



# Skyways

## >> Hello & Welcome...

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

Thank you for downloading the Summer 2010 edition of Skyways magazine. At Fly UK we take pride in the fact that our most important asset is our active and friendly pilot community made up of over 500 members from 46

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



## >> Inside This Issue

Plenty to keep you busy whilst in the cruise!

**Page 2** - Editor's Message

**Page 3** - Your Views. Open Meeting.

**Page 4** - The Collect - Online Operations

**Page 5** - Balearic Islands - Featured Destination

**Page 6** - Home Cockpit Building

**Page 8** - Review: DC-10 Collection (FS9 & FSX)

**Page 14** - Member Profile - Pete Gill

**Page 15** - Operations Update

**Page 16** - Life at the Airport

**Page 18** - Screenshot Competition

**Page 19** - Fundraising - World Flight

### Issue:

Edition 10 - Summer 2010

### Fly UK Virtual Airways:

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

### Skyways Editors:

Tom Hurrell

Chris Sutcliffe

Jeffrey Shen

*Skyways is published and created by Tom Hurrell, Chris Sutcliffe and Jeffrey Shen for Fly UK Virtual Airways. Thanks to the Fly UK Staff team, Garry Summons (UK2000 Scenery), Ken Hall, Steve Bishop, Chris Baldwin and Pete Gill for their contributions.*

*No reproduction of any part of this publication, in any form or by any means, without written consent from Fly UK Virtual Airways is permitted. Any views expressed in this publication do not necessarily reflect those of Fly UK Virtual Airways.*

# >> Editor's Message

Tom Hurrell - UKV1440

It's a great pleasure to be able to put together another great edition of Skyways at Fly UK. Whether you're interested in Fly UK's development, are a budding cockpit builder or are looking for some destination inspiration - it's all here in this edition of Skyways!

Skyways really is a community magazine and I'm happy to say we've shown that with all the hard work in this edition. Many members have kindly written interesting articles, reviews & letters as you'll see - and I certainly hope you will find these a good read alongside our usual operational updates & company information. To these members we offer our thanks.

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

In this, our Summer edition, we have a review on the DC-10, Featured Destinations (including an all new: Members Perspective,) a detailed article about building home cockpits and much more. It's impossible to give an adequate overview. So, as always, enjoy this edition & all it's content (perhaps suitable reading for the cruise!) and your feedback is most welcome.

## >> Message from the CEO

Chris Sutcliffe - UKV1121

Its been a very active and exciting summer so far at Fly UK. The number of pireps we receive is increasing month by month. We've seen our online presence on VATSIM grow and we continue to be one of the most active VA's on IVAO. Whether you fly Mainstream, Tours or VFR with the Flying Club, online or offline, I hope that Fly UK is helping you get the most out of your flight sim hobby. Our main priority is to make sure you continue to enjoy flying with a UKV callsign and feel proud to be part of the virtual airline. We're working hard to give you even more reasons to be a Fly UK member and over the next six months we will bring together and complete a number of major projects that we have been working on.

Our new flight tracking and pirep software is currently in its final testing phase. We're also working on an improved website which will include many useful new features. In addition to this we will be releasing updates to our FSX fleet and further improving our training resources and material.

That's all for now, I hope you enjoy this edition of Skyways, see you in the skies!



### > Connect With Fly UK

Visit us on Facebook, Twitter and vRoute!

### > Join Our Group

**facebook**

Show your love for Fly UK, become a fan of us on Facebook!

### > Follow & Tweet Us

**twitter**

Drop us a quick tweet or follow us to get all the latest Fly UK news and developments.

### > vRoute

**vroute**

If you're a user of vRoute, then join the Fly UK community today and help our vRoute community to grow in numbers! You'll be able to see detailed information regarding fellow UKV pilots flying on the VATSIM network! Make sure your VATSIM ID is present on the my controls page, vRoute will automatically send you an invitation to join.



# >> Your Views. Open Meeting.

**At Fly UK your feedback is very important to us.**

**We'd like to offer a big thank you to all those of who attended the Open Meeting on the 6th June 2010. We found it useful to receive feedback & input from our members, and we also hope it provided an interesting insight into how Fly UK is run!**

**A summary of the questions & answers can be found below.**

## **UKV1917 - Steven Ballance**

1) Steven asked some details about the arrangement of rooms for the Flying Club on TeamSpeak. We have now removed one of the surplus rooms, and Trevor Darley (Flying Club Manager) explained that we preferred to only have one room so that everybody could join in together as opposed to separating out.

2) Steven asked why Flying Club events aren't done on IVAO/VATSIM at this moment. Trevor explained that we currently held the Flying Club events on the FSX Multiplayer server because it was extremely simple for pilots to connect to. We acknowledged that this means the events aren't open to those on FS9 & we are looking at other options for these events. Furthermore we discussed that whilst we currently don't fly the event flights on IVAO/VATSIM in order to keep the flights informal/without ATC, we will certainly be looking at this in the future as the Flying Club expands.

3) Chris Sutcliffe (CEO) explained that, in general, we will be shifting more focus onto the Flying Club this year & aiming to grow it's operations in a number of ways. We'll be looking at some online events, furthering the training resources, adding a Flying Club roster amongst other ideas.

4) Steven also asked about some "round-robin" or "multi-leg" style flights. These

(Operations) informed that we will be releasing a PR within the next fortnight detailing a number of more "unusual" options (not just A>B) flights that we already have for pilots.

## **UKV1390 - Pete Gill**

Pete raised the subject of retroliners/vintage aircraft at Fly UK. A number of members & staff joined in this discussion to try and establish the general opinion & think of practical ways to incorporate this idea into Fly UK. It was suggested that whilst it would be unrealistic & impractical to add vintage aircraft to our mainstream flight, the idea of a Vintage/Retro-liner tour was attractive. We discussed the two different options of a) having a retro-liner livery for our modern fleet and b) having a number of vintage aircraft in an older looking livery for pilots to fly on special flights. In general it seemed that option b was more popular. The staff will discuss this and decide what action to take.

## **UKV1154 - Tim Brownson**

1) Tim asked about the Fly UK Flight Logging Software that is in development. Chris Sutcliffe (CEO) explained that we would be Beta-Testing the software within the next week or so, and providing there are no errors found, we are aiming to release this basic edition of our software to members in July. Chris explained that this first release was basic & made to simply record and submit the flights. In the future we will be

developing this further to add increased functionality.

2) Tim raised the subject of Fuel & Payload calculations on our Flight Manifests. This is a very valid question that we have often thought about before. Adam Hillier (Training Coordinator & real world pilot) explained that the fundamental problem with providing fuel figures for our pilots is that there are many factors that we cannot calculate such as: Wind, Cruising Level, Burn-Rate Variation in different models of AC & different routings. We discussed possibly suggesting a basic Fuel Burn Rate for each aircraft and providing resources encouraging pilots to do their own fuel planning.

3) Tim suggested it would be beneficial to have a method for pilots to get in touch with other pilots wishing to use software to share cockpits. We all agreed this was a sensible idea that we will aim to incorporate into our new website. In the meantime it was suggested the Community Forums were a sensible place to make such arrangements for now.

## **UKV1426 - Joseph Wailes**

1) Joseph asked whether Flying Club PIREPS keep your account active. It was clarified that currently they do not - however all the staff & members agreed this should be the case. All flying club pireps over one hour will now keep a pilot active.



*Welcome to The Collect, the Online Operations section of your Skyways Magazine. Here you'll find the latest in our events programme, as well as commentary on the past season of flying. Online flying has also been prosperous and is growing in numbers on both networks & overall we've seen a surge in online flying, with the department pushing for a more vibrant events programme. This we can say confidently has been achieved and we hope to continue into the future with gusto!*

### **IVAO Online Operations** **Jeffrey Shen - UKV1174**

Our IVAO operations have continued this last season with as much excitement as last year, when we finished with a cracker Christmas flight. We also saw the end to months of the weekly USA flights, which sent our streams of awards to various participating pilots. Thank you! We couldn't have had such a great time without you!

On it went to some old and new destinations: Europe and Asia. Other highlights include the Real Heathrow event, which saw Fly UK contributing a sizeable contingent to the mad mash of traffic above the London skies.

The IVAO online week in July was another smashing hit with Fly UK members. In total, there were 131 flights recorded in UK airspace during the week between 17 and 21z. Congratulations to UKV1390 - Pete Gill, UKV1625 - Graham Hammill and UKV1452 - Thomas Agnew for clocking up the most flights during the week. They have earned the well deserved Spirit of Fly UK award.

Fly UK also featured on IVAO UK's Contrail Magazine, as well as a SkyBlue Radio promotion which was broadcasted across the globe. And how could we forget the Fly UK 6th Birthday Flight which attracted record numbers to Jersey!

Next season, we hope to continue our Caribbean flights, as well as our monthly flights. And for our next flight together: "We hope to see you there!"

### **VATSIM Online Operations** **Wygene Chong - UKV1671**

The last season has been a bumpy ride, full of ups and downs (but uphill is the most important bit). We've seen the completion of Europa - The Hidden Ports, which has spanned the entire continent of Europe over the course of three months. Highlights include the second leg, which broke our all-time record for attendance numbers - 10 pilots came along. Our last leg was also quite a success, coming in to the finish with 7 awards dished out (incidentally, we flew 7 legs). The highest honour was bestowed on Mike Higgins (UKV1342), who completed all seven legs of the tour.

In general, online flying on VATSIM has been going quite well with an increase in regular fliers, particularly on weekends. There has been a noticeable number of people following the Online Flying Guidelines, especially the callsign and alternates, which is great news!

Now let's see, developments... developments. About a month ago, it was decided that we would introduce a morning event to our programme, bringing it to two events per month. We can say that this has been an absolute success, so much that, we decided to make it three!

Our future events programme is now set to be almost weekly, with three main categories:

- Morning Flight
- Evening Flight
- New Pilots Day/another event

The New Pilots Day was an interesting concept to trial. It went to the test in June and was a great success but lacked the numbers. The next should be some time yet because of lack of demand, expect it around Oct/Nov.

We began this article with information on the end of Europa. Well, we are also happy to announce the start of Northern Skies! No doubt you've heard about the massive tour of Europe we are going on, which shall fill our programme up to December with exciting destinations to visit. Already we've seen a record broken, with 12 pilots flying in the first leg. Add to this about 5 controllers and 10 other pilots from around the world and we have one really busy event! Make sure you attend at least three of the Northern Skies events to grab an award, and more if you want something shinier.

Finally, we would like to say a big thank you to our pilot community. The work we put in on the staff end would have no results if it hadn't been for the pilot response. Now let's raise our flagons (make sure you're of age) and toast to a summer of flying the flag!





# BALEARIC ISLANDS

Written by Wygene Chong - UKV1671

The capital of the islands is Palma, a city of approximately half a million inhabitants. It is the summer holiday destination of the Spanish Royal Family and the most popular destination in the Balearic Islands.

Founded by the Romans (it's always them isn't it?), Palma has historically been like Gibraltar - a sought after stronghold from which to control the Mediterranean. Today however, it is besieged mostly by tourists, attracting almost 25 million of these holiday-seekers. Main sights include the Arab Baths, the Cathedral, and the Old City.

Venturing further afield, we come to Ibiza, founded not by the Romans, but by the Phoenicians around 650 BC. It was dedicated to the God of Music and Dance, quite fitting in fact; Ibiza is famous for its riotous nightlife, which draws crowds of a slightly different sort to the many bars, taverns and nightclubs across the island. Some of the island is however, a haven for nature, which has led to the island being designated a UNESCO

This summer, one of our focus destinations is the Balearic Islands. Fly UK operates regular flights to these islands, most notably Palma and Ibiza. They are located near the eastern Iberian coast in the Mediterranean Sea and are a part of Spain.



World Heritage Site. Interesting attractions include the egg of Columbus and the many beaches surrounding the island. And of course, there's the nightlife!

But as aviation enthusiasts, we can't forget mentioning the airports. Ibiza Airport serves most passengers coming to Ibiza and Formentera - about 5 million passengers a year. The single runway is 06/24 and is approximately 2.8 km in length. It's served by all major European airlines, including of course Fly UK Virtual Airways, 16 times a week. Then we have Palma de Mallorca airport, which is considerably busier, handling the entire 25 million passengers that come to Palma. The airport hosts two parallel runways Heathrow-style, 06L/24R and 06R/24L respectively. Dreamy expansion plans include new terminals to bring the airport capacity to nearly 40 million passengers in 5 years time. Fly UK flies to Palma de Mallorca 25 times a week from all major bases.

## MAJORCA | MENORCA | IBIZA | FORMENTERA





# >> Home Cockpit Building

Ditch the keyboard and mouse! - By Steve Bishop - UKV1566

## Hello to all fellow Fly UK pilots!

I have been asked to write about my experiences with building a home cockpit simulator. As some pilots may not know me, I thought I'd start by briefly explaining how I first became involved in this great hobby and virtual airline. I am 38 years of age, married with two children and sell bathrooms for my day job. The first flight simulator I tinkered around with was named 'fly' many years ago. From there I purchased a copy of FS2004, which I had installed & uninstalled many times. Not really one for reading pages of manuals, back in November 2008 I stumbled across Fly UK Virtual Airways whom offered one to one training sessions and I have never looked back.

In the following article I will briefly share my thoughts and experiences. Research, research and research is where to begin!

## How much will it cost & where do I start?

This is the million-dollar question! The answer in my opinion is, it's impossible to put a figure on it. Things to bear in mind when embarking on a project like this are:

- Budget – How much can you part with?
- Skill Level – Can you save money and build items yourself?
- Expectations – What do you want to achieve and will this satisfy you? Be realistic here.
- Space – how much room do you have?

## Where do you start.....?

Well, here is a picture of my first set up, which earned me my blue peter badge from the friendly Training Academy staff!



This was built from items laying around my house, at a minimal cost, and this had a dramatic impact on my flying and was also the incentive to be where I'm at now. So, it need not cost you tens of thousands to enhance your simming - just a little imagination.

The most popular home cockpits are based on the Boeing 737NG and the Airbus A320 as they represent most of the airliners operating worldwide. Their popularity has lead to a proliferation in software add-ons and hardware devices. This does not mean you have to follow this. I have seen some superb general aviation cockpits, helicopter and generic cockpits. It's really up to you.

A recent poll on "mycockpit" shows the top three places to start building a home cockpit were, the MIP, MCP/EFIS/CDU and then software. You can follow my build progress on a Fly UK forum post here, which is updated when I add or build something new: <http://www.flyuk.aero/en/community-forums/index.php?showtopic=8763>

## Sources of Information

There are many invaluable websites out there to extensively list them all. These are some of my favourites:

<http://www.flyengravity.com>  
<http://www.cpflight.com>  
<http://www.cockpitsolutions.com>  
<http://www.opencockpits.com>  
<http://www.throttletek.com>  
<http://www.flightdecksolutions.com>  
<http://www.nthusim.com>  
<http://www.simquip.com>  
<http://www.737ng.co.uk>  
<http://www.mycockpit.org/forums>

## My Cockpit

I left the Fly UK Training Academy in January 2010 to embark on my project of building a 737NG home cockpit based on the PMDG in FS2004.

The hardest decision for me was to work out whether I had the skill level to build items such as the MIP to my satisfaction or whether I should purchase panels premade and go from there.

After lots of debating, I took the expensive route and purchased my first serious bit of hardware, the CPFlight MCP737el, shortly followed by the EFIS 737el too. The products were backlit and had good reviews from fellow builders, along with reported good customer service. This made it a natural choice for me.



(enlarged picture on next page)



The MIP was next on my list but I still hadn't decided whether to attempt this myself or buy the various pre made MIPs out there. I came across FlyEnGravity products and was amazed by the attention to detail and my decision was made. This was what I wanted.

I decided on the desktop kits and went ahead and ordered the captains panel initially followed by the centre panel and I was not disappointed! I initially received a damaged glare shield but this was quickly replaced with great customer service from FlyEnGravity.

> Continued on next page...

# >> Home Cockpit Building

Ditch the keyboard and mouse! - By Steve Bishop - UKV1566



I decided to ditch my desktop table and build a stand myself from mdf and painted it Boeing grey (ral9011) to add even more realism.



By adding the centre panel and being able to put the EFIS and MCP into the glare shield it increased the realism ten fold.

For visuals I currently have a twenty two-inch widescreen monitor for my outside view.



Two seventeen inch monitors, one of which displays primary flight display and navigational display and the other displaying the ECIS, flaps and standby instruments. The ECIS and standby instruments are run by a great little add-on named fsxpan on an old pc I had sitting around which is now connected to my network. Fsxpan has many other functions for gauge building and suits my needs at present. This is currently where I am up to at the moment as a house move has delayed progress.

## My Future Plans

Wow! This could be a big list so in no particular order:

- FlyEnGravity first officer panel.
- FMC – I am considering the open cockpits version.
- MIP interface board – CP flight.
- Shell – This will be custom built by myself.
- Visuals – Two 32 inch LCD televisions or a short throw projector
- Throttle quadrant – Throttletek
- Switches & knobs – FlyEnGravity
- Radio bay – This will also be custom built by myself
- Radios – CPflight
- Overhead – The overhead is a major part in the realism of flying the 737NG and in most cases will require the project magenta software to fully interface it. Due to the large cost of this my current idea is to get a full size poster laminated onto some plexiglass and add all switches annunciators and leds so that when I hit all switches the appropriate lights light up and perhaps utilizing mouse trapping and FSUIPC so the PMDG overhead reacts accordingly.

And I'm sure the list will grow the further down the road I get. I haven't included any costs for the future plans as the wife may read this article!

## Conclusion

I hope the above has been of some interest to all you budding cockpit builders out there. Research and fellow builders are your tools. You are the developer. Add this with your money, time, patience and knowledge, hopefully something half decent and enjoyable should be within your grasp!

All in all when building your cockpit, be prepared for a long but enjoyable process.

# >> Review: DC-10 Collection (FS9 & FSX)

By Ken Hall - UKV1142



I have enjoyed one flight on a DC-10 and been scared witless on the return leg! A holiday in Venice, 1982, flying with Monarch in a DC-10. I remember the outward flight was quite unremarkable except for the first impression of the DC-10 interior. It had the feel and looks of a theatre auditorium it was sooooo big! I had not flown since 1967 - in the "narrow" bodies of the era. No! This was definitely different. After a wonderful holiday I was quite looking forward to the return journey. Silly me! It was a Saturday evening and there was heavy rain. Check-in and boarding was a simple process in those (far off) days. Cabin baggage was certainly "different" and every passenger seemed to have the most enormous sports bags - each one clinking to the sound of glass bottles en-route for Blighty. I confess, here and now, I was as guilty as anybody as we had three bags and a total of 36 bottles of wine! I remember being impressed by the ultra-rugged construction of the aircraft, that the overheads would support such weight! I also remember remarking to my wife that if the plane went down we would all probably drown in the wine before the sea got to us. Tempting fate? Maybe! At take-off roll the cabin lights were dimmed as per usual and it was then that the most spectacular "son et lumiere" took place. Lightning flashed almost constantly and the thunder sounded as if it was inside the cabin - but the roll-out continued until at last we

were airborne. The thunder and lightning stayed with us for what seemed an eternity. The normally quiet cabin was filled with screams which became even louder as the 'plane went into the very thick cloud layer and began its rollercoaster ride in the turbulent air. As a family of three we were sitting together and the looks on the faces of wife and son reflected my innermost fears. What on earth (?) was happening to us? Why us? Why me? It turned out alright in the end although on disembarkation there were still a lot of ashen faces - I suspect our own, too! Since then, I have made many hundreds of flights and have come to trust the staff at the pointy end... and then I discovered Flight Simulation.

One of the things I especially like about FS is being able to reproduce the many flights I have made but a decent DC10 has not been available to me - until now! So here I am offering my thoughts and observations on this package and to (possibly) recreate that scenario departing Venice Tessera (LIPZ) in August 1982.

So, let's open the box and see what Just Flight have to offer us with the DC-10 Collection. Featuring a massive 38 high-quality worldwide liveries spread over 15 model variants, the DC-10 Collection is published by Just Flight in their "F-Lite" range. Designed by the experts at CLS (Commercial Level Simulations) the

highest quality model design, textures, animations and flight model characteristics are available at an affordable price.

## Detailed features:

- Highly detailed 3D models
- 3D Virtual Cockpit, fully flyable
- Wing view option
- Includes many animations such as flaps, spoilers, ailerons, elevators, rudder, engine fans, operating passenger and cargo doors, operating thrust reversers - even the ailerons and elevators droop when engines are shut down!
- Optional pushback truck included
- Airstairs
- KC10A Extender and KDC10 model featuring:
  - Animated fuel boom and drogues.
  - Dynamic wingflex
  - XML landing gear animation, wheels stay flat on the ground.
  - Animated large cargo door for CF and military models
  - Six Custom flights and comprehensive tutorial based on real world operations
  - Customised effects

> *Continued on next page...*



# >> Review: DC-10 Collection (FS9 & FSX)

By Ken Hall - UKV1142



## Accurate Flight model:

- Highly tuned DC-10 Flight Dynamics based on highly detailed documentation and experience from an air carrier FAA Level-C 3-axis simulator
- 6 DC-10 flight models based on Boeing specifications: DC-10-10, -15, -30, -40, KC-10 Extender, and KDC-10 tanker.
- 'True Feel' format for correct performance and feel.
- Flight testing based on FAA simulation requirements
- Optional models with no pushback tug for FSX power users.
- Jetway and baggage truck operations implemented for FSX

## Manual:

- DC-10 Operations Manual, with full flight example complete with weather charts, dispatch report, performance sheets, checklists, and pilot weight manifest sheets.

## Sound Features:

- High-fidelity DC-10 Soundset based on GE CF6 engines.

## Panel features:

- Full analogue Pilots, Co-Pilots and Flight engineer panels.
- Also included are the Overhead, Throttle Quadrant and Radio stack panels.
- Flight Engineers station has expanded pop-ups for easier viewing.
- Limited function FMC which allows for SIDs and STARs in the Flight Simulator database.
- Radio and Navigation frequency entry, v-speed calculation, "direct to" waypoint features, progress display, estimated fuel on board, and more.

## Models:

This great package includes 15 different models with 38 different liveries to enjoy! Along with the passenger and freight models also included are two military models. Models included are:

- DC-10-10 x2 engines
- DC-10-10CF x2 engines
- DC-10-15
- DC-10-30 x2 engines
- DC-10-30CF x2 engines
- DC-10-40 x2 engines
- DC-10-40F x2 engines
- KDC10 Dutch Air Force
- KC-10A Extender

## Livery features:

- Highly detailed artwork
- 38 worldwide liveries included
- Dynamic shine

Layered Paint Kit included to create your own airline liveries (Fly UK?). **Photoshop or compatible software required.**

I will not list the 38 liveries available – suffice to say that most of the major operators of the DC-10 and all of its variants are represented. On top of that there are many additional liveries available through the AVSIM web-site (just check for CLS).

The BIG QUESTION, of course, is how does it go??

> Continued on next page...

# >> Review: DC-10 Collection (FS9 & FSX)

By Ken Hall - UKV1142

Installation is from DVD and very simple – and compatible with both FSX and FS9. However, it is worth noting that the installation routine also places a “partly licensed” version of Pete Dowson’s FSUIPC module into your FS so it is worth backing-up your existing FSUIPC bits before installation just in case! It actually inserted a much older version than I had been using so the “back-up” became very useful! As with all “new” software it is always worth checking for “updates” so a visit to the Just Flight web-site was called for. Not only did I obtain a “Service Patch” (so delicately put!) SP1 to fix a number of bugs in the original software but also the “necessaries” to make the INS work! So, main software installed – SP1 added – INS installed. A defrag was carried out at which point I discovered that the installation had “created” 1069 fragmented files over 1949Mb!

Let’s rock and roll...

I have now reviewed/installed three products developed by CLS. The first (a direct download from CLS) was logically found under CLS Airbus. The second (a JF box) is found under Just Flight – CLS. The DC-10 Collection is found under McDonnell Douglas and is shown twice as the DC-10 and DC-10 INS so that you have the option to fly using the INS system or the inbuilt “mod” FMC. The FMC is not of the PMDG/PSS variety but takes its information from the FS Flight Planner but with additional features so that it is interactive to a reasonable degree allowing the

insertion of radio frequencies; reference speeds and altitudes along with MDA (minimum decision altitude) which will set the bug on the radar altimeter; a “Direct to” facility; estimated fuel on board at next way-point and other info such as Carrier, Flt Number, wind speeds, current temperatures and so on. A bit more involvement than previous “Lite FMCs”.



The INS download comes complete with a 51-page PDF instruction book (and an additional livery of JAL with centre wheel lock)!!! What I discovered is that with an INS you can only input a maximum of 9 waypoints so that if you have a fairly long flight planned then there will be a lot of work for “somebody” manually inputting and updating the necessary data. I chose the FMC/standard DC10-30 for a tutorial flight and constructed the flight plan in FS Commander in order to add a bit of weight to the plan and listed waypoints etc.

The exterior of the DC-10s on offer here are very, very good with nice crisp lines and no fuzzy details. When not taking benefit from active jet-ways at your departure or arrival airport there is a very nice “CLS” branded airstair available from the icons (hidden) on the panel. The hidden icons are activated by clicking a button on the panel – a feature I like as it keeps the panel “realistic” when icons are not required.

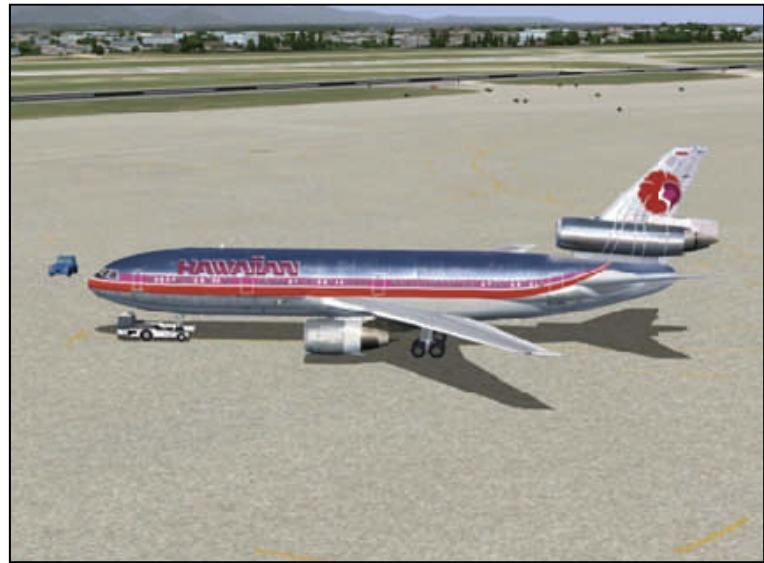


> Continued on next page...



# >> Review: DC-10 Collection (FS9 & FSX)

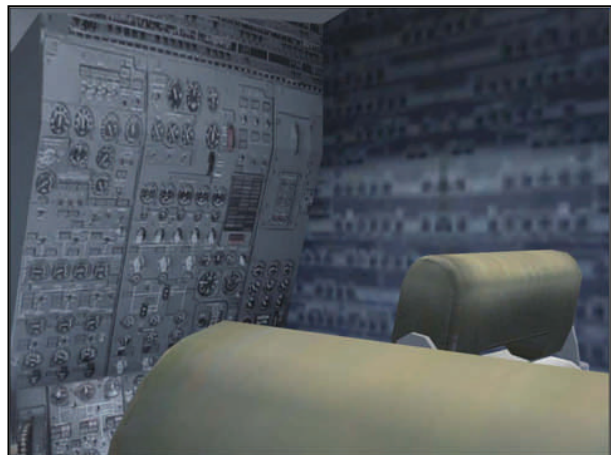
By Ken Hall - UKV1142



Once "inside" the cockpit you can choose to have either the 2D or 3D virtual cockpit – this is achieved by clicking the icon marked "VC" which is illuminated green when the VC is active. All click-spots in the 2D are equally viable in the 3D panel. What I did find, however, is that by activating the 3D panel but staying in 2D mode, by using the hat switch on my CH-Yoke I had some very nice views of the sides, front-right, rear etc. If the VC is not active then no other cockpit views are available other than the immediate 2D panel. CLS have provided a First Officer panel (no icon – "Shift + 2" [I always do a "Shift + 1 – 0 routine to see what crops up]) – however,

the FO panel for some odd-ball reason overlays the 2D panel and as a consequence has part of the 2D panel showing (marked in the attached screenshot) a minor point but detracts from the otherwise quality and attention to detail. A check on the CLS forum pages indicates that this is a known issue but had not yet been rectified. Shame – the FO panel is where the gauges for Flight Surfaces, Flap Annunciator and Thrust Computer are shown. I must also note that in the manual that accompanies this boxed product, the Flap Annunciator and Flight Surfaces indicator are interposed (wrong way round!) on page 18.

*> Continued on next page...*





# >> Review: DC-10 Collection (FS9 & FSX)

By Ken Hall - UKV1142

With regard to the Manual it is a significant improvement on those available for the previous products mentioned earlier – items which I had criticised and which let down otherwise excellent products. Maybe my comments have had some influence where it matters, eh?! ☺ HOWEVER (a BIG HOWEVER) I have also downloaded an extra Tutorial of some 84 pages that covers in full glorious colour every step of the set-up to shutting down and in it is a CLEAR indication of how to obtain the FO panel. All you do is click on the windscreen centre-post!!! Going back to the printed manual (and knowing where it is!) I can now see a click-point printed in white against an almost white background. Further proof, if indeed proof were needed, that colour printed manuals are the way to go. For what it would cost.....! And why has this not been mentioned within the CLS-forum?

Being an “F-Lite” product, the DC-10 Collection can be flown without the need for detailed/immersive involvement with switches and buttons etc. This is achieved by using the FS default start of “Ctrl + E”. I tried it to see what difference it made to find that the cold and dark panel (red bars across various gauges) stays like that until the first engine is about half spooled up then the red bars miraculously disappear and everything is active that should be active and ready for flight. Easy, peasy. Too easy. I chose to run through the tutorial flight (Penang to Changi) from cold and dark by “the book” and found some curious and strange anomalies with my GoFlight modules. I have a GF-T8 established for switching on the battery, avionics, fuel pump, engine start and fuel run. Switching on the battery (GF)

gave me a green light but no battery power on the Flight Engineer’s panel. Switching the battery on from the FE panel gave me battery power and also illuminated my GF switch without the switch moving! Similarly, some of the light switches/buttons on the GF modules did not activate those on the FE panel but activating from the FE panel switched on the GF module lights. The majority of my GF modules (switches

Once the engines are started and clearance given for pushback a very neat pushback tug is placed at the nose wheel (default FS “Shift + P” then 1 or 2 for left or right turns). “Shift + P” stops the pushback and the tug disappears. Taxi is easily achieved (after a bit of boost) at “idle” and steering via CH-pedals was smooth with differential braking for tight turns. Lined up on the runway with the autopilot set for speed, altitude and



and buttons) worked flawlessly but these few idiosyncrasies have me baffled. I have posted Just Flight and CLS on the subject but not had any response yet.

The start procedure is fairly detailed (not to the extent of PMDG) and sufficient to give an indication that the crew member with the most work is most definitely the Flight Engineer! The FE panel is shown photographically in the cockpit views and when brought up, by using the icon, covers “most” of what you see in the photograph. The FE panel is further enhanced by virtue of the fact that it can be “broken down” into six individual areas of control activity by clicking the “magnify” buttons. This makes reading the text on the various panels much, much easier although I have to say that even in its full view the text is better than quite a lot that I have seen!

heading we are ready for the off. Spool up, release the brakes and eighty knots comes up quite quickly and we rotate at 135kts. Positive rate – gear up (GF no problem!), increase speed to 185kts – one notch of flap up, increase speed to 230kts, clean up flaps fully at 240kts, activate auto-pilot and we are en-route for Changi. (I did this flight in reverse – Changi to Penang [RAAF Butterworth] in 1962 in a RAAF Hastings with a very leaky wing fuel tank on the port side!)

Cruise is not a problem and the ‘plane lopes along at a steady 300kts IAS. Forty five minutes later we are in the descent and once Changi is in view, localiser established and glide-slope active we are ready for landing. Two miles out I deactivate the A/P and hand fly to the concrete – flaps and gear all responding

> Continued on next page...



# >> Review: DC-10 Collection (FS9 & FSX)

By Ken Hall - UKV1142



to the GF-LGT module, thrust being managed from the CH-products Throttle Quadrant – wonderful! A smooth touch down, clear the active and taxi to the apron where the air stairs are called and the doors open to the heat and humidity that is Singapore – I remember it well!

Overall I have to say that I am impressed with this FS add-on. The quality of textures/liveries is excellent and the panels superb (especially since now being able to properly display the FO panel in the 2D!). Being an “F-Lite” package this will please and help those Simmers who may just be starting out in their new FS Virtual careers and yet it has sufficient complexity to be of interest to those more experienced in the ways of “simulation reality”. My only reservations are now confined to the peculiar anomalies with the GoFlight modules as mentioned above. I have now carried out about 12 flights with the DC10-30 – only one featuring the INS and yes it



was “hard work!” Practise would no doubt improve my take on that aspect but as I prefer flying with the “mod” FMC and benefits of FS Commander flight plans. I shall carry on with the original conception of the DC-10 as offered by CLS and Just Flight.

Maybe my next flight in the DC10 will re-create that dreadful night coming out of Venice – I might even persuade my wife to sit beside me while I twiddle the knobs and push the buttons but then she may become fascinated with FS, as I did, after experiencing it properly for the first time – but that could be a dangerous and calamitous situation for both of us!

Review system: Intel Q6600, PA35T MoBo, 4Gb RAM (3-gig switch), XFX nVidia 9800GT/512Mb card, XP-Home/SP3, FSX/SP2, REX, GEX, UT2, FS Global 2008, Ult Terrain Europe/USA/Canada, GoFlight MCPPro plus 8 other modules, CH Yoke/Pedals.



## NEW 10% DISCOUNT AT FLIGHTSIM.COM PILOT SHOP

**OTHER DISCOUNTS AVAILABLE TO FLY UK MEMBERS**  
*SEE OFFERS & DISCOUNT PAGE ON WEBSITE FOR FULL DETAILS*

**15% Discount on FsPassengers**

**10% Discount on Angle of Attack DVDs**

**30% Discount on FS2Crew**

**20% Discount on Gate.to**

**5% Discount at Pooleys Flight Store**

**15% Discount on UK2000 Xtreme Scenery**

# >> MEMBER PROFILE PETE GILL - UKV1390

I've been into Flight Sim since FS2002 was available. In all that time I had never joined a VA & the only online flying I had done was the FSpassengers World Tour (FSINN) with no ATC. I was looking to get more out of simming so I started looking for a VA to join. I spent a few hours looking through the web at different VA's and decided to join Fly UK (Aug 2009). You know they say first impressions count. Well my first impression was of a quality website with quality members!

I spent a while getting some hours flying offline to work up the ranks. One thing which struck me was the quality of both the freeware aircraft models and the liveries available for payware aircraft and the ease of installation. I don't know of any other site which offers such comprehensive packages!

During my first six months, I stayed active on the forums and saw another area I was missing out on - online flying. I booked a few courses with the Training Academy. As a virgin to online flight on IVAO/VATSIM I had a lot to learn (and still have) so many thanks to the staff in the Training Academy for their patience and the exceptional way they conduct the training. I managed to get through many of the related courses in around a month finishing in March this year. Since then, I have logged around 100 hours on IVAO and attended the Saturday morning IVAO flights. I have to say this has added a huge new experience for me and as they say at McDonalds, i'm lovin' it! Anyone in doubt, just get in touch with the Training Academy - it's way easier than I thought it would be.

The only downside I have experienced is my need to keep expanding my flight simulator experience. This has cost me a fair bit of money. However, all is well spent though even if the wife doesn't think so, not to mention the 400+ hours I have logged so far.

I could go on forever but what more do I need to say? After almost a year here, I can only thank the staff and general community for making this VA what it is, THE BEST!

I am looking forward to my next year here and many more too. Hope to see you all in the sky and remember keep the dirty side down.

**Pilot ID:**  
UKV1390

**Region:**  
Yorkshire & Humberside

**Total Hours:**  
475

**Rank:**  
ATP First Officer







## 787 Dreamliner, New Routes and more!

**Robert Allen—UKV1369**  
**Head of Operations**

**Operations have been busy as we move through 2010. As you may have already noticed the Summer 2010 operations were released in May, with many new summer sun destinations as well as the old favourites. This summer also saw the start of Focus Cities.**

We also enjoyed a codeshare with Empora Airlines before sadly having to terminate it at the start of July due to Empora ending operations in their current capacity. Our operations team are currently searching for new codeshare opportunities.

Our tours are as active as ever, with everything from a Long Haul World Tour to a much contrasting Island Hopper Tour in the UK. We are constantly renewing our Tour operations to offer variation and interest to all our pilot ranks.

One of our main projects this year has been inputting data for airports. Links to charts and scenery are now available for a very large percentage of our destinations. These are shown on each flight dispatch page, as well as our Airport Ops Info pages. This has been no mean feat as we operate to well over 200 destinations! A big thank you to all the members and staff who have contributed scenery and chart links - we are now proud of our database which enables any pilot to easily and efficiently

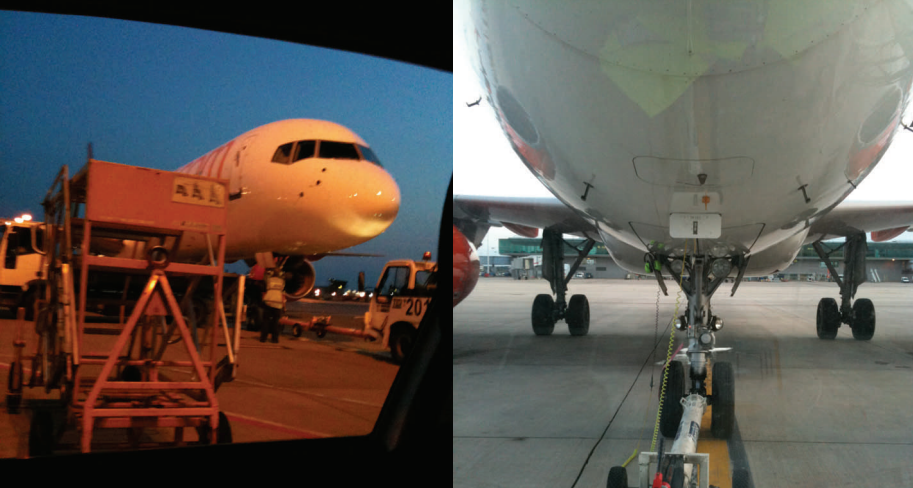
find charts and scenery for all our destinations which really adds to the experience!

Our vRAF contract is ever-popular and we now operate weekly flights to The Falkland Islands, Cyprus and Kuwait, alongside monthly flights to Belize. Whilst British Armed Forces continue to be active in warfare zones, we anticipate these flights will continue to play an active role in our schedules.

We are also happy to reveal further details regarding our 787 orders. Fly UK have ordered 5 Boeing 787 aircraft which are due for delivery in 2011/2012. 3 of these aircraft will be based at London Heathrow and 2 will be based at Manchester. Exact details on timings and initial scheduling will be in due course. We are continually planning and renewing our fleet for the future and we are excited about getting our 787s into operation.

Over the summer we will also be commencing a review of our Worldwide Operations. We will be aiming to release our Fly UK Winter Schedule on the 1st November too.





*We have a number of members at Fly UK with real world aviation experience. In this article Chris Baldwin - UKV1503 tells us about his experience of working as a passenger service agent for Menzies Aviation at London Stansted airport.*

## >> Life at the Airport

Chris Baldwin - UKV1503 - Passenger Service Agent

**Name:** Chris Baldwin

**Company:** Menzies Aviation

**Based at:** London Stansted

**Role:** Passenger Service Agent

**Handling agent for:** Easyjet

Since working in the airport I don't like to be a passenger anymore. As funny as this may seem, being treated like cattle and doing the cattle herding are obviously entirely different, I would rather be doing the herding if I'm totally honest.

My job entails many things. The main focus is check in. You know the typical "Have you packed the bag yourself" malarkey. Not much to that part of the job if I'm honest, sitting down on your bum all day and chatting to people from all over the world. What could be better than that?

Well lots of things I hear you ask, among sitting on check in, I also go to the gate to board flights. Being a gate agent is slightly stressful, not so much when you are scanning the cards and sending them down the steps, but it's the stuff like if you are a passenger down or, even worse a whole group who have checked in and all have a bag. Easyjet uses A319s at Stansted which hold 156 pax. Now, when boarding on your own it might take say 15 mins to board the whole lot. That's the most important part of boarding, time management. Get it wrong and you'll get shot down, get it right and the flight goes early/on time.

Among being the face of Easyjet at Stansted, you get all the crap from passengers when their flights get cancelled, when they've missed their own flight or when they have had an argument with their other half. Its all going to be your fault regardless.

However, I do get some pretty cool close up time with the aircraft as well. When I'm not inside checking in or boarding flights I will probably be outside, loading the aircraft and joining the ramp team. The ramp team is there to get the aircraft turned around in under 20mins. That means, all the bags off, lost property cleared, bags put up the belt to the baggage hall, get the new bags on, refuel and clean.

All in all it's a pretty awesome job which I wouldn't trade for the world.

Thanks for reading.

Page 16

# skyhigh radio

[ flight sim radio ]

- Now Broadcasting 24/7
- Live Shows Every Evening

- New Flash Web Player
- New Presenters & Shows

TUNE IN NOW — WWW.SKYHIGHRADIO.CO.UK



# London is Calling

## HEATHROW *X* TREME

MICROSOFT  
FLIGHT SIMULATOR *X*

MICROSOFT  
FLIGHT SIMULATOR 2004

**NEW! Version 2 Due August 2010**



**Also Available**

**Bristol Glasgow Gatwick Stansted  
Birmingham Edinburgh Belfast Int  
Manchester**



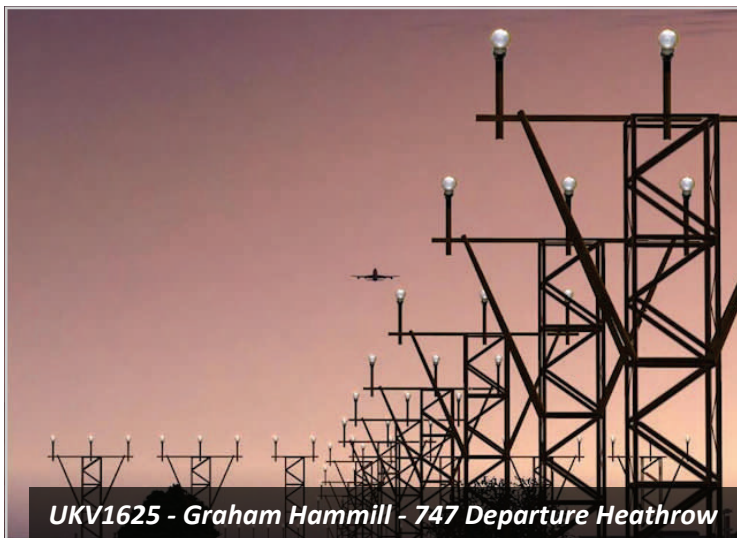
**15% off ALL Xtreme range, use code '61843002'**  
**Visit [WWW.UK2000SCENERY.COM](http://WWW.UK2000SCENERY.COM)**





# SCREENSHOT COMPETITION

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



**UKV1625 - Graham Hammill - 747 Departure Heathrow**



**UKV1859 - Paul Beal - Sunrise Touchdown at Heathrow**



**UKV1625 - Graham Hammill - Evening Departure Rhodes**



**UKV1859 - Paul Beal - Breakthrough**



**UKV1586 - Carl Chamberlain - Boston Departure**



**UKV1625 - Graham Hammill - Runway Lights**

# Fundraising

## Help Fly UK raise money for ORBIS

Fly UK actively promotes and supports the fundraising efforts of World Flight Scotland. World Flight Scotland is an A300 simulator team who fly during the global World Flight event which takes place every year. Fly UK and World Flight Scotland raise money for the charity ORBIS.

Although World Flight takes place during set dates each year, you can help Fly UK raise money for ORBIS all year round. Simply make a donation using the 'Just Giving' widget on our new World Flight fundraising page.



### What is World Flight?

For those of you that don't know, World Flight is a great VATSIM fundraising event that takes place every year. It involves 7 days solid flying taking in 45 destinations on 5 Continents.

World Flight is a Virtual Round the World Flight to raise money for various worthy Charities around the globe. Teams use their own Home-built Airliner Simulators, flying with real Airline procedures, Charts and Virtual Air Traffic Control supplied by the VATSIM Network. The teams also use weather programs which simulate the real world weather conditions for ultimate reality.

The concept of a virtual round the world flight for charity was started 9 years ago by a team in the United Kingdom, and has spawned an annual event with participants all over the globe. 'World Flight Australia' was started in 2001 and has become the leading team with other teams in the UK, USA, Canada and Scotland joining the flight over the years, all flying the same route as one large group. Each team select their own needy charity, raising funds through donations and corporate sponsorship.

### World Flight 2010 - Get Involved

This year's event is due to take place from Sunday 31st October until Sunday 7th November.

**Fly UK ORBIS Charity Logojets** - We aim to raise money by releasing ORBIS logojets which will be available to download for a small donation from late October.

**Fly World Flight Legs on VATSIM** - We encourage Fly UK pilots to join the simulator teams and fly World Flight legs with them on VATSIM. Fly UK pilots will be able to file pireps for any legs they fly. Full details of the 2010 World Flight schedule will be posted on the website when it is available.

**Fly the A300 simulator during World Flight** - Steve Masson has confirmed the A300 simulator will take part in this year's event. On each flight there will be a crew of three - a simulator instructor, pilot and co-pilot. There are vacancies for crew members on a number of flights. The simulator will be operational for 24hrs a day for the seven days of World Flight with loads of exciting flights and destinations offering a challenge to pilots of all levels.

If you are interested in becoming a crew member during World Flight 2010, we ask that all crew members raise funds by means of sponsorship for our supported charity ORBIS. There will be 45 flights of varying duration. To be part of the team, e-mail Steve Masson with details of when you will be available. The simulator is based near Glasgow Airport.

**During the Event** - Throughout the event we will closely monitor the progress of the simulator teams. Steve Masson from the Scottish A300 simulator team posts regular updates, photos and videos in the Fly UK forum to keep us up to date!