do, and we try and stand out from the rest. This is why we are currently creating the world tour, in a chopper.

Now that's an achievement to be proud of, don't you think?

Like what you see? then come fly with us..!

Joining the chopper division is easy....

1. You need to be a Fly UK Member
2. Go to the chopper division page (under the operations menu)
3. Click the 'Apply Now' button to request training / checkride to join the chopper division.
4. Wait until you receive a message from one of the chopper division staff who will get you started!

And you'll be flying in no time!

Our chopper division staff dedicate their spare time to training chopper pilots online on TS / multiplayer on a one2one basis. You need to have TS and be able to connect to multiplayer server, also, you will be required to organise times to meet chopper staff online etc. please make every effort to contact staff and inform them if in the unlikely event you are not able to come online at the time you organised with them! If you have already requested training then get in contact with one of the chopper staff to complete your checkride!

can we help you? live support system

Here at Fly UK we are always looking for new and innovative ways to make our virtual airline atmosphere better. After careful consideration from the staff at Fly UK, it has been decided that we are to host and run a new live support system on the website.

What does this mean ?

What this means is that Fly UK members who are experiencing problems or who have questions they would like to ask staff members can now be directed through the new support system. Every member of staff at Fly UK is part of the live support system and they are logged on whenever they are online this way, we can aim to have someone online as much as possible. Also this new system will allow members of Fly UK to speak to specific staff members who are familiar with the particular area in question. In conjunction with this new system we are also going to incorporate a new FAQ knowledge base which is part of the live support system, which will basically mean that, that Fly UK members can check to see if the answer to their question is there before asking over the support system. We also ask that after a member has used the Live Support System that they could please give us some feedback about our services as it is our aim to provide a first class service!

Why start it up ?

Primarily because we will be one of the only VA's in the UK to use a live support system. Other VA's have tried live support and have failed to run then and use them effectively, because of this we are more determined to make it work. Not only this but the new support system will run alongside our TeamSpeak server making our help and support system one of the best around, where pilots can get support via voice or by text on the new system.

Additional Comments !

Vice CEO Tim Chambers says: "The new Live Support system that we are implementing into Fly UK is going to be a great asset. This system will allow us to talk to pilots, who have questions or problems, on a one-to-one basis and will allow us to answer their questions in the shortest time possible. Not only will it build a better pilot-staff bond, it will help to build a better virtual airline in the virtual airline world. This is much like the Skype call centre that we operate where pilots are able to contact us, via Skype, and talk to us about anything Fly UK related. We pride ourselves on the systems that we implement, and we are always looking for updates that we can implement or any new ideas that we feel would be beneficial for the virtual airline. This is definitely something that will be beneficial for all!"

fancy a chat? questions?
Fly UK live support is online now. **Chat with a Fly UK representative live!**

£500 grants for young flight sim pilots

Grants / Bursaries valued at up to £500 are available from the Royal Aero Club Trust to Flight Sim pilots aged between 16 and 21 wanting to convert their joy stick and throttle time on simulators into a real 'hands on' flying experience.

Grants applicants can select their preferred sort of flying experience from any one of the following: GA aircraft, micro light aircraft, hang glider, paraglider, balloon or parachute. There are also grants for building and flying model aeroplanes, including indoor or outdoor flight, rotary wing and rocketry.

Flight Sim pilots who apply must be British, resident in the UK, highly proficient on flight simulators and a member of a recognised local, regional or national organisation such as: a Virtual Airline, or a Computer Club, or a Youth Club, or an After School Club, etc.

Visit our website www.royalaeroclubtrust.org for information and application form.