

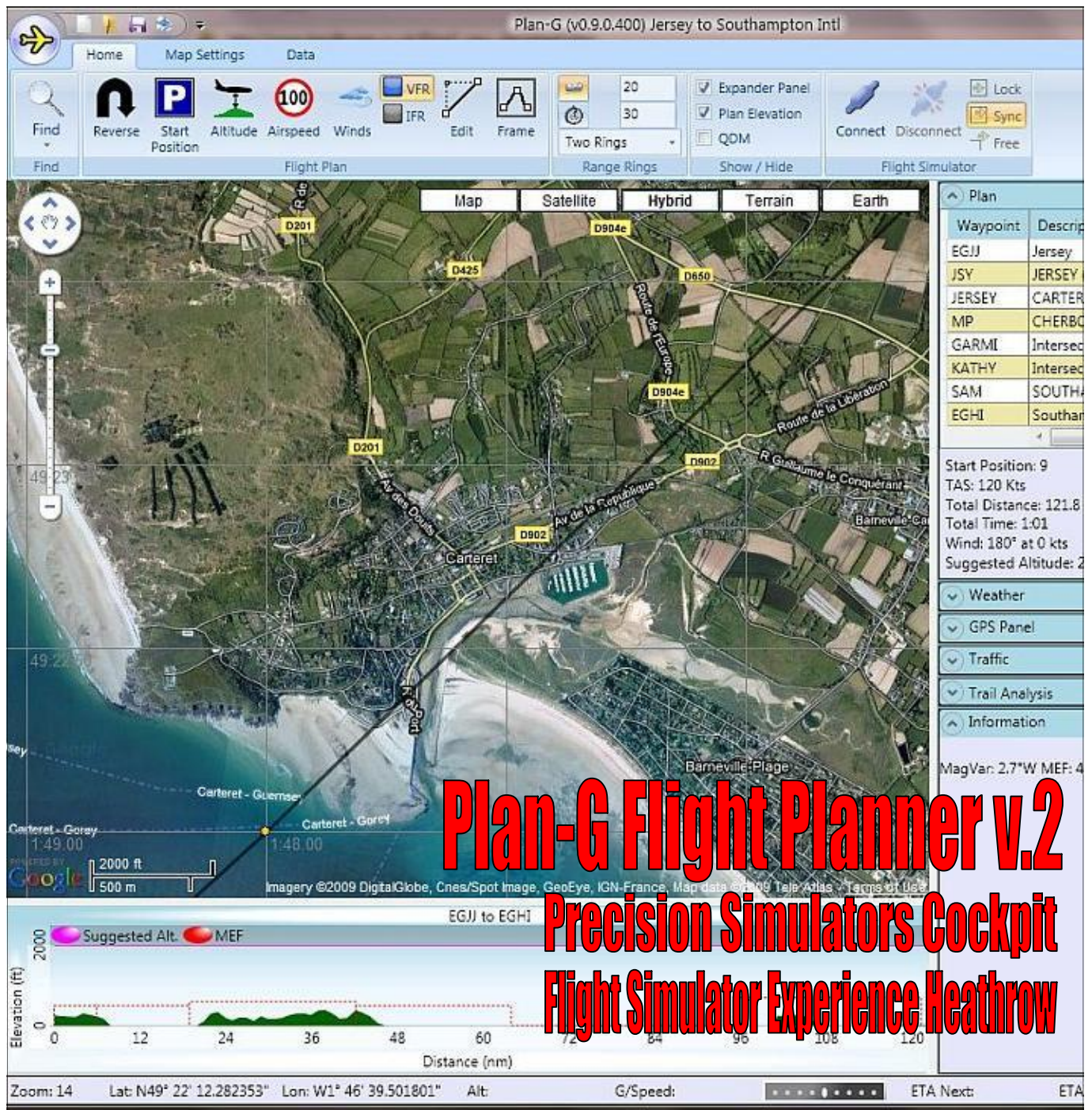
# PC FLIGHT

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The official magazine of the 'PC Pilots Ireland'



iFly 737NG • Larnaca X • Niagara Falls/Buffalo • Ground Environment X • Mega Airport Paris Only • Mega Airport Barcelona X • A Special Addiction



# BN-2 ISLANDER

INCLUDES TWO FREE  
UK2000 AIRFIELD SCENERIES



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Designed and originally manufactured in the 1960's by UK based Britten-Norman, the Islander's simple but tough design makes it ideal for daily operation in and out of unprepared strips in weather conditions that has even the sheep running for cover.

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*"...a real masterpiece... Perfection inside and out, with first-class sounds and remarkable flight dynamics, this is the ideal aircraft for island hoppers and bush pilots!"* FS Magazin



Photo Sam Poititt

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## Front Cover

### 'Plan-G Flight Planner v.2'

By Tim Arnot  
(FS2004/FSX)

[www.tasoftware.co.uk/  
planG.htm](http://www.tasoftware.co.uk/planG.htm)



Welcome once again.

### Fly-In October 2010

Our October Fly-In of 2010 was thankfully a success with 35 in attendance. Paul Hannity helped it's success by doing a Q&A session on his job as a Captain on the Airbus A320/A321, which was very interesting. Our thanks to Sé Pardy of Simtech for the voucher for a one hour flight in the Simtech ATR Simulator, which was won by John Fagan. Ian has a report in this issue.

### In this issue

This issue has turned out to be a bumper issue thanks to the many contributions, which I always welcome.

There's a report on the FS Weekend in Lelystad, Holland, which Michael Collins, Jon Stratfull and I attended. Rory O'Neill has an article on his visit to the B737-200 Flight Simulator at the BA Training Centre Cranefield. George Markham has an interesting article on FSX running on Windows 7, 32-bit versus Windows 7, 64-bit. Charles Kirk relates his interest in designing early aircraft in his article 'A Special Addiction'. There's more new hardware in the 'Cockpit Hardware' section for desktop and cockpit users. I have an article on my visit to a privately owned 'Pacific Simulators Cockpit'. Among the reviews, we have Larnaca X, Mega Airport Munich, Mega Airport Barcelona X, iFly Jets 737NG, US Cities: Niagara Falls/Buffalo, Mega Airport Paris Orly, Ground Environment X, and John Melville delves in to the wonderful virtual world of ORBX Northwest Pacific—Free version.

*Have a Merry Christmas and a Happy New Year.  
See you at our Fly-In in the New Year.*

**Terry**



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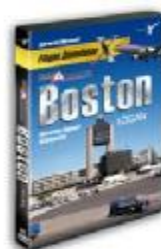
## WIN!

SimCheck A300 B4-2-00 from Aerosoft (FSX)  
Fw190 A series from Flight1 (FSX )  
Boston Logan from Aerosoft (FSX and FS2004)  
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[www.flight1.com](http://www.flight1.com)  
[www.aerosoft.com](http://www.aerosoft.com)

To be entered in the draw, just send an email to [terry@pcpilotsireland.com](mailto:terry@pcpilotsireland.com) on or before September 30<sup>th</sup> 2010.

Please put 'Products Draw' in the Subject Line and state which products you would prefer, in order of preference.





# Arrivals



## your guide to new products

### iFly Jets: The 737NG

From Flight1

[www.flight1.com](http://www.flight1.com)

The iFly Jets: 737NG is the most sophisticated and complete 737 add-on for Microsoft Flight Simulator so far. High accuracy simulation of cockpit and systems, along with features such as ground support and push back, make this a premier expansion to Microsoft Flight Simulator 2004 (FS9). The product has been tested by real NG pilots to help maintain the accuracy required for this simulation. The product showcases a highly accurate simulation of the 737 cockpit environment, including detailed flight systems and virtual panels. There are multiple variations of aircraft included, covering a wide range of 737NG configurations. The product includes an entire fleet of aircraft that covers the NG range. This includes the 737NG -600, -700, -800, and -900, plus the -BBJ, -BBJ2, and -BBJ3 variants. There are multiple configuration options among this fleet that you can configure via the Configuration Manager, including jet engine types, and wingtips.



### Airbus X

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

The Aerosoft Airbus X is a high definition rendering of the venerable aircraft A321 and A320 for FSX. Directly aimed at the user who enjoys flying while not spending too much time on configurations and pre-flight checks and also at all virtual pilots who don't want to compromise on the modelling and 3D features. These aircraft will be appealing to a large group of flight simmers. The fully functional virtual cockpit places the user in an immersive environment where detailed animations and a high level of modelling show the level of details that separate FSX from FS2004. All displays are easy to read, even at lower resolutions and show how most A321's and A320's are now leaving the factory. The displays will automatically show the information needed at any given moment. The Fly-By-Wire flight model is totally reliable and extremely close to the actual aircraft. Where older aircraft use conventional throttles, Airbus X has a realistic FADEC system, meaning you almost never have to touch the throttle after starting the take-off run. Both aircraft are also very convincing from the external view: all cabin and freight doors can be operated and show the interior of the aircraft. Animation of the flight control surfaces is accurate both in timing and movements.



### C208B Super Cargomaster Expansion Pack

From Carenado

[www.carenado.com](http://www.carenado.com)

Carenado has released the C208B Super Cargo Master Expansion Pack HD Series for FSX. This is Expansion pack includes Hi Definition quality textures, one paint scheme plus a blank texture, customizable panel for controlling load configuration, windows transparency, 3D Knobs, cargo pod, doors opening and many new features such as wheel chokes, pitot cover, tail stand and sights prop. Also includes original HQ digital stereo sounds recorded directly from a real PT6A and many more features.



### Captain Sim 707-300

From Captain Sim

[www.captainsim.com](http://www.captainsim.com)

Captain Sim have released their Pro Line 707-300 V 1.1, accurate replicas of the Boeing 707-320B and 707-320B Adv aircraft and the base pack of the 707 Captain family and deliver flight deck interior and systems to all 707 expansion models. Key Features include High resolution Textures of 13 popular liveries, Highly detailed and functional Flight Deck, ACE - Aircraft Configuration Editor and Extensive Manuals in 3 parts (hundreds of pages in total). Complete Passenger Cabin including galley and lavatories and a Stewardess model (in various airline uniforms) are among the many elements that are included in this release, visit the Captain Sim Product Page for complete details.



### M20J 201 for X-Plane

From Carenado

[www.carenado.com](http://www.carenado.com)

This aircraft comes with three different paint schemes plus a blank texture. The Standard model is Polygon optimized and has four places and has IFR certification. The model includes: Interactive virtual cockpit; Full moving parts: Ailerons, elevators, rudders, flaps and trim tab; Animated Cowl Flaps; Rolling wheels; Opening doors; Animated Sun Visor; Navigation lights, beacons, landing lights; Custom sounds; and a 3D pilot. Other details include: pitot pressure chamber, antennas, fuel caps, yoke, moving key ring and moving radio cable; Custom panel and gauges; Toggle yoke at VC; Normal Procedures; Emergency Checklist; Autopilot quick reference manual; and Performance tables. The Carenado M20J 201 is for X-Plane 9.5 (or higher) and operates on Windows 7, Vista, XP, MAC OS 10.3.9 (or higher) and Linux.



### FSX Log Explorer

From Chanticleer Software

[www.chanticleersoftware.com](http://www.chanticleersoftware.com)

FSX Log Explorer is a powerful tool that allows you to view your FSX logbook as never before. Filter, sort and group the flights in your logbook and view the results in reports, charts and maps. Highlights: Flight Time categorized by aircraft class as well as single and multi-engine. Aircraft categorized by class, model and type. Flight Distance in nautical miles calculated for each flight. Filter, Sort and Group your flights to view your logbook any way you choose. Google Map Integration - View your flight on Google Maps. Reports, 2D Charts and 3D Charts created from your FSX Logbook. Export Reports and Charts to PDF or Excel. 5 day fully featured trial version available. Requires .NET Framework 3.5 SP1.



### DBS Follow Me Service for FS2004

From DBS

[www.dbsim.com](http://www.dbsim.com)

Now any airport and any aircraft within FS2004 has the opportunity to have the services of the DBS FollowMe Car to lead you to your gate or runway. Lost while taxiing in airport? Re-

quest FollowMe. Includes: Two FollowMe cars, Integration into simulator environment. Transparent dialogs like ATC. Easy navigation, fast response. Follow the car and never get lost in any airport, from gate to runway, from parking to fuel station, from runway to cargo dock...

## Copenhagen X

From Scansim

[www.simmarket.com](http://www.simmarket.com)

Copenhagen Airport Kastrup is located just 8 kilometres south of the centre of Copenhagen is the largest Scandinavian airport. Besides servicing all of Denmark and the southern regions of Sweden directly; it functions as one of Scandinavian Airlines System's (SAS) major international hubs making it a vital transit airport in the Northern European region. 21.5 million passengers passed through the airport in 2008 making it one of Europe's 20 busiest airports. This new scenery from Scansim provides a detailed scenery, without sacrificing good frame rates. This package features the complete Airport for FSX built in Gmax with photorealistic ground textures (Summer, night and winter variation) in a sensational resolution up to 0.6m/pixel. The scenery features exact coastlines, mesh and a completely new designed airport located 100% correct. This add-on also includes dynamic apron traffic, as well as road traffic in the vicinity of the airport. The included detailed AFCAD and AI Aircrafts compatible with default traffic, makes it a lively and highly realistic airport to fly to. You might find scenery with better graphics, but this will be at the cost of frame rates - The EKCH Copenhagen Airport is designed to be used in conjunction with great scenery's like Denmark Scenery rendering a detailed Copenhagen city centre right next to the airport.



## F8F Bearcat

From Vertico Studios

[www.verticostudios.co.uk](http://www.verticostudios.co.uk)

The F8F Bearcat for FSX SP2 and Acceleration, has a highly detailed virtual cockpit complete with 3d gauges, authentic textures and a whole range of historically-accurate features. Watch and listen as countless animations and sound effects bring the mighty R-2800 radial engine to life. Fly fast paced bombing missions or fire rockets and machine guns at the enemy whilst the accurate flight dynamics adapt to the ever-changing situation. A configuration editor is provided in-game to allow the F8F to be totally customised and readied for any mission. Ammunition can be loaded by the round, with each unit affecting the weight individually. Weights are accurate to the weapon type, with cannon rounds weighing more than the machine gun. Every object configured via the editor will affect the weight and performance of the F8F in real-time. Rockets and bombs can be deployed with a realistic after-effects being exerted upon the aeroplane. The free Manual is now available from Vertigo Studios, the release following 12 months of research and detailed modelling includes 6 liveries.



## Buffalo Niagra International

From FlyTampa

[www.flytampa.com](http://www.flytampa.com)

Buffalo Niagara International Airport (KBUF) for FSX & FS9 includes features such as: High Resolution Ground Textures and Photo Scenery, Hand placed Autogen Seasonal Textures including snow Self Shadowing on most build-



ings, Custom Reflection Maps and high detail Taxiway, Apron & Runway markings 3D Taxiway Signs & 3D Taxiway Lighting/Units. Volumetric Grass, Grooved Runway Textures, Surrounding Restaurants, Hotels, gas stations, water towers, schools and a Hawker Jet parked on the Ramp, Static 3D character on GA Ramp and Animated Fountains, Flags (FSX Only), Animated Birds (FSX Only), Custom road traffic (FSX Only) Optimized for good frame rates and compatible with Aerosoft's US Cities X - Niagara Falls/Bufalo.

## FTS Avionics Stack

From Scansim

[www.flythissim.com](http://www.flythissim.com)

FlyThisSim's (FTS) 7 new panels for X-Plane, including the Garmin GNS430W, AvSimMap II, and STEC-55X autopilot are stand-alone instruments. They are not integrated into a complete cockpit. This enhancement pack is superb for hardcore cockpit builders that use multiple and dedicated displays for various instruments. These avionics should be used with analogue aircraft panels. They are generic, allowing them to be used for ANY aircraft. The stand-alone GNS430W and AvSimMap II comes with and without the bezels, giving you the option to use real hardware buttons and knobs. Free your X-Plane cockpit from generic instruments. Enjoy the high fidelity and resolution that FTS avionics can provide.



## FSX Booster

From FSPS

<http://fspd.737ng.gr>

FSX Booster by Flight Simulator Platform Solutions (FSPS) has been designed with the thousands of different PCs available on the market in mind. It will analyse your computer hardware in depth (CPU, GPU, Memory, Hard Disc speed etc.) and set all the important documented and undocumented tweaks with the correct values that your PC needs to have with those tweaks. No knowledge is needed, just execute FSPS - FSX Booster, then fly FSX and enjoy it with the maximum frames and smoothness you can get from your PC. Try out the one day demo now. Requires FSX SP2 / Accelerator. .NET Framework 3.5 SP1 or higher must be installed. Internet connection.

## iGMapHD

From FSWidgets

<http://fswidgets.com>

FSWidgets has released iGMapHD, a moving map display designed specifically for the Apple iPad. The iGMapHD application provides a large external moving map to aid navigation especially useful for situational awareness during simulated VFR flights. It is compatible with FSX, FS2004 and X-Plane. iGMapHD works with the three most popular desktop simulators on the market today, giving you a large external moving map to aid navigation, especially on VFR flights. iGMapHD connects to the flight simulator via our free FSWidgets Network Pack. iGMapHD saves valuable screen real-estate on your desktop by using your iPad to display your aircrafts current position.





## WSSS Singapore

From ImagineSim

[www.imaginesim.com](http://www.imaginesim.com)

Following on from their FS2004 release, ImagineSim has released Singapore International for FSX. WSSS Singapore Changi is an essential transport hub, lying at the very heart of the Far East with an unmatched network of true global reach. The city of Singapore is the economic powerhouse of the South China Sea and is the world's foremost logistical centre. It's likely that the very computer you are using at one time passed through the city's port. This scenery features custom made ground textures and runways, terminal, cargo and hangar buildings rendered to 5cm per pixel scale, an interactive docking system to park you right on your mark, taxiways with highly realistic concrete textures, full airport taxiway and runway signage, custom 3D approach lighting and full ILS navigation. Also included are hundreds of airport vehicles and ground personnel, aircraft can be found parked at custom textured parking positions, all hangars, cargo and airport auxiliary buildings are modelled, there is even a perimeter fence under the steady gaze of security cameras.



## Penzance Heliport X

From Just Flight

[www.justflight.com](http://www.justflight.com)

Penzance Heliport (ICAO code: EGHK) on the south-west tip of the UK serves the Scilly Isles, which are 28 miles offshore. Scenery experts Southwest Design have developed this important heliport from the ground up for Flight Simulator X, and real photographic ground textures ensure absolute accuracy. The heliport has been modelled to the highest standards and includes all the buildings and static objects that make it instantly recognisable to anybody who has visited it - you won't find a more faithful replication of the Penzance Heliport.



## Lancair IV-P

From Orbx

<http://fullterrain.com>

Orbx has released its debut aircraft, the Lancair IV-P, a kit-build aircraft. The ultra-sleek lines are formed from composite materials and allow it to slice through the air and into the FL's whilst offering a fully pressurized cabin. Orbx has spent over two years on this project and tried to achieve the exact modelling of the curvaceous lines, to the faithful reproduction of the cockpit and instruments, etc. Also to ensure that the simulated aircraft behaves precisely like the real one, they have flown many hours in their donor aircraft in Australia and Switzerland for both handling check-flights and 32-bit HD audio captures.



## Lauda Cockpit DVD

From Just Planes

[www.worldairroutes.com](http://www.worldairroutes.com)

Lauda becomes the 225th Airline to join Just Planes' popular Flight in the Cockpit series "World Air Routes". Lauda is now part of Austrian, already with 4 programs in the series, and this program features the Boeing 737-600, 700 and 800 series. This nearly 4 hour long program takes



viewers on 9 flights in the Cockpit from Vienna to exciting destinations including Bucharest (Romania), our 1st visit to Belgrade (Serbia) as well as Kefallinia, Santorini and Zakynthos (Greece). As always the pilots give frequent presentations about the aircraft, the flight, route, briefings and much more.

## MD-81/82 Jetliner

From Just Flight

[www.justflight.com](http://www.justflight.com)

The MD-81/82 evolved from the DC-9 airliner and is used on short to medium length routes. With its T-tail, rear-mounted jet engines and long slender fuselage, the MD81/82 is a distinctive aircraft which can be seen at many airports all over the globe. The experts at Commercial Level Simulations have worked their magic to produce superb looking models of the aircraft for FSX in 15 authentic liveries. Features overview: Dedicated FSX release - DX10 Preview compatible. Highly detailed exterior model. High quality interactive 3D virtual cockpit. 2D panel with custom gauges. Option for showing the wings from the interior view (wingview). Pushback truck (can be switched on/off). Aircraft stairs. Dynamic wing flex. Detailed flight deck when seen from the exterior. Numerous detailed animations. High fidelity sound set recorded from the actual aircraft over multiple sessions. Comprehensive manual including flight tutorial. Special effects: Engine start smoke. Touchdown tyre smoke. Fire/sparks from the rear underbelly when you over-rotate. Burning rubber effects. Inspection lights. Dynamic wing flex.



## Mega Airport Barcelona X

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

Barcelona Airport is one of the major airports of Spain, alongside Madrid Barajas and Palma de Mallorca and currently ranked ninth in Europe. The airport has been extended to the south with the new terminal T1 being opened in June 2009. The ground textures are taken from up to date high resolution aerial images. All buildings are absolutely accurate and represent the current real world airport status. Mega Airport Barcelona is a true virtual replica which includes all buildings, airport institutions, docking-systems and all features you would expect to find in a modern scenery for Flight Simulator e.g. Fully compatible to the standard AI traffic and AI traffic add-ons (such as MyTrafficX). Taxiways and apron with realistically rendered textures. Hundreds of taxiway and runway signs according to original charts. Ground signs and markings. Docking systems. Complete airport now with Terminal 1 as well as roads to and from the airport with animated traffic. Option to install static aircraft. Adaptation to Standard and UTX scenery. Optimized frame rates. FSX\* and FS2004 version included. AENA charts. \*The FSX version of Mega Airport Barcelona X will be available for the customers of this version for free when it is available.



## New Zealand Vector Landclass

From Vector Landclass

[www.vectorlandclass.co.nz](http://www.vectorlandclass.co.nz)

Vector Land Class is a revolutionary new approach to landclass scenery defining New Zealand. Taking 3 years to develop, this addon package for Microsoft Flight Simulator X provides unprecedented accuracy. The package differs from other landclass addons in its widespread



use of polygons to represent different landclass boundaries which allow up to 20 times greater accuracy compared with traditional pixel-based landclass data. As well as total replacement of the underlying transportation (roads, freeways, railways, tracks), water (lakes, coastline and rivers including minor streams) and landclass data (including over 3500 agricultural airstrips) with higher accuracy data, Vector Land Class also includes a specially developed 20m terrain mesh which exposes the beautiful topography that New Zealand is renowned for. To top it off, replacement custom autogen and ground textures are included, as are thousands of 3D objects (such as jetties, radio towers, navigation buoys etc), night lighting objects and custom 3D models placed around the country in their real world locations. All the various components are able to be fine tuned using a custom developed VLC configuration tool.

## OpenVFR Fantasia

From OpenVFR

<http://openvfr.freyt.de>

Tired of flying the same old VFR routes all night long? Well - then we have something really amazing for you! Come and explore two new islands we found in Mediterranean Sea. During development we internally simply called them "Corse Invers" and "Sardina Inverse", because some strange intergalactic pressure seemed to turn them upside down. So gain your flying experience and step into a really unknown world. Expect the unexpected. A completely different world. So, don't be surprised, if your altimeter seems to be crazy - it simply can't indicate the negative altitudes you are faced with in a world where the Mediterranean Sea is the highest level of the terrain. Following the standard VFR charts you could start from the airport Corte - which is now located on a huge rock - to a world with castles placed on flying islands and lakes and villages lovely settled on top of the mountains instead of their real location somewhere in the valleys. Start up your engine now, but be careful - keep your eyes open and don't fly against those clouds made of stone up in your airspace in front of you.



## Mega Airport Paris Only

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

Prior to the construction of Charles de Gaulle Airport, Orly was the main airport of Paris. Even with the shift of most international traffic to Charles de Gaulle Airport, Orly remains the busiest French airport for domestic traffic and the second busiest French airport overall in terms of passenger boardings with 26,441,000 in 2007.

Paris Orly airport scenery has been modelled to the smallest of details including all buildings and airport institutions. All features of this airport, including the docking systems, are fully up to date to how the airport looks at this moment. Countless static and dynamic objects enhance the flair of a busy mega airport. Features: Highly detailed virtual replica of the airport and its institutions. Dynamic and animated objects. High resolution day- and night textures. Seasonal ground textures. Photorealistic textures on buildings, vehicles, etc. Visual Docking Guidance System. Realistic navigation aids (ILS, VOR/DME, NDB, ATIS). Fully compatible to the standard AI traffic and traffic add-ons such as MyTrafficX. Taxiways, apron with realistic rendered textures. Hundreds of taxiway- and runway signs according to original plans. Dynamic vehicle traffic on the airport and surrounding (incl. the Orlyval railway) based on AESLite. Manual (German, English, French). FSX and FS2004 version included. Download free Charts from the SIA website.



## Spitfire MK V—Legends of Flight

From Just Flight

[www.justflight.com](http://www.justflight.com)

This new Spitfire Mk V package includes four Mk V variants in 13 authentic paint schemes, featuring incredibly detailed cockpits, exacting flight dynamics and realistic Merlin engine sounds: Mk Va (2), Mk Vb (4), Mk Vb tropical (3), Mk Vc clipped wing (4). Many consider the Spitfire Mk V the ultimate Spitfire, with its new 'Merlin 45' engine delivering a combat-rated 1470 hp, much improved performance compared to previous variants, and service in tropical climates, desert campaigns in Africa and the tropical conditions of the Pacific Theatre. The Mk V was the most numerous Spitfire variant, and by the end of production a total of 6,487 had been built or converted from Mk 1 standard. The Mk V could carry bombs, be fitted with a 'slipper tank' to extend its range, and turned into a tropical version with the addition of the ungainly Vokes sand filter housing.



## Terrance B. Lettsome Intl. Airport

From TropicalSim

[www.simmarket.com](http://www.simmarket.com)

Terrance B. Lettsome International Airport (IATA: EIS, ICAO: TUPJ), previously known as Beef Island Airport, is the main airport serving the British Virgin Islands, a British overseas territory in the Caribbean. The airport serves as the gateway to just about all of the islands within the BVI. Many travellers fly into Beef Island, with the intention of taking the ferry to the other smaller British Virgin Islands. The airport is located on Beef Island, a small island off the main island of Tortola, to which it is connected by the Queen Elizabeth II Bridge. Terrance B. Lettsome airport underwent a major \$55 million renovation in 2004. After dredging was completed, the runway was expanded allowing larger planes into the BVI. These planes are not the large jumbo jets, they are merely 64 passenger turbo prop airplanes, used for regional flying only. Features: Highly detailed Terrance B Lettsome International Airport / TUPJ. Full night illumination. 85 km² of photoreal with autogen and night version (4.7 meter / pixel FS9, 2 meter / pixel FSX). 19m resolution mesh for FSX, 74m resolution mesh for FS9. Compatible with default FS9 and FSX scenery. Compatible with add-on mesh. Compatible with add-on landclass. Compatible with add-on AI traffic. Usage of FSX SDK for the FSX version and FS9 SDK for the FS9 version for best performance. Wet runway effect in the FSX version. Animated traffic in FS9 using custom models, and FSX using stock FSX animation. Auto-installer.

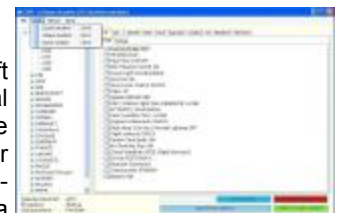


## Ultimate Checklist

From Flight Simulator Platform Solutions (FSPS)

<http://fspd.737ng.gr>

Checklists are used by aircraft pilots to ensure nothing critical has been forgotten. Ultimate Checklist for Flight Simulator is an add-on software designed to be run across a computer network (Requires registered WideFS) or on a single PC. (No requirement of Registered FSUIPC and WideFS). Ultimate Checklist, comes as standard with 23 Aircraft manufactures and 71 different Aircraft type checklists. As an extra, you can also add unlimited Aircraft Manufactures, unlimited Aircraft types and unlimited





checklists for your needs beyond the standard ones. As most simmers use more than one aircraft, Ultimate Checklist makes things easier. Ultimate checklist brings you to no paper need. It is easy to handle with a lot of options and will make sure that you will never forget the important things to do on an aircraft that you rarely fly. There are two ways for easy handle of your checklist: The first one is to check every checklist item from the main program. The second is via a transparency window inside Flight Simulator using your joystick buttons or your keyboard (Fully customized). (Requires registered FSUIPC). So, while flying, you can have the checklist in front of you without reducing your external view. Every checklist is completed as in the real ones

## Mega Airport Munich

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

Munich Airport is the second busiest airport in Germany in terms of passenger traffic, behind Frankfurt Airport while it is the world's 14th busiest airport in terms of international passenger traffic, behind Kuala Lumpur International Airport and the 27th busiest airport in the world. In 2009, it was named the 2nd "Best Airport in Europe" and fifth-best in the world by Skytrax, the air transport research company. The airport's scenery ground texture is based on a high detailed aerial image. All buildings, lighting systems, navigation beacons have been modelled to the smallest of details including all buildings and airport institutions. Its docking systems and all features of this airport are shown in an up to date virtual replica for FSX and FS9. Countless static and dynamic objects enhance the flair of a busy mega airport. Features: All buildings and airport institutions. Dynamic and animated objects. Photorealistic textures on buildings, vehicles, etc. High resolution day and night textures. High resolution ground texture with 0.3m/pixel. Taxiways, apron with realistic rendered textures. Hundreds of taxiway- and runway signs according to original plans. Docking guidance systems. Excellent frame rates. \*The FSX version of Mega Airport Munich will be available for the customers of the FS2004 version for free when it is available.



sign knowledge and the very best in 3D rendering software to create the most detailed and finely crafted Aeronca in the flight simulation community. The new FSX-only CR1-Software Aeronca Champ is a full max rendition of the real thing. It is delivered with the following model variants: Tail Dragger. Tail Dragger with wheel pants. Tail Dragger with tundra tyres. Tail Dragger Ski version. Float version. Tricycle version. Tricycle version with wheel pants. The model also comes in short tail and long tail versions of all the above. Also it comes with 5 different interior colours so the user can mix and match models, liveries, and interiors to create a custom plane in the colours of the user prefers. Also included are the following features: Full animation suite. Full dynamic "clickable" VC. Opening door. Opening window. Opening hood. Mega detailed engine. Fully animated pilot. Realistic flight models. 12 model configurations. Excellent Aeronca sound pack. Paint kit. 17 liveries. DirectX 10 compatible. FSX Acceleration or SP2 only. Customer operation and configuration manual. Self-installing executable for easy setup.

## Larnaca X

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

Larnaca International airport has an eventful history. It was started when Cyprus was partly occupied by Turkey and the Greek side lacked an international airport and was the location for two major terrorist attacks. These days, the airport is one of the airports around the Mediterranean that goes into overdrive in the summer. This scenery covers the airport and immediate surroundings. Created with the latest in scenery design, it is extremely easy on frame rates without skipping on the details that make a modern FSX airport looking great. Features: Detailed representation of Larnaca International Airport and immediate surrounding. Photorealistic ground texture. Fully functional docking systems at all gates. Custom aerial image with night effects. High resolution day and night textures. AI traffic support. Airport vehicles. Very easy on frame rates. Simple installation (without online registration).



## LFSB - Basle-Mulhouse

From FranceVFR

[www.francevfr.com](http://www.francevfr.com)

LFSB - Basle-Mulhouse (Dpt68 - France). This airfield represents an extremely detailed French Regional airport located in Eastern France. It includes high-definition ground textures as well as night textures. The scenery covers about 50 km2 in FSX and 100 km2 in FS9 and adds to the airport an extended photorealistic area including specific autogen and nearby road traffic. The scenery can be used as a standalone product or in addition to the Alsace VFR scenery without any adaptation. Due to its specific conception, the scenery is entirely compatible with any mesh of your choice.



## Heathrow Xtreme V2

From UK2000 Scenery

[www.uk2000scenery.com](http://www.uk2000scenery.com)

Heathrow Airport is the busiest international airport in the world and this scenery is certainly the most challenging scenery UK2000 scenery has ever made. With over Half a Million polygons, 250MB of graphics data, it really is Xtreme scenery. But don't let the size put you off, the frames per second is faster than the older and less detailed Heathrow Pro. On a modern PC the FS9 version can achieve over 100fps, and even with 200 AI you get 30fps. New in version 2: T5C added, new T5c stands added, including new A380 tripple jeyway stands. T5B and T5A changes to models+new buildings. Heathrow East, start of building work, old 'G' stands closed. Terminal 2 closed, parts demolished, also parts of T1 modified. Old BA hanger demolished, now is a large parking area. New front to T4, New Qantas departure lounge and A380 stands. New lighting system added, curves improved and some new ground textures. Heathrow taxiway layout changes. (biggest job of all!) New better designed AFD files. FSX now has 'wet' effect taxiways, when it's raining. Hundreds of others changes and improvements, far too many to list! Features. Animated Traffic. Docking systems 3D Approach Lights. Runway Wigwags. Interactive Air Jetties. Stunning Night Effects. Realistic Ground Markings. Photo Realistic Buildings. Service Fleet.



## Aeronca Champ

From CR1 Software

[www.simmarket.com](http://www.simmarket.com)

The Aeronca is a perfect choice for flying in and out of tight air strips, going out the lake and for just flying around enjoying the scenery. CR1 Software designed the Aeronca by using their many years of their 3D game de-





## Alicante Ultimate LEAL

From Eiresim

<http://eiresim.com>

Alicante Ultimate is the most realistic release to date from the Eiresim Team and indeed our first scenery outside Ireland. It is the first Spanish Airport to include high detail 20cm/pixel aerial imagery throughout that captures Alicante Airport in all its glory. Attention to detail has been the key behind developing Alicante Airport and all airport structures have been included with the scenery, including the soon to be opened Terminal 3 and the nearby coastal apartments which can be seen on final approach to runway 28. Scenery Features: High quality 20cm/pixel aerial imagery throughout. Highly detailed virtual replica of the airport including the soon to be opened Terminal 3. Both animated and static ground vehicles including animated vehicles on Terminal roads. Impressive frame rates. Photo realistic day and night textures. Realistic runway and taxiway lighting and lighting on all external and internal roads where appropriate. 3D Approach lights. 3D PAPI lights. 3D Runway hold short lights. Realistic Navigation aids. Realistic Ground Markings throughout. Extensive manual with information about the airport. Afcad included.



## MD-81/82 Jetliner Livery Pack

From Just Flight

[www.justflight.com](http://www.justflight.com)

This great value expansion for the MD-81/82 Jetliner will add another 17 high-quality liveries to your existing add-on (Download & Boxed) - unlock the full MD-81/82 Jetliner experience. Alaska, Alisarda, Alitalia NC, Allegiant, Bulgarian Air Charter, Fly Nordic.com, Insel, JAL, Martinair 2, Meridiana, New York Air, Norwegian, Onur, Snowflake, SpanAir Star Alliance, White livery, PLUS: Free bonus American Airlines livery.



## Cuzco X

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

Aeropuerto Alejandro Velasco Astete, also known as "Cuzco airport" is well known as one of the most challenging airports in the world. Just go to YouTube and you will find enough videos to prove that point. There are three main reasons, for starters it is located in a narrow valley with peaks towering over 2000 feet on both sides. Second, the main approach is a complex circle approach that gets you close to mountains a few times. Lastly the airport is located at 10.800 feet in a climate where temperatures soar to three digits (or >30 Celsius) often in Summer. Density altitude becomes a main problem under those conditions. To make matters worse, the airport is not very well equipped and the runway and taxiways are uneven and build on sloping terrain. That's why only pilots with a special training are allowed to land there. Of course in FSX it's possible for everybody. In FSX this airport is challenging and entertaining, it allows simpilots to do procedures that are not standard. It is in fact difficult, in our HQ we have all flown into this airport and all of us managed to crash at least once. Just flying a simple circuit in a Cessna 182 means forgetting a lot of what is normal at other airports, in fact even STARTING some aircraft is difficult at this altitude. Features: Custom terrain, landclass and LOD11 mesh of Cuzco and surroundings



(reaching to the famous Inka site Machu Picchu). Custom landclass textures and seasons. Cuzco scenery with city, landmarks and airport. Extremely dense and realistic autogen buildings (typical ochre roofs). Custom aerial image with night effects. Special sloped runway for highest possible realism. All aircraft and airport vehicles\*. Circle approach mission (including audio). Very easy on frame rates. Manual contains chapters about high altitude operations. Simple installation (without DRM). Owners of Cuzco X get 50% discount on the Flight Calculator (very useful to calculate how the altitude affects your aircraft performance). Just enter the serial key of Cuzco X during the order process. \*Due to the runway slope and FSX limitations no AI takeoffs or landings are possible at this moment (except in missions).

## T-34C Turbo Mentor

From Virtaria

[www.virtaria.com](http://www.virtaria.com)

The Beechcraft T-34 Mentor is a propeller-driven, single-engine, military trainer aircraft derived from the Beechcraft Model 35 Bonanza. The earlier versions of the T-34, dating from around the late 1940s to the 1950s, were piston-engined. These were eventually succeeded by the upgraded T-34C Turbo Mentor, powered by a turboprop engine. The T-34 remains in service almost six decades after it was first designed. The T-34C Turbine Mentor is powered by a Pratt & Whitney Canada PT6A-25 turboprop engine and was developed in 1973, with the final example rolling off the production line in 1990. For FSX only. Features: SIX high-definition texture sets, including custom specular maps and bump mapping in FSX. TAW-5, NAS Whiting Field, Florida. VF-101 'Grim Reapers' NAS Oceana, VA. US Marines, VMFAT-101, MCAS Miramar. Moroccan AF, Ecole de Pilotage, Marrakech. NASA, Dryden Flight Research Centre. Peru Navy. Full FSX model with all FSX features (bump mapping, self-shadowing, bloom etc.). Includes V-C self-shadowing (effect requires FSX SP2). Both front and rear cockpits fully modelled and flyable. VLE (Visual Load Editor) interface used to toggle wheel chocks, pilots, canopy and exhaust covers and blind-flying hood. Highly authentic virtual cockpit with animations and mousable controls. Audible switch clicks. Full systems modelling in accordance with NATOPS manual, high level of user interaction in VC. Very realistic VC night lighting, separate illumination for cockpit flood and instrument faces. Several new and innovative special features which will inhibit normal operation if procedures are not followed. Visual and audible tire damage when braking procedures not followed. Canopy fogging effect if procedures not followed. Quality soundset, approved by US Navy student pilot. Detailed and illustrated 160-page PDF manual. Realistic pilot figure with user-input anims. Authentic flight dynamics. Includes 'REALGAUGE' technology: All v-c gauges are 3D models with compete 3D working parts such as needles, flags etc. All gauges are fully mousable with switch parts all working correctly. 'RealGauge' provides - prefect smooth operation, high FPS, extremely crisp appearance. All gauges have custom night time illumination. Note - 2D panel is not needed, a 'minimal' bitmap is however provided.



## HU-16 Albatross

From Virtaria

[www.virtaria.com](http://www.virtaria.com)

The Grumman HU-16B Albatross is a twin-engine amphibious flying boat. First flown in 1949, the HU-16 underwent a number of modifications and improvements over its storied career that included service with dozens of nations in a variety of roles. The HU-16B features a 16-foot



wing extension over the initial production variant and was a definitive model, seeing service primarily with the United States Air Force as a coastal search-and-rescue aircraft. In total, Grumman built 466 Albatrosses, some of which still fly today in private collections. For FSX only. Includes 12 unique high-definition texture sets, including custom specular maps and bump mapping in FSX. Optional weathered or 'factory-fresh' schemes for best-known variants. 7 unique models, 16 selections in all. Three civilian variants included as well as two non-US military operators. Features: full FSX model with all FSX features (bump mapping, self-shadowing, bloom etc) - FSX model includes V-C self-shadowing (effect requires FSX SP2, Vista) - authentic virtual cockpit with animations and mousable controls - realistic VC night lighting, separate illumination for cockpit flood and instrument faces - very high quality soundset by TSS - very realistic crew figures, toggleable - opening cockpit and cabin hatches - animated cowl flaps and prop pitch - authentic flight dynamics, water landings possible - includes REALGAUGE technology. Note: 2D panel is not provided, period radios are used as shift-2 popups.

## BN2 Islander v1.6

From Flight1

[www.flight1.com](http://www.flight1.com)

Now released in box version. This BN-2 simulation is extensively based a real world example with assistance from Great Barrier X-Press Airlines, Auckland, New Zealand - fitted with 2x Lycoming O-540 260hp engines. Included are two exterior model variants for both early and late nose profile (BN-2A and BN-2B) Islanders, with related lighting accessories - all beautifully represented with a total of 13 paint-schemes: Air Hamburg, Barrier Aviation, British Airways Express, British Airways Express (Tartan), FLN, Great Barrier X-Press (Kotare), Great Barrier X-Press, LFH, Milford Sound Sightseeing, OLT, Nature Air, Shetland Islands Council, Winair. Each is rendered in stunning detail and a Paint Kit makes it easy for you to create your own extras. The BN2 Islander new version 1.6 now includes Free Bembridge and Old Sarum airfields from UK2000 Scenery, KLN 90 GPS Tutorial and Extensive PDF performance charts. English and German Flight1 PDF manuals.



## FW-190

From Flight1

[www.flight1.com](http://www.flight1.com)

This amazing package from the renowned 'Classics Hangar' development team, includes key variants of this incredible warbird - from early A-3 and A-4 models to the monster 2,200hp A-9. The final version of what many say was the finest piston aircraft to ever take to the skies. Five highly detailed FSX native interior and exterior models are included, featuring 21 historical exterior liveries in high resolution - supporting bloom, specular bump-mapping and self shadowing. All are individually simulated to award-winning quality and re-create German micro-mechanics in remarkable detail. Classics Hangar's "1%" flight modelling data means you too can feel what it was like to fly one of the most feared aircraft in WWII to a level not yet seen in flight simulation. Models Included are the A-3, A-4, A-5, A-8 and A-9: over 20 individual models flown by key German pilots from 1942 through to 1945. Each comes with detailed historical and technical information about the development of the many variants. Working bombs, payload and the "brain box", the custom flight models take account of the operable bomb and drop tank loadings. There's even a working reflector gun sight. The Fw-190s unique 'Kommandogerat' ("brain box") - a mechanical computer which



automatically controls mixture, propeller pitch, boost and magneto timing - is modelled too.

## Zante X

From Live in FSX

[www.liveinfsx.com](http://www.liveinfsx.com)

[www.simmarket.com](http://www.simmarket.com)

The airport of Zante (ICAO: LGZA; IATA: ZTH), named after the great Greek poet, Dionysios Solomos, is located at the south end of the island, 1 km from the popular beach resort of Laganas and 6 km from the island's capital town. Zante is one of the most famous Greek islands and one of the most frequent destinations for travellers worldwide. Hence, LGZA is currently ranked fifth in the list of busiest airports in Greece. During 2008, a brand new terminal was built as an extension to the older one, the capacity of which was too limited to cope with the increasing demand. Dionysios Solomos airport offers an exciting approach on Runway 34 above the sunbathing tourists of Kalamaki bay. Features Photorealistic terrain in a large radius surrounding the airport. Highly detailed, accurate airport ground textures. Vehicle and advanced animations at the airport. Realistic rendition of airport structures and local airport vehicles. Photorealistic vegetation models and detailed parking areas. Detailed day and night building and terrain textures. Custom Road Traffic. Fully compatible airport with various AI Traffic packages tested. Frame rate friendly scenery. Detailed manual with instructions and airport information/resources.



## Boeing 737-700ER X2 Base Pack

From Ariane Design

[www.arianedesign.eu](http://www.arianedesign.eu)

[www.simmarket.com](http://www.simmarket.com)

The NEW and Advanced Special Edition of the Boeing 737-700 ER FSX Native Version is presented here in a Special Time-Limited Offer package containing TWO Upgrade Packs inside the base package; the all-new EGPWS Upgrade Pack (features Ground Proximity Audio and visual, 'Low Terrain' Warning Colour Displays) and the advanced Engine Upgrade Sound Pack. There are also a number of other Tech Packs (TechAPPs) included as part of this time limited, special edition. Download Version. Easy Install. Quick Activation. The New and Native FSX Version of this unique, Boeing 737-700ER represents a comprehensive state-of-the-art package for pilots seeking to more than meet their growing simulation requirements and to advance their skills in extended range familiarisation and to practice and complete mission-intensive and challenging, evaluation-led solutions on loner flights to and to learn and to familiarise themselves with the new technology for approaches in poor visibility to be carried out. The new X2.5 version of the Boeing 737-700ER offers an even more accurate base as well as a competent practice platform for professional pilots looking to study extended range flight like no other (other than its sister; 900ER, the 700ER is the only extended-range Boeing 737 of its kind in the world now flying in FSX). Add to this a range of APPs (already installed on this aircraft) and an all new VNAV and LNAV Technology Engine that meets several stringent Boeing CBT criteria in vertical and lateral flight and it is clear to see why this particular Boeing 737-700ER represents the most comprehensively-equipped Boeing 737 simulation in the world. Includes full documentation for setting up and general training supplied with Boeing 737-700ER Flight Reference Manual and Boeing 737-900ER Flight Operations Manual with Printable PDF option.





## FS Design Studio 3.5

From Abacus

[www.abacuspublisher.com](http://www.abacuspublisher.com)

FS Design Studio for FSX and FS2004 is an innovative software that puts an aircraft factory at your fingertips. Simple enough for beginners and powerful enough for experts. It lets you design your own fully-textured and animated aircraft and scenery with the aid of an extensive Help File with dozens of examples and tutorials. Full 3D view of your model visible as you work. FS Design Studio cuts through the confusion and complexity and focuses on making it as easy as possible to create highly detailed models. By providing an interface that is easy to understand and simple to use, FS Design Studio allows those with no design experience to get started quickly. The extensive help files walk beginners and those with experience through the design process. After a few simple tutorials, you'll have used many of the tools you will need to make anything you want.



## FlightSim Commander 9

From Sascha W. Felix

[www.simmarket.com](http://www.simmarket.com)

FlightSim Commander is a professional flight planner, GPS, Moving Map and navigation tool for Flight Simulator 2004 and Flight Simulator X. Being a stand-alone program, FlightSim Commander can also be used on a network or with single-monitor or multi-monitor systems. The program includes among many features: flight planning for entire routes or route segments, display of both ground and airborne AI traffic, real-world and user waypoint database, North Atlantic Tracks, PACOTs, automatic logbook and blackbox recording, control zone checks for VFR flights, GPS with real-time display of all relevant parameters, procedure generator and fuel calculator, SIDs/STARs, transitions and route segments, approach charts including missed approaches, printable airport layout charts, ©VATSIM and ©IAVO support, ©GoogleEarth support. Navigraph offers monthly updates for the real-world databases which are used by FlightSim Commander. These include among others, navaids, intersections, GPS fixes, airways, and transitions. **Note:** Since FlightSim Commander 9.0 has been completely reworked with innumerable new and exciting features added, there is no upgrade from versions 8.x to 9.0. Also, registration keys for versions 8.x are no longer valid for FlightSim Commander 9.0. If you are a registered user of any previous version 8.x, you must download and install FlightSim Commander 9.0 as a new program. You also need to register again with [SimMarket](http://SimMarket) in order to obtain a new registration key. However, as a registered 8.x user you will receive a discount.



## SimTouch Maps for FSX

From SimTouch

[www.simmarket.com](http://www.simmarket.com)

Real time flying in Bing Maps for Flight Simulator X. Draws Full Flight Plan Waypoints on map. Changeable pushpins. Resizable Window. Now you will always know where you are, see your runway on the map as you are coming in to land. Works in free flight / missions / online multiplayer. Powerful and simple to use, works on any monitor. Requires internet connection.



## Mega Airport Oslo-Gardermoen X

From Aerosoft

[www.aerosoft.com](http://www.aerosoft.com)

Oslo Airport, Gardermoen is the principal airport serving Oslo, Norway for Flight Simulator. It acts as the main domestic hub and international airport for Norway, and the second-busiest airport in the Nordic countries. This airport scenery for FSX has been modelled to the smallest of details including all buildings and airport institutions. Countless static and dynamic objects enhance the flair of a busy mega airport. Features: High detail representation of Oslo Airport, Gardermoen. All airport buildings and installations. High resolution textures based on photos taken at the airport. Seasonal ground textures. Taxiways and runways created with high resolution textures. AI-Traffic compatible. Corrected landclass files Hundreds of taxiway signs. Realistic night time lighting. Photo realistic ground textures.



## Cessna Caravan 675 Executive Aircraft Pack

From Friendly Panels

[www.simmarket.com](http://www.simmarket.com)

Cessna Caravan 675 Executive ASPEN EFD1000/500 navigation equipment for FSX. Main features: ASPEN EFD 1000/500 and Garmin GNS430 navigation instruments. New design 3DSMax for FSX. Two Cessna Caravan 675 and 675 Amphibian aircraft executive version. Three liveries for each aircraft. Reflective textures. Full moving parts. Opening Doors. Good Frame Rates. Most gauges visible in 2D Panels. Complete virtual cockpits and cabins.



## Air Austral B777-300ER

From Viking Aviation Photo

[www.vikingaviationphoto.com](http://www.vikingaviationphoto.com)

Cockpit DVD in the series Flight Deck Action. Once again have we been invited to join the excellent service of Air Austral. But this time BIG just got BIGGER! Enjoy the features of the fantastic Boeing 777-300 ER. The bigger, modern and more comfortable version of the B777. This 3.5 hour long DVD takes you on board 3 flights between Paris, Charles De Gaulle and St Denis in Reunion Island. You will hear Captain Patrick Baron explain the differences between the B777-200 and this B777-300ER. Features: Crew Presentations. Cockpit Presentation (English and French). Pilot Profiles. Cabin Footage. Crew Rest Areas. Cabin Preparations. Pilot explanations and updates. BONUS: Cockpit Presentation in French. (Présentation du poste de pilotage en français). And much more. Running Time: 208 Minutes (3 Hours 28 Minutes). Flight Deck Action is filmed using multiple High Definition cameras and the audio mixing brings you crystal clear ATC and pilot communications. The 16:9 Widescreen format is perfect for aviation and cockpit views. The DVD is set for ALL regions.



# FS Weekend 2010

By Michael Collins

The Aviodrome at Lelystad Airport was once again the venue for the annual FS Weekend Flight Simulation event on the 6th and 7th of November. Lelystad is a modern town with a population of about 100,000 people situated about 60 kms north-east of Amsterdam. There is an excellent train service linking it to Amsterdam centre and directly to Schiphol Airport. There is a thriving general aviation airport at Lelystad, which is also the home of the main aircraft museum in the Netherlands or Holland (you take your pick depending on which part of the country you come from according to some Dutch friends). It is in the museum, with its growing collection of old and not so old aircraft (including a B747 in KLM livery) that the event is held. Entry to the event also gives access to the museum and a good vantage point to watch the seemingly endless stream of light aircraft using the airport. If you don't like aircraft, don't go there.

Terry McGee, Jon Stratfull and I attended the event. Terry and I had planned some time ago to attend. Jon had not expected to be there but found himself in the Netherlands at the end of an unexpected business trip, the day before and decided to stay on for the extra day to take in the show. Terry and I flew to Schiphol and where we met up with Jon, who had already bought the train tickets to Lelystad. Within 10 minutes we were on the train and 50 minutes later we were in Lelystad. We stayed at the Apollo Hotel in the centre of Lelystad, where many of those participating in the show were also staying.

On Friday evening, John Van Berkel who is a flight sim friend for many years and lives in Lelystad, invited us to his house for a meal and to see the progress of his B777 cockpit. We were joined by Danny Obendorff (another acquaintance from the early days of flying on line) and enjoyed a traditional Dutch meal, including Kroketts, expertly prepared by John's lovely lady Ushi. Following the meal, we all went to see the cockpit. It is quite simply an amazing piece of work. What is unique about it is that John is creating a full size replica B777 cockpit, including MCP, FMC, throttle quadrant, seats and pedals, entirely from home made components. John has great skill with computers and technology generally as well as being very handy with the actual construction. The only ready-made components are the computers, monitors and software. It runs on 5 networked PCs and has a projected external view. The flight-deck is full size and to scale. John is using FSX and Project Magenta for the avionics. Among the clever things that John has done is to construct a lightweight partition filling the space around the outside of the cockpit just about on the line



John Van Berkel 's Cockpit

where the cockpit door would be. The effect is striking. When you walk into the room, you see the cockpit interior but the outside view can only be seen from inside the cockpit. All of the inevitable PCs, projectors, speakers and wiring are hidden from view. The effect is very striking. Like all home made cockpits, it is a work in progress with a number of key components still on the workbench or the drawing board. It is however sufficiently complete to fly and each of us did a circuit at Schiphol sitting in the Captain's seat. Managing something as big as a B777 is not easy for pilots who are used to 737s. Having said that, everyone got it back onto the runway albeit that there might have been a bit of grass involved in some of the landings. It was close to Midnight when John left us back to the Apollo.

The FS Weekend in Lelystad has an attendance of somewhere between 3,500 and 4000 people over the two days and is probably the biggest dedicated flight simulation event held anywhere in the world. The queue for entry starts to form and has up to 250 people standing in line when the turnstiles open. The profile of the attendees is as you would predict - males of all varieties and ages outnumbering females by a factor of at least 100-1. Someone should do a study on this sometime as it would make an interesting subject for a Phd for a sociology student. By late morning the place was packed with FlightSim enthusiasts crowded around the exhibits engaged in animated conversation. There is much to see as the show is remarkable for the number and variety of exhibits. While it is often said that it is primarily aimed at cockpit build-



John Van Berkel 's Cockpit







The Hawk Joystick—prototype

ers, there is something for everyone. Most of the world's major names are represented- Aerosoft, Flight 1, Just Flight, Saitek, Fly Engravity, Simkits, Open Cockpits, Flightdeck Software, FS Bus, IVAO, VATSIM, Avsim, PC Pilot - to mention but a few. Interspersed between the big names are a great collection of flight sim clubs, virtual airlines and small companies with specialist products. The variety is almost bewildering but it never fails to surprise.

Among the exhibits was an integrated cockpit control system including a full size B737 throttle quadrant and yokes by French company Revolution Simproducts ([www.revolution-simproducts.com](http://www.revolution-simproducts.com)). It shows how quickly the gap is closing between full professional simulators and the efforts of enthusiasts and the manufacturers of equipment that supports them. It was difficult to get Terry away from it. We were really struck by the beautifully designed Hawk joystick (above) developed by Paccus, a small Dutch company ([www.paccus.com](http://www.paccus.com)). Instead of straight mechanical connections between the stick and the electronic controls, it used hydraulics complete with force-feedback to transmit the action. It is soon to go into production and will undoubtedly be the joystick for the man who has everything. A couple of home-built motion platforms that displayed extraordinary ingenuity and skill attracted a large and admiring crowd to the delight of their proud inventors. A

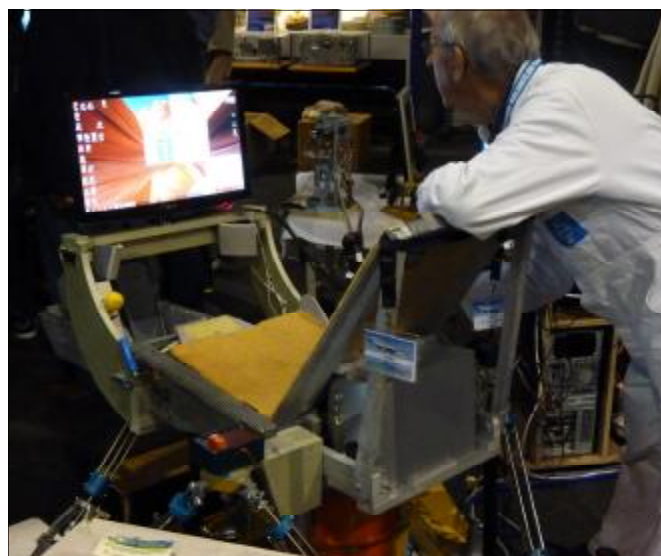


Revolution Simproducts



German enthusiast has invented a way of converting real instruments taken from old aircraft to operate in a flight simulator. Jon Stratfull was particularly interested in that technology and how it might be applied to parts of his F27 cockpit. I purchased a few I/O cards from the Spanish company Open Cockpits ([www.opencockpits.com](http://www.opencockpits.com)) for my own home-built cockpit to allow me to add more switches, and provide outputs to LED lights and indicators. Having seen everything we needed to, we had a late lunch (more Krokets) and chatted about things that fly.

John Van Berkel is a member of the KLM Flight Simulation Club which is based on the upper floor of the offices attached to one of the airport hangers, which is just down the road from the Aviodrome. He invited us to visit the club later in the afternoon. The club was originally formed by flightsim enthusiasts who worked in KLM, including a number of pilots and retired pilots. It has since expanded to include people with no connection with KLM. They have some very sophisticated equipment including a CAD-CAM automated router which allows them to make most cockpit components such as MCP, FMC, EFIS, Radio Stacks etc. They also have access to very skilled computer and software specialists and real cockpits which has enabled them to build a number of very impressive cockpits including an Airbus 320 and a B737. Like all homebuilt pits, these are also work in progress but are all flyable. There were several other members of the club there, including one gentleman who informed us that he had lived in Kilkenny for a number of years before returning to Holland - a small world. We also met with Dirk Anderseck who is the inventor of FSBus.







He was a most engaging person with enormous skill and knowledge of flight simulation. We found it difficult to leave.

In the evening we went to a local restaurant for a meal with John and Danny and some friends from Aerosoft. The discussion inevitably turned to flight simulators. We learned that the expectation is that the new flight simulation from Microsoft may be more directed at Xbox users, to be used on line and not necessarily by the traditional flight simulation community. The show was entirely worth the visit, not only to see what is new in the FS world but also to meet old friends and to get the latest gossip. If I had one disappointment, it was that there was no seminar like the one that was held last year. Perhaps it will be reinstated at the FS weekend next year - for surely there will be one. Most of all we were left with the feeling that, far from the demise of the hobby, as was predicted following Microsoft's announcement last year to cease development of their software, Flight Simulation is alive and well and living in the Netherlands.

Finally, we must express our gratitude to John Van Berkel and Ushi for their hospitality and kindness. ✈





# Download Directory

## Your guide to Flight Sim Web Sites

By John Melville

### PlanG Flight Planning Tool

[www.tasoftware.co.uk/planG.htm](http://www.tasoftware.co.uk/planG.htm)



### Drzewiecki Design

[www.drzewiecki-design.net](http://www.drzewiecki-design.net)



This site hosts Plan-G, a freeware VFR flight planning tool for Microsoft Flight Simulator X and 9 produced by Peter Dodds (UK) and Jeff Schallenberg (Canada). You can download the new Plan-G v2.0 from the forum link on the main page. It comes with a very detailed and very well illustrated 113 page PDF user manual but you can short-circuit some of the chore of reading all this by skipping to page 67 and following a worked example of a short VFR flight across England starting at EGNC Carlisle and finishing at Liverpool EGGP. PlanG runs as a web style application (requiring an active internet connection to function) using its own inbuilt Internet Explorer browser. The software takes advantage of the Google Maps mapping tool and any geographical feature which exists the global mapping system of Google Maps can be included in your flight plans. The website also offers TA Software's airport scenery for FSX (a detailed airport for EGTN Enstone in the English Cotswolds) and aircraft repaints for both FS9 and FSX.

This is the home of a group of Polish FS software developers. You can access here a variety of freeware and payware scenery in Poland for use in FSX and/or FS9. Latest releases include an FSX and FS9 version of Polish Airport volume 1 featuring three airports - EPRZ Rzeszów Jasionka, EPKT Katowice Pyrzowice and EPGD Gdańsk Rębiechowo. Although these are payware, there are freeware versions also available with full functionality but somewhat less detail. The guys here also organise VATSIM events annually and the Home Cockpit section will be of interest to those with the skill and knowledge involved in getting to grips with this demanding aspect of flight simulation.

### Flying Octopus

[www.flightsimdreams.com/j/](http://www.flightsimdreams.com/j/)



### Simviation

<http://simviation.com>



A general portal which has been re-launched with a completely new engine involving a more efficient delivery of a vast array of information and files for versions of FS from FS98 to FSX, plus Combat Flight Simulator. It comprises of freeware aircraft, panels, scenery and airport files (some of the files are for payware products e.g. Flight1 ATR repaints, or demo version of payware products). You can go for Express Membership for fast lane downloads and other benefits (at a small cost). There's also a lively Community Chat section offering general support, advice, tips and suggestions. An interesting alternative to AVSIM and FLIGHT-SIM.COM.

This is the brainchild of Elias Stassinis from Greece, an analyst and programmer. You can download three free software packages here – metricFS, mLaunch and CaptureFS. Metric FS is used to monitor flight data, organise events for your Virtual Airline or vACC, assist you with pilot exams, monitor and record on-line traffic and more. mLaunch is an interesting application in that it facilitates batch launching and closing down several programmes you may run routinely (or otherwise) run with FS such as ActiveSky, Servinfo and Jeppesen charts. Capture FS is a utility for saving image files from FS and uploading of them to any server specified. So where does the title "Flying Octopus" come from – have a look at the corresponding tab and under the menu items "galleries" (illustrates the usefulness of Capture FS), "world map" and "tour legs", the author describes the segments of a fascinating world tour in flight simulator.

# Product Updates

## Fokker 70/100

[www.flight1.com](http://www.flight1.com)



Flight One Software has released V2.5 of the Fokker 70/100 Simulation for FSX and FS2004. This is primarily a maintenance release which addresses Windows 7 compatibility for the Load Editor, plus it includes improved font handling. The Fokker 70/100 is an advanced simulation of the Fokker 70 and 100 jets. The goal of the product is to simulate every system in the Fokker cockpit.

## The Ultimate 757 Collection

[www.qwsim.com](http://www.qwsim.com)



QualityWings have released [Service Pack 2](#) for the Ultimate 757 Collection. SP2 introduces FSX Native models for the FSX version of the product. This upgrade allows for the following improvements: Improved Exterior Model performance in FSX; Improved Virtual Cockpit performance in FSX; Higher Quality bitmaps for the Virtual Cockpit; High Quality Exterior textures (QWHD - QualityWings High Definition Textures); Bump and specular mapping for Exterior textures; Wingview and Virtual Cockpit combined in one model. No more choosing WV or VC prior to flight!; Improved Virtual Cockpit Lighting including independent control of the Text Backlighting and Flood lighting; Improved Exterior Model Lighting including independent control of Cabin & Logo Lights. Several other product improvements, fixes and modifications for both FS9 and FSX versions are also included. An additional feature is the QualityWings Mechanical Checklist. This new panel enables users to ensure they have configured the aircraft prior to 4 common flight situations. SP2 also introduces QWPAS, the QualityWings Pre-Recorded Announcement System which promises to take your flight experience to another level with the inclusion of several commonly heard Announcements from Flight Attendants and Flightcrew. This feature is available for both FS9 and FSX versions of the 757.

## Mega Airport Munich

[www.aerosoft.com](http://www.aerosoft.com)



Mega Airport Munich for FS2004 update 1.02 is available now. It is a performance update, which loads the textures even faster and less strain on the RAM. The popular airport can be seen directly while approaching even from a greater distance. Thomas Hirsch, the developer of this Add-On, has also added some more little buildings. The update is available in the Aerosoft Support-Database or as a complete Version of "Mega Airport Munich" in their Download shop.

## MD-80/81 Jetliner

[www.commerciallevel.com](http://www.commerciallevel.com)

[www.justflight.com](http://www.justflight.com)



CLS is pleased to announce the release of Service Pack 1 for their MD81/82 JetLiner product. The service pack is now available from their [website](#). For Just Flight customers, please keep an eye on their [website](#) for this service pack. This service pack includes the addition of the Cone Tail model, with several liveries for it.

## FSX Booster

<http://fsps.737ng.gr/Booster.html>



Flight Simulator Platform Solutions (FSPS) have an update version of FSX Booster. The new version 1.2.9.0 corrects all bugs of the initial release of the product. Complete details are available at the [FSPS website](#).



**EZDok**  
[www.flight1.com](http://www.flight1.com)



Flight One Software, in partnership with EZdok Software, would like to announce that the newest 1.16 version of EZdok Camera for FSX has now been released. This version offers a new "Cycle View" feature, and also corrects a "back view" error when starting EZCA for the first time. To get the update, or to read more about EZdok Camera, please visit the [EZdok Camera product page](#)

**Real Environment Xtreme (REX)**  
[www.realenvironmentxtreme.com](http://www.realenvironmentxtreme.com)



Real Environment Simulations have released Service Pack 4 for the FS2004 version of REX. Fixes include: 1. Fixed weather engine CAVOK issue. 2. Fixed Inland blue/brown water custom colorization and saving of user-created themes. 3. Fixed Ocean and Tropical water custom colorization and saving of user-created themes. 4. Fixed flight planner issue with waypoint not configuring correctly off of initial departure airport. 5. Fixed flight planner distance issue with only two waypoints. 6. Fixed flight planner plan file save and reload process. 7. Fixed code that handles xml file rebuilds. 8. Added feature to restore original Inland Blue/Brown/Ocean/Tropical status if files become corrupt - without requiring user to re-install. 9. Modified the weather texture selection process.

There's also a Service Pack 2 of REXPlane for X-Plane. The fixes include the handling of the database connection when clicking on the "Weather" menu item, updated program to add multiple connection attempts when accessing the remote weather database server, fixed the issue with the configuration manager not saving all records including resolution features and fixed the theme creation and tab view problem.

**Mega Airport Barcelona**  
[www.aerosoft.com](http://www.aerosoft.com)

Mega Airport Barcelona for FS2004 has been updated to version 1.01. Sim-Wings solved the ground issue corrected the wrong gate-signboards and optimized the gate-assignments with a new AFCAD-Version. Ground issue solved. Yellow taxiway signs G1 changed into G3 (at Rwy 25L). Vertical, black gate signboards A-E have the right position now. The AFCAD-Version 13 replaces Version 12 with the following changes: Optimization of gate assignments – and priorities. Some small tweaks. Double VOR deleted

**Preview**  
**Comet Professional**  
[www.justflight.com](http://www.justflight.com)



# Flight Simulator Experience Heathrow

By Rory O'Neill

Recently I had the good fortune (a very welcome birthday present) to have an hour in a real full motion Boeing 737-400 flight simulator at the BA Training Centre Cranebank, which is the main staff training facility next to Heathrow. It houses multiple flight simulators including the 737-400, 747-400, 757-200, 767-300, 777-200 and Airbus. My instructor was an Airbus pilot, having trained with the RAF as a Hercules pilot. Life with a commercial airline is quite different, only 2 flight crew rather than the 4 on the Hercules. In busy airspaces like Heathrow the 2 pilots are fully occupied and use autopilot as soon as possible after take off in order to concentrate on ATC with two sets of ears. Final approach and landing on the 737-400 is usually done manually using the flight director and switching off the autothrottle, as the latter tends to hunt the speed which makes for a less smooth glideslope.

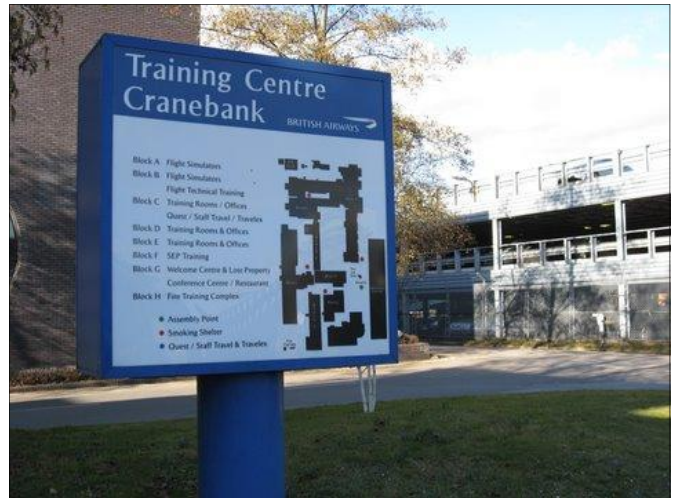
The simulators are full 4-D and housed in large cubical concrete buildings. They are approached by a gang plank which needs to be disconnected to allow for the full range of movement. Pre-flight emergency briefing includes instruction in how to lower the rope ladder to escape from the simulator, a long way down to the floor. Once on board, there are a couple of computers which are used for setting up the scenario. A one hour session does not allow for setting up from cold and dark, programming the FMS, R/T, engine start etc. as one might do on MSFS.

First, one has to climb into that familiar 737 left cockpit seat. I always wondered how one got into the seat – simple, it slides backwards and outwards and then forwards and inwards so as to be snug against the controls in the centre. The controls on the 737 are man sized and heavily engineered to take years of abuse with a solid heavy military feel to them. The switches and knobs are similarly engineered and have a very robust feel, often with a dual action e.g. pull and switch rather than just switch, to prevent accidental actuation. The flap lever in particular, has a complex and varied gate pathway which one has to carefully navigate to change the selection, all with a very solid clunk.

The dominant item in the central console is the elevator trim wheel mechanism which has a very loud electric motor, which rotates the solid hand wheels in either direction and at quite a speed. Watch out for any loose clothing to prevent it getting caught in the machinery which seems more like a tractor assembly than a piece of precision aviation equipment. The elevator trim is controlled by a sturdy bi-directional thumb switch at the top of the left arm of the yoke, and requires constant attention until nicely trimmed.

Ready to go! First, get seated, get a feel for the controls, adjust the reach of the foot pedals, quickly see where everything is, stretch up to the overhead, toggle the switches and wait for the scenario to be loaded. Don't forget to strap in, because this thing really does move, a bit like an amusement park ride. If one is familiar with the Wilco 737 PIC or PMDG 737 one feels very much at home, everything is just where it should be. It looks and feels just like you imagine at home.

The computers magically reset all the analogue dials and wait for the student to reset the speedbrake and check that the flaps and trim are set correctly. It is quite amazing to see all the 'steam gauge' dials rotating round to the settings required for the scenario - this takes about 10 seconds, then its 'you have control' time.



Setting the parking brakes requires a significant push on the toe brakes whilst pulling the lever, and is quite a knack in itself, size 12 boots useful here. This is an old aeroplane with tough controls; the Airbus is apparently much more subtle but has no feedback on the joystick - very different from this beast which has to be tamed with strong arms and decisive trimming. My instructor warned me of the very strong pitch up effect of the engines on take-off power even when properly trimmed for take off due to their underwing pylon position. Her unwitting students have achieved 60 degrees nose up if they don't anticipate this force.

Engines started and stable, ready to join 27L. This is for a manual take off, circuit and landing. Set MCP for autothrottle speed, altitude and runway heading. Autobrakes to RTO. Time to taxi the final few yards, a bit of power on both engines to get unstuck then throttle back slowly. Steering at taxi speeds is done by the hand wheel rather than the rudder pedals, and has a 'traction engine' feel initially, but all very intuitive.

My take off and landings were mainly done at night. This is for 2 reasons - passenger planes don't fly VFR except final approach, landing, taxiing and takeoff. The other is that although the scenery that almost completely covers the field of view from the cockpit is very realistic, the detail, apart from the runway, markers and PAPI is very sparse, well below that experienced in default FS9. So night time is more realistic than day. The only daylight takeoff we did was from Geneva to demonstrate the IRS based Ground Proximity Warning System. As







we approached a nearby mountain ridge it only had very primitive graphics, but made the point how the GPWS can save lives. Having said that, the reality at night was such that I had to remind myself that I was only flying a simulator and not a full laden load of passengers off to Alicante from a busy Heathrow runway.

The moment we started taxiing the 4-D motion kicked in which was an enormous boost to the sense of reality. We rumbled gently along the slightly bumpy taxiway, lurching a bit if I over-applied the brakes, until we joined the runway and were ready for takeoff. No headphones or control tower here - but we did only have an hour and the clock was ticking. Take off thrust (reduced by setting the notional temperature to 35 degrees) was achieved by pressing the TOGA button on the throttle with one's thumb. This confirmed my impression that one of the things most missing from flightsim are the wonderful motorised throttle levers you get in this plane, and others. It is also a great boon when switching off the A/T on approach as the throttle is in the right position for the speed and trim.

80 knots, V1 and rotate come up very quickly, keep the nose up at 15 degrees after a gentle rotate. There is a very strong pitch up pressure on the control column even though the take-off trim was set right. Some very decisive downward trimming with the left thumb is required, causing the great motorised trim wheels to rotate noisily and purposively in the centre console. Gear up, flaps up and in no time and we are trimming off at 3500 feet and we are ready for a demonstration 30+ degree banking turn to join the circuit. The rudder is not used in normal turns but a strong pitch up pressure is needed to keep the

nose horizontal, again with great whirrings from the trim motors to balance the force a bit. The rudder is used in normal flight mainly just before landings to line up with the runway with a cross wind approach. Not a plane to fly single handed, services of co-pilot much appreciated, especially in a busy air traffic environment. A beauty and a beast.

Then a nice downwind leg and a chance to practice approach and landings with and without autothrottle, also finally with a 15 knot crosswind. The most noticeable thing was that it was quite easy to hand fly by following the ILS and flight director indicators and achieve a reasonable glideslope with adjustments to the trim with the increasing flap settings, using an approach speed of 140 knots, although tower often expects 160 knots until the last few miles to maximise traffic flow. So much nicer and easier than Flightsim with the feedback both from the controls and the seat of the pants - this is a must have toy.

Initially head in the cockpit with occasional looks outside until decision height and flare at 30 feet with eyes outside, on touchdown reverse thrust and autobrake. The toe brakes on the simulator seemed rather coarse and unbalanced on manual braking, something I need to practice. Taxi off the runway at up to 60 knots depending on the airport layout. The simulator produced wonderful 4-D feedback and sound effects, especially with my final crosswind landing, lined up with rudder at the final moment but a rather loud graunching sound from the rear, not sure the passengers enjoyed that landing, Boeing in one piece still.



The BA flight simulator is an unmissable experience if you can do it. It proved that Flightsim had given me considerable knowledge and understanding of some aspects of flying the 737 and familiarity with the cockpit layout. The other bits would benefit from many more hours sitting in the simulator, which I am more than happy to do if only someone will pay for it. Next time the attendant calls 'the pilot is dead, can anyone fly this plane', I think that I could give it a go!

Great fun, I think my instructor enjoyed it too, as many of her 'students' have no knowledge or understanding of flying or aeroplanes and just have fun chucking it around the skies, whilst I did at least manage to take off and land according to plan on each occasion - just. It is pricey - 1 hour in the 737-400 is £399 and £449 for a 747-400 or 777-200. Worth every penny! More info and book your flight at: <http://www.ebaft.com/fly/fse.htm>

# Cockpit Hardware

By Terry McGee

## Flight Master Yoke

The Flight Master Yoke by VRinsight is the very first product of the Flight Master series. It enhances your flying experience making it more comfortable, accurate and smooth. Built with high-end stainless steel shaft, solid cast aluminium, powder coated yoke and pitch/trim wheel gives pilots a real-world feeling. It features: accurate yoke movement control with smooth movement. A pitch trim wheel with Green/Red LED indicators. Standard gaming device with USB 2.0 connection. Four rubber feet. Eight mounting holes to place more VRinsight modules. Fully compatible with all simulators and games. Window XP, Vista, Windows 7 compatible. Size: 40.5cm (L) x 66cm (W) x 16.5cm (H) / 15.9 inch (L) x 26 inch (W) x 6.5 inch (H). Weight: 12.5kg.

[www.simw.com](http://www.simw.com)



## Saitek Pro Flight BIP



Compatible with Microsoft FSX, the Pro Flight 'Backlit Information Panel' provides users with clear and authentic information during flight. Supplied with over 70 individual 'command tiles' which display a wide variety of in-flight commands and information, users can customise their Information Panel to display flight information relevant to their aircraft or personal preference. In addition, users can assign a choice of three colours to each or the 24 segments, allowing different command tiles to light up with different colours during flight. Command tiles not illuminated remain invisible to the naked eye, allowing aspiring pilots to accurately access the information they need, when they need it. Connectivity: USB 2.0 Windows 7, Windows XP, XP64 and Windows Vista (all versions).

[www.saitek.com](http://www.saitek.com)

Available from [www.simw.com](http://www.simw.com) and [www.flightstore.co.uk](http://www.flightstore.co.uk)

## aeroSystems 737 Avionics Package

Aerosoft Australia has created an easy to use suite of avionics software based on the 737, if you've ever wanted to fly the 737 using realistic graphics or expand your home cockpit this software is designed for you. The software interfaces with Microsoft FSX but is separate so you can run it on one PC or up to two PCs across a network. There's no complicated setup. Just two pieces of software, ready to go. Out of the box the software interfaces with the GoFlight MCP PRO and EFIS panels and more hardware interfaces are coming. The goal is to remove the huge learning curve associated with aircraft systems while maintaining accurate and complete displays. Flying should be fun, so the more intricate parts of the system have been removed. However, there are still a lot of systems to learn but they're more intuitive instead of frustrating. Videos are part of the learning philosophy and each part of the system will be covered in detail as the video library grows. The software suite includes: Primary Flight Display - Navigation Display - Both Engine Screens - Mode Control Panel - Flight Management Computer. An introductory video is available on their website with the 30-day demo.

\$60.00 Australian Dollars. Price includes software for: Flight Management Computer, Mode Control Panel, Primary Flight Display, Navigation Display, Engine Indicating and Crew Alerting System (EICAS) Upper and Lower screens).

Fly using one PC or Network up to 2 additional PCs.

[www.aerosoft.com.au](http://www.aerosoft.com.au)





## Saitek Pro Flight TPM

Fully compatible with all major flight simulation titles and pre-existing flight simulation set ups, the Pro Flight Throttle, Pitch and Mixture System replicates the control surface found in light aircraft, such as the Cessna, Piper and Money Bravo. Three durable aluminium rods allow users to accurately alter throttle, pitch and fuel mixture levels and an additional 9 fully programmable toggle switches provide a host of user defined controls during flight. Features: 3 Axis – Throttle, Prop Pitch and Mixture. Authentic control surfaces for many light aircraft, including Cessna, Piper and Money Bravo's. 9 Toggle switches for extra control. Multitude of mounting options – clamps included with unit. Powerful Smart Technology (ST) programming software allows gamers to configure their controls to suit their preferred gaming style, and to save the configurations as personal profiles. Works with all major flight titles. Connectivity: USB 2.0. Windows 7, Windows XP, XP64 and Windows Vista (all versions).

[www.saitek.com](http://www.saitek.com)

Available from [www.simw.com](http://www.simw.com) and [www.flightstore.co.uk](http://www.flightstore.co.uk)



## Saitek Pro Flight Combat Rudder Pedals

Inspired by pedal designs found in modern fighter aircraft such as the F16 or F35, the Saitek Pro Flight Combat Rudder Pedals are constructed from a highly robust Di-cast alloy, providing durability and authenticity for the most demanding of aspiring pilots. Independent left and right brake axis allows for greater accuracy and precision when performing braking manoeuvres. Self-centring rudder axis works in conjunction with a user configurable dampening adjuster, allowing users to define levels of pressure required to operate rudder controls. Product Features: Combat Style pedals – Straight from modern fighters. Independent left and right brake axis Rudder axis. Self centering with adjustable damping. Adjustable pedal angle to suit all styles of flying. High quality, part metal construction for long life. Smart Technology (ST) programming software allows gamers to configure their controls to suit their preferred gaming style, and to save the configurations as personal profiles. Connectivity: USB 2.0. Windows 7, Windows XP, XP64 and Windows Vista (all versions).

[www.saitek.com](http://www.saitek.com)

Available from [www.simw.com](http://www.simw.com) and [www.flightstore.co.uk](http://www.flightstore.co.uk)



## VRInsight MS Panel

The 'Multi Switch' panel by VRInsight enables a user control all functions of most flight & fighter software. Various types of buttons & switches help to control your aircraft more precisely ever than before. Features: Standalone type. Standard gaming device with USB 2.0 connection. Fully compatible with most flight & fighter software. Full metal case. Backlit blue LED. Many buttons and switches: 12 x buttons (A), 2 x two positions ON/OFF toggle switches (B), 1 x return toggle switch (C), 1 x three positions ON/OFF toggle switch (D), 6 x encoder switches (E), 2 x potentiometers (F), 4 x Sliders (G), 1 x four positions view button (H). "Fast Rotate and Hold" feature for rotary encoders (I). Size : 30.5cm (L) x 12.5cm (W) x 11cm (H) / 12 inch (L) x 4.9inch (W) x 4.3 inch (H). Weight : 1.5kg.

[www.vrinsight.com](http://www.vrinsight.com)



## VRInsight GPS-5

The VRInsight GPS-5 features a Control Display Unit for providing terrain information and for warning of potential terrain hazard conflicts. It is the most fundamental approach guide into airports inaccessible in IFR conditions. Real shape and full functionality of GPS-5 supports all default aircraft and add-on aircraft. It interfaces with MSFS9 and MSFSX through its application software "SerialFP2" (supplied). Features: Standalone type. SerialFP2 software supports all functions to GPS-5. If using a USB Hub, be sure that the USB Hub is USB 2.0 compliant. Otherwise it may cause a malfunction. Available in Window mode only. Requires USB 2.0 port , unregistered FSUIPC and a free DVI or VGA port.

Available from [www.simw.com](http://www.simw.com) and [www.flightstore.co.uk](http://www.flightstore.co.uk)



## Force Feedback GA Yoke



## Force Feedback B737 Yoke



Flight Illusion has launched their long awaited force feedback yokes, available for general aviation and for airliners.

The GA yoke (above) features a real aviation metallic yoke (homebuilt airplanes) with a trim button and a PTT button. The PTT button can be programmed to be working with on-line flying programs like IVAO or VATSIM.

The B737 yoke (below) is resin moulded and features trim buttons, PTT and autopilot disconnect button.

The forces are applied by 2 strong motors. The shaft extends 19 cm (7.5 inch) and has a left and right deflection of 90° in each direction. The force feedback code is generated by the Flight Illusion software, taking into account the data extracted from Flight Simulator (velocity, wind and movement of the plane). Hence, the user will feel the bumps on the runway, the gust in the clouds and the higher force load when diving. All parameters can be tweaked in order to generate custom files that are unique to the type of aircraft you are flying. The software can function in different modes, reacting like a spring mounted yoke or reacting to forces during flight. The yoke can be linked to the autopilot and will mimic the movement of the plane. Like in a real aircraft, the autopilot will disconnect if a force is applied to the yoke whilst in autopilot mode. A second yoke can be connected and both yokes will function as if mechanically connected to each other. The yoke being handled will be in master mode, while the other is in slave mode. When the co-pilot takes control, the forced applied by him will trigger a switch in master/slave mode.

Available from [www.flightillusion.com](http://www.flightillusion.com) and [www.simw.com](http://www.simw.com)

## Preview Iceland X [www.aerosoft.com](http://www.aerosoft.com)





# FSX - Windows 7: 32-bit versus 64-bit

By George Markham

This time last year, I did my 2nd article on Windows 7 mainly about upgrading from Vista or doing a clean, custom install, for WinXP. In it, I wrote that I used up 2 of my Windows 7 Home Premium licences in the Family Bundle of 3 which I purchased in November 2009. One licence was used to upgrade my Medion Intel Core 2 Quad 2.4GHz Desktop and the 2nd for my trusty Acer Aspire Gemstone 5920G Laptop, to the new Operating System (OS). I concluded that I was delighted with Windows 7 as it was faster, safer and a more intuitive OS than Vista and accordingly, a better platform on which to enjoy FSX and, of course, FS9 for those still following that version.

I also stated that the future was 64-bit computing and as most, if not all, of the CPU's on sale in recent years are 64-bit compatible and of necessity, also 32-bit backwards compatible, it seemed a pity that we could not take advantage of the 64-bit technology. As I had a spare Hard Drive (HDD), I endeavoured to coax the 64-bit Win7 upgrade disk that also came in the Family Bundle with the 32-bit upgrade disk to allow me to do a clean, custom installation on it as an experiment. I failed and had to make do with another 32-bit installation, which I intended to use for experimental purposes. I did not activate it and use up my 3rd and last licence. Instead, I was able to use it for 150 days by delaying activation as outlined in my article "Windows 7 – Tips and Tweaks" under the paragraph headed "delaying activation" in the March 2010 issue of PC Flight.

My Medion Desktop came with an Internal 500GB HDD and for the past year, I have enjoyed the 32-bit activated Win7 Home Premium upgrade from Vista. I came across no problems whatsoever during the year and found that I was happy with the performance of FSX and all my add-on scenery and aircraft. But, one thing was always bugging me. How would a 64-bit version of Win7 perform overall and especially, with FSX?

I had a spare Medion 500GB External HDD which worked like an Internal HDD, as it fitted into a special slot on the top of my Medion case where it was provided with power and an e-Sata connection. Last October, I decided to format its C Partition and try a fresh experiment. As stated above, I had already failed a year ago in my experiment to coax a 64-bit clean, custom installation on another spare HDD. However, probably because I was starting from scratch with a freshly formatted C Partition, unbelievably, the 64-bit disk this time was accepted and I was given the option to do a custom install of a 32-bit or 64-bit version. Excitably, I, of course, chose the 64-bit option and within only 20 minutes, I had a perfectly running 64-bit version of Win7 Home Premium up and running on my External HDD. The installation did not even query me for one single 64-bit driver as they were obviously available from the installation disk. After installation, I used the Win7 update system to bring my new 64-bit OS completely up to date. There were 60, 64-bit updates (that's a colossal number of updates in 12 months!) to be downloaded and installed at over 130MB. This was all done automatically and included amongst the updates were up-to-date 64-bit drivers for my 512MB nVidia 9800GT Graphics Card. I followed the foregoing operation by installing what I regard as my forever faithful and free AntiVirus pack-

age – AVG90Free. Now, after all the foregoing tasks, I had 2 Win7 OS's on the same Desktop to enable me to compare like with like – a year old, perfectly working 32-bit Win7 version and a brand new 64-bit version. If all goes well with the latter, I will consider activating it in due course to use up my 3rd licence.

As a 1st test, I decided to check how long each version of Win7 took to boot up to operating status. As expected, both took the same time at 65 seconds. My Medion originally came with only 3GB DDR2 (667MHz) RAM (Memory) and as I knew that Win7 (and WinXP and Vista) could only make use of between 3 and 3.5 GB, no matter how much RAM was installed, I was happy enough with my Medion's overall performance. But, I knew that a 64-bit version of Win7 could make use of much more RAM, in fact, up to 16GB for a 64-bit version of Win7 Home Premium. I always wondered if more RAM would provide me with better performance of Win7 and of course, FSX.

So, I now had a golden opportunity to satisfy my wondering. I visited my local friendly PC shop and after explaining that I was involved in a Win7 64-bit experiment, I was offered 6GB of slightly faster DDR2 running at 800MHz instead of at 667MHz on a trial and return basis. I could hardly wait to return home to install it. This had to be carefully done as my Motherboard required the 2 X 1GB Modules to be installed in slots 1 and 3 and the 2 X 2GB Modules in slots 2 and 4.

As my 2nd test, I checked again to see how long each version took to boot up to operating status. I was slightly disappointed to observe that there was no change – as before, each version took the same time at about 65 seconds. While I realised that 65 seconds was quite fast, I thought that the 64-bit being able to make use of more of its available 6GB of RAM, would have been a little faster. However, as most of us would know, booting up times can be made faster by making a few changes in the BIOS (such as ensuring that the HDD and not the CD/DVD Drive is the first priority to boot from) and by examining and amending the Start Up operations under Windows Msconfig. Obviously, it is important to ensure that one's AntiVirus program is started up with Windows so as to provide protection immediately the OS is ready. However, if one is not connected to the Internet and intends going on a private FS flying spree, the AntiVirus could be turned off to free up some resources.

For my 3rd test, I used the Performance Tab in Windows Task Manager (Ctrl+Alt+Del) to check Memory utilisation. In the 32-bit OS, it was reported that 3.25GB of the available 6GB was usable, while the 64-bit reported that the full 6GB was available and usable. So far, so good.

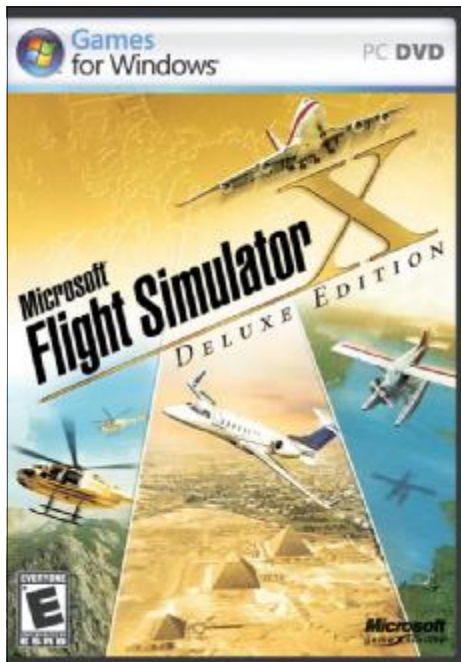
Now, I come to the most important tests as far as I was concerned. Would the 64-bit version of Win7 be faster booting up to the FSX Welcome Screen and then, would it be faster getting to operational status at say, Eiresim's Dublin Airport? Also, would there be any increase in Frame Rates and any noticeable overall increase in performance of FSX?



Unfortunately, the complete additional FSX installation on a special FSX Partition on my External HDD with Win7 64-bit OS on the C Partition was no use to me as it refused to start its loading process. There was nothing for it but to delete it and commence a fresh installation. To remind some readers who may be faced with the same situation, the following is what I had to do. I first installed FSX as normal using its 2 installation disks, checked that it was in working order, and followed by installing its SP1. I again checked that FSX was working alright and followed by installing its SP2. Having checked that all was then working satisfactorily, I activated it with Microsoft on the Internet. I then installed a few of my favourite scenery addons so that I could compare like with like using one or other of my separate 32 and 64-bit Win7 OSs.

My Win7 32-bit booted up to the FSX Welcome Screen in 100 seconds while my 64-bit did the similar task in only 55 seconds. Then, my 32-bit system loaded Eiresim's Dublin Airport to operating status in a further 110 seconds, while my 64-bit did it in only 75 seconds. Hence, my 64-bit system loaded FSX much faster than my 32-bit system. However, as regards Frame Rates, there was no increase but perhaps, hopefully, there might have been a slight overall boost in performance as I flew around Dublin. I did similar tests at Princess Juliana Int. on St Maarten in the Caribbean and again, I spotted no increase in Frame Rates. Obviously, in doing the foregoing tests, I ensured that I was comparing like with like in that all my FSX settings in both FSX installations were set exactly the same for Display, Weather and Traffic options.

For those who are still dedicated FS9 users, I tried similar tests and even though I could not observe any noticeable increase in performance, I at least proved that FS9 worked perfectly on a 64-bit OS. I didn't have to reinstall it as my new 64-bit OS recognised it immediately and allowed it to be loaded correctly. If I wished to use some of its addons, I probably



would have to reinstall them for Registry purposes. Obviously, as I have often stated before in my many articles, FS9's performance on both my Desktop and Laptop is amazing and my main fault with it, is the continual shimmering of scenery in the distance, no matter what adjustments I make to my Display options. On the other hand, FSX suffers from no such shimmering except sometimes when a fence is included in an airport scenery upgrade. If desired, such a fence bgl could, of course, be deleted or made inactive by changing its bgl extension to say, old or original bgl.

All the above tests were done with a 4GB USB2 fast Flash Drive installed at the rear of my Desktop to make use of Win7's ReadyBoost System. I used the same System with my previous 32-bit Vista OS as recommended by the many tweaks I came across for Vista. You may appreciate that ReadyBoost is a System that is used for theoretically faster part PageFile (aka Swap File or Virtual Memory) usage on a Flash Drive rather than slower access to the Windows PageFile on a HDD. I decided to do one last test and strangely, after unplugging the 4GB Flash Drive and thereby disabling the ReadyBoost System, I noticed no difference on any of my above timings re my 64-bit

OS. Perhaps, (I thought), the extra Memory available in my 64-bit OS negated the need for as much PageFile access as before. Later, I researched this and found the answer and I quote "ReadyBoost provides an inexpensive and simple way to boost performance on a low RAM PCs". Accordingly, I decided to give up using the ReadyBoost System in future.

## Conclusions

I satisfied myself regarding my questions re a 64-bit version of Win7 with 6GB of slightly faster Memory compared to only the 3.25GB usable on my 32-bit Win7 version. I found that nothing earth shattering was gained except for the few seconds that were saved on my FSX start up to operating status and onwards to arriving ready for action at my chosen airport. I am glad I did the above tests and intend keeping the 6GB RAM and activating the installation to use up my 3rd licence in due course. After all, the future is 64-bit computing.

My above findings are as a result of many timing experiments over the course of a week and apply to my particular Desktop and its respective components. Other Desktop systems will obviously demonstrate other figures but I feel fairly confident that my findings demonstrate that 64-bit computing working with 32-bit applications and games, even with more Memory, will not improve overall performance of computers to that "WOW" factor that we would all love to have. Finally, I must conclude that most, if not all, current 32-bit applications and games will not run noticeably faster using my new 64-bit OS and accordingly, I will have to wait until such time as I am able to use specially developed 64-bit applications and games. There are some 64-bit Multimedia and CAD applications available at present for the experts in such fields as well as, a 64-bit version of MS Office 2010. In the meantime, I can't help wondering if there will ever be a 64-bit version of a Flight Simulator? ✈





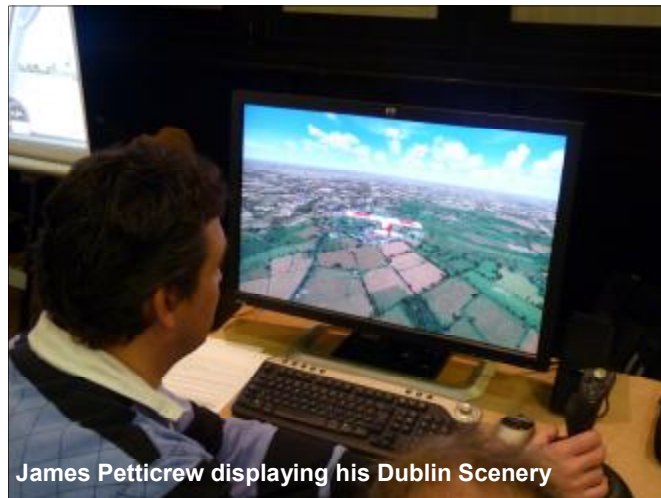
# Fly-In October 2010

By Ian Broni



Having got over the disappointment of the April 2010 Fly-In and the subsequent letter and editorial in the June issue, we set about organising the next meeting for October 16th. Thankfully we had no volcano's to interrupt proceedings this time around and we also splashed out on organising tea, coffee and scones for the morning – which got good comments from those who attended – for those who didn't, you will just have to turn up for the next one ;-). The weather on the day was good, which is sometimes a problem as people tend to opt for other pursuits but we were happy not to be ducking in and out of the rain whilst unloading and loading all our gear. We had about fifteen members turn up with their systems some from our usual members and some from our newer members, which helped add to the overall atmosphere.

We had decided to try out a previous format which was to invite a guest speaker to talk about aviation related matters and it was duly agreed (between myself and Terry, that is) to invite long time PC Pilot member Paul Hannity to come and talk about anything to do with flying. We had also secured with Paul's help, a voucher from Simtech Aviation for a one hour flight in their brand new ATR Simulator located close to Dublin Airport – see the my article in the previous issue on our visit to Simtech. We had decided to raffle the voucher on the day to all those who were in attendance, excluding myself and Terry! The morning was spent with members going between the various setups and lots of sharing of ideas and information. The morning went so fast that even lunchtime was missed but maybe the scones from the morning helped a bit as well. The hotel had changed their wireless network access from previ-



James Petticrew displaying his Dublin Scenery

ous years and now each PC had to log on via a third party website with a unique password issued by the hotel, which allows a 24 hour period of free usage.. This is understandable in controlling freewheelers logging on. I had a problem in that I wanted to use both my Flightsim PC and my Laptop but having logged on with the two separate passwords issued by the Hotel, it would not allow them both to be logged on at the same time.

There was a good turn out but in the afternoon there was an increase in numbers as we got close to the time set aside for Paul Hannity to speak and for the draw to take place. Instead of the usual talk, Paul decided to do a Questions and Answers session where he asked for members to field questions in relation to flying and he would try and answer them. There was no shortage of questions and Paul took us through some very interesting stories and informative answers, "What was your most scary moment" was one question that got full attention and one question that interested me was the one about how the Selcal works. All in all, it was a very interesting session, which I know most of those attending would agree. We then held the draw for the Simtech voucher and having put all the names in the hat – literally as I had borrowed George Markham's hat – thank you George. We asked Paul to draw out the winning ticket, who was John Duffy – John always supports the Fly-Ins and always bringing along his PC plus a sample of his new cockpit units, which he will make to order. In the middle of the draw Michael Collins offered a second prize of a set of coasters in the shape of aircraft instruments which we kindly accepted and Paul subsequently drew an-



John Fagan with his Sim Panel



Paul Hannity during his Q&A session



Checking out FSX



Paul Hannity with prize winner John Fagan

other ticket – forgive me but I failed to note who won the prize! With the formalities out of the way, it was time again to mingle and meet members and share ideas, problems and solutions. The day drew to a close all too quickly and it was time to pack up our gear for another year.

Myself and Terry would like to thank all those who attend and those in particular who brought their PC's - which is what the day is all about. Our thanks to Paul Hannity for his interesting question and answer session, Simtech for their generous Sim

time voucher and Michael Collins for his coasters – not forgetting George for his hat! Thankfully the day was a marked improvement on the April Fly-In. I would like to also thank Harry Fryer for putting pen to paper and bringing the matter of poor attendance to a head. We will plan another Fly-In for next April and will confirm a date and venue later on but again we ask you as members to support these events as they are for your benefit, otherwise, we will have no choice but to become a magazine only club – certainly not something I would relish. We look forward to seeing you all again next April. ✈

## Preview



## A318 and A319 Jetliner

[www.justflight.com](http://www.justflight.com)





## iFly 737NG

Flight1 • FS9 • Rory O'Neill

Do we need another 737NG in our virtual hangars? There is already a big choice of 737's out there, from the default MSFS, freeware to the 'leading edge' Ariane 737 range. The PMDG FS9 model has reigned supreme for the last 7 years, but is now showing its age as PMDG has no plans to update it and has moved to FSX only production. The whole flightsim community awaits the new PMDG 737NGX, which is promised by the end of 2010.



Perhaps this is a window of opportunity for iFly who have launched their extensively specified 737NG for FS9 (to be followed by an FSX version). On first meeting, this seems a retro choice considering the fragmentation of the market between FS9 and FSX, but there remains a stalwart band of FS9 followers who are not to be seduced by the eye candy of FSX and prefer the solid performance of a mature product with innumerable add-ons. iFly has its job cut out to better the benchmark PMDG 737NG, has it succeeded? That is the question I will be trying to answer.

The ubiquitous Boeing 737 needs little introduction, it is now in its 3rd generation and can be seen flying daily from most commercial airports around the globe. There are currently just over 5000 airframes in service with 3119 being the 737NG generation. Boeing factories deliver one new 737 every day, with production recently planned to be increased to 34 per month on a swollen order book. By way of contrast there are 4092 Airbus A320's in service, with a monthly production of 36. The virtual market is just as competitive as the real one. B737 or A320, FS9, FSX, 'Flight', Prepar3d or X-Plane? In spite of the popularity of the 737 with airlines, passenger comfort and experience appears to have reverted back to the days of the crowded seaside char-a-banc, but without the fresh air and sea views. These are truly the buses of the air, if my recent flight in a full Ryanair 737-800 is anything to go by. Avio-interiors Skyrider stand up seats will help them cram even more of us in, if they are certificated. Luckily iFly offer three luxurious BBJ-737's, and you get to fly from the comfort of the cockpit too. Some come fly with iFly ....

Downloading and installing the iFly does not come cheap - \$54.95, £34.56, €39.53 from [www.flight1.com](http://www.flight1.com) but this does include the 737NG 600, 700, 800, 900 versions plus the BBJ, BBJ2 and BBJ3 models. The seven year old PMDG 737NG 600/700 can cost \$44.95 (€21.00 from [www.play.com](http://www.play.com)) and to add the six year old 800/900 costs another \$34.95, a total of \$79.90, which shows iFly have pitched their price carefully in between. The iFly 737NG is marketed by Flight1 who provide a familiar and reliable 'wrapper' download, then on-line payment and registration in one simple action. Flight1 allow re-installations, which is a real boon when dealing with hardware



changes and crashes. iFly is installed in the default FS9 directory automatically and comes with the following five very detailed PDF files detailing every aspect of the model and the 737.

Tutorial 104pp - recommended reading for everyone  
Operations Manual 515pp, a textbook of systems info  
'Quick Reference' handbook 73pp, normal and non-normal checklists  
Flight Plan intro 5pp Procedures intro 7pp, reference

One needs to run the iFly config/load manager before starting FS9. Select a model and where appropriate choose the engine (CFM only), eyebrow windows and winglets options. Having determined the passenger, cargo and fuel loads the ZFW and CG are calculated for later manual entry into the FMC. The weight and fuel data is transferred to the aircraft.cfg files by selecting 'update'. TOPCAT can also be used to set the weights/fuel. The 700/800 and BBJ2 models are currently supported. The FS9 selector offers both normal and wide-screen versions of the full range of 600/700/800/900 /BBJ1/BBJ2/BBJ3 models. In the FS9 'categories' top menu they have also provided flight tutorials for each of their models, along with flight plans. As is now common, they only provide one (bright orange) iFly livery for each model, but many others are freely available online from the [www.avsim.com](http://www.avsim.com) and [www.flightsim.com](http://www.flightsim.com). There were over 100 available at the last count.

The FS menu bar now contains a new item 'iFly' with a variety of options:

1. Key assignment - this is a comprehensive list of commands which can be allocated keys.
2. Styles - detailed options re startup state, units etc.
3. Failures - full list of random or timed failures.
4. Ground support - connect ground power or air, replenish used oxygen or extinguishers.
5. Load/save panel state or flight plan.

Apart from ground support, the above items are also directly





available from the FMS via a SIM commands menu which also provides a useful PUSHBACK option.

### Exterior Model

iFly used Autodesk 3DS Max to create their model, which has the usual animated control surfaces, undercarriage and doors, reversers etc and external lighting. Overall it seems to be on a par with its rivals with only a few minor differences. Nothing really spectacular as this is only FS9 and not FSX. The different liveries look superb and iFly have also modelled wing flex. They list a 'sound package', which includes realistic cockpit engine spool up and other dedicated sounds within the cockpit. The external engine sounds are very satisfactory.

### Interior Model

The 2D cockpit is very familiar, and everything works intuitively with right and left click-spots to select and adjust the controls. Everything is legible and looks very real. There is a tiny TO/GA button beneath the A/T arm switch on the MCP, in place of a hidden panel screw, which is a nice touch. The panel selector is discreetly placed in a moveable window at the upper left screen. The selector buttons for panels illuminate when active.

There is a choice of both Capt VFR/IFR and FO VFR/IFR displays. The IFR display shows the FMC and all 4 multifunction displays, and is ideal for a single monitor user. Each of the displays can be zoomed either by clicking on them or by the panel selector. The PFD, NAV and EICAS are nicely dimensioned to fill the lower screen below the EFIS and MCP, making this an almost perfect 2D display setup. Unfortunately they mask the AP and AT warning lights, which can be a problem when the AP or LNAV disconnect erratically. The Capt and FO displays and FMC's can be worked independently, which is unusual.

The THROTTLE QUADRANT is a very pleasing rendition, and



adds to the feeling that this is a quality product which one is going to enjoy. The lower EICAS and both FMS are attached and also displayed, perfect for a second monitor display.

The AFT ELEC panel displays the radios/transponder and minor switches clearly, most of which are clickable. There is some debate about the colours chosen for the digital displays on the debate.

The AFT OVHD details the IRS and other working functions such as oxygen controls and airspeed and stall warning test switches.

The FWD OVHD is very well modelled and functional, everything is very readable and the pull-toggle switches of the real 737 replace the simple switches found on some other models. Only a few minor switches are non-functional, including the crew alert and ground call buttons.

The MCP is comprehensively modelled and blends in with the 2D cockpit without needing resizing options.

All of these compare very well with the best alternative models, with some nice detail touches when one compares them side by side.

### Virtual Cockpit

This is possibly the best FS9 VC I have seen, with a genuine 3D effect as one pans and glides around. All the buttons and switches are fully modelled and work like their 2D counterparts, which is unusual. The yoke and throttles look real and even the ground steering lever moves when taxiing. For total immersion, it is really quite possible to run through all the checklists and fly from the VC alone, especially with a TrackIR device. Lighting of the 2D and 3D cockpits is subtle and makes the cockpit feel very cosy. The cockpit flood light adds further to the feeling of quality, making it very attractive to take a flight in the dark hours. The BBJ versions also have an HUD displayed on the sun visor, for high flyers.

### Flying the iFly 737NG

If you are familiar with other 737NG models, you can jump into







the cockpit as everything works as one would expect. From cold & dark, the usual pre-flight, startup, taxi and takeoff checklists work seamlessly. One gets the impression that everything is much smoother and more solid, and it delivers a superb experience. The TUTORIAL runs to 104 very detailed pages, and is a useful refresher into correct procedures as well as showcasing the sophisticated added features of the iFly model. For a newcomer to 737 logic, this is worth a long and careful read, but if you are an experienced flyer you can get through the tutorial very quickly.

Using the FMC is straightforward and one has the option to use the keyboard with a toggle on the FMC unit. It does have some unfamiliar functions such as a throttle cutback noise reduction option, additional to usual throttle reduction altitude setting. This FMC is modelled in real depth including Nav Radio and RTA pages.

Navigraph ([www.navigraph.com](http://www.navigraph.com)) now supports the iFly 737NG. iFly 737NG AIRAC upgrades have recently been added to the Navigraph FMS download page.

FlightSim Commander users can create iFly compatible routes for loading into the FMC, although these need to be exported in iFly 747 format and then moved to the correct 737NG folder. Imported routes from VATSIM or IVAO can be processed by FSC in the same way.

My comfortable journey through the familiar text of the tutorial



was interrupted on achieving cruise altitude as the depths of the FMC were described in detail. The tutorial digresses to give a challenging lesson in advanced FMC functions e.g. 6 different types of legs between waypoints, RTA (Required Time of Arrival) function, 3rd page of progress page, depth of fix page, offsets and holds. The explanations within the tutorial (and other manuals) are written with such clarity and grasp of detail that one can only admire the level of comprehension, work and dedication that goes into building an advanced model like this. It all seems to work too! All the more impressive when the project team only has three members, who are based in China.

Taxiing and response to the controls are very smooth. We are at the runway, cleared for take off. Spool up to 40% then throttle up to N1, once on the move find the TOGA button and you are away. Rotation and climb out seem the best I have experienced, so smooth, with little need to chase the F/D or lurch as one engages the CMD A key, all very calm and stable. Hand flying seems very predictable with judicious use of the trim, although not intended as a plane for dive bombing the neighbours and is not really my forte. LNAV and VNAV deliver you where you expect and when at the right airspeed, with no unexpected demands to increase drag or to deploy the spoilers due to poor logic or leaving you too high or too fast. At the moment, the ILS and VOR auto-tune and will not allow manual pre-selection of undetected frequencies. Similarly the CRS is automatically changed to the ILS course once tuned, often with a slight disparity with the current published data. In addition to some manual ILS approaches, I completed several hands-off autolands without any gremlins and it keeps stable right down the runway - a real joy.

## Issues

Like many reviews of recently released complex aircraft, I should mention that there is still work to do, with lots of minor corrections and adjustments, some quite academic. I noticed a few of them such as LNAV disconnecting randomly, NDB's being displayed when STA is selected and TA/RA being engaged on cold and dark, for example, in addition to the manual Nav radio tuning issue. The interest in this iFly 737NG seems phenomenal with large numbers of posts on the dedi-





cated forum, and a list of gripes from enthusiast owners. Hopefully many of these will be dealt with soon, but they don't detract from the fact that this is the most comprehensive 737 model I have come across, a view voiced by its many proponents. A full list of 'work to do' appears openly on the forum (the issues I came across are known and fixes promised for the Service Pack) and an interim patch 2 has already been released prior to the full SP being completed, which fixes many of the minor items. Let's hope that the SP delivers.

### Conclusions

It will be interesting to see how this compares with the imminent PMDG 737NGX model and indeed the iFly FSX model when it appears. How well PMDG implement the virtual cockpit only 737 will be important for its success, as many pilots, like me, prefer flying from the 2D cockpit. Online and other committed FS9 flyers may well stick with FS9. If so, this iFly 737NG becomes a very serious contender for the FS9 crown and something very enticing for their hangars. iFly are pitching their product at the very high end of the add-on market. Is it really worth adding another 737NG to your hangar for \$54.95 if you already have a satisfactory model (such as the PMDG)? It would really have to be very much better than what you usually fly, and I am not sure that the iFly model quite yet delivers

that sort of added value at its current state of development. If you don't have a more advanced FS9 737NG model, it might be wise to await reports on the SP updates before deciding. This model may well take the crown as the 'best 737NG' for FS9, maybe not, it's a close call. If you use FSX or, like many, use both FS9 and FSX, should you keep your options open until the PMDG 737NGX arrives? It is hard to justify two high cost planes, one for FS9 and the other for FSX. The same dilemma as choosing the platform for the superb PMDG 747's and MD11's. If money is no object, buy them all. Has iFly delivered? - the question I posed at the beginning. The answer is a qualified yes. I love this 737NG and now that I have committed, I intend to make it my personal jet transport both online and offline for a while. I look forward to the SP, and hope it resolves the issues which have been identified.

Performance/frame rates: With FS9 and Windows 7, frame rates are not an issue, although it seems to prefer frame rates set at unlimited. Typically varying in the mid 30's up to 100. Review machine: E8500 3.16GHz 6GB RAM. Windows 7 64-bit. GeForce 9800 GTX+. Matrox Triplehead. Saitek X-65F HOTAS. Website: <http://iflysimsoft.com/>. Forum: <http://ifly.flight1.net/forums/default.asp> ✈





# Larnaca X

Aerosoft • FSX • Rex Galway

This review is of the 260 MB downloaded version of Larnaca X. Installation was easy providing you copy and paste the 42 digit alpha/numeric Serial Number, any other way and I got an error message. The location of your FSX needs to be accurately browsed to, otherwise the installer sequence keeps insisting that it's on local disc C. As well as the main program in your FSX the installation gives you three documents in the Aerosoft - Larnaca section of All Programs, these are the Larnaca X manual, an excellent eleven page set of Jeppesen charts for Larnaca International LCLK dated 2009 and a single page document called Larnaca X-Visual tool. This latter item allows you to select whether to use MipMaps, which is recommended for Nvidia graphics card users, or not to use MipMaps if you are using ATI graphics cards. A further option offered is the choice of showing or not showing 3D light cones; I am not sure what this choice means so I tried both settings at night on the airport apron but could see no difference! The User Manual states that this a new approach to airport lighting and there may be some blending issues with autogen objects or clouds; I decided to use the 3D light cones anyway. The manual is blessedly quite short at ten pages giving all the Display, Scenery and Traffic settings required for best use of the scenery.



500–700 m (1,600–2,300 ft) west of the current facilities, adjacent to the new control tower, with new aprons and jet ways. The old terminal building is slated to be partially demolished and refurbished as a cargo centre, and is currently used as a private terminal for visiting heads of state, VIPs, and private aircraft operators. Comparing a top down view of the simulated airport and surrounding countryside with a Google Earth picture of the real airport shows how faithful to reality the simulation is. One surprising thing is the number of privately owned and perhaps flying school aircraft that are shown on Google Earth, I counted 31. The simulation shows over 40! A mixture of airlines and tour operators totalling 47 use Larnaca airport at the present time; to accommodate them there are 27 gates on Apron 1 including the 16 with jet ways already mentioned, while Apron 2 provides a further 23.

## Airport History

The real Larnaca airport has a single runway (04-22, 9823ft long) and utilises a single large apron for all passenger aircraft. There are 16 jetways connecting the main terminal with aircraft, while there is a provision for utilization of shuttle buses to convey passengers during hours of extreme traffic. Infrastructure also features a large engineering hangar, a cargo terminal, and separate facilities for fuelling and provisioning light aircraft. There is also a VIP terminal. There is a second, smaller apron where cargo aircraft and visiting private aircraft are often parked. There are also spaces for smaller aircraft for flying schools and privately owned aircraft separate from the main two aprons. Nowadays, Larnaca Airport is used as a hub by passengers travelling between Europe and the Middle East. The status of Cyprus as a major tourist destination means that air traffic has steadily risen to over 5 million passengers a year. This is double the capacity the airport was first designed for. For this reason, a tender was put out in 1998 to develop the airport further and increase its capacity (see below). Already completed elements of the expansion include a new control tower, fire station, runway extension, and additional administrative offices. The surrounding road network was improved by upgrading the B4 road and by completing the A3 Motorway. A new junction has been constructed nearby by the new terminal. The new terminal was built some

## The Scenery

Larnaca a very spread out airport, due to it being piecemeal developed over a period of time with many of the old buildings still standing, so there is a lot to simulate. Let's start looking at the older parts first. At the Eastern side of the field lies Apron 2, which is almost void of aircraft, except for what looks like a Beechcraft twin engined plane and a Cessna 172 showing up from time to time. The parking places and taxiways are well marked out with oil patches from the absent aircraft clearly shown; if you ask to go to 'Parking' instead of to the 'Gates', this is where you will be sent. The Cyprus Airways Engineering building is in the Northeast corner of this area and it is very nicely depicted. Moving Westward along the boundary fence we come to some of the older buildings now shown as storage places containing some very detailed motorised passenger steps and cargo containers labelled 'Swissport Cargo' and 'Cyprus Airways'. Still following the fence, which itself is well





simulated, the old Control Tower appears and just past it around the corner is the old terminal, which is protected by a red and white jet blast deflector screen because of proximity of the taxiway to runway 22. The New Terminal is the next feature we see as we proceed in a Westerly direction, waiting outside are the passenger busses that go to and fro Apron 1. Going to the rear of the terminal we find the passenger entrance graced by a long covered walkway to the main road system past the car park. Unfortunately the parked cars and buses can be recognised from a top down view but from the ground view they are just coloured smudges. However, going further away from the terminal, we come to the fuel depot which is very well detailed with tankers of various sizes, some labelled BP, some large vertical storage tanks and smaller horizontal ones grouped in twos and threes.

Back on the airport roadway, continuing westward, we pass what looks like the original fire-station on the right-hand side before coming to, on the left, the parking lot for privately owned aircraft. This a long narrow enclosed strip containing the 40 aircraft already mentioned, these are adequately detailed but are static aircraft; how they get them in and out in real life without damage is a mystery. Whilst on the subject of moving aircraft, there is not much AI traffic to be seen with the recommended setting of 20% and increasing it to 70% did not seem to make much difference. A few default AI aircraft can be seen at Apron 1 early in the day. Going further along we come to the new fire-station and control tower, both are very impressively depicted; 500 metres further and we are at Apron 1 where most of the action takes place. This is an impressive bit of simulation and as has been said before and bears repeating again, it copies the real airport in 3D not just a 2D photocopy. The detail of the jet ways is good but unfortunately they are static and not all of them have a push-back truck. The amount of airport traffic is a bit on the sparse side as well, and no personnel can be seen anywhere. There is a fairly well populated car park behind Apron 1 with well detailed vehicles and if you look at the back of the control tower and fire-station similar detail can be seen. The ground marking is exceptionally good as it was on Apron 2.



### Flying at Larnaca

This is where the Jeppesen Charts are invaluable as they were to me in getting the gate details for the Aprons, which are pretty accurately placed in the simulation. If you like to fly long distances using the accepted real life procedures, which many do, these will enhance your pleasure in flying to Larnaca. As for myself though, I just liking flying shorter hops using the FS ATC. I found them most interesting although I wouldn't claim to understand the significance of all the detail on the charts If you don't just want to fly circuits or very long distances there are several nice airfields in Cyprus: Phathos Intl. LCPH (Rwy 8562ft) and Akrotiri AB LCRA (Rwy 8996ft) are two, the latter being nearest to Larnaca at some 40 miles. Most of my flying at Larnaca was in a small helicopter so that I could get down amongst the detail but I did fly several larger planes to check the frame rates, as well as the parking procedures. My frame rates were good, typically 22 FPS or higher, not bad for such a large and varied simulation. Flying around the airport proper, I found the surrounding countryside to be well depicted, the road system immediately adjacent to the field with roundabouts. allowing the branch road into the terminal passenger entrance being particularly good. Beyond that, the scenery gets progressively Autogen, when set at Dense is more than adequate, There are two salt lakes and the ground surrounding these looks convincingly arid, one of the lakes, which may be tidal, almost cuts the airport in two. This can only be appreciated when flying above the field at some reasonably high altitude: the Google Earth picture or the FS top-down one do not show water at all well.

### Conclusion

This is a grand simulation of what is really two airports sharing the same runway, the two are not only separated in space but also in time, the old and the new. Care has been taken not to put too much in, although there are excellent models available and are used sufficiently to give the desired feel for the place without dragging down the frame rates. The AFCAD files are sufficient to allow parking at several gates or parking places as available. It would have been nice to have more ground airport traffic, more air traffic and some people. These short-falls might be sorted out if you have Traffic X or similar, Aero-soft's Airport Enhancement Services but Larnaca Airport may not yet be on Aerosoft's 'credits' list; I'm only guessing and probably frame rates would be hit. This has been a fun review to do and I would have no problem in recommending it and at €14.95, it's a fair price.

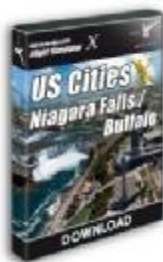
Thanks to Thomas Ruth et al for the Airbus A319 Olympic Air and the Airbus A300- 600 Lufthansa and also Peter Spanakos for the Aegean Airlines and Cyprus Airways textures for the default FSX Airbus A321. ✈



# US Cities: Niagara Falls/Buffalo

Aerosoft • FSX • George Markham

Relatives of mine living in a lovely spot named London, midway between Toronto and Detroit, visited Niagara Falls and Buffalo some years ago. When they returned to Ireland, they told me all about their unforgettable visit to such a famous spot. Accordingly, when I spotted that Aerosoft had developed for FSX an enhanced scenery of the area surrounding Niagara Falls and the city of nearby Buffalo, I could not resist offering to review it.



Niagara Falls is situated on the Niagara River, in western New York, USA, and south-eastern Ontario, Canada. Buffalo is located at the eastern tip of Lake Erie while Detroit is situated at the western end. Buffalo is placed at the mouth of the Buffalo River and at the head of the Niagara River connecting Lake Erie with Lake Ontario. Niagara Falls is one of the world's most scenic spots and consists of two wonderful waterfalls - the Canadian Falls, (aka Horseshoe Falls), on the Canadian side of the river, and the American Falls on the United States side. Both waterfalls are separated by Goat Island, New York. The crescent-shaped Canadian Falls carries about nine times more water than the US Falls. A small section of the American Falls near Goat Island is also known as Bridal Veil Falls. Niagara Falls is a great tourist centre attracting millions of visitors each year. 'The Falls' may be viewed from parks located on either side of the river, from observation towers, from boats, from Goat Island and from the Rainbow Bridge, located a short distance downstream. The bridge connects the town of Niagara Falls in Canada with the town of the same name in the United States. Visitors may also enter the Cave of the Winds, a natural cavern situated behind a curtain of falling water near the base of the American Falls.

Buffalo is a major inland port and an important commercial and industrial centre. Situated at the western terminus of the New York State Barge Canal, the city has extensive harbour facilities. As a port on the Great Lakes system, Buffalo is linked to the Atlantic Ocean via the Welland Ship Canal and St Lawrence Seaway, and has access to raw materials from the Midwest. It is also furnished with an abundance of Hydroelectric power generated around nearby Niagara Falls. The city is served by Buffalo Niagara International Airport and has one of the country's largest rail junctions.

When I first installed FSX in October 2006, I remember visiting the area as one of my many early test flights of FSX and I thought that it was well done with quite good effects. Hence, I will be looking forward to seeing what this enhanced offering from Aerosoft has to offer.

## Main Features

The scenery includes the following main features: aerial image coverage with up to 15cm/pix resolution, more than 850 major buildings, about 70,000 autogen buildings placed realistically, extremely realistic animations of the Falls with sound effects and scheduled sightseeing boats going to the falls. There are also many sightseeing items around the Falls such as the Skylon Tower with animated outside elevators, Marineland with animated 2G Tower (check out the Orcas!), Rainbow and other bridges crossing Niagara River, Spanish Cable Car crossing "the Whirlpool", SkyWheel, Hi-Flyer balloon (animated), Prospect viewing platform and Hydro plants. 14 major airports in and around the city are covered with new ground images and 5 heliports. Sound effects, like downtown and highway traffic and, of course, the waterfalls.



## Installation

The installation was very easy and all the required files were installed to the Aerosoft sub-folder of my FSX folder under US CitiesX-NiagaraFallsBuffalo and took up 0.8GB of my dedicated FSX Partition. During installation, I was queried if I'd prefer more autogen objects (for poorly performing PCs) rather than the developer's special 3D objects. I went for the best option as I wanted to achieve the most realistic rendering of the area. Later, I read in the manual that a Scenery Design Switch (Buffalo.exe) was included to change back to the more autogen option if desired or vice versa.

## Manual

As usual with downloaded scenery, a PDF manual was installed, which consisted of 14 pages. It included a very short introduction about the area, recommended FSX settings to get the most from the scenery, short details of the included 5 heliports and 14 airports, a few FAQs and a warning that this is really VFR scenery that does not include seasons or night textures. It also listed all the heliports and airports of the region. I will use Buffalo Niagara International Airport (KBUF) for my exploratory flights of the area as it is the major airport in the region and the 3rd busiest airport in upstate New York after New York JFK and Newark.

Before I started exploring, I had to have a map of the area so that I would have an understanding of my surroundings and in what direction I would have to fly to find my main destination, Niagara Falls. Accordingly, as suggested in the manual, I had a look at the area using the wonderful Google Earth. I also made my own map by using my Top-Down View in the FSX view options and it was remarkable that both maps were as good as each other. I observed that the Niagara River flowed in a northerly direction out of Lake Erie in the south by dividing







itself into two calmly flowing wide rivers around Grand Island until they joined together again to flow over the Niagara Falls. After cascading over them, the river continued northwards through a narrow gorge and then onwards, almost in a northerly straight line, to flow into Lake Ontario. This meant that when I took off from Buffalo Niagara International, I could trace the river back northwards to the Falls or fly in a north-westerly direction to meet them.

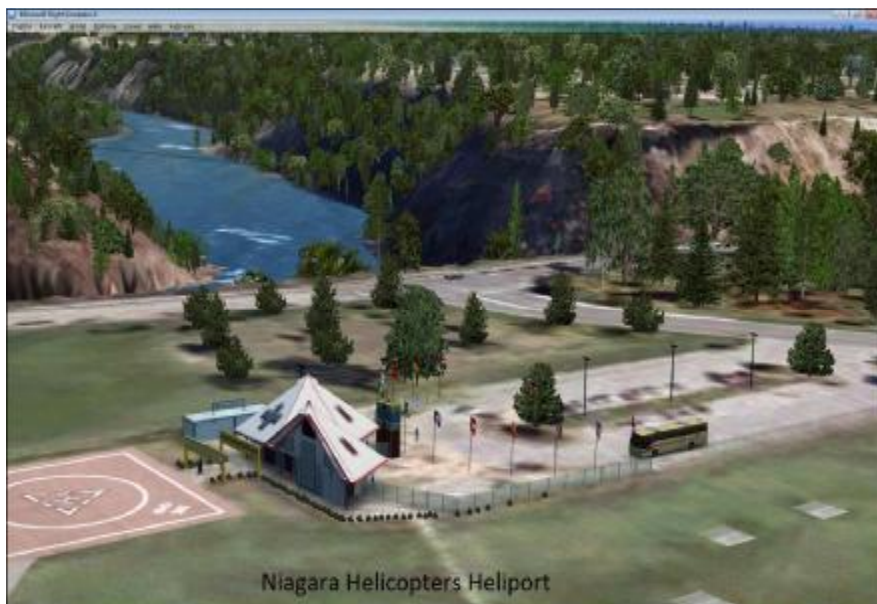
Buffalo Niagara International airport is situated to the east of Buffalo city. It looks very large as it was spread over quite a big area with its 2 long runways. The Terminal building, while being nothing special, was acceptable with 21 jetways jutting out from a large flat-roofed building with glass windows. It seemed very busy with many planes parked around it and while I was checking it out, an AI aircraft took off while another attempted to land. When I took off in my Cessna, I turned south to have a look at Buffalo city. It seemed quite big with many buildings of all shapes and sizes. As warned in the manual, I had to have my Autogen turned up to Maximum so that the area would appear to be well populated with houses and trees. The city is bordered by two fine rivers and a canal – the wide Niagara River and the Welland Ship canal on the left and the Buffalo River to the right. Even though I had my AI Traffic at 100%, I was a little disappointed that I saw no large boats moored at the extensive docks to show how busy a port it was. I saw only a small AI motor boat and a yacht. I then decided to trace the Niagara River up to the Falls. On my journey northwards, I came across a few very tall pylons and a few long bridges spanning the river. All the time, I could see a cluster of tall buildings ahead of me as well as a white mist. The Niagara Falls certainly make themselves known to anyone flying in the area. As I drew closer to the Falls, I could see Goat Island dividing the river into the two separate Falls. I flew down to get as near to the Falls as I could and I flew over them to hear the loud sounds created by the water as it cascaded down into the gorge below. Niagara towns, one on each side of the river and connected by the Rainbow Bridge,

were very well developed with many tall and fine looking buildings. The Skylon Tower for excellent viewing purposes had a couple of yellow elevators moving up and down outside its tall exterior.

I flew on down into the gorge and decided to be a daredevil and chance going under the Rainbow Bridge. I made it and gave a thrill to all the imaginary viewers hanging around the bridge, the special Prospect viewing platform, the Skylon Tower, the Giant SkyWheel and Goat Island. I thought I may have heard a clap or two but I could have been mistaken with all the noise generated by the Falls, my Cessna and moving road traffic. I continued on through the gorge until I came to another 2 bridges beside each other. On one, I noticed a large metal plate in the middle of it. Later, I read in the manual that the bridge, a railway bridge, is now closed and the plate is actually a wall and is there to prevent illegal crossings from the USA to Canada or vice versa. Further on, I came to a sharp right hand turn. This was the famous spot known as “The Whirlpool” and moving across it on a cable was a large red cable car known as the “Spanish Cable Car”. It seemed quite a dangerous spot and I could not help wondering what







bridge of the same name and also, beside the grey air balloon which I noticed was not going anywhere as it was anchored to the ground by a red cable. However, when I arrived, I decided not to land there as the Heliport consisted only of a small platform and I felt that I just did not have the skill to effect a safe landing on such a small spot. Accordingly, I made my way to nearby Niagara Falls International airport where I landed safely.

Even though it was recommended to deactivate (0%) the Leisure Craft option in the Traffic Display, I turned it up to 100% to see what would happen. As warned in the manual, as I circled the Falls, an FSX default AI motor boat sped down river towards the larger Canadian part of the Falls, fell over them and nose-dived into the surrounding mist and raging torrent below and then, after recovering itself from the waters, it

would happen if the cable decided that it had enough and snapped – whirlpool waiting below! Having safely negotiated the turn, I went on, still in the gorge, and flew past 2 high cement dams to do with the generating of hydroelectric power. A little further on, I flew under another bridge and then, emerged from the gorge to fly above an almost straight, not very wide, river until I came to where it started to empty itself into Lake Ontario. I had to have another look around the Falls area to see if I could come across Marineland and its 2G Tower. I found it nestled amongst the trees to the left of the Canadian Falls as I approached them from the south. And sure enough, the Orcas, 3 of them, were showing off to their imaginary audience (below right).

I had a look at the other main airport in the scenery – Niagara Falls International (KIAG) and I must say that I was disappointed at what I saw. The main Terminal building with an ATC tower on top, was situated away from where a few planes were parked on a nearby apron opposite 4 long grey buildings and a large hangar. Directly opposite the public part of the airport, on the other side of the main runway, was what appeared to be buildings relating to military purposes as I saw 3 dark wide droopy winged planes with 4 jet engines on each of their wings. In fairness to Aerosoft, they did point out in the manual that “due to its budgeted pricing, this package isn’t intended to come with extremely highly detailed airports”. I also had to check out one of the Heliports in my default FSX purple Bell 206B JetRanger Helicopter. I chose Niagara Helicopters Heliport (CNF9) which I found was located beside the Whirlpool and when I was transported there, I was in for a surprise. It was possibly the 2nd most impressive spot in the scenery after the Falls area. The Heliport was beautifully done with attractive buildings and a nice family waiting for their turn for a ride to the Falls. I decided to take off and land on the Rainbow Helicopters Niagara Heliport (NK80) beside the

sped off undaunted by the “trick” it had played on me. I think that was pretty cool fun but it is definitely not recommended to be repeated in real life!

I had one disappointment. I never got to see the famous “Maid of the Mist” at the Falls. Over the 10 days spent reviewing this scenery, I kept my eye out in case she might appear. I checked everything I knew about AI Ships and Ferries Traffic and read the manual over and over to see if there was any reason why I could not see it. As it was on the move every hour, one from the US side and another from the Canadian side, there appeared to be no reason why she did not reveal herself every time I visited the Falls. I even checked the Aerosoft Forum to see if there was any information on the subject there without success.

## Conclusion

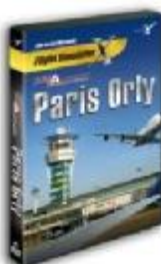
While the two main airports are nothing to get excited about and remembering that the package is really all about the famous Niagara Falls and Buffalo city, the scenery is still a perfect example of an amazing enhanced scenery package from Aerosoft for FSX. Even though the default scenery of the area is quite well done, this package, apart from making the area even more realistic looking, comes to life with all the special effects, animations and sounds. I was thrilled exploring it and thought that it was a “must have” for anyone interested in enjoying one of the best tourist spots in the USA and Canada. At the reasonable price of €14.95, it would seem to be very good value. Even though I had my Display Settings at the levels recommended in the manual, I experienced no problems with Frame Rates. I even tested the scenery on my excellent 2 year old Acer Aspire Laptop to also find that Frame Rates on it were acceptable with all my FSX Display Settings as recommended by Aerosoft. ✈



# Mega Airport Paris Orly

Aerosoft • FS2004 • Ciarán Kennedy

Mega Airport Paris Orly was developed by SimWings and published by Aerosoft. It is another in the series of Mega Airports, such as Munich, Budapest, Charles De Gaulle, Frankfurt and Heathrow.



## History

Originally known as Villeneuve-Orly Airport. Paris Orly or Aéroport de Paris - Orly in French is located 13Km south of Paris. Even with the amount of flights that moved to Charles de Gaulle, Orly remains the busiest French airport for domestic traffic. Orly has two terminals West and South and along with CDG, Le Bourget and other small airports, is run by the Aéroports de Paris. Orly is a hub for Aigle Azur, Air Caraïbes, Air France, CorsairFly, EasyJet, OpenSkies and Transavia France. There have been five incidents involving Orly: 1. June 6th 1962 - a 707 crashed while taking off. 2. July 11th 1973 - a Varig 707 declared an emergency to land with a fire onboard. It landed 5km short of the runway and nearly 130 people died from smoke inhalation. 3. 3rd of March 1974 - a Turkish Airlines DC-10 crashed due to a rapid decompression when the cargo door fell off. All 346 people died and is known as one of the worst air accidents of all time. 4. January 13th 1975 - Several men launched a missile at an El Al 707 they missed but the missile hit a DC-9 which was disembarking passengers. 5. July 15th 1983 - ASALA an Armenian underground group bombed a Turkish Airlines Counter, killing 8 people and wounding 50. No Irish Airlines serve Orly as Ryanair use Beauvais and Aer Lingus use Charles De Gaulle.

## Installation

Installation of the 90.4Mb Download version was very easy. Just unzip the file and execute the Installation.exe to install the scenery. The scenery includes; a highly detailed virtual replica of the airport and its institutions, dynamic and animated objects, high resolution day and night textures, seasonal ground textures, photorealistic textures on buildings, vehicles etc., visual docking guidance system, realistic navigation aids (ILS, VOR/DME, NDB, ATIS), fully compatible to the standard AI traffic and traffic add-ons such as MyTrafficX, taxiways, apron with realistic rendered textures, hundreds of taxiway and runway signs according to original plans, dynamic vehicle traffic on the airport and surrounding (incl. the Orlyval railway) based on AESLite, manual (German, English, French) and FSX and FS2004 version included. If you go to your Aerosoft folder in the main FS2004 folder and open the Mega Airport Paris Orly file you will find an AESLite tool for the airport, a 38 page manual of which only 10 pages are in English. It contains history of the airport, requirements, nav aids, frequencies and other bits of information about this product. The folder also contains a link for charts.



## The Scenery

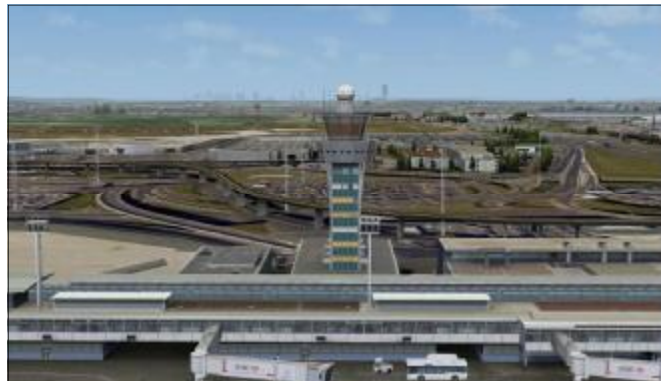
First, I decided to do a quick flight from Lille (LFQQ) to Orly at midday in my Wilco Airbus A318 in a suitable Air France livery. I found a quick route on Vroute; LFQQ DCT MATIX DCT LFPO. At 20NM from the airport I could see the field and was going to land on RWY24. I decided to do an ILS landing as it was a bit cloudy. At 10NM out, I had the runway in sight. Just about half a mile away from the runway there were trees and buildings on RWY24! I just landed and immediately looked on Aerosoft's website for any patch or service pack. I looked on the forums and found that a lot of people had this problem and one guy received a reply from Aerosoft requesting his email address and that they would send a patch. I tried my luck at it as well with success. Continuing with my flight, I taxied up to my stand and shut down my aircraft and watched the traffic on the roads to the terminal. After a while, Aerosoft released two patches which helped both the RWY06/24 problem and my very low frame rates. My computer is a low spec computer so before the patches I was getting 6-10 FPS but with the patches I was getting around 13-18 FPS, so it was much better.

Next I got my freeware Grumman American AA-5B and started on RWY24 to see if the trees and buildings were still there. They weren't! I flew around for a while and I can say it is very detailed. The Cargo/Industrial area and every building is detailed and no two buildings are similar. There are Air France Hangers and there weren't any other hangers marked. There are no 3D cars but I'm glad as the FPS would be zero with them. The roads that lead to the terminal are filled with different types of dynamic cars, trucks, etc.

Next I added the AES to Orly and tried it out with a simple flight in the Digital Aviation Fokker 100 from CDG to Orly with AES on both airports. I also did it at night to see all the lights. At CDG I was getting around 14 FPS average at night. AES is very engaging and makes it 10 times more realistic and the pushback system lines you up on the taxiway. After the jet







way and cargo trucks came up to their doors, I requested Catering and Fuel. Once I set up my aircraft I requested pushback. AES only costs €14.95 for 10 credits (Only is 3 Credits). After pushback I set the closest NDB to Orly on my radios (OYE for Rwy 24). After a few minutes I was taking off on 26R.

After Takeoff, I immediately contacted Orly Tower to land and I was told to land on RWY24. I started to turn towards OYE hoping then to turn back towards RWY24 and land. I levelled off at 4000ft and kept my speed at 190kts and set my flaps to the first setting (8 degrees). When I saw the runway, I set down my landing gear and started to descend. At about 500ft the airport was so detailed with lighting and looked so realistic with the traffic on the road to the terminal with lights as well! After landing I called up the AES window and after my parking position was given (B15) I requested the Follow Me service and there it was - a Follow Me van with lights (makes it so much easier to follow). At this time my FPS were at an average of 9 FPS. I reached B15 where there was a marshal directing me in.

Next I loaded up a flight at dusk from Orly to Zurich in the Fok-

ker 100. I started pushback at 1700 and expected a 1:15 min journey to Zurich. My FPS were around 7.5 (remember my computer isn't the most powerful one around but is able to run highest settings). The scenery was as perfect at dusk as in daylight or night. This scenery is filled with all sorts of stuff to find while exploring. That is something great. I recommend that you explore using a light aircraft, Helicopter or even a car. I checked Google Maps to see if the airport's equipment and hangers matched at the same design and they both matched up brilliantly .

The apron lights are very detailed as are all the terminal lights which are so detailed and also the terminals are very well shaped with sharp edges where sharp edges should be. The apron ground markings are very realistic too. The tower has a Dopla radar on top and has glass panels on every second floor. But I was disappointed that there were no roads apart from the Boulevard de Fontainebleau. I couldn't find any fire stations or fire trucks, there're possibly hidden away somewhere.

#### Exploration

I loaded up the default Bell 206B for a fly around and discov-





ered 3 aircraft beside RWY 08; a Concorde completely in white with a small French flag, an Air Inter Mercue 100 registered as F-BTTJ, and a Caravelle VIN, registered F-BVPZ, with the engines mounted on the back of the fuselage and was marked "ATHIS PARAY AVIATION", which is a Museum for Aviation. I continued my trip around the airport visiting what looked like another Industrial Estate. Again, no two buildings were similar. Next to it was a fuel depot with 10 large and small cylinder fuel containers. Next I flew over RWY 26 and headed towards what looked like an old tower with a tall antenna, and next to it was a building with a radar tower on top. To my disappointment, the radar wasn't animated. I then continued back towards the South Terminal, where I studied the traffic on the elevated roads - their detail was top-notch. I've never seen as high detail on traffic EVER! The Orlyval train service is reproduced as well which runs into both terminals. The South Terminal's roads aren't animated as in real life. Similarly with the West Terminal except they are elevated.

### Conclusion

Mega Airport Paris Orly is a brilliant product, it is very detailed and is a very well modelled scenery. I am very impressed with

it and use it all the time. Because of the frame rates problem you should download the two replacement texture files, which will help ease them. The only other complaint I have is that it takes quite long for the textures to load. Apart from that everything else about this scenery is excellent. It's highly detailed, AI traffic works brilliantly and the animated road traffic, the Orlyval system and the AESlite is perfect on it. I prefer this to Charles De Gaulle as it just seems a lot more detailed with more realistic vehicles. The museum of French aviation is the icing on the cake for this scenery. I would have loved to see some estates around the airport as it is nearly completely surrounded by them in reality and also a few more roads might distract from the frame rate problem. One I didn't like is that the road to the terminal ends too quickly but where modelled, it is magnificent with petrol stations and signs. I have read reports that Mega Airport Munich has no such frame rate problems but this is by a different developer. So why couldn't SimWings do likewise with Orly? For a price of €24.95 for download and €25.99 for the boxed, I say it is well worth the money. Merci SimWings you did a good job of reproducing an interesting airport, which I consider one of the best sceneries I have. ✈





# Ground Environment X Europe

Flight1 • FSX • Trevor O'Reilly

Ground Environment X (referred to as GEX for rest of review), replaces the default FS ground textures with artwork based on aerial and satellite imagery, carefully pieced together by hand to form the most realistic depiction of the Earth's surface ever seen in Microsoft FS. Cities come to life, forests and mountains have never looked so real. Also GEX includes spring, summer, autumn winter, hard winter (snow). All this with no performance hit, because GEX simply replaces the default textures with files the same size, so your FS will performance will remain exactly as it was before GEX was installed with no frame rate. GEX has been beta tested using various add-on sceneries and in each case they blended as well as the default if not better in some cases. GEX will not interfere with custom non-tiling ground scenery such as Megascenery or photo terrain included with add-on airports.



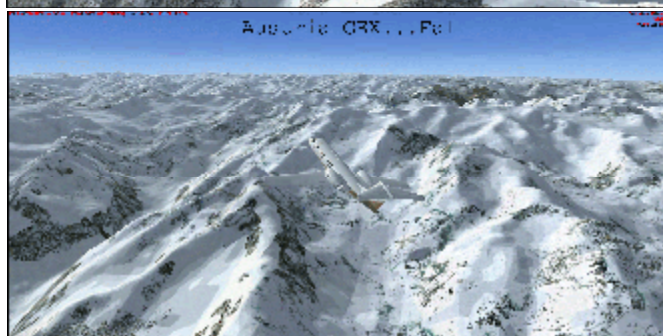
## Installation & Manual

GEX comes on DVD along with a small manual running to 18 pages, which is also installed on your system in Adobe format. Installation is fairly straight forward BUT you do need to follow the manual correctly. If you are a Vista or Windows 7 user, it gives details about the User Account Control and administrator rights!! Before you go ahead and install, there are some things you must take note off (in my case none of the following effected my install). There are some compatibly issues with other commercial add-ons that need reading in manual. This is mainly if you have GEX North America/Canada/Alaska, Orbx FTX, or Ultimate Terrain X. As I mentioned none of this concerned me, so I went ahead with my install. When you install GEX, it installs to default C: Program Files/Ground Environment X Europe (either 32bit/64bit), depending on your system, and will take up about 2.50GB. Once installed the Configuration interface will launch. Another section off the manual recommends a complete system defrag and there is also a section on tips for using GEX. Interesting is a bit about night time lighting in FSX being poorly coded, which then goes on to tell you how to improve this issue by entering your graphics driver control panel.

## The Interface

The interface involves 3 functions before you are fully ready to go. The first option is where GEX will make a complete backup of your origin default textures (recommended), which takes up approx. 2GB of space. This backup is optional, but if you opt not to do it and decide to uninstall GEX down the road, it will mean a complete reinstall of FSX. Once your backup is complete you then go to the second stage of the set up, which is basically choosing what to install on the setup screen, if you have GEX North America or Ultimate Terrain X installed then these would be shown in setup and install screen. The third and final part of the setup is checking for a current update to GEX. My DVD version was V1.02 and there was an update to V1.025. In order to update, I had to register with Flight1. I had some trouble trying to download the update, as I put in a user name and password which didn't work. Further investigation told me that my user name was my email, and the password was the product code. After feeling a right dope, I proceeded to download the update, which was 418Mb in size and took me 30 mins to download. Then I had to install it, so all in all, to complete install with the update, took about 1 hour!! According to the Flight 1 forum, update to V2.0 is due out now. I wonder what size that will be?

What did I next was to fire up FSX. As for frame rates, I had my target set at 20 and I had a constant 20, so I decided to increase my target to 35, and I was getting 34.8 to 35.2, so the designers are spot on with that one. I flew many flights out off all the Irish Airports and I have to say from high level in spot view, the green fields look great. The mountains look good too, in that you can see the jagged terrain compared to the curved mountains in FSX, also there are little areas of houses to be made out on the hillsides. Although I have mentioned not tinkering with the setting for night lighting, I have to say the Island of Ireland at night in top down view did not look too different to the default FSX lighting. The main problem I have is that the main cities, like Dublin/Cork/Liverpool/Manchester etc, are just not in existence. Basically speaking, as stated from the manual ***"Ground Environment X, replaces the default FS ground textures with artwork based on aerial and satellite imagery, carefully pieced together by hand to form the most realistic depiction of the Earth's surface ever seen in Microsoft FS".....the cities I have***







checked out (that I know well), don't look like any aerial or satellite image I've ever seen. When you fly in on approach at 3000ft, the cities look like parts of industrial estates, football pitches, motorways. Basically they are the same tiles in every city you cross, and not carefully pieced together by hand. Surely if they are taken from images then they should look like the said towns? The only thing that I could see over Dublin City that you could make out was that the Phoenix Park seemed in place. Well only for the fact that they had a large green area for it.

I have flown various flights around Luxembourg, Austria, Switzerland, Frankfurt, Brussels, Madrid, Paris where again you have the same setup with the same view below at whatever city you cross. When you are flying over countries in southern Europe, some of the villages do look very realistic with their orange tiled roofs, akin to flying an approach into a Spanish resort, but these do not look in place over the UK or Ireland, in my opinion. I have come across one add on that GEX does not tile over, and when it does, it is not blended in at all, Mega Airport Budapest comes with its own City scenery & textures folder. This makes the ground below a much more darker appearance, and even the river has a dark blue colour to it, but when it meets with GEX, the river becomes bright blue and slightly off line. This is by no means a fault with GEX, but due to being part of Mega Airport Budapest design, and you could always delete/disable the City textures. What I did like was while flying over Ibiza/Monastir (holiday Islands), the textures do show the sun dried sandy ground you would expect to find on approach to these airports, and it was also nice to find some swimming pools added into the textures. At least none were found over northern shores. Basically the main differ-

ence between Summer/Fall in GEX is that the ground remains green, compared to the default sandy coloured ground, which looks out of place on our shores anyway, whilst Scandinavian countries are snow covered. Reading the GEX forum, a lot has been made of the trees in the program, I did not come across any trees that stood out worth mentioning, compared to the FSX default. One point I have read is that to really get the best out of GEX, is to have Ultimate Terrain X Europe installed. I have seen some shots of GEX and UTX together, and they really do compliment each other. This a point worth thinking about if you wish to invest in either product.

#### Conclusion

From what looks like a very impressive package, I was disappointed to see the cities let down by some odd images. I know the product is not specifically aimed towards the VFR flights



(although it claims that the enhanced textures assist in rendering clear visuals as low as 250ft in many places), but when the words **Aerial & Satellite Images** are mentioned, I personally expected a lot more from the product. I think **"the cities come to life"** bit should be omitted from their marketing. Surely with FSX we should be moving forward like add-ons with photo real maps like Google maps. If your system can run smoothly with all sliders maxed out in Terrain and Mesh settings, then you will enjoy flying with GEX. Unfortunately my screenshots may not show the details clearly. But you can check out on the .pdf version which is available on the members section of our website, or have a look at the Flight1 website. Overall, the product is excellent when it comes to the natural seasonal shading of fields and mountains. GEX Europe is available from [www.flight1.com](http://www.flight1.com). Also available is GEX North America and coming soon is Africa and the Middle East. ✈



Frankfurt, Germany



Oslo, Norway



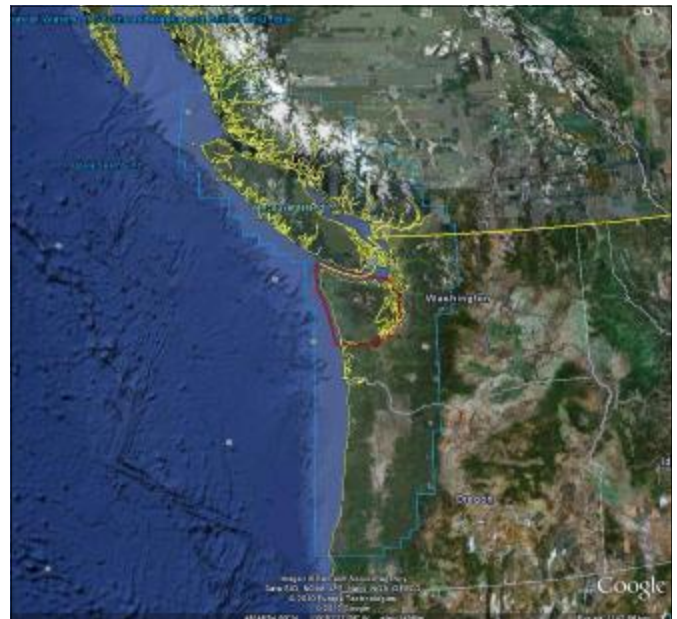
# ORBX Pacific Northwest

FTX • FSX • John Melville

This product is produced by Full Terrain X (FTX). A predecessor to the FTX scenery packages now available was the massive freeware Vista Australis (VOZ) for FS2004 which was (and still is) a “Get it Now!” product. FTX concentrate on FSX (only), and on scenery (mainly) products and if you care to visit the fabulous website [www.fullterrain.com](http://www.fullterrain.com) you cannot but be impressed by the array of breathtaking scenery packages available for Australia, and for parts of Canada and the USA – all beautifully presented and promoted on the site with tempting screenshots and videos. These are MASSIVE packages so before you get drawn in, you need to ensure that your hard disk has many hundreds of free MBs, but preferably GBs, available. The really good news, in these financially fraught times, is that the good people at FTX have made available some of their work as freeware downloads ([www.fullterrain.com/product\\_demos.html](http://www.fullterrain.com/product_demos.html)) that are not subject to limitations of time, missing scenery parts, or copyright signs all over runways etc. Thus you can download the full territory of Tasmania (part of the FTX AU BLUE scenery package covering Southern Australia) and the entire Olympic Peninsula portion of the FTX Pacific NorthWest scenery package (which I will abbreviate to FTX PNW Free), which is the subject of this review. Both of these freeware downloads come with just one limitation – they just depict springtime scenery (the full packages come with the other 3 seasons textures too), but from what I saw with the FTX PNW Free Olympic Peninsula Springtime-only package, this is still an incredibly outstanding scenery to have on your system – and for free!

For the sake of clarity, and hopefully to avoid any confusion, I will refer to the full version as ‘FTX PNW Full’ from here on, where appropriate.

Following the download of the 435 MB FTX PNW Free package, installation is uncomplicated, involving execution of the OrbxFTXNABlueDemo.exe file and following the on-screen prompts. Once the installation is complete, a programme called FTX Central with an attractive interface will start up, through which you simply activate your newly installed North America region scenery and go fly. If you install other FTX products, then your FTX Central application will be your one-



stop shop for controlling all sceneries of this manufacturer in your version of FSX. Of note is the fact that if you are so impressed by FTX PNW Free and want to install the full version, you must download a small uninstaller programme and remove the demo, BEFORE attempting to install the full version! Perusing the FSX directory, you'll notice that your new FTX PNW Free files are in their own ORBX sub-directory and eat up just under 1.3Gb of hard-disk space. In a folder called “User documents” you will find an excellent 25-page demo user guide with lots clear instructions and recommendations for getting the most out of the package, coupled with very clear diagrams, maps and screenshots in colour. There is also a demo coverage and features map included here which operates within Google Earth and through which you can see many of the features included in the scenery (both in the demo and the full version). This map also shows the boundary between the demo and the full version, and between the full version and the rest of the non-FTX world.





Coastal Detail



Clallam Bay

Some words about the greater area covered by FTX PNW Full. The area is centred on the Pacific boundary between Canada and the USA, which is marked geographically by the Strait of Juan de Fuca, which continues North to the Strait of Georgia and Vancouver city on the Canadian side, and South to Puget Sound and the city of Seattle on the USA side. So you get the very NW tip of the USA (disregarding Alaska) and adjacent, the very SW tip of Canada. The scenery extends inland for about 200 miles and from the US-Canada border extends North for about 250 miles (to Queen Charlotte Sound on the coast) and South for about 300 miles to just short of the Oregon-California border at Cape Blanco on the coast. Thus the area covered includes huge parts of British Columbia, Washington State and Oregon, totalling 156,000 square miles (!) and includes numerous urban areas (Vancouver, Victoria, Seattle, Tacoma, Portland and Eugene), as well as some of the most spectacular coastal and mountain scenery in the world including Mount Rainier, the infamous Mount St. Helens, parts of the Cascade Range, all Vancouver Island, and the Olympic Mountains which are included in their glorious entirety in the FTX PNW Free package.

Although the FTX PNW Free package represents only about 10% of the FTX PNW Full package, it still represents a huge area in its own right. You can fly from the NW tip of the Olympic peninsula (Cape Flattery) for 100+ miles, Southwards along the jagged Pacific coastline to Gray's Harbour, then Eastwards for just over 80 miles almost to Tacoma, then turn North along Puget Sound for nearly 60 miles, with Seattle on your right (outside the demo area), up to Port Townsend and Admiralty Inlet, and finally West for 95 miles along the Strait of Juan de Fuca and the US-Canada Border back to Cape Flattery where we started. Within this boundary just described is Olympic National Park and National Forest and of course Mount Olympus which climbs to 8000 ft. Also here is the home of the Quinault Indian Nation centred on the Quinault River running West from the Olympic range through the centre of the 200,000 acre reservation into the Pacific and surrounded by 300-foot giant red cedar forests. Unfortunately, in the real-

world, a system known as Allotment ruined considerable portions of the forest owned by the Quinault, along with "slash" (debris left by commercial loggers). This outcome reflects the sad and unforgivable raw deal suffered by so many native Americans and the almost unhindered land-grabbing and exploitation of lands that they previously held for thousands of years, as a result of the influx and exploits of us European immigrants and their descendants, but that's a story for another place. What you will see represented in this scenery package however, among all the wonderful things, are the bare patches in the mountain scenery which depict the deforested pockets of the landscape.

The optimum way to experience this scenery is slow and low, so I did much of my flying in the magnificent freeware OzX Grumman Goose (visit <http://aussiex.org> but be warned – a big aircraft file at approx. 160 Mb). I found the scenery best appreciated from about 2000ft and upwards from where the outstandingly crafted vista below comes into its own. The user manual recommends optimal FSX setting to get the best compromise between performance and visual appearance, without losing the benefit of seeing how good this scenery looks. I therefore adjusted my settings to correspond exactly with these recommended settings. The ORBX scenery looks very much like a photographic VFR scenery, although it does not replicate precisely each city street, park and square in the urban areas – although if you are not from the area (which presumably most of us reading are not), you would not know the difference. It also features highly detailed terrain mesh, custom landclass and custom autogen. The end result is the experience that you are flying over what looks very close to the real world, and with the beautiful melange of sea, coast, mountains, forest, rivers, lakes and urban areas in this area, what a fantastic looking world!

When I first set up a flight around the Olympic peninsula I decided to load up real weather- which was a mistake! The Pacific NorthWest region gets more than its fair share of storms, low cloud, and fog, which means that as often as not, conditions will not be ideal for VFR sightseeing. So it with the weather most times I set up real conditions for my flights, so I opted instead to use a fair weather theme so that the region could be more easily explored and appreciated.

A very pleasant surprise with this scenery, given the drain on resources you might expect with such a detailed add-on, is that it is actually less demanding than the default scenery. I have Ultimate Terrain X for Canada and USA installed on my FSX system, and I definitely encountered a more fluid performance and no texture blurring in the FTX PNW Free package area, whereas performance slowed and textures were slower to resolve themselves when moving outside the demo area again. I routinely encountered incredible frame rates between 40-70 when flying around the FTX PNW Free area in the Goose or default Grand Caravan - I should add however, that this fluid performance reduced slightly – but only just







**Fairchild International**

(understandably) if I used a more detailed and demanding aeroplane model such as the Flight 1 Islander over urban areas in the scenery.

Most of the scenery in the FTX PNW Free package area is semi-wilderness but with a huge level of variety, including the very dramatic Olympic mountain range, deep valleys with lakes and dams, winding roads and rivers and flood plains, extensive forests, and some agricultural developments including rectangular fields with varying degrees of cultivation. Road networks follow terrain contours realistically and in certain areas electricity pylons march across the landscape and communication pylons sit atop mountain sides. The extensive coastline includes very long beaches, sea cliffs, sea stacks, sandbars and spits, and overall a very realistically indented, fractured and meandering contour. The urban areas, in particular, have a very convincing real photo-scenery look, together with custom autogen adding to the immersive and total experience. There are also many airports in the area, although not of any major importance as compared to the FTX PNW Full package. Most of them in the demo area are in fact small strips but all, particularly the few larger ones such as Bowerman (KHQM), Sanderson (KSHN), Bremerton National (KPWT) and Fairchild International (KCLM), are enhanced with a general makeover making them look far far better than the stock FSX small airports.

Such is the level of realism in this scenery that you can virtually experience the thrill of being a pioneer explorer in virgin territory. For example, if you fly up the West coast of the

Olympic peninsula until you come to the mouth of the Quinault river at 47°20'55"N 124°18' W, then turn East as you follow this wild salmon river along its winding course, after 20 miles you will reach lake Quinault. Fly on a further 8 miles beyond the lake's Eastern shore again following the course of the river until the fork (all the time the terrain around you becoming more precipitous and dramatic), then turn left on a course of 356° and after just short of 20 miles you will have ascended to the summit of the highest point on the peninsula, snow-covered Mount Olympus (assuming you have not been so distracted by the awesome scenery on every side that you have not forgotten to climb in altitude!). The level of perfection achieved in this scenery is such that the 360° panorama from this point is simply stunning – I hope the screenshots do justice!

I found this one of the best scenery addons I have ever reviewed in flight simulator. There are almost zero imperfections to be found anywhere, the realism factor is massive, the scenery is varied and always with new surprises, and the territory covered goes on and on – and that's just with the fully functional demo segment of the product! My only serious regret is that I unfortunately did not have a copy of the full package for review, but with Santa Claus coming soon I will be writing early to make sure he delivers. What's more, FTX have released some further massive adjacent scenery areas including NA Blue Pacific Fjords and NA Blue Northern Rockies, as well as small but extremely detailed airports in the region such as Concrete Muni US 3W5 and Darrington Muni 1S2 (there are plans to do the bigger airports such as Seattle). You can also go even more extreme by installing FSADDON Vancouver for FSX (see [www.simmaket.com](http://www.simmaket.com)) which is said to blend seamlessly with FTX Pacific NorthWest scenery. So the FSX experience in this part of the world, (as well as that other part of the world these guys have concentrated on – Down Under) is way out ahead of any other competition in my experience. The downside is that if you get seriously into this stuff be prepared to have your hard disk space gobbled up.

If you have FSX and have installed no other addons, you simply must at least install this FTX PNW Free. It is, in my opinion, quite simply part of the best and most fully-featured landscape scenery ever made for FSX or any other version of Flight Simulator – period. ✈



**Moon Island**

# Mega Airport Barcelona X

Aerosoft • FS2004 • John Stratfull

Located on the Spanish Mediterranean coast about 115 kilometres from the border with France, Barcelona is the capital of Catalonia and the second largest city in Spain. Around 5 million people live in the metropolitan area, making it the sixth most populous urban area in the EU. As well as being renowned worldwide as a centre of arts and culture Barcelona is a major industrial city.



Barcelona's airport is the subject of the latest in the Mega Airport series from German publisher Aerosoft, and was developed by Simwings, who's growing portfolio includes Madrid and Gibraltar. At the time of writing the FS2004 download version had been released (followed by an update patch), with an FSX and boxed version to follow. As is standard Aerosoft policy, one purchase will secure both the FS2004 and FSX versions.

## The Real Barcelona Airport

Known as El Prat and with the ICAO designator LEBL and IATA code BCN, Barcelona's airport is the second largest in Spain, and is located 5.5 nautical miles Southwest of Barcelona city. The airport is the main hub for Spanair and Vueling, and Iberia's second hub. It's also the eastern end of the Puente Aereo, the Madrid-Barcelona Air Bridge, which was the world's busiest route until 2008. The Air Bridge is a "turn-up-and-go" bus service between the two cities with hourly departures. Over 80 scheduled passenger airlines now offer services from BCN, and whilst the bulk of the traffic is European, there are some interesting long-haul operators including Aerolineas Argentinas, Aeromexico, Qatar Airways, Singapore Airlines and a number of US and Canadian airlines.

The current site on which El Prat is located saw its first air services in 1918, and at the time the airfield was exclusively used by the Aeropostale mail services between France and North Africa. After the Second World War a paved runway 07/25 and perpendicular 16/34 were built along with a passenger terminal. Major terminal redevelopment was undertaken ahead of the 1992 Summer Olympics and the resultant 2-runway layout (07/25 and 02/20) is still evident at the airport as it exists today.

The explosion of low-cost airline operations in Europe saw much airport development across the continent, and El Prat was no exception. Major changes and infrastructure improvements were undertaken with the addition in 2004 of a new 2660-metre long runway 07R/25L and new Terminal 1, opened in June 2009 which mainly serves Iberia and it's One-world partners. Unfortunately the start of these works was followed by the current global economic woes and resultant



drop in global air traffic. Whilst the new runway and terminal airport provide capacity to handle 55 million passengers, traffic in 2009 was 27.3 million, an 8% drop over the previous year. I was in Barcelona in late September and Terminal 2 looked a little like a ghost town, it was noticeably empty. Hmm, sounds a little like another airport close to home.

## Real-World Airfield Briefing

In our virtual world we tend to blast in and out of airports without much thought about our surroundings, but in the real-world it's a very different matter. Depending on the complexity of operational issues airlines classify airports in categories from A to C. Category A is given to the least demanding airfields which have an approved instrument approach procedure, at least one runway with no performance limited procedure for takeoff or landing, a circling minima no higher than 1000ft above ground and are capable of night operation. Category B and C are applied to more demanding airports, whilst some airports such as Innsbruck may also be specific prohibited by Company regulations. Terrain on approach or close to the airfield is the most common reason for an airfield being categorised as B or C, but non-standard local let-down or approach procedures, ATC, wind and weather or traffic levels are some of the other factors which may determine which category an airfield falls into. Category B airfields require a briefing to be produced by the company, whilst Cat C airports will require prior familiarisation visits as observer and/or instruction in an approved simulator. Athens, Geneva, Gibraltar, Milan/Linate, Naples, Oslo, Paris/CDG, Stuttgart, Turin, Zurich and you've guessed it Barcelona are some of the more notable Category B airfields in Europe.

Terrain is the reason for BCN's Category B status. Barcelona is located on a small coastal plain, with considerable high ground from West through to Northeast of the airport, reaching almost 2200 feet above sea level within 10 miles of the airport. The slopes of the Pyrenees start 18 miles from BCN and with peaks rising to over 11000 feet above sea level to the north. There is also high ground on the Approaches to 07L and 07R between 12nm and 4nm from the thresholds. Weather-wise







severe summer thunderstorms may occur over the mountains day and night, the airport is prone to fog in winter and spring, and strong northerly winds coming off the mountains may give severe turbulence and down draughts. An additional comment is that some aircraft may also conduct ATC transmission in Spanish.

### Installation

Installation of the scenery follows Aerosoft's standard procedure. The 94 Mb download from Aerosoft's online shop or Simmarket results in an exe file. Start the procedure and follow the instructions, including entering your email address and the registration key provided by Aerosoft after purchase, and the installer package does the rest. You'll have the option to show static aircraft if online flying is your preference and best of all changes to your scenery config file are all be carried out automatically so the scenery is ready to use immediately the next time you start FS2004. Full marks again to Aerosoft. You'll also find that a pdf manual and pdf booklet of Spanish AIP charts have also been installed on your hard drive.

### The Scenery

I started my exploration of this scenery ready for departure from runway 25R. The runway start positions place you at the hold on the taxiways, which I much prefer. I find it more satisfying to taxi, turn and line up rather than just be plonked straight on the runway centreline ready to roll. As soon as you're airborne it becomes apparent that in terms of area this is a big airport.

Simwings have used a high resolution aerial image as the background to the airport property. It's not the sharpest I've seen, but it does the job, and no doubt Aerosoft, who unashamedly want us all to ditch FS2004, will say that the capa-

bilities of FSX will allow significant improvement for that version of the sim. The airport is bounded by the sea to the south and east and a motorway to north and west and the photo image fills that area. Simwings have done no work on the other side of the motorway, there is quite a stark transition from the default scenery to hi-res ground. I wish more developers would take the FlyTampa approach of "populating" the airport environs and approach paths which results in a much more immersive feeling on finals. Aerosoft's Features List includes "Famous buildings of the city of Barcelona", but I'll be honest and say I didn't bother looking – I'm not a great one for low-level sightseeing off the beaten track; I would rather the effort is applied to areas we'd see in the normal course of flying.

Runway, taxiway and ramp textures are very crisp, particularly the taxiway markings which are really sharp. Even the airside roadway markings look good. These are complemented by the 3D taxiway signage and well modelled docking systems, which make the business of navigating from runway to gate a real pleasure.

There's a good deal of airside vehicular traffic in this scenery driven by Aerosoft's AES Lite as various fuel bowsters, buses, vans and catering trucks make their endless journeys around the terminal areas. Presumably the coding which makes this traffic stop and give priority to your aircraft is the preserve of the German Airports Team as these vehicles will blindly press on kamikaze fashion. Motorway traffic is well modelled with a good mix of cars, buses and trucks, although Simwings hasn't managed to accurately model the erratic swerving between lanes and complete disregard for speed limits which are my main recollections of the drive to the city.





scribed), and more importantly, no clutter, no melee of support vehicles and ground equipment which typically litter airport ramps.

Landside there are extensive car parks on the northern edge of the airfield, but as you'll see from the screenshots, these are 2D affairs, with no modelling of parked vehicles. I'm sure it's not a great problem if you're just flying an Airbus, but illustrates that this is almost a "production line" scenery, rather than a labour of love as we see from some developers.

### Performance

I'm running a fairly high-end system with an overclocked i7 processor and a 2Gb Nvidia 285GTX graphics card which handles FS2004 very well. With that in mind I had no hiccups with using this scenery with all sliders up to the max, and with full AI traffic. I lock FS2004 at 30 fps and never saw it dip below that. How the FSX version fares by comparison may be interesting!

The terminal structures and associated buildings are also very well modelled, and textures are high quality. In my opinion the airbridges also seem to have a better visual quality than many I've seen. Over the years control tower design seems to have come to the fore, unique and iconic designs seem almost as important as the terminals, and BCN's tower, located almost in the middle of the field, is no exception. It has been well modelled in this scenery, with shape and character faithfully reproduced. However, aside from the main buildings and moving vehicles this scenery has a fairly sterile quality. You'll see runway and taxiway lights, the approach lighting gantry arrays and ILS antennae, but it's as if everything is too clean. There's no 3D grass (or volumetric grass as I've recently seen it de-

scribed), and more importantly, no clutter, no melee of support vehicles and ground equipment which typically litter airport ramps.

### Summary

This isn't a ground-breaking scenery introducing new features, but Simwings has produced a good workmanlike scenery which makes a detailed version of Europe's ninth busiest airport available to the flightsim community. If you're into flying commercial aircraft around Europe this is one airport you'll definitely want to add to your virtual network. ✈

## Mega Airport Munich

Aerosoft • FS2004/FSX • Brian Church

I do as much flying on-line as possible and especially enjoy the various trips on a Sunday night with Terry, Ian, Philip and Michael. Munich is a destination that we have been to on occasion so I jumped at the opportunity to review Mega Airport Munich by Aerosoft when presented. I have already reviewed Approaching Innsbruck, another Aerosoft product, in a previous edition, so I was looking forward to a similar if not better rendition of this airport.



type of expansion, have run into legal problems. There are also plans to expand Terminal 2.

### System Requirements and Features

Mega Airports Munich comes on a CD or Download version available at [www.aerosoft.com](http://www.aerosoft.com) priced at about €26 for use on FS2004 and FSX. This review is carried out using FS2004, as I don't have FSX installed. Features: All buildings and airport institutions. Dynamic and animated objects. Photorealistic textures on buildings, vehicles, etc. High resolution day- and night textures. High resolution ground texture with 0.3m/pixel. Taxiways, apron with realistic rendered textures. Hun-

### A Brief History

Munich airport EDDM is situated in the southern area of Germany about 30km from the city of Munich. Its full name is Franz Josef Straus Airport after a local politician. The Airport commenced operations in 1992 having moved from the original Airport site at Munich-Reim. Construction work on the Airport commenced in 1980 and to facilitate this, the village of Franzheim was demolished and its 500 inhabitants resettled in other places in the area. Munich Airport is Germany's second busiest airport in terms of Passengers and is Lufthansa's second base in Germany. Passenger levels in 2008 were almost 35 million. Numerous local, international and transatlantic flights operate out of Munich adding to the wide variety of different aircraft types operating in and out of the airport. Munich consists of two Terminals, 1 and 2, each with a capacity of 25 million passengers per annum. There are currently two runways in Munich with plans to add a third. Already these plans, as is usual with this







dreds of taxiway and runway signs according to original plans. Docking systems. Excellent frame rates.

### Scenery

Installation is straightforward with the files going to a self-created Aerosoft folder. I have other Aerosoft sceneries, so this folder is already on my system. A further folder is created, Mega Airport Munich and in this are all the necessary scenery folders. One for the Airport and another for the surrounding area. There is a very good manual in PDF format in German and English, which contains a short history of the airport together with technical tips for best performance from your system. My system is a fairly modest system, which could certainly do with an upgrade. That being said, my frame rates are set at 25 and these were delivered on about 85% of the review. In addition to the manual there is a comprehensive PDF booklet on the charts for Munich. There are dated September 2009 so those flying on line should consider updates from sources such as Navigraph.

Munich airport has two main runways 26R/L and 8R/L. The terminal area is locked between the runways. To the west of the airport is the main approach road and railway. The two main Terminals 1 & 2 are linked by the Munich Airport Centre (MAC), which hosts a shopping area and the railway station. In addition to the parking areas at the Terminals there are a number of additional apron areas and a cargo area to the south west of Terminal 1.

On starting up FS2004 I parked at the cargo area in the default Bell Jetranger. Having read about Munich airport prior to doing this review, it was time for a flight to check out the airport and see if Aerosoft have produced something on a par with their other airports. I was not disappointed. The sheer vastness of this airport is brought home by the wonderful detail that immediately greets you. I took off from the cargo area and on my right I spotted the fire station complete with a number of tenders. As I hovered there for a moment another tender returned to the station presumably back from an exercise with blue lights flashing. Once airborne, I continued to the





area west of Terminal 1 and sure enough there was the rail line with a red train making its way to the station, disappearing under Terminal 1 on its way. To my right was the visitor's area that I read about and sure enough complete with the Visitors Hill. Just below that is the historic aircraft park complete with a Connie, DC3 and a Junkers.

I turned to the east to look across the airport over Terminal 1 & 2 towards the remote Apron 10 to get a true picture of the area covered by Munich Airport. I zoomed in for a closer look at each Terminal and again was not disappointed by the attention to detail. Each gate is replicated, as is real life, all complete with Agnis docking systems. The aprons are teeming with activity with every form of transport from coach to baggage cart and air stairs to name but a few. This has been achieved by the creation of a new AESLite version, which simulates the traffic not only on the apron but also traffic on the motorways and surrounding areas. A similar system is also used in FSX.

Toward the northern side of the terminals, clearly visible are the Taxiway bridges with the internal road system passing underneath. Again this area is brought to life by the vast number of vehicular traffic both on the roads and taxiways. The attention to detail in this package is superb. Every time I went back to have a look I found something new. I have compared

the airport with the local charts and all details are clearly marked from gate markings to taxiway signs and de-icing areas. I think the guys with the heavy-duty systems will have a ball with this scenery, what I would do to view this with all sliders to the right. When you think you have been impressed with this scenery in daytime view, take a look at the presentation of it at night. The lighting is wonderful, just at the right intensity and not that full-on glare presented in some sceneries where details are obstructed by bright white lights. Again, this detail extends beyond the airport and all road traffic is visible in 3D with lights on. The airport buildings are lit up and the entire advertising hoardings come to life.

### Conclusion

This is the second Aerosoft scenery that I have reviewed and at a price of just over €25 this represents great value for money. The publishers in my opinion have certainly exceeded my expectations and what pleased me most was the detail depicted without loss of frame rates. As mentioned earlier, my system is well past its sell by date, however it was more than capable of handling the detail. I would highly recommend this scenery, so go out and buy it or start dropping hints for December 25th. Again as mentioned above this was only tested on FS2004. Aerosoft have once again produced a wonderful rendition of Munich Airport so enjoy. ✈





# Plane Talking

By Ian Broni

After a more healthy turnout for our last Fly-In achieved we march on into the winter months which normally means more flying – except it's so b.....y cold. getting into the car the other morning with a beautiful crisp blue sky above me just after dawn, the temperature gauge struggled to hold -5°C! I have a plan for over the Christmas period this year to take out my Cessna Citation II and take her on a hop skip and jump trip from Dublin all the way to Wichita in Kansas, which is the home of Cessna Aircraft – my Citation is well over due a refurb ☺. The route, although not set in stone yet, will take me to Keflavik in Iceland, either Sondrestorm or Narsarsuaq in Greenland, then on to possibly Gander in Canada before going on to Boston and then either direct to Wichita, if I can make it in a single hop! I have always wanted to do something like this but have never got around to it but at least this year I have my plan more or less in place!



Some more interesting visitors to Baldonnell of late have been two Casa 295's of the Polish Air Force. Both aircraft are based at Krakow Balice airport and the first to arrive was on the 8th of November, serial No 011 whilst the second, Serial 018, arrived on the 25th of November. I am unsure as to the reason for their visit but I do know that they visit Biggin Hill Airport in south London a couple of times a month, repatriating some of its citizens. The 295 is a larger version of the Aer Corps Casa 235's of which we have two. I know at one stage the Irish



Government were looking at acquiring a number of transport aircraft and the 295 was certainly included, however, since we have gone bust, all that is just a dream now! Another visitor to Baldonnell was US Air Force Citation UC-35, which passed through on the 17th of December. The French Air Force Alpha jets which were regular visitors seem to have found somewhere else to fly to, as there have been no visits of late.



Big news in the last two months has been about the Examinership of Aer Arann, which caught everyone by surprise considering its recent franchise deal with Aer Lingus. The airline had accumulated debts in the region of €29m which included the Irish Revenue and in a bid to survive, whilst waiting for further investment the airline was put in to examinership in early September. The courts and the creditors finally agreed on a survival package on the 10th of November, which included investments from the UK Stobart Group, a group led by the airlines Chairman, Padraig O'Ceidigh. An additional investor Tim Kilroe Jnr, appeared towards the end – he is the son of the late Tim Kilroe Snr who once owned Aer Arann. Hopefully all will now go well for the airline, which had seemed to turn a corner with the Aer Lingus franchise deal – which is performing ahead of expectations and hopefully will increase to seven aircraft by summer 2011 from its current five aircraft. Air Contractors have prepared another ATR-72 (EI-SLN) for Aer Arann, which was noted in Shannon in hybrid Aer Arann colours before going to Edinburgh for some maintenance work. The UK company, Stobart Group who have invested in the airline, happens to own Southend Airport which it acquired in 2008 – the company has plans to build a new terminal at Southend, which would have a direct rail service to London's Liverpool Street station. It is understood that by investing in Aer Arann, the company will entice the airline in to using Southend as the airlines hub in the UK.

Aer Lingus have commenced painting the last letters of their aircraft registrations' on the top of the tail in white. The first aircraft noted was A320 EI-DVF which had the letters "VF" in white put on the top of the tail – lots of airlines with large fleets have this in place, which makes it easier for crews to identify their aircraft on the ramp. The airline is forecasting stronger than anticipated growth to the end of the year and is hoping to post an operating profit ahead of market forecasts. If my flight to Fuerteventura and back at the beginning of November was



anything to go by, they should achieve the forecasts. We flew out on a Saturday afternoon and flew back on the Tuesday night and both flights were full to the brim – unfortunately with screaming kids as well. In a recent management statement it quoted unaudited accounts showing an increase in revenue of 5.5%, increased costs of 0.3% and increased profits of 35.4% to just over €79m. This is not bad considering the airlines position twelve months ago and also the current market in Ireland. The airline is planning on accepting four new A320's in 2011, which are due in January, March, April and May, as already ordered but in turn, four of its existing fleet, all A321's, will be returned off lease of which A321 EI-CPC has already left the fleet in early November when it was ferried to Shannon for maintenance.

A report in Flight Magazine suggested the Aer Lingus is looking at evaluating smaller short haul jets for some of its thinner European routes. Aircraft under consideration include the Airbus A318 and A319, Embraer 195 and the Canadair C Series. Whilst the A318/319 would offer commonality with its existing fleet, they have higher operating costs than the others on the list, whilst the Canadair C series is very new, leaving the Embraer as a possible candidate – the Brazilian built Embraer is a popular choice with other leading European airlines at the moment including FlyBe and Lufthansa Cityline. The airline announced it would re-commence flights from Shannon to Paris CDG in December 2010 with a three times weekly service using one of its Cork based A320's. The airline is also planning on increasing its Shannon to Manchester service to eleven times a week using its Aer Lingus Regional franchise agreement with Aer Arann. On the downside, the airline ceased operating the Dublin – Shannon route as part of its transatlantic service with the termination of the Dublin – Shannon – Boston service. Aer Lingus have operated the route both as a stand alone or part of its transatlantic service continually since 1946, so it is a sad ending. The airline had ceased the pure Dublin to Shannon route in 2001. I had used this service on a number of occasions both for pleasure and business, so it is a shame that this has finally ceased – not sure if it will re-start for the summer transatlantic route next

summer though. The airlines joint venture with United Airlines on the Madrid to Washington route appears to be going well and that they were looking at adding a second A330 to the joint venture for 2011. In the same statement the airline also says that it was exploring closer links with an Asian carrier to provide links to the Asia-Pacific region. Some years ago the airline withdrew from its OneWorld alliance as it re-aligned itself as a "Budget airline" however, times have changed and it is now in discussions with three global alliances – OneWorld, Star Alliance and Skyteam with the hopes of joining one of them. The airline is moving away from its low cost image and trying once again to carve out a niche for itself as a network carrier once more.



Dublin's new T2 Terminal was officially opened recently by An Taoiseach Brian Cowen. The opening, which will be on a phased basis, will see Aer Lingus and Eithad use it for the first few weeks before some of the US airlines move across before the end of the year. The opening was marked by a protest by Ryanair's Michael O'Leary marching up and down with a coffin which drew more media attention than the official opening. Mr O'Leary was not on the guest list, however it was decided to let him in so as not to cause a fuss – I wonder if he took the Champagne and Canapés offered by the DAA! The new terminal certainly looks impressive from the outside but I have yet to venture into it yet. The opening, whilst controversial in the current economic climate (now called the CEC), has been broadly welcomed as it improves passenger facilities from the original expanded Terminal 1, also adds quite a number of new gates for aircraft – not that it is as busy as it once was. Of note in the last week is that some of the airbridges at Dublin now have Aer Lingus adverts on them including some of those at T2. Runway work on the main 28/10 runway at Dublin commenced recently with the requirement to add a thin friction course overlay on the runway. The runway will be closed for operations from 23.30 each evening over the course of several weeks whilst the work is completed with the requirement then for traffic to use the ILS on 16 or the VOR approach on runway 34, depending on the winds. The runway re-opens at approx. 05.30 each morning. Severe disruption has been caused by the recent snow conditions – the airport was kept open through the first few days of the bad weather but it even-





tually succumbed to the snow when repeated snow showers overtook the work being done to clear it. Other airports in the UK suffered a similar fate but we seemed to have got a bit better than last year when just a few falling snow flakes caused a problem.



Ryanair continued to take deliveries of new Boeing 737-800's with another batch crossing the Atlantic in late October with three arriving in on Saturday the 30th being EI-ENF, EI-ENG and EI-ENH. Interestingly Ryanair decided not to use the registration EI-END in the sequence and decided to opt for this aircraft to be registered EI-EGD instead – I wonder why! Some new routes for Ireland with Ryanair include a Cork to Fuerteventura and also Faro and Malaga as well. The introduction by the German Government of an €8.00 travel tax brought the wrath of Michael O'Leary and has resulted in the airline introducing major cutbacks at its largest German hub at Frankfurt Hahn. The cutbacks will see the airline reduce the number of flights a week from 532 to 382 and reduce the number of routes to 45 cutting passenger numbers by up to one million a year. The UK's Office of Fair Trading (OFT) has said that it will open an investigation into the airlines 29.8% stake in Aer Lingus much to the amusement of Ryanair, claiming that it did not have jurisdiction over the case as it was between two Irish based airlines. Ryanair's use of their small hangar close to the cargo ramp – which they had been using since they began operations in Dublin all those years ago, has ceased with them moving into the refurbished Hangar 2 on the North Apron at Dublin. The move took place over the weekend of the 30th of October and some of the aircraft delivered that weekend used the new facility for pre-service work. I believe that the old hangar will be demolished as part of the ramp work around the new T2. German aviation authorities are investigating an incident involving a Ryanair Boeing 737 at Hahn Airport on the 6th of August. The aircraft was on a downwind arrival for runway 21 at Hahn at 5,500ft when the crew noticed two gliders very close to its flight path with only about 200ft vertical separation. ATC had advised the crew of glider activity at the airport but these are supposed to operate under a 5,000ft restriction. Neither glider had a transponder onboard so ATC were not familiar with the exact location or height of the two gliders. The crew had no time to take evasive action and continued on their approach whilst reporting the incident to ATC. You would wonder who got the bigger fright here. Some of the airlines older 737-800's have been prepared at Dublin for onward sale – two have appeared in recent days in the colours of Indian carrier Jet Airways.

Dublin based Eirtech Aviation continue to win new business for its paint shop business with former Blue Wings A320 D-ANNB arriving for painting prior to delivery to US based Jet-Blue. An interesting visitor for painting was the UK's Atmospheric Research aircraft belonging to FAAM BAe146 G-LUXE,



which arrived for painting as well. Other local company, Dublin Aerospace, have been busy as well with several aircraft passing through on maintenance checks. Included were four B737-300's belonging to former Saudi airline SAMA. All four arrived still in the SAMA colours and Saudi registered before taking up US registrations. It looks like one of the four will be parted out with the other three sitting around waiting for a new home. The company has won a contract from UK airline easyJet for the overhaul of landing gear for its A319 fleet – the five year contract will see the company remove, overhaul and replace 270 landing gear legs. Another new contract is with German based XL Airways covering four Boeing 737-800's for maintenance work.



Cityjet have wet-leased a number of its RJ85's to FlyBe in the UK during the month of October with the aircraft operating out of Edinburgh for the airline. The airline has tweaked its London City schedule recently to include two new late departures on a Thursday and a Friday whilst dropping two off-peak flights during the week. The company is looking at replacing the UK based Dornier 328's from its purchase of Scot Airways with some Fokker 50s from its purchase of Dutch airline VLM earlier this year.

Irish Aer Corps aircraft have been busy recently with a major army exercise in Cork and Tipperary involving four of its AWB-139's carrying troops and equipment back and forth. I also noted two of the 139's along with one of its EC-135's operating top cover for a convoy moving along the M50 in Dublin



recently – not sure what was in the convoy but maybe it was the loan from the IMF ☺. A recent newspaper article highlighted the running and maintenance costs of the Government Gulfstream IV. Over €4.6m was spent refurbishing the aircraft between 2008 and 2009. The aircraft was acquired in 1991 and works alongside the more recent addition of Learjet serial 258. There was a third aircraft operating in the form of King Air 200 serial 240 but this has been withdrawn from use and both the Gulfstream and Learjet are kept busy shuttling around Europe and sometimes further a field. One the Corps Casa 235's declared and emergency recently whilst operating a maritime patrol off the south west coast. The aircraft suffered an engine malfunction and had to shut down the engine in question and divert to Kerry Airport where it made a normal landing. The same aircraft had suffered the same fate a few days earlier this time diverting into Eglington airport in Northern Ireland – it is not known if it was the same engine.

Lufthansa have announced that they will re-commence a Munich to Dublin service in the summer of 2011 with a weekly service using Airbus A320's. The airline had operated the route previously between 1993 and 2001 mainly during the summer months. The route will compete with the Aer Lingus service albeit this is a daily service.

Medical emergencies are a common enough feature of North Atlantic traffic and on a regular basis aircraft divert into Shannon and sometimes Dublin in order to seek medical assistance for passengers. Dublin has hosted a few of these of late, including an Air Canada Airbus A330, which diverted when one of its female passengers went in to labour and the aircraft had to make a dash for an airport

Weston airport has gone so quiet over the last number of months with the amount of both based aircraft and movements reducing considerably. I visit the small airport in west Dublin on a regular basis and each time there seems to be less and less aircraft there and it looking like a shadow of its former self. In recent weeks an aviation NOTAM was issued in relation to the VOR located on the field, which was out of order until at least the end of October and a second one in relation to the availability of Jet A1 fuel, which would not be available until the end of October as well – October was not a good month then. The airport used to be very active especially with helicopters but now you would be lucky to see one a day operating – they must all be owned by NAMA now!

It just leaves me to wish you all a Happy Flightsimming Christmas and a Happy New year for 2011. I hope the weather improves somewhat from all the snow we are having – it's blowing a blizzard as I write this. I love the winter months when we get cold crisp days with clear blue skies as it's just great to be able to watch what goes on over our heads. ✈

# Preview PMDG 737NGX

[www.precisionmanuals.com](http://www.precisionmanuals.com)





# Freeware Focus

Terry McGee selects from some of the latest Freeware files



ONLY work with the ENGLISH version of Microsoft Flight Simulator FSX and was created in response to several requests. Please unzip to a temporary folder and follow the very easy instructions. Compiled for your flying enjoyment by David "Opa" Marshall.

## Six Korean Airport Sceneries (Final Version)

By Seongsu Kim

korea\_airport\_6set\_fsx\_final.zip

[www.avsim.com](http://www.avsim.com)



This is Korea Airport Scenery for FSX Final Version. This scenery package includes the airports: Gimpo INTL Airport (RKSS), Gwangju Airport (RKJJ), Gimhae INTL Airport (RKPK), Choengju INTL airport (RKTU), Muan INTL airport (RKJB), Ulsan Airport (RKPU). Apply newest data has been applied to all the airports and all known previous problems have been solved.

## Abbreviated Brake and Overspeed Messages for FSX

By David 'Opa' Marshall

abbreviated\_messages\_-\_fsx.zip

[www.avsim.com](http://www.avsim.com)



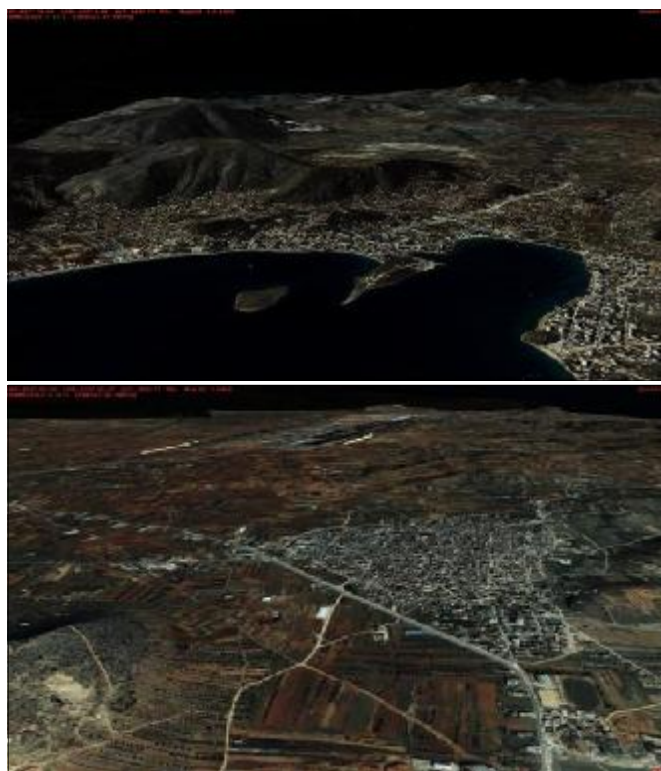
Abbreviated Brake and Overspeed Messages. If you find the red reminder messages about Brakes and Overspeed intrusive, this package contains a revised language.dll which will abbreviate these messages. This file modification will

## AthensEast 1 AthensEast 2

By Angelo Tassoglou

athenseast1.zip athenseast2.zip

[www.avsim.com](http://www.avsim.com)



Attiki Eastern Suburbs. This is a photorealistic scenery for the Athens Greece project. The "AthensEast1" and "AthensEast2" file contains the scenery of Mesogeia, NW from Paiania to Vari at SW and Loutsas at NE all the way to Portoraffi at SE.

## Capt. Sim 707 Free Demo

By Capt. Sim

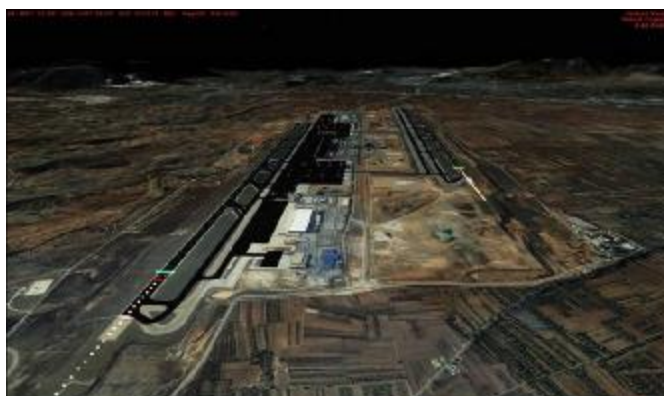
[www.captainsim.com](http://www.captainsim.com)



The Capt. Sim B707 free demo with the following limitations: No Extensive Systems Programming (all systems inop, engines OFF) • No Custom Lighting Control • Hundreds of Custom Animations inop • No Flight Model (flight controls locked in the Demo) • No Custom system sounds and crew voice messages • No Exclusive visual Effects • No Authentic Sound Set • No Weather Radar • No Repaint Kit.

## **Eleftherios Venizelos International Airport**

By Angelo Tassoglu  
lgavscenery.zip  
[www.avsim.com](http://www.avsim.com)



Athens Eleftherios Venizelos International Airport (LGAV) Photorealistic scenery. This scenery is part of the Athens area scenery project and part of the AthensEast1 and AthensEast2 photorealistic scenery area. The default FSX LGAV airport is not aligned exactly to the Satellite image therefore the author decided to upload the photorealistic scenery bgls of the airport in a separate file.

## **Frankfurt Main Airport with new 25L/R ILS Approaches (v2.2)**

By Mark Aldridge  
frankfurt\_ils25r\_v2.2\_package.zip  
[www.avsim.com](http://www.avsim.com)



This is an update to v2.1 of the FSX Frankfurt/Main scenery airport package and was designed using ADE v1.40. This update now includes missing CAT signs and jet bridge textures. All other features remain unchanged. Features include additional jetways, vehicle roadways around Terminal 2, up-to-date airline mapping to gates and additional taxiway and CAT II/III signs. Gates have been resized and added as per current layout. Additional fuel trucks & support vehicle roads built around the airport. 3 helipad start locations added. B Gates now contain double jetways. The control tower view has been moved to the south side and aprons have been remodelled. 25L and 25R ILS Rwy frequencies now updated. Watch for a new update to the Frankfurt scenery, v3.0.

## **FSX and FS2004 AI Flight Planner v2**

By Don Grovestine  
<http://members.shaw.ca/aifp/>

AI Flight Planner is a fully-integrated AI flight planning tool for both FS2004 and FSX - from collecting stock and add-on airport data to compiling/de-compiling traffic files. It accepts TTools-format text files as source data - but it is equally comfortable reading traffic files. Among its unique features are: times may be specified using local time, airports specified using either ICAO or IATA codes, similar legs in weekly flight

plans created automatically, comprehensive error checking and traffic file validation and conversion. Built on the extensively re-designed v1.5 base, AI Flight Planner Version 1.6 offers enhanced functionality including an aircraft editor and automatic update detection, a refined user interface, improved performance and less sensitivity to regional settings.

## **FSX Carenado Cessna C208 B Minipanel**

By Richard Monnin  
c208b\_carenado\_minipanel.zip  
[www.flightsim.com](http://www.flightsim.com)



FSX Carenado Cessna C208B Minipanel. As the C208B from Carenado wears the FSX standard mini panel, this is a tuned minipanel with the original Carenado gauges and Garmin GNS 430. Works with the updated service pack.

## **FSX Mini Panel**

By Bill McClellan  
fsx\_minipanel.zip  
[www.avsim.com](http://www.avsim.com)



FSX Mini Panel that many of you requested is intended to replace the global default minipanel. The mini panel is made up of good freeware flight instruments. This gives the pilot a common set of gauges to use on multiple aircraft. Additional navigation and control surfaces gauges are provided. Information is provided for wind direction, drift, ETA, ETE, direction, distance and name of the nearest airport; direction and distance to the next waypoint set in the GPS; and radar/absolute altitude. Karol Chlebowski's TFR gauge is included which allows flight at extremely low altitudes. Lee Hetherington excellent TCAS gauge is also available. Extensive tooltips have been provided on most gauges. See also FSX Glass Cockpit Mini Panel. File: fsx\_\_minipanel.zip

## **FSX Integrated Glass Cockpit and Analogue Mini Panel Update**

By Bill McClellan  
combined\_fsx\_glass-analog.zip  
[www.avsim.com](http://www.avsim.com)

FSX Integrated Glass Cockpit and Analog Mini Panel update. This update contains a new FSX MiniPanel.cfg file that brings up either the analogue or Glass Cockpit mini panels based on



## Freeware Focus FSX

aircraft type. The analogue panel is presented for Prop and TurboProp aircraft. Glass Cockpit panel is presented for all jet type aircraft. A default panel is presented for helicopters. You will need the two previous FSX mini panels if not already downloaded and installed them. Required Files:

<http://library.avsim.net/download.php?DLID=152483>

<http://library.avsim.net/download.php?DLID=153142>

### How to Build a B-17 Throttle Quadrant, Manual

By Francios Mavel

b-17\_throttle\_project\_rev\_2010nov9.zip

[www.avsim.com](http://www.avsim.com)



This started as a simple thread on the A2A Simulations B-17 Accusim forum. This B-17 Throttle Project turned into this "How to" manual. Build your own B-17 throttle quadrant today. Easily available hardware and average craftsmanship needed. For free use only.

### How to SimConnect for SB4

By Dave Weese

how\_to\_simconnect.zip

[www.avsim.com](http://www.avsim.com)



A step by step setup guide for Simconnect with FSX and SB4 as well as ActiveSky X.

### LFLV - Vichy Charmeil

By Stephane Gouzon

lflv\_-\_vichy\_charmeil.zip

[www.avsim.com](http://www.avsim.com)



Scenery LFLV Vichy Charmeil V1.0 for FSX Tested with SP2 Acceleration + UTX Europe. V1.0: Initial version This file modifies the airfield Vichy Charmeil in FSX. It was made with

ADE (Airport Design Editor), SbuilderX and Whisplacur. Thank you to the respective authors. Vichy is a French commune in the Allier department in Auvergne region.

### Malpensa VOR Update

By Maurizio Freddi

limc\_upd.zip

[www.avsim.com](http://www.avsim.com)

Updated VOR NDB at Italy Malpensa LIMC. This .bgl file replaces the VOR MAL with new VOR MMP freq.113.35 and adds NDB MMP freq.425 in the FSX nav aids database.

### Paphos International Airport LCPH Version 2

By Max Kraus

paphos\_fsx\_v2.zip

[www.avsim.com](http://www.avsim.com)



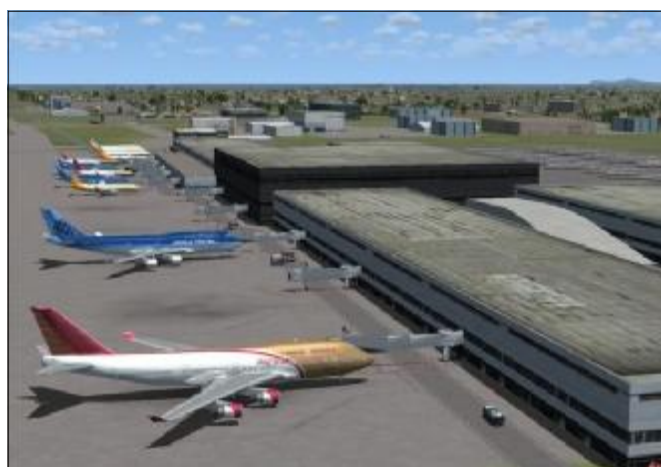
Paphos International Airport LCPH for FSX Version 2. New complete updated Version! This is a complete redevelopment of Paphos International Airport and includes new passenger terminal building, old terminal buildings, freight area, GA flying club/fuel farm, military base and barracks, new control tower plus other scenery in the vicinity of the airport. Also features moving apron vehicles, moving traffic, full photoreal Gmax ground polygons, realistic textured night lighting and other visual enhancements. Enjoy beautiful Cyprus!

### South Africa Enhanced

By P. Du Toit

saenhanced.zip

[www.avsim.com](http://www.avsim.com)



This package of 114 airports includes the most larger or more detailed Southern African Airports: including South Africa, Namibia, Botswana, Zimbabwe and Maphuto (the only Airport from Mosambique included). All scenery is made from default FSX Scenery Objects, based on Satellite imagery. The focus is on playability, AI Traffic and ample Aircraft Parking. AI Traffic Files (also made from default FSX Aircraft) included.

### Ultimate Airbus A3xxx V3

By Steffen Froemter / Rolf Fritze

ua\_a3xx\_v3.0.zip

[www.avsim.com](http://www.avsim.com)



"Ultimate Airbus A3xx V3" (for FSX only) is a new Version of "Ultimate Airbus" an Addon for WILCO Airbus Volumes 1 and 2, offering the following functionality resp. Content: 1. "Procedure Automation" by using a Co-Pilot e. g. automatically to arm or disarm Spoilers, switching On and Off Lights, Setting Gear up and down etc. In total more than 80 Tasks are automatically performed by the "Co-Pilot". 2. Not only during normal Flight Operation but also during Takeoff-Abort- and Go-Around-Procedures the "Co-Pilot" is available. 3. Additional Voice Animation (Calls) from the "Pilot Flying - PF", the "Pilot non Flying - PNF" and from the "Flight Attendant - FA" as well as Background Sound from ATC and the Cockpit Crew itself. 4. Six smaller Sub-Panels (for certain functionality like Engine Start, Radio etc.) are included instead of always using the big Pedestal or Overhead Panel covering the complete Screen. Those new Panels can be opened by Clickspots on the Main Panel. 5. Panel Animation e. g. Switches for Panel and Cockpit Light, Fuel Dump as well as handling Doors/Jetways and Fuel Truck request. 6. The Package includes also a very detailed Documentation for "Ultimate Airbus A3xx V3" as well as an in-Depth Flight Tutorial for WILCOs A321 based on Original Airbus Checklist- and Procedure-Dokumentation. 7. An Installer is used which automatically backs up the existing files to be changed and installs all necessary new files (including the Documentation) automatically into the relevant FSX folders. A De-Installer is available too. 8. Bugs (p. e. Black Displays) from Version 2 have been eliminated.

### XFlight Livery Extra 300 ZK-XRA

By Chris Brisland

texture.xflight.zip

[www.avsim.com](http://www.avsim.com)



A repaint for the FSX default Extra 300 S. The real world plane is an "L", but with the owner's permission and a bit of

artistic license, the author re-created the XFlight livery in high resolution textures. These are 4096 pixels square - please read the readme file included if you are not sure how to configure FSX to display higher than default resolutions (this goes for all my higher definition repaints). You do, of course, need Microsoft Flight Simulator X to use this livery.

### Hello Airlines Airbus A320 CFM HB-JIZ

By Juerg Bertschinger

pa320hello.zip

[www.avsim.com](http://www.avsim.com)



The newest Aircraft of the Swiss Charter Airline Hello. The Airbus A320 CFM HB-JIZ. The Swiss charter and wet-leasing airline which is replacing its fleet of McDonnell Douglas MD-90s, is shortly expected to receive the first of three former Philippine Airlines Airbus A320-214s (reg HB-JIZ, serial 936) on lease from AerCap.

### Titusville, FL - Spacecoast Regional Airport (KTIX)

By Art Poole

titusville\_fl.zip

[www.avsim.com](http://www.avsim.com)



Generic floating buildings have been replaced with custom and library objects. Landclass changes, roads, rework of runways, taxiways and aprons, placement of library objects and a library of new airport buildings are included. Scenery in this package is based on Virtual Earth (Bing) and Google Earth imagery.

### Special Delivery to Byron Field - FSX Mission

By Dan Cowan

byron2.zip

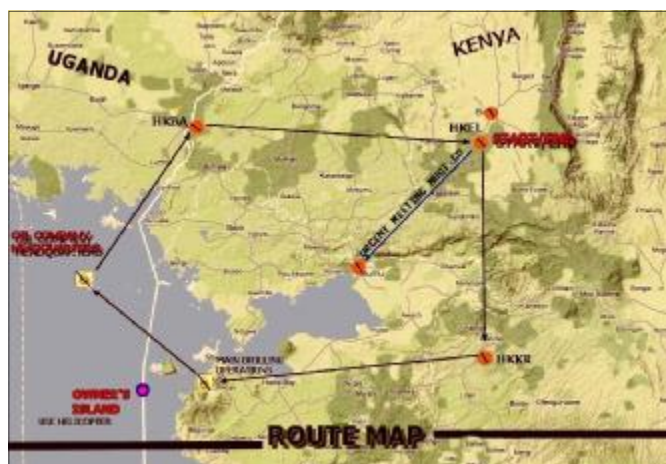
[www.avsim.com](http://www.avsim.com)

You have been offered \$1000 to deliver a rather suspicious-looking package to a fellow named Bud, who's waiting patiently at Bryon Field. Take off and fly the track in your GPS. Soon you'll see Bryon Lake. The airfield is slightly to the left of the lake. You're to land and taxi up close to a Blue Angels F-18 that's on display there. Don't park too far from the F-18. Bud has a bad leg, and gets irritable when he has to walk too far...in fact, he gets downright dangerous.



## FSAdventureSky Flight - Kirongo Oil Ltd.

By Gera Godoy Canova  
oil\_01.zip  
[www.flightsim.com](http://www.flightsim.com)



The Kirongo Oil company has been having problems with their computer systems for some time. Three systems engineers will be taken to the two most important locations where the troubles have been occurring. The default Cessna 208 is the preferred plane for the trip but you may use any STOL. Check the route map for other stops will be made. Weather varies but the large lake is a generator of thunderstorms at any time and anywhere... Do check the landing fields (grass) at the company locations before landing for good measure. Have a Helicopter at hand too...

## Boeing 737-600 Russian Textures

By Sergey Gleba  
posky736-russiantextures.zip  
[www.flightsim.com](http://www.flightsim.com)



FS2004/FSX Boeing 737-600 Russian Textures. Eight Russian textures for the B737-600 model from Project Open Sky: Aeroflot-Don, Aeroflot-Nord, Donavia, S7 airlines, Rossiya, Transaero, UTair, Aviaprad.

## 160th SOAR Little Bird

By Mark Rooks  
160thsoar.zip  
[www.flightsim.com](http://www.flightsim.com)



This is Tim Conrad's FS2004 OH 6A updated for FSX as an MH 6 Little Bird flown by the 160th Special Operations Aviation Regiment (SOAR). The 160th Night Stalkers are a Special Ops unit of the United States Army that provides helicopter aviation support for general purpose forces and Special Operations Forces. Its missions have included attack, assault, and reconnaissance, and are usually conducted at night, at high speeds and low altitudes, on short notice, and in secret. The force is headquartered at Fort Campbell. The 160th SOAR are also known as the Night Stalkers and its motto is Night Stalkers Don't Quit. This MH 6A uses the default FSX helo panel. Also included are pictures and history of the Night Stalkers. Aircraft entitled "Death Awaits In The Dark".

## United Airlines Airbus A340-600

toms\_a340-600\_ual.zip  
[www.flightsim.com](http://www.flightsim.com)



FSX United Airlines Airbus A340-600. Includes model, panel and virtual cockpit. Model by Thomas Ruth. Repaint by Jim Waters.

## Eastern Airlines A300-B4

toms\_a300-b4\_eastern.zip  
[www.flightsim.com](http://www.flightsim.com)



FSX Eastern Airlines Airbus A300-B4. Thomas Ruth's Airbus A300-B4 in two Eastern liveries. Model and panel included with VC. Model by Thomas Ruth. Repaint by Jim Waters.

## Connaught Airport

eiknfsx.zip  
[www.flightsim.com](http://www.flightsim.com)

Connaught Airport (EIKN), Knock, Mayo, Eire (Ireland). Includes more parking (than the default version), warehouses with cars parked beside them, ILS on runway 27 upgraded to CAT II and fictional GA parking on the cargo apron.



### Aer Lingus McDonnald Douglas MD-11

By Mathieu O'Hare  
texture.aer\_lingus.zip  
[www.avsim.com](http://www.avsim.com)



Fictionnal Aer Lingus repaint of the excellent Flight1 McDonnell Douglas MD-80. Must have the Flight1 MD80 payware. Repaint by Mathieu O'Hare.

### Aer Lingus Regional ATR 72-500

By Ronan Spain  
atr72-500\_ein.zip  
[www.avsim.com](http://www.avsim.com)



This is a repaint of the Aerosoft Eurowings ATR 72-500 in the new Aer Lingus Regional Colour scheme. Aer Lingus Regional was set up in 2010 under a partnership between Aer Arann and Aer Lingus. The new brand was set up to expand Aer Lingus' regional and commuter flights. The aircraft are repainted into the Aer Lingus Regional livery and Aer Arann operate all the flights and manage those flights with Aer Arann flight crew and behalf of Aer Lingus. This is my first repaint.

### Aeroflot Boeing 777-200 v1.1

By Tom Collins, Kyle Schurb, Dhruv Kalra, Project Open Sky  
tkd\_afl\_b7772v11  
[www.avsim.com](http://www.avsim.com)



Aeroflot repaint for the 777-200ER variant of Project Open Sky's fantastic 777v2. This package features high resolution textures (only) including full night lighting. FDE Service Pack F Compliant, Model Service Pack 2A Compliant. PLEASE NOTE

YOU MUST DOWNLOAD THE MODELS SEPARATELY. Aircraft livery by Kyle Schurb and Jakob Klein. This version 1.1 update include a major fix that resolves some issues with the textures crashing the simulator. While regrettably this did not occur during my testing, it has been fixed for those experiencing the crash.

### ATR 72-200 "Maya Island"

By Tony Cannon and ISDT  
atr\_72-200\_maya\_island.zip  
[www.avsim.com](http://www.avsim.com)



This is a repaint of the ISDT ATR 72-200 in the real world livery of "Maya Island Airlines" for FS9 ONLY. This is a complete package which includes A. Bucoli's great ATR panel for those interested in installing it rather than having the default Cessena panel. The plane has been well tested in FS9 with no issues being identified. All of the textures are 32 bit. Installation, Distribution Limitations, A. Bucoli's panel (zipped) and contact details for the author are included in the Read Me file. Should you have any problems with this file, please contact the author as soon as you discover them.

### Boeing 777 VC Textures

By Brian Braden  
overland\_777\_vc\_textures.zip  
[www.avsim.com](http://www.avsim.com)



Modified Boeing 777 Virtual Cockpit textures for the Overland/simmersky payware Boeing Collection. These textures will work with all the Overland Boeing 777 models for a better looking VC flying experience. These are textures only and will require you to own the payware aircraft in order to use these files. These files may or may not work in the FSX versions, only tested and supported in FS9.



### **Cruiser Linhas Aereas Embraer EMB-110P PT-WBR**

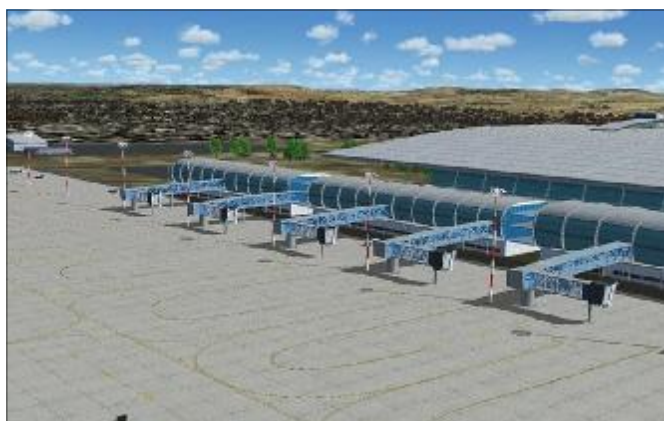
By Diogo Luiz Ceccon  
emb-110p\_pt-wbr.zip  
[www.avsim.com](http://www.avsim.com)



This aircraft is used by Cruiser Linhas Aereas. The model is included.

### **Durban King Shaka International (FALE)**

By Juergen Seidel  
durban\_fs9.zip  
[www.avsim.com](http://www.avsim.com)



The new Airport from Durban (South Africa) named King Shaka International. He has opened at first May 2010 prior to the Soccer Championship. All Buildings produced with GMAX.

### **EBCI - Charleroi Brussels South**

By Mattias Spiessens  
ebci\_-\_charleroi.zip  
[www.avsim.com](http://www.avsim.com)



EBCI2010 with new terminal, photoreal ground textures, updated parking positions, new hangars, updated lighting system and new taxiways N.

### **El Al Cargo Boeing 747-412F (SCD)**

By Ryan Chadwick, Project Opensky  
elyc\_744f\_v4.zip  
[www.avsim.com](http://www.avsim.com)



El Al Cargo Project Opensky 747-400F V4. Model Features include fully animated control surfaces, fully independent suspension, main gear steering, trim animation, opening passenger doors, opening cargo doors, dynamic flexing wings, animated tilting bogies, rolling wheels, animated thrust reversers, fully reflective textures ( each part has different degree of reflection based on material ), accurate flight dynamics ( accurate FDE with full profiles for wheels, tires, struts, leading/trailing struts, engine types ... Tested by real pilots.), newly re-defined individual part damage profiles, accurate spoiler animation, detailed textures, full night lighting, visible landing lights from the cockpit, reflective cockpit windows, crash effects, transparent nav light lenses, newly re-defined individual part damage profiles. Model Designer Hiroshi Igami. Flight Dynamics Designer Warren C. Daniel. Tested by Project Open Sky Members. Master textures by Corey Ford/Yosuke Ube. Repaint by Ryan Chadwick.

### **El Formosa - Taiwan Scenery Project, Part 10**

By Formosa Group  
el\_formosa\_part10.zip  
[www.avsim.com](http://www.avsim.com)



Taiwan Kaohsiung International Airport (RCKH) and Kaohsiung City landmarks. Requires el Formosa - Taiwan Scenery Project Parts 1, 3, 4, 6, 7, and 8.

## English Electric Canberra

By Flying Stations  
[www.flyingstations.com](http://www.flyingstations.com)



Flying Stations have released their English Electric Canberra pack for FS9. Features include a great Virtual Cockpit, pop up 2D panels and fantastic external models with authentic paint schemes. Visit their homepage for details and download of the English Electric Canberra. The Canberra B2 pack is a Free-ware "taster" pack. This will give you a chance to get your teeth into the type if you are not that familiar with it, and for those that have flown previous versions of Canberras in FS, to experience a new level of flight handling, detailed virtual cockpit, jettisonable payloads and the awesome sound of real Canberra Avon engines.

## FedEx Express Boeing 777-200

By Tom Collins, Kyle Schurb, Dhruv Kalra | Project Open Sky  
tkd\_fdx\_b772.zip  
[www.avsim.com](http://www.avsim.com)



FedEx Express repaint for the 777-200LRF variant of Project Open Sky's fantastic 777v2. This package features high resolution textures (only) including full night lighting. FDE Service Pack F Compliant, Model Service Pack 2A Compliant. PLEASE NOTE YOU MUST DOWNLOAD THE MODELS SEPARATELY. Aircraft livery by Kyle Schurb.

## FSrealWX Lite v0.05.544 Beta

By Silvio Lafere  
fsrealwxlitesetup.zip  
[www.avsim.com](http://www.avsim.com)



A weather-addon for FS2004/FSX. Decodes upper air winds and additional weather information. BETA Version.

## Boeing 737 VC Night Lights

By Dalibor Stanojevic  
ifly737\_ckpt.zip  
[www.avsim.com](http://www.avsim.com)



New VC night lights (white) for the ifly 737 600/700/800 series, NOT BBJ! There will be an orange variation soon for download.

## Jetblue Airbus A320 - "New York Jets"

By Joe Shimmel and Project Airbus  
n746jb.zip  
[www.avsim.com](http://www.avsim.com)



N746JB did not receive the normal Jetblue livery, instead it was painted into a special green livery to represent the New York Jets football team. There was a lot of demand for this repaint. Painted on the great Project Airbus model.

## Long Beach Airport (Daugherty Field) KLGB

By Shehryar Ansari / Wil Morgan  
lgb2010.zip  
[www.avsim.com](http://www.avsim.com)



Detailed scenery for Long Beach Airport (Daugherty Field), Long Beach, California, USA. This commercial airport is one of the most famous aviation landmarks once being the home



## Freeware Focus FS2004

of the commercial arm of the McDonnell Douglas Corporation (now part of Boeing). Long Beach Airport was the production home for most of the MDD models including the DC-9, MD-80, DC-10, MD-11, B717 and is currently the home of the C-17 military freighter. The large number of resident companies and FBOs ensure that Long Beach is a busy airport while also being situated in the heart of one of the busiest terminal areas in the world, the Los Angeles basin.

## LTAC Esenboga International Airport 2011

By Tolga Besci  
ltac\_2011\_fs2004.zip  
[www.avsim.com](http://www.avsim.com)



Full real scenery of Esenboga Airport. LTAC 2005 to 2011, CAT3 ILS, extra parking, real models and photoreal terrain. Esenboğa International Airport (IATA: ESB, ICAO: LTAC) is located 28 km (17 mi) northeast of Ankara, the capital city of Turkey. It has been operating since 1955.

## 'Maroochydoore Air' ATR 42-500

By Tony Cannon and ISDT  
atr\_42-500.zip  
[www.avsim.com](http://www.avsim.com)



This is a repaint of the ISDT AT 42-500 aircraft in the fictional livery of Maroochydoore Air. This repaint is for FS9 and has been tested in FS9 ONLY. This is a complete aircraft package; however, it is suggested that a realistic ATR panel be installed to replace the default Cessena one that comes with the plane. All textures have been formatted in 32 bit and the plane, other than Tailfin logo, has been hand painted. Maroochydoore is a real town in Queensland, situated on the Sunshine Coast, north of Brisbane, Queensland's capital city. Installation, Distribution Limitations and contact details are in the General Read Me file.

## My Water Project V1.2

By Durre Sacha  
mywaterproject.v1.2.zip  
[www.avsim.com](http://www.avsim.com)



My water Project V-1.2 is a freeware add-on that replaces the sad water textures of Flight Simulator 2004. Replaces the sea and ocean coral blue with a more realistic blue; adds wonderful coral waters; adds a pumping effect; colours change with the time of day; includes a great sun reflection effect and slight cloud. There is no texture change between V1.0 and V1.2, just the new installation program which now automatically makes a back up file. AirTimSimulation Team.

## **New Boeing 737BBJ 700/800/900 series Night/Day VC lights and textures**

By Dalibor Stanojevic  
ifly737bbj\_ckpt.zip  
[www.avsim.com](http://www.avsim.com)



New Virtual Cockpit textures and light configuration for payware iFly B737.

## **Philadelphia International Airport (KPHL)**

By SunSkyJet  
[www.sunskyjet.com](http://www.sunskyjet.com)



Philadelphia International Airport (KPHL) for FS9. This free-ware scenery features: Customized ground and runways rendered in high resolution; Custom ground vehicles; High resolution building textures; Many newer buildings for the Philadelphia skyline and realistic modelling of surrounding landmarks. This release is for FS9 but the FSX version of this scenery is next in development and will be available in the near future. KPHL is the 10th busiest airport in the world in terms of aircraft activity. The airport is the primary international hub of US Airways. The scenery features; Customized ground and runways rendered in high resolution. Custom ground vehicles. Full airport taxiway and runway signage. High resolution build-

ing textures. Many newer building for the Philadelphia skyline. Realistic modelling of the sports complex. Accurate bridge placement.

## **Realistic Boeing 757 Rolls-Royce RB211-535E4 Sound Pack**

By Adam Murphy - Skyhigh Sound Systems  
fs2004\_fsx\_757\_rb211-535e4\_soundpack.zip  
[www.avsim.com](http://www.avsim.com)



New realistic and accurate (and probably the most realistic and accurate) Boeing 757 Rolls-Royce RB211-535E4 sound pack for Microsoft FS 2004 and FSX. This is intended for use on Project Opensky's models, but should work on other free-ware and payware 757s in FS. The interior sounds are from a passenger perspective (as if you were in first class). Once you load your aircraft with these sounds, you'll hear the APU System in the cabin. You hear the famous RB211 whistle sound at idle after you have started the engines. You spool up the engines at takeoff and then hear the buzzsaw-like sound of the RB211 engine's fans at full throttle. As you throttle down for climb power the buzzsaw intensifies like on a real plane. Pretty much every engine sound in this sound pack has been recorded from a real RB211-535E4 engine. Once you lift off and put up the landing gear, you will hear a chime from the cabin. It features realistic cockpit sounds like the autopilot deactivation siren, stall clicker, overspeed siren, gear up warning sound buzzer, flaps, rattles and bumps with tire-roll on takeoff/landing, and rattles on touch-down.

## **Ryanair 'Costa Brava Pirineu de Girona' Boeing 737-800 (EI-DYF)**

By Christopher Nield, iFly  
ifly737ryr\_dyf.zip  
[www.avsim.com](http://www.avsim.com)



The Ryanair 'Costa Brava Pirineu de Girona' logojet for the iFly Jets: 737NG. This accurate high quality Ryanair repaint features photoreal windows with customized light maps, custom vector graphics, re-worked wing textures and some modifications to the original paintkit for a better finish.

## **Trim Sounds Boeing 737**

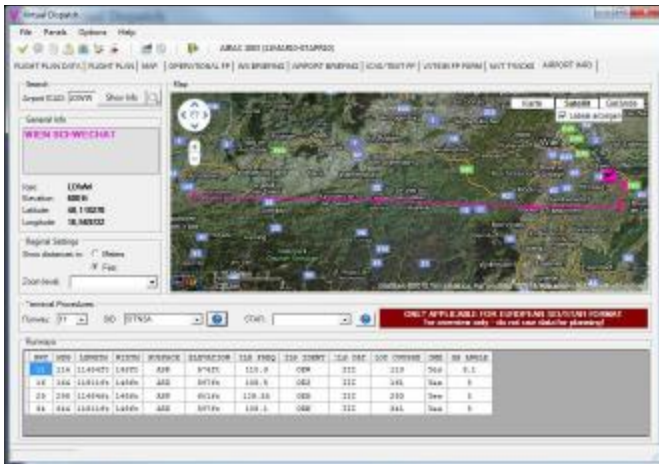
By Evert Rinkel  
trimsound737.zip  
[www.avsim.com](http://www.avsim.com)

New trim sounds for the PMDG 737 series. By replacing the old ones with the new ones in this download you will get more realistic trim sounds. Sounds only! Requires the PMDG 737 600/700 and/or 800/900 for FS2004.



## Virtual Dispatcher 4

[www.airbusdriver.org/vdisp/](http://www.airbusdriver.org/vdisp/)



Virtual Dispatch is your free and ease to use flight planning software for Microsoft Flight Simulator. It assists you in creating detailed flight plans including an operational flight plan, a map view of your route weather and airport briefings exporting routes for the most used Flight Simulator addons...and many many more! This version includes a new Airport Information tab with a map view for SIDs and STARs, Flight1 ATR , Wilco/FT and SimAvionics flight plan support. Features List: Creates a flight plan for an inserted route in the format "HEDLY J53 CRG J51 SAV J55 CHS J121 SIE". Operational flight plan. Map view (requires an internet connection). Text flight plan (CFMU style). VATSIM flight plan profile functionality. ICAO flight plan form. Weather briefing. Airport briefing. SID, STAR and TRANSITION support (based on provided navigation data). Airport search and information tab including runway data, SIDs and STARs. Calculation of the estimated flight time by the great circle distance between two airports. Quick METAR request function. Easy navigation data update (uses Feelthere/Wilco navigation database). North Atlantic Tracks provided by blackswan.ch. Links to NOAA weather charts. Link buttons to FlightAware, VATRoute, SimRoutes and rFinder. Customised Companies (American Airlines, American Eagle and Cargolux available on the download page). Supported Addons: Flight Simulator 2004. Digital Aviation Fokker. LevelD 767. vasFMC. Feelthere/Wilco. SquawkBox. Flight 1 ATR. SimAvionics.

# CaptureFS v1.1.0

[www.flightsimdreams.com/j/](http://www.flightsimdreams.com/j/)



CaptureFS Version 1.1.0 is for capturing/uploading Screen-Shots from FS9/FSX and any other running program on your machine. CaptureFS is a freeware utility that lets you capture at regular intervals Screenshots of FS9/FSx or any other application that is running and upload them to any site you like. Also the screenshots can be saved at full resolution in a directory of your choice.

## Plan-G Flight Planner v2.0

By Tim Arnot

[www.tasoftware.co.uk/planG.htm](http://www.tasoftware.co.uk/planG.htm)

**For use on Windows 7, Vista and XP, FSX SP2 and FS9.**

Tim Arnot has released version 2 of his popular freeware Plan-G flight planner. Version 2 includes a new airport viewer, instrument approaches, NOAA weather, KML/KMZ Overlay display, new native file format and much more. Based around Google Maps, Plan-G allows you to create flight plans for FSX and FS9, view airports, nav aids and airspace, plus other points of interest, and even acts as a GPS, allowing you to plot your own progress as well as seeing nearby traffic. This version is for Microsoft Windows 7, Vista and XP, FSX SP2 and FS9.

## New features in 2.0:

## New Airport viewer

## New Approach viewer

Add approach to flight plan

### Display Victor Airways

### Weather reports without FS connection

### Relative wind display

New enhanced native ".PLG" file format with support for cross-references, passing altitudes, notes, approaches etc

### Sample plans

## Sharable bookmarks

Display KML/KMZ files

## New Quick Planner

Route Copy to clipboard for VAs, VATSIM etc

### Water runways display

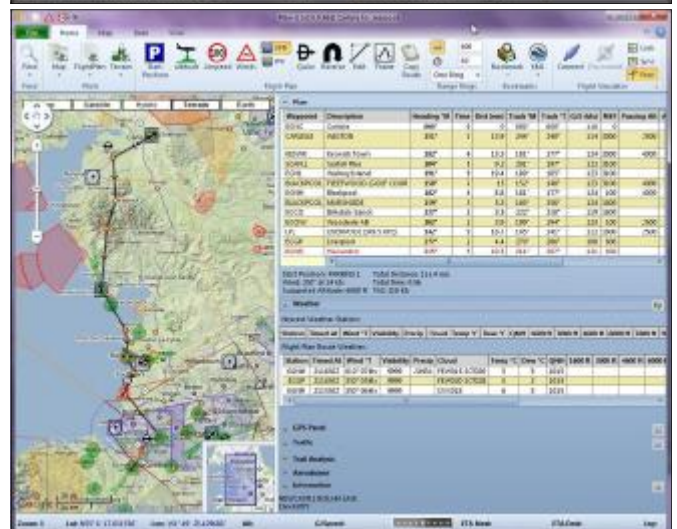
Detachable tool windows for expander panels

Actual times recorded (local or zulu) & can be printed on PLOGs

Spot ele

Move aircraft to here function

Many more UI enhancements



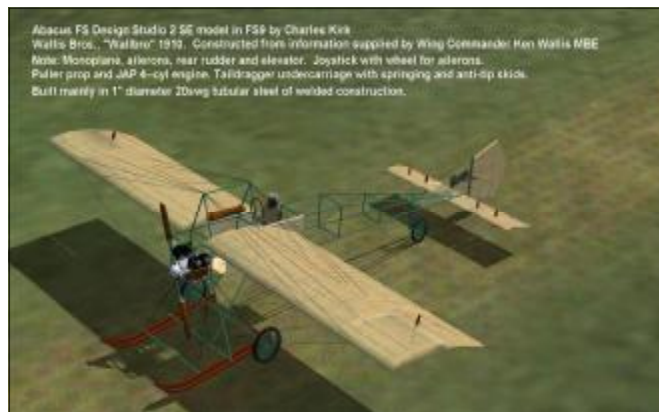
# A Special Addiction

By Charles Kirk

From 1931, at the age of four, I became aware that from my bedroom window in Dovercourt, Essex, I could see flying boats and seaplanes landing and taking off from the Stour-Orwell Estuary. That was when the Marine Aircraft Test Establishment was based at Felixtowe. Over the years, until 1939, I saw dozens of flying boats, including the Mayo Composite with the "Mercury" four engine floatplane pic-a-back on the "Maia" flying boat. I saw the pair separate over Harwich at least once.

I have been using computer flight simulation since the original Microsoft Flight Simulator was introduced for IBM PCs and compatibles, on a single 5.25" floppy disc. However, my "Special Addiction" started when Bruce Artwick, who wrote the original Flight Simulator program, released "Flight Shop", a program that allowed me to build my own aircraft for Microsoft Flight Simulator. I bought a copy and became hooked on building aircraft for Microsoft Flight Simulators, purely as a hobby; not as a professional. As the quality and complexity of further editions of Flight Simulator became available, I purchased them, as well as several other free standing flight simulator programs and the Microsoft Combat Flight Simulator series. I also purchased new aircraft building programs such as Abacus Aircraft Factory, Abacus Aircraft Animator and now, Abacus FS Design Studio, which has reached version 3.5. I tried "gmax" that was "bundled" free with FS. I bought a "gmax Bible" comprising over 850 pages but "gmax" did not run well on my computer of the time. However the quality of original aircraft supplied with FS and the available add-ons became so much better than my own efforts. I then decided to change my style of aircraft building to one that showed as much of an aircraft's structure as I could model, through translucent external "skins". I now call my method "aircraft sculpturing", because in Abacus FS Design Studio, I can select from a list of pre-made three dimensional objects such as Boxes, Tubes, Discs, Ovals, Polygons, Spheres and Cones, and then specify their dimensions and complexity. I can squeeze and expand sections of these various 3D shapes to the size and dimensions of the individual part that I am making, somewhat like modelling in clay.

Because Abacus FS Design Studio 2 has a built-in variable transparency texture program and own compiler for FS2004, I have stuck with it. FS Design Studio 3 and 3.5 use external Microsoft compilers and require every moving part of an aircraft to be animated before compiling to FSX and they do not have a variable transparency texture generator. In fact, I use a special version of FSDS; version 2.24.0 SE, available only to owners of FSDS version 3 or 3.5. FSDS 2SE cannot compile directly into FSX; only to FS2004 but I can copy and paste aircraft to FSX from FS2004 and they work OK. I do have to include 256 x 128 jpg thumbnails of the aircraft within their



Texture folders, so that their pictures appear in the FSX aircraft selection window. When you look at some of my FS models you may think that they are complex. They are quite complex but not nearly as complex as they look. Many of the parts have holes in them, and you can see between the struts and ties of various spars, ribs and bulkheads. For these I use variable transparency textures, where true black (0,0,0) is transparent in Microsoft simulators, so that other parts show through the black areas and holes textured onto a part (a type of black hole that you may never have heard of before!).

Abacus FS Design Studio uses an interface that allows one to put a three-view scale drawing of the aircraft into the program. The drawing has to be divided for use in three separate windows. These drawings can be accurately scaled as a background reference. When construction starts, the program shows a 3D version of the aircraft, as it is being built, in a fourth window. However the transparent textures do not show in FSDS; only in the Microsoft simulators. The aircraft 3D view in FSDS shows all textures as opaque. This means frequent compiling the models into FS in order to check on the transparency effects. There is a problem with using transparent textures, in that new parts that are added to an aircraft model are not visible through any of the existing transparent parts, and work-arounds for this can be quite difficult – rather like juggling!

My first "Cutaway" model was of a Fokker Dr1 Triplane of WWI that I completed in November 2003, and I have made many "Cutaway" aircraft since then. Aeroplane magazine have published screen captures of my Fokker Eindecker and Dornier Do X. I did write an article for PC Pilot magazine, around







2005, which included my complete "Cutaway" Hawker Hurricane FS9 model on their CD. I now tend to refer to them as X-Ray models because, unlike cutaway drawings, they can be viewed from almost any direction within Flight Simulator, and also in 3D with suitable software/hardware (anaglyph or shutter specs). I must admit to getting lazy in my old age by not producing cockpits for some of my recent models. I did divert from X-Ray modelling a year or two back to produce FS models of two of Wing Commander Ken Wallis's home-built Mini-Autogyros, one being his "Little Nellie" which he flew as James Bond's double in the film "You Only Live Twice" ("for his eyes only", for copyright reasons) and his favourite "skeletal" machine.

I also produced an FS model of the "Wallbro Monoplane", originally built from 1908 to 1910 by the two brothers Wallis in a Cambridge back garden. My model was built at Ken's suggestion and he supplied me with details. Unfortunately the original machine was destroyed by a freak storm in 1910, before it could be flown. Ken Wallis and his cousin, being the sons of the original designer-builders, made a full size "Wallbro" replica in the 1970s. The machine flew well and is now in the Norfolk & Suffolk Aviation Museum at Flixton – too precious to fly again. The Wallbro was years ahead of its time in 1908/10. A look at my FS model of a machine of the time, one designed and flown by Samuel Cody, will show you how advanced the "Wallbro" was, and in 1910, Geoffrey de Havilland flew his own design, a biplane of similar layout to that of Samuel Cody with a forward mounted elevator. Both were of similar configuration to the Wright Flyer.

In order to make an FS model of the Wing Commander's favourite mini-autogyro, which he names Zeus III, I wrote to him asking for permission to make a flight simulation version of it. He offered me either a private visit, or with a pre-arranged group – either a local village group or the Royal Engineers; I chose the village group! He has an estate in Norfolk, a manor house and a field run away for his mini-autogyros, of which he normally has some eighteen stored in his hangar which is set-up like a museum. He gets many visits from inter-

est groups every year. He is now 94 but is still flying regularly whenever the weather and condition of his runway are OK. The Norfolk & Suffolk Aviation Museum, of which Ken Wallis is President, recently opened a new hangar to house Ken's collection when he "falls off his branch" as he puts it. Currently the "Wallbro" replica takes pride of place. Ken Wallis does not use a computer, so his only view of my models of his aircraft are screenshots and DVDs. I made the DVDs for him, by using Fraps.exe in FS9 and FSX, then converting the Fraps AVI captures via various video editors into DVD format. Now my current monitor is a 22" LCD, widescreen, 1920 x 1080 and I run FS9 and FSX at that resolution and record in HD 1080i but reduce that to 720 x 576 for DVD.

I built the gauges for "Zeus III" in "Easy Gauge" and they work in all views. The gauges are as near representations of the actual gauges as I can get. I had left my camcorder in my car, and although I realised too late that my digital camera had video with sound available, I failed to record the sound of the four-cylinder two-stroke engine, which does not have silencers and is exceptionally loud. The afternoon of my visit was very windy and I had trouble taking and noting measurements because my notebook was being blown about so much. How he managed fly in such conditions, I do not know but he even managed to demonstrate "hands and feet off" flying. He spreadeagled his legs and arms outside of the aircraft frame and machine still flew straight and level!

I am still engrossed in building "X-Ray" models, mainly of military aircraft and my current project is a Vickers Warwick, where the geodetic construction is taking me a long time to build. My first flight was in a Warwick, in 1943, while I was an ATC cadet. I did not get another flight until the late 1960s, when I started travelling to Ireland and most of Europe and Scandinavia on business and holidays. My trips to Ireland were memorable; the Irish people were so hospitable and the hotel and restaurant food was so good compared to England and even Paris of that time. ✈



# SuperSpeed USB 3.0

[www.pcworld.com/article/186566/usb\\_30\\_finally\\_arrives.html](http://www.pcworld.com/article/186566/usb_30_finally_arrives.html)

Finally, we are beginning to see USB 3.0 or 'USB SuperSpeed', arriving on some PC Motherboards (Asus and Gigabyte) and on PCI Slot Cards. This is good news for us Flight Simmers who use USB to connect all our peripherals.

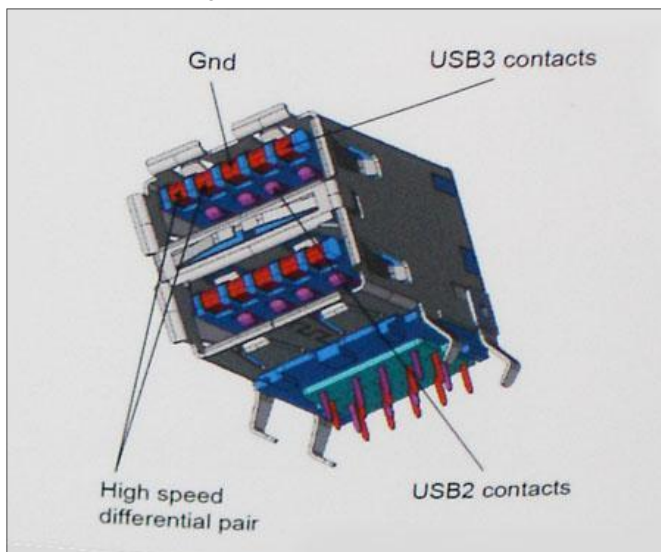
USB 3.0 supports a maximum data rate of 4.8Gbps (Gigabits per second), compared with 480Mbps (Megabits per second) for USB 2.0. That amounts to a theoretical maximum of 600 megabytes per second, which is way faster than most hard drives, and it's coming just in time for a wave of newer and speedier solid-state drives. To give you an idea of how fast that is, it's the equivalent of moving almost one full CD's worth of data in 1 second. USB 3.0 achieves those speeds with a new plug and cable format, but it's all backward-compatible with USB 2.0 and USB 1.1. Plug in your old device, and it will still work (at the older speed). Plug a USB 3.0 device into a USB 2.0 port, and it will run at the slower speed. What's more, the USB 3.0 protocol is now full-duplex: Devices can send and retrieve data simultaneously, which wasn't true with USB 1.1 and 2.0. One of the things to look for in the coming months is the certified SuperSpeed USB 3.0 logo (above).



USB 3.0 is now also being included on Portable Hard Drives and on Laptops and Notebooks. Sony have included USB 3.0 ports on their Vaio F Notebooks and USB 3.0 Flash Drives are now available e.g. the VIA VL750 and the Kingston DT Ultimate - backwards compatible with USB 2.0 ports and offers 100MB/s transfer speeds in USB 3.0 and 35MB/s in USB 2.0. Komplett are selling a WD (Western Digital) My Book Essential 2TB USB 3.0 External drive for €125.00. Check out [www.crunchgear.com/tag/usb-30/](http://www.crunchgear.com/tag/usb-30/) for more devices.



USB 3.0 Cable



The backward-compatibility is down to the 3.0 plugs & sockets having two sets of connections – new and legacy – which make contact depending on whether it's an old or new device being plugged in. As a result, the USB 3.0 plugs will be longer (and the sockets deeper) than they currently are.



USB 3.0 PCI-E expansion card

And just when I thought this was the Bee's Knees, I read this on [www.crunchgear.com/tag/usb-30/](http://www.crunchgear.com/tag/usb-30/) Intel predicts Light Peak to replace USB 3.0. Intel pundit Kevin Kahn has predicted that Light Peak may overtake USB 3.0 before the latter really even gets started. The 10Gbps standard is poised to become the mainstream technology as soon as 2011, beating the technology it's intended to replace to the mainstream. While Light Peak is currently considered to work with USB 3.0, the blazing speed could serve to make it become the standard before the older technology has a chance to take off. Mr. Kahn stated that Light Peak will become available to PC manufacturers later this year, and will ship in early 2011.

Watch out for the welcome blue colour USB 3.0 connection on your next PC—Terry. ⤴



# Pacific Simulators Cockpit

By Terry McGee

Recently I was invited to spend a day in a privately owned fixed based B737-800 cockpit simulator in the UK. The cockpit is made by Pacific Simulators who are based in New Zealand. I have twice flown in this type of simulator in the 'Flight Experience' store in Sydney, Australia, which I last wrote about in the March 2010 issue.

My invitation was (of course) accepted and I flew to the UK on the 06.30 Aer Lingus flight from Dublin on a Friday morning. I was met by my host, Tom and driven to his home where started a day of Flight Sim bliss.

The Pacific Simulator Cockpit is a fully enclosed exact replica of the Boeing 737NG cockpit with the following features:

- Fixed base glass synthetic cockpit.
- Instructor console work station.
- Instructor Station uses a Windows(R) environment.
- Visual system features: 180 curved screen, DLP projectors, immersive edge-blending software.
- Smiths style Flight Management System (FMC), Boeing style Primary Flight Display (PFD), Navigation Display (ND) and Engine Display Units.
- Full functioning flight deck systems, including MCP, FMC/CDU, AFDS, GPWS.
- Upper Display Unit (Upper DU) displays include: N1 Indicators, EGT Indicators, Fuel Flow Indicators, Fuel Quantity Indicators, Fuel Alert Indicators and Crew Alert.
- Lower Display Unit (Lower DU) displays include: N2 Indicators, Fuel Flow Indicators, Oil Pressure Indicators, Oil Temperature Indicators, Oil Quantity Indicators and Engine Vibration Indicators.



- The visual system is capable of rendering: day, night, dawn and dusk visuals, selectable special effects, fog, haze, sun glare. Airport lighting detail includes taxiway markings, runway edge, runway centreline and taxiway lighting, runway heading indicators, touchdown zone, threshold markings, approach guidance lighting and approach lead-in lighting.
- The throttle console has the following features: Motorised Thrust Levers, Thrust Reverse Levers, Flap Lever with Go





Around Gates, Motorised Speed Brake Lever, TO/GA Switch, A/T Disconnect Switches, Moving Stabiliser Trim Wheels and Pointers, Fuel Control Switches and Park Brake. There are also two Jump Seats directly behind the Captain's and First Officer's seats.

It runs MS FS2004 on a Network of 6 PCs, which are housed in a Comms Cabinet (below), plus there's a separate sound system and the Glass Cockpit and Flight Systems are by Project Magenta.

What happens if there is a technical problem? Pacific Simulators log in remotely and do the necessary maintenance—this is done a night due to the time difference, so no down time. Once a year Pacific Simulators travel to every one of their Simulators worldwide and carry out a manual check and up date.

My first impression on seeing the cockpit from the outside was Wow, that's big—it's approx. 4m x 4m x 4m. When I entered the simulator it was already running and set up at London Heathrow and to say that I was impressed is an understatement.



I sat in the left seat with Tom in the right seat. We decided to do a circuit so I could get used to the feel of things. My own Overhead Panel is not working yet so I was delighted to do the engines startup on this one. Unlike my own, this Overhead has the real double pull/push switches. After startup, I taxied out to runway 27R using the Tiller Wheel to steer, which is much easier than using the rudder pedals. A quick Crosscheck that everything was set, throttles to 40% thrust, engines stable, takeoff thrust and down the runway we go. V1, Rotate, V2, this control yoke needs a lot more pressure than my own ACE Yoke. Positive Rate, Gear Up, Flaps 1, Flaps Up and we climb to 3000ft for the circuit. After a long downwind (due to us chatting away), we turn back for an ILS runway 27R.

The motorised Throttle Quadrant is a dream in that takes some pressure to move the levers, the Flap lever has a safety catch, the Trim Wheels dramatically spin, when Autothrottle is engaged, the thrust levels move, and the spoiler lever will automatically move to the Up position after touchdown.

The Rudder pedals are fantastic, their movement is really smooth thanks to the hydraulic dampening.

The Flight Control Yokes are dual linked—they both move with an input.

I did a manual landing on runway 27R, this is when I discovered that just a small input on the Yoke is all that was required to correct a heading or descent rate. I managed to just keep it on the runway and did a touch and go. My second landing was an Autoland as Tom wanted to show me how it handled it—wonderful!

After lunch we did a short flight in Norway from Oslo to Bergen—Norway has airports in fantastic locations. I was still hav-







**The Instructor Console**

ing problems in controlling the aircraft while manually flying the approach and flaring too early or too late on the landing. So, just to make it more difficult, we decided to try Kai Tak. We took off from Chek Lap Kok and flew over the city, following the curved approach lights and then a sharp 47° right turn to line up for a landing on runway 13. Tom didn't have the FlyTampa Kai Tak scenery, only scenery with no IGS, so I had to fly the approach manually following the curved approach lights to the Checkerboard and then the 47° right turn for the runway. This is where the 180° view comes into it's own, as you just glance out the right window to see the runway.—it really adds some reality to flying this cockpit. Needless to say that I had to abort the first three landing attempts and just about kept it on the runway on the forth attempt. I was not pleased with myself as I have done this on my own cockpit and landed twice on the Flight Experience cockpit in Sydney.

We could have spent many more hours enjoying ourselves and I could have spent more time getting used to this cockpit but unfortunately time had run out and I had to catch my flight home. Before I left I had a quick look at the around the inside of the Simulator (the parts you can't see from inside the cockpit). The quantity of PCB boards and cables is astounding.

I had a wonderful day on a fantastic simulator. My thanks to Tom for the invite and the experience of flying the next best thing to a real B737-800 Flight Simulator.

I checked out the Pacific Simulators website [www.pacificsimulators.com](http://www.pacificsimulators.com) and discovered that in addition to their Franchise, they now have Pre-Flown Simulators for private sale. ✈



# Aviation Gallery

A330 Wings loading for transport at Airbus plant at Harden Airport in Chester from Trevor O'Reilly





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[www.pcpilotsireland.com](http://www.pcpilotsireland.com)

**Product Reviews**

*The opinions expressed of products reviewed are the personal opinions of the reviewers.*

# Fly-In 2011

To Be Announced

10.00 am—5.00 pm

**Carlton Hotel, Swords Road  
(beside Dublin Airport)**

The colour PDF versions of the magazine are available on the 'Members Area' of our website



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