

PC FLIGHT

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The official magazine of the 'PC Pilots Ireland'



**Air Hauler • Balearic Islands X • Audio Environment: Airliner Edition • Boston Logan •
Approaching Innsbruck • Ultimate Traffic 2 • Amsterdam Schiphol**

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QUICK START GUIDE
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PC Pilot Magazine



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Front Cover

'EPWA 2010'

Warsaw Airport, Poland
(FS2004)

By Mateusz Stabryla
www.avsim.com
[epwa2010v11.zip](#)



Welcome to the first issue of a new membership year. This year the club will be 17 years in existence and I still don't regret starting the club with Ian, as it's a wonderful outlet and Flight Simulation is a great hobby. I'm amazed at the quantity and quality of freeware and commercial products released each week—long may they continue.

Recently, I happened to visit Microsoft's 'FS Insider' website (www.fsinsider.com), where I came across the following:

Microsoft Flight Simulator X - temporarily sold out...We're making more!

We have received many emails from you that copies of Microsoft Flight Simulator X are either hard to find or not available at your favourite retail stores. We have not stopped selling Microsoft Flight Simulator X! We presently have a shortage of available product activation keys that work with existing product. As a result, we have needed to make an engineering change to accommodate a new supply of activation keys. The new version of FSX is currently in Manufacturing and new product is expected to become available early May, 2010. There will be no content change to the product or differences over earlier copies. We do apologize for any problems this may have caused and look forward to restocking the store shelves soon!

I wonder if this will help them rethink their decision to cease Flight Simulator.

Fly-In April 2010

Our April Fly-In of 2010 was so badly attended that we have had to consider it's value and purpose. The article 'Club Meetings' on page 4, has comments from a member and from Ian and I on this subject. Please read it and send us your suggestions and comments.

In this issue.

Thanks to Paul Hannity, Ian and I were invited to visit Simtech's Flight Simulator facility near Dublin Airport. Ian has a report on our visit on page 17.



George Markham has revisited and updated his FSX Tweaks for those who may be having difficulty with its performance. The 'Cockpit Hardware' section, features the latest in hardware for desktop and cockpit users. Among the reviews, we have VFR Real Scenery—England and Wales 10m Mesh, Approaching Innsbruck, Air Hauler, and Audio Environment: Airliner Edition.

Enjoy the Summer
Terry

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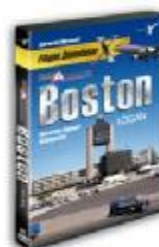
WIN!

Aerosoft Products
www.aerosoft.com

SimCheck A300 B4-2-00 (FSX)
Balearic Islands X (FSX and FS2004)
Boston Logan (FSX and FS2004)
Maldives X (FSX)

To be entered in the draw, just send an email to terry@pcpilotsireland.com on or before July 3rd 2010.

Please put 'Products Draw' in the Subject Line and state which product(s) you would prefer.



Club Meetings



Those who attended the last Club Fly-In on the 17th of April will probably know why this piece is being written. Since the clubs' inception 17 years ago, one of the aims myself and Terry had was to share our knowledge of flight simulation and encourage others to do the same. One way this was achieved was to have our own club get-togethers/meetings/Fly-Ins – call them what you like. Since the beginning, we more or less held two of these every year, normally in April and October, in various venues but always close to the airport for our UK members to be able to fly over for the day (or longer). This formula has worked reasonably well over the years but sometimes the weather would conspire against us – although it is hard to know which is better – a lovely sunny day or a miserable rainy day!

We have had various formats for the Fly-Ins but they were always informal and about having fun. Sometimes we had guest speakers who would come and talk about a specific subject. The April meetings always included a financial review and an attempt to draw comments from members as to the direction of the club – not always easy to do. If we are honest, the last two years has seen a drop in attendance, which although aligned with the reduction in membership, myself and Terry were a bit surprised at the low turn out at our April gathering – it was a sunny day and the volcanic ash put paid to a number of our UK members who had planned to attend, but the low numbers in attendance has brought us to question the value of these meetings and ask you, the members, is this what you want? We were not the only ones to be disappointed – we don't often receive correspondence from club members but one member, Harry Fryer, made a huge effort to attend (we know just how big an effort it is for him), wrote the following letter to myself and Terry the following day.

*"Dear Ian & Terry,
Forgive me if what I am about to say sounds opinionated or outspoken but I feel I have to write to say how very disappointed I was on Saturday at the Fly-In by the evident lack of support of fellow members. I've been a member for 10 years now and though I live in County Antrim, I don't believe I've missed a Fly-In yet. I gladly drive the 100 miles to be there. I can honestly say I've never been to a Fly-In without either learning or seeing something new. Like those marvellous panels on show on Saturday by that engineer chap – John, they were really something. It seems to me there are many members who use the clubs facilities throughout the year and yet can't force themselves to even bother tuning up at the rare occasions we have a get together. Even as a matter of courtesy to the two guys for all the effort you put in throughout the year from which the rest of us benefit. I'm certain if it hadn't*

been for volcanic dust, several of our overseas chums would have made the effort – they usually do. Why then can our local lads not force themselves to appear to show their support and appreciation of the Club – a club of which they purport to be members, and gladly make use of the advantages it offers. Thank you both for arranging last Saturday – I truly enjoyed it. I just hope it won't be cancelled in future through lack of support of its members.

*Yours sincerely
Harry"*

Harry's letter provoked some debate between myself and Terry in relation to the running of our Fly-Ins – there is a cost to the club funds of approx. €250.00 to hire the room each time, so that is €500.00 a year. Maybe myself and Terry have taken our eye off the ball and let the Fly-Ins drift to be a more informal relaxed affair with no prescribed agenda or guest speakers – but we honestly thought it was what members wanted. I know we can be seen to sit there with our backs to everyone while all those who bring their PC's and setups take up position around the room, but this format worked in the past and allowed fellow members and visitors to see for themselves; the different set-ups and configurations that members have, allows for discussion, sharing of ideas and even try and solve some hardware or software problems.

We have decided, despite the poor turn out in April, that we will hold another Fly-In on Saturday 16th of October at the Carlton Hotel, Dublin Airport. We are looking at organising a guest speaker for the morning and maybe something else in the afternoon to try liven things up a bit. We will be also hold a draw, only for those who attend the Fly-In, for a one hour session in one of Simtech's simulators in their new premises close to Dublin Airport (see Ian's article in this issue). We hope to rejuvenate the club Fly-Ins and create a more open and friendly atmosphere at them – of course this will only work if we get members to turn up in sufficient numbers.

We would welcome any suggestions or comments on our Fly-Ins, which can be either sent to me at ianbroni@iol.ie or they can be posted on our forum at www.pcpilotsireland.com/forum/ Please do take the time effort to have your say. If we don't get the support for the October Fly-In, they will cease and we will just have the club's magazine and our forum as our means of communication with you all.

It's over to you, the members.

Ian and Terry

Arrivals



your guide to new products

'47 C140 (Tail Dragger)

From SimFlight 3D

<http://simflight3d.com>

The C140 is a two-seater, single-engine light utility airplane with a maximum speed of 109 knots (125 mph). Original models came equipped with 85-90 horsepower, 4-cylinder piston engines. The C140 was first introduced in 1946 at the end of World War II, and produced from 1946-50. More than 7,664 airplanes have been sold. Features: Working, highly detailed virtual cockpit (with custom upgraded panel for IFR) • Doors, window and engine compartment open (for oil check) • Full 2D and 3D panels (day and night) • High resolution, photo realistic textures (interior/exterior), Optimized for smooth frame rate • Realistic shadows and lighting and reflection mapping • Includes checklist and performance information • Available in 4 paint schemes • Manual flaps handle • Click chart for map screen/mike button for ATC window • Animated key chain and retractable landing light. FS2004 and FSX versions available.



Active Sky Evolution

From HiFi Simulation Software

www.hifisim.com

Active Sky Evolution is the next installment in the Active Sky series and brings further refinement and accuracy in weather synthesis and depiction, improved smoothing, increased high-fidelity aircraft compatibility, a new graphical look and many other behind-the-scenes improvements to further increase your desktop flight and weather simulation experience. The Active Sky series, first released in 2002, has been continually developed in an effort to provide the most realistic and enjoyable weather simulation engine possible for Microsoft Flight Simulator users. Supporting both FS9 and FSX, the latest version offers tons of useful features including universal graphics add-on compatibility, graphics snapshots with weather influence, an in-flight weather display gauge, realistic wake turbulence, vertical air simulation, comprehensive weather and flight planning, full graphical mapping and much, much more.



AirNav RadarBox 3D

From AirNav Systems

www.airnavsystems.com

AirNav Systems, the world's most trusted and accepted provider of ADS-B real-time global flight tracking solutions and the owner of the only existing global ADS-B flight tracking network is announcing the release of AirNav RadarBox 3D, the world's first tri-dimensional worldwide flight tracking software. Based on the world's most popular virtual radar software, AirNav RadarBox 2010, the new software offers users the possibility of tracking flights in real-time and display them on a 3D graphical interface powered by Google Earth and embedded in the application. Over 600 aircraft models / airline liveries are included making it as realistic as possible. Features include Pilot's View and 3D Approach Views.

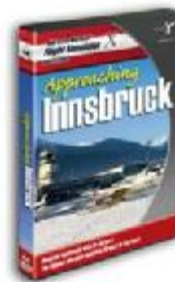


Approaching Innsbruck

From Aerosoft

www.aerosoft.com

Experience Innsbruck airport, one of the most challenging airports in Europe. Every building is recreated with great attention to detail and realism and is placed on high definition aerial images in the great Alpine landscape. Detailed representation of the airports placed on high resolution aerial images. Includes scenery on the approach and departure routes. Seasonal and night textures (FSX Winter- and Summer textures as well as Night textures). Dynamic vehicle traffic on the airport (and surrounding) based on AESLite. Fully compatible with all AI traffic add-ons. AFCAD file that incorporates the non standard procedures. All navigation aids includes. Fully compatible with AES (from version 2.06). Fully compatible with ATP2004 and UTE (FSX and FS2004). Animated Lead in Lights (Rwy 26), Airport T and windsocks. Includes LOJO heliport on the hospital. Buyers will be offered a low cost version of Austrian pro 2004. FSX and FS2004 version included.



Audio Environment: Airliner Edition

From Flight1

www.flight1.com

Audio Environment totally transforms your flying experience: whether you're sitting on the ground listening to the aircraft around you or enroute at 30,000ft, FSX will sound like an all-new sim. Add custom made, high quality stereo sound replacements to all your AI aircraft PLUS upgrade your airliners with fantastic sound sets for the 737, 747, A321, CRJ and Learjet aircraft. You can even install the new sounds into other payware and freeware aircraft you fly. On the ground or in the air you will be immediately astonished at how much of a difference this package makes to the realism of your FSX world, and when (if?) you get used to the amazing realism of the sounds of your virtual airports and traffic you can rediscover your favourite FSX aircraft with their brand new sounds. Hear the difference as you start the engines, with realistic spool-up and whine and feel the deep roar as you thunder down the runway - FSX will sound like an all-new sim!



Balearic Islands X

From Aerosoft

www.aerosoft.com

The scenery package features Ibiza, Formentera, Mallorca and Menorca with exact coastlines, mesh and completely new designed airports as well as photorealistic ground images covering the complete islands in a breathtaking resolution of 0,5m/pixel be it day or night in FSX. Also included is AESLite, bringing dynamic apron traffic as well as traffic to the surroundings of the airports. All the islands have been modelled to the smallest of details with numerous objects, houses, etc. Safegate parking systems as well as highly detailed AFCAD and or AFX files for AI traffic make it lively and highly realistic airports to fly to. This scenery is compatible with AES 2.0 in both FS2004 and FSX.



YBBN Brisbane International Airport

From Orbix

<http://fullterrain.com>

Encompassing over 65 square km of 60cm, 15cm and 7cm imagery and modelled entirely in 3DStudio-Max, Brisbane International is a technological marvel and pushes the boundaries of what is possible in FSX to faithfully reproduce every aspect of this gateway airport. YBBN provides full support for AI traffic, has kinetically animated aerobridges, NIGS guidance, custom modelled ground services vehicles and also includes the Fisherman Island Docks percent, landable ships offshore, the twin Gateway Bridges, the International, Domestic and GA terminals, plus all cargo and maintenance facilities. YBBN is now available as an instant download and soon on limited edition DVD.



C185F Skywagon Bush

From Carenado

www.carenado.com

Carenado has released one of the most popular Bush aircraft for FSX. This is a high quality designed aircraft, with a polygon optimized model, friendly FPS and a Control Windows controlling the eye candy (Cargo Pod, Wheel chokes, boxes & packages, Pitot cover, Sights prop and Tiedown ropes). This is a standalone package (it doesn't require the C185F package). It comes with a pop-up Skywagon Owner Manual Supplement with performance charts and normal and emergency procedures. The original HQ digital stereo sounds (44100 HZ) are recorded from the original aircraft. This release comes with four different models: Amphibian, Float, Ski and Tundra. More information and pictures can be found at the Carenado website. An FS2004 version will be available in the near future.



Challenges Over the Rockies

From Just Flight

www.justflight.com

This package features nine missions for FSX available by download. Put your flying skills to the test saving lives in a Search and Rescue mission, race against the clock in timed events, and execute difficult landings in challenging weather conditions - you never know when a failure might create a serious problem for your crew! Serious flight simmers and casual users alike are bound to enjoy these nine missions, which include many custom features, dozens of voiceover recordings, ATC and custom scenery objects such as aircraft, helicopters, fuel trucks and emergency vehicles.



Airbus Collection—Livery Upgrade Pack

From Just Flight

www.justflight.com

20 extra liveries for the A300-600R and A310 Series variants featured in the popular 'F-Lite Airbus Collection' add-on for FSX and FS2004 (available as a **Download** and a **Boxed** version). **A300-600R** liveries: JAL, Korean, Qatar, China Southern, Onur Air, Olym-



pic, Thai. **A310 Series** liveries: KLM (new colours), Austrian (old colours), Austrian (new colours), Delta Airlines, French Air Force, German Air Force, Lufthansa (old colours), TAP, White Airways, Turkish Cargo, Swiss, Sabena, Martinair.

Concorde X

From FlightSim Labs

www.flightsimlabs.com

Offering the "easiest-to-fly" but also the "most complete" Concorde aircraft simulation to be produced for a desktop flight simulator. Concorde-X has set a new standards with its amazingly accurate systems, stunning photo-realistic graphics, vigorously detailed external model and virtual cockpit, and a fully immersive three-dimensional sound experience. This FSX version of Concorde is brand new, built from the ground up and is ready to challenge the most experienced armchair pilot with stunning new graphics, features, upgraded functionality and systems modelling.



Diamond Twin Star

From Iris Flight Simulation

Software

www.irissimulations.com

The Twin Star is an enjoyable aircraft, which is easy to fly and forgiving for the pilot. With fantastic fuel consumption and range, this aircraft is perfect for anything from short to long distance trips. Features: A superb soundset from IRIS AudioworX with 360 degree sound panning customised specifically for FSX. All new 3D gauges and customised G1000 for the DA-42. Three visual models covering the TDI, MPP and new UAV variants of the Twin Star. A superb flight model for the light handling of the DA-42 aircraft developed by Jade Island Flight Test Centre and tested by our in-house Twin Star pilot! A wide variety of paint schemes and two paint kits aimed at ease of repainting by users. An in depth pilot handbook with all the information you need to know to operate the aircraft systems complete with instrumentation breakdown, checklists and more.



Rotterdam X

From Aerosoft

www.aerosoft.com

Rotterdam The Hague airport (also known as Zestienhoven) functions as a major regional airport. This scenery has been designed with great attention to detail according to the most up to date ideas on making scenery for FSX. It is very good looking but it is also frame rate friendly. As default FSX is not brilliant in this region a large area is included around the airport so the circuits and VFR approaches are possible with great realism. Features: Airport in great detail, all buildings and installations. Impressive use of FSX materials (reflecting windows, solar panels etc.). Large VFR coverage around the airport with lots of VFR objects (see KMZ file for Google Earth). Sounds (highway, apron bus engines...). Made in compliance to the latest standards, very good frame rates. Placed on 40 cm aerial image, with higher definition textures for airport terrain. Unprecedented animations. All buildings done with full volumetric shadows. Full seasonal textures. Fully up to date to March 2010 standards. Detailed night lighting (including reflective taxiway markers). Most taxiway and runway lights in 3D. Extended manual in English/Dutch. Completely compatible with traffic Addons.



Dutch Harbour

From Aerosoft

www.aerosoft.com

The small town of Unalaska is located in no man's land, between the U.S. and Russia. Its port "Dutch Harbor" was named by Russians because they believed that a Dutch vessel was the first European ship to enter the harbour - this port is the largest commercial fishing port in the United States. Aerosoft created Dutch Harbour for FSX for the challenge! Very few airports in the world are as much of a challenge for any pilot trying to master it, be it in a Boeing 737 or in a Twin Otter. With over 250 rainy days a year, constant fogs, heavy crosswinds floating over the mountains from the Bering Sea and average winter temperatures that stay well below freezing, is enough to trouble even the most experienced pilots. And if the weather conditions are not challenging enough, the towering mountains on almost all sides of the airport force the pilot to fly a difficult circling approach with a tight turn to line up with the 3,900ft long runway. Features: Custom terrain, landclass and LOD11 mesh of the Aleutian Islands (see map for coverage). Custom landclass, textures and seasons. Dutch Harbour scenery with port, town, landmarks and airport. Custom night effects. Runway lights (on request). Additional airfields and villages: Nikolski Airfield, Akutan Seaplane Base, Chernofski Seaplane Base, Fort Glenn Air Force Base (abandoned), Driftwood Bay Air Force Station (abandoned). Additional landmarks and WWII relicts. Volcano effects. Tutorial mission and adjusted default missions. Free flights with typical weather conditions. DX10 compatible.



The Scilly Isles

From Earth Simulations

<http://earthsimulations.com>

The Isles of Scilly is the result of Earth Simulations' wish to create the most realistic scenery experience possible using today's technology in Flight Simulator X.



The Isles of Scilly form an archipelago off the south-western tip of the Cornish peninsula of Great Britain. The Islands have an almost tropical feel to them, comprising some of the most beautiful scenery to be found in this Island of Islands that we call Great Britain. The entire area has been modelled in the most painstaking of detail, and has been brought to life by the innovative design techniques employed at Earth Simulations.

Epic Victory

From Lionheart Creations

www.lionheartcreations.com

The Epic Victory is a sleek private VLJ. This unique small 5 passenger jet, features a single engine turbine powerplant, high mileage economy, and fast cruise at 320 Knots. The Victory features the Garmin G1000 full screen panel system and a plush, luxurious, leather clad interior. Featuring an all carbon fibre airframe, this is one very lightweight, very fast, economical jet for today's jetset pilots. This Flight Sim X add-on package features full FSX models, FSX DX10 format DDS textures, all in base DXT-5 format for high performance. There are '12' different paint schemes in this package as well as many different interior colour theme combinations and 5 different panel variants, ranging from wood veneers to metal and Carbon Fibre. The instrument panel features the famous Garmin G1000 glass screen system, an MVP-50 engine monitoring screen



complete with 2 pages of data and built in Annunciator warning system, a new built in MFD screen checklist centre with 10 pages of data, and a 40 page Pilots Manual in PDF format (downloadable for free), and countless other features.

EZdoc Camera

From Flight1

www.flight1.com

EZdoc Camera (EZCA) is a camera and effects system and manager that greatly enhances the pilot experience in FSX. One of the main and most exciting features of EZCA is the effects exerted on the pilot, immersing the virtual pilot in a more realistic physical simulation of aviation. EZCA incorporates effects that are exerted on both the pilot and the virtual camera. The effects can be caused by varying aircraft accelerations, ground surfaces, and air turbulence. This technology makes flying in Flight Simulator more immersive and realistic due to the fact that instead of a stationary computer in front of you, your desktop comes alive with realistic representations of being in the flying environment. EZCA also provides an all new, greatly enhanced view control system for easy navigation throughout the virtual cockpit and cabin, around the aircraft, and around the Flight Simulator world, giving the aviator the ability to experience their flying from almost every viewpoint imaginable. This is all handled through aircraft presets, or through the main EZCA tool that allows pilots to create their own views and save them for quick access during their flights. EZCA is also a great tool that can be used by flight sim movie making enthusiasts to make their videos more exciting.



Falco for X-Plane

From X-Aviation

www.x-aviation.com

If you enjoy GA flying or need a good GA to practice scanning skills while working the radios and other controls, then this Falco needs to be in your flight sim folder. This version of the Falco is on the cutting edge of X-Plane technology, offering the first 100% fully interactive cockpit in 3D. Every knob, button and switch is manipulatable in 3D and 98% of the aircraft functions exactly as it does in reality....even the circuit breakers might trip under certain circumstances! Also included is another X-Plane first, a simulation of the Garmin GTX330 transponder to make your online flying experiences more realistic than could be done previously. You can even download the manual from the Garmin website to learn to operate it...it's that realistic. There is a full complement of IFR instrumentation and a full-featured autopilot to make things easier on those long cross-country flights. Most X-Plane users are so used to the inaccurate idiosyncrasies of X-Plane, that they do not even know what they're missing.



Faro International Airport

From TropicalSim

www.tropicalsims.com

Faro airport is commonly used by holiday tourists in the Algarve but is sharply increasing its influence throughout the business community of the entire southwest Iberian Peninsula as a direct consequence of being already one of Europe's leading low cost hub airports. The majority of aircraft



approach the runway directly from the direction of the Atlantic Ocean as inland the land rises sharply. A reciprocal heading is usually used for departures. A total of 5.6 million passengers flew from Faro in 2008. It is Portugal's second International gateway, after Lisbon's International airport and the mainland Iberian Peninsula's sixth most important airport after Madrid - Barajas, Barcelona - El Prat, Lisbon, Málaga and Alicante. Features: Carefully detailed 3d objects. Wet aprons and runway effect in the FSX version. Full night illumination. Compatible with default FS9 or FSX scenery. Compatible with add-on mesh. Compatible with add-on landclass. Compatible with add-on AI traffic. Usage of the FSX SDK for FSX version and FS9 SDK for FS9 version for best performance. Auto-installer.

FenceBuilder Pro Version 2

From FS-Addon

www.simmarket.com

FenceBuilder Pro for FSX, a graphical object placement tool has been substantially enhanced and re-released as Version 2. The first utility ever to create sloping fence, wall and hedge segments on-the-fly for both FS9 and FSX, FenceBuilder Pro also places models, objects from library files and effects including, for FSX, sound effects. If a library object isn't quite right, it can be customized with FenceBuilder PRO. But, what really separates FenceBuilder PRO from the competition is its ability to place one or more rows of objects/effects in a single operation, making it easy to add power-lines, ski-lifts, orchards, tree-farms, etc. to existing Flight Simulator scenery with only a few mouse clicks. To add realism, all row placement parameters can be randomised under user control. A Free Demo of FenceBuilder PRO Version 2 is available from the file library. It is identical to the "production" version save for the number of segments/objects it will permit you to place.



Flight Simulator Manager

From FSPS

www.simmarket.com

Flight Simulator Manager utility software that combines many of the Flight Simulator 'settings' on one screen and makes it easier to find and manipulate these settings. This application talks to the Simulator via FSUIPC (or via WideFS for usage by a client PC) gets useful data, sent commands unavailable to the default aircrafts, simulate systems that doesn't even exist in your aircraft. Flight Simulator control was never such an easy task. Flight Simulator Manager – by Flight Simulator Platform Solutions – is an application that expands every FS aircraft's capabilities to another level. These are the most important Flight Simulator manager features: Time and date management. Aircraft information. Earth Position plus map. AES Support. FS Passengers Support. Aircraft airport position. Weight Information. Aircraft systems Information. Project magenta Information. Fuel and weight quick tools. Pushback control. Flight mode display. Window zoom control. Window's view control. System tools. Payload management. Engines tools. Main panel management. Pedestal management. Overhead management. Controls management. Weather. Traffic. Failures management. Requirements: FSUIPC: Unregistered or Registered Version (Included at installer). Registered WideFS for network Installation (Included at installer). .NET Framework 2.0 or higher must be installed.



Cork Ultimate

From Eiresim

www.eiresim.com

Made to a high level of detail and accuracy, Cork Ultimate for FS2004, is the most realistic release to date from the Eiresim Team. It is the first Irish Airport to include high detail 20cm/pixel aerial imagery that captures Cork Airport in all its glory. Attention to detail has been the key behind developing Cork Airport and all airport structures have been included with the scenery, including the nearby Business Park in its entirety. Scenery Features: High quality 20cm/pixel aerial imagery. Highly detailed virtual replica of the airport. Both animated and static ground vehicles including animated vehicles on all roads. Impressive frame rates. Photo realistic day and night textures. Seasonal Textures. Realistic runway and taxiway lighting and lighting on all external and internal roads where appropriate. 3D Approach lights. 3D PAPI lights. 3D Runway hold short lights. Landclass Data for surrounding area. Realistic Navigation aids. Realistic Ground Markings. Extensive manual with information about the airport. Afcad included. FSX version to follow.

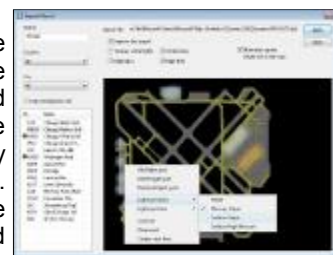


Airport Wizard

From FlightSimTools

www.flightsimtools.com

Airport Wizard is a simple tool for easily improving the look of airports in FSX and FS9. With just a few mouse clicks, you can add incredibly realistic illuminated aprons. Add taxiway lines that are perfectly round at turns and intersections. And taxiway lights that have a real 3D appearance both at day and night, instead of being just bright dots. No need to know anything about editing airports - with Airport Wizard, improving an airport just takes a few seconds! Airport Wizard is fully compatible with both DirectX 9 and DirectX 10 modes of FSX, and also with FS9. A free demo is available.



FollowMe Service

From DBS Studio

www.dbsim.com

With 'FollowMe Service' for Flight Simulator X Users can choose any car from simulator list or from flight simulator's internet resources which easily integrates into the simulator environment. The product also features transparent dialogs boxes like ATC and enables easy navigation from gate to runway, from parking to fuel station, from runway to cargo dock, etc.



Hawaii Airport Terrain Adjustment Pack

From FSGenesis

www.fsggenesis.com

This product fixes 31 airport plateaus in Hawaii, United States. All airports in the state were checked for proper location, orientation, and plateaus. Where necessary the airport backgrounds were adjusted based on aerial images provided by Virtual Earth and terrain adjusted to eliminate plateaus. Kalaeloa (John Rogers Field) recieved



special attention. It has always been displaced to the south in the last few versions of FS, so it was moved to its proper location, the terrain adjusted to eliminate a plateau, and the Ewa coastline was corrected, resulting in a much more realistic depiction. The taxiway system was completely overhauled as well, reflecting recent changes. This product is recommended for anyone who has a 10m or greater add-on terrain mesh package for Hawaii installed, regardless of vendor. (i.e., FSGlobal, FSDreamscapes, etc.).

Dublin International Airport

From Fly Wonderful Islands

www.simmarket.com

www.justflight.com

Discover an exquisitely true to original atmosphere. This project is as realistic as it can be with a foresight in to the future. The airport features the new Terminal 2 buildings with all the jetways. All runways and taxiways are present with 3D taxiway lighting and signs. This airport comes with all 4 seasons plus a "hard winter" texture. FSX Dublin is AI traffic compatible and contains an AFX file for every possible gate. Specific airlines are assigned their specific gate. The high resolution ground terrain, objects and building textures mesh seamlessly into FSX.



AirView

From FSWidgets

<http://fswidgets.com>

AirView technology provides the pilot with detailed awareness and environmental information, including industry first 3D Terrain Visualization with Dynamic Elevation Colour Coding (DECC). Coupled with sophisticated 2D and Profile elevation contour display technologies, AirView literally allows the pilot to see in the dark. Modelled on real world avionics and leveraging capability from directly within FSX, AirView graphically presents airport detail, runway and taxiway detail, frequency data, and live flight plan overlay. Combined with these critical pilot cues, situational awareness is further enhanced with aerodrome charting, tracking information and display of navigation data including airways, fixes and beacons. X-Plane version also available.



Guadalajara International Airport

From Taxi2Gate

www.simmarket.com

Guadalajara International Airport (Aeropuerto Internacional de Guadalajara), also known as Don Miguel Hidalgo y Costilla International Airport (IATA: GDL, ICAO: MMGL). It opened in 1966 and is located 16 km from the city centre of Guadalajara. In 2008, the airport handled 7,193,200 passengers, representing a 1.9% decrease from 2007. It is Mexico's third busiest airport, after Mexico City International Airport and Cancún International Airport. Guadalajara International Airport is composed of two runways and two terminals. It is also a major airport for connections, being a hub for Mexicana, Aeroméxico Connect, MexicanaLink, and a secondary hub for Aeroméxico. Flights are offered to several destinations within Mexico, Central America, and the United



States. Features: Carefully detailed 3d objects. Fully detail Buildings. Realistic Ground Markings. Numerous static objects. Fencing.

Garmin G1000 for X-Plane

From FlyThisSim

www.flythissim.com

The FTS1000 for X-Plane simulates the Garmin G1000. Also, this is the only G1000 that can be used with X-Plane and is now available with 12 different aircraft. The new G1000 simulation also features PFD and MFD including up to date navigation data and detailed US airspace maps.



BN-2 Islander

From Flight1

www.flight1.com

The Islander is one of the best-selling commercial aircraft types produced in Europe and although designed in the 1960s, over 750 are still in service with some 50 commercial operators around the world. The aircraft is also used by the Army and Police forces in the United Kingdom and is a popular light transport with over 30 military aviation operators. This BN-2 simulation is extensively based on a real world example with assistance from Great Barrier X-Press Airlines, Auckland, New Zealand - fitted with 2x Lycoming O-540 260hp engines. Included are two exterior model variants for both early and late nose profile (BN-2A and BN-2B) Islanders, with related lighting accessories - all beautifully represented with a total of 13 paint-schemes: Air Hamburg, Barrier Aviation, British Airways Express, British Airways Express (Tartan), FLN, Great Barrier X-Press (Kotare), Great Barrier X-Press, LFH, Milford Sound Sightseeing, OLT, Nature Air, Shetland Islands Council, Winair. Each is rendered in stunning detail and a Paint Kit makes it easy for you to create your own extras. Features included are: a fully functioning Bendix King KLN 90A GPS unit created by SimAvionics. Panel shake effect on engine start and take off roll. Fully-functional Virtual Cockpit with virtually every system and gauge functioning. High Fidelity sound set from Turbine Sound Studios.



LROPS 767 Systems - Book 1

From LROPS

<http://lrops.com>

The "767 Systems - Book 1" is the first in a planned series, which takes an in-depth look at the some of the systems and procedures on the 757/767 flight deck. Whether you've been flying the 757/767 for years, or just picked up Flight Simulator today your training with LROPS will be both informative and entertaining. Learn all there is to know and become the best. Those of you that have read LROPS products before will be fully aware of the level of detail into which they go. The Systems series is no exception to this rule, while keeping everything written relevant to the Flight Simulator pilot and easy to understand. Some of the Contents: Warning Systems, including: EICAS, GPWS, TCAS, Fuel System. FMC. Holding. Step Climbs. Data Insertion. VNAV. At a comfy 38 pages, this book is crammed full of information every 757/767 pilot needs to know.



FlyTampa—Vienna LOWW V.2

From FlyTampa

www.simmarket.com

Vienna-Schwechat International (LOWW) airport scenery updated for FS2004 and FSX (separate versions). Added Skylink Terminal and parking Garage.



Added West Apron, GAC Terminal and JetAlliance Hanger. Added Buildings near north Apron Updated Gate numbering to new layout (A,B,C,D,E,F,H,K). Added Specular and Reflection shaders to old Terminals and other Buildings (FSX). New Taxiways P and Q Updated Taxiways O & I to M & L. Added seasonal mini-Photoscenery, Autogen and Highway Traffic (FSX). Added "Billa" Supermarket. FS9 version fully recompiled. FSX version compiled with SP2-SDK (*except ground polygons, DX9 mode only). Removed legacy code Docking Aids and MXhellers. Please use AES for this. Updated AF-CAD. Important notes about the Vienna V.2 Upgrades. These require your original Vienna Serial Key you received from either FlyTampa, Simmarket or PCAviator. The Upgrades will NOT work with the Aerosoft Mega-Airport Vienna Box. Aerosoft will have their own Vienna V.2 available shortly.

Manchester Airport

From Mantex3

www.wix.com/choon172/Mantex

Manchester Airport by Dave Chapman features: Photographic new textures. Improved quality. Day and Night textures. Countless improvements and modifications. From the terminals to the light-posts, nothing is overlooked. No effect on frame rates. Optimised DXT3 format. Fully VFR Photo scenery compatible. Extremely accurate.



Meigs Field Airport

From Flyscenery

www.flyscenery.org/fly/kcgx.php

Meigs Field Airport for FS9 is a full reproduction of the original airport including 1999 and 2003 airport versions, correct taxiway layout, correct building placement and type, fully custom textured buildings, detailed taxiways and taxiway edges, night lighting, perimeter fence, and much more. A special feature within this package is the ability to step forward in time to the 2003 version of the airport. When the airport was spontaneously closed, large Xs were cut preventing aircraft from departing or arriving. Two varieties have been modelled: 1999 version (airport was in operations) and 2003 version (airport was closed).



Mexico City Airport

From Taxi2Gate

www.simmarket.com

Mexico City International Airport, also called Benito Juárez International Airport (IATA: MEX, ICAO: MMMX) is a commercial airport that serves Mexico City, the capital of Mexico. It is Mexico's and Latin America's



busiest. Latin America's most important hub, with direct flights to more than 100 destinations worldwide. In 2005, the airport served 27 million passengers, increasing to 29.7 in 2006 and 19 million in the first half of 2007. When current renovations and expansion projects are done (including the construction of a new terminal), the airport will be able to handle up to 40 million passengers a year. This scenery for FSX features the following: Carefully detailed 3d objects. Fully detail Buildings. Realistic Ground Markings. Numerous static objects. Dynamic objects. Fencing. Charts.

PilotSpeak

From Angle Of Attack

www.flyaoamedia.com

Angle of Attack has published their first ever E-Book. This E-Book focuses on the Three Pillars of Communication (Learn, Speak, CoOperate) and has been dubbed 'PilotSpeak'. 'PilotSpeak' is a 27 page E-Book which will teach you the 3 most important things needed for great ATC communication, whether you are just starting on VAT-SIM or you have an interest in the subject. Conquer 'Mic Fright' and head over to Angle of Attack and checkout a free sample.



Real Environment Xtreme for X-Plane

From Real Environment Xtreme

www.realenvironmentxtreme.com

Real Environment Xtreme (REX) uses the newest hi-definition technology to bring the most realistic environment to the X-Plane platform. This new technology includes state-of-the-art photography processes, mapped to various cloud and sky textures that gives a true volumetric feel to the X-Plane world. REX for X-Plane also offers a new Weather Synthetic Texture Processing feature that allows REX to craft the best textures for the weather situation and then uses its new Weather Data Server (WDS) to synthesize the Metar reports to give the best representation of the weather within X-Plane, also included is a new Weather Avoidance Tool that provides global weather conditions for precipitation, lightning, turbulence/shear and icing.



Strasbourg (LFST)

From France VFR

www.francevfr.com

This scenery conceptualises the Airport of Strasbourg Entzheim using photo-real high definition textures of the ground adding as well night textures for the entire covered zone. The scenery spreads over 40 km² and adds to the airport an extended photo-realistic area including specific Autogen as well as semi photo-real tarmacs and taxiway (NEW!). The scenery is optimized in order to obtain the best possible frame rate and quality/performance. You can use it as a standalone product or in addition to the Alsace scenery (VFR Pack, to be released later this year) without any modification. Due to its particular concept, the scenery is entirely compatible with any mesh of your choice. For the owners of the FS2004 version can Upgrade to FSX at a preferential price.

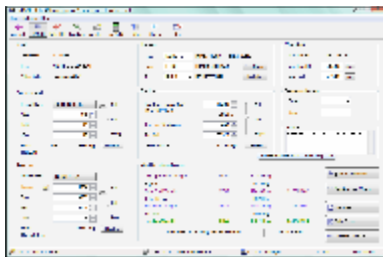


TOPCAT Calculation Tool

From TOPCATSim

www.topcatsim.com

TOPCAT is an acronym for Take-Off and Landing Performance Calculation Tool and is a highly realistic, easy-to-use planning tool for all serious flight simulator enthusiasts. It brings into a single application all of the calculations required to plan for safe and repeatable take-offs and landings. TOPCAT will provide you, the captain, with Load Sheets, Take-Off and Landing performance analysis, Individual Runway Tables including all relevant speeds (V1, VR and V2), optimum thrust and flaps configurations, derated and assumed/flex temperatures and stop margins. TOPCAT is similar to real-life software and was developed by professional airline pilots. TOPCAT Features: Microsoft Windows application made by professional airline pilots (does not require any other software). Easy-to-use, user-friendly interface resembling real-life software. Worldwide database with close to 10,000 airports and 28,000 runways. Including obstacle data and engine-out procedures (EOSIDs). Take-off and landing data for abnormal configuration (e.g. engine out, flapless landing, inoperative thrust reversers, etc.). Ready-to-print and ready-to-save loadsheet, take-off and landing reports. Build your own Individual Runway Tables (IRTs) for your favourite airports. NOAA, IVAO, VATSIM and ActiveSky weather support (FS2004 and FSX). A wide variety of units: kilograms (kg), pounds (lb), meter (m), feet (ft), hPa (hecto pascal), inHg (Inches of mercury) for your personal needs. Editor to add or modify runways and airports.



Ultimate Traffic 2

From Flight 1

www.flight1.com

Redeveloped from the ground up, Ultimate Traffic 2 (UT2) provides Flight Simulator X users the definitive answer to their AI Traffic needs. Built in cooperation with Flag Mountain Software, AI Aardvark, and The Fruit Stand, UT2 takes advantage of the latest in AI technology. The goal of UT2 is to provide users with the most complete and realistic real-world airline flights worldwide, offer new levels of AI Traffic design, and revolutionize the FSX skies. Ultimate Traffic exceeds these lofty goals. Some of the features in UT2: Ultimate Traffic 2 will provide users over 550,000+ scheduled flights based on real airline timetables. Besides commercial schedule flights, Ultimate Traffic 2 will provide users over 1.3 million general aviation flights. Contains over 1600 aircraft repaints of various worldwide air carriers, both big and small. Provides users with AI traffic for over 6,000 airports. Create and manage custom add-on schedules for Ultimate Traffic 2. Complete virtual airline schedules can be created using Ultimate Traffic's proprietary tools allowing Ultimate Traffic 2 to display these flights in FSX. Print timetables for any airline in the Ultimate Traffic 2 world. Each airline flight in Ultimate Traffic 2 uses a flight plan to navigate from the departure airport to its destination airport. These flight plans can also be customized. Assign any FSX style flight plan to a flight using this feature. Create map views of anywhere on the planet and view all traffic currently flying at that location. View a live status board for any airport that handles commercial traffic. View departure and arrival boards for a unique look at traffic at the airport. Each airline can have its own rule for generating a tail number. UT2 uses these rules to generate random tail numbers for each flight in the database. Users can also manage and assign parking codes to any FSX aircraft.



Ultimate Traffic 2 - Power Pack (Free)

From Flight 1

<http://ut2.flight1.net/>

Ultimate Traffic 2 Power Pack is a FREE add-on to Flight1's Ultimate Traffic 2 product for FSX. The Power Pack is an easy to use tool to that allows you to compile and import add-on schedules, create new schedules from scratch, modify or create airport identifiers, plus much more. Highlights of the UT2 Power Pack: Create Add-on Schedules Manually - create your own schedules from the ground up, one flight at a time. Add smaller airlines that are not available on popular flight sim sites, special event schedules such as special military flights, charter airlines, virtual airlines, and/or use it to schedule GA traffic at your local airport. Virtual Airlines can add their complete schedules to the FSX world. Import classic BGL style schedules, with the help of AIFPC or TTools, to create schedules and AI aircraft activity that is not already included with the software. Airport Modification - UT2 Power Pack features an airport modification tool that will allow users, who have add-on airports that were not included originally with the FSX release, to add/modify these airports so UT2 can handle the AI Traffic scheduled to them. Share Add-on Schedules - The UT2 Power Pack enables users in the Ultimate Traffic 2 community to share newly created schedules with others.

FS Video Marshaller

From FS2Crew

www.fs2crew.com

FS Video Marshaller is an exciting new add-on that accurately models real-world pilot-to-ground and ground-to-pilot hand signals using video! FS Video Marshaller works with all aircraft in your hangar, and dramatically enhances the realism of ground operations. Features: Realistic hand-signal modelling based on real-life procedures: Chocks In, Chocks Out, GPU Connect, GPU Disconnect, Start Engine 1, Start Engine 2, Wave off. Works with all FS9/FSX aircraft. Works at every airport. Custom integration for 3rd party commercial aircraft that include "eye candy" ground service objects in their external models. Video uses real-world Marshaller. Video includes day, dusk and night versions. Video plays in the FS window (Video can also be dragged to another monitor). Custom integration with ground service objects: FS Video Marshaller works with all FSX and FS9 aircraft. But, as a bonus, FS Video Marshaller can also control selected external ground service objects (such as chocks or GPUs), that are a part of the following 3rd party aircraft exterior models: PMDG Jetstream 41, Flight1 Mustang, All Eaglesoft Aircraft, All Captain Sim Aircraft, Sim-Check A300, Aeroworx King Air.



Cessna 162 SkyCatcher

From Abacus

www.abacuspublish.com

The Cessna 162 SkyCatcher is the first Light Sport Aircraft (LSA) to come from the venerable Cessna Corporation. This new two-place LSA made its first flight in 2006 with initial deliveries slated for 2009. The SkyCatcher is made mostly of aluminum with a fiberglass cowling. With an upward swinging door and fixed tricycle landing gear and control sticks instead of yokes, the SkyCatcher departs from design of earlier high-wing models. The engine is a Continental O-200D that delivers 100hp of power to a two-blade propeller. The main avionics are provided by a Garmin G300 and are included three manuals to help you learn the new navigation suite. For use on both FSX and FS2004.



Civil Air Patrol—SAR Bonus Edition

From Abacus

www.abacuspublish.com

Civil Air Patrol Search & Rescue now encapsulates all aspects of real Civil Air Patrol missions including: what you are searching for, where it is located, if it has an Electronic Location Transmitter (ELT), the frequency and modulation of the ELT, the accuracy of the ELT, contents of the emergency kit (flares, smoke, etc.) and the radio communication to signal the end of a mission. Combine this with authentic Civil Air Patrol-style search pattern flight plans and you have a completely portable search mission, making it incredibly easy to build and install pre-built search missions for you to share, create challenges for yourself or for CAP training! With the BONUS Edition, you'll fly these current and past CAP aircraft: Cessna 182T with Garmin 1000 glass panel. Cessna C-172 Skyhawk. Maule MX-260. Gippsland GA8 Airvan. C185 Skywagon. DHC-2 Beaver. L-19 Bird Dog. Mission Builder - creates search and rescue operations. The Mission Builder is modelled from detailed Civil Air Patrol training documents to create a wide variety of authentic search and rescue scenarios: Select a departure airport. Choose a search parameters - search pattern, track length and spacing. Position the search object and choose the ELT settings. The Mission Builder sets up the scenery and write a mission summary and creates a flight plan for your search and rescue operation. You'll fly the mission using the special DF and GPS gauges to help locate the search object. The CAP staff categorizes the search patterns into one of four types, based on the terrain, environment, and other characteristics: Expanding Square. Sector. Parallel Track. Creeping Line.



Navigraph Video Tutorials

From Navigraph

www.navigraph.com

Navigraph's fourth set of video tutorials features Eight tutorials in addition to the 25 published previously. Each video teaches how to fly IFR approaches to various airports, including major hubs such as Delhi, Buenos Aires, Stockholm and Miami, and unique destinations such as St. Maarten/Princess Juliana and Niagara Falls. The video tutorials have been produced by VideoFlyRec, a Spanish video production company, using chart material provided by Navigraph. These eight new videos cover the following approaches:



- 1) A Boeing 767 performs an ILS approach to RWY 09 at Miami (KMIA).
- 2) A Boeing 767 performs a CAT II VOR DME approach to RWY 11 at Buenos Aires (SAEZ).
- 3) A Boeing 737 performs a VOR approach to RWY 22L at Venice Tessera (LIPZ).
- 4) A Boeing 737 performs an ILS NDB DME approach in snowfall to RWY 01L at Stockholm Arlanda (ESSA).
- 5) A Learjet performs a VOR DME approach to RWY 09 at St. Maarten/Princess Juliana Airport (TNCM).
- 6) An ATR-500 performs an ILS NDB approach to RWY 28R at Niagara Falls (KIAG).
- 7) An Embraer performs an ILS approach to RWY 10 at Delhi (VIDP).
- 8) A Boeing 737 performs an ILS VOR NDB approach to RWY 07R at Moscow Sheremetyevo (UUEE).

Each video is approximately 8 minutes long in 640x480 pixel resolution (~40 MB), and costs 40 Navigraph credits to download. The account can be charged with a minimum of 100 credits for €10. The videos are viewed directly in the

nDAC software, see www.navigraph.com/www/ndac.asp - no external media player is supported. The exact charts used in the videos can be downloaded separately as PDF documents from the Video Training section of the Learning Center / Online Contents tab in the nDAC software. They require the free Adobe Reader software for viewing and printing. The charts can also be downloaded and viewed in the nDAC software, but may have been updated since the production date of the video tutorial.

Orbx FTX Pacific Northwest

From Orbx

<http://fullterrain.com>

Welcome to North America, and Orbx's most ambitious project to date, USA / Canada Pacific Northwest. There is over 2.5GB of fully seasonal and annotated photoreal for landmark mountain and wilderness areas above the tree line, glaciers, lava flows, as well as including photoreal Seattle CBD, the ports of Tacoma and Olympia, KPAE, Bonneville Dam and many other points of interest. Additionally Orbx has created brand new autogen textures, hand-crafted every square mile of landclass, added full moving traffic, 3D night lighting and much more! Finally, over 450 default airports in the region have been upgraded with custom buildings and objects, elevation corrections and other details.



Santorini X

From Aerosoft

www.aerosoft.com

Santorini was born with one of the biggest bangs ever heard. Around 3600 BC a big volcano exploded leaving a caldera that is partly above sea level, what is now known as Santorini. The volcano is not dead. In the middle of the caldera is a new volcano that slowly grows. As recent as 1950 there was a major eruption (included in this scenery project, just set the date to 1950). It's now an attractive holiday destination, both for people who stay on the island or who visit on the many cruise liners that stop there. Because of the stunning setting and the surprising layout it was an obvious choice for a scenery project for FSX. It's a great place to fly to in an airliner and then use a helicopter or small aircraft to explore the other side of the island. Features: Covers the whole island with photo textures and 10 meter mesh. Very extensive autogen Full detailed coverage of Santorini Thira airport. Fully compatible with AI Traffic add-ons. Extensive animations. DX10 compatible.

Stuka V.s Hurricane

From First Class Simulations

www.firstclass-simulations.com

Operating in almost every campaign of World War 2, the Junkers Ju87 Stuka was the pride of the Luftwaffe. With its trademark siren - "the Horn of Jericho", daring Stuka pilots would put their aircraft into a vertical dive as they attacked their targets. The allies too had their own ground attack bomber in the guise of the Hurricane. The MK IIC Hurricane, dubbed the "Hurribomber" was the allied alter ego of the Stuka, performing attack missions on behalf of the Royal Air Force. This custom version of the award winning Hurricane simulation is available exclusively in this package. Accompanied by detailed histories of each aircraft, a Stuka dive tutorial, panel guides and missions (FSX only) Stuka Vs Hurricane pitches two iconic aircraft head to head in the ultimate battle for aerial supremacy.



USA/Canada Pacific Northwest

From Orbx

www.fullterrain.com

Welcome to North America, and Orbx's most ambitious project to date. Over twelve months in the making, the FTX Pacific Northwest region is truly a stunning achievement



which combines all the elements of the much celebrated FTX AU region series, but goes much further. Orbx have amped the quality of the ground textures to the next level, and sourced them from pristine imagery to create beautifully crisp terrain even at ground level. They have also added photoreal areas above the tree line to many mountains, glaciers, lava flows, as well as including photoreal Seattle CBD, the ports of Tacoma and Olympia, KPAE, Bonneville Dam and many other POI's. Additionally they have created brand new autogen textures, hand-crafted every square mile of landclass, included full moving traffic, 3D night lighting and much more. The icing on the cake? Over 400 airports in the region have been upgraded with custom buildings and objects, elevation corrections and other details. FTX PNW is going to reinvent bush flying, and to celebrate Orbx is also releasing many small to medium airports for this area. For use on FSX only.

Stark's Twin Oaks Airpark

From Orbx

www.fullterrain.com

Nestled in the rolling farmland of the fertile Willamette Valley near Portland, Oregon, Stark's Twin Oaks Airpark is ideally located for sightseeing in the Pacific Northwest. The rural



location makes for less traffic and a relaxed atmosphere, while providing an easy jumping-off point for flights to either the coast to the west, or the rugged peaks of the Cascade range to the east. The scenery includes a large area of 30cm/pixel aerial photoreal terrain, featuring the various orchards, Alpaca ranches, and small farms in the area. One special point of interest in the area is the massive Glacier rock quarry, located a few miles to the southeast of the field. And what is possibly a first for an FS airport - multiple elevations. Twin Oaks is carved from the side of a gentle slope, and as a result, the Starks' house, garage, and two of the hangars are on a hill overlooking the rest of the field. Lead developer Bill Womack has obsessively researched and photographed the airport over the last few years, with the enthusiastic support of owners Bob and Betty Stark. For FSX only. Requires USA Canada Pacific Northwest.

DodoSim 206

From Flight 1

www.flight1.com

Whilst the casual player may assume that Flight Simulator X's helicopter simulation appears realistic, the truth is, it is far too stable and easy to fly. With the Dodosim 206, flying



a helicopter reaches a new level of realism. Whether new to helicopter flying or a seasoned pro, this simulation has five selectable difficulty levels to suit. Use engine auto-start and

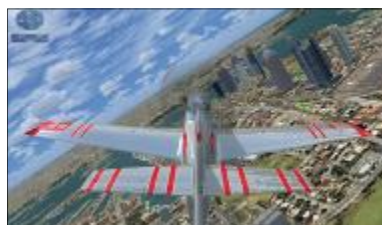
simplified flight dynamics in assisted training modes or opt for full manual control. Modelling one of the world's most recognisable and popular helicopters, the Bell 206 Jetranger, this is the definitive helicopter simulation for FSX. Developed by Dodosim and now published in a fantastic boxed edition with Flight1, this is a 'must have' product for both experts and those new to rotary wing flying. Some of the many incredible features: Multiple models include floats, low and high skid, utility with cargo hook and door-less versions, each with unique and accurate handling and performance. Custom configuration settings allow text hints when your handling or operation will cause engine wear, damage, or affect flight dynamics. The cued start-up and shut-down training mode highlights each operation to help you follow the correct procedure for the 206's turbine engine. Progressive wear and failure persists between flights - affecting running costs. A "Service Workshop" allows repairs, rebuilds and cost analysis. Get your flying wrong and be prepared for expensive repairs. This luxury boxed edition contains an 80 page printed training manual, printed quick start guide and a set of printed checklists.

Low and Fast Air Racing

From Just Flight

www.justflight.com

Get ready to race through the Grand Canyon, fly just feet above the Golden Gate Bridge, and narrowly avoid the Seattle Space Needle! This race pack offers you a total of 15



races and practice runs - two Beginner, eight Intermediate, four Advanced and one Expert race. In some races you'll be battling against the clock, and in others you'll be racing against AI competitors. This package includes many custom features, dozens of custom voice-overs in the races, and custom sounds. There are also pre-flight briefings! Note: Flight Simulator X Acceleration or Gold required - not compatible with FSX Standard or Deluxe.

Diamond DA42 Twin Star

From Eaglesoft

www.eaglesoftdg.com

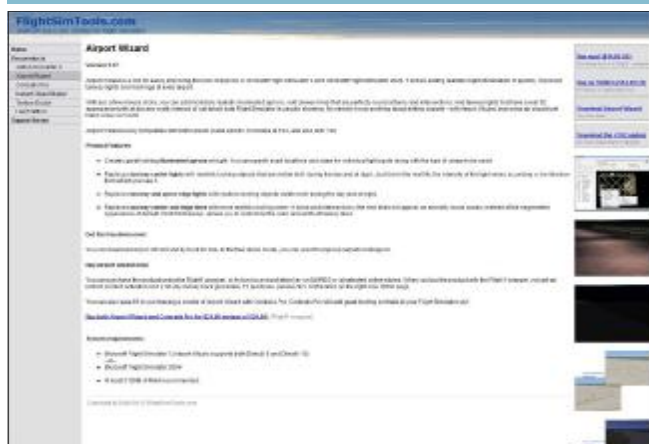
Eaglesoft Diamond DA42 Twin Star is offered for either FS9/SP1 or FSX/SP2/DX10 Preview. This DA42 Twin Star sets the new standard for realistic Diamond Twin Star General Aviation Aircraft use in



Microsoft Flight Simulator. With the help, advice, and testing by real world Twin Star pilots the Eaglesoft Diamond DA42 Twin Star model faithfully replicates the original Diamond DA42 Twin Star Diesel Engine Line. Features List: Reflective Textures, Dynamic Shine, Luxurious Night Lighting. Specular Shine, Reflective DDS FSX Textures. Specular Shine, Reflective 32 Bit FS9 Textures. Multiple High Quality Diamond Liveries included. Outstanding performance in FS9 Version with FS9/SP1 and in FSX Version with FSX/SP2/DX10, Animated Pilot, Female Co Pilot Accurate Animated Control Surfaces. Accurate Twin Turbo-Charged Jet Fuel TAE Diesel Engines with Prop Feather. Exclusive: Eaglesoft 'Lumisoft' 3D Landing, Taxi, Exterior, realistic illumination technique [FSX Only]. Eaglesoft Popup Preflight Utility and Deice System. Mindstar Aviation Bendix King KAP140 Autopilot System. Eaglesoft Garmin G1000 Audio Panel Vatsim/FS Inn Compatible. Eaglesoft Garmin G1000 Avionics Suite based on FS GPS System. Improved Photo Realistic 2D and VC panel with Widescreen 1680X1050 Support.

Download Directory

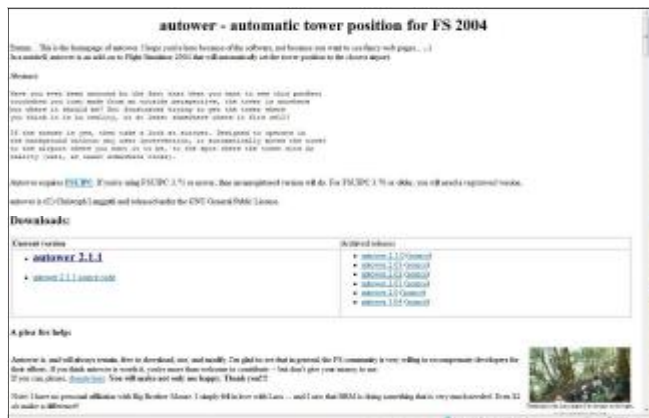
FlightSim Tools www.flightsimtools.com



This is the home of a number of FS add-on payware features and tools, most of which work in both FS9 and FSX, including Addon Converter X (for making FS9 aircraft and sceneries work in FSX), Airport Wizard (for improving the appearance of airport markings and illumination), Contrails Pro (for improving contrails), Instant Object Maker (make simple 3D objects), Texture Doctor (for more serious simmers interested in converting textures) and Heli Traffic X (the Heli Traffic AI programme). Some come as free downloads with limited functionality so you can try before you buy.

Autower

<http://christoph.rosenkeller.org/fs/autower/>



A freeware FS9 add-on by Christoph Langguth that will automatically set the tower view to the closest airport to your position. It also takes account of your COM frequency, locking the tower to the airport you're currently approaching. It requires that you have FSUIPC installed but the freeware version of the latter suffices provided it is prior to version 3.71. There are 2 methods of installation – the simpler is to drop a .dll file to your modules directory, whilst for those interested in more tweaks and configurations, install the stand-alone self-executable in any folder – although the latter requires that you manually start up Autower every time you launch FS9, you can make configuration changes and see the effects without having to re-boot FS9.

Your guide to Flight Sim Web Sites

By John Melville

Airway Sim

www.airwaysim.com



Something completely different.....This is an online management simulation game which is part of a Finnish company Avia Design that focuses on IT consulting and web design. Here you can run your own airline and compete with other players online. The game includes a worldwide airport database (including 10 Irish airports) and hundreds of aircraft models. The feature-rich game goes into huge detail as a quick scan of the feature list and screenshots will make obvious to you. You need to register to set your own user name and password

Topcat

<http://topcatsim.com>



Topcat stands for Take-Off and Landing Performance Calculation Tool. It brings into a single application all the calculations required to plan realistic and accurate take-offs and landings. It provides you with a programme developed by professional pilots that delivers load sheets, TO and landing performance analysis, runway tables including V1 V2 and VR speeds, thrust and flap configurations, de-rated and assumed flex temperatures, and stop margins. Download free the absorbing and fascinating 88-page manual and an evaluation copy of Topcat limited to the 747-400. If you like what you see you can purchase full functionality for €17.99 which will get you underway with Airbus A320, various Boeing models, Fokker 100, MD11 and MD11F. I'm off to try out the evaluation version!

Product Updates

ActiveSky Evolution

www.hifisim.com



Active Sky Evolution [Service Pack 1](#). This new update provides several fixes and enhancements and is a recommended update for all ASE users. Active Sky Evolution is a full-featured weather simulation engine for Microsoft Flight Simulator X and 2004. Many high-fidelity realism features are provided and weather data is streamed from the private HiFi DataNet server network, providing real-time and historical weather. ASE integrates with several different environment graphics add-ons and includes an in-flight weather gauge, full graphical weather mapping, enhanced flight and weather briefing reports and much, much more.

757 Captain

www.justflight.com



The [v4.4. update](#) (198Mb) for the FSX version of [757 Captain](#) is now available to download from the Just Flight [Support](#) section, and is recommended that all users install it. The list of modifications and fixes provided by this update is extensive - you'll find all the details and installation instructions in the [Support](#) section. Among the updates are an integrated Weather Radar, improved display colouring, two pre-saved flights, Interactive ATC ID label in VC, 3D wing vortex generators, and improved cabin and landing lights.

Real Environment Xtreme

www.realenvironmentxtreme.com

Real Environment Xtreme Service Pack 2 for FS9 fixes and enhances many items, which include:
Added new global weather averaging system.
Added additional wind layers at 45000 and 80000.
Added feature that prohibited updating of weather while user was starting descent or landing
Added pop-up option after saving texture theme to automati-

cally request user to install textures into FS
Added new countdown feature to alert users when the WASys was about to start the process of loading weather into FS
Raised lowest wind base to help with flare upon landing and wind shift issues
Enhanced winds aloft and wind speeds algorithm
Fixed mapping code to keep mapping service from losing connection
Fixed mapping reload issue, even though the issue was not consistent with our user base
Fixed changes to cloud layers issue when loading weather into FS
Fixed several environmental texture issues
Fixed some problematic wave animation sets. Some users reported too harsh of an animation algorithm
Added two texture sets to the inland and ocean water areas
Added one texture set to the wave animation area
Added a new dawn sky set named "ejoiners sky"

Ground Environment X

www.flight1.com



[Flight One Software](#) has released 2 updates for their Ground Environment X series of products for FSX, which cover Europe and North America. Ground Environment X North America is now the new product name for what was the USA/Canada edition. This is a sweeping upgrade designed to improve many areas of the product. Because it is a large change, and covers the broader North American continent, they are now calling the product Ground Environment X North America. This is a FULL product update, as there is no incremental patch to upgrade to the North America edition. All previous USA/Canada customers are entitled to a free upgrade to the North American version. If you purchased by download, simply use your old key. If you have the DVD version, please visit the Flight1.com [website](#) for information on how you will be able to get the new download version. To access these updates, customers should use the Updates button in their GEX product interface.

Concorde X

www.flightsimlabs.com



Flight Sim Labs announce the release of [Concorde-X Service Pack 1](#) for FSX, the Service Pack features several improvements and fixes for issues found to enhance accuracy and

fidelity. Bundled with the Service Pack comes a new, very comprehensive Tutorial document, featuring a complete flight from London's Heathrow to New York's John F Kennedy Int'l Airport, taught step-by-step and following complete checklists, so the reader can fully absorb and learn how the Concorde was flown. Drop by the [Flight Sim Labs](http://www.flight-sim-labs.com) website for complete details and download of the service release.

Audio Environment: Airliner Edition

www.flight1.com



Flight1 release Audio Environment: 'Airliner Edition' Sound update for Ultimate Traffic 2 users. Since the original release of Audio Environment: Airliner Edition there were a few responses pointing out that the sound levels of other aircraft when in the cockpit, whilst completely realistic, are a little quiet. Flight1 has put together a special update for users who wish to hear the product in all its glory from within the cockpit. For full details of how to get the update visit [Flight One Software](http://www.flightone.com).

Multi Crew Experience

www.multicrewxp.com



The FS++ team have released Version V2.1 of Multi Crew Experience - their award winning add-on for both FSX and FS2004. MCE is a speech recognition based add-on that allows the flight simulator enthusiast to fly the heavies in a simulated multi crew environment. Issue commands to co-pilot, go through the checklist, etc. MCE also allows voice interaction with the FS built-in ATC system, as well as Radar Contact.

Aerosoft Updates

www.aerosoft.com



Trondheim Vaernes X
 Helgoland X updated to 1.10
 FSMap updated to version v1.2.1
 SimCheck A300 updated to 1.20
 Discus Glider X updated to version 1.60

Preview Mega Airport Orly

www.aerosoft.com



A Visit to Simtech

By Ian Broni

Myself and Terry recently had the opportunity to visit Simtech's new facility close to Dublin Airport. Simtech is an aviation company specialising in: simulator training, aviation related training courses, and aviation event management. The company has been in existence since 2004 and originally purchased a Boeing 737-200 full motion simulator from Aer Lingus, which was located in the simulator building at Dublin Airport. The simulator is used for airline assessments, MCC's and Jet familiarisation. In 2006 the company assisted local airline, Cityjet, in sourcing an RJ85 (updated BAe146) simulator from the USA. Through its extensive engineering knowledge, Simtech undertook the dismantling and reinstallation of the RJ85 simulator in one of their spare simulator bays in Dublin Airport. The RJ85 simulator was purchased by Cityjet in advance of their acquisition of a fleet of twenty seven second hand RJ85's from British Aerospace to replace their existing BAe146's. Although purchased by Cityjet the RJ85 simulator is operated by Simtech who provide management and engineering support and prepare all submissions to regulators in connection with simulator approvals. The simulator has IAA (Irish Aviation Authority), CAA (UK Civil Aviation Authority) along with JAR and other international approvals.

In May 2009 Simtech announced their new Aviation Centre for Excellence was to be established in a new building located at the Dublin Airport Logistics Park close to Dublin Airport. The new facility has five simulator bays, three of which are currently used: the Cityjet RJ85 simulator, an Aer Lingus A320 simulator and their new Mechtronix Level C ATR-72-500 Simulator – but more on this later. The new facility also includes engineering facilities, a number of classrooms, simulator mock-ups and a cabin door trainer. The new facility was officially opened by An Taoiseach, Brian Cowen at a tree planting ceremony.

Thanks to Paul Hannity, myself and Terry were invited to see the new facility by one of its founders Sé Pardy, who is also a Captain with Aer Lingus. Thankfully the morning we were due to meet Sé, I decided to look on Google to check where the new facility was, as I had a different idea to Terry of where the premises was located. With this in mind we managed to locate the new building and meet up with Sé. The new facility includes a warehouse, which has been modified to accommodate the simulators, along with the extensive meeting rooms and associated facilities. We were taken around the building and shown the extensive meeting rooms which are of a high quality finish and have an extensive equipment facilities. Of



particular note was the large meeting rooms that overlooked the simulator bays with large windows and give a fantastic view of the simulators in use. After touring the building we were taken down onto the floor to see the three simulators. All three were in use whilst we were there and this made for interesting viewing. The Aer Lingus A320 sim is not managed by Simtech in the way the new Mechtronix ATR and the Cityjet RJ85 sims are (Aer Lingus do this themselves), as it is housed in the facility. The A320 sim is currently the busiest of the sims with Aer Lingus rotating crews through on a more or less non stop basis. It is amazing standing on the ground and looking up at the three simulators and see how big they are given that they sit atop a series of hydraulic jacks which gives motion to the sims.

Having toured the floor we were then brought up to the Cityjet RJ85 to have a quick look inside – it too was being used but we were allowed to stand at the rear and have a look inside. From my perspective it certainly looked incredible and replicated the BAe RJ series cockpit very well along with an instructors' station to the rear of the cockpit area.

One of the reasons Sé had asked us to see the facility was to see their latest acquisition, which had only just been installed – a multi million US\$ Mechtronix ATR72-500 series full motion simulator, which features the latest in graphics using collimated 40° x 180° displays. In a similar deal to that of the RJ85, Simtech had acquired the new sim for local airline Aer Arann but managed the whole sim on their behalf, which included selling time on it when it was not being used by Aer





Arann. This point was well made during our visit as several pilots were due to arrive from Turkey to commence a conversion course on the ATR and one of their instructors, who was already there getting an overview of the new sim. Luck was on our side as the time we entered the sim they were not actually using it but running through the configuration via the instructors' console.

Given the opportunity Sé offered us the right hand seat as he took the left seat – it just so happens I was standing in front of Terry and I was asked to jump in. The sim was set up at Pier A at Dublin and the scenery looked incredible giving a full 180 degree view from the pilot's seat. Not to be outdone by MS Flight Simulator, there were static aircraft on the ground - some were Aer Arann ATR's painted in the new Aer Lingus Regional colour scheme. Other static aircraft belonged to Aer Lingus and British Midland. As time was of the essence, Sé

had the instructor set us up with engines running on the threshold of runway 10. Even though the actual hydraulics were not turned on, the sensation with the 180 degree view as we rolled down the runway was enough for your stomach to actually think you were flying as we took off on runway 10. On the climb out, we banked sharply left over the new Terminal 2 building so we could see it had been replicated in fantastic detail. As we headed north, Sé asked if I wanted to take control and not being shy, I gladly accepted the challenge. I found the controls much heavier than I had expected, been used to using my Saitek Pro Flight Yoke but once I got used to it, it became easier. Banking the aircraft right heading towards Swords, I was amazed at the level of detail of the scenery - it was all digital satellite images. I was able to see my house and the large quarry just of the Feltrim Road. Sé asked if I wanted to try and land and again not being shy, I was soon turning for the crosswind leg and using the excellent digital





imagery I was able to visually turn onto a perfect final for runway 28. That was the easy bit – having established finals and slowing the aircraft down, Sé selected the first stage of flaps and the nose ballooned up, so I struggled to get her to level out and back into a descent profile. With the aircraft a little high, I had to continually trim her down before getting the nose down on the profile and soon we were over the numbers and pulling back for a slightly bumpy landing. Reverse thrust was selected and we were able to exit the runway very quickly – just like in real life. Unfortunately our short visit to the ATR72 sim was over, as the Turkish instructor was getting ready for his real pilots to arrive.

From the outside Simtech's building just looks like an ordinary warehouse but inside it hides the most expensive simulator hardware in the country. It was a privilege to be able to visit the premises and a stroke of luck to be able to actually get a spin in the ATR sim. Simtech have gone from strength to strength

since first setting themselves up and the dedication they have given to providing high end facilities has been rewarded with them receiving some pretty impressive awards like: Irish Exporters Association Services Exporter of the Year 2008, County and City Enterprise Boards award and SFA Small Business Awards Finalist 2010. Interestingly, Sé pointed out the knock-on business to the local community their business has brought to hotels, restaurants, taxi companies, all benefiting from their expanding business. I know Simtech will continue to go from strength to strength and become a flagship for Irish Enterprise.

One final point – the reason we were invited to see the premises for ourselves was to check out the prize that Simtech have offered the club—a one hour of flight time in one of their simulators! We will have a draw for it at our next Fly-In in October – more details on this to follow in the next issue. Check out: www.simtech.ie and www.mechtronix.ca ↗



Cockpit Hardware

By Terry McGee

747-400 Professional Yoke

The ACE 747-400 Professional series Yoke has no plastic parts. All components are precision machined to give you the most professional feel and durability. Key Highlights includes all the standard features Plus: *New:* Machine Injection moulded Mason type Trim switch featuring heavy tactile feel like the real counterpart. We tested real Mason trim switch to get the most professional feel of the button movement. *New:* Column Height Adjusted to Real Boeing 747-400 Yoke height above floor. *New:* Column colour matched to Boeing 747-400 Palette and now powder coated. *New:* 747-400 Clipboard with Type specific checklist. *New:* Upgraded potentiometers to even higher quality 5 million duty cycle pots. *New:* Upgraded USB module to 12 Bits resolution (4096 steps). www.737yoke.com



Multi-Engine Start Module

The GoFlight Multi-Engine Start Module from GoFlight is designed to realistically model the ENGINE START section of the overhead panel on a 737, 757, 767, 777 or any other airliner. For sim enthusiasts who enjoy including "checklist" engine start procedures at the beginning of their flights, the GF-MESM is the perfect addition to the personal sim cockpit. And for those sim pilots who prefer to simply "start up and go", simplified engine start functions, as well as many other cockpit functions, can be assigned to the module controls. The Multi-Engine Starter Module control complement includes: Two 4-position knobs with GRD/OFF/CONT/FLT labelling for Engines 1 and 2. One 3-position toggle with IGN L/BOTH/IGN R labelling for engine igniters. The module is designed for mounting into one of GoFlight's standard rack enclosures. Thumbscrew mounting hardware is included. The module's faceplate features an attractive aircraft-grey powder coated faceplate with silk-screened control labelling.

www.rcsimulations.co.uk

www.simw.com



GPS 5

The VRinsight GPS 5 provides terrain information and terrain hazard warnings. It is the most fundamental approach guide into airports inaccessible under IFR conditions. The GPS 5 supports all default Microsoft Flight Simulator and add-on aircrafts. It is completely interfaced with Flight Simulator 2004 and Flight Simulator X through the VRinsight software (supplied). Requires USB 2.0 port, FSUIPC (unregistered) and a free DVI or VGA port.

Features: Realistically shaped and fully functional buttons, dual knob and LCD. LCD size: 15cm (L) X 8.8cm (W) / 7 inch. Metal housing. Available in windowed mode only. One year warranty. Measurements: 19 cm (L) x 14 cm (W) x 14 cm (H). 1.3Kg.

Available from www.simw.com



Pro Cockpit Trainer

The VRinsight Prop Cockpit Trainer is a realistic propeller type cockpit training device with full control and instrument display system for VFR/IFR flight. The Prop Cockpit Trainer is the most affordable training device for student pilots and on-line pilots to fly anytime anywhere.

Required: One free 2.0 USB port and one free DVI/VGA video port.

Microsoft Flight Simulator 2004 & Microsoft Flight Simulator X compatible.

Features:

- Single engine cockpit trainer
- Aluminium yoke
- Engine start Magnetos (5-positions)
- Landing Gear
- 3 Axis lever
- Flap switch
- Solid cast aluminium powder coated yoke
- Full metal housing
- Metal feet included
- One year warranty
- Realistic Radio panel & GPS.

Gauges

- SPEED indicator
- ATTITUDE indicator with position bar setting rotary knob
- ALTIMETER with BARO setting rotary knob
- TURN COORDINATOR
- HEADING indicator with heading bug and gyro rotary knob
- VERTICAL SPEED indicator
- VOR1 indicator with OBS rotary knob
- VOR2 indicator with OBS rotary knob
- ADF indicator with HDG rotary knob
- FUEL gauge
- Manifold pressure gauge
- TACHOMETER
- CLOCK
- GPS with push buttons and rotary knob (GPS500 model)

Radio Panel

- Red colour 7-segments and tact switches
- Luminous tact switched
- Integrated unit with all radio stack units ; COM ½, NAV ½, ADF, DME, TRANSPONDER, ANTO-PILOT unit.

Switch Panel

- Engine start magnetos switch : 5 positions
- Battery switches
- Avionics master switch
- Fuel boost pump switches
- Light switches: BCN, LAND, TAXI, NAV, STROBE
- Pitot heat switch
- Pitch / Trim wheel with status indicator FNDs.
- 3 Axis lever: Throttle, Fuel mixture, Propeller pitch
- Flap lever
- Fuel tank selector
- Landing gear switch with position indicator lights.

Note: computer and outside view displays are not included!

Available from www.simmarket.com.



Prop Cockpit Trainer with three monitors
(Monitors are not included in the package)

Eos Single Cockpit

Eos has developed a fully integrated procedure trainer for flying schools as well for individuals wanting to improve their flying skills. It includes double linked controls based on real aircraft mechanism. The elevator and rudder trims are mechanical and centre the controls (yokes and rudder pedals) for a Zero Force resistance when the aircraft is properly trimmed. Instructor can even teach basic stick and rudder skills. This trainer is intended to automate the actions and to learn to move, to locate and scan the instruments. A fully functional instrument panel and a complete radio stack perfectly replicate a real trainer aircraft instrumentation. Seats and fibreglass shell come as standard with the package. This ready-to-fly simulator perfectly emulates a single propeller aircraft. Fully functional instrument panel allowing VFR and IFR flight, a switch panel and a full radio stack including a basic autopilot. Outside visuals up to 120° FOV. 1 to 3 channel video system. www.simw.com



Preview 707 Captain

www.captainsim.com



FSX Tweaks - A Reminder

By George Markham

As almost 4 years have passed since FSX was released in October 2006, I felt it may be helpful to both new and some of our older readers who may have recently decided to try out FSX, if I reminded them of what I consider to be some of the most important tweaks, to help them get the best performance from FSX. After all, FSX is the last version of Microsoft Flight Simulator ever to be issued and it would, in my opinion, be a pity if most, if not all, of us did not try it out at some time during our Flight Simming careers.



RAM and Windows 7 Home Premium as the Operating System (OS). If I was in the market for a new Desktop in the near future, I would be considering one built around a 64-bit Win7 OS. This would enable me to avail of say, 6 to 8GB of RAM, which should theoretically, but not proven by me to date, give an overall performance boost to such a Desktop. As well, such additional RAM should yield better performance of FSX when compared to running that Sim on a

32-bit OS with only the usual 4GB RAM installed but with only about 3.5GB actually useable.

As most of you will know, I have been a most dedicated user of FSX since its inception and can say that I was one of the early starters to try it out in Ireland and write about my initial impressions. I know it attracted bad press from the start, as it was really conceived with the notion that its potential users would have the latest and highest performing machines available at the time. Such amazing machines would have cost us quite a fortune 4 years ago. However, there are many Desktops, and even Laptops, available nowadays at reasonable cost that are quite capable of giving a very good performance for users of FSX.

I have always loved FSX and was prepared from the start to make compromises to get the best from it. I was amazed by its realistic water effects, the way its clouds, mountains and hills were reflected on the water, the quality of its aircraft and panels and the many enhancements to its scenery. Overall, it was a wonderful improvement on FS9. Many dedicated users of FS9 for one reason or another, will probably disagree with me and are quite happy to stay with the Sim they know so well and that will run with acceptable results on most older machines and, of course, with amazing results on more modern machines, even with the odd stutter here and there.

In the December 2009 issue, I gave a few pointers on suitable Desktops in my article "Time for a new Desktop or Laptop", that I believed should give a good performance of FSX and as a reminder, I will repeat what I said. If you are in the market for a new Desktop, consideration could be given to one built around the latest **Intel i950 Dual Core 3.06GHz CPU** and a **top of the range or nearest the top of the range nVidia or ATI** (if ATI is your personal preference) **Graphics Card with as near to 1GB of inbuilt V/Ram dedicated memory, 4GB**

After the foregoing preamble, I will set out below what I consider and have proved for me to be some of the most important tweaks to enable me to get the most out of FSX:

- (1) If you are using a Dual Core or a Quad Core processor in your computer, you should add the following to your FSX.cfg file to be found, if using Vista or Win7 under C:\Users, User (your name as user), AppData, Roaming, Microsoft, FSX: this new heading [JobScheduler] and underneath that new heading – AffinityMask=3 if your CPU is a Dual Core, or =15 if it is a Quad Core. If using WinXP, then your FSX.cfg file is located under C:\Documents and Settings, User, Application Data, Microsoft, FSX.
- (2) I have always set the FSX Target Frame Rate at Unlimited rather than limiting them to around 20. I made this choice early on after tests which supported my decision.
- (3) To enjoy FSX's scenery and any enhanced scenery purchases, I have always set its Scenery complexity at the top level - Extremely dense, even at the expense of a Frame Rate hit.
- (4) However, as regards the options for various levels of Autogen density, when I was first testing FSX, I found that it was necessary to turn it off altogether or set it at its very first level - Sparse. Autogen is always a great Frame Rate gobbler but as the specifications of my Desktops improved over the past 4 years, I now find that I can enjoy the addition of the various trees and buildings that are added to give FSX a more realistic appearance, especially when flying VFR, by setting Autogen at its top level – Extremely dense.
- (5) I always turned off the following Display options as I real-





ised early on that they were also great Frame Rate gobblers: Ground scenery shadows, Aircraft cast shadows on the ground, (this option is very important to deactivate if you want to see AI Aircraft Traffic moving around at e.g. SimWings Mallorca Palma Int. airport and maybe at other enhanced airports), Aircraft cast shadows on itself, Lens Flare and Light Bloom.

- (6) As regards Traffic, as I also found that high settings upset my Frame Rates, I decided to limit Airline traffic density to 50%, General aviation traffic to 25%, Airport vehicle density to Low, Road vehicles, Ships and ferries and Leisure boats to 25%.
- (7) Over the years, I decided that using FSX in Window mode rather than Full Screen mode produced higher Frame Rates for me.
- (8) As I observed early on that FSX's Water effects were one of its amazing realistic improved embellishments, I always kept its settings at the highest level. However, if Frame Rates come under pressure, a choice of a lower setting is of definite benefit without losing too much of the wonderful water improvements.
- (9) Weather options are available and can be chosen according to personal choice. High settings will upset Frame Rates and accordingly, I keep my settings at fairly basic levels but high enough to give me realistic clouds to add to my enjoyment of my flying experience.
- (10) As regards other Scenery terrain options, I keep the Level of detail radius at its highest level – Large. Mesh geometry, Mesh resolution and Texture resolution are variable and while I used to keep them at their highest levels, I have since used them with their adjustable sliders set about halfway bearing in mind what the manual on various new enhanced sceneries advise. By doing so, I noticed that Frame Rates improved without a noticeable loss in scenery detail.



Conclusions

The above tweaks are what I have been using over the past 2 to 3 years and by using them I have enjoyed my FSX flying experiences. There are many more tweaks that can be made to FSX's cfg file but I do not intend to bore you with them as I found it difficult to assess if they actually contributed to increased performance or not. There was a very helpful pdf document compiled by Greg Germanowski available some years ago – FSXTweakGuide, which suggested such additional tweaks to FSX's cfg file. After a little Internet research, I recently came across that guide brought up to date as at December 2008 at www.scribd.com/doc/18958560/FSXTweakGuide Also, as suggested in Terry's editorial introduction last March, another helpful document on FSX tweaks compiled by Mathijis Kok of Aerosoft is available at www.forum.aerosoft.com/index.php?showtopic=30796 Having read both documents many times, I deduced that many of my own above applied tweaks were mentioned therein, which made me feel happy that I had been making the correct adjustments to my own installation of FSX over the past few years.

As I have often written before, experimentation with FSX, and for that matter with any version of FS, is the name of the game to provide any user with the best possible performance on their own personal machine. Tweaks such as I have outlined above are, hopefully, helpful to some users who do not wish to spend time experimenting, and who would rather get on with the business of enjoying flying.

On a final note, applying some or all of the above tweaks to FSX can have a varying increased performance effect on FSX on various Desktop and Laptops as no two machines, even having similar specifications, are guaranteed to perform exactly the same. ✈



Balearic Islands X

Aerosoft • FSX/FS9 • George Markham

Those interested in flying VFR style around the Balearic islands of Mallorca (aka Majorca), Menorca (aka Minorca), Ibiza and Formentera may recall that I reviewed Mallorca in the September 2009 issue when Aerosoft issued it as a standalone scenery upgrade for FSX. I thought it was excellent and as I know Mallorca so well in real life, I was able to say with conviction that the scenery, especially the coastline was followed realistically. Subsequently, standalone scenery upgrades were released for Ibiza (including Formentera) and Menorca. However, when Terry offered the whole Balearic Islands X package for review, I did not hesitate to offer to check out the additional islands of Menorca, Ibiza and Formentera.



I always love flying around islands that I know so well in real life as so doing, recalls for me the wonderful memories of past holidays spent in my younger years with my wife and daughter. We visited all 3 main Balearic Islands on many occasions but never managed to take a trip across to Formentera from Ibiza. However, I will now be able to see what that island looks like when I explore it as I proceed with this review.

Installation

Thankfully, I received the boxed DVD (Double layer single DVD) version for review on this occasion as I recall and related accordingly in my Mallorca review that the download version caused me terrible frustrations. It took over 5 hours to download the required 3 separate zip files. As I had Mallorca already installed for its separate review, I decided to uninstall it and start from scratch for this new review. Then, I installed the whole new package containing all 3 main islands with Formentera added as part of Ibiza. The task took around 15 minutes and I ended up losing 6.3GB of space of my dedicated Flight Sim Partition. The scenery was added to my FSX folder as 3 separate islands under Aerosoft.

On the DVD case it states that Mallorca X was the winner of the 2009 simFlight awards for best "Major Airport Scenery" as well as stating that high resolution photographs and mesh terrain were used for all islands to make the scenery an ultra realistic add-on.

Manuals

Included with the DVD is a printed manual dealing with all 3 main islands. One half of the manual is in English while the other half is in German. It dealt with installation, uninstallation, gave a short history of aviation in the islands as well as some tips for using the scenery in FSX and FS9. Amongst the installations of the scenery of the 3 separate islands within my FSX Partition, I also came across 3 separate pdf manuals which repeated what was already in the printed all-in-one version. Also, within the DVD case was a bulky booklet of Charts relating to the airports of the 3 main islands.

Menorca

As you will know, all 3 main islands are laid out in a diagonal from Menorca in the north east, through Mallorca, the largest island in the middle of the group, to Ibiza in the south west. Menorca is the 2nd largest island and has 2 airports. Menorca Inter-

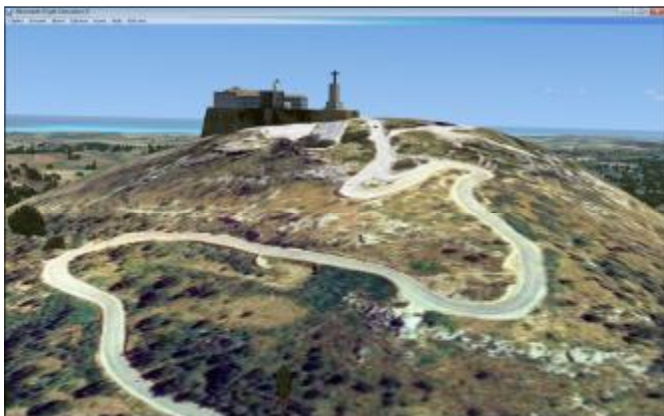


national (LEMH) is now the main airport while the original main one near San Luis is now Aeroclub San Luis (LESL) for private small plane flyers. I decided to take off in my Cessna from Menorca airport and explore the island. But first of all, I had to have a look around the airport.

Menorca airport, while not up to the largeness of Palma International, is large enough for its purpose of welcoming holiday makers from many European countries. It is a pretty island but not as popular as Mallorca. Menorca is for tourists requiring a more relaxing and quieter type of holiday. The airport's main Terminal consists of a long glass fronted building behind which were other blocky like structures through which tourists have to pass to or from the ample car and coach parking area. This area was busy with coaches and cars on the move and parked here and there. Palm trees and other bushy trees were scattered around the park which gave an attractive and welcoming feel to visitors. On the front of the Terminal was the name "Menorca" to identify it and to the right, the Control Tower could be observed. Aircraft were parked at all 5 ramps and service vehicles were shuttling around all over the apron where more planes were parked.

I took off and circled the airport. As a few AI Traffic aircraft were already on the move, I decided to head for the nearby Aeroclub San Luis. There was no activity there but I could imagine in real life, there would be plenty of fun at weekends and at holiday times as private plane owners made the most of the lovely weather. I flew over the capital Mahon, which had a long and safe harbour with many boat marinas. Slightly disappointingly, all boats were rendered only in 2D but recalling that this is also photorealistic scenery, I put my slight disappointment aside and got on with enjoying the views. However,





while I buzzed over the harbour, to my utter surprise, I spotted a magnificent, highly detailed, 3D car ferry boat entering the harbour and moving along towards its berth. I circled and watched it as it turned around and executed a perfect docking procedure. I sped up the simulation speed of FS to see what might happen next and I was not disappointed. It undocked and sailed off through the harbour and out into the open sea. Brilliant! Judging by the direction in which it was heading, I felt it was on its way back to nearby Mallorca.

I next flew along the south coast over the many lovely coves which my wife and I used to visit and recalled gorgeous warm swims at Binibeca, Cala'n Porter and Cala Galdana. Then, turning up the west coast, I flew over the old capital, Ciutadella, and along the northern coast past the attractive little port of Fornells. I then decided to turn inland to see if I could find Monte Toro where a Monastery could be found at its top and where magnificent views of all 4 corners of the island could be observed on a clear day. Did I find it? Yes, I did. When we visited Menorca many years ago, we hired a baby Fiat for a few days and toured the island. That baby Fiat took us up the very narrow road to the top of Monte Toro. I also remember we were nearly blown out of the car by an angry local in Ciutadella as I was confused and hesitant about which road to take.

I enjoyed my flight around Menorca after which I can safely say that the coastline was faithfully reproduced by the developers. I felt it was time to leave lovely Menorca and fly in a south westerly direction towards Mallorca, which I could see quite easily in the distance so that no special navigation methods were necessary. Even though I had already explored it and its famous Palma International airport, I just had to have another look at that lovely island as I flew over it towards Ibiza and on to its sister island, Formentera, situated off Ibiza's southern coast.

Ibiza and Formentera

Ibiza is known as the party island for all its associations with clubbing, hippies, dropouts, artists, drinking and drugs, especially around its capital town and main port, Ibiza. A lovely old fortress overlooks the town where excellent views of the surrounding port can be enjoyed. The island has one airport, Ibiza International (LEIB). I duly landed safely there and had a quick look around.

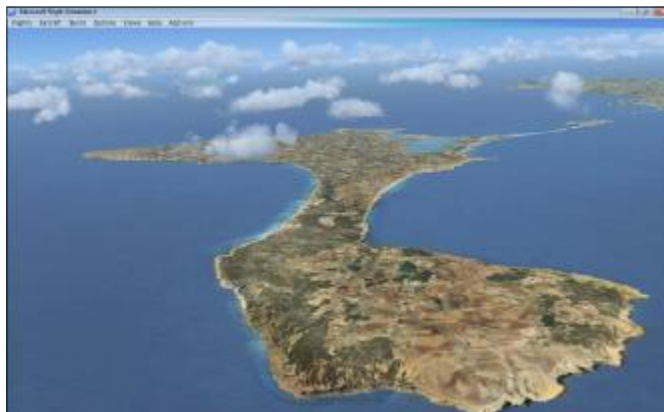
The Terminal buildings of this airport were completely different looking to that of Menorca. While it had plenty of glass, it had a more blocky and solid look about it. The Control Tower was situated on its right and on the left, many airport vehicles were parked. All Traffic planes were on the move and coaches were buzzing around the apron. The airport is beautifully situated with the sea at both ends of its runway. An attractive mountain

range borders the airport behind the Terminal. Also, near the airport, are large water surfaces in many hues of colour which are salt beds and where sea water is pumped into and allowed to evaporate for the production of salt.

Having examined the airport, I decided to visit a few of my old haunts. I took off and flew over the capital, Ibiza. It has a nice safe harbour with plenty of marinas overlooked by an ancient fortress. To the north of Ibiza town, I could see the lovely curved bay of one of Ibiza's favourite holiday resorts, Santa Eularia with its beautiful harbour of marinas at one end. A couple of car ferries were in Ibiza's harbour, one of which was steaming up ready for its journey to nearby Formentera. I flew around the island and was able to immediately recognise the large curved bay of San Antonio where we spent two summer holidays many years ago. I went on the search of nearby Cala Tarida, Port de Torrent and of course, the most magnificent spot on Ibiza, Cala Bassa. The latter spot was a wonderful day boat trip from San Antonio and we enjoyed many a day there picnicking, sunbathing, swimming and snorkelling.

As Formentera has no airport, locals and tourists have to use the ferry service. However, in emergency situations, a helicopter is allowed to land in the car park in front of a supermarket in the main village of La Savina or at the harbour. I flew over to the island which took only a few minutes and was greeted by a long isthmus of sand providing magnificent bays on which were many real 3D boats and yachts instead of the 2D photo sea craft that I saw in the harbours and bays on Menorca and Ibiza. I was also greeted with two ferry boats travelling in opposite directions on their journeys from Formentera to Ibiza and vice versa. Compared to the other three main Balearic Islands, Formentera was quite sparse with fewer buildings and trees. While the north side close to Ibiza had lovely beaches, the other 3 sides were prone to gradual cliffs. The most southerly point, Cap de Barbaria, usually marked by its lovely lighthouse, disappointingly, had no such highlight. Behind Formentera harbour are two inland lakes, one is connected to the





sea by a narrow opening. The other, much larger lake, I ascertained was named “Salinas rosas y cielo azul” which would appear to suggest that it was a salt lake.

AESLite

AESLite is built into the scenery and intelligently controls dynamic ground traffic at airports, showing cars, buses and other airport vehicles. It is based on and is a Lite version of the main AES (Airport Enhancement Services) utility developed by Oliver Pabst. I already described and used the AES utility on page 29 of my review of Dublin 2009 in the March 2010 issue.

Balearic Islands for FS9

As I am well aware that many of you are still supporters of FS9, I thought it advisable to add a few words concerning the FS9 version, which is included in this package. I forsook FS9 when FSX came out in 2006 and I only keep it on my Desktop and Laptop for nostalgic and testing reasons. However, I decided to install this scenery in FS9 which took up only 2.7GB of my Flight Sim Partition instead of 6.3GB for FSX. You may recall that when I installed the Mallorca standalone scenery to



test it in FS9, I found it to be very similar to the FSX version without, of course, some of the embellishments that are available in the FSX version. Accordingly, having checked out the scenery for the additional islands of Menorca and Ibiza, I would be quite happy to conclude that the FS9 scenery for those two islands is up to as good a standard as I found Mallorca to be and I would have no hesitation in recommending the package for FS9 users.

Conclusion

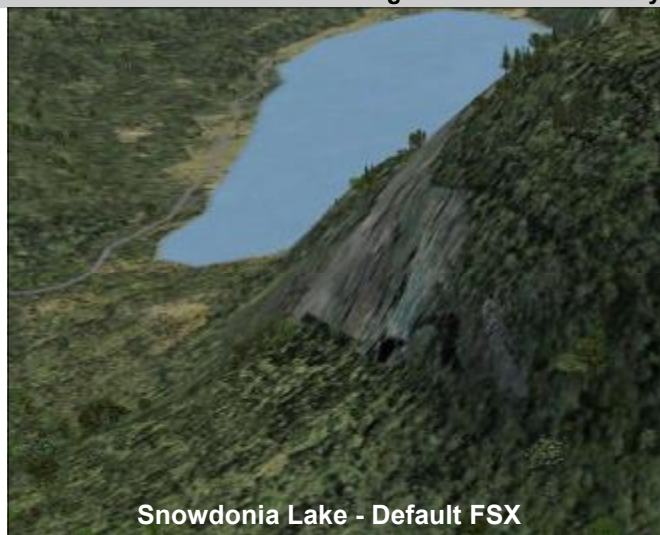
Having already concluded that the original standalone Mallorca scenery was extremely realistic, I was not disappointed with the additional 3 islands. If you are a VFR flying fan like myself, I feel you will thoroughly enjoy this new complete Balearic Islands X scenery package. At €49.95 for either boxed or download versions, I feel that it is worthy of any VFR flyer's consideration. However, if you opt for the download version, bear in mind that it is a massive one at 6.7GB and will take a considerable time to complete even though it is made available in 3 zip files for FSX and a smaller zip file for FS9.✈

VFR England and Wales 10m Mesh

Just Flight • FSX • Rex Galway

A first glance, the title might suggest that this is a scenery program but it is not. It is about what lies beneath the scenery, the mesh, which controls the humps and hollows in the scenery. In the default FSX scenery, the mesh vertical displacement is defined at 76m intervals but in this simulation they are 9.6m apart almost sixty three times more surface detail. Taking the total area of England and Wales this is a lot of detail and requires a 639MB download and quite some time too - 3 hours 30 minutes exactly. Installation was very simple requiring only an email address and password to unlock it and it was very quick considering the file size. You have the choice of where to keep the file but wherever you decide, it will automatically appear on the top of your Scenery Library list and you only need to press OK to have it up and running. There is no documentation with this program so it is not clear what standard of FSX should be used, I shall be using SP2.

Unlike most reviews, where you look at what is happening as it happens, the changes here are more subtle and can only be dealt with on a comparison basis looking at and recording the default scene and then repeating the process with precisely the same scene with the 10m mesh in place. This is relatively simple, switch on Snapshot or whatever utility you use to take screenshots, fly to the place where you wish to survey and line up your shot, press the key P to freeze the aircraft position and take your screenshot. Then go to the Scenery Library, under the 'World' menu, and tick "VFR Real Scenery England and Wales 10m Mesh followed by OK at the bottom. This will bring you back to the original scene with the 10m Mesh active, where you can take another screenshot (haven taken care not to touch P key). Print the two shots making



Snowdonia Lake - Default FSX

sure to correctly identify them, you can now compare them side by side and detect even the slightest differences.

Checking the Mesh

Since we are looking for undulating scenery to see how well the mesh works, I chose two mountainous areas, Snowdonia, flying out of Caernarfon EGCK, the Lake district flying from Walney Island EGNL and two less mountainous but still interesting terrains from the mesh aspect, the Dover Cliffs near Lydd EGMD and the Needles on the Isle of Wight from Sandown EGHN. I also compared my results by setting up the



same aircraft position as in two of the Just Flight screenshots (11 & 12), from their promotional Website; I simply typed in the map references, altitude, heading and airspeed shown on their screenshot to my on screen map. Looking at the results of this latter test, I had a pretty good repetition of the Just Flight screenshots, although the autogen scenery colours were slightly different, so my use of SP2 seemed valid.

Flying VFR over Snowdonia National Park is always a pleasure and I didn't have far to go to find some suitable near vertical cliffs but when I changed from the default mesh to 10m mesh they did not look like cliffs at all, more like something that had been cut through with a rather coarse saw! Flying around a bit I came to a less sheer cliff with a lake in the background where the 10m mesh looked very well indeed in comparison with that of the default mesh. Going up to the Lake District, still with the 10m mesh, I was surprised when just taking off from Walney Island airfield in a helicopter to see cliffs obscuring the landclass scenery representing the town of Barrow in Furness across the sound. Freezing the simulation with the P key, I went back to the default mesh and found that the cliffs disappeared. I don't know Barrow at all, although my great great Aunt Maggie was involved with its town council, or so I've been told, but I don't think there are any cliffs there. Heading due North out of Walney I came to Scafell Pike, at 3,209 ft the highest mountain in England, where the default looked well, but the 10m Mesh looked better and the height on screen was greater.

Further along holding the 10m Mesh, I came to a smaller lake with rocky sides the whole way around, with the default mesh it looked more like the Lakeland I know. Going south to the white cliffs of Dover the default mesh showed the cliffs with an approximately seventy degree slope instead of being nearly vertical, the 10m mesh was more correct in this respect , nei-



ther went directly into the sea, probably more the fault of the Auto-generated and Landclass scenery than the mesh. My last call was to the Needles at the extreme west of the Isle of Wight. This is a tapering peninsula with an extension of some small craggy islands at its tip, an ideal place to see the effect of a 10m mesh. Sadly this was not the case with the 10m mesh, only showing more steeply rising cliffs than the default case; at least both showed the landmass rising directly from the sea.

The Isle of Wight, although small, has a very undulating landscape, no great hills or valleys but definitely ups and downs, which are good enough to test the 10m Mesh on less severe conditions. Flying over it and comparing both meshes, I probably would give the edge to the 10m mesh but landing back at Sandown Airport with 10m mesh will have it up on a plateau, not where you left it with the default setting. I had hoped to see how the Leeds Bradford VFR Scenery, from the same stable, which I reviewed in June 2008, blended in with the 10m mesh but unfortunately, although I have the file, I could not find the email address and password used at that time to install it.

Conclusion

I definitely found this a curates egg of a program - good in parts, unfortunately I did not find that the good outweighed the bad and I cannot recommend it as something which would be an overall enhancement to VFR Flying with the default scenery. Undoubtedly it works very well with the Just Flight VFR Real Scenery of which it is an integral part.

Computer: Intel EXTREME QuadCore QX9770 Processor, 4GB RAM, ATI Radeon HD3870x2 Graphics
Test Time: 20 hours. ✈



Air Hauler

Just Flight • FSX/FS9 • Martin Bergin

Ever woke up and thought, "it would be nice to run my own air freight business" If so, running your own cargo operation in AirHauler might be just what you are looking for. Smooth landings and on time deliveries are met with sounds of applause and cash hitting the bottom line of your fledgling air cargo and charter operation. What could be better?



This product has two ways it can be obtained. The traditional download, which you can do directly from the Pilot Shop or you can order the boxed version. The download version is cheaper, and you can start using it a couple of minutes after buying it. The download version comes in a compressed 57.9 MB package, and the boxed version is published by Just Flight.

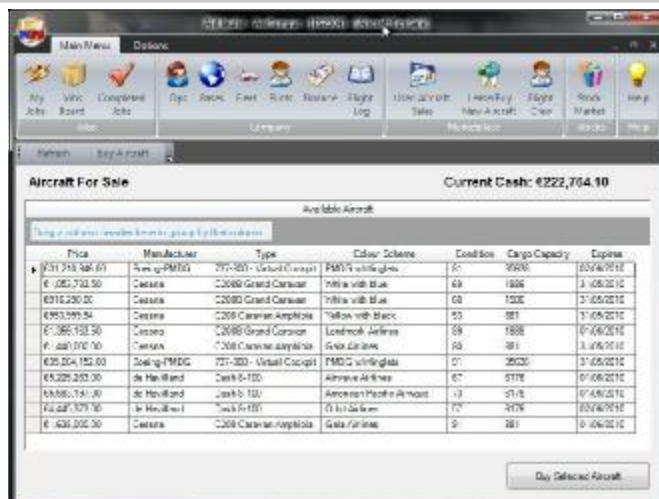
Installation time, depending on your system should not take more than five minutes. The product key information is mailed instantaneously and the installation is a breeze. You will need Microsoft.Net framework 2, and FSUIPC both of which come included in the installation package. It is equipped to work with XP, Vista, and Windows 7. The Windows 7 compatibility is not officially guaranteed, but yours truly already tried it and it worked no problem, furthermore the Windows 7 compatibility application has no conflicts with Air Hauler. Do take note that when you run the software the first time it will need to sync with the scenery and airplanes you have on your system. This should take around five minutes and after all the scenery and planes are synced you should be good to go. For some bizarre reason it also needs to do this when you set up a new company.

Documentation

The download file unzips with a 92 page PDF manual, which provides a tutorial and guide to the many customizable features of the program. It is a very useful and well written reference, and the program is very user friendly and well designed. So much so that most users will probably bypass the manual and jump right into the sim. This is what I did, but a better job of running your cargo operation can quickly be gleaned from the information in the manual.

About Air Hauler

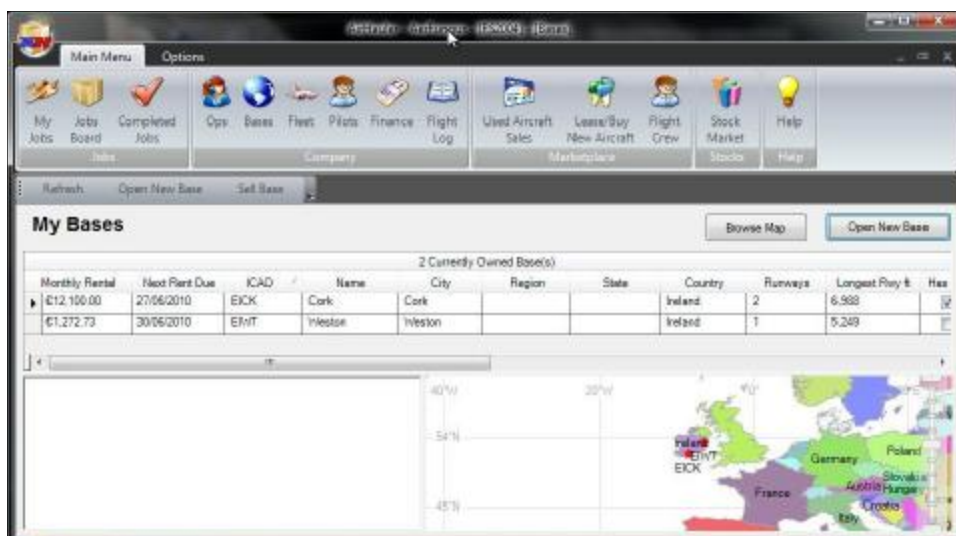
The program itself was surprisingly simple to use since the first load. Air Hauler does not run inside FS9, it runs independent from FS9 in another window on your desktop, and in all practical terms Air Hauler runs FS9. To run the program correctly, you must first load Air Hauler, choose settings, flights, etc. and after all parameters are selected in the program, Air Hauler then executes FS9 and it loads it with the pre-selected settings and conditions you previously chose while setting up in Air Hauler. Air Hauler is not just software meant to help you simulate a cargo flight, it is a standalone simulator that gives you the ability to manage a cargo company, and at the same time fly and help it make money. While the software is relatively complex in terms of what it permits you as the user to do with your company, at the same time the



controls and commands are well laid out, and it is very user friendly.

You start off by naming your cargo company, and then choosing your first base of operations. Choosing your base is very important because most of the cargo runs that you will be doing will either begin, or terminate in your base of operations, so make sure it's a place you like flying into and out of a lot, and if you are going to use real world weather make sure it's a location that is not constantly closing due to poor weather. As you get your company set up you are able to choose a variety of startup scenarios that you can change as you go. The difficulty of the sim really depends on how adverse your conditions are on startup, other than that, the game play is the same for everybody. Much like in FS Passengers, you can choose between starting with a healthy bank account, which will permit you to move faster, or start from scratch with little money, which will force you to start flying a Cessna and you will have to some serious work before moving to the big iron.

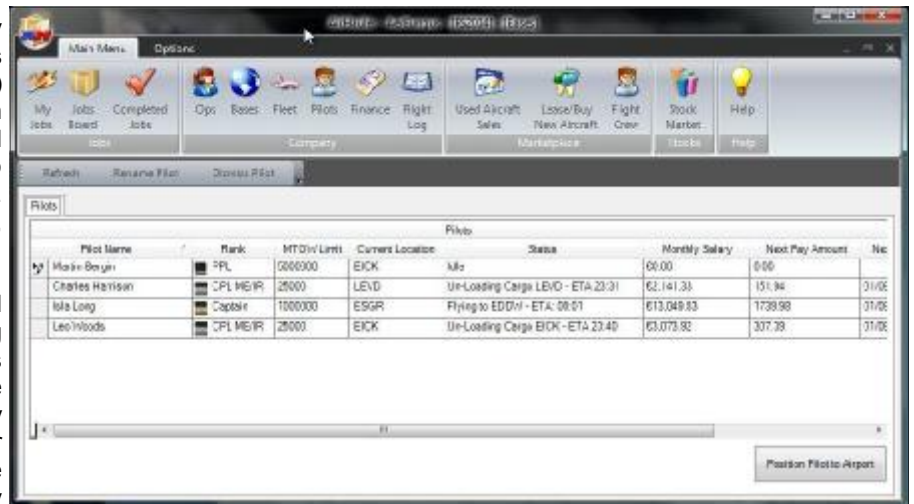
I chose EirFreight as the name and Weston as my home base. Starting out in the lower end meant that I started with a decent low level; where I started with just enough funds to buy a Cessna 172. As I started off with a low reputation, I was also unable to hire additional AI pilots and had to do all the flying myself. Given the nice weather we've been having recently, it was fun flying around Ireland, and as far away as exotic Ronaldsway in my trusty Carenado C172. After a few weeks of flying I had raised my reputation and cash levels to a high enough level to allow me to hire additional AI pilots and aircraft. The software also gives you the ability to hire pilots and you can assign cargo runs to them to make extra cash. It is important to mention that the cargo runs the AI pilots make,



only count towards your financials, they do not count toward your company's reputation (which is a key component) and since your company's reputation pretty much controls how well you do and move up in the game, it is better to try to fly yourself at least once every other day. Otherwise you will just be gaining money, but not moving up in the game.

What I most enjoyed about Air Hauler and was one of the main reasons for wanting to try this product, was the way the jobs are managed. Unlike programs like FSPassengers, where you choose any flight from anywhere and fly it, Air Hauler automatically generates a list of available cargo runs based on settings previously set by the user once the company started. For example, my home base is Weston, so since I chose to have my company fly short to medium range flights because I cannot afford to buy or lease long range aircraft, I get flights mostly around Ireland and the UK and a couple of flights to Southern France, all quite an adventure in a C172. Another interesting thing is that you choose if you want to fly to small medium or large cities, since I chose small to medium, you get some cities where if you don't calculate your weights correctly, you are not taking off no matter what you do. Getting a random list of cargo runs available gives you a great opportunity to fly to strange, new places and leave the repetitive task of always flying to the same destinations. The program also did a great job at integrating most of the payware aircraft and making them available for you to lease or buy from the Air Hauler command centre. I have the Carenado 172 and the Aeroworx King Air 200 and both are assimilated by the program with any problem.

On a typical flight you will load the software, go directly to the jobs board, where you can select the best one for you, from a list of about 30 different jobs. After accepting the job, you have to make sure you can make the range where the city is with the weight of the cargo, make sure that the runways are long enough, and if necessary plan a layover to fuel up. Appropriate flight planning on this game is crucial, you need to be well familiarised with your aircraft's fuel burn, takeoff weights, range, cargo capacity, or you will be running out of fuel in mid air, or crashing into a building shortly after takeoff because the plane was too heavy or the runway was too short. I think this is probably the best feature this program has, it will force you to understand the limits of each aircraft you have, or you will most likely fail. Although it sounds pretty much uneventful, I can almost guarantee if the planning phase is not calculated correctly before making the flight, you will most likely run into

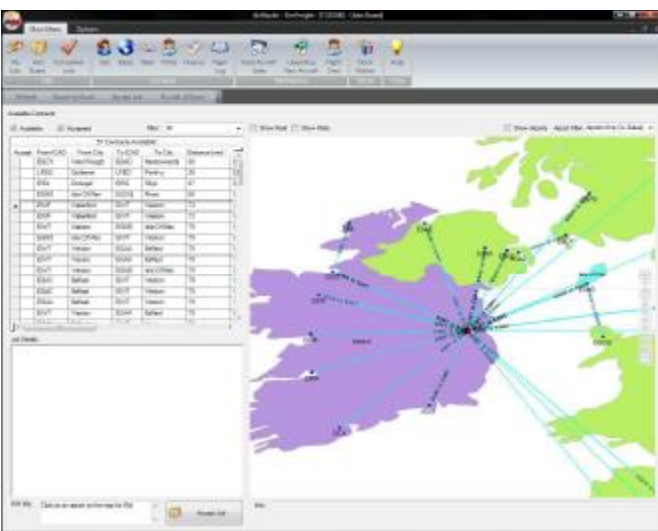


some kind of trouble. For example, on one of my first flights, I did not plan ahead for fuel contingencies and the cargo. The fuel gave me just enough to get to my destination, about 25 seconds before touching down my engines turned off and I got to practise my glide approaches. On another occasion, into the Aran Islands, I got to fly to an airport that our friends at Microsoft decided to plant a mast right at the end of the runway; I had to land firmly, and brake even firmer during the landing, as not landing means not getting paid. Of course cancelling, or delivering late, harms your reputation, which in turn harms the quality of jobs available to you, and how much money you get paid.

The setup of the simulation is also very complete. Since you are in a sense managing a cargo company, you have access to a world of graphs, P&L statements, operational budgets, fuel expenses, payroll, and pretty much all important financial expenditures that include running a cargo company. You can hire pilots and assign them to aircraft and cargo runs, so they can keep your fleet busy and make more money. You can purchase an aircraft, lease it, or buy it used. All with their ups and downs, and in case you hire the cheaper more inexperienced pilots, you can also insure your fleet. Ultimately you and only you are 100% responsible for the success of the cargo company. The program also gets real life fuel prices, and keeps track of the stock market in case you want to try your luck at Wall Street with your hard earned money. All in all, the game has many features that go way beyond just flying an airplane, which I think is the purpose of these types of programs. The most important factors to ultimately be successful in this game are to make sure you fly constantly. If you don't your rep goes down no matter how many AI pilots you have. Make sure you are aware of the operational limitations of your aircraft in terms of weight, fuel burn, and range. And last but not least, do your deliveries on time, and don't break the fine china on hard landings or bumpy takeoffs!

All Said and Done

Highs: The program does a great job at giving people like me a new choice and trying something totally different. It is user friendly, has no compatibility issues with any pre-existing software, it forces you to know and understand your airplane's limitation, which is a great thing, and its job assignment system will take you to places you never thought of. Lows: Too much emphasis is given to the reputation rating, it is very easy to lose points in this area and the damage can be tremendous. It might have been better if it depended on a mixture of other areas to distribute the weight better. The Verdict: The developer has given us a great option for those looking for things, other than the usual airline flight. A very well made product, easy to use, and fun to operate. I would definitely recommend it to someone looking for a new challenge in our virtual world. ✈



Audio Environment - Airliner Edition

Flight 1 • FSX • John Melville

Published by Flight1 and Turbine Sound Studios for FSX only, Audio Environment upgrades the sound sets used by FSX for a number of default aircraft, and by AI traffic aircraft. The initial intention of the authors was to upgrade the unimpressive sounds that come with the default FSX Boeing 737-800, Boeing 747-400, CRJ 700, Airbus A321-100 and Learjet 45. As time went on, they also decided to get to grips with the even more mundane-sounding default AI traffic that have always been a feature of MSFS since traffic sounds were first introduced, and replace these with far more realistic custom-made sounds too.



The programme can either be downloaded from the Flight1 website (www.flight1.com) or purchased as a boxed DVD set. I had the latter for review and this came with a small 18-page manual. Commencing the installation process, you need to be patient with the DVD as it takes a little longer than usual to launch. Once setup started the process of installing files to my hard drive began. The default location in Program Files\Flight1 Software\Audio Environment is strongly recommended by the authors and that was the location I choose. The first part of installation involved placing essential files and the PDF manual in this location. Then began the bigger process of installation of all the sound files, which take up a formidable 1.63Gb of disk space. During this process I was asked which AI traffic version I had in FSX from a choice of default traffic, Ultimate Traffic 2, Ultimate Traffic 2007, My Traffic X, MyTraffic 2010 or Traffic X – as I had by this stage already installed Ultimate Traffic 2, I choose the latter – and was alerted that UT2 sound files would be installed requiring just over 1Gb of space. This resulted in soundai folders for about 100 different UT2 aircraft being installed, each with their own sets of sounds! A separate 37 Mb Startup_Shutdown sound package comprising of the corresponding sounds for the AI traffic for these engine phases is also installed. The Turbine Sound Studios sound replacement packages for the FSX default airliners mentioned above, each holding about 50 – 110 Mb worth of custom sounds, are next installed in the Flight1 folder and a new sound.config file is placed in each of the five default FSX aircraft, which receive the sounds upgrade (the old sound.config file becomes “sound_before_audioenv”).

Referring back to installed AI packages again, if you do not have a 3rd party AI package installed, you have to choose the default AI as your traffic version or Audio Environment will not install any sounds. The sounds installation process also involved the addition of a utility (with corresponding desktop icon) called ‘Third Party Aircraft Sound Installer’ – this simply allows you to install the Audio Environment new sounds added to the five default FSX aircraft to be added to any FSX aircraft with a sound folder. Fi-

nally, I was prompted to install the Audio Environment module. This is the really smart bit of software that detects, when AI aircraft are starting or shutting down, AI aircraft type, distance from your location, and direction relative to where you are, so that the appropriate AI sounds can be played!

This completed the placement of files on the hard disk, but you must then configure FSX to use the installed files or you won't hear them. This is achieved through the configuration manager (by now there was a desktop icon in place), which opens automatically during the set-up process. This is an easy-to-use interface with 2 tabs. The first of these is the AI Traffic Sound Sets tab where Audio Environment alerts you to which AI traffic sound sets are installed in FSX – in my case UT2 and Default (the others – MyTrafficX, Traffic X and Ultimate Traffic 2007 are greyed out and inactive). There is a toggle button adjacent to each prompting me to “Install Sounds” – I clicked on each button in turn to get the sounds active in FSX (the UT2 sounds take longer to install – about one minute - because there are far more of them than there are for the default AI traffic). Once that is done, the toggle button text changes to “Remove Sounds”, thus priming that option should I wish to exercise it for some reason. The Second tab is the Aircraft Sounds Sets and here I can also activate the five new sound sets for the flyable default airliners that come with Audio Environment. A similar toggle button convention applies.

For those who wish to improve the sounds of individually installed AI aircraft outside commercial programmes, there are references on how to do this in the manual (experienced Flight Simmers will be well familiar anyhow in the skills involved with aliasing sounds between aircraft, which is essentially the process described in the manual).

I should mention at this point that at time of installation, Flight 1 had made available an update packages for users of MyTraffic X and UT2 and I installed the latter 546Mb download





package available from the Flight 1 website. This package is mainly to add extra enhancements to the sound package and increase AI traffic sound volume when heard from inside the cockpit. The configuration manager had to be run before the update installation in order to temporarily take the UT2 Audio Environment sounds out of FSX by activating the "Remove Sounds" toggle button for the UT2 traffic. With that, I was all done and ready to listen to how the virtual world sounded with enhanced aircraft sounds.

First thing to say is that you will immediately look upon the default FSX Boeing 737-800, Boeing 747-400, CRJ 700, Airbus A321-100 and Learjet 45, with a new and much more respectful regard. The aircraft sounds are simply totally transformed to the extent that a formerly bland experience becomes a far far more realistic one – the TSS sounds, sound as good as the best that come with any commercial aircraft add-ons for FSX. This goes both for the sound within the cockpit and for the external engine sounds and all phases, including start-up and shutdown, idle, full thrust and reverse sounds. As you would expect, the A321 engines have that typical airbus sound and the 747-400 has the mighty and distinct signature sound for that type. Full marks in my book!

Moving to the AI traffic, here too the sounds are amazingly transformed and all the more so because the programme fits the sound type to the AI aircraft active around your position in FSX. It is best, of course, to have a commercial AI sound package such as UT2 or MyTraffic installed, to get the max benefit from the AI improved sounds. There are start-up and shutdown sounds as advertised, although I did find that, at busy airports such as Gatwick or Heathrow, I needed to be close to the AI aircraft pushing back or parking to hear these sounds clearly against the background of other AI aircraft sounds. You can run these sounds separately so as to know



what to expect, by opening the Startup_Shutdown sound folder in the Flight1 folder and execute any of the sounds there. Tweaks can be made to sound volumes experienced by either experimenting with the FSX sound settings or editing the sound.config folder as referred to in the manual.

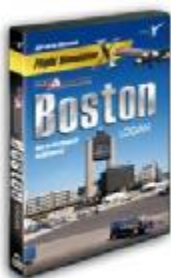
The best place to appreciate fully the change to your AI sound environment is adjacent to the active runway at e.g. Heathrow. Once located there, you can listen to the procession of aircraft types as they queue up and then throttle fully forward with their distinct respective sounds before disappearing down the runway. The heavies sounds are distinguished by that deeper roar and if you position yourself further down the runway you get the Doppler effect as the aircraft rush by. You need to move to a smaller regional airport to appreciate the smaller types' sounds including prop sounds more frequently heard at such locations, and these are also very impressive. Equally impressive are the reverse thrust sounds added to landing aircraft.

All in all, Audio Environment greatly enhances the experience of aircraft sounds in FSX, and comes particularly into its own when installed in conjunction with a commercial AI add-on. It might not be a programme that will appeal very much to those more interested in "systems" flying, but for anyone interested in the environment and "atmosphere" within FSX by having custom high quality stereo sound sets added, and for showing off or enjoying yet more of the potential of FSX, this add-on is a must-have. ✈

Boston Logan

Aerosoft • FSX/FS9 • James Mason

General Edward Lawrence Logan International Airport (KBOS) is situated in Boston, Massachusetts USA. It was first opened on the 8th September 1923 and was called Boston Airport. It was used by the Massachusetts Air Guard and the Army Air Corps and was known as "Jeffery Field". In 1927 commercial flights by Colonial Air Transport began between Boston and New York City. The airport was expanded over the years to include 1800 acres built on landfill in Boston Harbour and incorporated the former Governors and Apple Islands and that is primarily why the airport is almost entirely surrounded by water. In 1953 the Airport became the first in the United States with an indirect transit connection. In 1956 the name was changed to General Edward Lawrence Logan International Airport. Now there are four terminal buildings, six runways and employees of approximately 12-16,000 people. It is one of the major airports in the United States and is ranked 12th as far as international traffic and 20th in passenger volume serving around 30 million passengers a year and serves destinations in the United States, Canada, Caribbean, Mexico and Europe. The distinctive central control tower is a local landmark with its pair of segmented elliptical pylons and a six storey platform trussed between them. Jumbo Jets began using Logan during the summer of 1970 when Pan Am inaugurated a daily Boeing 747 service to London Heathrow Airport. Non-stop flights to London now are scheduled by British Airways, American Airlines, and Virgin Atlantic.



Installation and Configuration

When you purchase this product you actually get two versions; one for FS2004 and one for FSX. I am reviewing the FSX version but most of this will apply to the FS2004 version with some limitations. Installation is the same as for all Aerosoft boxed products and involves entering the provided printed serial number and the installer attempts to find your installation of FSX and also gives the option of redirecting the installer if this is not correct. I have FSX installed on another hard disc from the default and the installer found the installation and installed everything seamlessly. The folder also contains a pdf version of the manual. Recommended configuration settings can be found in the manual.

Here is a list of what is available in the scenery:

- Re-designed for FSX compatibility,
- New Terminals. Re-modelled & re-textured,

- New Jetways,
- New Taxiway Layout including new M Taxiway,
- New FBO Structure,
- New Control Tower Model,
- New Fire Station Models,
- New Fed Ex cargo ramp structure models,
- New visually improved 3D Taxiway signs,
- New Hold Short animated light units,
- Photo Scenery for miles around the Airport,
- Hand Placed Autogen,
- New Shipping Docks & Cargo ships models at the end of 4L, 4R,
- 9/11 Memorial,
- Updated AFCAD file reflecting latest airline reshuffle & new Southwest gates,
- Hundreds more changes & improvements,

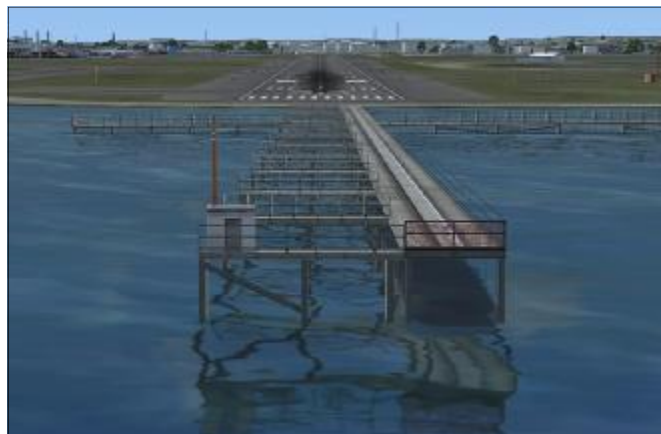
FSX only:

- Animated skinned flags,
- Wet taxiways on custom ground polygons,
- Extra highway traffic,
- Many extra library objects like Ships, Marinas & birds

The Documentation

The scenery includes a 34 page manual, 14 of which are in English. It begins with Installation and Removing details followed by a general history of the Airport. There is a page outlining "What's New?" A page of runway info, including lengths and associated ILS frequencies, a few airport Operational statistics but no VFR charts are included. Then follows a few pages dedicated to performance. Using actual FSX settings as screenshots you are given their recommendations on how to configure FSX to optimize your experience. There is also info on AI traffic issues and how they may affect the frame rates. Ultimate Traffic 2 and World of AI packages are mentioned but I am sure this will apply to any other AI Package you may be using. As high AI settings do affect the sims frame rates depending on your setup, taking note of these recommendation can help and so enhance the enjoyment of this product. As it is a very complex scenery and so can be demanding on your hardware, especially in FSX, the last two pages comprise of Questions and Answers and then links to their website and other useful ones. If required you can download the latest SID, STAR and other files from Airnav.com.





The Airport

FlyTampa are the makers of this scenery and if you are familiar with any of their work, you will know that it is of a very high standard, and Boston Logan is of no exception. The airport is detailed with lots of tiny extras. Included are all airlines' dedicated terminals, the airbridges are individually marked with their respective logos also airport vehicles and cargo appropriate to the area is included. All the terminal buildings are present plus hangars from Delta, United and American Airlines and a fully equipped FedEx cargo terminal. The ubiquitous fire training area is present with a well used burnt out aircraft clearly visible.

All the runways are well weathered with tire marks and rubber burns, the ground lighting is also very well done and realistic, as are the taxiways and aprons. There are highly realistic concrete areas all around the buildings, the strips, the signs, the parking positions etc. Moving vehicles are visible on the roadways and parked on the rooftop car parks. On the subject of road traffic, if your settings are higher than 25% you get a mix of default and scenery traffic, which is not a pretty sight, as there are vehicles driving all over the place, which detracts somewhat from the realism. Having a lower setting helps but does not completely alleviate the problem. My suggestion is to leave the default FSX "Airport Vehicles" slider OFF and just have the simulated ground equipment, cars, buses at the airport as it looks much more realistic and will be much better than the default FSX models. The famous "Tower" is also well modelled as are the hotels and road signs (which are clearly readable). All in all they have done a very good job. FlyTampa have added many other interesting details such as "fluttering" flags, 3d vehicles, smoking chimney stacks, wet runways, extra highway traffic and in and around the harbour, ships, marinas and even birds! There are no "moving" airbridges,

which I think this is a major omission on certain Airport scenarios. However, I understand that this scenery is supported by Aerosoft's AES (Airport Enhancement Services) version 2.05. I mean to purchase this product but have never got round to it, but besides enhancing the ground equipment I believe that you are able to line up your aircraft to the gates using it. So if this really bothers you there is a workaround.

Besides the airport the area surrounding it has also been modified including the city, Boston Harbour with ships and containers at the docks. Also Deer Island, State House, International Place and Rowes Wharf and a few of the islands off the South as well. The city is well modelled and so when flying into the Airport you do get a good sense of realism. The night lighting is also superb, not only the buildings but the runways and taxiways.

The only negative points I can find is that the bitmaps outside of the airport are very obviously not part of the package, and while this is to be expected, it does come as a bit of a sharp contrast compared to the package scenery. This is particularly noticeable around the "Hyatt Hotel", which is within the parameters of the Airport itself. Also (another common fault with a lot of add-on scenery) some bridges and roads do not align at points, but this is just nit picking and is the only criticism I can find from a very good package. You do get seasonal textures included but this is a bit of a hit and miss affair with some anomalies such as grassy areas on some taxiways remaining green while the rest of the area is covered in snow, the occasional 2D vehicle and Fort Independence remaining totally in Summer seasonal textures while the rest of the area is in deepest Winter. Not much to complain about and which will no doubt be rectified with a patch soon. So, all in all, would I recommend this product?...Yes!!! ✈



Ultimate Traffic 2

Flight 1 • FSX • John Melville

Flight 1 Software has been producing the formidable Ultimate Traffic (UT) programme since the days of FS2002. Since that time I have been a fan of this programme, preferring it to competitors such as MyTraffic, which I also used for a time and which is also an excellent Artificial Intelligence (AI) air traffic generator. What gave UT the edge for me was the greater accuracy of flight schedules. Once FSX came along, and for those who tried it out, it became quickly apparent that a significant frame-rate challenge faced our systems, which were generally already happily delivering good FS9 performance. I was one of those who initially tried out FSX, but quickly went back to FS9 for most flying. Faced with this initial disappointment, the last thing I had in mind was to even contemplate adding AI to FSX, thinking that performance would end up absolute rubbish. It was with limited optimism, therefore, that I undertook to review UT2 in FSX, but I have to say that I have been very pleasantly surprised with the performance and results. For me, FSX is now much more attractive with UT2 installed, as I like to fly into airports populated with at least some air traffic, and which reflects the real world, rather than the fictitious and boring default Microsoft FS traffic.



Dublin Airport

I still use the FS9 version of UT (supplemented by some World of AI schedules) and have always found it to be an absorbing AI add-on which delivers the possibility of making my own tweaks to the traffic, so I was interested to see how this latest and cutting-edge version looked. UT2 is published by Flight 1 software for FSX only and available as a download from the Flight 1 website, or as a boxed DVD set also available direct from Flight 1 or other Flight Sim outlets. My review copy was the boxed set, which includes one DVD, an advertisement slip for Audio Environment (also reviewed in this issue) and the slim 28-page manual. This manual covers the essentials of the installation procedure and the main features of the UT Interface, but following installation you will find more detailed information within the main UT2 interface where there is a Help and Support section, which also includes useful links to the UT website, Flight 1 customer support, and the UT2 online support forum. You can also download a very well-illustrated (colour plates and screenshots) 45-page PDF manual from the UT2 website (<http://ut2.flight1.net>).

Installation

Following insertion of the DVD, autorun launches the installation. At this point you need to enter your proof of purchase certificate number, which in the boxed version, is printed on

the back of the manual. I accepted the default installation destination within FSX, which was in a UT2 folder within a Flight One Software folder, itself within FSX. Installation took just under 10 minutes to run and a UT2 shortcut icon was placed on my desktop. Once the installation is complete and the programme is launched for the first time, it tells you that, FSX aircraft are being loaded, aircraft assignments are being loaded, that a scenery file index is being generated, and that the database for new scenery files is being built. During this process, I encountered an error message telling me that there was an error loading aircraft assignments (otherwise the programme launched uneventfully). Every time I subsequently launched UT2 this error message kept coming up. Puzzled by this, I took to the excellent and very active support forum to see if others had encountered this problem. Thankfully, that was the case as I think on my own I would never have figured out the source of the problem – which had nothing to do with UT2. It was in fact due to me having previously installed Orbx's "Bob", which allows you to move around e.g. detailed FSX airports as a pedestrian. The solution was simple, and just required adjustment to the aircraft.cfg file (if anyone else encounters this problem see forum topic "UT2 has encountered a problem"). While browsing through the many pages in the support forum I could see that there is a lot going on here in terms of problem solving and sharing of knowledge, which illustrated how much a world within the FSX world this programme represents.

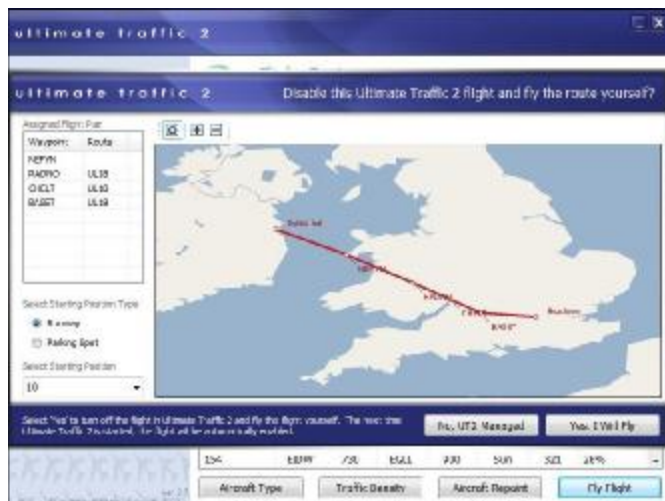
When you have finished installation and successfully launched UT2, the main interface appears in a window and offers menu choices including, traffic options, timetables, utilities, updates and help and support. This interface represents a total rebuild when compared to the older Ultimate Traffic versions. The update section will link you to the UT2 website product updates page where, at time of writing, there were two updates



Gatwick Airport



JFK Airport



waiting for me, Service Pack 1 released on 22/1/10 and UT2 Hot Fix 2.07 released 19/3/10 (the full list of what these updates fix and add are listed on the updates page of the website). Once these were installed, the programme then became the fully up to date version 2.07.

Diving in

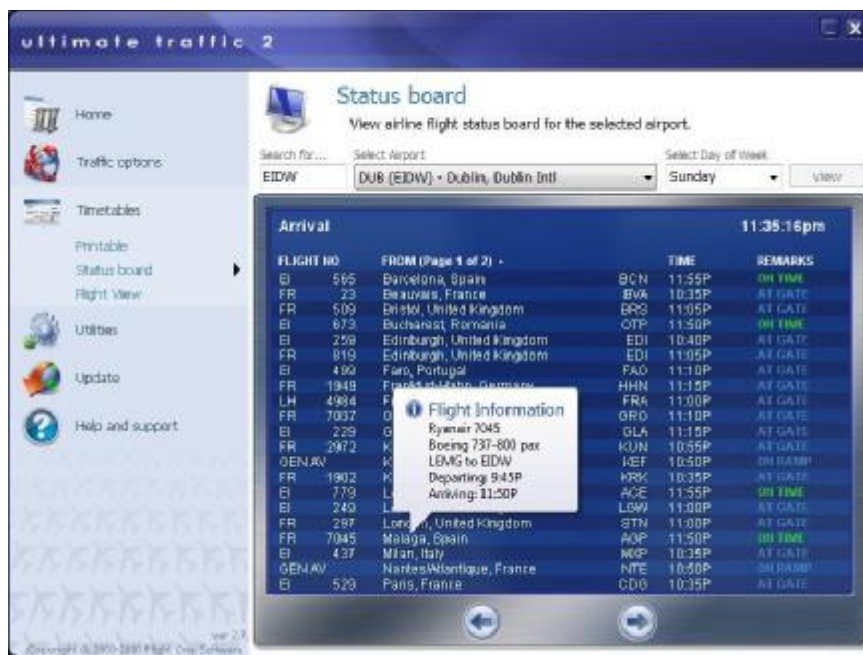
Sensible users would proceed through the UT2 interface and/or manual, but I had to immediately launch FSX, go to Dublin Airport, and hold my breath to see if a new world of AI traffic appeared and whether it actually moved rather than stuttered due to punishingly low frame-rates. When FSX is launched, during the programme initialisation you will hear at a certain point the UT2 signature music and a lady with an American accent announce that UT2 has been initialised – you don't have to "turn on" UT2 to have it operational in FSX – it launches automatically. I placed myself in the Ultra light on runway 34 at Dublin Airport (Eirsim version installed) – for 10 seconds or so I crossed my fingers as the scenery was visible without any UT traffic and the frame rate was 17. Then the traffic appeared at the parking slots – Ryanair, Aer Lingus, Aer Arann, Cityjet, BMI, and the usual US carriers (Delta, UsAir, American, Continental – it was 9 am) and to my delight the frame rate drop was only to 16 and this was with traffic density set in the UT interface at 100% (default FSX traffic settings are automatically turned off when UT2 is running, therefore the FSX traffic sliders have no effect on UT2 traffic. In order to push things to the limit however, I then positioned myself at Heathrow (Aerosoft version installed) on runway 9R in the

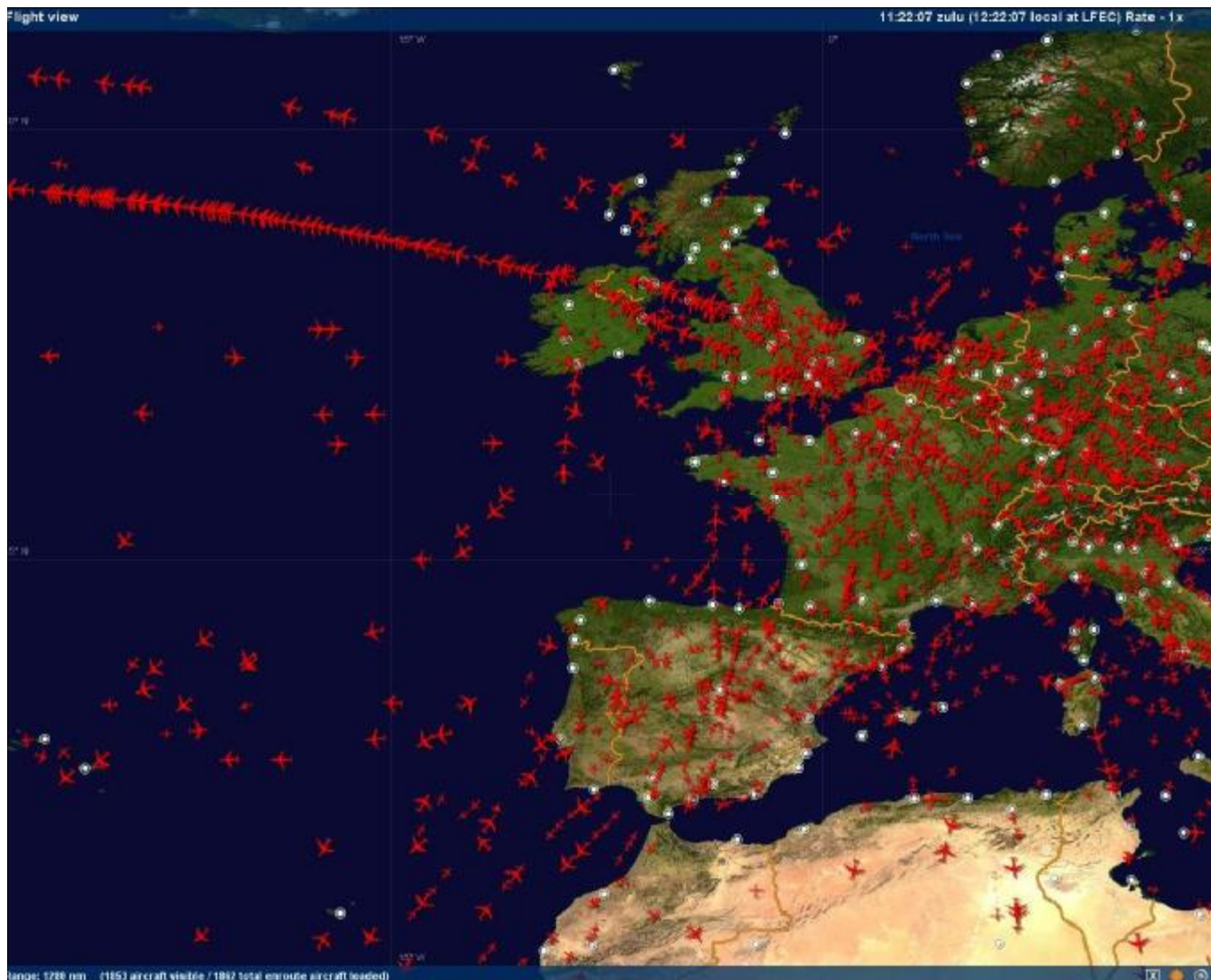
Ultra Light. By this time I had figured that a UT2 drop down menu was available within the Add-ons menu item in the FSX toolbar, and through this you can opt to make UT2 traffic instantaneously appear or disappear, or get it to reset, in case for example, you are on final approach and an AI aircraft is directly in front of you. With no UT2 traffic set to show, my frame rate was 12.6, but with UT2 fully activated it dropped to 7.6. Granted, I could have achieved better frame rates than this with more modest settings on some of the many other FSX settings, or reducing the % of traffic set to appear through the UT2 interface, but this example is just by way of illustration of what the effect of having UT2 at 100% in a heavily populated highly detailed airport add-on would be. Obviously, in such a location, it would make more sense to reduce the traffic density to a less ambitious setting. Needless to say, the aircraft types and airliner liveries visible at Heathrow were highly impressive and again reflecting the variations you would expect to see there (I watched a Qantas A380 take-off whilst there – something I haven't seen in real life). On these two forays into FSX, I also noted the generally impressive and satisfying rendition of the AI aircraft on display (most Boeing and Airbus models are from AIAardvark and The Fruit Stand and therefore excellent quality). Some models though, look a little less impressive as in the case of the Aer Arann ATRs at Dublin, or the FlyBe Embraer model I saw at Gatwick, but these quality differences are very marginal and do not take away from the overall impression. I also had a close look at other international hubs such as KJFK, and the variety of liveries and aircraft types was very realistic and impressive – good

for showing off to your friends if you want to forge a big impression of FSX! My frame rates there, with traffic sliders maxed and FSDreamTeam JFK installed were not too bad at 10 either, for a region that demands so much of your PC.

UT2 Interface (in fact – many interfaces)

You can quite happily go watch AI fly in FSX once you've installed UT2 and do nothing more if that's what you wish, but that would be to do a great injustice to a programme which has much more to offer than just passive use. That being said, it should be mentioned at this point that the programme injects a massive boost to the enhancement of activity in the virtual skies of FSX. The schedules used are based on real-time schedules and real airlines, including cargo airlines. In addition, general aviation traffic is also simulated. The commercial schedules are based on a week of real-world operations and converting these to UT2 format. There are over 500,000 scheduled flights included





and over 1.3 million general aviation flights, with in excess of 6400 airports being served by over 90 aircraft types displaying over 1600 liveries! However, one of the most exciting and innovative features for me is the fact that flight plans are no longer point to point, but are actually routed via high and low altitude enroute airways and North Atlantic Tracks (NATS) over the Atlantic, for example. This is possible because UT2's traffic is not based upon the traditional .bgl files but an entirely different engine external to FSX, which takes advantage of so-called .XML files and SimConnect technology (which to my limited knowledge allows 3rd party client applications to communicate with the internal FSX server). I undertook some high altitude flights in the vicinity of NATS or high density air corridors over SE England and it was highly impressive to see lines of airliners with contrails behind following each other in quick succession. From the ground in e.g. SE England, these contrails overhead also look very impressive.

And so to the interface(s)....but before doing that, just a mention that some sections of the PDF manual downloadable from the UT2 website, and indeed the hard-copy manual itself, are slightly out of synch with the latest version of UT2 at time of writing (version 2.07), particularly in respect of the fact that manipulating schedules in UT2 is now handled by a free download sister pack called UT2-Power Pack.

Home interface

This is the statistics page where you can see at a glance what it happening in the UT2 FSX world in its totality, but also see a bar-graph representation of traffic arrivals and departures for any airport served by the programme for any day of the week and for any or all airlines serving that airport.

Traffic Options

The main interface here includes the very important function of altering the density of traffic displayed in FSX – remember this cannot be done inside FSX itself with UT2 because of the different AI engine involved. You can also opt to display traffic not yet represented within UT2 by a real-world livery by a default airline called “Daedalus”. And finally you can opt to disable the attachments of jet ways to UT2 aircraft in order to save frame-rates.

There are 4 sub-interface windows here including;

Aircraft Repaints - which basically allows you to substitute UT2 aircraft with other FSX aircraft in your collection (which should, of course be custom AI models if you don't want to destroy frame rates). So, for example, you could replace the ATR42s of Air Algerie which are represented in UT2 by “Daedalus” airlines, by an ATR42 with a real Air Algerie livery, provided it's installed in your FSX aircraft directory.

Database Management – allows you to switch off and on airlines individually from being represented in UT2 flights (note that there are two main databases – UT2 weekly, which corresponds to commercial airline traffic, and UT2 daily, which corresponds to general aviation traffic).

Flight Options – here you can pick out specific flights from the UT2 database and make alterations to the specifics of the flight such as the aircraft type or livery –e.g. a leased-in aircraft could be set to replace a regular airliner grounded due to maintenance. You can also use this section to show the flight plan for each flight on a map, and to fly the route yourself.

AI labels – when UT2 AI appears in FSX, each aircraft displays in coloured text, in rotation, lots of information about itself such as aircraft model, tail number etc. – here these labels can be turned on or off or changed in colour. You can

also alter the contrail lengths to display for anything between 30 and 300 seconds, the longer the trail the bigger frame rate hit (during my testing, I left contrails at 120 seconds).

Timetables

Printable Timetables – for those who wish to print out nice-looking PDF versions of timetables for airports or full airlines in the database, in colour or black and white.

Status Board – Here you can display a nice-looking airport-type electronic flight-status billboard which also allows you to sort the data displayed and move time forward and backward.

Flight View - See my screenshot for all UT2 traffic in NW Europe and into the North Atlantic at 11.20 am on a Monday morning clearly following airways and North Atlantic Tracks (NATS). Although it took a couple of minutes to generate, given all the flights to be displayed, its very impressive and speaks for itself!



Utilities

Tail Numbers – More for the purists, this feature allows you to create unique registration numbers for any airline in the database.

Flight Plans – This utility allows you to replace any of the flight plans in the database with your own or 3rd party flight plans in .pln format. During this replacement process you are presented with a map showing the new route as compared to the route being replaced.

In-Game settings – Here, you can view (and change if you wish) shortcut key settings for toggling UT2 traffic on or off, resetting traffic, or playing around with traffic density. You can also manipulate the number of AI aircraft visible and the distance (vertically and horizontally) from you at which they will be visible, and get UT2 to regulate AI density according to the frame rate you wish to maintain in FSX – useful features to help avoid a slide show.

Parking Codes – this final utility allows you to change the pre-assigned parking codes built into UT2 aircraft config files, or to assign these codes to aircraft you add yourself – just to maintain order at your FSX airports.

Update

If you have added all available updates to your UT2 installation, this interface will tell you so. Conversely, if there is a new update available, it will also tell you so. Every so often, the authors will update the commercial schedule data and you will be notified here – at time of writing the schedules were based on Spring-Summer 2009 timetables.

Help and Support

A help centre and links to various sites at which you can obtain support for UT2. There is an excellent and very active forum for UT2 which I dipped into several times when I got a

bit lost. It's an excellent resource for not only solving problems such as my ORBX Bob issue, but also for picking up lots of extra tips and knowledge.

And one more toy – UT2 Power Pack!

Just when you think you've got to grips with everything that this extensive programme has to offer, there's this – the 'Power Pack' is a free downloadable sister programme to UT2 which allows you to import downloaded schedules to add to your UT2 database, create your own schedules for e.g. smaller airlines which are not covered by the UT2 database, modify airports added into FSX that are not stock, to be able to display UT2 traffic, and share add-on schedules with other UT2 users. This ad-on comes with its own separate 18-page PDF manual. You can take great advantage of the Power Pack by e.g. utilising World of AI packages, which include aircraft and flight plans. You can simply manually install any WOAI package to a temporary folder whilst choosing the "decompile" option when using the WOAI wizard. That will give you the three traffic tools (txt) files you will need to place in the "Ultimate Traffic 2\TTools Schedules" folder in order to import into UT2. The aircraft in the temporary folder can simply be moved into the FSX aircraft folder. Once imported you can go into the UT2 interface and assign the repaints to the aircraft that have been installed.

System requirements

This is an FSX-only product. Make sure you have the latest NET 3.5 Service pack 1 installed – if not, you might get a System.core error message at start-up. Otherwise, you need a minimum of a 2.8GHz processor, 256Mb video card, 1Gb memory and 5.15 Gb worth of space. My system is one supplied by Alpine Computers – Windows Vista (I wish it were XP), Dual Core 3GHz, 2Gb RAM, 32-bit, Graphics N-Vidia GeForce 8800 GTX. For me, it coped very well with UT2.

Final Comments

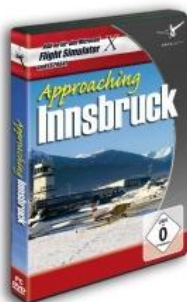
Overall I was very pleased with the performance of UT2 in FSX – I expected a near slide show but that was far from the case. Even at big airports like EGLL or KJFK, with a modest reduction in sliders I got satisfactory performance and very good enjoyment. The improvement to the look of airports by UT2 is successfully achieved with the addition of realistic AI traffic, realistic (and recently compiled) schedules – with the promise of updates to come), and most importantly, AI traffic that flies and follows routes much more realistically - as witnessed by the orderly processions along air routes and NATS tracks. The biggest problem, however, with Ultimate Traffic 2, is that you are likely to spend so much time at the hugely extensive and endlessly absorbing interface that you might be in danger of never flying again yourself! ✈



Approaching Innsbruck

Aerosoft • FS2004/FSX • Brian Church

I try to get as much flying in as possible during the week. Most of my flights are in Europe. Innsbruck is an airport that I have not flown into for many years. I think my first attempt was in the default 737 in FS98. So when Terry offered a review of Approaching Innsbruck I was delighted to take it on board and bring back some fond memories.



A Brief History

Innsbruck is the capital city of the federal state of Tyrol in western Austria. It is located in the Inn valley and the Airport is sandwiched between the city and the river Inn, which runs through the valley. The airport opened in 1925 and relocated to its present position in 1948. The geography of the area with the valley enclosed by the high Alps does not lend itself to extending the runway. Innsbruck has the most stringent takeoff and landing operations times in Austria with night time traffic being limited to air ambulance type flights only. Approaches to Innsbruck can be very tricky, especially in gusting winds, which cause heavy turbulence as you enter the valley on finals. These conditions become even trickier when runway 08 is in use, as this requires a 180 turn at the end of the valley, so keeping the correct speed is essential in making this approach. The airport itself is a very modern facility offering many different shops, car parking, bank facilities, VIP lounges and duty free services. There are bus transfers to the city and nearest train station. Schedule airline services include Austrian, Air Berlin, Niki and Easyjet to name a few. Flybe, Thomsonfly, Austrian and many others offer chartered flights.

System Requirements

Approaching Innsbruck comes from the experienced software manufacturers Aerosoft. It is compatible with FSX and FS2004. It comes in both a download version or in CD version. I'm using the CD version in FS2004, as I don't have FSX installed.

For FS2004

Pentium 2.6 GHz or faster
Approx 300 MB free disk space
Min 1GB, 2GB RAM recommended
3D graphics card with 256 MB, recommended 512MB
MS 2004 with update 9.1

For FSX

Dual Core processor 2.6 GHz or faster
400 MB free disk space
2GB RAM
3D graphics card with 256 MB, recommended 512 MB
FSX with SP1 and SP2 or Acceleration Pack.

Installation and Manual

Installation from the CD is straightforward and installs to your default location. On installation you have the usual scenery and texture folders together with a 38-page manual in both German and English. There is also a configurator for static vehicles and traffic location. No charts are included, however there is a page giving details of the technical features of the airport and the surrounding mountains, the runway specifications and all frequencies for the Nav aids.



There are also a number of pages dedicated to the history of the airfield and the city itself. It also includes tips for improving the performance of your system.

The Scenery

I have never been to Innsbruck, so after installing the scenery I fired up Google Earth to take a look around and compare it with the Aerosoft version. What we have in this package is a very accurate rendition of the real world airport and city. Frame rate constraints restrict the number of buildings that can be placed in the area, that however does not take away from the overall package. All 3D objects are designed in GMAX, the textures are based on digital images and all taxiway lines and signs are placed according to real coordinates. One thing I didn't know was that as Innsbruck does not have fixed parking, you won't find yellow taxiway lines on the apron. In the real world, aircraft are guided by 'Follow Me' cars to their parking positions. There are fixed parking positions for AI traffic, however they are not visible in the scenery.

I fired up FS2004 and parked at Gate 5, under the tower. I was immediately taken aback by the level of detail in the scenery. AI vehicles abounded moving around the apron. They ranged from tankers to airstairs, tow trucks and coaches. Light aircraft were moving about the apron and taxiing to the hold of runway 08. I initially choose the Bell Jetranger and took off to have a look around. It was at this stage that you really appreciate the level of detail contained in the package, ranging from the various airport buildings, the buildings in the city itself and the abundance of vehicles, both around the airport and on the streets and highway surrounding the airport. From time to time, if you wait around, you will even see a passenger train





making its way south of the airport. Sometime later a goods train comes along, making its way to the city. The whole area of course is surrounded by the magnificent Alps.

Back at the apron, I switched to the default King Air to make a few approaches to runway 26. I set up the King Air for the ILS and set RTT on the ADF. I intended climbing out of the valley to Rattenberg beacon and making a right hand turn to capture the ILS. I pushed back from stand 5 and commenced taxiing to the hold of runway 08. I was third in line behind some light aircraft. On take off, I immediately engaged the autopilot so as I could switch to the outside view and take in the wonder of this scenery. I climbed out of the valley towards RTT NDB and levelled off at 10,000ft. At this stage I was engulfed in cloud. I made a right hand turn and descended back into the valley to capture the ILS for runway 26. The ILS at Innsbruck is offset to the right of the runway so it requires a switch to visual at about two to three miles out. The descent down the valley is made even trickier as you are buffeted by the turbulence caused by the updrafts. As you approach the city and airport the whole scene comes alive with AI traffic on the streets and apron and the trains making their long journeys out of the valley.

After a safe landing I took the opportunity while taxiing back to the stand, to have a look around the airport. As you taxi towards the apron you are met by a number of hangers with a few AI aircraft parked outside. The main lounge stands out from the building with the rest of the airside terminal, which is a one storey flat building, stretching out to the north of the apron. At this stage I was looking for stand markings only to realise that the manual was correct, as there are no markings on the apron. I continued to explore the landside of the terminal where I discovered a ground car park with recognisable 3D models parked and a multi storey car park. It also hosts taxi ranks and bus transfers to the city. Moving further east is

the river Inn, one of the dominant features in the area. Across the river is a highway and railway track. AI cars and the odd train can be seen continuously on the move.

Having enjoyed the daytime flight I decided to repeat the exercise at night. Having witnessed the effects during daylight it was no surprise that there was going to be a "wow" factor at night. The night light effects are spectacular both at the airport and in the city. I taxied out to runway 08 again and followed the same route. On my approach you could see the city lit up and also all the small houses in the mountains. The AI traffic had their headlights on and those trains, which looked so realistic during the day, looked even better all lit up at night. On final approach there are white strobe lights flashing across the city to guide you to the runway. Having made a safe landing I taxied once again to the apron and parked up for the night beside the other aircraft.

Conclusion

Costing €25.99 in CD version or €23.95 as a download, I feel this package is well worth obtaining and will give the user tremendous satisfaction. The authors have not held back with the details and the extent of the AI traffic both at the airport and in the surrounding area's brings the whole scenery to life and adds to that very realistic look. The level of detail at the airport both around the airfield and the buildings adds to the enjoyment. I had no problems with frame rates. My system is 6 years old with 1GB RAM and a 256 MB graphics card. I normally set the frame rates to 25 and with most setting at about 75% setting, I had no problem. It is recommended that you turn off "aircraft casts shadows on the ground". As mentioned earlier this was only tested in FS2004. I would rate this scenery highly and based on Google Earth, it is very real to true life. Well done Aerosoft. ✈



Amsterdam Schiphol

Aerosoft • FS2004 • Ian Broni

It has been a while since there has been a release of a scenery for Amsterdam Schiphol. Both Cloud 9 and the Dutch NL2000 Team released versions for FS9 over the past few years but they are now a bit dated, so Aerosoft's timing in releasing this new product is excellent. I was however a bit disappointed to hear that this is not a "true" Aerosoft product in that the developer is in fact Dream Factory Studio, a Swedish company who were behind previous Aerosoft products, such as their Scandinavian Airports 1 & 2, France 1 & 2, Mega Airport Brussels and Geneva. Having got over the initial disappointment that whilst it was not developed by Aerosoft, you would not know it by the way the product is packaged and presented, which is of the high quality that we have come to know and expect from Aerosoft.



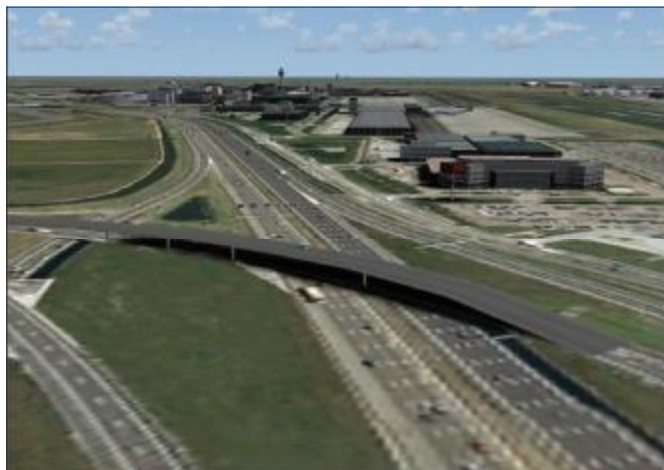
The review product is for FS9 and was supplied as the download from Aerosoft – the download is 90Mb in size with the full installation being over 300mb in size. The product was released in mid February 2010 and has a price of €24.95. Those who purchase the FS9 version are entitled to a free download version of the FSX version when it is released – no date yet. In time, both the FS9 and FSX versions will be released in a boxed version – again no dates as yet. It is worth pointing out that you need to have the FS9 9.1 update installed for the scenery to work. Operating systems that the scenery has been tested on are Windows 7, Vista and XP SP2. Recommended graphics is a 512MB card, although a 256MB 3D card is adequate, which is what I have in my system. The installation was straight forward with the installer finding my FS9 location. Once installed, it creates a subfolder within your main FS9 folder aptly named "Aerosoft" (if you have other Aerosoft sceneries this folder will already be there). Within this folder is another folder "Amsterdam Schiphol" and within this, you will find the main scenery and texture folders, along with a Pdf manual, an "afcad_amsterdam.exe" file and also a folder called AESLite-forEHAM but more on these later.

Schiphol Airport is the largest airport in the Netherlands but it is also a major European hub and as such attracts a huge amount of traffic. In 2008 it handled just under 47.5 million passengers and over 1.5 million tons of cargo with aircraft movements in excess of 445 thousand – staggering figures really. Given the amount of traffic, the size of the airport is equally staggering – the newest runway 18R/36L, feels like it is in another country by the time you have finished taxiing to it



©. Schiphol is Europe's fifth busiest airport (2009 figures) behind London Heathrow (66 million), Paris Charles de Gaulle (58 million), Frankfurt (51 million) and Madrid Barajas (48 million). Interestingly Dublin sits at 14th position with 20.5 million. Worldwide, Schiphol is ranked at 17th with 68% of its flights as inter European, 21% on Intercontinental and 11% to Asia. The airport currently has five main runways: 18R/36L at 3,800m, 18L/36R at 3,400m, 18C/36C at 3,300m, 09/27 at 3,453m, 06/24 at 3,500m with a sixth runway, 04/22 at 2,014m used exclusively by executive jets and general aviation aircraft. With over one hundred different airlines using Schiphol, it is also home to KLM, one of Europe's largest airlines. Schiphol as an airport dates back to 1916 when it opened as a military airbase. The airport takes its name from a former fortification called Fort Schiphol. The airport lies just over 3m below sea level and was originally a large shallow lake, which was subject to sudden violent storms and claimed many ships – this was the main reason for reclaiming the land. In English the name Schiphol translates to "Ship Hole", this being a reference to the number of ships lost in the area. The airport is built as one large terminal, split into three large departure halls which was expanded as recently as 2007. There are plans to build another new separate terminal between runways 18R/36L and 18C/36C. Interestingly, all the runways at Schiphol have names by which they are locally known: runway 18R/36L is called Polderbaan, 18C/36C is called Zwanen-





burgbaan, 18L/36R is called Aalsmeerbaan, 09/27 is called Buitenvelderbaan, 06/24 is called Kaagbaan and finally 04/22 is known as Oostbaan – a quaint idea! The control tower was the tallest in the world when it was built in 1991 standing at a height of 330ft – and this with the airport sitting at its lowest point at 11ft below sea level.

As it is a complex airport with 12 runways, there are several AFCADS supplied – the default one is made without regards to real operations and AI aircraft will use all the runways in all directions at the same time (this sounds like fun!). There are four other AFCADS supplied, which you can choose from depending on the wind direction, these are: North, between 280° and 080° use “North” AFCAD, between 190° and 340° use “West” AFCAD, between 100° and 260° use South AFCAD and between 010° and 160° use East AFCAD. There is an overlap but you choose which best fits the wind direction – once chosen this will then decide the best runway to be used and ensure that your AI aircraft comply with all operations around this runway – clever J. Another neat feature is AESLite, which provides simulated dynamic ground vehicle traffic on the aprons, traffic on the motorways as well as traffic on the airport surroundings. The dynamic traffic, like cars and buses, will avoid approaching aircraft by stopping and giving way so avoiding a nasty crash. There are a number of options using AESLite and you can choose the level of traffic you want and which areas you want to include. No doubt choosing ‘all’ will have an impact on frame rates. AESLite is independent of the settings of the dynamic add-on and can be selected from the FS9 Options/Settings/Display menu.

Having installed the scenery, read the manual and had the history lesson, it is over to the airport scenery itself and there is most definitely a wow factor when you first see the scenery. The airport is built around one large terminal, which is surrounded on all four sides by runways – a fifth (executive jets etc) to the East over beside the large maintenance area and the sixth was built a few years back to the North West of the



airport and feels like it is in Belgium by the time you get there. There is also a large cargo terminal to the south of the southerly runway. This airport is one of the most complex airports in many respects – firstly, taxiing around the various taxiways and ramps requires a degree in map reading, if not geography. It is also complex in the actual layout of the airport, which is spread over a very large area and can take some time to get around. The level of detail terrific, although I did note my frame rates drop a bit – mind you I had traffic zooming around the surrounding motorways. The area covered by the scenery is much larger than just the airport as it includes a large surrounding area with motorways, roadways, farmland and farm buildings, industrial buildings, warehouses, canals with boats, motorway bridges, motorway signs and railways, to mention just a few things outside the airport. Within the airport perimeter, the terminal area is wonderfully replicated with the complete road infrastructure in place along with hotels, bus stations etc. – I have been to Amsterdam a few times and I can relate to almost all of the buildings, including the bus station. Moving about the roads and car parks are buses and cars all going about their business. The terminal itself is without fault and includes all the complex airbridges that adorn some of the larger gates. Again moving about the ramp area is a myriad of ground vehicles like buses, tow trucks, vans, catering trucks, baggage carts, fuel trucks and so on. I spent hours taxiing around using up to date ground charts and I could find no flaw in the layout, right down to small picket fences, portacabins, taxiway signs, runway approach lights etc. In particular taxiway Q, which joins the Southern part of the main terminal and the Cargo area with runway 36C passing over a motorway but also has a raised roadway to the North that runs in parallel to it with traffic driving along it. Other highlights are the mass of hangars on the Eastern side of the airfield, including the executive jet and helicopter hangars – these use their own private runway 04/22, which close to the Martinair and KLM hangars. The runways that are used for landings (for example 36L is not used for landings – only departures) all have runway approach lights on raised poles, although it cheats a little at



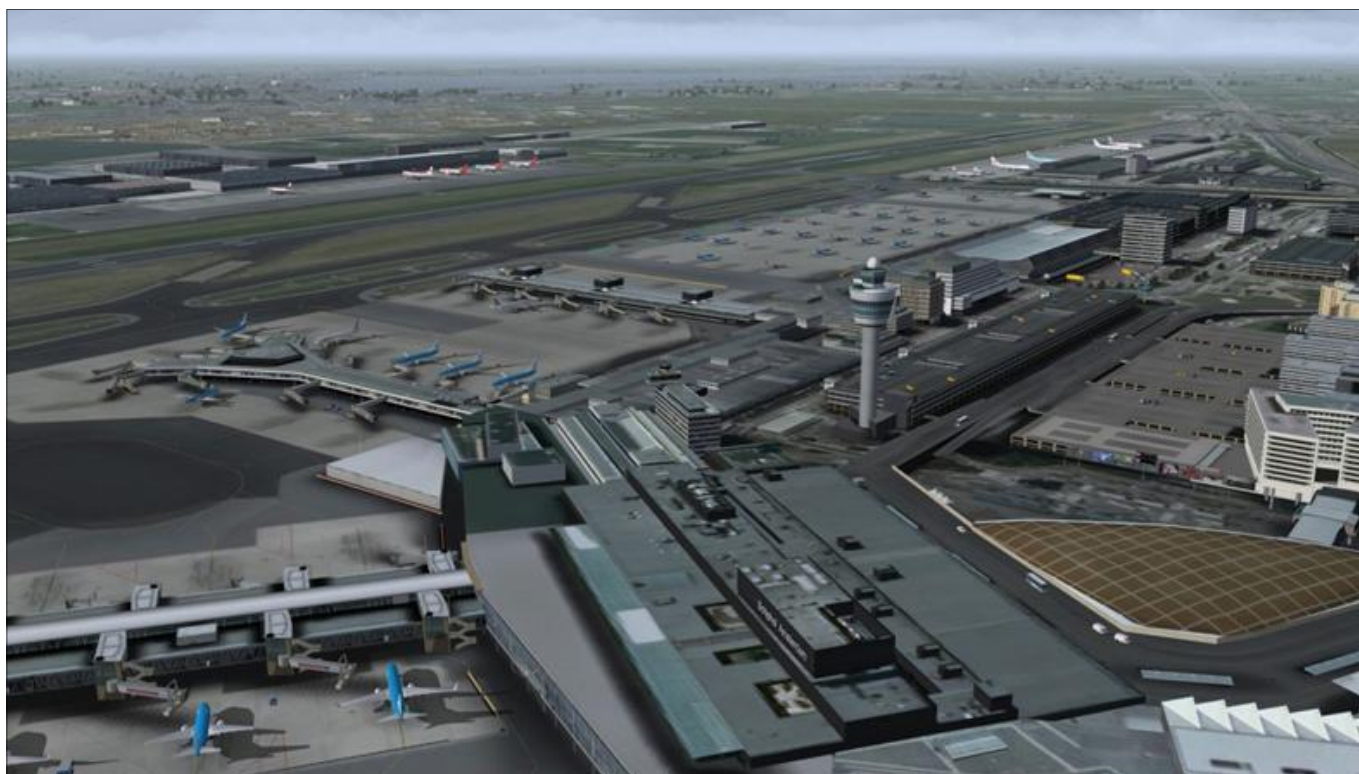


night as the lights are firmly stuck to the ground ;-). At night, the whole place is ablaze with twinkling lights of all shapes and sizes and all the traffic have headlights and rear lights as well.

Given the complexity of the airport, the level of detail here is superb – I always benchmark new sceneries against Fly Tampa's Vienna scenery, which for me is the ultimate in detail and I have to say that this reaches way up there. The amount of hours worked on this scenery to get it to this level of detail must have been huge and certainly will win many an accolade from the flightsim community. What I love even more about this airport is that it supports AES - Oliver Pabst even had a new release of AES lined up when the scenery was released. If you want to have airbridges and airstairs move to your aircraft doors, buses and a proper pushback, then you must try AES. You will literally get lost for hours at this airport just wandering around the various ramps and taxiways and sometimes it is actually fun getting lost. When I originally installed the scenery I had the NL2000 V2 scenery installed as I hoped that they would work together (NL2000 scenery covers the whole of the Netherlands in great detail) and at the beginning they did – on the surface it all looked fine with the airport scenery blending in with the highly detailed countryside but when taxiing out one night while were flying online, Terry's aircraft was buried ten feet underground and on about four

occasions whilst taxiing my aircraft just fell into what seemed like large invisible holes in the ground which was not fun. On Terry's advice I uninstalled the NL2000 scenery, which solved that problem. However, my AI aircraft (I sometimes like to watch all the planes go by) sit about 10 feet above the ground but interestingly those that land do so at the right altitude, so it is a little strange.

In terms of bang for your buck, this scenery certainly gives it to you in buckets. It is a complex airport and comes with complex arrival and departure procedures - you need to have your wits about you when flying. We flew out of Amsterdam last Month and the VATSIM controller was almost shooting pilots out of the sky because they were unfamiliar with the arrival/ departure procedures. Included in the manual is a link to the Dutch aviation authority website where all the real charts can be downloaded. Aerosoft also have a scenery forum which has a separate area for the Amsterdam scenery – it makes interesting reading in that some people have had CTD's using the scenery but I have to say I have not had any. The FSX version is due out soon along with a much needed patch for the FS9 version and both should be available by the time you read this. Given that all those who purchase the FS9 version will get a free FSX version and the size of the scenery, this product certainly is value for money. I am very pleased with it and highly recommend it. ✈



Plane Talking

By Ian Broni

Another summer is with us but this one is different for a few reasons – our Celtic Tiger is gone and we have volcanic ash to contend with. I never envisaged ever having withdrawal symptoms from planes but recently this actually happened when a shroud of volcanic ash enveloped Ireland and brought a halt to all traffic in and out of Dublin on various dates and also stopped traffic transiting Irish airspace to the point where nothing was flying for several days! Nothing in the skies is like one of those nightmares you have but nothing on your Plane-Plotter radar screen adds to the total gloom and doom. It was a combination of a volcanic eruption and a weather pattern we don't usually get at this time of year that brought us to a standstill – normally our weather is dominated by the Gulf Stream and brings south westerly airflows over our island along with the associated weather off the Atlantic. But with beautiful if not a tad cold weather coming down from the Arctic regions we also got a cloud of volcanic ash for the recently erupting Eyjafjallajökull volcano in Iceland. It was a strange phenomenon that literally brought air travel in Europe to its knees and showed how vulnerable to a natural disaster we can be. On one such aircraft free days I was passing by the airport and to my amazement I saw a small Piper Cherokee taxiing out amongst all the parked Ryanair and Aer Lingus aircraft and shortly afterwards departed heading east. It turned out that any aircraft that flew below a couple of thousand feet were not affected by the ash clouds and this brought about a flurry of activity of smaller aircraft in and out of the main airports which were closed to the bigger jets. So all was not lost and it was strange seeing small aircraft again using Dublin Airport.

Aer Arann have leased in an additional ATR72 from Irish company Air Contractors to fill the gap of its own ATR's being used on the new Aer Lingus Regional flights. Registered EI-SLL it operates in an overall white colour scheme with green engines and small Aer Arann logos and titles.



Isle of Man based airline **Manx2** have announced that they will start a new scheduled service from Belfast to Galway and Galway to Cork with twelve flights a week operating. Currently Manx2 operate an eclectic mix of aircraft leased in from Germany and Czechoslovakia with Dornier 228's, Metroliners and LET 410's being operated. Their website at www.manx2.com makes interesting reading including the fact that they have removed the toilets from their aircraft to accommodate more baggage like golf clubs etc.! It will be interesting to see how long the flights will last and I am sure Aer Arann will respond in some way.

Ryanair again continue to take delivery of new 737's with the fleet now up to EI-EKN having taken delivery of almost 12 new aircraft in eight weeks. During the volcanic ash cloud disruption,

Ryanair's grounded fleet at Dublin had their engines and APU outlets sealed with plastic covers and bags to ensure no dust entered the engines. For the months of July and August Ryanair are increasing their checked baggage charge from €15.00 to €20.00 per bag, much to the ire of consumers who claim that Ryanair are just profiteering. The proposed extension to the runway at Belfast City Airport has been referred to a Public Enquiry by the NI Government much to the annoyance of Ryanair who currently operate a series of flights from the airport to the UK mainland. These flights operate with weight restrictions because of the current runway length and cannot operate to longer continental European destinations as a result. The referral to a Public Enquiry will prolong the project for some time.

The planned **Airshow100** at Punchestown on the 6th and 7th of June was cancelled following the withdrawal of the Red Arrows display team which suffered an accident with one of their aircraft whilst practicing in Cyprus a few months back. The organisers had hoped for a large crowd with a headline act like the Red Arrows but with their withdrawal they felt they had no choice but to cancel the airshow. Another consequence of the Red Arrows accident is the cancellation of the Salthill Airshow which was due to be held in early June to coincide with the Galway Power Boat Festival. The Bray Airshow is scheduled to take place on Sunday the 25th of July and has a whole host of interesting aircraft taking part in this free sea-front display.



An unlikely candidate for the new T2 at Dublin Airport is **Air India** – they are currently looking for a new European hub that is cheaper than their current hub in Frankfurt, although they use Brussels a lot as well. The unique selling point of Dublin is the availability of pre-clearance of US Immigration allowing for the flights to land at any US airport and passengers not having to face long queues. Their decision is likely in the next month or so and it may also encourage another Indian airline – Jet Airways to move as well.

Aer Lingus have taken delivery of a new A330-302 in the form of EI-ELA which joined the fleet on the 7th of April flying from Toulouse to Shannon for some modifications before entering service on the 12th of April on the Dublin to Boston route. Two of its previously delivered A320's, which were leased at the time for the Gatwick hub, have had some minor mods carried out on them – the two aircraft, EI-EDP and EI-EDS were originally destined for Spanish airline Iberia and were configured as a 171 seat layout, which is three seats less than the standard Aer Lingus configuration of 174 - both aircraft have recently been away for C-Checks and had the number of seats increased as the rest of their fleet of A320's. ✈

Freeware Focus

Terry McGee selects from some of the latest Freeware files
terry@pcpilotsireland.com



Airbus A319/A320 Panel for Dual Monitors

By Alan M. Harvey
amhp320dm01.zip
www.flightsim.com



FSX/FS2004 Airbus A319/A320 Panel for Dual Monitors. This panel is for use with computer operating systems and video cards that can horizontally span the display across two monitors. It contains the captain and first officer panels, which in most commercial airliners are not exact duplicates providing a more realistic flight sim experience. Includes the panel and all gauges. Original half panel by Francisco Silva modified and extended by Alan M. Harvey.

Bombardier/Canadair Regional Jet GE CF34 Sound Pack

By Adam Murphy
fs2004_crj_cf34_soundpack.zip
www.flightsim.com



FSX/FS2004 Bombardier/Canadair Regional Jet GE CF34 Sound Pack. This sound is intended for use on Project Open Sky's models, but they'll work pretty good on Wilco/Feelthere models and other planes. After months of hard precision work, here is the realistic and accurate CRJ General Electric CF34-3B and CF34-8C soundpack. This sound more specifically replicates the sound of the CF34-3C1 which powers CRJ-100 and CRJ-200s, however the CF34-8C sounds extremely similar to the -3B1 with a few minor differences. Also the interior sounds are mainly from a passenger perspective. Once you load your aircraft with these sounds, you'll hear the APU system and fans in the cabin. You hear the humming

sound of the CF34 at idle after you have started the engines. You spool up the engines at takeoff then hear the buzzsaw-like sound of the CF34 engine's fans. Once you lift off and put up the landing gear you will hear a chime from the cabin. It features realistic cockpit sounds like the autopilot deactivation sound, stall buzzer, overspeed beeper, gear up warning sound buzzer, flaps, rolling, and touch-down. By Adam Murphy - Skyhigh Sound Systems.

Aer Lingus Airbus A330-300

By Cillian Coleman
a333al.zip
www.flightsim.com



Aer Lingus Airbus A330-300. Textures for the Airbus A330-300 model by Thomas Ruth; requires TOMA333B-1.ZIP. The registration is EI-ELA and IT is named St. Coleman. It is the newest aircraft in the Aer Lingus fleet.

Aer Lingus Airbus A330-300 Update

By Cillian Coleman
al_333_update.zip
www.flightsim.com

Aer Lingus Airbus A330-300 Update. This is an update for the Aer Lingus texture for Thomas Ruth's A330-300 model (A333AL.ZIP). This file removes the black marks on the engines and changes the green strip on the windows to a more accurate colour. The name has also been changed to 'St. Patrick' and the registration remains as EI-ELA.

Aeroflot Airbus A350

By Andreas Meyer
a350demo08_fsx.zip
www.avsim.com



The A350 XWB (Xtra Wide-Body) is the Airbus response to market demand for a medium capacity long range wide-body family. Designed with airlines' priorities in mind, the A350 XWB confronts the challenges of high fuel prices, rising passenger expectations and increasing environmental concerns. Panel, GAUGES, model, sound and textures by www.afs-design.de This file is a Commercial demo - free Trialware, with black advert-banners.

Air China Boeing 707-3 J6

By Libardo Guzman
b707ach.zip
www.flightsim.com



FSX/FS2004 Air China Boeing 707-3J6. Textures only, requires B707V09.ZIP.

Airbus A300-600ST Beluga

By Thomas Ruth
toma3st.zip
www.flightsim.com



Airbus A300-600ST Beluga. The famous Airbus Super Transporter. Classic Airbus model for FSX only. Model with diffuse, bump spec and nightmap. Comes with working virtual cockpit and panel. Needs SP1 or SP2. Not tested with DX10. Has included multiplayer compatible .mdl.

AircraftTweak v1.2

By Dave Nunez
aircrafttweak_v1.2.zip
www.avsim.com



This application for FSX allows operations on aircraft.cfg file. Uses include: Installing/Removing a repaint, issuing patches for aircraft parameters, and more. The command line tool requires no extra libraries or installations, so is perfect for distributing with your own repaints or patches, even inside installers! THIS NEW VERSION reduces memory consumption significantly on several tasks, has INSTALL_VARIANT_BY_TITLE report the number of variants installed, and a new DUMP_ALL_TEXTURE_TITLE command which returns both the title and texture of all repaints for a given aircraft.

AircraftTweak v1.2

By Alf Denham
alfs_uk_airfields_vol_18.zip
www.flightsim.com



Alfs UK Airfields Volume 18. Upgrades many small UK airfields whose default versions have little or no detail. Based on Google Earth and airport guides. This volume includes Baxterley X3BX, Fowlmere EGMA, Wolverhampton/Halfpenny Green EGBO.

American Airlines L-188 Electra II

By Fabio Cabral
l-188americadxt.zip
www.flightsim.com



American Airlines L-188 Electra II. Repaint for the Team FS KBT model (L-188_ELECTRA_X.ZIP). Includes new texture for virtual cockpit. Saved in DXT5 for better frames rates.

Squawk Code Generator

By Nathan Hammer and Richard Hammer
squawkcode.zip
www.avsim.com

This file includes the free version of BBC Basic for windows and a program we have written to randomly generate 4 digit numbers (excluding 8s and 9s) in order to simulate squawk codes in real life. Install the BBC Basic and then double-click on the file named Squawkcode. Then hit Play (the Triangle) to generate a code. Very useful for doing ATC.

Armstrong Whitworth Ensign

By Jens B. Kristensen
ensign_v10x.zip
www.avsim.com



Armstrong Whitworth Ensign. This is an all-new model of the AW.27 Ensign, a large medium-range airliner built for Imperial Airways (later BOAC) in the late 1930's. Because of the outbreak of WW2, only 12 Ensigns were built, and they mostly served as transports in support of the RAF. The package contains the MK.I and the MK.II in three different colour schemes. (FS2004 users should get Ensign_V10.zip).

Astypalaya Airport (LGPL) Greece

By Manuel Seiwald
astypalaiaairport.zip
www.avsim.com



This scenery is an update of the default scenery of Astypalaia Airport (LGPL) in Greece. Added: Turning Bays, Apron and Airport Building. This scenery was designed for FSX only.

Cessna TU206

By Mark Rooks
cessnatu206.zip
www.flightsim.com



This is a Brian C. Selb's Cessna 206. The Cessna 206 replaced the Cessna 205 of 1962, in a line of aircraft originally produced as utility flying station wagons, descendants of the Cessna 210. Initially known as the Super Skywagon, that name was dropped in 1969, and in 1971 the type was produced as the U206F Stationair, with a new three-bladed prop. Variants included the P206 ("P" for personalized, rather than

the standard pressurized), without the cargo door, and with deluxe interior and streamlined wheel spats, and the TU206A, with a turbocharged TSIO-520-C engine. This TU206 turbocharged aircraft includes a 3D and 2D panel for FSX. Also includes history and pictures of the actual aircraft model. Textures by Mark Rooks of RDG Aircraft.

Central American Airways Let-410 UVP E20

By Fernando Pacheco
let-410_uvp_e20_caa.zip
www.flightsim.com



Central American Airways Let-410 UVP E20 (CAA). Model by Bence Benedek and Tibor Kokai.

Da Fokker 70 Panel Controller v2

By Jim Hodkinson
da_fokker_panel_v2.zip
www.avsim.com



This release covers the changes to the panel.cfg file after updating the DA Fokker to the latest release. After flying the DA Fokker 70 and 100 for a while, I realised that not all FS pilots would have access to a programmable joystick that would enable them to assign a button to operate the various pop-up panels in the Fokker, so I thought that a gauge mounted on the flight panel that centralised the controls for the pop-up windows may be a handy addition. After adding the gauge you will be able to access the following pop-up panels using the mouse from one centralised position on both the Pilot Flying and First Officer the panels. From left to right the pop-up panels are as follows.. The Upper Row Includes the Overhead Upper, Overhead Lower, Pedestal Forward. Pedestal Middle and Pedestal Rear. The Lower Row Includes the Radio Stack, CDU, Doors and Ground Power, Secondary Annunciator Panel, Enlarged Left Hand MFDU Also included are instructions on how to add the Ground Handling gauge by Rob Barendregt to the Doors and Ground Power panel of the Fokker.

Dornier Do328T

By Jean-Pierre Brisard and Bob May
do328t_3_x.zip
www.flightsim.com

The Dornier Do328T is a 32 seat twin turboprop regional airliner. This is an all new model with full moving parts, doors with airstair and animated pilots, accurate and pleasant flight dynamics and a fully modelled interior. Full documentation

Freeware Focus FSX



including manuals and check/ref lists. Custom panel and VC with digital (glass cockpit) gauges, custom sounds. Complete Do 328 package for FSX/SP2. Three liveries included, Sun-Air Denmark (BA), Central Mountain Air (Canada) and AMSA (Australia). By Jean-Pierre Brisard and Bob May - Premier Aircraft Design.

Dunsfold Airfield

By Jacques Botha
topgearairport.zip
www.flightsim.com



Dunsfold Airfield UK (EGTD). This is Dunsfold Airfield in the U.K. where the famous series "Top Gear" is filmed and it is also the location of their test track. Look carefully at the "Top Gear" hangar and you will see Jeremy Clarkson getting ready to test the new Golf GTI. Works best with FSX Acceleration.

Emergency Services Incident #2010-003

By David J Crandall
emergency_servicers_mission_2010-003.zip
www.avsim.com



This is a series of missions called Emergency Services. All missions are flown using the Bell 206B Jet Ranger Helicopter. In this mission you will be flying for the Air Med out of Boone Hospital in Columbia MO. Your incident number is 2010-003.

PIA Boeing 777-340ER

By Irfan Khan
pianewlivery.zip
www.flightsim.com

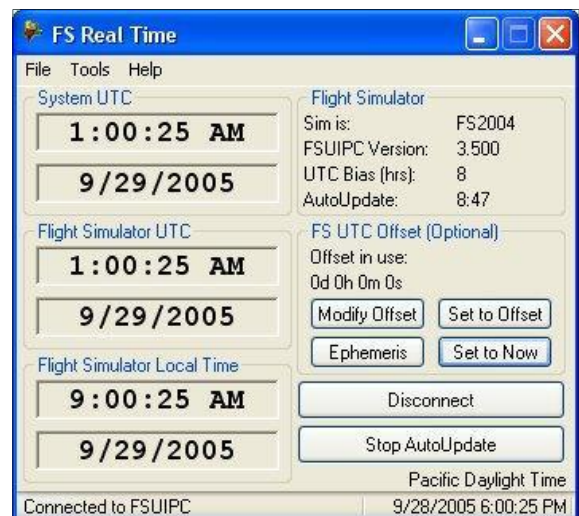
FS2004/FSX PIA Boeing 777-340ER, registration AP-BID. Pakistan International Airlines B777-340ER AP-BID utilizing the Project Open Sky 777-300 v2 model. AP-BID wears the



beautiful Pakistani flag newly designed and implemented on all PIA fleet. Contains ground service vehicles, tow truck, catering trucks, stairs, luggage loaders and containers painted in standard PIA colors. Complete virtual cockpit, and autobrake and wing light gauges included. Contains latest updates till March 2010. Updated .mdl and FDE also included. Original sound pack Of Project Open Sky BOEING 777v2 Rolls Royce Trent 800 series sounds by Emil Serafino. Complete pack, requires no external downloads. Highly detailed textures. Repaint by Irfan Khan. Ground vehicles repainted by Ahmed Ahsen exclusively from Virtual PIA.

FS Real Time v1.89.2 (with World Time Zones v3.0)

By Joshua Robertson, 3D Softworks Design Studios
realtime_1892.zip
www.avsim.com



FS Real Time v1.89.2 (for FSX, FS2004, FS2002, FS2000, FS98, CFS, and CFS2) is made to keep Flight Simulator's UTC (Zulu/GMT) time and date in sync with the Real World. It

Freeware Focus FSX

can maintain either the current Real Time, or an offset (+/-) so you can fly at any variation from Real Time. This version includes a lot of fixes since FS Real Time v1.88.1 was uploaded to AVSIM. Firstly, the format in which FS Real Time saves its settings in its configuration file is changed to prevent crashes when changing system locale information. Also, another regional and language settings crash was fixed. Changes to the FS Real Time installer were also made to accommodate the new FSUIPC v3 installer. See the included documentation for a full list of changes and improvements.

Islander to Tajur Jungle Lodge

By Gera Godoy Canova

islander01.zip

www.flightsim.com



FSX Mission - Islander To Tajur Jungle Lodge. A mission specially made for the Flight1 Islander, but you can use any free-ware aircraft. The tenth and last passenger just boarded your 30 year old Islander--full house! La Paz, Bolivia airport is IFR and you have been cleared to take off. The flight takes you from 13000 feet Sierras to the fertile Matto Grosso, the jungle. Weather is pretty bad and you will make two stops before reaching the Tourist Lodge. An easy flight?

Cessna 150 Propeller Textures

By Tom Tiedman

fravin_c150l_fsx_sp2_propeller_textures.zip

www.flightsim.com



FSX SP2 Cessna 150 Propeller Texture. For FSX SP2 users only, a propeller texture eight-pack for the FS2004 Fravin C150L. These prop textures come with different coloured prop blade tips in order to match them with the paint scheme of the airplane you wish to use them on. Red, yellow, green, blue, purple, orange, red white and blue (Go Team America!), and of course... just plain plain for your plane. These prop textures solve the opaque FS2004 props seen in FSX SP2. They are as transparent as possible... one more notch down on the scale and they disappear completely. They also work on many other FS2004 aircraft used in FSX SP2, as long as you remember to rename the file to the same name as the prop file you are replacing.

FSX Water Fix Final

By Tom Knudsen

fsx_waterfix.zip

www.avsim.com



Enhanced waterfix for FSX based on default water texture. This includes modified and reduced texture to increase both performance and quality.

Gibraltar

By Pips Perez

gibraltar_271209.zip

www.avsim.com



FSX scenery of Gibraltar with buildings from the FSX stock object library. SRT2EUR.ZIP, SRT2EUR2.ZIP) from flightsim must be used or the scenery will not display correctly, these two files give the best Elevation data for the region at this time. This scenery can be used with UTX Europe.

Gokceada, Imroz (LT86) Turkey

By Ahmet Mehmetbeyoglu

gokceada2010.zip

www.avsim.com



Photoreal scenery of Gokceada Imroz with 2m texture resolution. Gokceada is the far-west point of Turkey in the Aegean Sea which makes it a very good VFR base for reaching Marmara, Gallipoli, Dardanel, Canakkale, Bosphorous, Istanbul, Trakia and the wonderful Greek Islands.

Gustavo Rojas Pinilla Airport

By Shanard Letang
gustavorojaspinillaairport.zip
www.flightsim.com



Gustavo Rojas Pinilla Airport (SKSP). This is Gustavo Rojas Pinilla International Airport, in San Andres I, Colombia. Another of Avianca's hubs to South and Central America. Completely redone airport and island.

Handley Page HP67 Hastings

By Jens B. Kristensen
hastings_v10x.zip
www.avsim.com



FSX Handley Page HP67 Hastings. This is an all-new model of the HP67 Hastings, a British military transport that was the mainstay of RAF Transport Command from 1947 into the 1960s. The last Hastings transport was retired in 1968. Five variants are included: Hastings C.1, C.1A, Met.1, C.2 and C.4. FS2004 users should download Hastings_V10.zip.

Hawaiian Airlines Boeing 717

By Jeff Bauer, JetCity
fsx_hawaiian_717-200.zip
www.avsim.com



This Hawaiian Airlines 717 was adapted from JetCity's FS9 B717 to fit FSX (with permission from JetCity). It includes the default 737-800 panel and the sounds of default CRJ-700. It works perfectly. All of the 737 panel works with the plane. Autopilot, sounds (including smoking/seatbelt sign), etc. The plane even has baggage animation.

Heliport Balzer LSXB Switzerland/Liechtenstein

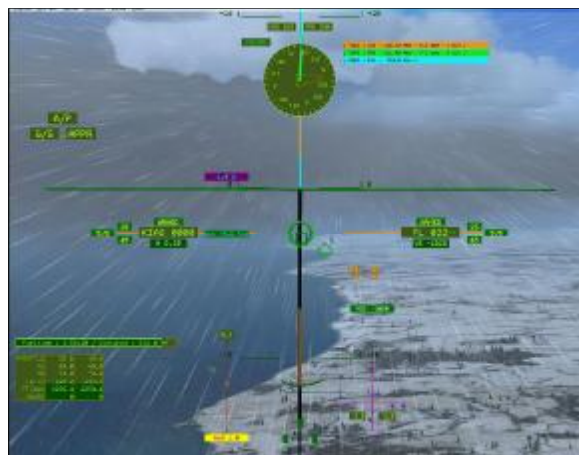
By Joerg Unglaub
lsxb_balzers.zip
www.avsim.com



This private Heliport Balzer LSXB is located at the north-east border of Switzerland in Princedom Liechtenstein. Completely designed with GMAX for FSX. Version 1.0, 18.03.2010.

Jelair—HUD 2010 for Jets

By Jacob Larsen
jelair-fsx_hud2010_jets20100302.zip
www.avsim.com



HUD - Full-screen Heads-Up-Display for jets (suitable for all types of jets). It is an XML gauge for FSX only (it will NOT work with older flightsims). The gauge is designed for any screen-resolution, but is only tested at 1280x1024. Wide-screen resolutions have NOT been tested, and might therefore not work correctly (especially the attitude-ladder MAY behave incorrectly on wide-screens). The gauge is only tested on Windows XP Pro/SP3, using FSX/SP2.

Washington Dulles International Airport

By Kambiz Agazi
kiad_v3.zip
www.flightsim.com



Dulles International Airport as it exists today. Terminal B and runway 1C-19C rehabilitation work is now complete. Taxiways W2, W3, W4, S, EE, E1, E2 and E3 are now operational. Gates B14-B32 have been renamed to A14-A32. New RNAV (RNP) transition at Tring for 19L/19C. Updated custom airline parking assignments at all terminals per 2010 parking specifications. Plus updated SID/STAR NavAids/Terminal Waypoints per January 2010 charts.



AES Earth v2.06

By Nick Schreger (MeatWater), Soren Mathiesen
aes_earth_v2.06.zip
www.avsim.com

This file will display all currently available AES-supported Airports worldwide through Google Earth www.earth.google.com. Each airport also features a direct link to the website where the scenery can be downloaded/purchased. You can also change the symbol for all those airports you have currently installed and activated for the use of AES, thus making flight planning a little easier. This list will be updated with every new version of AES, so check AVSIM for new versions of this file.

Anchorage Ted Stevens ANC/PANC Version 5

By William Morgan, FRFStudio.net
pancv5.zip
www.avsim.com



This is a major rebuild of Ted Stevens International airport. All terminals have been heavily upgraded from the default form. Terminals A & B have been resized and relocated to be more accurately placed. Terminal C, the newest terminal, has been rebuilt from scratch, and the cargo ramps received special treatment as well. As usual, there is plenty of eye candy placed around the airport including plenty of static general aviation aircraft. The included AFCAD has been extensively reworked, and all gates are laid out per the ANC website and sat photos.

Armstrong Whitworth Ensign

By Jens B. Kristensen
ensign_v10x.zip
www.avsim.com



Armstrong Whitworth Ensign. This is an all-new model of the AW.27 Ensign, a large medium-range airliner built for Imperial Airways (later BOAC) in the late 1930's. Because of the outbreak of WW2, only 12 Ensigns were built, and they mostly served as transports in support of the RAF. The package contains the MK.I and the MK.II in three different colour schemes.

Aviameer Vickers VC.1 Viking

By Jaap de Baare
vickers_viking_aviameer.zip
www.avsim.com



This repaint shows the Vickers Viking in the livery of Belgian operator AVIAMEER. It was the sole airplane of that company. They were founded in October 1957 but had to cease operations in the summer of 1960. AVIAMEER flew general charter flights and inclusive tours within Europe and the Middle East and had its home base at the airport of Antwerp, Deurne. You need the original Vickers Viking model which you can download at: www.btinternet.com/~rick.piper/index.htm.

Balear Islands

By Toni Agramont
balear_islands.zip
www.avsim.com



The Balearic Islands featuring 230 towns, 7 old monuments and their 4 airports.

Beijing Capital PEK/ZBAA Version 1.1

By William Morgan, FRFSTUDIO.NET
zbaav1-1.zip
www.avsim.com



This is a complete, ground-up rebuild of Beijing's International Airport. All default buildings have been knocked down and

Freeware Focus FS2004

replaced with more accurate representations. The brand new Terminal 3 is also represented. This was a very difficult piece of architecture to attempt to recreate. There were several attempts, some of which were visually better but were huge frame hogs. This final version, while not photoreal, does give the general feel of the huge new terminal. With special thanks to friends in high places, and despite China's policy of being tight-lipped when it comes to information about their infrastructure, I was able to obtain accurate airport information, so all taxiways, runways, and parking are correct as well as all taxiway signs, old and new. The AFCAD file was built from the default version with AFX. This scenery was built using Abacus' EZ-Scenery program. Update: This version contains modifications to all terminals, added surrounding buildings and roads, and minor tweaks to various areas around the airport.

Caribbe South

By Toni Agramont
caribbe_south_271157.zip
www.avsim.com



Fully detailed VFR and IFR scenery. It contains 25 airports and 245 cities with sea ports in the following islands: Guadeloupe, Desirare, Les Saintes, Marie Galante, Dominique, Martinique, St Lucia, St Vincent, Cacouan, Bequia, Mustique, Union Island, Carriacou, Grenada, Grenadines, Barbados, Tobago and Trinidad.

Dusseldorf International EDDL v1

By Daniel Schmidt-Stiebitz
ds_eddl_v1.zip
www.avsim.com



Dusseldorf International Airport 'EDDL' is the third largest airport in Germany. This scenery is the first release (v1.0) from the author. The scenery includes all three terminals and the LTU hangar. This version also includes a complete AGNIS Docking system at the terminals.

Casa 235—Forca Aerea Brasileira (FAB)

By Diogo Luiz Ceccon
casa_235_fab.zip
www.avsim.com



Casa 235 aircraft which is used by the Brazilian Air Force. The file includes the complete model.

Hellas Scenery Project (HSP) All in One scenery package 1 of 2

By Hellas Scenery Team (HST)
hsp_fs9_all_in_one_1_of_2.zip
www.avsim.com



First of the two files needed. The package includes all free-ware scenery created by the HSP team for Greece in FS9 up to June 2009. The package bundles all HSP released scenery in one pack which was necessary following the loss of several files after the Avsim file library crash. By using this scenery you do not need to download anything else from HSP. Included are detailed airport sceneries of LGAL Alexandroupolis, LGAV Athens Venizelos, LGIR Iraklion, LGKO Kos, LGMK Mikonos, LGSA Chania, LGSO Syros, LGSR Santorini as well as HSP base scenery with essential improvements to other airports and finally the detailed mesh terrain for all Hellenic territory.

Hellas Scenery Project (HSP) All in One scenery package 2 of 2

By Hellas Scenery Team (HST)
hsp_fs9_all_in_one_2_of_2.zip
www.avsim.com

Second of the two files needed. The package includes all free-ware scenery created by the HSP team for Greece in FS9 up to June 2009. Included are detailed airport sceneries of LGAL Alexandroupolis, LGAV Athens Venizelos, LGIR Iraklion, LGKO Kos, LGMK Mikonos, LGSA Chania, LGSO Syros, LGSR Santorini as well as HSP base scenery with essential improvements to other airports and finally the detailed mesh terrain for all Hellenic territory.

IDENT 2.1 - Random Flight number and Transponder code generator

By Frederic Nadot
ident_21.zip
www.avsim.com



Fed up with taking too much time to choose your flight number? This little tool (compiled in Visual Basic) will help you. Not a "must have" but fun to use. 5 languages available. By double-clicking, it will export the transponder code directly to FS9, FSX and /or X-Plane. IVAO pilots can export the flight number and the callsign to IVAP1, IVAP2 and / or XIVAP. In this version, some bugs are fixed and an IVAO feature has been added. See the manual.

Innsbruck Airport (LOWI) Follow Me Car

By Martin Gustav
lowi_followmecar.zip
www.avsim.com



Innsbruck Airport Follow Me Car. 2 Paints are included: Vorfelddarstellung 1 and 2. The model has animated Tires and Doors. All lights are functional, also the Follow Me text. Model has also a basic Virtual Cockpit. Panel and sounds are included. See Readme for more info.

ISD LIMC Milano Malpensa v1.1

By Riccardo Leni and Simone Simone
limc2009v1.1.zip
www.avsim.com



Unofficial update for ISD project LIMC 2005. The package contains two version: full LIMC with update and update only. Full description in the readme.

ISD LIML Milano Linate Update 2009

By Simone Simone
liml2009.zip
www.avsim.com



Correct ILS frequency (109.55) and identifier (ILNT), new AF-CAD for a better parking positioning, stopbars T4, E1, B1, D1, F1, updated vertical and horizontal parkings/taxiways/holding point signs, right runway designators signs 36/18 35/17 instead of 36R/18L 36L/18R, added taxiway closed signs on "H".

Let L-410 UVP-E

By Bence Benedek, Tibor Kokai, Jiri Brozek, Jiri Masnik
pwdt_l410uvpe.zip
www.avsim.com



This model of L-410 made with FSDS 2.24 and containing 15.871 polygons. All available surfaces are animated such as

Freeware Focus FS2004

ailerons, elevators, rudder, gears, cargo and passenger doors, arms and pedals. Custom 2D panel and gauges, animated and working virtual cockpit. Three paint schemes are available: one real life Hungarian paint as reg. HA-LAO; one Czech LET factory version; and one official paint scheme of Pannon Wings Design Team. Repaint kit also included too. By PWD.T.

The Ultimate Boeing Panel 3.1

By Florian Kreuzer
theultimateboeingpanel_v31.zip
www.avsim.com



This is the legendary ultimate Boeing Panel for the 737 - or any other twin engine aircraft you want to fly with. It contains all necessary gauges on the main panel, so there is no need to switch on dozens of other panels. Including gauges such as radio stack, TCAS, RWY-Info, FSNavigator Buttons, boarding music and loads of announcements, wing views, radio/CD gauge and if you have the weather radar WXP (payware), it can be implemented. The package also contains a checklist with all important steps, a manual, all gauges and dll's needed. For further questions regarding the gauges please check the gauges readme files.

LTBS Dalaman Intl. Airport 2010

By Nuri Guven
ltbs_dalaman_2010.zip
www.avsim.com



Realistic representation of current LTBS Dalaman International Airport with the new terminal and parallel runways. A very popular tourist attraction in Turkey, a very busy airport in real life with traffic from all over Europe. A must have scenery for FS, both for offline and online flights. A place with a great approach view. Very close to other popular holiday destinations like Antalya, Bodrum and Izmir.

Pullmantur Air Boeing 747-412

By Ryan Chadwick, POSKY
plm_744v4.zip
www.avsim.com



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

Madeira, Portugal

By Toni Agramont
madeira_271158.zip
www.avsim.com



Scenery of the archipelago of Madeira. The control towers and terminals of Funchal and Porto Santo are all based on real pictures.

New York Kennedy JFK/KJFK version 7

By William Morgan, FRFSTUDIO.NET
kjfk7.zip
www.avsim.com

This is an update to the default JFK airport in New York. It contains the new American Airlines terminal and roadways through the center of the airport. Also included are refinements to all the other terminals with realistic jetway positioning and more usable gates. Terminal 4 was completely rebuilt from scratch so as to appear as it does today. All terminals have accurate parking assignments per the Port Authority website. This scenery was built using Abacus' EZ-Scenery



program. Update: This update contains a brand new, more accurate version of terminal 4, updates to American's terminal 8, and a completely reworked Afcad file with all taxiway signs corrected and in proper position. Also, parking has been updated and made much more accurate.

Phenom Panel v3

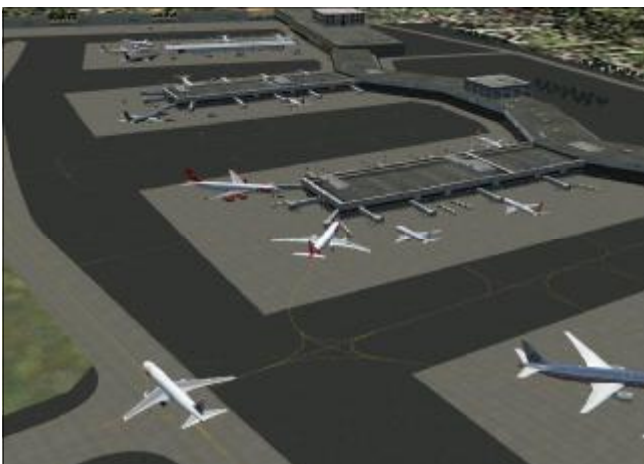
By Ray Long
phenom_v3.zip
www.avsim.com



This is update version three of the Phenom Panel for the Great Camsim Phenom. Added a nav/gps gauge, and changed some views, with the main Panel bmp being reworked.

Sao Paulo Guarulhos SBGR/GRU version 2

By William Morgan, FRFSTUDIO.NET
sbgrv2.zip
www.avsim.com



This is a complete rebuild of Guarulhos Int'l Airport. The passenger terminals have been replaced with custom buildings, and many ramp vehicles sprinkled throughout. The AFCAD file was built from the default version with AFX. This scenery was built using Abacus' EZ-Scenery program. Update: This version contains updated passenger and remote terminals. Also included is the new taxiway extension toward the East end of runway 27R. Rwy 12 libraries are no longer needed for this scenery to work.

Wake Island (PWAK)

By John Stinstrom
pwak_j.zip
www.avsim.com



FS2004 photo scenery and AI package for Wake Island (PWAK) in the Pacific. Seemingly drifting in a strategic yet isolated position Wake Island. an atoll really. was one of the loneliest outposts of the United States. Originally a gas station for Pan Am's 'Clipper' flying boats, Wake was also a strategic air base during the Second World War. This continued with the Cold War as Wake became a centrepiece of the Pacific Radar Net against the Soviets. With the thawing of Eastern Europe and the advent of more efficient jet aircraft Wake slowly drifted back to the quiet backwater it is again today, home to a handful of civilian caretakers and local wildlife. This scenery attempt to recapture Wake in the early 1980's when it still performed a semi-regular duty as gas station and pit stop. (This is a reload of the scenery due to the Avsim hack - no changes to previous package).

Warsaw Airport (EPWA) 2010, Poland (v1.1)

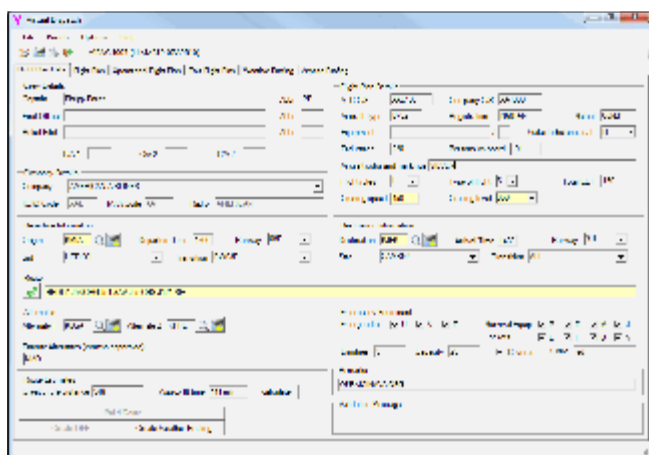
By Mateusz Stabryla, MK Studios
epwa2010v11.zip
www.avsim.com



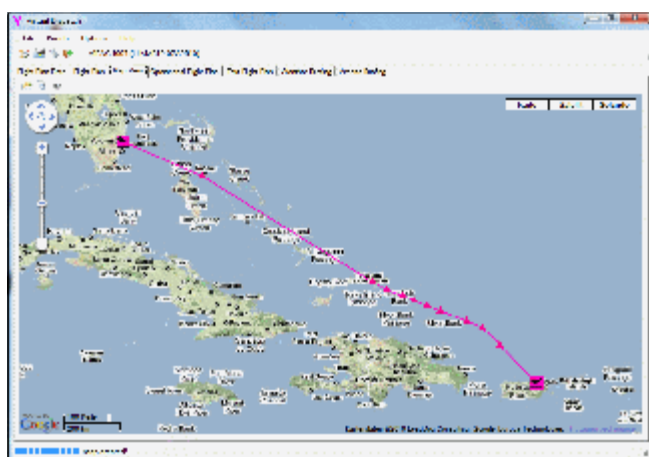
Warsaw Frederic Chopin Airport (Polish: Port Lotniczy im. Fryderyka Chopina) (IATA: WAW, ICAO: EPWA) is an international airport located in the Okęcie district of Warsaw, Poland. Formerly Okęcie International Airport, it is named after the famous Polish composer and former Warsaw resident, Frederic Chopin. It is Poland's busiest airport, handling just under 50% of the country's air passenger traffic. High detailed airport scenery by MK-Studios.com.pl

Virtual Dispatch

www.airbusdriver.org/vdisp/



Virtual Dispatch is a free and ease to use flight planning software for Microsoft Flight Simulator to assist in creating detailed flight plans. The software includes a map view of your route, weather and airport briefings, and can export routes for Flight Simulator addons like PMDG, PSS, LevelD, Wilco/Feelthere, vasFMC, Flight1 Fokker, Project Magenta and of course in FS2004 and FSX format.



Feature List

- Creates a flight plan for an inserted route in the format "HEDLY J53 CRG J51 SAV J55 CHS J121 SIE"
- Operational flight plan
- Map view (requires an internet connection)
- Text flight plan (CFMU style)
- VATSIM flight plan pre-file functionality
- ICAO flight plan form
- Weather briefing
- Airport briefing
- SID, STAR and TRANSITION support (based on provided navigation data)
- Flight plan export into FSX/Project Magenta, FS2004, DA Fokker, LevelD 767, vasFMC and Feelthere/Wilco format
- Airport search and runway information
- Calculation of the estimated flight time by the great circle distance between two airports
- Quick METAR request function
- Easy navigation data update (uses Feelthere/Wilco navigation database)
- North Atlantic Tracks provided by blackswan.ch
- Links to NOAA weather charts
- Link buttons to FlightAware, VATRoute, SimRoutes and rFinder

Preview Mega Airport Munich

www.aerosoft.com



EPWA 2010

'EPWA 2010' Scenery of Okęcie Airport, Warsaw, Poland for FS2004. By Mateusz Stabryla. Available on www.avsim.com
File name: epwa2010v11.zip



Aviation Gallery

Photos taken by Terry McGee at Kingsford Smith Airport, Sydney, January 2010



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All correspondence and enquires to:

The PC Pilots Ireland
1(B) Birchdale Close, Kinsealy Court
Swords, Co. Dublin, Ireland
Phone: 01-840 5105 (+353 1 8405105)
087-257 0020 (+87 2570020)

email
pcpilots@pcpilotsireland.com

Website and Forum
www.pcpilotsireland.com

Product Reviews

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

Fly-In 2010

Saturday 16th October
10.00 am—5.00 pm
Carlton Hotel, Swords Road
(beside Dublin Airport)

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



Contributors

George Markham gdm@iol.ie. James Mason jmsnMason@aol.com
John Melville jsmeldsl@eircom.net. Rex Galway Twrgal@aol.com.
Ian Broni ianbroni@iol.ie Terry McGee terry@pcpilotsireland.com.
Brian Church brianchurch1@eircom.net Martin Bergin mbergin@vateir.com

Simmarket, Aerosoft, Just Flight, Flight 1

R.C. Simulations

The Hangar, Industrial Estate, 242-244 Broomhill Road, Brislington, Bristol, BS4 5RG, UK
Phone: 0044 (0) 117 971 5000 Fax: 0044 (0) 177 977 4720
www.rcsimulations.co.uk email: sales@rcsimulations.co.uk

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Aerosoft GmbH
Airport Paderborn/Lippstadt,
Lindberghring 12, D-33142 Bueren
Tel: +49 2955 7603-10, Fax: -33
E-mail: info@aerosoft.de

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