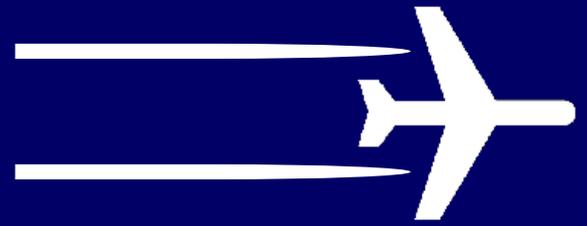


Skyways

January 2008



 *The official in-flight eMagazine for **Fly UK***

 *Latest news and announcements*

 *Plus much more...*

www.flyukva.com

welcome to skyways

exclusive to fly uk...



Welcome to Skyways. The official in-flight eMagazine for Fly UK Virtual Airways. Fly UK is one of the UK's leading virtual airways and operates scheduled, regional, low-cost, charter and cargo flights to destinations all over the world. The community that Fly UK thrives on, is second to none, and with a 24/7 TeamSpeak server and active forums, there is always someone to talk to.

For three years now Fly UK has been setting the standard's for virtual aviation, and we want to continue to do so for many years to come.

We pride ourselves on our ever growing community, and hope we can carry operating as one of the UK's leading virtual airlines.



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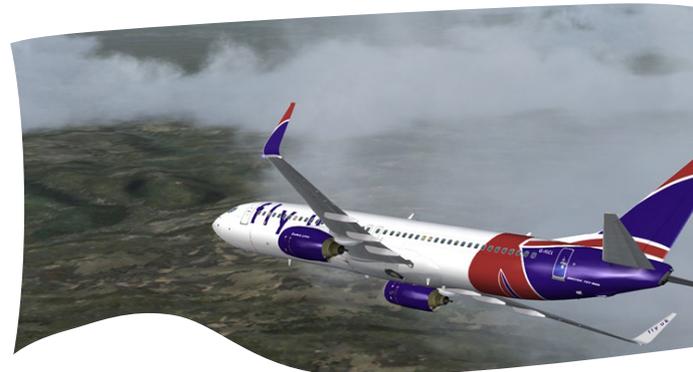
...here and now



It's been a busy past few months here at Fly UK, and we feel that we have accomplished a great deal in this time. We are pleased to announce that the new website is now up and running and the feedback we have so far has been positive and very constructive, we hope you enjoy using it.

We have now fully integrated the Airbus A340-600 into the fleet, which is now operating on long haul destinations all over the world. We have also completed a full fleet overhaul, which means that all Fly UK aircraft, have been repacked with new panels, sounds and flight characteristics .

However a big thank you goes out to *you*, the members, for keeping the spirit of Fly UK alive and also for making Fly UK what it is today.



...2007 in review



by gone times...

With many exciting projects completed within the confines of 2007 we feel we had a very positive and successful year.

We endured many changes during 2007 and have grown steadily over the last year progressing forward with almost 600 members in our system from absolute beginners, to veteran simmers alike from all over the world, all sharing one common goal. The goal to fly with others and a sense of camaraderie rarely seen in other hobbies. Although ever growing and expanding Fly UK has in its main retained its core values where the people who matter, are heard by those who can effect change. Members are valued listened to and supported to the best of our ability with the resources and people we have available. Fly UK although offering a realistic virtual aviation experience to its members has always been about the people. Our hobby simply brings us together, Fly UK gives us this opportunity and no matter what the future holds this is what ensures that Fly UK remains active, dynamic and positive and will be here to stay almost indefinitely. Each member is a link in a chain which spans continents, languages gender and race. This is the secret to Fly UK's continued success and not our systems or aircraft, repaints or indeed our route network. But the fact that we listen to what people want and if at all possible act upon this as fast as we possibly can. Of course a great fleet, great systems and a great route network help us get the best from what we enjoy but they continue to be shaped by the people who count; you the members.

2007 has seen many changes to our staff team with many new faces joining us, and a few old ones parting company to pursue future ventures. We each and everyone of them and wish them all the very best in these projects.

2008 promises to be a very productive year with many new projects planned. One such project already going on is the re-development of our helicopter operations division. We are also planning the re-branding of our FLY2 low cost operations (with new repaints and a new look) and the new professional pilot career mode.

Despite the growing choice in the mass VA market these days, we'd like to thank you for your loyalty to Fly UK Virtual Airways and for continuing to fly with us, maintaining our good reputation and making each and everyone one of us proud to fly under a UKV callsign and be a part of the Fly UK community.



fly uk

...fly uk | announcement



www.flyukva.com



We would like to inform all members that Chris Sutcliffe, CEO of Fly UK and Lee Appleby, Vice CEO of Fly UK, have announced their intentions to step down from their current positions on the staff team as of 1st March 2008, to pursue other interests, mainly their new venture - the Avia One Group.

Comments from Chris & Lee:



"Four years ago, we had a vision to create a community orientated, enjoyable and realistic virtual airline, with the aspiration to be one of the best in the UK. Through the continued enthusiasm, commitment and determination shared by the staff members we have worked with over the years, we feel that together we have achieved what we originally set out to do and have made what was once just a small vision, into a reality. We believe that the recent overhaul of Fly UK and our new website has brought together all the ideas and features we have strived to implement over the years and that the time is right to step aside, and let someone else, with new ideas and fresh enthusiasm take the reigns and take Fly UK into its next stage, ensuring the continued growth and future development of this organisation."

We are pleased to announce that as of the 1st March 2008, current Marketing Senior Manager Adam Hillier will assume the CEO position, and Carl Richards, previously Senior Manger and Vice CEO will return to the team, working alongside Adam as Vice CEO."

"We have given this decision huge consideration and we are confident both Adam and Carl have the qualities and skills required to lead this virtual airline into the future. Adam and Carl have vast experience of virtual aviation management, and understand the core values of our community and organisation and the keys to its success."

"We can assure all members that our decision to leave Fly UK is not because there are problems or that we do not see a future at Fly UK. We have learnt many things from running this organisation and built up our own skills and knowledge. We are leaving to concentrate on giving our full attention to setting up our new real world business. The Avia One Group will be made up of Fly UK Virtual Airways, SkyHigh Radio and two new web design and hosting brands which we are working to setup and establish. We believe that Fly UK being part of our new business venture gives the VA a secure future and professional backing."

"Finally, we would like to thank all members for their continued support over the years, it has been an honour and a pleasure working with everyone and so that leaves us to wish everyone the best for the future!



...behind the scenes matt lewis

>> operations and fleet manager

Location: Peterborough

Age: 33

Joined Team: 2nd March 2007

Hobbies: Aviation, Travel, Motorsport

Favourite Aircraft: Boeing 757-200

Ever since the age of about 8 years old, my dream and ambition was to fly. I wanted a career in aviation and was initially inspired by my grandfather who was an RAF chief mechanic for 54 Squadron during World War II. After spending some great time in the Air Training Corps I decided that civil aviation was the way I wanted to go, but the opportunity never arose and so I switched my career prospects from wings to wheels, and I now work for DHL as a fleet manager.

I am a complete petrolhead and love all forms of motorsport, but when it comes down to it, what really gets me waving the flags, is the Aston Martin racing team each year at Le Mans.

My virtual aviation past has been sketchy, I have flown for a few VA's in the past, but I never found one I really liked, until I found Fly UK of course, shame I didn't find it earlier. I did at one point attempt to start my own virtual airline with a number of staff from Project A.I, however this fell through in the end due to a lack of interest and support. Since joining the Fly UK Staff Team, I have been getting my hands dirty with some major projects, such as fleet redevelopment and some route changes. I was also involved with the re-development of the Cargo division which was very rewarding and worthwhile. I have learnt a lot on the way, and hope to use these skills to make Fly UK a better VA for all.

My hopes for the future are to see Fly UK grow bigger than it already is but while retaining the community spirit it has gained over the years. On a personal level, I hope to find the time to start and complete my PPL, as this has always been one of my major ambitions, however with a young family, there are some financial roadblocks at the moment, keep buying those lottery tickets eh! I also hope to partake in competition motorsport as this has also been one of my ambitions, and something I am thoroughly looking forward to doing, sometime in the near or distant future.

www.flyukva.com



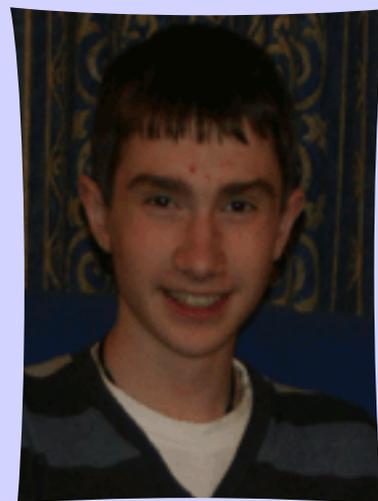
...thank you



our unsung hero

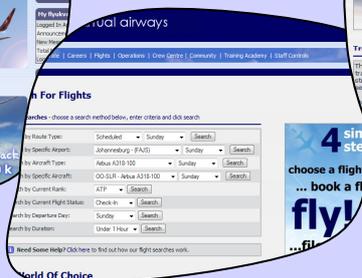
As many of you are aware, we have recently switched over to a new website. We have received many kind comments from our members congratulating us and commenting on what a difference it is.

In truth all these comments should be directed at our Web and Systems manager Tom Thake.



Tom went through months of coding, late nights and endless problems while the site was in production, but as I am sure you will agree, his hard work has paid off tremendously and he has outdone himself in all aspects of the site.

So please join me in saying a big thank-you to Tom for all his work, because he has really done a top job!



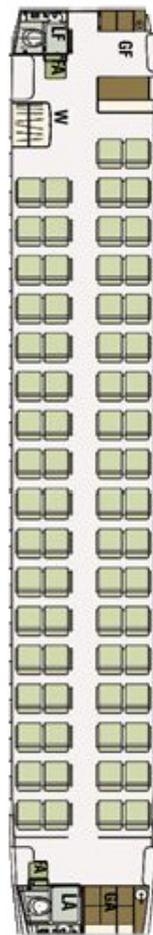
...aircraft profile embraer 170



The Embraer 170 is the smallest of the new Embraer under slung twinjets. This aircraft has been manufactured to compete with Boeing's 717 and 737 aircraft, as well as Airbus's A318 and A319.

The first aircraft was delivered to Alitalia in March 2004 and since then Embraer have sold more than 140 of the type.

From a passenger's point of view, the Embraer jets are a comfortable alternative to both standard regional jets such as the CRJ, and to larger mainline aircraft. The two abreast seating eliminates the unpopular middle seat, yet still affords ample overhead bin space and underseat storage.



Overall Length - 29.90m
Height - 9.67m
Wingspan - 26.00m
Wheelbase - 6.00m

Engines - 2x GE CF34-8E
Thrust - 63.2 kN
Passengers - 70 (typical)
Range - 2,100nm
Cruise Speed - 0.82mach

MTOW - 37 tonnes
MLW - 32 tonnes
Fuel Capacity - 20,580 lbs

...in fair verona

'where we lay our scene'



Verona, is one of the cultural hotspots of Italy, and is well known for being the set of Shakespeare's famous tragedy *Romeo and Juliet*. While the population of Verona has predominately been of Italian descent, over the past few years the number of Eastern European, South Africans and Asian people has increased dramatically, this due to the recent immigration boom.

Recently, Verona has been acclaimed as a world heritage site by UNESCO, this is due to the vast amount of history associated with Verona.

Should you wish to take a break in Verona, there are a couple of local tourist spots that are a must see for any traveller. These are namely *Porta Borsari* which dates back to 250AD and was the gate to the city. There is also the *Basilica San Zeno*, built in 1120AD, is a historic marvel and is a prime example of Romanesque engineering.



Fly to Verona, twice weekly from:

Manchester and Gatwick...



fly uk virtual airways

...villafranca airport



verona airport 'LIPX'

In our effort here at Fly UK to make your flight sim experience as real and as enjoyable as possible, we are proud to present the ISD Italian Airport series.

These airports are accurate representations of the real things, and are among some of the best freeware sceneries available today.

The ISD Project website can be found here:

<http://www.isdproject.com/>

Furthermore, a direct link to the Verona LIPX scenery can be found here:

<http://library.avsim.net/eseach.php?DLID=81289&CatID=fs2004scen>

*like what you see..?
join today !*



fly uk

...just get away
fly to your perfect paradise with fly uk

www.flyukva.com



Havana, a marvel of history. Havana is Cuba's capital city, and with a pleasant climate all year round, is very popular amongst holiday makers from all round the globe. It has a vast history and was one of the first cities in the western hemisphere to be founded by Europeans. Havana has something for every one, whether you are a keen clubber or a laid back explorer, with all types of bars and restaurants not to mention the horde of museums and cultural hotspots, it's no wonder Cuba is one of the most desired places to visit in the world.



Bridgetown the capital of Barbados, has been a popular holiday destination for years, with its all year round sunny climate it's especially popular as winter sun getaway breaks. As with all Caribbean destinations Barbados attracts many upper class travellers and so the variety of activities on the island is mind blowing.

Fly UK operate four weekly Flights to Grantley Adams International Airport.



Gibraltar although a territory of the UK, is situated on the Southern most coast of Spain, on what is known as 'The Strait of Gibraltar.' Gibraltar has in the past served as an integral military stronghold and even today is used by the Royal Navy. It has a generally pleasant all year round climate and is home to many expats and also an ever increasingly popular holiday destination. The main feature is the 'Rock of Gibraltar' but by far not the only one, another well known feature of Gibraltar is the large Barbary Ape population !

...members | opinions

www.flyukva.com

UKV1369 - Robert Allen

After rejoining Fly UK in September 2007 I was very impressed with the fleet, operations and the general way Fly UK operated.

My experience here at Fly UK has so far been amazing. It is also fantastic to see how many people are interested in the same thing as you and are willing to help you during their free time. The training academy is one of the best parts of Fly UK, with lots of course's to choose from. If Fly UK were not here I would probably still be flying around offline in the default Boeing 737 wondering what each button does.

I would recommend Fly UK to any one interested in flight simulator and wants to be part of a like minded and friendly community.

UKV1516 - Ben Guest

I like to see myself as a dedicated flight simmer, as I have been flying for about 10 years now, I have in the past managed my own VA, but due to real world commitments had to close it down. However now that I work in the aviation industry as cabin crew my passion grew and so I wanted to get back into VA's.

I found Fly UK, and wasted no time in signing up, the things that attracted me were, the professional website, the eye-catching livery as well as the extended pilot base.

I got straight onto the forums and onto teamspeak, and now enjoy spending time chatting to like minded people and having a friendly laugh. Since joining I have never looked back and will always be thankful to Fly UK for introducing me to the world of IVAO !

UKV1468 - Kevin Munro

I have been at Fly UK for just under a year, I never had a lot of experience with Flight Sim so when I saw the Training Academy I knew I made the right decision to join. At first there was a lot of stuff I was unsure about TeamSpeak, online flying... But as soon as I asked for help, the Fly UK members were there to assist me and in no time, I was connected to Teamspeak and chatting to my fellow pilots, and as for online flying; well this was a new experience all together, having the chance to talk to ATC is amazing.

Fly UK is the most welcoming VA out there, and whenever you need help it's there, which is why I would recommend Fly UK to anyone who has even the slightest interest in flight sim and I promise there will be no looking back, it's a great laugh and a pleasure to be a member.

 **fly uk** virtual airways



...**why** fly with **Fly UK** ?

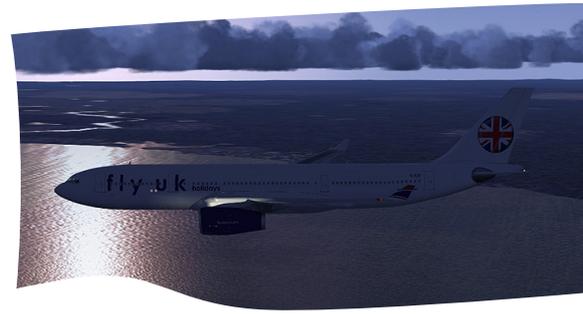
IVAO active, VATSIM active, **large fleet**, active community, **competitions**, training, **24/7 teamspeak**, payware repaints, **vPax**, rank schemes, **awards**, fsp, **low cost ops**, chopper ops, **cargo ops**, scheduled ops, **charter ops**, regional ops, **tours**, interactive website, **pilot status images**, online events,



its your va... get involved

With the new website now up and running, there has never been a better time to get involved with the Fly UK Community.

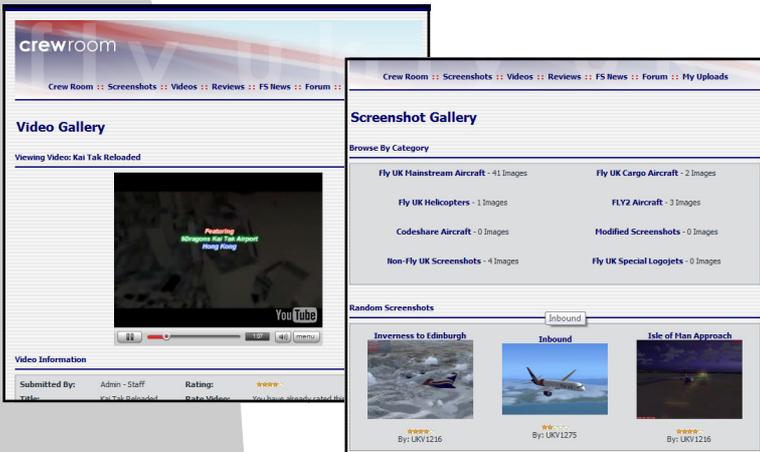
The new crew room really makes this even easier than it was before. You can now upload and share all your screenshots, videos, news and reviews with your fellow pilots. **So get uploading now !**



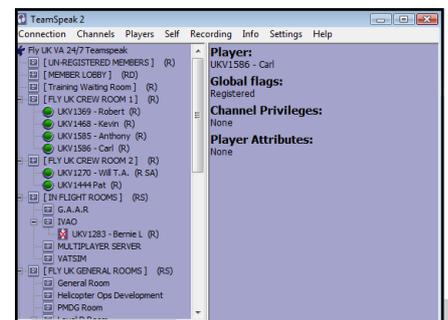
also...

As well as all this we also have a 24/7 Teamspeak server as well. This is a voice communication server and allows pilots to chat amongst each other in a friendly and laid back atmosphere. To get teamspeak go to:

www.goteamspeak.com

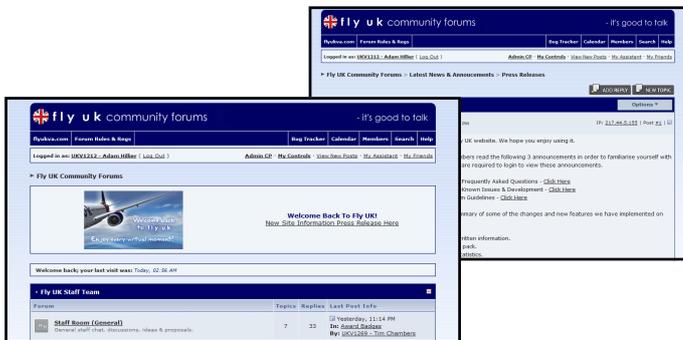


You can find this page by going to your Crew Centre, and then clicking on the **Crew Room** . Most content requires validating by Human Resources, but this will more than likely be done within the hour. Then your content is there to be seen by all of Fly UK.





what else can you expect..?



Very much like our TeamSpeak server, the Fly UK Community Forums, are also a key part to upholding our community. This really is where it all goes on. With the Fly UK forums anything goes (within reason of course,) whether you want to talk about Fly UK, real aviation or discuss how bad your mates football team is, everyone is welcome.

Sign-up today, and get yourself involved with one of the friendliest communities around.



Here at Fly UK we try to make your experience here as realistic and enjoyable as possible. This is why we have come together with several flight simulator companies and established a number of discounts for our members.



great australian air rally



G.A.A.R 'Great Australian Air Rally 2008'



Mark the month of February in your calendar, because the Great Australian Air Rally (GAAR) of 2008 is returning. Deer Valley Flying Club, the organisation behind the event is proud to continue the tradition that was originally started by Bluegrass Airlines in the 7th Annual Rally.

The GAAR is a competitive event where pilots from all over the globe come together to compete, but more importantly, to have fun. It is designed to test your flight and navigation skills to the extreme over 17 exciting legs which take you all over the wonderful land down under.

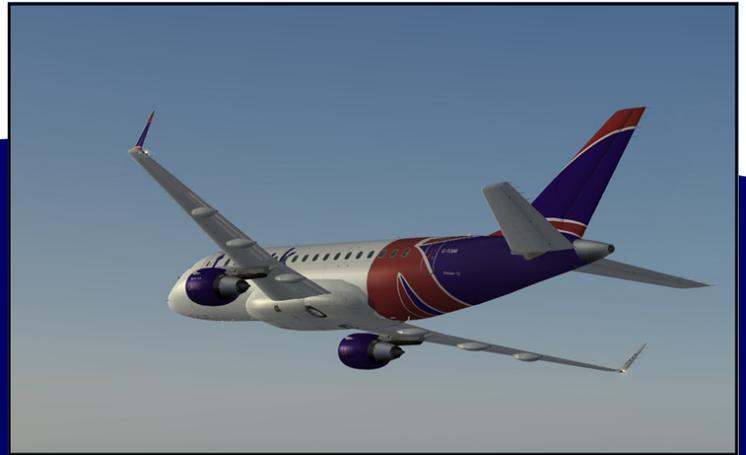
Fly UK are proud to be one of the events VA Partners, and a number of our pilots will be taking part. Registration is still open so sign up, please make sure you read all the rules beforehand.

<http://flydeervalley.com/gaar/index.htm/>



screenshot collection

 fly uk



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 adam.hillier@flyukva.com



...operations department

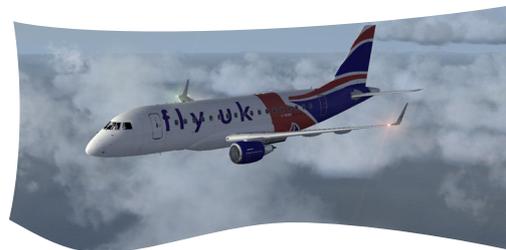


www.flyukva.com

Operations are one of the most important parts of any virtual airlines, not just Fly UK. Our operations department are constantly looking at new routes and different ways to utilise our fleet. Every season it is the duty of the operations department to change the routes so that they reflect those of real world operators.

Because we try our hardest to revolve ourselves around 'you' the members, we are always open to suggestions about possible destinations, after all Fly UK is your virtual airline.

As ever though, at this moment in time, Fly UK is one of the only virtual airlines that offers such a diverse route network, this is something that we must uphold in order to maintain our position as one of the UK's leading virtual airlines.



...Interesting Facts

37,000 Hours Flown,
1,050 Hours this Month,
Total of **19,900** Pireps Filed,
440 Pireps Filed this Month,
670 Pilots from **42** Nationalities



fly uk



...fleet



...pride of fly u k

At Fly UK, we bring you the ultimate realism in regards to our fleet. When it comes to the fleet, we choose the best freeware models available on the net. This makes your experience at Fly UK a more enjoyable one. However for those who want to go that extra step, we also offer up repaints for some of the best payware aircraft available today, these include the PMDG 737 and also the Level D 767-300, as well as quite a few others.

We are constantly searching for ways to improve your experience here at Fly UK. This is why our fleet department work hard to ensure you are getting the best when you fly with us.

As part of this ongoing regime, we have recently released version 2 of our A.I Traffic pack. This has been custom built by fleet manager Matt Lewis. This pack has been produced so that people who fly offline will still get the best possible experience with Fly UK.

At this moment in time, our fleet department are working on a number of things, this includes a number of **new** repaints, which consist of:

Captain Sim 757,
PSS 757,
Wilco Airbus Pack's,
Overland Airlines Pack...



fly u k



www.flyukva.com

We are also currently working on producing more aircraft for FSX, this will further enhance the experience of our FSX users.

helicopter ops...

> coming soon to 2008

...what's in store

>> We are currently re-developing our Helicopter Division... Operations will resume in February. The Helicopter Operations are a huge asset to us, we are proud to be one of the only UK's Virtual Airlines that offer our pilots the opportunity to fly choppers. So what will you get out of the new helicopter ops..?

**new aircraft... new routes... new oppurtunites...
more choice... full training... events...
innovation... new friends !**

By joining in with the new helicopter division, you will get all of this plus more. This division will be open to all members, without the need for a check-ride. Simply choose yourself a flight and do what you do best...fly !

*like what you see..?
join today !*

www.flyukva.com



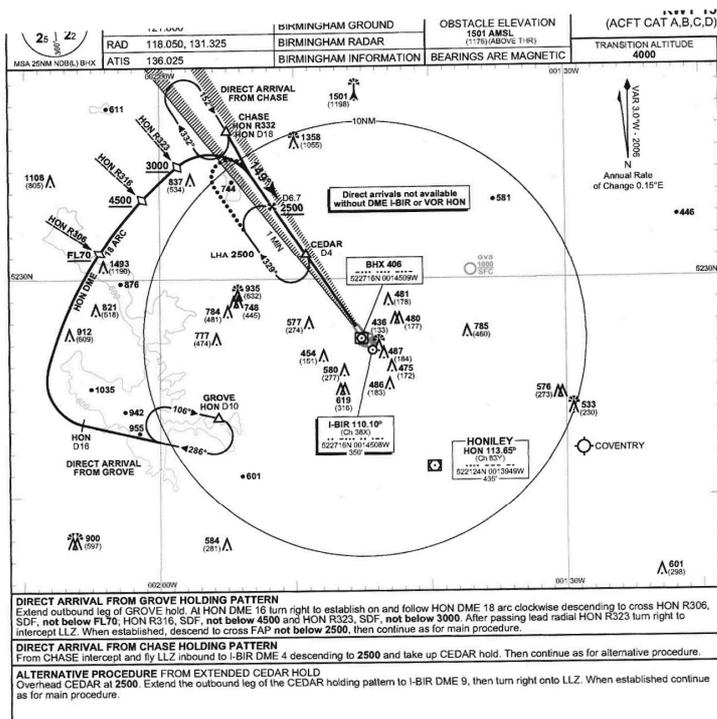
...training academy



Each edition, our training academy here at Fly UK work hard to produce a training document on some of the more important aspects of flying. The article below is about performing a DME arc, where you would use it and also how. We hope you enjoy reading it.

flying a dme arc...

There are many occasions when we are required by standard procedures to fly a DME arc, but how many of us would recognise this from the charts that we use when flying. Indeed how many fly without charts or checklists.



Let's look at an example that is used at EGBB also known as Birmingham International.

Here we see a requirement to enter the ILS via Grove extending the outbound leg to D16 from Honiley (Hon) and to then perform a right turn and fly a right DME arc maintaining a distance of 18 miles from the Honiley VOR around to Hon Radial 306, by which time we should have descended to FL 070. Continue the arc - descending as we go checking that our height is 4500 ft at Hon Radial 316 and 3000ft by Hon Radial 323. It is at this point that we now perform a more direct right turn to intercept the ILS for RWY 15 and continue our descent as normal.

Well that is the description of what we are going to do - for the rest of this tutorial I am going to concentrate on how to fly the arc, not bothering with the height aspects - that is for you to practice later, as you put the whole thing together.

>> continued, overleaf

training academy...



we care !

So to start. We should consider using the Beech 58 - find the VOR 2 indicator - It's the hollow green needle in the instrument to the left of the turn co-ordinator. Shown below...



Set up the Nav Stack instruments thus:

Nav1 Active 113.65 Standby 110.10 (ILS)
Nav2 Active 113.65

Set COURSE bug to 149deg
Flight Director On - Autopilot On - Altitude Hold On (2,500ft) - HDG Hold On

Fly to Honiley and leave on the 286 RADIAL (using the HDG bug) - All turns will now be made using the HDG bug.

Watch the DME distance and fly to (16 miles in an airliner - probably 17miles in Beech) at which point, perform a right turn through 90 degrees to get the VOR2 needle to point to the '3 O'clock' position (or 'on your right shoulder' as I prefer to call it). The DME should read 18 miles and the speed indicator (in the same DME window) should ideally should read 0 (we are not flying towards or away from the HON VOR - we are flying an arc (distance is constant). The difference between this speed and our main Airspeed gauge is that the main gauge shows our speed through the air and this instrument (DME speed) shows our speed towards/away from the NAV1/NAV2 beacons we have set. Now you have to watch the VOR2 gauge, the DME distance, and the DME speed and adjust the bug very gradually to keep all of the instruments balanced. The speed of changing the bug heading will be directly related to the speed you are flying at and the length of the arc radial. If the VOR2 needle moves behind the 3 O'clock position you are not turning fast enough - if the needle moves in front of the 3 O'clock position you are turning too fast.

>>

training academy...



>> from previous page

Whilst doing this check the angle of the VOR1 indicator and watch out for the 306 (126deg) and 316 (136deg) radials (for doing altitude checks). At VOR1 reading 323(143deg), perform a standard turn to the right to intercept the ILS at say 30deg (HDG set to 120). Immediately switch over the NAV1 (between main and standby) and because of our previous set up work (course = 149) the ILS indicators should come to life and as per normal procedure, press the APR (approach) button on the autopilot and the plane should fly and settle on the localiser and glide slope.

Congratulations, you have now successfully flown a DME arc to intercept an ILS !

flying an ils approach...

The secret to a good ILS approach is being at the correct height to fly level into the glide slope and on a heading at about 30 degrees to runway heading to intercept the localiser i.e. centre line radio beam off the end of the runway and to have slowing down and configuring the aircraft for your landing. From this chart you can see that the height is 2500 feet and from the lower chart you can see we should intercept the glide slope at distance 6.7nm from the ILS 110.1 on NAV1, we will then start the descent.

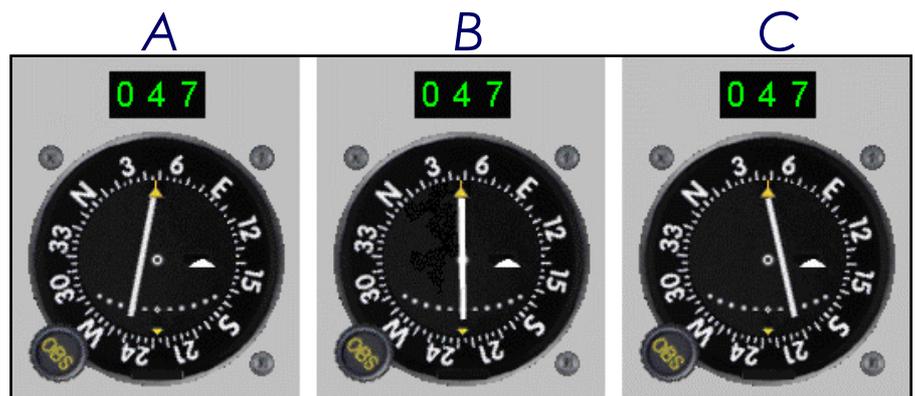
Different Aircraft panels display the ILS information differently, but the basic principles are that once you get within range of the ILS the displays shows if you're left or right of the localiser and above or below the glide slope.

Key...

A: Right of Localiser. Turn left towards needle

B: On course. No action required

C: Left of Localiser. Turn right towards needle



...training academy



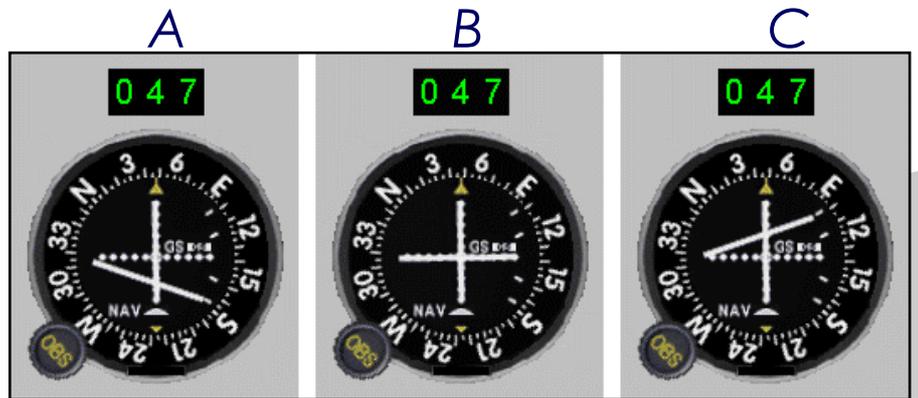
www.flyukva.com

Key...

A: Above Glideslope. Increase descent

B: On Glideslope

C: Below Glideslope. Level off until centre



Each aircraft is different so the instruments will vary, but here is another type of instrumentation found in commercial jets, and more importantly those that Fly UK operate.



Here you can see we are flying manually and we are just slight left of localiser and just a little below the glide slope as indicated by the two purple indicators to the right and below the artificial horizon, and repeated on the compass rose too. To correct we need to lift the nose slightly and steer a little more right for a few seconds until it corrects i.e. both purple indicators centred. We are running on no fuel, so we had better make it first time or we will be in trouble.

>> continued, overleaf

training academy...



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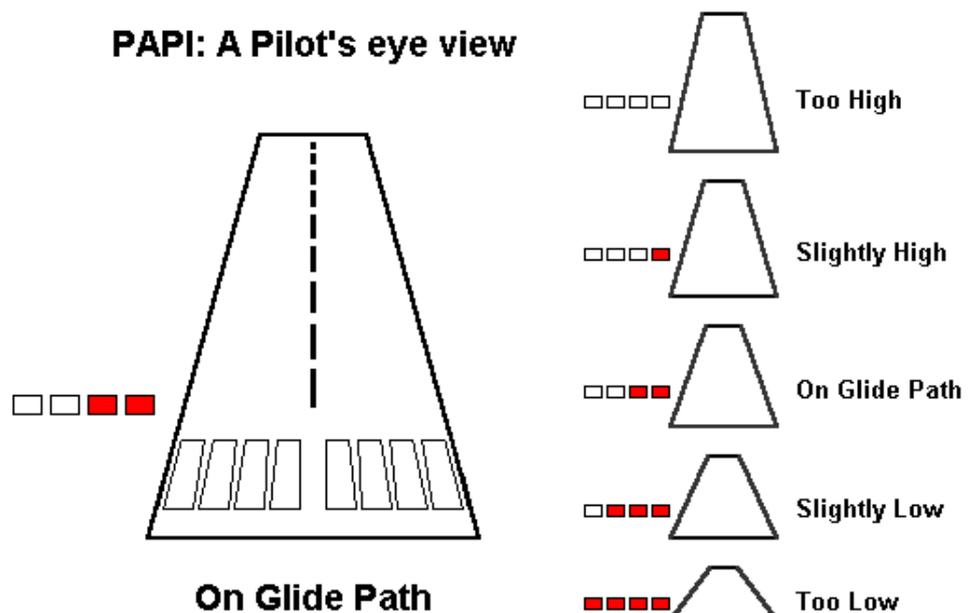
To let the Auto pilot fly the ILS you select the APR/APP button on the autopilot when you are close to being on the ILS. Beware some aircraft autopilots will capture the ILS easily and from a large error, whilst with others you need to get the aircraft quite close to being on the correct heading and height before it will capture the ILS when the APR/APP button is selected. As mentioned earlier, you do not want to be more than an angle of 30 degrees off the runway ILS heading. Also you do not want to be too close, so that your autopilot has lined you up before you begin descending on the glide slope.

Once on the ILS you report established to ATC and Once on the ILS you report established to ATC and get clearance to land, slowing as you go to aim for your landing speed and remembering to lower landing gear. As you pass about 2nm to track it time to disengage the autopilot and fly the rest of the landing manually, watching the ILS indicators and visual references from the PAPI lights at the side of the runway.

Now it is time to go and test out what you have learnt. We recommend that you start in the slower aircraft then move upto the larger and faster aircraft.

We hope you enjoyed reading this as much as we did producing it, all the best and happy landings.

Fly UK Training Academy



real world event

28th october 2007...

On Saturday the 28th October 2007, all of Glasgow watched in horror as Fly UK arrived in town. Ok perhaps this is a bit of an exaggeration, but slowly the group that were staying the night in Glasgow arrived at the hotel. First on the scene were Lee, Harry and Bernie who wasted no time in checking in, minutes later Chris and Adam arrived, and after negotiating into a very small parking space also checked in. After dumping bags and shaking hands, we made our way to the natural habitat of any self respecting Fly UK pilot, the bar!

A few drinks later, Mr. Martin Potter and George Shepherd arrived and although not staying at the Holiday Inn, were more than happy to make themselves at home in the bar as well. A few more drinks later and some more familiar faces appear on the scene. William Dewing and his wife arrived with George Sansom and his wife also. After meeting and greeting, it was time to have something to eat and settle into a good night to come, although an expensive one too.

At about half past midnight it was time to call it a night, and most of us ascended upto bed for the busy day that was approaching.

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thanks to **you**, we managed to raise over £100 for orbis...



Lee and Adam



Enjoying a few drinks in the bar...

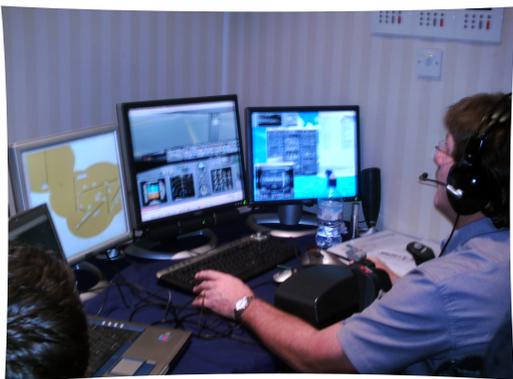
real world event

28th october 2007...

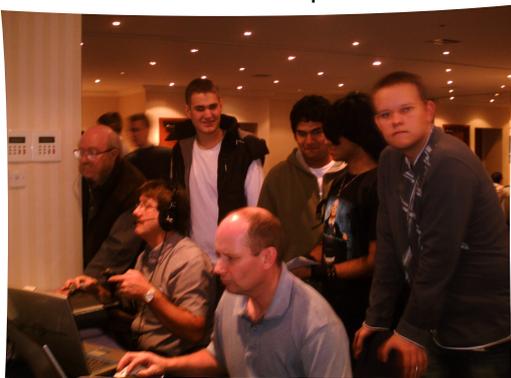
The morning of the show has now arrived, and most of the group who stayed at the Holiday Inn are now downstairs enjoying breakfast. The past nights activities did not do justice to Adam, who is now suffering from a hangover, however the show must go on, and after a trip to the airport terminal in hunt of painkillers, all is well.

Nine in the morning and it is time to set up the stand for the day, Lee Appleby and Martin Potter have arrived from the Travel Lodge across the road to give a helping hand, and all the other exhibitors are now beginning to set up their stands for the day. Will also starts work setting up his system, which includes three monitors and a yoke and a set of rudder pedals, as he will be demonstrating flying online on IVAO. 10 o'clock arrives and so do the guests, some Fly UK members have also turned up, Vivek and his friend have now arrived all the way from London!

Some more familiar faces turn up, George Shepherd makes a return and Kevin Munro and Andrew Ingram also introduce themselves. As the day goes on and people visit the stand, we use our fast talking tactics to recruit a couple of new members as well, so all in all not a bad day. Will shows off his skills on a flight from Leeds to Amsterdam in the PMDG 737-800 which goes without a hitch, and we treat ourselves to fish and chips for dinner, albeit costing us about ten quid each!



Will and his set up...



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check the site for
info on upcoming
real world events...

real world event

28th october 2007...

As the day draws to an end, a raffle is held to raise some extra funds for Orbis and Vivek won an hour in a real flight simulator, and Harry won a couple of FS2004 add-on packs, so some happy faces all round.

Four in the afternoon and it is time to pack our things up and get away fairly rapidly to try and beat the Glasgow traffic, which at anytime of the day is murder. So we said our goodbye's, shook hands, wished each other a safe journey, checked out and then left for home.

To sum the whole event up, we had a great time at Glasgow, it was great to meet up again and to put some voices to some new faces, and of course it is always good to get together for a few drinks and we all very much look forward to the next real world event.

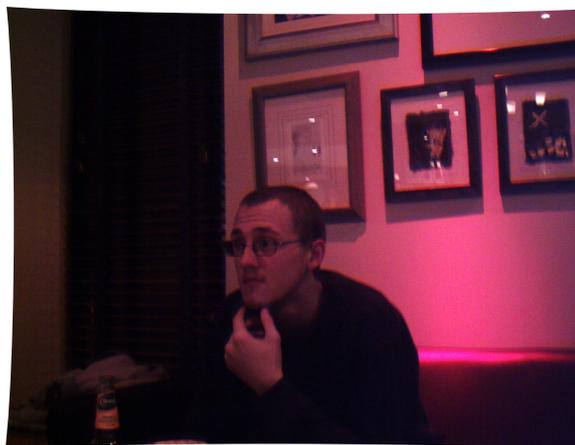
*Many thanks and best regards,
Fly UK Staff Team*



pics of the group...



Chris, Bernie, Will and Harry

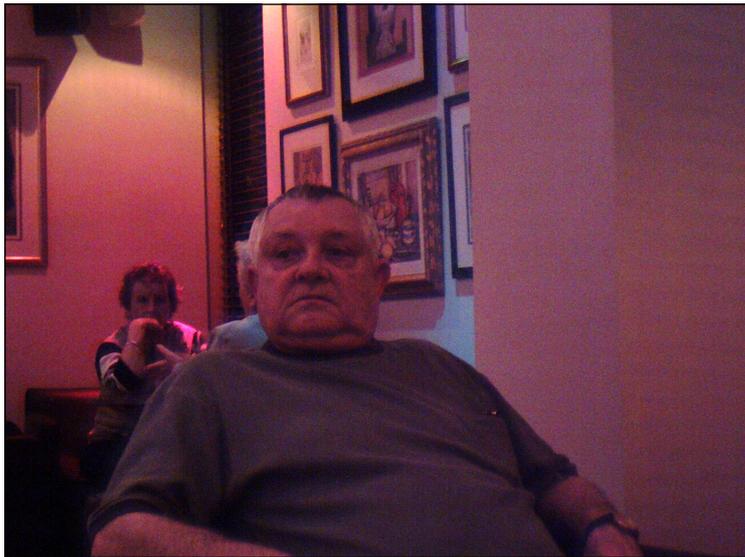


Martin thinking...

real world event

28th october 2007...

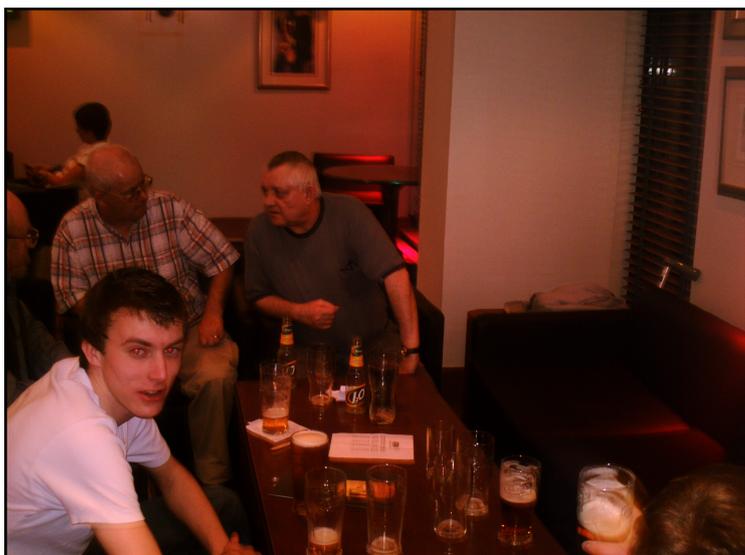
pics of the group...



Our very own Harry Hill



Lee, Adam, Chris and George



Chris, Bernie and Harry



The team on the day...



fly uk virtual airways

real world events *put names to faces...*



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Fly UK are proud to be one of the only virtual aviation organisations that offer our members the opportunity to meet up in reality. This we feel greatly enhances a members experience here with us, and also adds an extra degree to the already expansive community orientated atmosphere. Being a member of Fly UK is about getting to know the other members and taking part and enjoying this shared hobby to the max !

We feel that by organising and holding real world events, we are giving our members that little bit extra. Real world meet ups are all about putting names to faces, and also putting those all so familiar voices from our TeamSpeak server to real life faces.

We have a number of real world events coming up. Why not come along and meet the team ?

>> Upcoming Events:

September 2008 - Leuchars Airshow
2nd February - Sherburn Aero Club

For further information, about either of these two events or for information on other upcoming or past events, visit our real world events section of the website.

boston logan...

freeware scenery...



We always like to offer you more here at Fly UK, this is why in each edition we will be giving you a quick overview of some of the best freeware scenery available on the net.

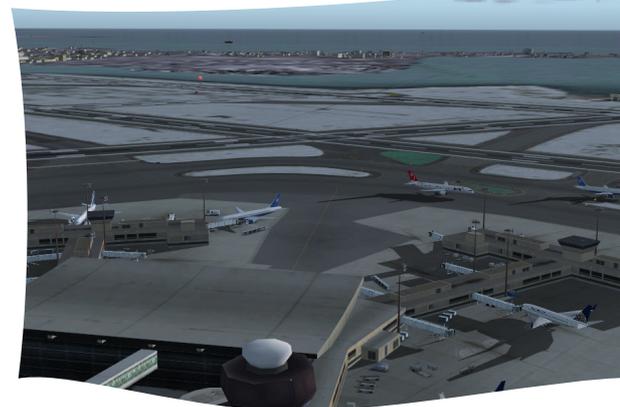
This edition we are pleased to bring you a brief introduction to the Boston Logan freeware pack by George Grimshaw.

This scenery completely revamps the entirety of Boston's Logan International Airport. It also enhances the area directly around the airport, making your experience of flying into this airport a lot more enjoyable. The package comes with new textures as well as dynamic scenery which includes moving vehicles on the nearby roads and boats in the harbour as well.

It also comes in an easy to use self installer package so anyone can enjoy this scenery !

Download link can be found here:

<http://library.avsim.net/sendfile.php?Location=AVSIM&Proto=ftp&DLID=96908>



sim reviews

pipper archer II



The Piper Archer is a variant of the popular Piper PA28. The Archer is one of the more luxurious and more technologically advanced members of the PA28 family. Upon first impressions, I was very impressed with this aircraft, as I fly the Archer in real life, I was quite nit-picky when looking for faults, however I could not actually find any on this occasion. The textures are very good looking and the cockpit very much resembles that of one of the earlier models of PA28-181's.



It's good news from the very beginning with this package, as it comes with a self installer for the less technologically advanced ones amongst us. After loading the aircraft at Blackpool, I started testing out the aircraft's systems following the correct checklist procedures, and again no faults could be found. The frame rate hit that this aircraft has on flight simulator even on an older system like mine is completely and utterly negligible, so yet another thumbs up for this aircraft.

Conclusion: This has been awarded five stars out of a possible five !

Price: £8.65

<http://www.carenado.com>

The Virtual cockpit on this aircraft is also a very neat piece of work, and looks the part, everything is also fully functional from this view which is not always the case with some aircraft. The attention to detail within the virtual cockpit is very good, even the rudder pedals bear the Piper logo. I have to admit that the 2D although photo-realistic panel is not as good as I would have liked, however it is still fully functional and there is a small set of buttons in the top left hand of the screen, which grants access to all the switches and levers within the cockpit. However all in all the cockpit is very impressive.



Now onto some other aspects of the Archer, again relating to the real world experiences of flying this aircraft, the handling is very good and very realistic. The roll rate, and response of the other controls is replicated to a very high and accurate standard. The throttle and response of the engine is also well replicated, however the sound lets it down a little bit, I consider the sound to be a bit 'weak' for the aircraft, as in reality it has a bit of a roar when you power up, something this model lacks. It could be worse though, it could have the default Cessna sounds.

To sum this project up, if you love Piper's, VFR flying, or just General Aviation then this aircraft is a must.



...skyways | next-time

www.flyukva.com

We hope you enjoyed reading this edition of Skyways. May I take the time to express my thanks to the pilots and staff members who contributed towards this edition.

Adam Hillier - Editor

>> what's on next edition...



**destination budapest... aircraft 737-800... more
reviews... more training... more staff info...
more events...**

More Fly UK !