

# Skyways

Jan & Feb 07 Edition



[flyukva.com](http://flyukva.com)

# welcome to skyways



## in this edition...

Fly UK is one of the UK's leading Virtual Airlines (VA's). It is our goal to maintain a realistic VA operation whilst making sure our members are completely at home. Fly UK has an ever expanding number of pilots, and the number of Pilot reports filed a day ever grows. Now that winter is here, we expect this to be a busy time for Fly UK as more people are flying now its too cold to do other things, hence why we are taking the time now to update our fleet and some other systems, so that Fly UK pilots can make the most of this winter and carry on being as active as they are.

Since our last edition of *Skyways* in November 06, a lot has happened at Fly UK. There have been a number of changes involving the website and the systems in which Fly UK runs off. There has been staffing changes, and as some of you may be aware, flyuno.com has now joined onto Fly UK and has taken over the Fly2 low cost operations of Fly UK. The new *Highflyer Forum* is now operational, and brings the community within Fly UK even closer together.

We hope you enjoy this edition of *Skyways* and hope you all had a good Christmas and New Year.

Please visit [www.flyukva.com](http://www.flyukva.com) for further details and information about the content of *Skyways*.

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IFC 2006

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# fly uk ... at a glance



It all began in March 2004 when Thomsonfly Virtual closed. CEO (Daniel Ellis) and Vice CEO (Chris Sutcliffe) decided to go their separate ways and start up new virtual airlines.

As a result of the closure of Thomsonfly Virtual Fly Trans Global was set up by Daniel Ellis and Fly UK was set up by Chris Sutcliffe. Originally Fly UK wasn't going to be Fly UK. In fact it was going to be bmi virtual, however after some research, it was suggested that a VA based on the operations of a real world airline would involve much more hassle in terms of gaining the proper rights and licenses from the real world carrier. All in all, legal battles with real world airlines were something which we wanted to avoid, so it was decided that Fly UK would be started. However there were other names which could have been used as opposed to Fly UK, these were: Jet UK, UK1 Airlines, fly Jetset, Air Uk and Uk Fly.

Many people ask the question, "Why was Leeds chosen as the original main hub?" Well there are a number of reasons why it was chosen as the main base. It is debatable as to how valid these reasons are, but none the less it proved to be a successful choice on Chris's behalf. The reasons behind the choice were, firstly Leeds Bradford is Chris's local airport, and secondly it wasn't a very popular airport with online flying. Fly UK has helped to change that, as a number of our pilots now fly online out of Leeds Bradford Airport.



*A Fly UK 757-300 in the unique livery specified for that aircraft.*



*A Fly UK A320-200 in the first livery of the virtual airline.*

In April 2004, Fly UK officially commenced operations out of Leeds Bradford. The website then was on a free .tk site, and much of the advertising was done via the MSN gaming zone and on sites such as FS2004. Since the initial start up back in 2004, we have never looked back and we hope that Fly UK will continue to grow and be as prosperous as it is now, and we also hope Fly UK will remain a virtual airline that you will love.

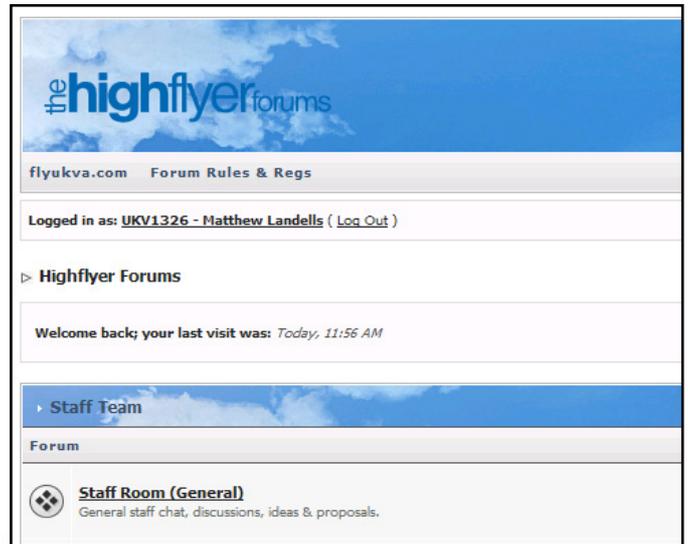


# ... flyuk - as you know it here to stay

## Fly UK Forums and Competitions

### Fly UK Forums

We have recently launched brand-new forums, and these allow pilots and staff alike to communicate and post items they wish to share within the close knit Fly UK community. This we feel, as a VA, brings us all closer together. As you know, here at Fly UK we work from the ever growing community of like minded flight simmers who want to take their Flight Sim experiences to the next level. We welcome all pilots of any background to come and join us on our new forums. We also run a monthly screenshot competition which is open to any Fly UK member, in which Fly UK members post their screenshots based on a certain theme, and then after the closing date, there is a vote on the winner - the lucky winner of this competition is awarded with a prize, organised by the Human Resources department.



The main reason why we have introduced the new forums for Fly UK, is because of the recent combination of operations with Europe's premier VA, FlyUno. This new partnership means that FlyUno will now run Fly2 operations as well as their own schedule. But the merger created a need for a new forum. The new *Highflyer Club* is just what was needed in order to bring the two communities of members together as one. Along with this, Ricchio International are also part of the new forums. They partnered with FlyUno before the merger and are now undergoing an overhaul, and should be in operation again later this year. So it has turned out a move for the best, and we hope that the Fly UK community can keep on growing this year as it has done last year.



November - December Winner  
Paul Shellien - UKV1288

Sign up  
now !





## staff profile | adam hillier

**Name:** Adam Hillier

**Age:** 17

**Location:** Lancaster, Lancashire

**Staff Role:** Marketing

**Fly UK Staff Status:** Senior Manager

**Email:** adam.hillier@flyukva.com

**Favourite real world aircraft:** Boeing 757-200

**Favourite flight-aircraft:** Boeing 727-200

My Flight Sim career has its fair share of ups and downs. I have been at a couple of virtual airlines, namely West Express Airways, now discontinued, I have also flown for Air Lambert who are also sadly discontinued.

After I left Fly Lambert, I went without a VA for a number of months and when I found Fly UK I thought, "this is the VA for me," and so I signed up. Moving to Fly UK was the best move I have made in a long time. Its not only the way it is run, it is the people, the community which surrounds the VA too. At the moment I currently have around 310 hours with Fly UK and I have enjoyed every minute of achieving them; with the Fly UK fleet you never get bored, due do the immense choice that pilots are offered in terms of aircraft and in terms of routes.

While I have been at Fly UK, I have met up with a few of the members, and it was a really enjoyable experience. Especially when you see them for the first time, finally getting to put a voice from our ever thriving team speak server to an actual face. For me Fly UK offers one of the best VA experiences if not the best experience of any VA, I have ever come across. Find out for yourself first hand what it is like to be part of Fly UK and sign up today on the website.

**Nearest International Airport:** Manchester Airport (EGCC)

**Nearest RAF Base:** RAF Woodvale

**Occupation:** Student 6th Form

**Hobbies/Interests:** Obviously aviation and also driving, shooting, music, socialising.

As you can see I am a very happy 'chappy', I am part of the RAF cadet force (CCF) at my schools contingent, I have done a gliding scholarship where I received my silver wings after having gone solo in the vigilant t.mk 1, it was the best feeling ever. Other than that, I am at Lancaster Royal Grammar School, where I am doing my A Levels and I am currently studying, English, Business, ICT and Economics and the ever fulfilling (not) General Studies. After A levels I am hoping to go to Uni and get a degree then if everything goes well, most likely into the Air Force as an officer and if not then I will be wanting to find some sort of career in aviation, as it is what I have always wanted to do in life. Anyway thanks for taking the time to read this and I hope to see you around at Fly UK.



[adam.hillier@flyukva.com](mailto:adam.hillier@flyukva.com)

# aircraft profile

## A320-200



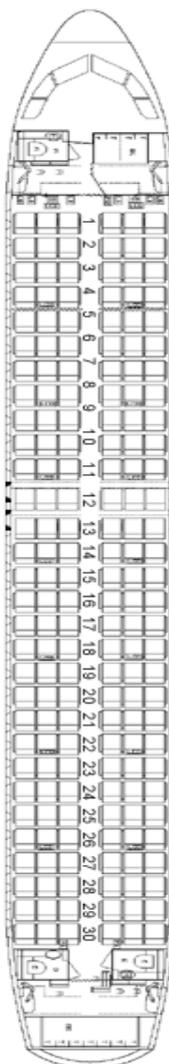
**AIRBUS**

### **Airbus A320**

Overall Length - 37.57m  
Height - 11.76m  
Diameter - 3.95m  
Wingspan - 34.10m  
Wheelbase - 12.64m

Engines - 2x CFM56 or IAE V2500  
Thrust Range - 111 to 120 kN  
Passengers - 150 (typical)  
Range - 2,600nm (MTOW)  
Cruise Speed - 0.82mach

MTOW - 77 tonnes  
MLW - 66 tonnes  
Fuel Capacity - 23,860 litres



The A320 could be described as Airbus's most successful airliner. The project began back in 1982 when the initial design was put forward. The first flight took place on 22nd Feb 1987. There are a number of variants to the A320. These including the A318, A319 and the A321. All of these have the same cabin layout and can be powered by the same engines.

The A320 was also the first plane to be flown purely by fly by wire, this means that the control inputs are done by electronic messages now instead of old creaky control wires, which linked to motors which in turn moved. The A320 was a revolutionary design and many of its features can now be seen in some modern day airliners and corporate jets. The A320 also has a great safety record, and the plane has a computer system which keeps the plane within its envelope of safety, therefore the plane can't exceed its limits.

*Regional, Charter and Scheduled operations from almost all of our hubs.*

Payware Model PSS A320  
<http://www.phoenix-simulation.co.uk>

Freeware Model iFDG A320  
<http://www.ifdg.net/>

Minimum Rank to fly the A320, Fly UK & FlyUno  
Class C First Officer



**fly uk**  
virtual airways



destination of the month - lisbon portela



next month  
at Fly UK

*Skiing or flying?  
We'll do both in  
Innsbruck,  
Austria!*



Portela Airport in Lisbon is the busiest in Portugal. Both passengers and cargo levels are increasing rapidly and this heavy usage has necessitated an expansion in capacity. Eventually, a totally new airport needs to be built in order to avoid unacceptable levels of congestion. Portela Airport is owned by ANA Aeroportos de Portugal, which is a wholly state-owned authority.

The airport is the main international gateway to Portugal and a major European hub. It is one of the largest airports in Southern Europe. The airport has two main runways, capable of accommodating large-size aircraft such as the Boeing 747. In 2002, the airport handled nearly 10 million passengers and 81,027 tonnes of cargo. Airlines TAP Portugal and Portugalia use it as their main base. The airport is run by State-owned company Aeroportos de Portugal.

The airport was opened on October 15, 1942, with four 1,000 m runways. It quickly expanded, with extended runways and a new terminal. It also expanded its parking facilities to allow more aircraft movements (110,437 in 2002).

Lisbon photographic scenery and Portela Airport freeware links available in this issue!

By Emiliano Polito (UKV1345)



A cornerstone of Lisbon's economic development and the entire Lisbon region is Lisbon Airport. Located just 7 km from Lisbon's city centre, the airport is well-served by public transportation.



The airport was opened on October 15, 1942, with four 1,000 m runways. It quickly expanded, with extended runways and a new terminal. It also expanded its parking facilities to allow more aircraft movements (110,437 in 2002).

The airport is now completely surrounded by urban development, being one of the few airports in Europe located inside a major city. This has led to a national debate on whether to keep the present location or to build a new airport. As of 2006, Ota, 50 km North of Lisbon, has been chosen as the site for a new airport.

### AIRPORT EXPANSION

To meet the anticipated increase in traffic, ABB Airport Systems was contracted to install a new flight information and gate and position allocation system. A consortium of HCI-Construcoes, Alves Ribeiro, Sotecnica, Edifer and Zagope won the contracts to build supporting infrastructures for car hire in Lisbon.

As a result of these vast expansion measures, the airport had an impressive capacity of 14 million passengers per year by 2005.

Portela Airport is now being expanded with an investment of €318 million in the years to 2009. Portela is also due to be connected to the Lisbon Metro system by 2010, part of a €1.4 billion investment programme that will expand the existing underground railway network from 35.6km to 59.7km and increase the number of stations from 48 to 80.

Vítor Constâncio, governor of the Bank of Portugal, has emphasised that Private Finance Initiatives (PFI) and Public-Private Partnerships (PPP) would be needed to fund these projects, given that the flow of EU funds to Portugal is diminishing and that public spending had to be restrained to comply with the EU's growth and stability pact.

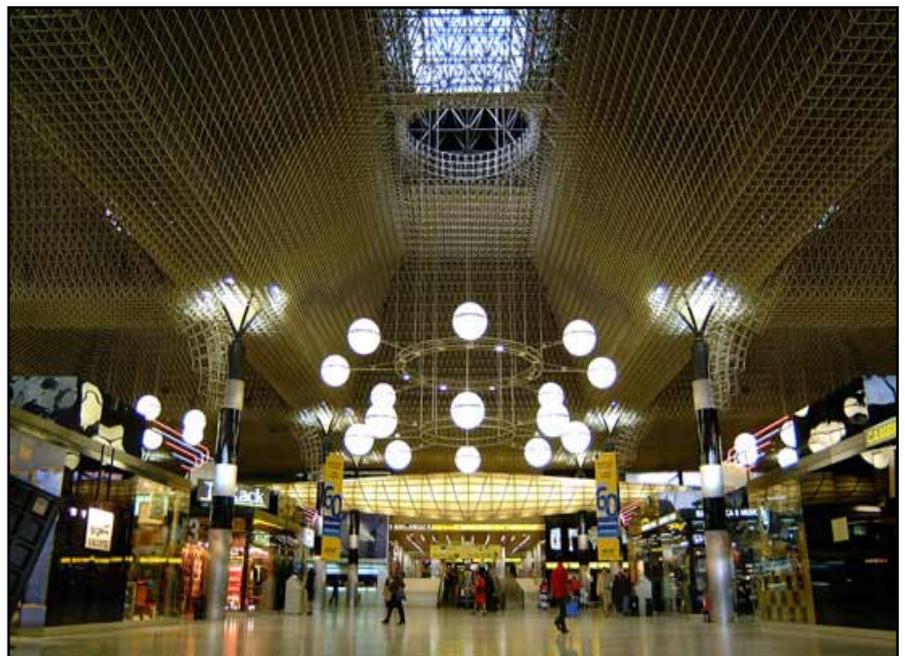
The national airport authority, ANA Aeroportos de Portugal, has announced that Lisbon's international airport at Portela will have 50% more capacity once proposed work has been concluded. According to a programme set out by ANA, work commenced in 2005 and will be completed by 2008.

In addition, authorities argued that even if work on the new Ota airport (50km north of Lisbon) were to start now, it would not be ready until 2014, making the enlargement and improvement of Portela all the more necessary.

### CAPACITY ENHANCEMENTS

In 2001 ANA Aeroportos de Portugal collaborated with the EU body EUROCONTROL to undertake a study of Portela's capacity and how it could be enhanced for the future. The results of this study showed that the airport had overly complex ground circulation, two crossing runways (one with operational restrictions), no parallel taxiway running the full length of the runways, high runway occupancy and unsuitable runway exits.

In light of these problems it was decided that with proper handling the airport's capacity for aircraft movements could be enhanced by up to 30%. Two rapid exit taxiways were constructed and finished in 2004 to enhance arrivals capacity, followed by a pilot awareness campaign to shorten runway occupancy time.



To increase departure capacity a new runway crossing was constructed and better use made of the whole area of the two runways. In addition, a new taxiway and apron area was constructed in 2004 to increase the ease of ground movements of aircraft. There were also plans to increase airspace capacity above the airport by reducing military reserved airspace, which would allow more efficient stacking at busy times.

All these improvements led to an increase in the number of aircraft movements from 30 per hour to 40 per hour during 2004-05.

## ATC SYSTEM

The airport will also benefit from a new air traffic control system supplied by SITA. The contracts cover the Automatic Terminal Information Service (ATIS), which informs pilots of airport conditions, and departure clearance, which provides details of assigned departure routes and radio frequencies to outbound flights.

Messages from air traffic controllers will be displayed automatically on a screen in the cockpit, eliminating the need for pilots to listen in on voice frequencies and write down information during critical phases of flight. The service uses SITA's global VHF and satellite AIRCOM networks for message delivery and depends upon avionics systems installed on the aircraft.

This system is part of EUROCONTROL's 'ATM Strategy for 2000+', a plan to develop European air traffic control systems into a seamless whole by 2015 or 2020. The strategy points to the use of a standardised high-volume data link to carry information between aircraft, airlines, air traffic controllers and others. Greater air traffic control efficiency should help the airport cope with the existing high levels of traffic.



### Portela Airport Data Runways 2

| Direc-<br>tion | Length |       | Surface | ILS Frequency |
|----------------|--------|-------|---------|---------------|
|                | ft     | m     |         |               |
| <b>03/21</b>   | 12,484 | 3,805 | Asphalt | 109.50        |
| <b>17/35</b>   | 7,874  | 2,400 | Asphalt | VSI           |

Runway Elevation : 374 ft  
 Longitude : 9° 8' 0" W  
 Latitude : 38° 46' 27" N  
 World Area Code : 351  
 GMT Offset : +0.0

### Terminals and check-in

The airport is relatively small and has only one terminal, which services all domestic and international routes.

### Useful Links

<http://library.avsim.net/eseach.php?DLID=85305&CatID=fs2004scen> direct link to stunning 50 megs freeware photographic scenery for Lisbon city area and Portela Airport. A must for all pilots flying in Portugal.



fly u k virtual airways





First of all, on behalf of the Web and Systems Department, May I wish you all a very prosperous new year for 2007.

## Reflection for 2006

Many new features were added during 2006 with many more planned for the future. Our philosophy here at Fly UK is to always provide you with the best systems and design to enable you as a pilot or potential pilot to get the most from your hobby. Many of the projects completed during 2006 help make this possible. With many other projects laying the foundations for future plans here at Fly UK.



## 2007 - What the future holds!

2007 promises to be a very intense and eventful year for the web team here at Fly UK with many projects and plans selected for development this coming year.

One of the elements that has been missing from Fly UK has been flight recording software and although we have the ability to file flights via FS Passengers, (we do offer members a discount on this superb software) it has always been our goal to offer our members a quality piece of software enabling PIREP submission to be both swift and accurate allowing you more time to fly. This will be Fly UK's number one project for 2007 but will involve learning many new skills and a completely new programming language this is indeed a challenge we look forward to. Realism has been spoken about and many polls have been run to ascertain what you, the most important part of the virtual community would like to see incorporated here at Fly UK.

## Major projects completed last year

### Careers Portal...

This was designed to help potential pilots assess if Fly UK was the right choice for them, as we know only too well there is nothing more daunting than joining a new community and also nothing more

rewarding than finding a community that you feel part of so far according to pilot numbers this appears to be a successful addition to the systems here at Fly UK.

### Training Academy...

2006 saw the development and release of Fly UK's Interactive Training Academy system that enables pilots to select from a choice of training courses on offer from our dedicated and experienced pilot and training development team. This offers pilots a fast and efficient means of booking training sessions and enhancing and developing their hobby to its full potential. Although in its infancy this system has proved very successful to date. The team involved in our Pilot and training development team are not only very experienced, friendly and approachable but are striving to increase the standard of virtual pilots participating in our hobby. I am sure that almost all pilots who have had dealings with our Training team will say that they have only benefited from these sessions.

### Pilot Representative System...

Here at Fly UK we don't just say we value you as a member we actually mean it. Our pilot rep system was created to not only help pilots but to reward those pilots whose consistent commitment has not gone unnoticed. Basically it has been created in order to give members a friend and is to be thought more of a friendship scheme, where a set number of pilots have one representative or a point of communication who will voice their opinions through regular

meetings with senior management team members. Pilot reps will help members with any minor problems that may occur when navigating about our vast website and systems string. Pilot reps are active and already well established members of our community here at Fly UK and there to fly with, speak with and to enjoy their hobby alongside other members for the duration of their and perhaps even beyond the representatives time here at Fly UK.



# fly uk staff team



At Fly UK we take our VA very seriously. In order to run a VA such as Fly UK, there is an ever growing need, for an ever growing staff team. The staff team, collectively are a highly motivated and professional group of people, who take the operations and happenings of Fly UK both personally and earnestly. Since the last edition of Skyways there have been a number of changes within the staff team, which we feel people should know about. We believe that us, as a staff team getting to know the pilots is an important matter, also believe that the pilots and other members should also be able to get to know the staff members, and also to know what it is that they do within Fly UK.

## changes within the team...

Since FlyUno joined Fly UK, there has been a significant increase in the number of staff at Fly UK. We would like to welcome onboard the following staff members, and wish them an enjoyable stay at Fly UK.

## welcome to the following members...

UKV1377 - Jon Chambers, FlyUno CEO.

UKV1389 - Sam Eaton, FlyUno MD.

UKV1471 - Andrew Parish, FlyUno staff.

UKV1180 - Conrad Oldcorn, Events at Fly UK

## staffing changes...

Tim Chambers is now back from leave, and ready to resume his position of Vice CEO.

After creating an amazing corporate video for us, Emiliano Polito, sadly left the Marketing Department, but still continues on as a Fly UK pilot. Adam Hillier has now taken over as Senior Manager.

Finally, David Whitson from Events has now moved over to aid the operations department and Conrad Oldcorn has taken on David's previous responsibilities within the Events Department.

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| Chris Sutcliffe<br>CEO              | Tim Chambers<br>Vice CEO            |
| <b><u>Human Resources</u></b>       | <b><u>Fleet</u></b>                 |
| Brandon Longworth<br>Senior Manager | Ian Cumming<br>Senior Manager       |
| Allan Hook                          | Andy Medley                         |
| <b><u>Fixed Wing Operations</u></b> | <b><u>Training Academy</u></b>      |
| Tom Thake<br>Senior Manager         | Derek Butterworth<br>Senior Manager |
| Carl Richards                       | Ryan Harris                         |
| David Whitson                       | George Shepherd                     |
| Elliot Wood                         | William Dewing                      |
| <b><u>Marketing</u></b>             | <b><u>Events</u></b>                |
| Adam Hillier<br>Senior Manager      | Luke Bowes<br>Senior Manager        |
| Matt Landells                       | Conrad Oldcorn                      |
| <b><u>Web &amp; Systems</u></b>     | <b><u>Chopper Division</u></b>      |
| Lee Appleby<br>Senior Manager       | Doug Barr<br>Senior Manager         |
| Chris Sutcliffe                     | Jason Spinks                        |
| <b><u>FlyUno</u></b>                | Jorrit Ripke                        |
| Jon Chambers<br>CEO                 | Mark Rigby                          |
| Sam Eaton                           |                                     |
| Andrew Parish                       |                                     |



flyukva.com

## Fleet Update

Hello, from the hangers.

Well the time of year has come around again & the wise gurus at Microsoft have done it to us again. Flight Simulator X is out and it is already causing problems. Fly UK & FlyUno are dedicated to bringing you the very best in the Flight Sim world. So we would like to share with you what we know and what we are doing about it.

As all our fleet aircraft are for Flight Sim 9 there will be problems with getting our aircraft working in FSX. Both Andy & myself are currently working on getting our aircraft to work in FSX. As of December 2006 we have started to update the fleet starting with the Class E aircraft which are now complete and on the site to download. The remaining aircraft are being updated as the software becomes available to us. I will be updating the FS9 aircraft & Andy is working on the FSX aircraft.

There will be several upgrades to the FS9 Fleet including new models for the Boeing 777 & Airbus A340. It has been a bit of a slow start to the year with one thing or another going on but now that we are back after the festive period we can knuckle down and get things back on track.

There will also be a new look to the fleet pages on the main site including some rather good looking images. Plus info on the individual aircraft. We look forward to a happy and productive new year at Fly UK and we will be looking into releasing some new and rather exciting aircraft into the fleet.



*Around the world in 80 days...In classic aircraft.*

There are a number of other ongoing projects within the fleet department. As well as the current fleet update, which has already seen the re-painting, packaging and uploading of new models of certain aircraft within classes E to C, with the rest to follow shortly, there have also been other projects. One of these is the around the world in 80 days in classic aircraft tour. This was chosen as a project which should be worked on after the new year, and the time is drawing nearer to when we decide on the destinations. Without the fleet department, their work and commitments, Fly UK would stop dead in its tracks. They have now painted the aircraft which will be used for this tour, and I have to say I can't wait to see them, above is a shot of the Boeing Stratocruiser

All the very best from the Fleet department,  
Ian & Andy



# fly uk va.com

## Helicopter Operations

At Fly UK we want to offer members at much choice as possible when they join our VA. To do this we need a variety of aircraft and also a variety of routes. To give members even more choice, we operate a Helicopter division. The section is run by Douglass Barr, and without all his hard work and dedication, the Chopper Division would cease to exist.

However in order to join the Chopper Division, you must first take and pass a chopper check ride, this will be carried out by Doug himself or by Hornet, another Chopper Division manager. The Division has a large variety of different machines, all capable of different tasks. The Chopper although part of Fly UK doesn't run in the same manner, instead of there only being set routes to fly, there are a number of scenarios varying from oil rig passenger runs, to crop spraying. There is also a search and rescue operation within the Chopper Division also.



To go along with the Chopper Division, we have some scenery which adds certain landmarks around Glasgow. We have the Fly UK HQ and several other heliports used for the search and rescue operations.



*A Fly UK EC135 at Fort William*



For more information about the Chopper Division including, how to join and how to apply for training, please visit our homepage at:

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

**See you in the skies!**

**Like what you see?  
Join today!**



**fly uk** virtual airways is one of the UK's leading virtual airlines with bases throughout the United Kingdom. With a varied fleet of aircraft, which travel to over 300 destinations worldwide, we operate a number of services including scheduled, charter, regional, cargo, low cost and helicopter operations. We also have a variety of tour flights in which pilots can operate to experience a new dimension of virtual flying.

## What is a virtual airline?

A virtual airline (VA) is an online organisation of Flight Sim enthusiasts flying together in one community, under one name. The idea is to make your Flight Sim experience more realistic and enjoyable. A virtual airline aims to mirror the operations of a real airline.

Being part of a VA adds a **new dimension** and **purpose** to flying in Flight Sim...

## Why fly with a virtual airline?

When you are flying in Flight Sim, being part of a virtual airline gives you the realistic feeling that you are operating that flight, in a Fly UK aircraft for a reason. You are operating a flight from an airlines timetable rather than just flying the flight because you feel like it, hence increasing the realism of your virtual flying experience.

Whether you're new to flying in a VA or you're an existing Flight Simmer, at Fly UK Virtual Airways we have a lot to offer that will suit your individual needs.

Some of the reasons why we are one of the UK's leading virtual airlines...

- 24/7 TeamSpeak, FS Host & IB NET servers
- Web site message centre
- Community forums
- Real world events
- Exclusive discount offers
- Classified directory
- one2one online training
- Awards scheme

Here at Fly UK, you can choose to fly your flights online or offline, however online flying brings a whole new level of realism to your Flight Sim experience. At Fly UK, you can fly with us on the large worldwide IVAO network which offers 24/7 ATC services using their superbly developed pilot client software in conjunction with TeamSpeak. Fly UK are also affiliated with the renowned virtual flying network known as VATSIM where professional ATC and a fantastic online flying experience is guaranteed.



To find out more information, why not visit our web site or get in contact with us via

[general.enquiries@flyukva.com](mailto:general.enquiries@flyukva.com)

“ You hold the imagination...  
we hold the key! ”



[flyukva.com](http://flyukva.com)



...why fly with Fly UK ?

IVAO active, **VATSIM active**, large fleet, **active community**, competitions, **training**, 24/7 TeamSpeak, **live support**, pilot reps, **vPAX**, rank scheme, **awards**, fsp, **pilot-reps**, low cost ops, **chopper ops**, cargo ops, **scheduled ops**, charter ops, **regional ops**, tours, **IBNet player**, pilot status images, **weekly events**, message centre, **detailed crew pages**, reviews and offers, **plus more!**



# Human Resources

## development, recruitment, selection

This department is managed by Senior Manager, Brandon Longworth and Manager, Allan Hook.

The department has a wide ranging set of tasks, from making sure that the pilot roster and community forums are running well, to solving any problems that individual pilots may have with any system or function of Fly UK as a VA.



The linking of Fly UK with FlyUno has meant that we are expanding rapidly. This has seen an introduction of the Pilot Representative scheme. These are a group of hand picked people who have been detailed to look after a number of pilots. Every pilot at Fly UK will have a Pilot Representative. As you probably remember when you first joined there is an awful lot to get to grips with, for instance something simple like filling out a PIREP can be difficult to a new pilot. So the primary aim of the Pilot Reps is to make sure that any pilot who joins Fly UK receives personal support from an experienced pilot and any problems or queries can be dealt with quickly. They will also be able to help the new (and sometimes not so new) pilot get connected to IVAO, TeamSpeak or to our private online sever. The Pilot Reps will also be able to point them towards the excellent training departments that we have at Fly UK and, in order to make sure they get the most out of the forums, show them how to pin photos or signatures and encourage them how to get active. There is a very good career structure at Fly UK and the department has to ensure it runs smoothly, making sure that the pilots receive their awards as they progress up the career ladder. This is just some of the things that Human Resources are involved with and there are several other departments working to keep things running smoothly. All we ask you to do is keep flying!

*Pilot Representatives at Fly UK Virtual Airways are as follows:*

| Pilot ID | Name              | Representing      |
|----------|-------------------|-------------------|
| UKV1154  | Steve Miles       | UKV1121 - UKV1140 |
| UKV1316  | Adam Bacon        | UKV1141 - UKV1160 |
| UKV1317  | Jake Cresswell    | UKV1161 - UKV1180 |
| UKV1213  | Henry J. Hill     | UKV1181 - UKV1200 |
| UKV1444  | Pat Scully        | UKV1201 - UKV1220 |
| UKV1463  | Mark Lory         | UKV1221 - UKV1240 |
| UKV1503  | Martin Potter     | UKV1241 - UKV1260 |
| UKV1270  | William Dewing    | UKV1261 - UKV1280 |
| UKV1466  | David Whitson     | UKV1281 - UKV1300 |
| UKV1155  | Allan Hook        | UKV1301 - UKV1320 |
| UKV1326  | Matthew Landells  | UKV1321 - UKV1340 |
| UKV1302  | Adam Hillier      | UKV1341 - UKV1360 |
| UKV1227  | Tom Thake         | UKV1361 - UKV1380 |
| UKV1237  | Andy Medley       | UKV1381 - UKV1400 |
| UKV1130  | George Shepherd   | UKV1401 - UKV1420 |
| UKV1345  | Emiliano Polito   | UKV1421 - UKV1440 |
| UKV1197  | Derek Butterworth | UKV1441 - UKV1460 |
| UKV1151  | Brandon Longworth | UKV1461 - UKV1480 |
| UKV1217  | Douglas Barr      | UKV1481 - UKV1500 |
| UKV1128  | Luke Bowes        | UKV1501 - UKV1520 |
| UKV1126  | Ian Cumming       | UKV1521 - UKV1540 |
| UKV1269  | Tim Chambers      | UKV1541 - UKV1560 |
| UKV1121  | Chris Sutcliffe   | UKV1561 - UKV1580 |

If you have any queries or require further information about Human Resources, then message either Brandon or Allan at:

[brandon.longworth@flyukva.com](mailto:brandon.longworth@flyukva.com)  
[allan.hook@flyukva.com](mailto:allan.hook@flyukva.com)



# Operations at Fly UK

Your operations managers are:

- Carl Richards - UKV1161 - [carl.richards@flyukva.com](mailto:carl.richards@flyukva.com) (ON LEAVE)
- Tom Thake - UKV1277 - [tom.thake@flyukva.com](mailto:tom.thake@flyukva.com)
- Elliot Wood - UKV1353 - [elliott.wood@flyukva.com](mailto:elliott.wood@flyukva.com)
- David Whitson - UKV1535 - [david.whitson@flyukva.com](mailto:david.whitson@flyukva.com)

Over the last couple of months the operations staff has been very busy improving the routes which our pilots fly.

In November we launched our Charter flights winter schedule. The new charter routes utilise the Boeing 737, 757, 767 and Airbus A320 aircraft. These routes will take you to popular winter holiday destinations all over Europe and beyond. They will remain active until May 2007 when we will switch to our new summer timetable.



Also in November we launched our brand new Cargo timetable which utilises the Boeing 727, 747 and MD-11 aircraft. This new Cargo scheme moved our cargo operations from our old base at London Gatwick Airport to our new base at Nottingham East Midlands airport. The new scheme also saw the old tour style way of operating flights removed and changed to a normal timetable like the rest of the fixed wing routes. This means that pilots are now able to choose any flight on our Cargo timetable to fly and fly it when they want.

In December we made the decision to remove three of our aircraft from service. We said goodbye to the Dornier 328 (Class E), Beechcraft 1900D (Class E) and the BAE-146 (Class D). This left us with only the ATR 72 in Class E, so we re-introduced the Dash-8 which Fly UK used in its early days.

The operations managers are currently looking at setting up some new codeshares with other Virtual Airlines. We are currently in negotiations with an American based airline and in the process of working out routes. These new codeshares will give our pilots the chance to explore other areas of the globe - such as more of the US and Canada - than our current timetable allows. It will also give them a chance to fly some new aircraft such as the CRJ-200. We would like to thank the members of our forums who suggested destinations for the American based codeshare. Most of the destinations suggested have been used in selecting routes for our pilots. Our new route scheme has been operational since May 2006 and currently we are looking at making a few changes. Over the next few months we will be removing some of the less popular routes and replacing them with some brand new routes and very interesting and unique destinations. Some of our other destinations will also be changed so that pilots who have flown quite a lot of the routes always have something fresh to fly. We hope that you continue to enjoy flying our routes as you have been. If you have any comments or suggestions for our routes then feel free to get in touch with a member of the operations team. We love hearing your ideas and using them in creating routes.



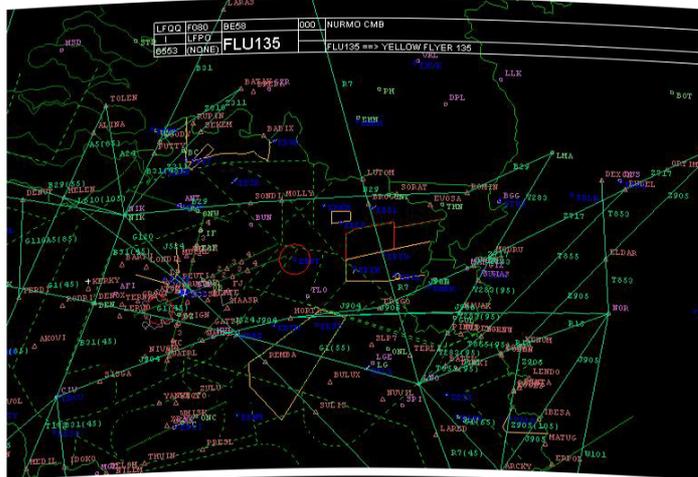
**Like what you see?  
Join today!**

## Events and Online flying

This year has brought with it many changes in the events department. We have seen new staff members, and earlier this winter we formed an agreement to have the VATSIM network as well as IVAO for our pilots. Recent events have been very popular, including the VFR events and the advanced flight series, and many pilots have turned up to these events. If you have not yet taken up online flying, then get in touch with the training department and we'll get you started.

## ATC Training

Air Traffic Control is an important part of online flying, and we are pleased to announce that come next year, we will be offering ATC sessions on our own server, both for new pilots or ATC who wish to build up to going on the IVAO/VATSIM network. These sessions will be great fun and a great introduction to the world of online flying



## Fly UK Christmas Flight

The most recent Fly UK event has been the Christmas flight from EGSS (London Stansted) to EFRO, Lapland. Many pilots attended, and we had some excellent air traffic control both at EGSS and EFRO, with a CTR enroute as well. Here are some screenshots from that flight



**'ATC sessions coming soon to Fly UK virtual airways'**



## VFR Flight Series

The VFR Flight events have been very popular at Fly UK, as it gives our pilots the opportunity to fly a much smaller aircraft, under Visual Flight Rules. The latest VFR event, along England's south coast, had a large turnout and many people flew the whole event, even after some ATC delays at Manston.

## Fly UK Endurance Event

This event was a first for us and many of our pilots as we are normally a short-haul operator; this long-haul flight was unusual. We flew the event on IVAO, using as many real world procedures as possible and using North Atlantic Tracks in our routing across the Atlantic. The event was flown in the Boeing 747-400F, from East Midlands to New York, and we hope to have similar events in future.



# fly uk

## Training Academy

Let's plan and carry out our first flight for Fly UK...

You are a class E Pilot, so let us see what routes we can fly. The Dash 8 is a Class E aircraft. If you go to *Operations* and then the first option, *Choose A Flight* and scroll down to look at the *Multi Flight Search Box*, you can search on Select by Aircraft, select the Dash 8 and then click on Go

**Multi Flight Search - search by criteria below**

Select your search method & enter criteria below:

Search by Flight Number: FL

Search by ICAO Code: ICAO

Search by Airport Name:

Search by Aircraft: DHC-8-400 Dash 8

Search by Departure Time: 00:00:00

Search by Arrival Time: 00:00:00

This now shows us our routes available, let's choose FL610B Isle of Man (EGNS) to Leeds/Bradford (EGNM). This is due for departure at 1830, so if you want to fly it real time you can, but you can fly all our timetables at a time that suits you. Clicking on the flight number FL610B takes you to the *Flight Manifest Page*. This shows the passengers, cargo weight and fuel required on today's flight. Next is your departure point and time, please note Zulu time is GMT and so in summer this is 1 hour behind our local time in the UK. The weather report is next and this is called a METAR, this is the one I have for today.

EGNS 280750Z 12009KT 4000 - RADZ SCT004 OVC007 08/08 Q1021 NOSIG

The first four letters tell us the airport, then the day, then the time of report in Zulu time. Next is the wind direction and speed, I have a wind from 120 degrees at 9 knots, as I want to take off into wind, so we use this information to select my runway at EGNS using Runway 08 will give me the closest to this with a 40 degree cross wind..

Next in the METAR is the horizontal visibility, this morning this is 4000 metres. Present weather is next - RADZ, which stands for light rain/drizzle.

Here is a small table showing you what abbreviations come under what types of weather in a METAR (See next column)

| <u>Light</u> | <u>Moderate</u> | <u>Heavy</u>    |
|--------------|-----------------|-----------------|
| BC Patches   | DZ Drizzle      | BR Mist         |
| BL Blowing   | GR Hail         | DU Dust         |
| DR Drifting  | GS Small Hail   | FG Fog          |
| FZ Freezing  | IC Ice Crystals | FU Smoke        |
| MI Shallow   | PL Ice Pellets  | HZ Haze         |
| PR Partial   | RA Rain         | SA Sand         |
| SH Showers   | SN Snow         | VA Volcanic Ash |

Next is the cloud cover SCT004 OVC007 followed by the height. So in this case, Scattered clouds at 400ft and Overcast at 700ft.

The definitions for the three or five letter abbreviations can be found below:

| <u>Abbreviation</u> | <u>Definition</u> | <u>Sky Cover</u> |
|---------------------|-------------------|------------------|
| CAVOK               | Clear Blue Sky    | Zero Clouds      |
| FEW                 | Few Clouds        | Upto 2/8         |
| SCT                 | Scattered Clouds  | Upto 4/8         |
| BKN                 | Broken Clouds     | Upto 7/8         |
| OVC                 | Overcast          | Zero Blue Sky    |

Next in the report is the air temp/dewpoint, the closer these numbers are together the more chance of FOG. Today we have 08/08 so no sight seeing on this departure. To calibrate your altimeter, we set to the local QNH which here is 1021mb, once we are above transitional altitude for this airport (TA = 3000ft) we reset this calibration to 1013mb known as standard pressure. The TA is shown on charts for each airport. The last bit of the Metar reports the weather trends.

- BECMG - Becoming.
- TEMPO - Temporary, less than 1 hour.
- NOSIG - No significant change.

With you now having done the prep you are set to start your flight, record your fuel and start time as you will need these for your PIREP. When you have shut down at Leeds record the time and fuel again. I hope your flight goes well, and hope to see you at Fly UK soon!

I was quite interested in reviewing the Embraer, not only because of publicity but I like the type in the real world and was interested to see how feelthere had done to bring this aircraft to Flight Sim. After a simple installation and setup I began to read the documentation. It was very detailed and informative. There were thirteen manuals with titles like FMS and Fuel System. Not as detailed as the PMDG 737 for example but certainly enough for an evening's read. I loaded up Flight Sim and started a quick flight from Leeds. As soon as the aircraft was loaded an annoying beeping sound started. I tried to figure out the problem and

according to the system I needed to set the takeoff config. After re-reading the necessary files it was a joy to turn off the beeping and release the gust lock on the throttles. Start-up is similar to any flight with an automated engine start and an FMS.



This is where I was most disappointed with the 145. The latest AIRAC database is available and was installed with no problems and all waypoints entered into the FMS were recognised, but no SIDS and STARS were available for a majority of airports. Obviously, an online IVAO flyer needs to be able to fly these, and with FSNav not compatible the FMS is the only option unless flown manual with charts. FSNav as mentioned is not compatible, except if you export it to FS2004 flight plan and then load the flight plan into the FMS. This was the solution for me and a wasted evening sorting the problem out. I created the flight plan, including the SID and STAR waypoints, in FSNav and exported them as a FS2004 flight plan and loaded it in the Embraer FMS. Apart from this, the FMS is quite simple and much more basic and easily understood, but does not include all the functions of other FMC I know of, such as the PMDG or Level-D.



# Sim Reviews

## Feelthere ERJ145



By Charlie Baker - UKV1504

The frame rate hit was small but still visible and the textures are excellent quality. There are plenty of good quality moving parts and a virtual cockpit. This is a very good plus point for the Embraer is the VC. It is very polished and quite operational, meaning most flying can be done from this view if necessary, however the frame rate impact was large. Taxiing was realistic and brakes effective, the Embraer has a very small turning circle. Take off was easy and simple, but make sure you have your TO trim set otherwise the beeping starts again. Vr was about 120knots fully loaded, which seemed quite accurate and the flying begun. The characteristics of a small commuter jet were apparent, with easy manoeuvring and responsive controls. Autopilot operated as expected and flew the route waypoint to waypoint, unable to fly along flight paths due to the export. The panels are detailed and realistic, and fully operational. Sounds are excellent and very sweet on take off with a lovely whine.



As the alps came into view we began our descent into Geneva. The cruise speed was about mach .78 and the flight from Gatwick took about an hour and a half. The aircraft slowed very effectively and descend nicely into a quite demanding approach. The ILS glideslope activated and intercept was accurate and almost perfect. I didn't use the autoland feature and flew manual, but I'm sure the autopilot would do a good job. The 145 has an odd centre of gravity compared to conventional aircraft due to the engines at the rear so the flair and touch down was different and made for an 'interesting' touchdown. The reverse kicks in with nice moving parts on the

engines and spoilers up. When we arrived at the gate, shut down is simple and the front door opened to let the virtual passengers out. Overall it's a very nice aircraft to fly and operate, despite awkward procedures and some FMS compatibility issues. Outside the flight simulator, an excellent fuel planner is available for download on the feelthere website and is very accurate. Lots of livery downloads off avsim and the feelthere website also available. Not one for me but certainly a possibility for lots of people who like flying shorter flights.

 fly uk

# Airshow

# 2007

Hosted on IB NET  
Friday 05th Jan 07

Hosted at Oshkosh Airbase

After months of planning, training and preparation the Fly UK Airshow went ahead as planned without a hitch. Thanks to colossal amounts of work from Senior Manager Douglass Barr the Airshow was able to take place as planned. There were a large number of displays flown by pilots which included a variety of aircraft. The theme of the Airshow was cargo aircraft, but the Fly UK display team, The Bulldogs were also present and put on a brilliant show.

Also present were, The Red Arrows, Antonov's AN124 and AN225, Eurofighter Typhoon and a P51D Mustang, as well as many other aircraft.

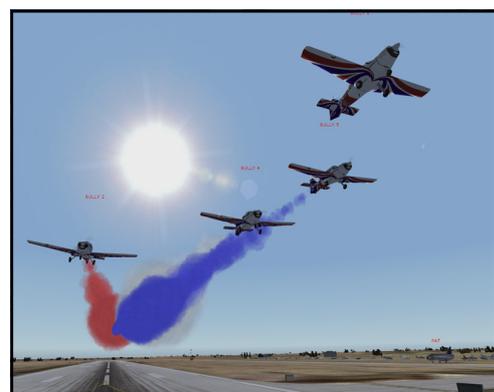


Doug plans for there to be many more Fly UK Airshows, which are to hosted on IB Net again. This allows for smooth flying and a good frame rate for display pilots. Keep an eye on the website for more information !



# screenshot collection

Created by various Fly UK members...



Want your screenshots in the next issues of Skyways?

Each issue we'll be including screenshot collections, if you would like yours to feature in the next edition, then all you need to do is post your screenshots in a forum thread, and send the URL link to [general.enquiries@flyukva.com](mailto:general.enquiries@flyukva.com)

**The World's Largest Flightsim Conventions**

As some of you may aware, Fly UK were present at the IFC at the NEC in Birmingham on the 2nd and on the 3rd of December of last year. A lot of work went into the stand, which a lot of time had been put into. The corporate video made by Emiliano Polito was also aired at the IFC and gave a very good and professional look to the VA. During the day we had a constant flow of visitors to the stand, and managed to recruit a few new members, some of whom had never been at a VA before. All in all it was an enjoyable weekend, not to mention the Saturday night in which the whole team who were there spent the evening in Solihull. The two days went very smoothly, and the exhibition hall had a decent number of stands, all with different and interesting things on them. IVAO were also present as were VATSIM, both of their stands were also very good.



*That is Fly UK at the IFC 2006. As previously stated there were a large number of us, some members are not present in that photo as they were more than likely having a nosey around at what was on offer.*

As far as next year is concerned, Fly UK will not be attending the IFC, which is going to be hosted at the NEC again and on the same dates, 2nd and 3rd of December. Instead we are in the early planning stages of our own real world event.

We feel that as a VA it is essential that we at least once a year meet up so that we can finally put a face to a voice from TS. This we feel adds to the community under which Fly UK runs from, as not many other VA's have real world events, whereas at Fly UK we take them very seriously, and the outcome is great. For me the best part of the IFC was meeting everyone, especially the pilots, and you always learn something new too.



# Skyways



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our web site:

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