PC FLIGHT

Your free digital Flight Simulation magazine

Little Navmap

Flying Across Britain with Arthur Williams

Cockpit Hardware

QualityWings Ultimate 787

The world's largest flight sim show celebrates
its sixth year at the RAF Museum Cosford!

FLIGHT SIM
2018

**Flight Simulation Show
RAF Museum Cosford**

Saturday 6th October 2018 – 9.30am to 5pm
Hangar 1, RAF Museum, Cosford, Shropshire, TF11 8UP

Just Flight are proud to be hosting this one-day event for the sixth consecutive year and are looking forward to giving flight-sim enthusiasts a chance to check out the latest developments, take a look at a range of equipment from specialist flight sim PC and cockpit equipment builders, have a chat to the top developers, publishers and fellow virtual aviators – and no doubt pick up a bargain or two!

"Best day of the year, already excited"

"Was blown away by the show last year. Can't wait to attend again this year"

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when accompanied by an adult

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Welcome once again.

Winter is upon us again, which brings a number of Flight Sim Shows. The first is Flight Sim 2018 in Cosford, UK, on Saturday 6th October, which for the first time we (PC Pilots Ireland) will not be in attendance. The reason being that Ian is not available and I cannot handle everything myself. This show improves with each year and is well worth the visit.
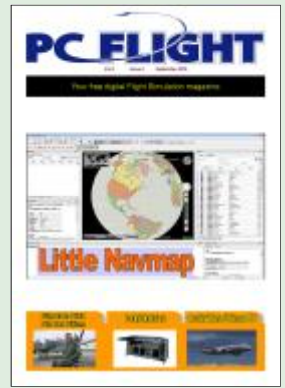
The annual Flight Sim Weekend in Lelystad, Holland takes place on Saturday 3rd and Sunday 4th of November. I will be there along with my Flight Sim Cockpit owner friends for our annual get-together. This show is a great showcase for cockpit owners and future cockpit builders. There's always a great array of desktop flightsim setups and flight sim clubs, some linked on a network. We will have photos from both events in the next issue.

If you live in or visiting Germany and fancy a flight in a full motion 737-800 flight simulator, simFlight have their new sim in their headquarters in Kaltenkirchen, near Hamburg Airport.

We welcome contributions of reviews, articles etc. for the magazine. You can contact us at pcpilots@pcpilotsireland.com

The next issue is due in December.
Terry McGee

Contents:

Little Navmap

By Alexander Barthel

https://albar965.github.io/release/2018/07/11/littlenavmap-stable-203-released.html
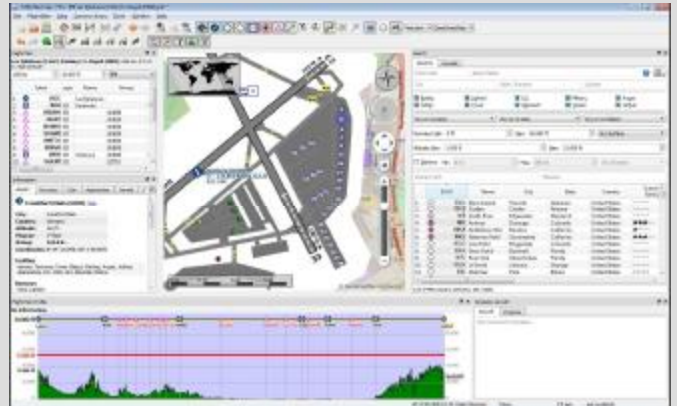
Little Navmap is a free open source flight planner, navigation tool, moving map, airport search and airport information system.

● Supported platforms: Windows 7/8/10, macOS (10.10 or newer only) and Linux (64 bit only).

Support for Flight Simulator X, Flight Simulator - Steam Edition, Prepar3D v2, v3, v4 and X-Plane 11 (64 bit).

● Comes with the following user interface languages: Dutch, Brazilian Portuguese, French, Spanish and German.

● All is based on flight simulator stock or add-on data, no third party data needed. All stock and add-on airports are loaded in a few minutes.

● Navigation data can be updated from Navigraph. A cycle 1801 database courtesy of navigraph is included in the download and includes navaids, airways, airspaces and procedures.

● Navigation database updates by fsAerodata and FSX/P3D Navaids update are supported. Support for X-Plane navdata updates and user defined waypoints.

● Can read airspaces in OpenAir format for X-Plane and FSX or Prepar3D airspaces can be copied into the X-Plane database.

● Uses X-Plane stock and updated navdata for approach, SID and STAR procedures including transitions.

● It features a detail rich navigation map that partially uses symbols from real VFR maps thus transporting a large amount of information. Multiple offline maps, online map themes (OpenStreetMap, OpenTopoMap, OpenMapSurfer and more) and two map projections are available. Several map themes provide hill shading.

● The map shows user and AI aircraft as well as ships,

airports, airport maps (runway details, overrun areas, displaced thresholds, taxiways and more), VOR, VOR-TAC, TACAN, NDB, ILS, waypoints, airways, airspaces, approach and departure procedures and more. Plenty of information is available in tooltips or information windows for each map object.

● Flight plans and flight plan fragments can be loaded, saved and merged all using the common Flight Simulator PLN files as well as X-Plane FMS format version 3 and 11, FSC and FLP files.

● Flight plans can be exported to the Reality XP GNS 530W/430W V2, the Reality XP GTN 750/650 Touch and the Flight1 GTN 650/750.

● More export formats are GPX (GPS Exchange Format, including flown track), PMDG RTE, FLP, X-Plane FMS 3 and 11, Majestic Dash FPR and many more. FS9 PLN can be imported.

● Drag and drop flight plan editing functionality on the map allows to easily create and edit plans.

● Several fast automatic flight plan calculation modes are available to create plans following airways or simply from radio navaid to radio navaid within a split second.

● No online service is needed for flight plan calculation. Option to calculate flight plan fragments between any two waypoints of a present flight plan.

● Flight plan route descriptions can be read which allows to convert flight plans from and to ATS route descriptions which can be retrieved from the various online services like RouteFinder or SkyVector. This includes SIDs, STARs and information for cruise speed and altitude.
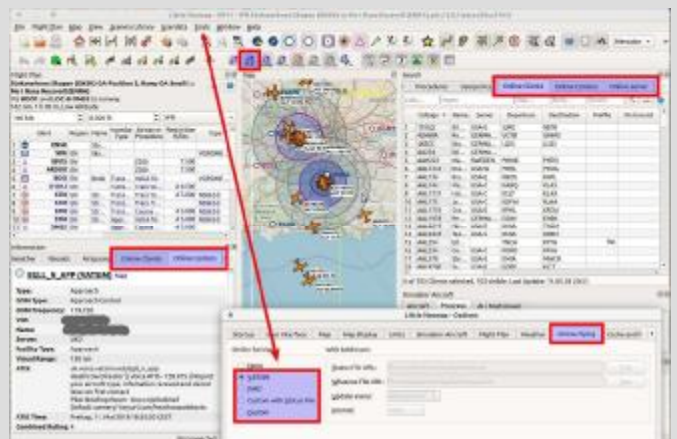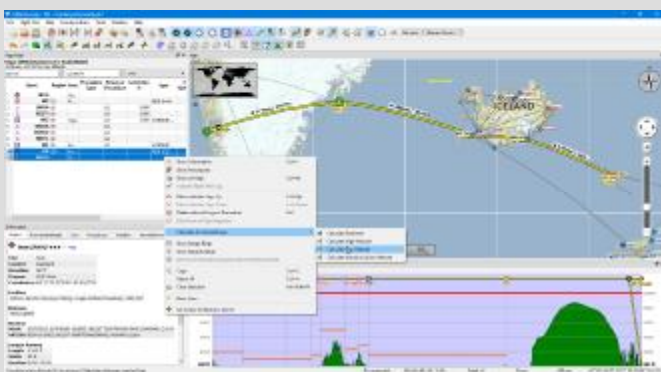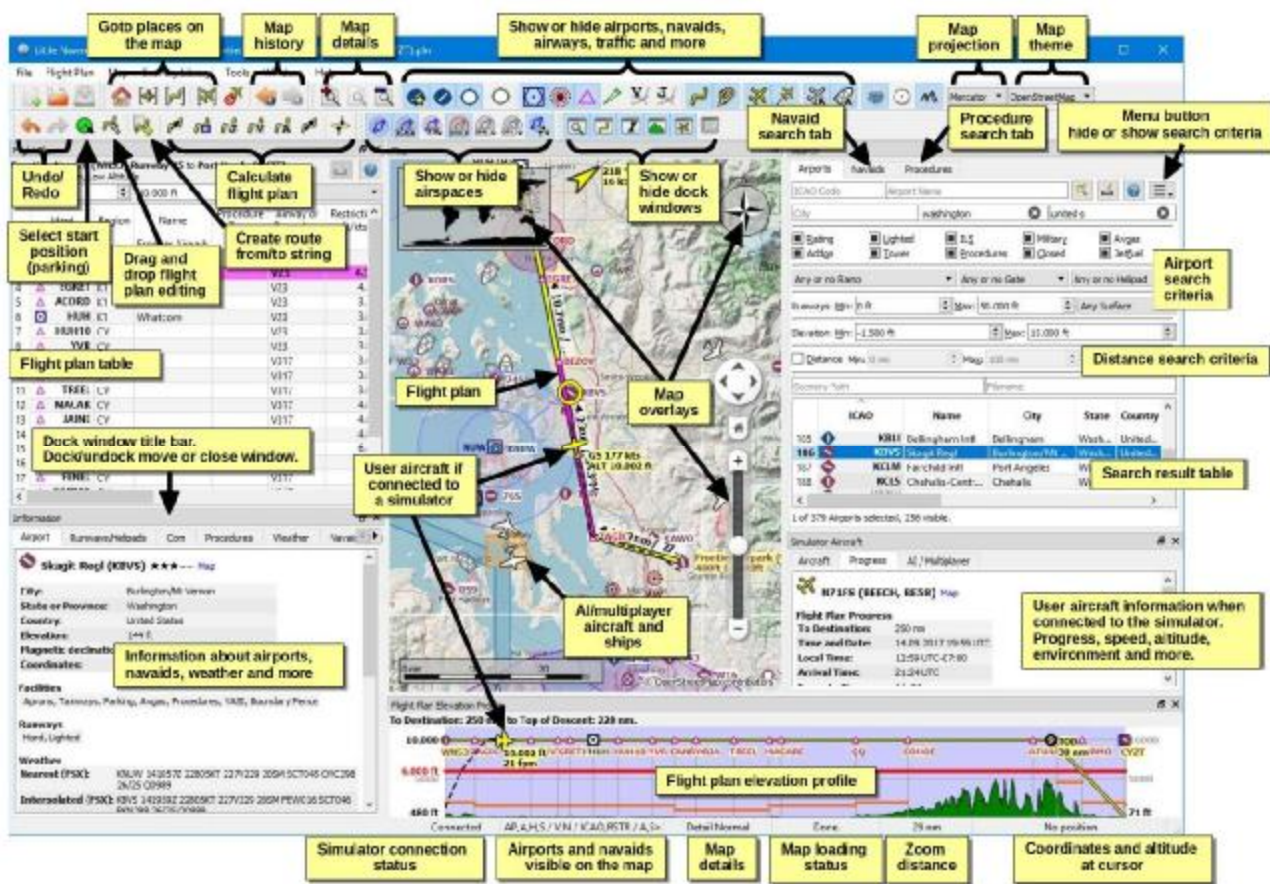
● A profile window shows the ground elevation along the flight plan including the minimum safe altitude for the whole plan or each segment.

● The map and flight plans including all related information at departure and destination can be printed.

● A fast airport and navaid search allows to look for objects by an unimaginable amount of options also featuring a spatial search.

● Information windows display numerous details about airports, runways, COM frequencies, approach and departure procedures, navaids, the user aircraft, AI or multiplayer aircraft as well as ships, decoded weather from multiple sources like X-Plane, AS16, Active Sky Next, Active Sky for Prepare3D v4, NOAA, VATSIM and IVAO.

● The map display and the measurement units (nautical, metric, imperial) can be customized by the user.

User interface and map display can be further customized by changing configuration files and SVG icons.

● All settings, search parameters, current flight plan, map positions and much more are saved between sessions.

● Little Navmap can connect directly to the flight simulator, the Little Xpconnect X-Plane plugin and can also be run stand-alone or in networked configuration.

● Complete functionality for user defined waypoints. Add, edit (also bulk-edit), delete, search, move and display. ● Allows to create custom categories and icons. Import and export of CSV, X-Plane and Garmin files.

● Optionally creates logbook entries in userdata for each takeoff and landing.

● Can display IVAO, VATSIM and custom online networks centers and clients on map, tooltips and information windows.

● IVAO is currently disabled due to missing clearance. Need volunteers to run a mirror.

Compass rose for map or user aircraft showing heading, track and distances.

● An automatic reconnect option makes the start order of programs irrelevant. Running a networked setup needs the included Little Navconnect program which eases setup across two or more computers.

● The program does not consume a lot of resources and can be run on low end computers.

● Help is available online (can be downloaded as PDF, ePub or Mobi). A PDF file with the complete manual is included with the program. Help buttons in dialogs link to corresponding online help chapter.

● The program can check for updates on three different channels (stable, beta and develop) and will show a notification if a new version is available. Configurable in options dialog. ∎

Aerosoft A318/A319 professional
From Aerosoft, Pad-Labs
www.aerosoft.com

The Aerosoft A318/A319 is the first release of a completely new development where virtually every part of the previous releases is overhauled or redone. What remains is our dedication to the basic idea of the product. We simulate flying the aircraft and the aircrafts systems are just a tool, not the goal. Using this product will bring flight simulation as close as possible to the experience of a real pilot – from interacting with the MCDU to opening the flight deck door using the correct procedure. The project is a development for 64-bit platforms and uses the very latest of technology and compilers making it highly future proof and as light as possible on your system. It is not a recompiled 32-bit product. This product range will contain 2 separate products: Aerosoft A318/A319 Professional. Aerosoft A320/A321 Professional. The bundle version is already available here. General features: Simulation of the A318 and A319 focused on the day to day operation of the aircraft from the left seat. The cockpit is equipped with the most up to date instruments. Sublime modelling/texturing based on the latest technologies. Very easy on frame-rates. Lights are partly Dynamic Lights from P3D V4, partly done by RealLight (from TFDi Design). Full rain and rain repellent effects using TrueGlass (from TFDi Design). Dozens of non-standard animations, all with sound effects (sun screens, windows, tables, tiller, jump seat, standby compass, drooping flight surfaces etc). All main doors and cargo hatches can be opened. Extensive options to show ground objects (cones, ground power etc) and to provide ground power. Included web server that allows you to access (and use) the MCDU via any web browser; ideal for tablet computers. Exten-

sive manuals, with highly detailed step-by-step document. Add-in View system: adds many predefined views for easy use, emulates 2D panel views. Add-in Sound system: adds hundreds of background sounds to enhance the immersion. Includes our Semi-Intelligent co-pilot that assist you in your flights and runs checklists and flows with you. Connected Flight Deck v2 that uses a server-based system making it very easy to join other pilots and to fly as Co-Pilot or Observer (this will be rolled out with SP1).

2AR5 Ashmore Field
From Black Mill
www.simmarket.com

Discover a private airfield in Arkansas with photoreal and seasonal terrain. 2AR5 Ashmore Field has a short runway of 1.100 ft long. Now modelled for P3D v4.3 with hard winter features. Features V1.0: 4 Season Photoreal Ground Scenery. 4 Selectable Seasons for Vegetation. Hard Winter Season Included. Selectable Open and Closed Hangar Versions. Custom Modelled Buildings. Snow Covered Hard Winter Buildings. Night Lighting (private airstrip so lighting is limited). Ambient Sounds. Note: Scenery colours blend with Orbx Global. It is recommended that users have Orbx Global, Vector, and HD Trees installed for the best experience.

690B Turbo Commander
From Carenado
www.simmarket.com
www.carenado.com

690 Turbo Commander for X-Plane special features: Version 1.0. Only for X-Plane 11. State-of-the-art

configurable FPS-friendly logic system. Fully VR compatible. Full PBR (Superb material shines and reflections). Features: Specially designed engine dynamics for XP11. Flight physics optimized for XP11 standards. Ground handling adapted for XP11 ground physics. Physically Based Rendering materials and textures throughout. PBR materials authored with industry-standard software used by the film and gaming industries. X-Plane GNS530 (FPS friendly). Support for RealityXP's GTN750* (integrated into 3D cockpit, when available). Goodway Compatible. Realistic behaviour compared to the real airplane. Realistic weight and balance. Tested by several pilots for maximum accuracy. *RealityXP GTN 750 is sold separately.

Antalya Intl. Turkey LTAI P3D4
From JustSim
www.simmarket.com

Antalya Airport (IATA: AYT, ICAO: LTAI) is an international airport located 13 km (8.1 mi) northeast of the city centre of Antalya, Turkey. It is a major destination during the European summer leisure season due to its location at the country's Mediterranean coast. In July 2011 the airport was selected as Best Airport in Europe (10–25-million-passenger category) by Airports Council International (ACI). Features: Fully compatible with FTX Global openLC Europe. Shading and occlusion (texture baking) effects on terminal and other airport buildings. Ground polygons made with the requirements of the SDK Prepad 3D. Dynamic lighting of the apron - only Prepar3D V4. Visual Docking Guidance System (VDGS) (SODE+GSX) - will come in 2-3 weeks. High resolution ground textures / Custom runway textures. High resolution building textures. Animated SODE Jetways. Many animated custom ground vehicles. Surrounding area with custom autogen. Custom restaurants and

hotels on the coastal line of the sea. Fully AI traffic compatible with accurate AFCAD file. Excellent night effects. 3D birds. 3D grass. Optimized for excellent performance. Fully 3d taxiways lighting. Automatic season change for vegetation, photo background in high resolution. Realistic reflections on glass (Prepar3D V4). Inclusion of manual in PDF format.

A319-X
**From Flight Sim Labs**
www.flightsimlabs.com

The smaller cousin in the A3xx Master Series family, the A319-X raises the bar for desktop flight simulation once again. Featuring FSLabs' ground-breaking new visual effects, windshield rain and airframe icing simulation as well as a fully custom animated external model and FSLabs' unique 3D sound engineering, the A319-X provides the flight simulator pilot with never before experienced levels of immersion and detail. Users of FSDreamTeam's Ground Services X (GSX) will also benefit from close integration between the two products – you can see payload increasing or decreases in real time during boarding and deboarding, as well as real-time refuelling and de-icing operations. Unique Features: Ground-breaking custom aircraft icing model, with dynamic build-up of ice based on actual atmospheric conditions and authentic effects on aircraft and engine performance and dynamic visual effects – check that the aircraft is free of contamination during your walkaround, and see ice building in real time when flying through icing conditions. De- and anti-icing with realistic hold-over times, fully integrated with GSX de-icing equipment and unique de-icing fluid visual effects. The most realistic rain effects seen to date. Utilising over 500 textures, you'll see dynamic drops, trickles, rain and streaks that appear, disappear and change direction dependent on the aircraft's speed, the rate of precipitation and aircraft systems. Braking causes more trickles to run down the wind-

screen. Dynamic windshield dirt simulation including bug splatter tuned to occur only in the correct atmospheric conditions, seasons and over land mass. Dramatic St Elmo's Fire simulation. System requirements: A320-X for Prepar3D v4.2+ purchased and installed already.

Baltimore Washington Intl. Airport KBWI
From LatinVFR
www.simmarket.com
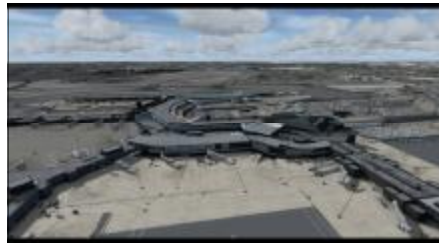
Baltimore-Washington International Airport for P3D4 features the following: Highly detailed terminal, modelling and texture resolution, internal modelling on terminals and FBO. Built on a 3D customized made mesh. Seasonal textures and features managed by a configuration tool. Highly detailed animated SODE jetways. Highly detailed ground polygons, with different shaders and effects. Excellent night effects, dynamic lights and customized runway lighting. Downtown buildings. Highly detailed 5 meters Mesh. 15 square miles of photo scenery with thousands of hand placed autogen. Optimized for great performance. And much more.

FS Stall Effects
From Flight1
www.flight1.com

FS Stall Effects is a unique add-on for FSX, FSX Steam Edition, Prepar3Dv3, and Prepar3Dv4 designed to provide a more realistic flight experience by adding visual and aural sensations of an aircraft experiencing pre-stall buffeting. One of the short comings of the MSFS family of flight simulators is that

they don't have the built-in ability to simulate the pre-stall buffeting that can occur in the real world when an aircraft approaches a stall. FS Stall Effects fills that gap in the simulated flight experience by emulating the visual and aural sensations of aircraft buffeting. FS Stall Effects can be added to any default or add-on fixed-wing aircraft without changing any aircraft, model, panel, or sound configuration files. FS Stall Effects is highly configurable, allowing it to emulate the visual and audible pre-stall characteristics of a broad range of aircraft. The FS Stall Effects package consists of an installation/configuration manager that automatically installs the FS Stall Effects real-time control module, sound, and configurations files, and provides a simple point and click user interface to manage the stall characteristics of any fixed wing aircraft in any of the supported simulator versions. (FSX & P3Dv1, v2, v3 & v4).

FS2Crew Aerosoft Airbus Pro
From FS2Crew
www.fs2crew.com

The best airline crew simulation for one of the best Airbus simulations available for P3D V4 is now available! This product includes 3 products in one single package: FS2Crew for the Aerosoft Airbus Pro - Voice Control. FS2Crew for the Aerosoft Airbus Pro - Button Control. Bonus! Airbus Global FO Voice Set (Note: The FO Voice set is built directly into the software. It does not require a separate install). Features: Procedures modelled on real-world Airbus Standard Operator Procedures (SOPs). Direct and seamless integration owing to Aerosoft's very powerful SDK. Normal Checklists. Airbus specific Crew flows (Captain and FO, PF and PM). FA interaction. Start Crew/Pushback interaction. Cabin announcements. Captain Pas. Bleeds off takeoffs. Various approach profiles and Missed Approaches. Turn-arounds/Thru-

Flights. De-Icing at the gate or pad. Circuits/Touch and Go's. Free Airbus Global FO Voice set (€20 value). Free version of FS Video Marshaller (€14 value). Features 7 New FO Voices representing the following world regions: North America, United Kingdom, Germany, Italy, Scandinavia, Asia, Spain / Portugal/ Latin America. Product Requirements: Aerosoft Airbus Pro aircraft P3D4 Version.

Airbus A330/A340 Family V3
From AFS Design
www.simmarket.com

New in Airbus A330/A340 Family v3: Nav set switches. Repaints: China Southern Airlines, Air Canada, KLM. External cockpit section. Winglets. 3D elements in the virtual cockpit: window frame, pilot seats, use 3D switches. Gauges: Radar Height, Seatbelt, No Smoking. Light switches. MFD's now very easy to read. Flaps. Flight dynamic with stall limit. Trim features. Texture improvements. Sound. The new AFS-design Add-On contains the following models: AIRBUS A330 – 200. AIRBUS A330 – 300. AIRBUS A340 – 200. AIRBUS A340 – 300. AIRBUS A340 – 500. AIRBUS A340 – 600. Also includes the Airbus A330 cabin interior model. All models have a fully functional cockpit. Models come with a variety of 21 liveries. Other features: All models are for Microsoft Flight Simulator FS2004 and FSX. Detailed external and internal model including Virtual Cockpit with a friendly co – pilot. Animations in the external model: flaps, slats, spoilers, three cabin doors and two hatches, animated gear. Extensive lighting effects of windows and exterior lighting. Exterior lighting: Beacons, Strobes, Nav, Landing and Taxi Lights. Virtual Cockpit: panel light, window reflections, highly detailed, including avionics for radio navigation. Panel with FMC (Flight Management Computer) and GPS (Global Positioning System). Engine thrust reverser including animation and realistic flight dynamics. All models with

ATC-ID sign in the cockpit and exterior models. New textures (1024*1024) with specular shine, night lighting and Alpha technology. Recorded sounds from original Rolls Royce TREND 900 engines.

Bermuda TXKF V2
From LatinVFR
www.simmarket.com

Bermuda TXKF package features: Highly detailed terminal and airport buildings. Highly detailed ground polygons, with different shaders and effects. Excellent night effects and dynamic lights. Surroundings extremely detailed, most mayor hotels in the area, and other important landmarks. Hundreds of hand placed static boats and ships. All islands covered with photo scenery with hand placed autogen, featuring the entire island chain, and photo real water. And much more. An upgrade offer is available. Requires P3D v4.x.

CityScene Barcelona
From Orbx
http://orbxdirect.com

CityScene Barcelona is here from Allen Kriesman - the developer who brought you CityScene Gold Coast - you can now experience the largest city in Catalonia to its fullest. Allen's ground-breaking new technology enables highly-detailed scenery, coupled with highly improved performance and optimisation compared to default city centres. Bypassing traditional autogen methods, buildings correctly replicate unusual footprints, improve on building height and type accuracy, and even add more details for an immersive experience. Vegetation, lighting, terrain, traffic, are all fully integrated. Most importantly, CityScene technology uses next-gen optimisation techniques to ensure the very best performance. In addi-

tion to the Barcelona CityScene region, we have included a bonus version of LEBL Barcelona El-Prat Airport to work with the surrounding area. This airport is designed with the same efficient technology used in our Cityscene line. Our bonus LEBL provides much more detail over the default airport, without any additional frame rate loss. While this isn't an equivalent to a heavily detailed commercial airport add-on, it is a great way to get the full Barcelona experience without compromising performance. Key Features: Highly detailed, accurate representation of Barcelona. Nearly 1 million accurately placed regional trees. Over 100,000 accurately sized, shaped and positioned custom buildings. Over 211,000 efficient roof objects, lighting, container and box car objects, 812 hand placed library objects (including OrbxLib objects). 7 point of interest buildings in addition to re-positioned core sim POI's for area. Expertly optimised using ground-breaking techniques for best performance. This product is compatible with the following simulators: Flight Simulator X, Flight Simulator X: Steam. Edition, Prepar3D v1. v2, v3, v4. Please note that CityScene Barcelona is not compatible with LatinVFR Barcelona.

Airbus A350XWB V2 AI-Traffic
From FSPXAI
www.simmarket.com

This is a highly detailed FSPXAI AIRBUS A350-900 and A350-1000 for Flight Simulator X (SP2 required) and Prepar3D v1, v2, v3 and v4 AI traffic. This product is for FSX and P3D AI Traffic use only and is not flyable. It contains NO panels, gauges (including FMC), custom sound sets nor anything that is needed to behave as a UI aircraft (user flyable model). Before adding this product to your shopping cart, please take a look at two of screenshot of "User Agreement" and comprehend all of terms and conditions.

Aérospatiale SA315 Lama
From MP Design Studio
www.simmarket.com

The Aérospatiale SA 315B Lama is a French single-engined helicopter developed to meet hot and high operational requirements of the Indian Armed Forces. It combines the lighter Aérospatiale Alouette II airframe with Alouette III components and power plant. Special Features Version 1.0: Windshield rain effect. Wipers washing out rain from the windshield. Cockpit vibrations. Instrument panel vibrations. Engine ventilation. Translating tendency effect. Transverse flow effect. Lift effect. Vortex Ring State. Retreating Blade Stall. Realistic sound environment. Realistic outdoor and indoor sounds. Blade flapping sound effect. Four models available: Normal, Hoist, Sling, Spray. High number of polygons. Realistic shape and precise geometry. Fully animated. Hoist available. High-quality textures. Realistic paint schemes. Includes all labels and marks. Includes 8 liveries. Requirements: FSX Acceleration Pack, Prepar3d V3, V4.

P-47D Thunderbolt
From Aeroplane Heaven
www.justflight.com

This highly detailed Aeroplane Heaven P-47D add-on is modelled after the initial P-47D-25 bubble top specification. Features: 15 high quality authentic liveries, covering the United States Army Air Force, Royal Air Force and Brazilian Air Force. Multiple innovative animations and an optional realistic animated pilot figure. Extensively equipped and highly detailed virtual cockpit. Colourful nose art. Modern high-resolution textures. Separate cockpit gauge lighting. Channel pre-selector controls (NAV 1 only).

Gun firing effects with visible gun casings and smoke. Load-out control for wing stores, 'cold & dark' start-up and show/hide pilot. Choice of centre panel options: not used, gunsight or radios. Selectable wing options: pylons only, wing fuel tanks of 75/108/150 gallons and 500lb/1,000lb bombs. Authentic engine sound set including cockpit sounds such as switches, clickable knobs, pumps etc. Two flight models are supplied - an easy-to-use switcher utility lets you switch between the Pro-Flight version with authentic flight characteristics and the simpler Easy-Fly flight dynamics for those with less experience of this type of heavy high-performance aircraft. PDF colour manual that includes extensive information on cockpit usage and the engine starting operation. Professional quality paintkit (650MB) available from the Just Flight Support section. Includes a host of liveries. Requirements: Flight Simulator X (Acceleration, Gold or SP2 required), FSX: Steam Edition & P3D v1-v4.

Venice Marco Polo Airport
From RFscenerybuilding
www.simmarket.com

Venice Marco Polo Airport (Aeroporto di Venezia Marco Polo) (ICAO: LIPZ) is the international airport of Venice, Italy. It is located on the mainland 4.3 nautical miles (8.0 kilometres; 4.9 miles) north of the city in Tessera, a Frazione of the Comune of Venice nearest to Mestre. Due to the importance of Venice as a leisure destination, it features flights to many European metropolitan areas as well as some partly seasonal long-haul routes to the United States, Canada and the Middle East. With 10.371.380 passengers having passed through the airport in 2017, it remains the fourth busiest airport in Italy in terms of passenger numbers. The airport is named after Marco Polo and serves as a base for Volotea and easyJet. Features: Custom airport building. Custom platform and custom vehicles. Custom lighting runway. 3D light mast lighting and lights on taxiing. Glass effect windows of buildings. Two variants

works runway 04L-22R of your choice: 1. Active (takeoff only). 2. Inactive (taxiing only). Large size landclass. Colour landclass made for the colour gamut FTX ORBX GLOBAL World textures. Possibility to combine our scenery and custom Venice city ("Venice X" scenery).Our simple instructions installation included. Road traffic. Attention: Scenery uses the module "SODE" for the following objects: grass, some trees, masts, models glow lamps, signs, taxiway and runway lamps. Jetways static in scenery (separate bgl-easy removal). Requirements: FSX/P3Dv3/P3Dv4.

Hong Kong Kai-Tak P3D4
From Fly Tampa
www.flytampa.com

FlyTampa have exciting news about their famous scenery of Hong Kong Kai-Tak. New and Free update for P3D4 available! Ground polygon, safegates and SODE jetways added and much more. Full chagelog of Kai-Tak V2: Added SODE jetways. Added safegates. Completely recompiled using P3Dv4 SDK. Improved loading time. Updated ground polys using ZBias method. Updated ground pavement textures. Updated ground markings. Updated IGS 13 Lighting/Halos. Added 3D grasses. Added rain/Wet FX. Added dynamic lighting. Added "Low-Visibility" Airport Lighting option. Added static GA aircraft. Added 3D animated ground crew. Updated night textures. Installer uses add-ons.xml method. Installation is self-contained and can be moved elsewhere after installation.

EDDN Nuremberg P3D4
From 29Palms/Captain 7
www.aerosoft.com

Over a development period of around 2.5 years, the two designers Volker Wegner and Lars Pinkenburg have rebuild all the

buildings and facilities of the real airport on the basis of more than 1,000 photos taken on site with great attention to detail for the simulator. The airport environment was also modelled with great attention to detail and covers a total area of around 55 km², with numerous characteristic buildings, traffic routes and terrain features, so that the depiction is extremely close to reality even during the approach and departure phases. The scenery has been implemented using state-of-the-art Prepar3d native design techniques which, despite the high model and texture complexity, enables smooth framerates on current simulator PC hardware. This product is only compatible with Lockheed Martin's Prepar3D V4 (and higher) and requires SODE! Features: Highly realistic rendition of Nuremberg Airport based on most recent geodata55km² satellite imagery coverage with resolution up to 20cm/px including all seasons. Highly detailed buildings with internal modelling of the terminal and Hangar 2Many SODE features such as: Animated Jetways, Automatic season switching, Snow and rain layers, Animated windsocks indicate wind speed and direction, Open / Close FAI gate, Runway lights automatically switched on in low visibility. Detailed airport lighting including REILs, Running Rabbits and optional Dynamic Lighting. Many animated people on the apron, inside and around the terminal. Extensive vehicle animations on the apron and the vicinity of the airport. Animated tower radar and elevator. Static aircraft with proper liveries and registrations. Prepar3D v4 SDK conform export of all scenery elements using the latest techniques. Fully compatible with AI traffic Add-Ons, ORBX FTX Germany South, FTX Global, VECTOR and openLC Europe. GSX configuration file included. Latest Scenery Configurator for optimal performance and automatic updates.

Antalya Airport LTAI XP
From JustSim
www.simmarket.com

Antalya Airport (ICAO: LTAI) is an international airport located 13 km

(8.1 mi) northeast of the city centre of Antalya, Turkey. It is a major destination during the European summer leisure season due to its location on the country's Mediterranean coast. Features: Detailed airport objects and vehicles. Custom textured taxiways, runways and apron. Custom surroundings. Custom airport lights. Compatible with X-Plane 11 features. Animated ground vehicles (X-Plane 11 only). Shading and occlusion (texture baking) effects on terminal and other airport buildings. High resolution ground textures / Custom runway textures. High resolution building textures. Excellent night effects. Realistic reflections on glass. World Traffic compatible. X-Life traffic compatible. Optimized for excellent performance. Animated Jetways (plugin by Marginal).

Flight Sim Labs Airbus A320 Livery Pack 1
From FSRepaint
www.simmarket.com

Textures only for Flight Sim Labs Airbus A320 model. UHD repaints for the Flight Sim Labs Airbus A320 model on completely new Paint Kit. Featured liveries: Aeroflot. Lufthansa NC. Air Asia Foundation. American Airlines NC. Qantas Link. Repaints by Denis Minaev.

Junkers JU52/3M D-AQUI
From Olixsim
www.simmarket.com

This Junkers JU52 for X-Plane 11 features the following: Animated pilots with daytime dependent sunglasses. Animated raindrops on the cockpit and cabin windows. Full functional 3D cockpit, every switch has its own tooltip with description. High detailed passenger cabin with animated "No smoking / Fasten Seat Belt" and "Emergency Exit"

lights. Reflections and shining outside and inside. Night lighting outside and inside. Functional GPU. Documentations in PDF.

FS Add-On Collection Naha Airport
From TechnoBrain
www.simmarket.com

"Naha Airport" is the door to the globally renowned resort of Okinawa, and is a crucial airport to Japan as the JSDF (Japan Self-Defence Forces) bases for land, sea, and air are located there. This product covers and represents Naha Airport based on meticulous research. You can fully enjoy the new international terminal just opened in 2014 situated adjacent to Senagajima Island, along with the sea full of shining emerald green coral reefs. Everything around the airport has been accurately reproduced in pursuit of realism excellence, including surrounding facilities such as the JSDF Naha base, apron markings or runway touchdown zones, even a taxiway sign of higher visibility. Further, P-3C of JMSDF (Japan Maritime Self-Defence Force), F-15J and E-2C of JASDF (Japan Air Self-Defence Force) have been incorporated as AI aircraft traffic. FS Add-on collection series is made in JAPAN. Product Features: Extremely realistic airport. Animated CTRL+J jetways. AFX file representing actual airline parking positions (Some parking lots can park the default aircraft). Excellent night techniques, realistic runway lighting according to official documents of the airport. Added static airport ground vehicles. Added new international terminal building. Pseudo shadows. Add JSDF AI traffic (P-3C, F-15J, E-2C). Road traffic. Add dynamic lighting to all apron lights. P3DV4 only (User option). Version for FSX/FSX SE/P3Dv2/P3Dv3/P3Dv4. Requirements: FSX (SP2)/FSX SE/P3Dv2/P3Dv3/P3Dv4 Windows 7, 8.1, 10, Vista or XP (SP2).

Airport Friedrichshafen XP
From Peter Hiermeier, Kevin Barton
www.aerosoft.com

In good tradition of the award winning German Airports series by Peter Hiermeier, Kevin Barton now brings the scenery of Friedrichshafen to XPlane 11. This scenery represents the latest status of development of the real airport. The buildings, the layout of the runways and taxiways as well as the Navaids are exactly as they are in reality. A photo real ground texture has been used for the base of the scenery to ensure a real life feeling of the airport. In addition, details like an animated tanker or 3D models, e.g. the Zeppelin airship of the airport, further enrich the scenery, thus bringing the whole location to life in the simulator. Features: High-resolution photo-realistic ground textures based on aerial images. All airport buildings and facilities. True-to-original navigation aids (ILS, VOR/DME, NDB, ATIS). Great night effects. Numerous scenery effects, e.g. animated tanker. 3D models of aircraft models and zeppelin. Great performance. Manual (English, German) with airport information.

FSDG Lite - Dakar
From FSDG
www.aerosoft.com

The LITE series delivers great airport sceneries with limited content compared to our other add-ons. For destinations we choose airports that are yet underrepresented in the flight simulator world. They do not include scenery content outside the airport area so they're compatible with any addon of your choice like FSGlobal, UTX or the ftx series. Features: Accurate rendition of Blaise Diagne International Airport

Dakar, Senegal. Realistic shadow and light rendition. Volumetric light. New dynamic lights technology (P3Dv4). Optimized for great performance. Compatible with SODE jetways. Compatible with all known add-ons including AES, GSX, UTX, FS Global and the ftx series. System requirements: FSX, FSX:SE or Prepar3D V3/V4.

KIDA Idaho Falls Airport
From Orbx
https://orbxdirect.com

KIDA Idaho Falls Regional Airport is an air transportation centre for Eastern Idaho, Southern Montana, and Western Wyoming travellers and serves as an access point to some of America's favorite tourist destinations including Yellowstone National Park, Grand Teton National Park, Jackson Hole, Wyoming and Sun Valley, Idaho. Located at 43°30'49"N 112°04'15"W and 4,744 ft / 1,446 m above sea level, Idaho Falls covers an area of 866 acres, features two asphalt runways and a restaurant. This airport includes over 11km2 of 60cm per pixel imagery that covers the airport itself as well as a large part of the city of Idaho Falls. The area is covered in high detail custom autogen. Every house, shop, gas station and commercial building is a custom-built model. In addition, every tree and shrub is a hand-placed custom object! In addition to the airport you'll find points of interest including Reed's Dairy, the water tower and Idaho Falls itself. Key Features: Accurate representation of the Airport. 11.7km^2 coverage area including the Falls. High quality modelled buildings and POIs. Vegetation uses Turbulent's own Real Flora tech. High definition ground poly. Features Orbx Flow technology. Baked in ambient occlusionand lighting. High detail custom autogen. Optional dynamic lighting for P3Dv4 only. Optional light mapping (FSX only). Turbulent Designs Clutter library. Please note that for KIDA to run properly you need the NA Central Rockies region.

New South Wales Australia
From Gibson Sceneries for Flight Simulator
www.simmarket.com

The whole state of NSW in 15m True Colour Satellite Imagery suitable for enroute flying in airliners, military aircraft or high performance private aircraft flying at above medium altitudes. Suitable for Microsoft Flight Simulator FSX and Steam Edition. Optimised for Lockheed Martin's Prepar3d versions 1, 2, 3 & 4.

China—Hong Kong to Shanghai
From Gibson Sceneries for Flight Simulator
www.simmarket.com

"Real" scenery produced from 15m Satellite Imagery designed for cruising above medium altitudes such as simulating airline, military or high performance private aircraft. This release extends from just south of Hong Kong to North of Shanghai and from Longitude 112° East to the coast. The scenery is perfect for cruising above medium altitudes, although an option of what I am naming "Dual" Scenery will be installed that will show your higher resolution generic land class scenery or airport surrounds whilst at lower altitudes and the 15m real scenery around the aircraft in the distance and when cruising at higher altitudes. The main scenery is 15m imagery throughout with the imagery water underlying the "sim" water which looks realistic and blends with "sim" water well off the coast. Includes 3 Options: 15m Imagery with Imagery water underlying "sim" water. Replacement water textures with "sim" water. LOD 11 option such that default or Addon higher resolution

and/or default airport surrounds fit in better. The lower you fly your land class shows whilst as you climb the imagery is seen. Suitable for Microsoft Flight Simulator FSX and Steam Edition. Optimised for Lockheed Martin's Prepar3d versions 1, 2, 3 & 4.

HD Cities—Lisbon Autogen 3D
From PrealSoft
www.simmarket.com

Lisbon is the capital and the largest city of Portugal, with an estimated population of 505,526 within its administrative limits in an area of 100.05 km2.Its urban area extends beyond the city's administrative limits with a population of around 2.8 million people, being the 11th-most populous urban area in the European Union. About 3 million people live in the Lisbon Metropolitan Area (which represents approximately 27% of the country's population). The main features: Autogen (Houses and trees). Customized 3D Buildings. Night Texture + 3D Street lights (FTX Global users). Optimized for best frame rates. Compatible with Lisbon Airport Sceneries, Portuguese sceneries, FTX Global. You have to download our FREE Lisbon Photoreal Scenery or another Lisbon Photoreal Scenery to use this product.

The Northern Territory of Australia
From Gibson Sceneries for Flight Simulator
www.simmarket.com

Fly over the whole state of The Northern Territory of Australia in 15m True Colour satellite Imagery. The goal of Gibson Sceneries is to cover large areas of real scenery at economical prices for the flight simulator enthusiast or professional whether it be for simulating fast Tactical Jet Fighters, Military Transport flights, Commuter and Domestic Airline flights or General Aviation Aircraft flying at medium to high altitudes. The scenery is perfect for enroute flight simulation. Take-off from a detailed airport, climb and fly enroute over "real" world scenery then descend into one of your other detailed airports. Airports are not included. The scenery is not suited for low level VFR flights in slow aircraft, although the scenery can acceptable in low and fast Tactical Fighter aircraft. The scenery adds to the realism of simulated flight whether it be for recreating historical missions, commercial airline flights, military training or general aviation interest. Shallow coastal water imagery is blended with the simulated water to give a natural look to the coastlines. No night lighting is included. Optimised for Lockheed Martin Prepar3d versions 1, 2, 3 & 4. Compatible with Microsoft Flight Simulator FSX and FSX Steam Edition.

Annemasse Airport LFLI
From LLH Creations
www.llhinfo.com

Annemasse Airport LFLI, situated on the shores of Lake Geneva and the Alps, has a tarmac track oriented east-west (12/30), a length of 1300 meters and 30 meters wide. Geneva-Cointrin LSGG airport located less than 15 kilometres away. LLH14 - Annemasse airport scenery uses a system of volumetric shadows, which means that the objects cast shadows not only on the ground but also on themselves and the surrounding objects. Initially planned to be multi-platform scenery, the desired level of quality failed to compile this scene for FSX with a display speed and acceptable performance on our test machines. This is why there are two versions of LLH14, one for P3D version 4 and one for FSX. Annemasse airport includes animated windsocks and flags, all sensitive to the direction and the strength of the wind. Jeffrey Staehli's providential SODE module was used to inte-

grate these animations. SODE (SimObject Display Engine) must be downloaded, installed and configured before the LLH14 scenery for these objects to be present and the animations to work. As with all LLH sceneries, the LLH14 has specific texture sets for summer and winter (LLH-Options configuration utility provided).

DHC-3T Turbo Otter
From Milviz
www.simmarket.com

The MilViz DHC-3T Turbo Otter features an intricately modelled, true-to-life interior and exterior, with an abundance of fine detail. All gauges, switches and controls feature smooth animation. Custom lighting makes night operations atmospheric and immersive, while high resolution textures with lifelike metal effects and realistic weathering create a simulation like no other. All functions and characteristics emulate the real-world classic turbine down to a tee. If you have experienced one in real life you will recognise the distinctive start up, and the way power, sounds, temperature and internal pressures are all meticulously co-ordinated. The interior can be outfitted for nearly any adventure you'd like, with separate passenger and passenger/cargo combinations. Individual passenger and cargo locations can be loaded/unloaded in the simulator, allowing for the visual emulation of flying to a destination and back again. Engine model: Pratt & Whitney PT6A-34. Engine Power: 750 SHP Flat Rated up to 4000 ft. ISA conditions. Propeller: 3 bladed, constant speed. Propeller model: Hartzell HC-B3TN-3DY/T10282+4. Four separate configurations have been included for landing gear: Standard wheels, amphibious floats, skis, tundra tires; each model complete with tuned flight dynamics that accurately reflects differences in performance and handling. The package supports a full range of platforms, in a single downloadable installer: FSX: Acceleration. FSX: Steam Edition. Prepar3d v3. Prepar3d v4.

EU Netherlands TrueEarth For Aerofly FS 2
**From ORBX**
https://orbxdirect.com

TrueEarth technology is finally landing in IPACS Aerofly FS2 starting with The Netherlands. Expect to find extremely dense building and vegetation cultivation, incredible crisp terrain textures, and effortlessly smooth performance. Flying over the Netherlands is a joy - Netherlands TrueEarth contains the entirety of the country complete with cities, towns, and countryside all where they should be. The Netherlands, often referred to as Holland, is located in Western Europe. The five largest cities in the Netherlands are Amsterdam, Rotterdam, The Hague, Utrecht (forming the Randstad megalopolis) and Eindhoven (leading the Brabantse Stedenrij). The Port of Rotterdam is the largest port in Europe and the worlds largest outside Asia. Netherlands literally means "lower countries" - the name came from the country's low land and flat geography, with only about 50% of its land exceeding 1 meter (3 ft 3 in) above sea level. Since the late 16th century, about 17% of the country's current landmass has been reclaimed from the sea! Netherlands TrueEarth is far more than a traditional photoreal product, it features comprehensive (and complete) building and vegetation placements, thousands of hand-placed landmarks and POI and integrated GIS components. Key Features: The entirety of Netherlands depicted in complete detail! 85,000km2 of photoreal terrain at 1m resolution. 43 airports included. CityScene building technology for all major cities, towns, villages and urban areas. Incredibly dense vegetation cultivation. Ultra HD mesh at 5m resolution. Accurate road, waterways, transmission line and other vector/GIS components. Hundreds of custom landmarks and POI. Traditional Dutch windmills. Major churches and cathedrals custom modelled. Custom models for all major TV and radio masts. Thousands of hand-placed animated wind turbines, refineries, harbours and other library objects.

Dortmund XP
From Christian Bahr, Agnes Schwalm, Peter Hiermeier, Stairport Sceneries
www.aerosoft.com
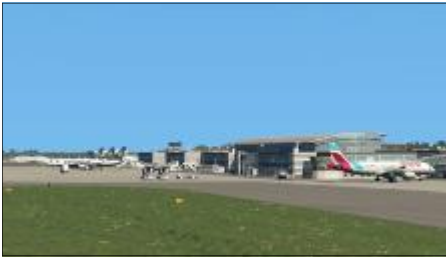
Discover the centre of the Ruhr region in XPlane 11. Dortmund XP scenery is a complete recreation of the city of Dortmund in the flight simulator. Besides the entire urban area of Dortmund, the Airport Dortmund (EDLW) as well as the airfield Hengsen-Opherdicke (EO08) and its surroundings were created and included in this scenery package. The helipad of the Hospital Centre North completes the scenery. Both the airport and the city were modelled using photo realistic ground textures and offer highly detailed buildings and landmarks in addition to the autogen that was corrected by hand. Excellent lighting and night effects and animated objects top the appearance of the scenery off. Features: Detailed rendition of the airport and its surroundings, incl. landmark objects. Photo realistic ground textures based on aerial images (50cm/px). All airport buildings and facilities. True-to-original navigation aids (ILS, VOR/DME, NDB, ATIS). Excellent night effects. True-to-original runway and taxiway lighting. Detailed 3D city model of Dortmund and authentic rendition of the airfield Hengsen-Opherdicke incl. colour-corrected 60cm/px aerial image. The aerial images for the city area and Hengsen-Opherdicke can be turned off. Autogen covering the area of the aerial image, corrected by hand. Animated wind objects: wind turbines and windsocks specific to Hengsen-Opherdicke as well as the helipad the Hospital Centre North. Ship traffic at the Dortmund-Ems Canal when using the Seatraffic plug-in by Marginal/Jonathan Harris. Volumetric grass, toggleable. PBR-based reflecting water surfaces. Backup library – runs without add-ons.

Kota Kinabalu Intl. Airport
From MFSG
www.simmarket.com

Kota Kinabalu International Airport (KKIA) (IATA: BKI, ICAO: WBKK) is an international airport in Kota Kinabalu, the state capital of Sabah, Malaysia. It is located approximately 8 km southwest of the city centre. In 2017, 8 million passengers passed through the airport, making it the second busiest airport in Malaysia after Kuala Lumpur International Airport. A medium-sized airport with good connections to most major aviation hubs across the Asia-Pacific region, the airport serves the city of Kota Kinabalu as well as the entire west coast of Sabah. Features: Highly detailed Kota Kinabalu Airport. Kota Kinabalu Photoscenery Terrain. Kota Kinabalu Groundpoly WBKK airport area. FS2004 version compatible with default scenery (Tested). FSX version compatible with default scenery (Tested). P3Dv3 & P3Dv4 version compatible with default scenery (Tested). Compatible with add-on AI traffic. Static aircraft and vehicle. Static Jetway only. SODE not required. Dynamic Light P3Dv4 (optional).

KVUO Pearson Field
From ORBX
https://orbxdirect.com

Pearson is Bill Womack's sixth Orbx airport as well was his first Orbx-only release since returning to the fold, and now it's ready for X-Plane 11. Among all the small Pacific Northwest airports that are loaded with character, Pearson Field stands out. For one thing, it predates them all; KVUO is officially the oldest continuously operating airport in the region, and one of the two oldest operational fields in the US. Even well before the dawn

of aviation, the site was a hub of activity, as evidenced by the 19th-century Hudson's Bay Company fort and trading post just off the threshold of runway 8. In its life so far, the tiny airport has hosted the first crossing of the Columbia River by airship in 1905, been a stopover on the US Army's first round-the-world flight, and made Russian aviation history as the landing spot for the Chkalov Trans-Polar Flight in 1937. Today, it's a popular field for GA pilots and history buffs and occupies a prime piece of real estate along the banks of the Columbia in the flight path of KPDX's runway 10L. We've worked hard to replicate the feel of this busy suburban field using hundreds of photos taken on-site. Many of the unique landmarks are represented, including the I-5 Bridge between Portland, Oregon and Vancouver, Washington, the railroad bridge just downstream, the busy shopping area of Jantzen Beach on nearby Hayden Island, and a faithful reproduction of downtown Vancouver. If you're a fan of our Pacific Northwest airports, this one is a must-have. Key Features: 12 square miles of photo terrain around KVUO. Including Hayden Island, Oregon and downtown Vancouver, Washington. Detailed reproduction of downtown Vancouver. Detailed modelling based on hundreds of reference photos. Airport ground polys utilizing XP11 PBR materials. Static aircraft commonly seen on the ramp. Detailed & accurate buildings in the region of the airport, especially on approach paths. All models optimised for high performance. By Bill Womack. This product is also available for FSX and P3S.

Lanzarote P3D4
From MK-Studios
www.simmarket.com

Lanzarote GCRR

Welcome to Lanzarote airport. It handles flights to many European airports, with hundreds of thousands of tourists each year, as well as internal flights to other Spanish airports. It handled 5,883,039 passengers in 2014. It's also a great place to start your journey to another island with Binter Canarias or Canaryfly. With the newest technology used to develop this scenery we achieved stunning level of details keeping great performance along with amazing visuals. Features: High quality rendition of Lanzarote airport and ALL the island. Accurate and detailed airport infrastructure based on real sizes and dimensions. Detailed AFCAD adjusted for AI addons with custom approaches and navaids. Ultra high resolution ground textures with new mapping methods, no more flat and unrealistic textures. Photo real terrain coverage of the complete island. Hundred thousands of custom placed autogen buildings all around the island. Custom high resolution (5m) mesh. 3D night lighting. Very realistic night lighting, based on real pilot's point of view. Dynamic Lighting (P3D V4). Optimized to take advantages of new P3D V4 features. Compatible to all major traffic add-ons. SODE jetways supported. Advanced, fully working VDGS docking system for GSX users. Simple VDGS docking system for non GSX users. Vector data addons compatibility.

Nice Cote D'Azur Airport
From JustSim
www.simmarket.com

LFMN Nice Côte D'azur

Nice Cote d'Azur Airport (French: Aeroport Nice Cote d'Azur) (IATA: NCE, ICAO: LFMN) is an international airport located 3.2 NM (5.9 km; 3.7 mi) southwest of Nice, in the Alpes-Maritimes department of France. It is the third busiest airport in France and serves as a focus city for Air France and an operating base for easyJet. Due to its proximity to the Principality of Monaco, it also serves as the city-state's airport, with helicopter service linking the principality and airport. Some airlines market Monaco as a destination via Nice Airport. Features: Animated jetway - (SODE). 3D grass. Ground polygons made with the requirements of the SDK Prepar3D. Dynamic lighting of the apron - only Prepar3D V4. Shading and occlusion (texture baking) effects on terminal and other airport buildings. High resolution ground textures / Custom runway textures. High resolution building textures. Fully AI traffic compatible. Excellent night effects. Optimized for excellent performance. Inclusion of manual in PDF format. Many animated custom ground vehicles. Fully 3d taxiways lighting. Automatic season change for vegetation, photobackground. Realistic reflections during rain (Prepar3D V3). Realistic reflections on glass (Prepar3D V3). Fully compatible with FTX Global openLC Europe and FTX Global Vector. Fully compatible with ORBX Cityscape Cote d'Azur. Requirements: Microsoft FSX (incl. Service Pack 2 or Acceleration Pack) or Prepar3D V2.5, V3, V4. If you previously purchased Nice Cote D'Azur Airport FSX P3D at simMarket, you are entitled to the special upgrade price.

Montpellier Mediterranee
From France VFR
www.simmarket.com

LFMT - MONTPELLIER MEDITERRANEE

Montpellier Mediterranee airport (LFMT) for X-Plane 11 is extremely detailed along with its environment. High definition ground texture (25cm) for all the area. Very detailed and realistic night environment. Numerous 3D specific 3D objects and ground animations. SIA - VAC - IAC - ARRDEP charts provided. Warning: MAC users: the archive file is encrypted with a password (it is the activation code provided with the product) and requires an unzipper compatible with encrypted zip archive (the one from MacOS is not).

NightXP Indiana, Ohio, Kentucky. X-Plane 11
From Taburet
www.simmarket.com

NightXP is nocturnal scenery for who like to fly spectacular night scenery! We blended existing Xplane10 - XPlane 11 scenery with nocturnal texture to bring the night world alive. Taking full advantage of the XPlane scenery system this scenery is very gentle on frames rates and work along with any HD Mesh; Photorealistic scenery; Airport Scenery or what else you like to put on top of it. Very easy installation; Work with all Windows System and Mac. Coverage: States of Indiana, Ohio and Kentucky.

Pilots of the Caribbean — The Adventures
From FSDG
www.simmarket.com

Part III of our Pilots of the Caribbean set. Take on the challenge of the Caribbean with breakneck missions, pirates and more! Perfect in combination with FSDG-St Vincent and FSDG-St Lucia. Features: 4 thrilling adventure missions covering Pirate's Cove, St Vincent and St Lucia. Professional dialogs and music recordings. Fictional scenery of Pirate's Cove (south of St Vincent). New amphibian R22 helicopter model. AI traffic for St Vincent, St Lucia and the Caribbean Sea. Realistic AI schedules for SVG Air, Air Caraibes, Caribbean Airlines, LIAT and more. Optimized for great performance and visual quality. Compatible with FSX and P3Dv4. Manual included. Requirements: FSX, FSX:SE or Prepar3D V3/V4.

PA31 Navajo HD Series XP11
From Carenado
www.carenado.com
www.simmarket.com

Special Features: Version 1.1. Only for X-Plane 11. State-of-the-art configurable FPS-friendly logic system. Fully VR compatible. Full PBR (Superb material shines and reflec-

tions). Features: Specially designed engine dynamics for XP11. Support for RealityXP's GTN750* (integrated into 3D cockpit, when available). Flight physics optimized for XP11 standards. Ground handling adapted for XP11 ground physics. Physically Based Rendering materials and textures throughout. PBR materials authored with industry-standard software used by the film and gaming industries. X-Plane GNS530 (FPS friendly). Goodway Compatible. Realistic behaviour compared to the real airplane. Realistic weight and balance.Tested by several pilots for maximum accuracy. *RealityXP GTN 750 is sold separately. Included in the package: 6 HD liveries. 1 HD blank texture. PA31 Normal and Emergency Procedures PDF. PA31 Performance tables PDF. PA31 Quick reference table PDF. Recommended Settings XPLANE 11 PDF.

Kingnav Avionics Suite
From NavStax
www.simmarket.com

The NavStax KINGNAV Avionics Suite consists of 6 highly accurate and carefully replicated navigation and communication units for use as individual 3D or 2D gauges. All units feature advanced programming and custom functionality to closely match their real life counterparts, as well as detailed animation and lifelike textures. NavStax includes the following gauges, in one package, fully compatible with Flight Simulator X and Prepar3D.
KMA 30 Audio Panel
KR 165A NAV/COMM
KX 165 NAV/COMM
KN 62A DME
KR 87 ADF
KT 74 Transponder
NavStax products all feature full compatibility with FLIGHT SIMULATOR X, as well as PREPAR3D V3 & V4, in one single purchase. Platform Requirements: Flight Simulator X (CD or Steam), P3Dv3, P3Dv4

Cincinnati/Northern Kentucky International X-Plane 11
From Skyline Simulations
www.aerosoft.com

Cincinnati/Northern Kentucky International Airport (KCVG) offers non-stop passenger service to 62 destinations with 179 peak daily departures. The airport is a focus city for Allegiant Air, Delta Air Lines, and Frontier Airlines, as well as being the largest market for Vacation Express. The airport's international destinations include Cancún, Cozumel, Freeport, Montego Bay, Paris, Punta Cana, Reykjavík, and Toronto. Animated Airport: Animated Custom 3D model Jetways. Ground Traffic in whole airport WT3 Ready. Randomly placed static aircraft, can be easily toggled off in the X-Plane settings. Radar Animation. Detailed Airport: UHD Custom Textures using the latest painting techniques. Custom Mesh with slope runway accuracy. Detailed with high accuracy 3D models. PBR Materials. Ground reflections and decals. Custom 3D Grass and vegetation blends with orthophotos. Custom HDR Lights billboard and spill in Terminal and Parking areas. Ultra High resolution custom ground textures and orthoimagery for the airport. Animated radar. Accurate WT3 included by "Cpt. K-man". Hundreds of 3D custom static objects like cars, services vehicles and more.

Real Kashgar ZWSH V2
From BDG
www.simmarket.com

Kashgar Airport (IATA: KHG, ICAO: ZWSH), also known as Kashi Airport serves Kashgar (also known as Kashi), a city in Uyghur autono-

mous region of Xinjiang in the People's Republic of China. The airport resides at an elevation of 4,529 feet (1,380 m) above mean sea level. It has one runway designated 08/26 with a concrete surface measuring 3,200 by 41 metres (10,499 × 135 ft). New features in V2 for P3D4: Sode jetways (please use the latest version 1.6.3). Dynamic lighting which is gentle and FPS friendly. Visibility controlled lighting system, which can be triggered in the daytime while the visibility conditions drop below 5000m. Realistic designed hard winter snow scene. Fully compatible with FTX Global Base. Inclusion of manual in PDF format. Full 3D airport lighting. ENG/RUS PDF manual. Update offer: If you previously purchased BGD - Real Kashgar ZWSH 2011 at simMarket, you are entitled to the special upgrade price.

USA South Florida for Aerofly FS 2
From IPACS
www.aerosoft.com

Welcome to south Florida and the Florida Keys! This DLC for Aerofly FS 2 features the southern part of Florida, including historic Key West. You will be mesmerized by the breath-taking views while you fly over major attractions like Fort Zachary Taylor, the Martello Museum, Duval Street, Key West cemetery, The Key West Southernmost Point, or fly out to the Dry Tortugas for a trip over some of the nicest scenery seen in Aerofly to date. Features: A large coverage area with over 400 miles of shoreline to explore. Up to 50 cm per pixel aerial images at selected places. Miami City and Miami Beach fully rendered in high definition. The most cultivation ever seen in a single scenery package, including accurate night lighting. 9 accurately modelled airports and 2 heliports; Key West International, NAS Key West, Mara-thon International, Tavernaero Air Park, Ocean Reef Club, Homestead ARB, Miami Executive, Miami International, Miami Opa Locka, Dry Tortugas National Park Helipad, and NAS Helipad.

Many custom objects to capture the feel of the Florida Keys.

St. Lucia
From FSDG
www.simmarket.com

Part II of our Pilots of the Caribbean set. Steep cliffs, beautiful bays and the smell of pirate gunpowder - St Lucia offers it all. Perfect in combination with FSDG-St Vincent and the Pilots of the Caribbean Adventure Pack. Features: Complete coverage of St. Lucia. Aerial imagery with night lights. Accurate and detailed rendition of George F. L. Charles Airport (TLPC). Accurate and detailed rendition of Hewanorra International Airport (TLPL). Additional airstrip included. Ultra realistic shadow and light rendition with volumetric lights. Performance-friendly 3D lights technology. Optimized for great performance and visual quality. Compatible with all known addons including FTX products, UTX and FSGlobal. Manual included. Requirements: FSX, FSX:SE or Prepar3D V3/V4.

TouristFlight New York
From Flyndrive4D
www.simmarket.com

A new type of Addon for PRE-PAR3D. Fly with a tourist guide over the New York area. Discover while listening to more than 100 comments. Product Features: Discover the NEW YORK Region with a Tourist guide in your cockpit. 100+ audio and script comments all over the area. Comments describing geographic, tourist or historic points of interest (Castles, buildings, parks..). Note: Screenshots provided use photoscenery and 3D Buildings which are not included with this addon.

St. Petersburg X V3
From Digital Design
www.simmarket.com

St. Petersburg Pulkovo ULLI Package Features: Photorealistic textures on the airport buildings. Custom textured taxiways, runways and apron. Realistic ground markings. Highly realistic night time effects with custom 3D runway and taxi lights. Hand-placed autogen. Custom surroundings including airport-city. Animated vehicles on the aprons. Friendly FPS. Custom reflection map. Reflection map is used for setting what should be seen in window reflection. "Baked" shadows on the textures. Completely automatic change of seasons, so there is no need to season tool. Advanced lighting system, the lights are automatically turned on, depending on weather conditions. Automatic season change. Realistic puddles appear in the rain. True deep Russian winter, realistic snow on the apron. A special upgrade price available is available. New in V3: High Resolution 2k Terminal Textures and some buildings. New AFCAD. New ground developed specifically for P3d4, with new high quality high resolution textures. Updated the marking and arrangement of apron parking in accordance with the real locations. Updated models of ground vehicles and moving buses, cars, etc. Updated lighting effects, runway lights, taxiways. Improved glass reflections. Dynamic lighting. Updated wet apron during precipitation. New realistic 3D lights of the city and the surrounding area. New volumetric grass. Improved autogen. Improved terrain.Added new buildings, new districts, added landmarks, CHP, Lahta Centre, Strelna, Heli-drive and more. Improved jetways models. Support SODE jetways. Support GSX docking system (GSX recommended). Minor fixes. Compiled with latest Prepar3Dv4.3 SDK. If you previously purchased ULLI St. Petersburg X V2 FSX P3D at simMarket, you are entitled to the special upgrade price.

St. Lucia
From FSDG
www.aerosoft.com

Part II of our Pilots of the Caribbean set. Steep cliffs, beautiful bays and the smell of pirate gunpowder - St Lucia offers it all. Perfect in combination with FSDG-St Vincent and the Pilots of the Caribbean Adventure Pack. Features: Complete coverage of St. Lucia. Aerial imagery with night lights. Accurate and detailed rendition of George F. L. Charles Airport (TLPC). Accurate and detailed rendition of Hewanorra International Airport (TLPL). Additional airstrip included. Ultra realistic shadow and light rendition with volumetric lights. Performance-friendly 3D lights technology. Optimized for great performance and visual quality. Compatible with all known addons including FTX products, UTX and FSGlobal. Manual included. Requirements: FSX, FSX:SE or Prepar3D V3/V4.

Victoria Australia
From Gibson Sceneries for Flight Simulator
www.simmarket.com

Gibson Sceneries are photoreal sceneries with nice looking water imagery blended into the default water of your simulator (P3D v4/v1 and compatible FSX). They are specially made for enroute flights at high altitude. Features: 15m True Colour Satellite Based Imagery scenery for the state of Victoria Australia designed for above medium flight simulation in airliners, military aircraft and high performance private aircraft. Suitable for Microsoft Flight Simulator FSX and Steam Edition. Optimised for Lockheed Martin's Prepar3d versions 1, 2, 3 & 4.

Asahikawa Airport 2018 RJEC
From MFSG
www.aerosoft.com

Asahikawa Airport (IATA: AKJ, ICAO: RJEC), is a single-runway regional airport in Hokkaido, Japan, straddling the cities of Asahikawa and Higashikagura. Features: Highly detailed Asahikawa Airport. Asahikawa Photoscenery Terrain. Asahikawa Groundpoly airport area. FS2004 version compatible with default scenery (Tested). FSX version compatible with default scenery (Tested). P3Dv3 & P3Dv4 version compatible with default scenery (Tested). Compatible with add-on AI traffic. Static vehicles. Static Jetway only. SODE, AES, GSX are not required. Dynamic Light P3Dv4 (optional).

REX Worldwide Airports HD
From REX Game Studios
https://store.rexdownload.com
www.simmarket.com

REX Worldwide Airports HD is the most realistic global airport texture & 3D vehicle model enhancement available on the market today. Now you will be able to experience your airports in FSX, FSX:Steam and Prepar3D in TRUE high definition! REX Worldwide Airports HD is an extensive photoreal global airport graphics package created from real-world airport structures and supporting environments. These environments were authored from high resolution photography all around the world from real-world counterparts, and will customize and transform over 24,000+ airports within the simulator. With over 6GB of highly detailed airport environments, the possibilities are endless. Enjoy new terminals, airport buildings and maintenance

facilities, hangars, custom airline hangars, fully coherent airport ground environments, jetways, airport lighting, parking garages and even custom 3D airport ground vehicle models, all user-selectable! Easily select, install and even save your creations within the included user interface application. For the FPS-conscious simmer, choose between HD and standard resolution material, as standard texture fidelity at lower resolution is retained due to high definition authoring. Compatible with FSX, FSX - Steam, Prepar3D v1 to v4+. Special upgrade price available.

UWOO Orenburg
From HSimulators
www.simmarket.com

Yuri Gagarin Orenburg International Airport (UWOO) is named after the famous cosmonaut. Located 19 km east of the city of Orenburg. It is large Central Russian Airport near the Kazakhstan border. Features: Ultra detailed airport objects. Custom textured taxiways, runways and apron. Realistic reflections on glass. Realistic metal effect on metal surfaces. Custom surroundings. Compatible with X-Plane 11.10+ features. Shading and occlusion (texture baking) effects on terminal and other airport buildings. High resolution building textures. High resolution surfaces.

Russia Xtreme Artic V1.0
From HSimulators
www.simmarket.com

This is scenery of the far north of the Russian territory. With more than a million square miles it completes the Arctic's mega-scene. It starts from 44 East to 152 East and from 72 North to 82 North. The previous packages that make up the Grand Arctic Scenery and this

now, Russia Xtreme Arctic complement the overall X-Plane scenario above the 73 degrees parallel. The two together embrace all arctic polar circle. Russia Xtreme Arctic brings the base of Nagurskoye, still under construction, located in Alexandra Island, being the closest Russian air base of the North Pole. This pack contains: All mesh terrain for Russia territory above North 73 parallel, over 1 million square miles. 3D Airport: Nagurskoye Air Base (UODN). 2D Airports and HLPN (Landing Strip): Dickson (UODD). Dudinka (UROD). Temp Ice Strip (UOOK). Zhelaniya Polar Station (ZELA). This Add On is for X-Plane 10 & 11.

Lancaster B Mk.1
From Aeroplane Heaven
www.justflight.com

Developed by Aeroplane Heaven, we're able to bring you the definitive simulation of WWII's most famous bomber to FSX & P3D. This collection of six Mk.I Lancasters includes three 'bonus' Mk.III liveries that can be applied to the exterior. This simulation of the Lancaster B Mk.I is the definitive recreation of WWII's most famous bomber. Compatible with Flight Simulator X, FSX: Steam edition and Prepar3D v2-4, the accuracy and attention to detail will bring the desktop pilot as close as it is possible to get on a PC to the experience of flying this legendary aircraft. This collection of six Mk.I Lancasters includes three 'bonus' Mk.III liveries that can be applied to the exterior. The bomb room, pilot's cockpit, engineer's station, navigator's station and radio operator's station are all fully modelled. Features include historically accurate animated crew members, authentically rendered gun turrets, bombs which can be loaded, armed individually and 'dropped' realistically, special propeller animations for realistic engine starts and a unique Configuration panel. 3D instruments allow for smooth, accurate operation and multiple camera views for all stations and a viewpoint adjuster tool are included.

St. Vincent
From FSDG
www.aerosoft.com

Part I of our Pilots of the Caribbean set. Rough Mountains, beautiful sunsets, challenging landings - St Vincent offers it all. Perfect in combination with FSDG-St Lucia and the Pilots of the Caribbean Adventure Pack. Features: Complete coverage of St Vincent. Aerial imagery with night lights. High resolution mesh (LOD13). Accurate and detailed rendition of Argyle International Airport (TVSA). Realistic rendition of decommissioned E. T. Joshua Airport (TVSV). Additional airstrips included. Ultra realistic shadow and light rendition with volumetric lights. Jetways compatible with SODE. Performance-friendly 3D lights technology. Optimized for great performance and visual quality. Compatible with all known addons including FTX products, UTX and FSGlobal. Manual included. Requirements: FSX, FSX:SE or Prepar3D V3/V4.

S360
From Carenado
www.carenado.com

Special Features: Version 1.1. Full FSX, P3D v2, v3, v4, and Steam compatible. Flight1 GTN 750* integration. Reality XP GNS530 v2* integration. Dynamic cockpit animations. Sequence Startup Procedure. Cold and Dark start option. Volumetric side view prop effect. Takeoff run and landing real rolling movement effect. Dynamic propeller shines effect. Custom brake sounds on taxi and landing run. Features: Original autopilot installed. HD quality textures (4096 x 4096). Real S360 sounds. Customizable panel for controlling windows transparency, instrument reflections and static elements such as wheel chocks and sights props.

Real behaviour compared to the real airplane. Real weight and balance. Tested by real pilots. Realistic night lights effects on panel and cockpit. NOTE: This aircraft does not have a 2D panel. *Flight1 GTN 750 and Reality XP GNS530 are sold separately. Included in the package: 8 HD liveries. 1 HD Blank livery. LITE version. S360 Emergency Procedure PDF. S360 Normal Procedures PDF. S360 Performance Tables PDF. S360 Reference PDF. Recommended Settings (FSX and P3Dv4) PDF.

KGPI Glacier Park International Airport
From ORBX
https://orbxdirect.com

Glacier Park Airport was built in 1942 as Flathead County Airport in Montana, from which its IATA and original FAA and ICAO (KFCA) codes were derived. In 1970, the airport was designated as an international airport and received its current name and codes. Built exclusively for P3D v4, KGPI – Glacier Park International Airport includes a large coverage area packed with unique, high quality content. Whether you're on foot in avatar mode or just passing by, KGPI is packed full of objects and buildings for you to explore. High quality, HD buildings and matching ground poly make this airport a treat to fly in to. The ground poly is seasonal, which means that at vary times of the year you'll find a dry, wet or icy runway and taxiway for maximum immersion. Around the airport you'll find a wealth of custom POIs, houses, shops, churches and farm buildings. Every model has been custom made and hand-placed. Of course, the region is also covered in our custom HD vegetation models. Key Features: Accurate representation of KGPI – Glacier Park International Airport. 33.6km2 airport coverage area. 102.6km2 mountain coverage area. High quality modelled buildings and POI. Incorporates Turbulent Design's unique Real Flora tech. High Definition ground poly with specular maps. Baked in ambient occlu-

sion and lighting. Custom modelled and placed buildings and objects make up the coverage area in place of traditional autogen. Built specifically to take full advantage of P3Dv4's feature set. Dynamic lighting. Includes Orbx Flow technology. Turbulent Designs clutter library.

C340 II X-Plane 11
From Carenado
www.carenado.com
www.simmarket.com

Special Features: Version 1.1. Only for X-Plane 11. Support for RealityXP's GTN750* (integrated into 3D cockpit, when available). State-of-the-art configurable FPS-friendly logic system. Fully VR compatible. Full PBR (Superb material shines and reflections). Features: Specially designed engine dynamics for XP11. Flight physics optimized for XP11 standards. Ground handling adapted for XP11 ground physics. Physically Based Rendering materials and textures throughout. PBR materials authored with industry-standard software used by the film and gaming industries. X-Plane GNS430 (FPS friendly). Goodway Compatible. Realistic behaviour compared to the real airplane. Realistic weight and balance. Tested by several pilots for maximum accuracy. *RealityXP GTN 750 is sold separately. Included in the package: 4 HD liveries. 1 HD blank texture. C340 Normal and Emergency Procedures PDF. C340 Quick reference table PDF. C340 Fuel System Description PDF. Recommended Settings XPlane 11 PDF.

Dalian Intl. Airport P3D4
From BF Flight Scenery
www.simmarket.com

Dalian Zhoushuizi International Airport (IATA: DLC, ICAO: ZYTL) is the airport serving the city of Da-

lian in Liaoning Province, China. It is located in Ganjingzi District, about 10 km (6 mi) northwest of the city centre. In September 2011, a new 71,000 square-meter terminal building was completed as part of the 2.2 billion Yuan third-phase expansion project of the airport. The airport has a 3,300-meter runway (class 4E), 135,000 square metres (1,450,000 sq ft) of terminal buildings, 42 aircraft parking places, and 2,600 car parking places. The entire airport covers an area of 3,450,000 square metres (37,100,000 sq ft). Features: Supports Prepar3D V4. Realistic Ground Markings. Terminal interior. Dynamic lighting. Animated Jetways. (SODE Jetways). Detailed surroundings.

HD Texture Pack 15 for SimCheck Airbus A300B4-200
From PainSim
www.simmarket.com

New changes! Added completely new wings textures in the highest possible resolution (UHD 4096 px). New more advanced bump textures. HD repaints of 4 major world-known airlines for the SimCheck A300B4-200 model: SAS - Scandinavian Airlines. Continental Airlines - Old Colours. Ladeco Airlines. Qatar Airways. The original Paint Kit has been carefully reworked, incl. new bumps, more realistic aircraft skin panel and rivet textures. In these repaints I aimed at rendering the aircraft as close to the real ones as possible. You may see that some of the aircraft repaints are made as Airbus A300-600, thus I've modified the cabin arrangement to correspond to the real A300.

Cessna Mustang Complete Edition
**From Flight1**
www.flight1.com

Flight1 Software is proud to announce that our award-winning

Cessna Citation Mustang is now available as a Complete Edition and now includes native support for Prepar3D v4 users. This new all-in-one edition includes compatibility for the following simulators: Prepar3D versions 3 and 4, Dovetail's Flight Simulator X Steam Edition, and Microsoft's Flight Simulator Boxed Edition. The new Cessna Citation Mustang Prepar3Dv4 version includes new features specific to this simulator by providing new dynamic lighting for landing lights and beacons the glow beautifully during your night flights and provide accurate illumination. The aircraft also includes aircraft gauges have been compiled to 64-bit format. In addition to the P3DV4 version specific features, the dev team has now added Airways to the G1000 across all platforms. Users will now have the ability to load airways and draw them for flight planning. Other small improvements to the G1000 loading procedures and panel.cfg pop-ups that now display in a 16:9 ratio natively round out the new features provided in this product release. The Citation Mustang is a breakthrough combination of power, speed and true jet affordability. Certified to be flown by a single pilot, the Mustang features state of the art engines delivering speeds of up to 340kts as well as the latest in large-format glass-cockpit flight displays, easing pilot workload, all while passengers relax in one of the largest cabins in its class. An upgrade coupon is available for those who already own the 1.x version of this aircraft to purchase v2 for just $19.95. More information and coupon download links for the coupon can be found on the product page.

Jinnah Intl. Airport Karachi
From MSK
www.simmarket.com
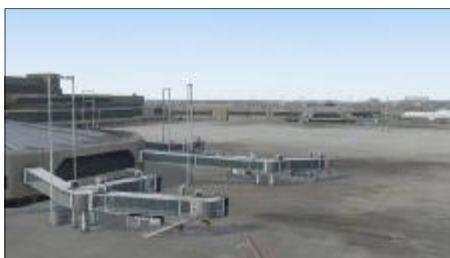
MSK production presents first rendition of the Jinnah International Airport Karachi for XPlane 11. Jinnah International airport is Pakistan's largest international and domestic airport. It is located in Kara-

chi, Sindh, and its passenger terminal is also commonly known as the Jinnah Terminal. The airport is named after Crown attorney/statesman Muhammad Ali Jinnah, the founder of Pakistan and its first Governor General, who was popularly known as the Quaid-e-Azam ("Great Leader"). Features: All major airport buildings included. Taxiway signs, and other small details. Numerous static objects such as service vehicles. Very detailed taxiways and runways. Animated Ground Vehicles. Very good frame rates. Night Lighting Included. High Definition ground texture files. Special Specular and Reflective textures used for ground.

Seattle City XP
From Drzewiecki Design
www.simmarket.com

Seattle City XP is our next milestone in a city scenery development featuring a highly detailed model of Seattle, WA. A vast scenery coverage, uncountable amount of custom-made objects and surprisingly good performance gives you a true feeling of immersion into the beauty of the Pacific Northwest. Feel free to sightsee the entire downtown area including the viewing deck of the Space Needle, pay a visit to the Microsoft Headquarters or check out gorgeous lakes with your favourite seaplane. This product is compatible with X-Plane. Please note that this product does not include any airports (except for W55 and S60) but is fully compatible and designed to work together with Seattle Airports XP by Drzewiecki Design. Scenery Features: Seattle, Washington scenery with over 2000 custom-made buildings incl. whole downtown in 3D plus other landmarks, bridges, stadiums, harbours/marinas, trains, containers and other objects, all with night textures. Mount Rainier is also included. Large scenery area (Federal Way – Everett – Redmond) with night textures and a detailed autogen as well as seaplane bases (W55 and S60) and heliports. Highly advanced performance-friendly design.

Seattle Airports XP
From Drzewiecki Design
www.simmarket.com

Seattle Airports XP is the most complete, up-to-date, affordable and performance-friendly scenery package of 5 airports in the Seattle metropolitan area, Washington state, USA. This product is compatible with X-Plane. Please note that this product does not include the city of Seattle but is fully compatible and designed to work together with Seattle City XP by Drzewiecki Design. Features: 5 high quality airports included: KSEA Seattle-Tacoma, KPAE Paine Field, KBFI Boeing Field, KRNT Renton and S50 Auburn in the most up-to-date versions possible, including the new International Arrivals Facility and Satellite terminals at KSEA and the new passenger terminal at KPAE. Extensive though performance-friendly internal modelling including Boeing Everett Factory (the whole assembly building with 747, 777 and 787 assembly lines), both delivery centres of Boeing (at KBFI and KPAE) and all terminals at KSEA. Autogates, VGDS, many custom animations, advanced lighting. Highly advanced performance-friendly design.

Xi'an Xianyang Intl. Airport
From WF Scenery Studio
www.simmarket.com

Xi'an Xianyang International Airport (IATA: XIY, ICAO: ZLXY) is the main airport serving Xi'an, the capital of China's Shaanxi Province, as well as the whole Guanzhong area. Covering an area of 5 square kilometres (1.9 sq mi), it is the largest airport in Northwest China, and the second largest airport in Northern China. The airport was the hub for China Northwest Airlines until the company was merged into China Eastern Airlines

in 2002. Xi'an Airport is also the hub for Joy Air and a focus city for Hainan Airlines. Features: Seasonal Texture Automatic update season. 3D Grass. Real underground tunnel. Animated Jetways (Sode Jetways). Dynamic Lights. Manually placed vehicles in airport (Animated vehicles).Terminal Interior. Custom ground poly for the apron and taxiway including realistic detail texture. Manually placed plants. Real Ground Markings. Buildings and air terminal are absolutely accurate and represent the current real world airport status. Requirements: P3D4.

Ultimate Airlines DC-9 and Super 80 Mega Pack
From Flight1
www.flight1.com

The Super 80 Classic, Super 80 Professional and DC-9 Classic for P3Dv4 are now available for download. Get all three aircraft in one big MegaPack. Coolsky, together with Flight One Software are proud to announce the availability of the Super 80 Classic, the Super 80 Professional and the DC-9 Classic on the Lockheed Martin Prepar3D v4 platform. This has been a highly requested move and we are happy to finally be able to offer our aircraft on P3Dv4 for your enjoyment. The first of the three aircraft offered in the package, The DC-9, was built by the Douglas Aircraft Company. It is a twin-engine, single-aisle, short to medium range jet airliner. The DC-9-30 is capable of carrying just over 100 passengers. It cruises at around 570 mph/910 km/h and has a range of about 1600 nautical miles (3000km). The DC-9 family of aircraft is one of the most successful series of airliners ever built with a total production of over 2,400 aircraft. The other two aircraft represent the Super 80 in classic and modern configurations. The classic Super 80 brings you back to an era of flying where glass was just starting to appear. This rendition is based on the original Super 80, circa 1979. So with the combination of classic analogue and early electronic navigation, you have a

product that requires a lot of attention, but also rewards proper cockpit management. The Super 80 Professional simulates the latest cockpit upgrade given to the MD-80 series. It includes a full Electronic Flight Deck (EFD) that includes a full EFIS with FMS, TCAS, Systems Display Panel, Engine Display Panel, and many more advanced systems. The Super 80 Pro gives you the high-tech avionics required to fly the precision procedures executed by today's professional pilots. The DC9's and Super 80's systems have been painstakingly replicated in this series. All three aircraft include an Integrated Cockpit Training System will help guide you through many of the steps required in order to have a successful and accurate flight.

GSX Level 2 Expansion
From FSDreamTeam
www.simmarket.com

GSX Level 2 is an Expansion for the base GSX product (doesn't work without GSX), which offers the following two main features: Visible Animated Passengers. SODE replacement Jetways worldwide. Features: Animated Passengers, boarding/unboarding the airplane using either Staircases or Jetways. Many different characters, each one with his own different animation and walking style. Visible Pilots and Crew boarding/unboarding the airplane. Loadmaster assistant replaces the Crew on Cargo airplanes. SODE replacement Jetways at every airport. Complete Jetway editor to fully customize the Jetway appearance at each parking spot. More than 80 different Jetway types modelled after real-world specification, each one available in different variations. Jetway Numbers using DX11 (Prepar3D 4 only). Jetway with Air and Power units, which can keep the airplane battery charged.Default Jetways are replaced automatically. 3rd party Jetways using the default animation system can be excluded on demand, in the airport customization. IMPORTANT - This is not a Stand-Alone product! It's an expansion for GSX, which won't work unless GSX is already active. Requirements:

FSX, FSX:Steam Edition, any version of P3D. PD4 is fully supported and is strongly suggested.

International Airport
From ORBX
https://orbxdirect.com

NZGS is situated on the outskirts of Gisborne, on the East Coast of the North Island in New Zealand and is one of the few airports in the world that has a railway line, the Palmerston North-Gisborne Line, crossing the main runway. Developed by Finni Hansen, NZGS is the first Orbx airport to utilize Allen Kriesman's CityScene tech featuring Xpressim software. Included is the entire city of Gisborne, accurately depicted. Coupled with over 100,000 autogen trees and additional buildings outside the city, this package includes everything you would see on a trip into or out of Gisborne Airport! Make sure to be ready on the runway at 1PM, to watch the WA165 steam train make its way across the runway carrying passengers, like it did more than a hundred years ago.

Boeing Stearman PT/N25
From Golden Age Simulations
www.simmarket.com

The Stearman (Boeing) Model 75 is a biplane formerly used as a military trainer aircraft, of which at least 10,626 were built in the United States during the 1930s and 1940s. Stearman Aircraft became a subsidiary of Boeing in 1934. Widely known as the Stearman, Boeing Stearman or Kaydet, it served as a primary trainer for the United States Army Air Forces, the United States Navy (as the NS & N2S), and with the Royal Canadian Air Force as the Kaydet throughout World War II. In the immediate post-war years they became popular as crop dusters, sports planes,

and for aerobatic and wing walking use in air shows. Our representation of this iconic aircraft is fully animated with tool tips active in the VC cockpit for all animated parts. It is fully compatible with all versions of FSX and P3D. Our package includes: High quality fully Animated 3D Models representing UAAF and US Navy options. Fully Modelled Detailed Continental and Lycoming Engines. High Resolution (4096 x 4096) Textures. Fully Animated VC cockpit with VC Cockpit Shadowing and Smooth 3D modelled gauges. User Controlled Configuration Manager. VC Cockpit Custom Sound Package. Volumetric Propeller Textures. High Fidelity Sound Files by Immersive Audio. Precision Flight Dynamics. Fully Animated Pilot Figures. Paint Kit. Custom installer for FSX, FSX SE and P3D Versions 1 – 4.

Tromsø XP X-Plane 11
From Jo Erlend Sund
www.aerosoft.com

Erlend Sund and Stairport Sceneries have created a beautiful Norwegian airport scenery for XPlane 11. This scenery depicts an extremely detailed recreation of Tromsø Airport on the island Tromsøya as well as its surroundings. The total area covered by the photo scenery stretches across an area of 121 km². The airport buildings come with high-resolution textures, and even the terminal interior has been recreated to high detail. Both the static aircraft at the airport and the buildings in the surroundings use custom models. Users of the TerraMaxx add-on can enjoy the winters that are inherent to this location. Airport Tromsø is also compatible with World Traffic 3 and can use the AutoGate plug-in to realise animated jetways. Tromsø Airport Langnes is located on the western part of Tromsøya Island. Features: Highly detailed representation of Tromsø Airport (ICAO: ENTC, IATA: TOS). High-resolution ground image for the airport boundary. Realistic night time effects and custom XPlane lightning. 3D grass implemented. World Traffic 3 compatible (custom files included).

FLYING ACROSS BRITAIN
WITH ARTHUR WILLIAMS

When you've been using flightsims for a long time it can get a little tired. The odd flash sale may throw up new scenery you are fancying or maybe a challenging aircraft you always wanted to fly. Sustaining this hobby can at times be an effort in the face of many other distractions. I was having one of these down spells this summer. Why? Well for one thing we had a heat wave in Ireland in June. Added to which is a water shortage and hose ban until at least the end of September. The outside room, aka the garden, needed some loving attention as well as other sundry jobs around the chateau! I live about 10 mins to the west of Weston Airport (EIWT) which is a busy GA airport. I'm watching the planes coming and going and with my current workload my sim is getting farther away and disappearing in the distance.

Do you remember why you started your path into flightsim? A love of aviation and the ability to virtually fly anything you wanted. The bug had taken hold! Were you using it as a stepping stone to get into the real thing? There was a hunger there for knowledge. Even better there was a club of like-minded people willing to share their knowledge to make your hobby better. Well if you want to rekindle that spark called enthusiasm, may I suggest that you watch "Flying Across Britain with Arthur Williams".

Yes folks it's a good old fashioned TV show and an inspirational one at that. It was broadcast on Channel 4 in the UK at 7pm on Sundays and featured the following 4 episodes: (source; Channel 4 website).

Episode 1 - Cotswolds and The West Country
Arthur gets into a spin with a female aerobatic champion, attempts a landing on a 'dummy' aircraft carrier, and meets an ex-city trader developing an 'Iron Man' jet-powered suit

Episode 2 - South East England
Arthur negotiates London's busy airspace. He flies over Sheppey and the M25 and takes a Spitfire out for a spin over the Kent countryside

Episode 3 - Scotland
Arthur visits Loch Lomond and explores the complex coastline of Argyll and Bute, including Jura, Kintyre, and a beautiful airfield on the Inner Hebrides

Episode 4 - Eastern Counties
Arthur's flies over England's east coast and visits four airfields that played a role in World War Two. He also joins an aerial aerobatics team.

So who is Arthur Williams?
Arthur Williams is an award winning TV Presenter, mainly on Channel 4 in the UK. After school he joined the Royal Marine Commandos in 2004 and looked set for a military career with one of Britain's elite forces. A car accident in 2007 left Arthur paralysed from the waist down and he left the army in 2009. A keen wheelchair racer, Arthur's career took off with his presenting of the London 2012 Para Olympic Games. He gained his pilot's license, a boyhood dream of his with the help of Aerobility and his love of all things aviation just oozes off the screen. His near boyish glee at being up close to an iconic aircraft, such as a Lancaster bomber or doing stomach churning aerobatics with ex Red Arrow pilots is just brilliant. He is a joy to watch and listen to. His "I may be disabled but am game for anything" is inspirational to put it mildly. His 1943 Yellow Piper Cub, which he bought for STG£11,000 (about €12.500, or $14.500), is a little beauty. His in-cockpit commentary as he flies along is excellent. The scenery and photography are beautiful and all in all the production is first class. I wish he would do Ireland and I would love to meet him.

Honestly, if you're stuck in a moment and want a pick me up from a sim or life point of view check this series out. You won't be disappointed. Now, it's time for me to crank up my own Piper Cub in P3D V4 using Orbx Ireland and do a little touring myself! Thanks Arthur.
John McNeely ■

Flight Simulator Aircraft Dynamics and Navdata

http://aero.sors.fr/

Welcome to Hervé Sors' Flight Simulator Aircraft Dynamics and Navdata site. You will find here **free** material and software he designed for Microsoft Flight Simulator, navaids and fix updates for FS9/FSX/P3D, aerodynamics links, aircraft data and airfile design tools and resources as well as a few other utilities.

Flight Sim Nav Aids Update

These updates are for *FSX and P3D only (all versions including now P3Dv4) and* include aeronautical data that are *referenced by the latest aeronautical information (AIPs).*

The **FSX/P3D World Navaids package** will update navigational aids (VORs, NDBs) in selectable world areas (worldwide coverage). A multi-platform installer is provided and all original files are saved and can be restored. A PDF documentation is included. *Be aware of some limitations/problems that may occur for those still using FS integrated flight planning (obsolete) or map view.* See chapter 5 of documentation for details.

In Europe region, all data (VORs, NDBs, ILSs, runway identifiers, approach lighting systems, PAPIs, en route intersections and airways) are corrected.
In other regions, *only VORs and NDBs* are updated; consequently, in those regions, a few NDBs (those that are embedded in airport BGL files) will remain untouched resulting in a very few discrepancies. ILS/Rwy regional updates will be needed to correct other data (ILSs, rwy identifiers, embedded NDBs). See below.

ILS/Rwy regional updates will correct *ILSs*, *runway identifiers*, *markers* and all *embedded NDBs* in other regions than Europe. In the US, *lightings, PAPIs and COM frequencies* are also corrected. An automatic installer is provided. Note that each region can be installed separately; a worldwide update is also available (except for Europe that is already covered by the World Navaids package). See the included readme.txt files for more details and the [coverage map](). Note: The installer will backup original files that can be restored at any time.

Fixes (intersections update):
These updates (FS9, FSX and P3D) contain BGL files that will update intersections. Except for the Worlwide selection (that contains all region files), region packages contain 2 files, one for *enroute intersections* and another (suffixed by a _T) that contains a selection of *terminal intersections*. See the coverage map for geographical boundaries of the different regions. *Worldwide package doesn't include Europe intersections* that are already defined in the FSX/P3D World Navaids package.

Installation
Just copy the provided BGL file(s) in the sim [Addon Scenery/scenery] folder or **preferably create a specific declared folder in Addon Scenery** (with a scenery subfolder in which you will copy files) replacing any previous version(s). In case you use a dedicated folder, you will have to declare it. See [here]() how to do that in FSX.

Limitations
1) *Some enroute or terminal waypoints may duplicate* with already existing intersections that are included in stock BGL files. If coordinates are the same, it will not have any visual impact in Map/GPS views, otherwise, if coordinates are close, label identifiers will overlap and may be difficult to read.
2) Obsolete (decommissioned) intersections will not be removed,
3) Europe enroute and terminal intersections are already included in the FSX/P3D World Navaids package.
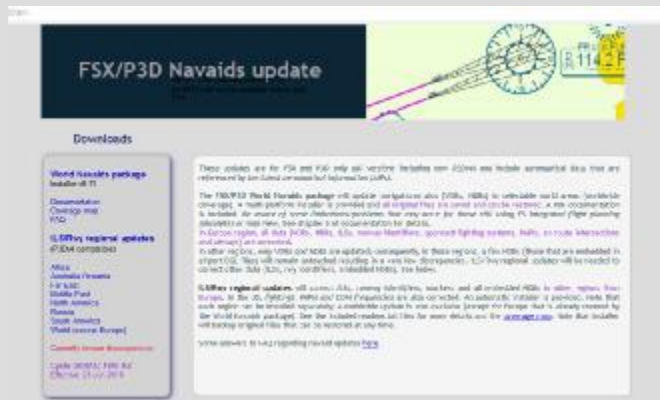
Cockpit Hardware

Sismo MCP V4

Available in Alpha and Bravo versions

As with other Plug&Fly Sismo Modules, the MCP is powered by the SimCard SC-MB Ethernet, which uses Ethernet bus to establish the communication with the Software. This bus is very stable and is used in the Professional market, due to USB being not stable enough when many devices are connected. If you are using ProSim v2 with FSX or Prepar3D, the card is automatically detected and the MCP works without any additional software. Backlighted with input for dimming. The MCP includes backlight (Warm White), but if you have the Sismo´s MIP, it allows it to be connected to the MIP dimmer.

Besides of all features incorporated in the v3 of the MCP, the new v4 has been created to split the green light of the push buttons, where the legend (top of the button) is illuminated permanently in green and the bottom bar is illuminated when the button is activated. It follows the same behaviour of the real Boeing 737NG.
To achieve this, Sismo developed a new push button which incorporates 2 green LED bars to be able to provide a continuous and homogenous light, being the best solution on the market.
This new release of the MCP incorporates all the 737NG features with high quality termination, developed to provide the best feelings to the customer.

This product, as the rest of Plug&Fly Sismo's modules, is ready to be connected to Prosim:737 v2 without additional scripts and with IFly737 through free SC-Pascal Scripts available in the Downloads section.
Please compare the features and prices and you will find that it is the best option on the market.

Key Features:
Scale 1:1
Metallic casing. Grey RAL 7011
Fully assembled and mounted, ready to be used. Plug & Fly
Injection Plastic Knobs (replica).
Magnetic A/T toggle Switch.
Dual Concentric Rotary-Encoder Heading / Bank Angle Selector.
Push Buttons with top legends in green (optional).
White 7 segments displays.
Backlighting.
Dimmer connection available (compatible with Sismo's MIP).
Metallic Casing.
Ethernet Bus, powered by SimCard SC-MB Ethernet.
Compatible with the best Add-Ons (FSX, P3D, Prosim737, iFly737).
Compatible with Windows 7, 8, 10 32 and 64 bit.

From Sismo Soluciones
www.sismo-soluciones.com

Sismo MIPs

Sismo Main Instrument Panels

MIP Ethernet Alpha
MIP Ethernet for the Boeing 737NG Simulator

MIP in Single Configuration Ethernet Alpha
MIP in Single Configuration Ethernet for the Boeing 737NG Simulator – Alpha

MIP Desktop Casing with Glareshield
MIP Desktop Casing with Glareshield for the Simulator Boeing 737NG

MIP in Single Configuration Desktop Ethernet Alpha
MIP in Single Configuration Desktop Ethernet for the Boeing 737NG Simulator – Alpha

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LDDU Dubrovnik Airport

By the time you get to read this I will have had, hopefully a good break and a few cool beers in a town called Cavtat just south of Dubrovnik in Croatia. Cavtat is a small town close to the airport for Dubrovnik. The apartment in which we stay on our visits to Croatia is on the extended centre line of the runway 12, just inside the marker. Incidentally, picked out by my wife at not me. The airport itself is not that busy, but the traffic overhead is non-stop. South bound traffic head over the Dubrovnik VOR heading to places in Greece, North Africa and the Middle East. The North bound traffic is out over the Adriatic. Many aircraft never seen or heard in Irish airspace can been seen, made easier with the help of Flight Radar24 and my airband radio.

This was our sixth visit to this apartment in the last eight years. We are just north of the airport which is near a town called Cilipi and hence the airports name found on all charts. Over the years I have tried to get a suitable scenery for Dubrovnik airport as I enjoy flying here on-line and also to an equally popular resort north of Dubrovnik, Split. I did a review many years ago on the Split scenery developed by PAD Labs and published by Aerosoft. During my research on Dubrovnik airport around the time that I did the review for Split, I came across a guy called Davor Puljevic who had developed a scenery for FS2004 which was a true reflection of the airport at the time. However, the airport has been de-

veloped considerably since the FS2004 version. It now has a very modern look about it with a new terminal finished last year and a number of jetways added to the gates. Heretofore all gates were remote. More on the airport and the Orbx package later. I did contact Davor by mail at the time and he filled me in on his plans. Unfortunately time constraints have put a lot of his flight sim work on hold. He did mention that he was a consultant at a hospital in Zagreb so the day job comes first. I was delighted to come across an up to date version a few weeks ago and having reviewed the write ups on it, I decided to download the version. One drawback was that it did require the full Orbx package to give a full and very detailed view of the surrounding terrain and all the various non airport traffic movements. From my point of view it gave the most up to date version of the airport which is undergoing a major refurbishment so I took the chance that I would get the airport

itself and would settle for whatever was on offer outside the airport without the full Orbx package.

Dubrovnik Airport first opened in 1936. Major growth did not commence until the mid to late eighties and finally with the breakup of Yugoslavia the passenger numbers finally exceeded the 1m mark. Passenger figure for 2017 show in excess of 2.3m with a further increase for the first quarter of this year. The new passenger terminal was opened in early 2017 and when the full redevelopment of the airport is complete, it should have capacity for about 3.5m passengers. Work on the ground is ongoing and a lot of clearance has been carried out to the north-western side of the terminal to allow further developments over the next few years. The airport is small in comparison with other reviews I have done but offers a good selection of traffic. The main runway is 10,000ft/3000m long giving sufficient scope for traffic up to B747. A

new sighting this year for me was a few TUI B787's. The runway's orientation is 12/30 with an ILS on 12 and a visual or VOR approach to 30. The airport is located in a valley with 400ft mountains on one side and hills up to 1500ft on the ocean side. The visual approach is designated a Captain only landing as it is normally a left hand turn literally through a gap in the hills. The left hand seat offers the best visibility. So either approach is tricky given the terrain on either side with a tendency for cross winds.

The package is available to download from Orbx simulations, https://orbxdirect.com/product/lddu. where there are full instructions. Downloading is slightly different than the normal say Aerosoft packages. The download comes in at a cost of AUD$32.95 which is about €21. It is recommended that you also have installed the FTX Global base pack which comes in at AUD$99.95 which is about €65. From reading the reviews of the airport package I was willing to take a chance on the airport purchase and then review the purchase of the base pack. I am happy with the airport pack as it gave me exactly what I was looking for, however it does state on the Orbx site that you will lose at lot of the detail such as 3D lighting quality of surrounding areas and some issues with terrain blending. On looking at the screen shots on the Orbx website there is a lot of detail in the combined packages especially if you know the region and are a VFR flyer. These details are a little basic without the Global base pack.

After installation the scenery ends up in the main FX folder in its own Orbx subfolder. There are the usual folders contained here including a very comprehensive manual. The manual brings you through all aspects of improving the quality of the production as well as tips for the best performance. You will notice an icon, FTX Central 3 on your desk top, this is for fine tuning the system and recommended that you look at this and spend some time experimenting with it. One disappointing element of the manual is the charts. All seem to be dated 2005 and there are a number of additional procedures to the SID's and STAR's.

Having installed the package and tweaked the system as required through the FTX icon on my desktop, I parked at stand 18, a remote stand close to the executive jet parking area. The new terminal is an exact replica of the new terminal at the airport complete with the additional new jet ways. It would appear that as I write, only one or two of the jetways are operational with the main mode of transportation of passengers still being by bus to remote stand. On first glance the new scenery is exactly what I was looking for, a modern version of the older sceneries for this airport. There are lots of details all around with lots of move-

ments from various types of airport vehicles. The manual does warn that in tweaking the system, lower powered systems will suffer from diminished frame rates. Thankfully my system held its normal setting of 20 FPS without any difficulties. The scenery not only covers the airport itself but also over 100 sq km of fully annotated photoreal scenery at 60cm resolution, covering the airport approach paths and Dubrovnik city, as well as a much larger area of custom LC and vectors beyond. I'll check this out later having first looked at the airport.

Having positioned myself close to the executive parking area, the area around me is in intact as it was when this scenery was released. On my visit to the airport this year a lot of the area from stand 18 right through to the main road to the airport has been cleared allowing for further expansion. All this is financed through Croatia's recent entry to the EU. The scenery is very detailed as mentioned above and is a true rendition of the real world airport. There is lots of movement and so far I am not disappointed with just downloading the airport itself. Moving down the apron from the remote stands to the new jetway gates, the detail is superb. The surface here is on a two tiered basis, the aircraft are parked on stands and in front of them is a ramp running the length of the terminal to facilitate the coaches collecting and dropping off the passengers for the aircraft on the remote stands. The departure gates for remotely parked aircraft are at this level, whereas the departure gates for the jetways are on the first floor of the new terminal. Incidentally, also on the first floor is a completely new business class lounge complete with beautiful white leather

seats and all the extras that go with the facility. The detail on the jetways is first class as is the general details of the terminal airside. All stand markings and taxiway markings are accurate as per my latest charts. On thing about the remote stands is that the aircraft start up and taxi from the stand without the need for a pushback. You will notice that the stands are marked accordingly. Moving past the fire station you eventually arrive at the light aircraft parking area.

Going landside again, the detail is an exact replica of the real airport, with the parking areas correctly marked out and also the set down areas. All signage is clear and accurate. The airport overall is a small and compact unit and so far it has lived up to my expectations. On turning to night time, the lighting is very good. The terminal looks very well lit as does the apron area. The taxiways and runway is

well lit. Likewise landside is also well presented at night.

Moving on to the other areas covered, this is where the lack of the Orbx global is very noticeable in its absence. The town of Cavtat where I stay is recognisable and with my local knowledge I can pick out the main features. Likewise the main city of Dubrovnik is very accurate with its famous walled old town looking well. Also included in the old town is the cable car which brings you to the mountain overlooking the city, complete with its fort which was used in the siege of Dubrovnik. The photo's in the manual give a true and accurate reflection of the city and its surrounding areas. The big thing for me is the lack of detail as mentioned earlier without having FTX Global. Likewise, with the port of Dubrovnik and its famous bridge you do notice the difference in the photos I took while reviewing scenery and the ones in the manual. As men-

tioned earlier in the review all my flying is IFR rather than VFR so the package was just what I wanted.

System requirements: FSX (Service Pack 2 or Acceleration), FSX Steam Edition or Prepar3D V1 to 4.Windows 7/8/10. Installations-Size: 243mb. No real information on the reviews of other requirements other than you will need a high end machine. My system gave a steady 20fps during the review. My system specification: Intel i7 / 3770 (3.4ghz) ivy bridge processor. 16 gig ddr3 ram. Nvidia GT-660Ti 2gig video card.

In conclusion this package is a fine reproduction of the airport in Dubrovnik and the surrounding areas. It's a highly accurate reproduction presented in high resolution textures and yet very little hit on the all important frame rates. There is lots of activity on the airport, the apron, and the surrounding roads to bring the airport to life and give it a more realistic feeling. Orbx in conjunction with have produced a very accurate package and I would consider it good value for the price. Those readers with FTX Global on their system are in for a real threat. If you do purchase it, enjoy the experience!

Brian Church

TB-10 Tobago & TB-20 Trinidad

The Socata TB is a series of light single engine piston aircraft developed and manufactured by French aircraft company Socata. The letters TB within the designation stands for Tarbes, the French city where the aircraft is manufactured. The TB series planes have come to be known as the "Caribbean Planes", due to the island naming convention adopted for the various models, though they are not often seen flown in that region.

Download speeds will vary with internet connections but the process is straight forward. The model is provided in one folder containing 19 items and installation involves copying this in to the X-Plane folder in the appropriate sub-folder to suit the user. Once installed and loaded for the first time in a flight the system requires an authorisation code provided in the download page.

Once this is completed, the user is requested to load the aircraft again and it is ready to use. When loading the aircraft for a flight, the model can be varied via the Flight Configuration Menu livery options. Liveries for both variants are provided and the list shows which variant will be loaded under which livery giving the user an easy way to decide which type to fly. One of the items in the aircraft download is the documentation folder. This contains two items, a paint kit folder and the Operations Manual for the model. The manual is a comprehensive document of 124 pages

with sections covering an introduction, installation and support, systems guide, performance, panel guide, ground equipment, refill menu, failures, flying the model, normal procedures, emergency procedures, credits and copyright. All parts of the manual are clearly explained both in terms of the location of the instruments in question and the use and operation of that system. The text is accompanied by screen shots of the instruments and switches as modelled so the user can be very clear on what is being used and where it is on the aircraft. The model has an on screen panel menu, switched on by clicking a small arrow to the left of the screen. This menu allows the user to move quickly around various actions and information provided within the model and provides short cuts to some activities, which can also be carried out by

using appropriate switches and levers in the model itself.

The manual gives a full explanation of all the commands provided through the menu panel such as opening and closing doors and access panels, pop up windows for various instruments, managing instrument and window reflections, refilling fuel and other fluids and managing the weight and balance of the aircraft. This is very helpful and clear document and assists the user to experience the model to the full extent in all aspects. Support for the aircraft is also offered on the Just Flight website.

Exterior Modelling
Approaching the aircraft from outside the on-screen menu can be used to apply tie downs and chocks and the detail and clarity of the modelling is immediately apparent.

Colour and lettering is clear, vivid and bright. The propeller is well modelled with the makers mark on the blades and the fixings on the hub apparent and the colour scheme changes with livery changes. The propeller hub and front panel have weathering marks as would be expected. Whether using the Trinidad or Tobago the undercarriage is modelled with detail though clearly different as one is fixed and the other retractable. Moving down the right hand side of the aircraft the on screen menu can be used to open the doors as well as an engine hatch, the oil lid, baggage door and the ice fluid filler cap. These can all be viewed in the open position and views of the oil filler cap, dipstick and engine parts add to the realism of the model. Panels, rivets and fixings are very well modelled on the body of the aircraft and around the windscreen and windows. All glass allows clear views in to the interior of the aircraft though maintaining a realistic level of reflection. The glass effect can be toggled on and off via the on screen menu. The weathering detail continues around the aircraft.

The light clusters on the wing tips appear detailed and well modelled. Moving closer to the aircraft the open doors allow a clear view into a detailed cockpit with clear colours and labelling and a large variety of very realistic textures. Handles and even key holes are modelled on the exterior panels. The wing surfaces attention to detail continues with labelling for the Avgas filler caps,

No Step markers and tyre pressures easily legible. Along with chocks and tie downs the ground equipment includes flap clamps which are very well modelled. The flaps have a different texture and appearance from the rest of the wing and the modelling, light and shadow makes this very clear. The rear baggage door in the open position allows views inside and the material lining is modelled throughout and the crew step and open ice fluid filler are very realistic.

Having removed the ground equipment and viewing the model from the front starboard quarter the air intakes are clear, rivets and fixings realistic and the pilot figure moves authentically and independently. Thus on the ground the aircraft is detailed and realistic and the additions provided by the on-screen menu not only add to the interest of the model but also make preflight checks more immersive. The exterior modelling on this aircraft is to a very high standard throughout with a great choice of liveries and the option of two different aircraft types.

Interior Modelling

The standard of detail inside the aircraft remains very high. Instruments, and displays are crisp and clear and the colours are bright and varied. All instruments remain clear and legible at varying levels of zoom and the aircraft checklists displayed in the cockpit can easily be read. Reflections on glass and chrome surfaces are very convincing and light and shadow throughout the interior add to the realism.

Interior lights on the instrument panel glow at just the right brightness and each is slightly different adding to the effect. Textures are very well modelled throughout from the material floor liner, through the leather seats to the facia of the instrument panel. Details include accurate seat belts, levers and handles. Windows open and close by operation of their specific catches as do the doors and air vents can be opened and closed and moved to various positions and sun visors can be repositioned.

Wear and tear is apparent within the aircraft and there are even finger prints on the parts of the facia that would be regularly touched. The rear seats are also modelled in detail and the interior of the baggage locker is lined with material and has piping modelled within it. Views out of the cockpit are very good.

The on-screen menu facilitates pop up versions of the GPS Unit, transponder, Nav/Com and autopilot as well as the flight computer for the aircraft. These instruments can also be popped out and returned by clicking on them in the cockpit. The menu also allows for interactive checklists for each stage of the flight to be viewed and used on screen and for weights and balances within the aircraft to be customised. The control yokes can be toggled between visible and hidden

by clicking on the base of the yoke stem, allowing for a clear view of all instruments.

The interior of the aircraft creates a very immersive experience with great attention to detail and many usable switches and levers. All modelled areas are clear and easy to read and are augmented by pop out options on several instruments, check lists and flight information. Using the aircraft at night reveals a highly impressive cockpit with clear and bright lighting for the instrumentation and modelled interior lights for the pilot and rear seating. Be careful not to make the lights too bright because the glass reflections are effective too! A very convincing model.

Sounds
The sounds provided by the model are varied and realistic. Switches have their own bespoke sounds and doors and windows make appropriate noises when operated. Engine sounds are very good and alter dependent on whether the user is "inside" or "outside" the aircraft or whether doors and windows are open. In flight the engine responds quickly and realistically and movements of the yoke create their own sounds. The movement of control surfaces and undercarriage are accompanied by reassuring noises, showing they are operating. Ground and tyre noise is proportionate and realistic. Use of the aircraft both with engines running and from cold and dark shows the depth and variation of a wide

suite of sounds for this model which creates an immersive and convincing experience.

Systems
The Operations Manual provides a very good and comprehensive description of the various systems available in the model. Running through the descriptions the first system covered is the fuel system. This is modelled with the tanks in each wing, capable of holding different amounts depending on the model flown. The selector valve, auxiliary fuel pump and engine driven fuel pump are all modelled. The selector valve is in the centre console with options for left or right tanks, or a closed position. The amount of fuel remaining is shown by gauges in the mid section of the instrument panel. The auxiliary fuel pump can be operated via a switch in the centre console.

The electrical system is accurately modelled with access to the three buses and the aircraft circuit breakers. Switches for the battery and alternator are modelled as are the avionics power switch and the voltmeter. The light systems are modelled with controls available for both exterior and interior lighting.

Landing gear is fixed in the TB10 and retractable in the TB20. If the system fails the emergency landing gear control is modelled to lower left of the instrument panel. A controls lock can be fitted to the yoke for the left seat by clicking in the area of where it is fitted. This ap-

pears like a steering lock bar in a car. The on-screen menu is described as a Panel Selector in the user manual. This appears by clicking the small arrow on the left of the view. The panel selector gives access to several systems and processes available in the model as mentioned earlier.

The aircraft is fitted with a comprehensive and modelled avionics suite, again well explained in the Operations Manual. These are a GNS 430 for COM 1/ NAV 1/GPS operations, a GNC255 for COM 2/ NAV 2 and timer functions, a KMA 24H audio selector allowing the user to control which radio and other aids they listen to, a KN 62A Distance Measuring Equipment, a GTX 330 transponder and a KAP 150 autopilot.

Basic Flight Experience
This model can be loaded at the end of a runway with engines running and flown immediately. The visibility provided by the actual aircraft is immediately apparent in the model as the view from the cockpit is very good. The movement of the throttle creates an increase in engine noise and the aircraft responds well to control along the run way. The climb is smooth and the aircraft is very responsive. Once in the air the view from the cockpit can be appreciated even more and the glass reflections move as expected.

Whilst the aircraft can be flown like this, without pre-flight checks and

compliance with guidance notes, the alarms within the aircraft will still warn the pilot when things are not as they should be. The cockpit environment and sounds are very realistic and the user is quickly immersed in the enjoyment of flying the aircraft. Completing a circuit is straight forward as the view allows for the airfield to be kept in sight at all times, views can be enjoyed and turns can be completed easily and smoothly.

During manoeuvres the model maintains smooth and steady flight and the aircraft is forgiving as the user learns to fly it. Landing is straight forward and once the engine is cut the aircraft comes to a halt quite quickly. In terms of a model to simply climb in and fly this fits the bill though alarms and warnings nudge the user to perhaps attempt to do things more authentically.

The Operations Manual takes the pilot through a tutorial flight which I considered ideal to fly the aircraft in more depth. The flight uses the TB20 but explains that similarities between that and the TB10 mean that either variant could be used. The aircraft is set up at Gloucestershire Airport in fine weather. The advice loads the aircraft for a cold and dark start with doors and baggage access open and advises how to remove the control lock on the yoke and then hide the yoke to access instruments.

This all works well and create the impression of truly preparing for a flight. The initial checks ensure the magneto is set to off and the gear is set to down. Using the main switch in the centre console connects the battery and provides power to the aircraft. Once connected the appropriate noises are evident. The flaps are then moved

to the fully down position, again supported by realistic sounds, and then the battery disconnected again. The advice then takes the pilot through external checks of the aircraft ensuring chocks tie downs and covers are in place.

Once these checks were complete I followed the guidance and ensured the circuit breakers were in the correct position before I reconnected the battery, used the test buttons to ensure the warning and advisory lights were working and used the fuel gauges to confirm the tanks were full. I found the tanks were only half full so I used the auto fill button on the panel selector to facilitate filling the tanks. I then retracted the flaps again and switched on the lights as instructed in the manual using an external view to check they were all on. I followed the procedures for engine start and then continued to switch on aircraft systems. Going through this proper process is interesting and immersive and the model responds very well as different parts of the aircraft are brought to life. The sound system can also be appreciated as the various sounds and background noise build with use of the aircraft. Once I had started the engine I was able to

switch on power for the avionics and ensure all units were working. I continued to follow the manual to set up all of the avionics for the planned flight. Once ready for flight I taxied to the appropriate runway.

I lined up with the runway and accelerated up to 70 knots when the nose lifted easily from the ground and I then climbed at 75 knots, retracting flaps at 300 feet. The first part of the flight involves tuning the KR 87 with the frequency for the Brize Norton NDB and then using the indicator to fly the aircraft towards that heading. When I tuned the ADF on the ground the indicator needle moved to the three o'clock position indicating no signal. I thought that this may be because I needed altitude so having gained 1000 feet I checked the indicator again and found the needle was not responding.

Prior to take off I had loaded the route into the GPS and so I switched this on and used it to guide me towards Brize Norton with the autopilot. I continued to use the guidance in the manual, climbing at 95 knots and levelling out at 4000 feet before adjusting the throttle and propeller to cruise setting. These inputs went well and the instruments responded smoothly along with the appropriate engine sounds.

I switched on the altitude hold in the auto pilot and the aircraft immediately responded, moving in to smooth and level flight. I used the setting provided by Just Flight which automatically balances fuel across the tanks rather than having to do it manually. This is very helpful when learning other aspects of the aircraft. The challenge with the ADF at least meant I had the opportunity to use the GPS with the auto pilot.

I switched on the altitude hold on the autopilot and the aircraft immediately responded, moving in to smooth and level flight. I used the setting provided by Just Flight which automatically balances fuel across the tanks rather than having to do it manually. This is very helpful when learning other aspects of the aircraft. The challenge with the ADF at least meant I had the opportunity to use the GPS with the autopilot. During this journey I noticed that the ADF indicator had started to work and was indicating the correct heading. It seems that when first taking off in Gloucester the Brize Norton NDB was out of range so may happen for others using the manual and the tutorial flight. From my experience it will start to work but the user may have to initiate the course to Brize Norton by other means.

This reflects real life situations and does not detract from the flight experience. As I flew over Brize Norton I resorted to the instructions in the operations manual and changed the input for the auto pilot from GPS to the Nav radio, tuned to the next waypoint, and the aircraft immediately turned to the new bearing. I noticed the ADF indicator needle moved to indicate I was flying away from the Brize Norton NDB.

The manual takes the opportunity to explain and demonstrate the other avionics supplied with the model. Working through the various instruments they work as explained and it becomes very clear that this is a very well equipped model with lots of scope for a less experienced user to learn more skills and the use of new equipment and with many ways for a more experienced pilot to use the aircraft. The views from the cockpit are great as well!

The manual deals with the descent to Redhill and following the instructions is straight forward, as how to do everything is explained as well as why it needs to be done, including considering Gatwick airspace, although the manual talked of using the Redhill NDB for ADF guidance and X-Plane did not recognise that NDB or allow me to autotune. I used the GPS to locate the airfield.

The effect of different controls is discussed and the user can line up the aircraft for final approach. I did not quite line up correctly at first but that was more to do with my observation skills than anything else! I corrected my position and carried out a successful landing although I didn't hear many claps of congratulation from my passengers and will need more practice. I then worked through the shut down guidance and used the after landing checklist to ensure I had done everything correctly. This worked well and, as described in the model description, interacted with my actions by turning green when an input was carried out and I had clicked the appropriate line.

This a great aircraft to fly and the pilot can sit back and enjoy the views or become totally immersed in the sounds, effects and systems provided with the model. The level of realism within a flight can be made progressively more challenging to suit any level of experience.

Summary
This is a very high quality model with great attention to detail. When viewed from outside or inside it is clear and realistic and the views are accompanied by a convincing sound suite. There are numerous systems modelled with the aircraft and the developers have used innovative ways to allow the user to access these whilst preparing the aircraft, in flight or shutting the aircraft down. The two variants are easily identified and either can be chosen quickly from various menus. The avionics supplied means there is something for users of all levels of experience and the aircraft can be simply flown, especially for the views out of the cockpit, or used to a high level of realism that would challenge a more experienced user.
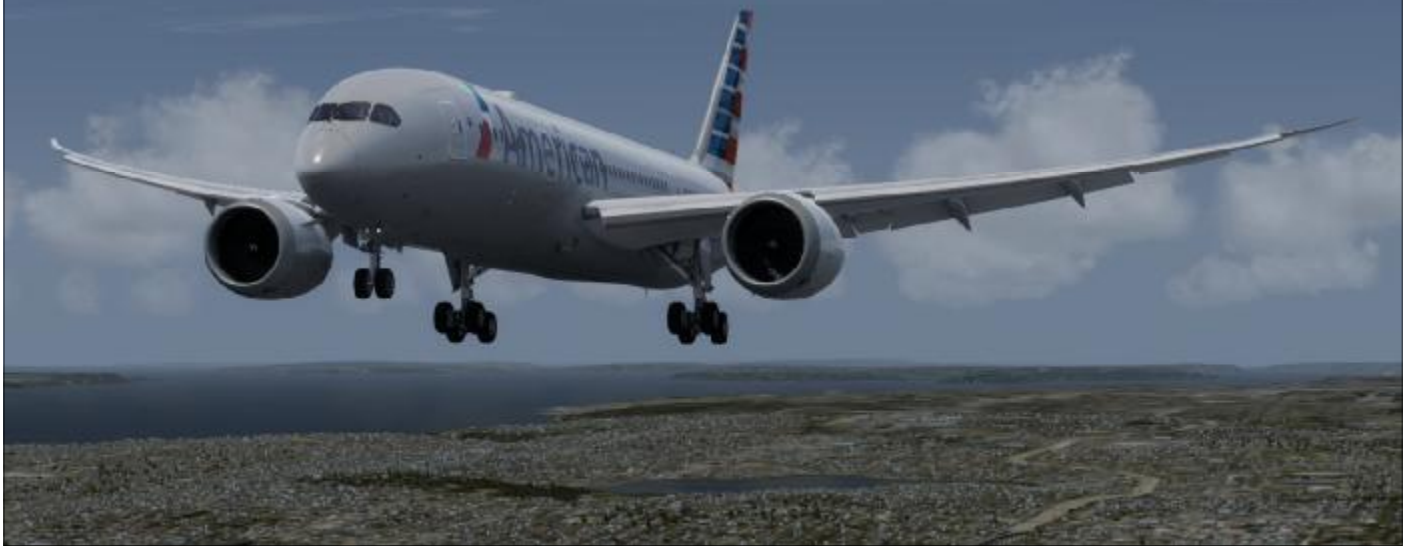
The documentation provided must be commended as it covers issues in detail and is supported by screen shots to help the user carry out all processes. A great model which can be used to the full thanks to the documentation and menus provided by Just Flight.

Andy Clarke
www.x-plained.com

QualityWings Ultimate 787 Collection

Available for purchase through the Flight1 website, the QualityWings Ultimate 787 is available in separate FSX and Lockheed Martin Pre-aprd3D v4 versions. The subject of this review is that for the nicely stable P3D4 platform.

The real aeroplane first took to the skies in 2009 and began flying commercially with All Nippon Airways in 2011. It was justifiably hailed as a marvel of efficiency and modern technology. It is the first airliner with an airframe composed of composite materials, and that coupled with a highly advanced aeronautical design, leads to delivery of increased efficiency of performance and associated operational savings to airlines. Ultra-long distance is no problem to this airliner, such as New York to Hong Kong or London to Perth (i.e. at the edge of human endurance unless you are lucky enough to be on a lie-flat seat/bed!). It incorporates mainly electrical flight systems, which translates for example into the elimination of pneumatics and hydraulics from subsystems such as engine starters and brakes. Unfortunately, it was the electrics which were linked in its initial stages of commercial operation to some adverse publicity.

Teething problems are not infrequent with the introduction of totally new airliners, and the 787 was no exception. The media widely reported on several issues with electrical systems; problems associated with the lithium-ion batteries

situated in the aircraft's tail supplying the APU. There were several instances of overheating batteries, smoke, and even fires reported. Things came to a head in early 2013 when all 50 787s in commercial service were temporarily grounded. The problems with the battery were pinpointed, rectified, and are thankfully now history.

The Boeing 787 is now a very successful airliner, with over 700 in service, and the number rising. It was designed as a replacement for the mid-size long haul Boeing 767, so it's not surprising that the number of the latter in service is falling corresponding to the rise in the number of the former in commercial service throughout the world. In Ireland, the airliner no longer provokes the same initial excitement when it appears, given that United, Ethiopian, Hainan Airways, Qatar Airways, and TUI regularly

use it now on their routes to Dublin. The QualityWings package adds both the -800 and -900 versions to our fleet once installed, and the -1000 version is promised soon.

Installation of the package involves the slightly more involved Flight1 secure wrapper system and results in the aircraft files being loaded into the P3D4 SimObjects/Airplanes folder and most of the other files into a QualityWings folder. The 787 airplanes include folders for the -800 and -900 versions; the -800 folder is by far the larger of the two as it contains the panel and engine sound files (for General Electric and Rolls Royce engines), whilst the corresponding -900 folders are aliased to the -800 files thus sharing the same panel and sounds. The QualityWings folder includes in the main, the manuals (Short Quick-Start guide, Users Manual and Tutorial Manual), The Dispatcher
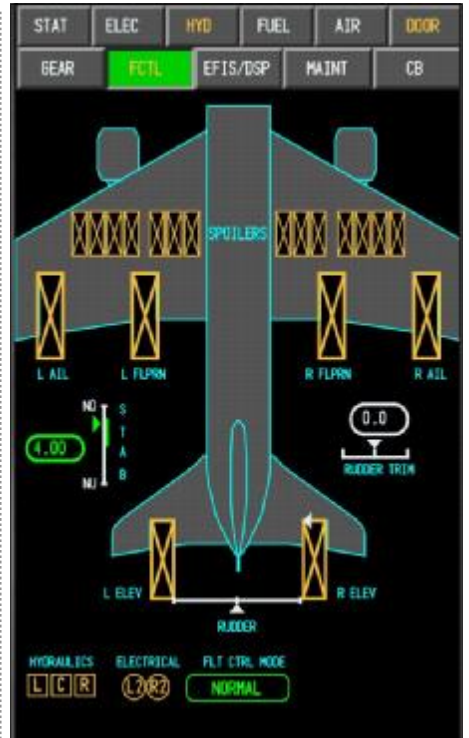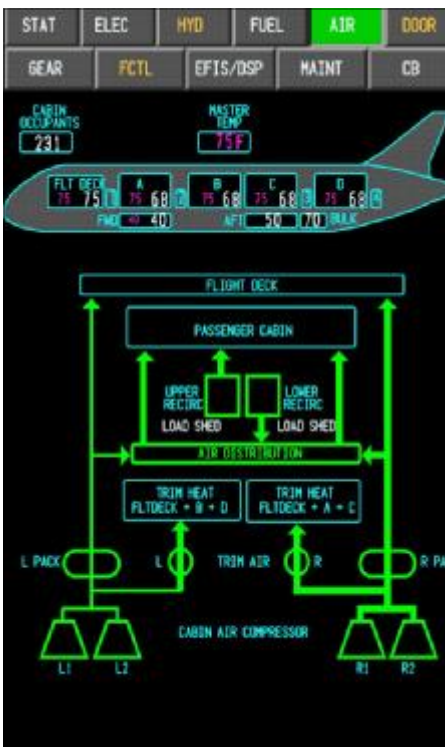
(Load and Fuel utility), a 259Mb Navdata database for the FMC, and Sounds (cabin and cockpit sounds and announcements). There are additional folders that will be populated with your advancing use of the aircraft e.g. the PanelStates folder is where my saved 787 flights were stored (PNL files).

Following installation, the start menu conveniently includes shortcuts to the PDF manuals and the Dispatcher. The concise 17-page quick Start Guide manual is very useful for general orientation and guidance and like its two sister manuals, is well-written and en-

hanced with clear colour pictures, charts, diagrams and other illustrations throughout. The User Manual weighs in at a formidable 424 pages. The index itself is nearly 4 pages in length and covers everything from detailed installation guidance through general data and background, a flight deck tour, all the various aircraft systems and controls, and some further technical information concerning versions and support; great either as a straight read-through or for dipping in and out of as you follow tutorials or your own custom-generated flights later. The Tutorials manual is both your detailed guide to operational use of the airliner and a Flight Managements System (FMS) supplement, which goes into 60-odd pages worth of detail concerning the Flight Management Computer (FMC) alone. This was the document I followed and relied upon most closely in the time I had available for this review, as it quickly got me up to speed on correctly preparing, flying and safely landing the 787 (I have to say having been a bit rusty on using an FMC in flight simulation in recent times, I did find this quite a steep learning curve).

The 787 Dispatcher includes one of the easiest livery installer for an add-on airliner I have ever experienced. It's simply a matter of going to the Quality wings website (www.qualitywings.com), browsing to the downloads section, selecting the 787-800 or -900 choice, and

you have immediate download access to around 60 liveries. Once your chosen liveries are selected, simply go to the "Install Repaint" button, browse to the –qwl (livery) file and select, and its instantaneously added to your available colour schemes. The Dispatcher has its own integral 9-page PDF guide (accessible via the "Help" button) which in addition to supplying guidance on livery installation, also helps familiarize you with configuring payloads (passengers and cargo) and fuel loads and is extremely simple to operate.

Upon launch of the airliner in P3D4, you'll find the simulator taking about 30 seconds to load up an aircraft with engines running, fuel loaded and systems flight-ready in a remarkably quiet cockpit, though without necessarily being configured correctly for flight (trim, flaps, fuel etc.). If you prefer to launch into a Cold and Dark situation, this is conveniently provided for in the FMC by loading the corresponding panel state from the INIT/REF index page. The cockpit is dedicated 3D, and with nicely detailed textures, colours and shading, though not photo-realistic. Putting aside the cockpit instrumentation and controls which we'll come to later, the extremely spacious office looks to be a very convincing representation of the real thing. It includes lots of painstaking and impressive detail such as emergency escape hatches overhead together with associated legible instructions and

diagrams, an equally legible FAA Standard Airworthiness Certificate (stamped in different coloured ink) on the cockpit rear wall, a Fire Extinguisher Bottle and pair of green gloves behind the Captain's seat (with expiry date 31 Dec 2020!), written instructions on the jump seats ("Back rest must be in the fully upright position" etc), and a B787 Evacuation Procedure placard just above the Electronic Flight Bags (EFBs) on both sides of the cockpit. There are several neat cockpit animations available such as the ability to move the pilot seats (with accompanying seat motor sounds) and arm rests, and to lower and raise the HUDs. Useful click spots include the post between the forward windows to show the QualityWings Control Panel and the top of the Control Column to reduce same in height and improve the visibility of displays.

Although we are in a dedicated 3D cockpit, nevertheless 2D pop-ups are available through key-strokes shift-2 to shift-9 and these include all the display units (Primary Flight Display, FMC etc.), the Tuning Panel, the Electronic Flight Bag and once again the QualityWings Control Panel. If you have a multiple monitor set-up as I am lucky to have, these are extremely useful and in the smooth-flow world of P3D4 they won't drain your sim performance if displayed. I found

them sharper and easier to read than the same displays as embedded in the 3D panel which I sometimes had difficulty reading unless I zoomed in considerably.

The QualityWings Control Panel is the very handy one-stop shop for opening and closing passenger, cargo and gear doors, connecting up ground power (which includes placement of a 3D Ground Power unit and connecting electrical cables to the front of the airliner), and for controlling the trademark multiple lighting colour options available through which to adjust cabin ambience. You can even turn the lights on in the cargo holds! This brings us neatly to a walk-around of the airliner exterior, and what an impressive sight that really is!

The external QW787 model has been reproduced in superb and highly accurate detail in essentially every aspect you might care to focus on. This is true both at the gross level of overall contours, relative dimensions and trademark sleek Dreamliner features, right down to the minutest level such as panel lines, wing and tail control surfaces, gear arms and struts, body rivets, pitot tubes, lights, access panels and engine blades. The enormous engines look magnificent and not only is the undercarriage hugely detailed but the same level of attention has been applied to the

wheel wells themselves. Surfaces are very finely textured and include subtle weathering applied for example to panel line and control surface edges - particularly evident when you zoom in closely. Passenger and cargo doors, engine cowlings, roof escape hatch markings, gear doors, intake ducts etc. bear precaution, warning and instruction notices. The cabin and cockpit windows are transparent and reveal interior details upon close-up scrutiny, and if you open the passenger and cargo doors even greater interior detail is revealed. Even placing the HUDs in the down position or activating the windscreen wipers from within the cockpit results in the former being visible and fully animated representations of the latter being visible, from the outside. Very clearly the QW787 designers have spent a huge amount of time studying the external details of the real airliner in order to be able to reproduce such a correspondingly precise and full representation in the sim.

Moving back to the virtual cockpit, and taking up with the default loaded state, you immediately appreciate that you are looking upon the largest set of forward display screens ever fitted to an airliner as you focus on the Main Instrument Panels. The twin HUDs which can be dropped into position with a mouse-click, together with the twin Electronic Flight Bags (EFBs) avail-

able on Captain and First Officer side panels, add to the embarrassment of available functional displays! The Multi-Functional Display (MFD) screens are five in number (one located on a lower MFD just forward of the throttles). These are big screens, representing as they do the 15 inch diameter screens on the real Dreamliner. Such is the level of re-positioning possible in respect of what you can display on which screens (with even divided-screen displays possible) that it can all seem a bit bewildering at first until you get used to activating and positioning the displays where you want them. The lower MFD can be set to display the Flight Management Computer, known in the Dreamliner as the Control Display Unit (CDU) and it is displayed by clicking on the corresponding CDU button on the adjacent keyboard. This is where I'm used to seeing an FMC in the cockpit but a multiplicity of other screens can be displayed here instead, including Navigational Display, Checklists, Systems information, Comm screen etc. Equally the CDU can be moved to an upper MFD screens if you wish (by clicking on the CDU button on the Glareshield panel). The location of the twin CDU keyboards to the left and right of the lower MFD rather than conventionally below the FMC display represents an interestingly different layout. The Boeing Crew Alerting System (EICAS) is integrated into the systems and functionalities of the main Instrument Panels and this is accurately simulated in the QW787 through aural and visible alerts and warnings.

The Glareshield panel will not be unfamiliar to virtual pilots already used to operating other modern Boeing cockpits. Here are located Display and Crew Alerting Controls, with all the autoflight controls in

the central Mode Control Panel (MCP). A handy click spot to activate TO/GA (instead of the button just fwd of the throttle on the pedestal) is located at the screw head just below the Autopilot button. Buttons for displaying weather, traffic and terrain on the Navigational Display (ND) screen are located just below the ND dials. I could not test the weather display option as you need Active Sky Next for P3D4 which I don't yet have installed, but the terrain and traffic displays (provided traffic display selected in the Aft console panel) operated perfectly during the tutorial flights. Nearly all switches on the Overhead are functional and you will be rigorously familiarized with all the systems here if you follow the QW tutorial #1 carefully as you prepare the airliner for flight from a cold and dark cockpit. The Aft console, incorporating the throttle pedestal, flaps, pitch, brake controls, and fuel controls forward, and Comms and Nav controls Aft, also looks quite conventional and nearly all buttons and functions are working in the simulator. The pilot side panels include the large-tablet sized EFBs which provide very useful displays of charts, and you can see your aircraft's position nicely superimposed

during flight for example, over SIDs or STARS. JPEG images of charts can also be uploaded to a specific folder mentioned in the manuals for display on the EFB. This is not a fully functional EFB in the QW787, but what are simulated are nevertheless some of the sophisticated aspects of this piece of kit, including input of take-off performance during preparation for flight where it does play an important functional role (Flight Tutorial #2 which focuses on the CDU and detailed Flight Planning). Not everything functions on the side panels, for example the steering tillers are for display only.

As I mentioned above, there are no 2D screens available in the QW787 cockpit which disappointed me slightly as I would like to have flown the airliner with, for example, the Overhead or throttle quadrant displayed on another screen. Such is the amount of detail visible from the Captain's or 1st Officer's position that I also found it challenging to read instruments and particularly displays correctly – necessitating quite a bit of zooming in and out. However, the multiple options to display through keystroke combinations (Shift + 4 etc.) are very sharp and clear 2D pop-up repre-

sentations of the various MFD screens, as well as EFB and Comms panels, more than made up for my reading difficulties.

It's perhaps a reflection of the level of sophistication and complexity of the QW simulation of the 787, that in the limited review time I had to learn to fly this airliner with a reasonable prospect of success, I had to focus most of my attention on following and executing the very detailed, thorough, but ultimately rewarding and fulfilling set of tutorials provided by the authors. There are 5 tutorials provided in the manual of the same name, but in fact tutorials 1-4 are the same flight from KSEA to KSFO taken through setting Cold and Dark cockpit and Initial Preflight (Tutorial 1), Flight Planning (Tutorial 2), From Taxi to Cruise (Tutorial 3) and From Cruise to Landing and Shutdown (Tutorial 4). Tutorial 5 is a standalone tutorial, starting and finishing at KSEA. It is actually the tutorial start point recommended by the authors as you can jump straight-in if you have loaded up the default cockpit (all systems and engines running) from the free-flight menu (or you can

jump to this tutorial if you have completed tutorials 1 and 2); this was where I also began my "formal" induction.

Tutorial 5 is excellent for getting you in the air quickly and brings you through the main steps in setting up an auto flight and management of ascent to the cruise. You quickly become familiar (or re-familiarized) with operating and managing the Flight Director, Auto throttles, some basic essentials of the CDU (FMS), Heading and Track, Flap Settings, Pitch Mode, Vertical Speed Mode, Flight Level Change Mode etc. Then once you've reached the cruise at flight level 300, patted yourself on the back, and admired the view over the Olympic Peninsula for a few minutes, the tutorial shows you how to exploit a neat tool called Approach Config which instantaneously repositions you to an initial approach fix (Grify) for an approach to runway 15L at KSEA (you could of course choose any other airport in the product database). The working interface for this tool is the Approach Reposition Page selectable on the MFD. An important aspect of this tool I learned through practice

and (my) errors, and a little help from the QW forum, concerned the scratchpad and the Direct Key Entry Mode feature (enabling you to type in data from your desktop keyboard instead of the CDU (FMC) keypad). I was a little confused by the description in the tutorial, but essentially it is critical that the CDU (FMC) scratchpad is clicked to purple colour in order for the Approach Reposition Page scratchpad to accept data entry. Having got over my misunderstandings and delays at this point, and having followed some further instructions on necessary CDU (FMC) inputs, the remainder of the approach went perfectly, coming in as it did past the spectacular views of Seattle, Boeing Field, and onwards to the threshold and landing on runway 15L KSEA.

The next learning phase involving Tutorials 1-4 and the 1.5 hour flight from Seattle Tacoma to San Francisco, involved and required lots of serious but enjoyable focus and concentration. Given the amount I had to understand and execute in respect of starting from Cold and Dark, becoming familiar with the Overhead and Main Instru-

ment Panels (particularly the aspects not touched in tutorial 5), mastering control and input of the CDU (FMC), getting the engines running and stabilized for flight (a surprisingly easy part), going through various checklists (accessible through the menu system on the MFD), and then actually bringing the airliner through the various stages of the flight, I found it indispensable to save my flight at various stages of preparation and progress. This gave me a chance for essential coffee breaks or to return to the sim a few days later when the annoyances of real-life could be put aside once more for the much more important business of flying the QW787 in P3D4!

Taking the time to move carefully and methodically through the tutorials 1-4 reaped benefit for me in that I succeeded in executing the short flight successfully with little by way of deviations or emergencies. The only issue I encountered

on the initial approach to KSFO were a couple of un-commanded autopilot disengagements. I suspect these may have been due to my over-eagerness to admire not only the external views of the QW787 as it configured for approach but also the splendid views approaching San Francisco Bay (installed Orbx scenery and Flight-beam KSFO adding a testing strain?) by switching too many times to external views and panning in different directions. On one of these instances, and as a result of delayed recovery of control due to my fumbling to re-activate the A/P, the airliner rolled quite severely which led to audible passenger screams from the cabin behind me, which is another example of some of the neat effects built into this sim, but even more unnerving for a rookie QW787 pilot!

In conclusion, this simulation of the Boeing 787 provides a very de-

tailed representation of the real airliner, both visually and in simulated systems. Although not absolutely all features of the cockpit and its systems are fully functional, there is certainly more than enough systems functionality and detail built-in to provide most flight simmers with not only a very absorbing airliner to fly, but also one that presents a considerable challenge to fully master. Whilst quite easy to fly, very stable in the platform in which I flew it, relatively un-demanding on my system (no significant frame-rate issues even in the demanding scenery areas of KSFO and KSEA), and without any significant bugs that I could detect, it takes quite some study and tenacity to better master the various aircraft systems simulated. The CDU (FMC) of itself, as well as the EFB (particularly if the authors develop its functionality further) are powerful tools, but clearly and thoroughly explained in the detailed and excellent product manuals, along with all the other aircraft systems. The QW 787 is not only highly recommended, but also represents excellent value for money.

John Melville

CRJ 700/900 X

CRJ - Canadair Regional Jet. It's actually a Bombardier aircraft, as Bombardier own Canadair since about 1986. The CRJ series has its roots in the Canadair Challenger 600, before Bombardier. The project was designated by Canadair as the 610E, but it was shut down in 1981. When Bombardier took over, they reinvigorated the Project and it was formally restarted in 1989. In 1992 the 50 seater CRJ100 entered service with Lufthansa Cityline. Shortly afterwards the CRJ200 was introduced - almost identical to the CRJ100, plus uprated engines, giving longer range, higher and faster cruise and better fuel economy. The 70-seater

CRJ700 Project was officially launched in 1997, it's first revenue flight was with BritAir in 2001. Bombardier developed it further and the first revenue flight of the 90-seater CRJ900 was with Mesa in 2003. Final assembly of the aircraft takes place in Mirabel-Montreal International Airport, Montreal, Canada. The Aircraft costs about $41M for the CRJ700 and about $46M for the CRJ900. CRJs delivered worldwide - CRJ100/200/700/900 = 1300 plus. Digital Aviation have been developing this for a number of years. Some of the time spent was in improving things, as they saw that things were changing over time in

the Addon market - i.e. the "ante was being upped" all the time and Digital Aviation wanted to keep up. The aircraft presented are the CRJ700ER and the CRJ900ER at 34t/62pax and 37t/79pax respectively. The install exe weighs in at about 1.1GB and occupies about 2.1GB of your Hard Disk. There are 26 liveries included. Another 50 plus liveries are available from the Aerosoft website and 20 plus from Avsim.com. Checkout the Aerosoft CRJ sales webpage for full details. www.aerosoft.com/en/flight-simulation/flight-simulator-x-steam/aircraft/1638/crj-700/900-x

The software comes with PFPX performance profiles, which I installed in the appropriate PFPX sub folder for use. I had to erase previous CRJ performance profiles first to use the Aerosoft supplied ones. I then used PFPX to plan my flights. Also included is a CRJ Manager, a CRJ Livery Manager, NavData, GSX cfg files and a CRJ locked RAAS utility. There's also 38MB of documentation in PDF format in 11 files. AOM parts 1 & 2, FMS guide, Quick Start Guide, MCDU guide, FSUIPC Calibration Guide, Flight Plan Format, V-speeds for both types, Normal Ops Checklist and a Tutorial. Plenty of information there to help get to grips with the aircraft. Mark Foti's SIMSERVER/Remote CDU v.4.1.1.4 accommodates the CRJs FMS CDU and the "DAVE" CDU. Another license, though at €10! Well....I bought a license. It's very handy using the iPad as an FMS CDU instead of clicking on the
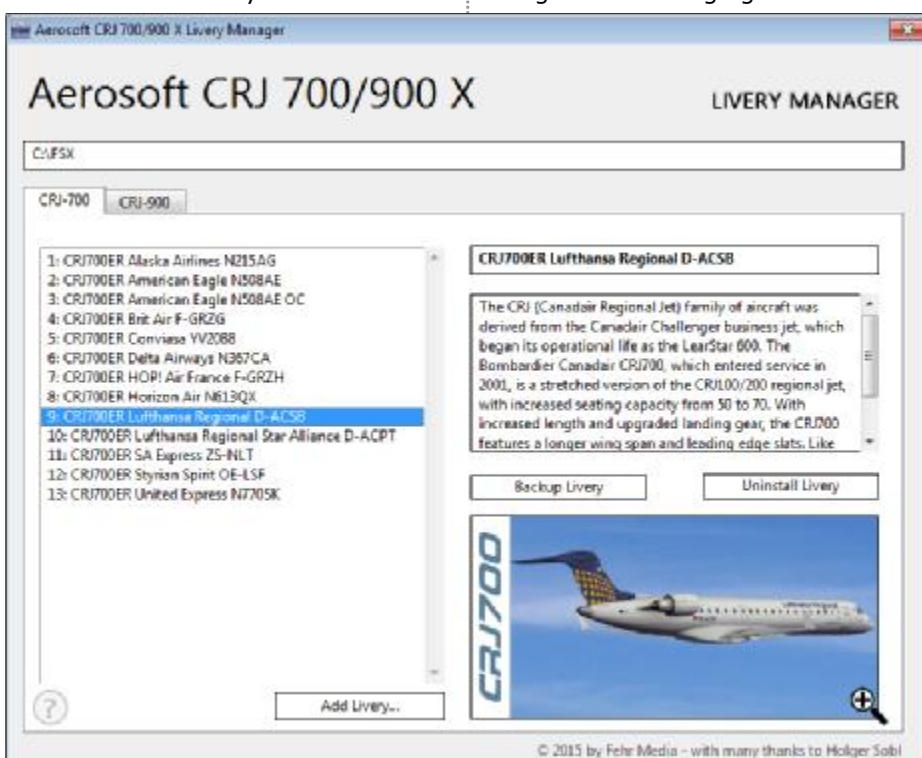
much smaller rendition on my main monitor. The Navdata supplied is Aug 2017, but if you have a subscription for Navigraph or NavDataPro you can update to current cycles. In the Documentation Folder, the odd one out to me is the Flightplan Format doc. It appears to be a guide to write flightplans yourself from scratch and save the .fpl file to be selected later in the FMS CDU. An interesting addition. RAAS we've seen before, I haven't bought the FULL version. GSX .cfg files - I haven't got GSX, so can't comment. The CRJ Livery Manager - you can select the zip files to install or just drop it onto the client window. This is provided the zipfile follows the Aerosoft guidelines for zip file content. If not, then you can install the livery in the usual manual manner.

The CRJ700 MODEL (exterior and VC) files weigh in at around 20MB as opposed to 7MB for the M$ default CRJ700 - and it shows! It's a nice detailed rendition of the aircraft. Of course, as usual these days, the texture sets help the overall impression greatly, a livery is around 35MB, plus the base TEXTURE DOT (nothing) folder at 148MB! That's a lot of ones-and-zeros. The usual animations abound, although I noticed that the pilot and copilot heads move around too much whilst the aircraft is parked, juddering away as if the aircraft was shaking them up.

Might be a glitch with my setup (your mileage might vary, as they say). The aircraft.cfg contains around 20 camera definitions. It's rather a lot to navigate through, though I only use a few at the start of the list so it's then easy just using "A" and "Shift-A" to cycle quickly through those.

Flights undertaken were around 55 minutes duration between Figari Corsica to Lyon France, around 360nm. Setting up the aircraft with pax, cargo & fuel can be done with Aerosofts' "CRJ Manager". It's also got a fuel calculator. Fill in the required parameters and it gives a result. Data can then be transferred to the aircraft at the push of a button. There's also "DAVE", a tablet "velcro-ed" to the left of the Captain, and to the right of the First Officer. This allows direct input of pax/cargo/fuel, among other things. For me there's a bit of toing and fro-ing between the CRJ Manager, PFPX and DAVE to get the data matching up. Setting up the FMS was easy enough as I've experience of various iterations of different systems across various aircraft types. Trim is calculated in the CRJ Manager and also in DAVE (if you check the appropriate page). I noticed that within DAVE, it also shows COG (Centre Of Gravity) in green if OK and in RED if not OK. Useful! Change the cargo values between fore and aft holds to bring the COG to GREEN. Easy! For

cruise levels PFPX was indicating high values of FL380, FL400 and FL410 depending on what I was picking, weight wise, for each particular flight I was doing. Even though I knew that the service ceiling of the aircraft was declared as 41000 feet I was a little surprised. OK, I was doing short trips, therefore the aircraft was relatively light, weighing in around 29t take-off weight against a MTOW of 34t! But then, there's a placard under the MFD indicating altitude capability for the aircraft gross weights and between -10°C and +20°C either side of ISA. Hmmm. The placard I'm seeing inside FSX differs from the one displayed in the AOM Part 1. Wait, the placard shown in the AOM is for the CRJ900! Doesn't matter, I'll go by the one I see in the cockpit. Anyway! The Max altitude shown on the placard is FL399 for 27t at ISA -10. At the above 29t the placard indicates FL386 at ISA!

Setting up the aircraft is fairly intuitive, flaps, trim, Altitude Target, runway HDG, V2+20 already set, NAV input select checked as FMS1, etc. Throttle lever setup reminds me of the Airbus setup. There's Cutoff, Idle, CLB, TOGA and MAX markings on the quadrant. OK. Pushback! Once set up for taxiing, no increase in power is required, probably because we're "light". At "brakes off" slow movement forward begins immediately and in-

creases slowly. Brakes have to be used prior to turns. No biggie! So, line-up, spool up and check engine indications, levers up through CLB to TOGA setting and off we go. Acceleration is brisk and pulling back of the yoke at VR eases us into the sky without drama. Nice! Wheels up, AP ON, "SPEED" button pushed - the set speed controls pitch. Press "NAV" - FMS now controlling lateral navigation. At acceleration altitude dial in 250 knots and also bring back the throttle levers to the "CLB" setting - FADEC controls thrust, which varies with altitude and ambient conditions. The aircraft will pitch down and accelerate - we clean up as we accelerate. At 250 knots the aircraft pitches up to keep 250 knots and we continue our climb. Climb rate might be of the order of 2500fpm or higher at this point. At 10000 feet, dial in 290 or 320 knots. The aircraft pitches down to accelerate and we're soon climbing at the specified speed towards cruise altitude.

On one flight at around 16000 feet, climb rate was very small to non-existent going through clouds. A hint for me here was the ICE warning lighting up and then it went off. Huh? Well - I took the hint and went to the anti ice panel where I switched on "everything". I had it in my head that this reduced thrust availability, so I was monitoring the

aircraft speed closely. I also had it in my head that if due to ice on wings and reduced availability of thrust that the aircraft might slow down, therefore the "speed control" would pitch the aircraft down to maintain set speed. It didn't happen and stayed there or therabouts at 16000 feet. After a short while the aircraft began to climb again. I knocked off the anti-ice and the aircraft pitched up more. The rest of the climb was normal. At cruise altitude the "speed button" lights extinguish and the aircraft levels off and accelerates, so pulling back on the throttle lever into the "Manual range" is required to control the speed - UNLIKE the Airbus! But what about the Autothrottle.....and just dialling in a speed? THERE IS NO AUTOTHROTTLE. Looks like there's no AUTOBRAKES either. So...at FL410...! Throttle levers pulled back slightly, just a little! I was trying for M0.78 at that Flight Level. Ease the lever a little this way, a little that way. Speed slowly increases, speed slowly decreases. Not too easy! Maybe it's my Saitek Throttle lever as it's old and the pot's are probably dirty. Oops, look at that! The throttle lever in the VC jumped back a big bit. Uh-oh, the speed's falling off so I nudge my throttle lever up, but, at best, it's shivering madly! This is going to be fun! It was hard to keep speed, so I opted for FL330

instead - to give me a better safety margin from aerodynamic stalling of the aircraft. In the end that particular flight wasn't completed!

Investigating the phenomenon on the Aerosoft CRJ Forums, http://forum.aerosoft.com/index.php?/forum/747-crj-700900/ (As, up to this, I haven't had this kind of problem with my X45 and any other aircraft) there HAS been some back and forth on this problem. "Calibrate regularly", "Calibrate with FSUIPC", "Calibration via FSUIPC is not necessary", "Calibrate via Devices & Printers", "Your throttle pot must be very dirty" etc.....! The symptoms mentioned varied from person to person, but a few HAD said that they had no such problem with other aircraft. Maybe those were with aircraft that HAVE AUTOTHROTTLE! Hmmm! Complicated. But.....dirty pot? Oh, I'd say my throttle pot IS DIRTY. The VC throttle lever shivered occasionally in my cockpits. I sourced a contact cleaner (Woodies - WD-40 Specialist Contact Cleaner for €7.49). 4 Allen Bolts and 4 screws had my throttle quadrant open - there's the pot - squirt, squirt. Let's see if that helps. Nope! Still some mad jumps of the throttle lever in the VC. The Take Off position of the lever appears reliable and the CLB position not so much. It's the MANUAL
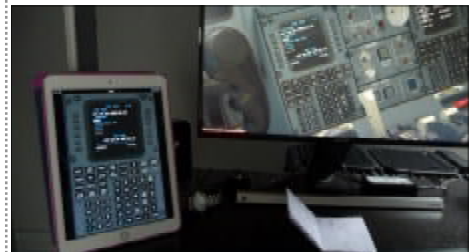
range that's used for cruise that's the BIG problem for me. You can't take your eye off it for any length of time. I suppose real pilots would be monitoring anyway but possibly not to the level I was. For comparison I flew the Aerosoft A319 on the same route. The throttle has the same layout as the CRJ. IDLE-CLB-FLX-MCR, or similar anyway. So, in the A319 I took off and climbed out normally. On reaching cruise altitude I let the speed settle and then pulled the lever back from CLB. Of course the warning system dinged a few times until I switched off the autothrottle as well. But, with the lever back a little from the CLB position there was little or no movement in the VC. No mad jumps. I moved the lever slightly this way and that and the VC lever moved correspondingly, some shivering but NO mad jumps. I was able to control the cruise speed pretty well. So, lever back up to CLB, authrottle ON, cruise, descend and land. All I can think of is that there

is some conflict with the CRJ, my Saitek, and possibly something else on my system. I've tried all the recommendations. On the forums it is said that the default throttle channels are used, so there SHOULD be no problem. But there is for SOME people. I also note via the forums that solutions presented do work for some people. Just not for me. I'll just have to bite the bullet and buy a new joystick etc.

I came across another item whilst investigating my throttle problem about flying at FL410. There were dire warnings about flying at this altitude with this aircraft. There was a link to a NTSB report of a CRJ200 that crashed in 2004. www.ntsb.gov/investigations/ AccidentReports/Reports/ AAR0701.pdf It was a repositioning flight that the pilots tried to fly at FL410 as they were light, no pax. It didn't work out for them, RIP. The report is very interesting reading. Many recommendations came out

of it. One of which, I think, that the Airline should fly their CRJs at FL370 max. I'm going to edit the CRJ profiles again to max cruise level at FL370.

So in the end it was an interesting project reviewing this aircraft. You learn something new every day! I haven't run the full gamut of scenarios with this aircraft due to my throttle problem. Your throttle quadrant would be my only caveat with this aircraft. At €52.00, that's a sizeable risk. And for completeness, let me just state that I BOUGHT the software. Other than the throttle problem, I found no vices with this aircraft - steers nice on the ground, appears stable in the air, fuel usage closely matches the PFPX profile (As an aside, I noticed 1500kg/hr for the CRJ700 versus 2600kg/hr for the A319 at cruise - the CRJ sounds economic.), 20 - 25 minutes climb to cruise altitude, easy to get down, easy to land (WATCH OUT! No autobrake!). There are plenty of systems to get to grips with, so READ THE TUTORIAL!

Philip Wafer

Flightsim Apps

Flight 787 - Advanced by Idris Celik Simulation (https://play.google.com)
Cost: €3.39

You can fly a B737, B787, B747, A400M, A380, MD-11, F16, CRJ-1000 and the UH-1Y Helicopter.
* 26 unique missions.
* 3D Passengers.
* 3D Realistic Cockpits.
* Air Traffic.
* 8 Different camera angles.
* Radio Talking System (Takeoff Permission, Fuel and Pushback, Landing Permission etc.).
* Autopilot, Flight Notes.
* Map Information (Distance, Altitude etc.).
* Detailed Information (Fuel, Oil and Engine Status).
* Smart Computer Systems.
* Lights, Engines, Landing Gear, Flaps, Spoiler, Cabin Pressure, Automatic Runway Stabilizer controls).
* Air brakes and Tire brakes.
* 4 Different Speed Level.
* Attitude and Status Monitors.
* Collect Waypoints.
* Random Flight Problems (Landing gear problems, Engine failure etc..).
* Stall System (Perdövites).
* Change your airplane theme your favourite airways.
* 24 Different time and weathers (Rain, Night, Snow, Dusk, Rain etc...).
* High Definition Airport and Vehicles.
* Realistic Sound Effects.
* High Quality Animations.
* 108 Airplane themes.
* Take Photo.
* Record gameplay video and share on Facebook, Youtube, Twitter, g+ etc.
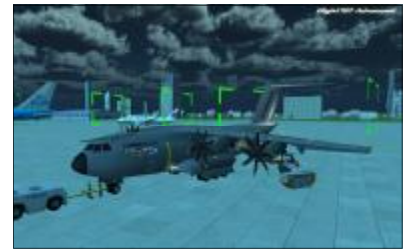
Official Web:
www.idriscelik.com.tr
Official Facebook:
https://www.facebook.com/flight787anadolu/
Official Youtube Channel:
https://www.youtube.com/channel/UCiiq1kRXap_NudH8lcriCaw

WARNING: This game requires minimum 2 gb ram memory
Please first try the free "LITE" version

UYARI: Bu oyun enaz 2 gb ram bellek gerektirir
Satın almadan önce ücretsiz "LITE" versiyonu deneyin

Plane Talking

In the last issue it was coming up to my holiday time in Scotland – well it did not disappoint weather wise but as predicted, plane wise it was pretty poor. On the Isle of Arran we had a beautiful house overlooking The Firth of Clyde and I got to see lots of Royal Navy submarines and ships, including one of the new RFA ships RFA Tidespring which was literally outside our window doing sea trails with a Royal Navy Merlin helicopter – this made for interesting entertainment. The following week was in Dumfries & Galloway and again there was a dearth of aircraft, however I did miss an RAF A400M Grizzly going overhead at about 1000ft when I was in the house, but I could not get out the door in time to see it – what a racket.

We start of this issue with some breaking news in that Aer Lingus and Cityjet have signed a deal by which Cityjet will operate two of its RJ Series aircraft on the DUB-LCY-DUB route on behalf of Aer Lingus in full Aer Lingus colours and as such replace Cityjet on the route. Cityjet have signed a deal where they will provide two aircraft, crews, maintenance and insurance in what is known as an ACMI lease agreement. Cityjet will fly six return flights a day Monday to Friday with a reduced service at weekends with services commencing October 2018. It will be interesting to see what impact this agreement will have on Cityjet's plans to gain certification for its Sukhoi SSJ100's of which it currently has seven aircraft in operation although five of these are currently with Brussels Airlines. Brussels Airlines suffered several technical issues with the SSJ's at the end of May and at one point

three of the five aircraft were grounded due to the technical issues. Since then there have been several other technical issues that have grounded the SSJ's to the point where it is now rumoured they will terminate the current contract with Cityjet, which is due to expire in March 2019 and seems is already lining up a number of Airbus's to lease in. Another issue facing Cityjet this summer has been the shortage of pilots which has resulted in them wet leasing in a Jota Aviation RJ85 for use on its Dublin to London City route whilst its SAS wet lease operation has seen several cancellations due to crew shortages. In the meantime, Cityjet has announced a link-up with Spanish airline Air Nostrum signing a letter of intent which will see the setting up of a holding company which will acquire the shares of both companies all which is subject to EU approval. The combined fleet of both companies will be almost 90 aircraft with in excess of €700m in revenues. It is understood that the deal is aimed at securing more ACMI type business and it is expected that the combined airlines will hold three to four Airline Operators Certificates (AOC's). Currently Cityjet has a fleet of 40 aircraft made up of 22 CRJ's which are wet leased to SAS. 11 RJ85's some of which are wet leased to Air France and finally 7 Sukhoi SSJ100's five of which are with Brussels Airlines and two WFU

or used as spare aircraft. Air Nostrum operates a fleet of 49 aircraft – 30 CRJ1000's some of which are wet leased to other airlines including SAS and Lufthansa, 6 CRJ900's and 6 ATR72. Air Nostrum setup a subsidiary in Ireland in 2017 called Hibernian Airlines, however it does not appear to be currently active.

Aer Lingus has not yet finalised its new North American destinations for 2019 but it has short listed three which should be announced in the coming two months. Currently the airline is serving 13 North American destinations on a daily basis with 17 flights, which is double its capacity than what was in place five years ago. There was an interesting altercation between the crew of the EIN104 from JFK to Dublin and local ATC on the 22nd July. A YouTube recording of the incident can be heard at https://www.youtube.com/watch?v=w1r3XZQc4Zo I'll let you judge for yourselves, however pilots are taught all along to "Aviate, Navigate and Communicate" and certainly the pilots in this instance were following these principles. I love the pilots summing up comments with "my boss will be talking to your boss" and "it's not my first day in New York, and it's not my first day in a cockpit and I did what I had to do, good day…." It is worth a listen to from both perspectives. The ATC reminds me about the famous incident in JFK with a ground controller a couple of years ago having a bad day and a few pilots not listening to instructions ended with the controller broadcasting to all "you guys (the pilots) should come up here some day you'd enjoy it." https://www.youtube.com/watch?v=7BMDkwfkXv0

Ryanair have started taking deliveries of more 737-800's after a hiatus of a few months over the summer with EI-GSD routing in directly from Boeing in Seattle to Dublin on the afternoon of the 31st of August. This brings the current fleet to 445 Boeing 737NG-800's with at least another three aircraft currently being prepared for delivery as I write this column. Ryanair's Polish subsidiary, Ryanair Sun, has commenced operations and apparently has had a very successful summer. The new airline operates under a different ICAO code – RYS and uses the callsign "Magic Sun". Currently it has one aircraft registered on the Polish register, SP-RSA, but it also uses another four Irish registered aircraft from its four bases in Poland. The airline is currently in the process of installing RAAS (Runway Awareness Advisory System) in its fleet. It is the 2nd major airline to install such a system after Alaskan Airlines – the system integrates with the aircrafts EGPWS (Enhanced Ground Proximity Warning System) and provides aural alerts when approaching active runways or taxiing above 40kts and it also alerts the crew to remaining runway length. Passenger numbers for Ryanair continue to grow with July recording 13.1 million passengers which is an increase of 4% on the 2017 July figures and load factor figures remain at an amazing 97%. Just released as I write this are the August figures – including LaudaMotion (see below) the airline flew 13.8 million passengers in August with Ryanair itself recording 13.3 million which includes the period of a series of strikes with the airline. Without going into the series of strikes the airline suffered in recent weeks, hopefully this is all now resolved, the airline is in dispute with the Commission of Aviation Regulation (CAR) and the UK CAA in relation to compensation for passengers whose flights were cancelled because of the series of strikes. The CAR and the CAA contend that the airline needs to prove that the cancelled flights were caused by extraordinary circumstances which could not be avoided even if all reasonable measures had been taken. If this could not be proven then compensation of €250.00 per passenger should be paid out.

Operating a fleet of over 400 Boeing's, incidents with aircraft are a daily occurrence – one such incident occurred on the 13th of July when 737-800, EI-ENM, operating from Dublin to Zadar in Croatia. While in the cruise at FL370 and 120 miles southwest of Hahn in Germany the flight suffered a sudden cabin depressurisation and the aircraft had to make an emergency descent to 8000ft – this is no mean feat with the crew having to don oxygen hoods and literally push the aircraft in to a nose dive descending rapidly to at least 10.000ft before it is safe to level off. However, such sudden descents can cause problems and several passengers suffered headaches and earaches including bleeding ears before the aircraft could make an emergency landing at Hahn some 35 minutes after the incident. With almost 200 passengers now stranded, there was no available accommodation and most passengers had to be put up on military camp beds in the airport before a replacement aircraft could be flown in early the following morning. Those passengers who suffered injuries on the flight were not allowed fly for several days, so they ended up being bussed to their final destination in Croatia taking 18 hours to get there.

Ryanair's deal to buy 75% of Austrian based LaudaMotion has been approved by the European Commission but the relationship between it and the airlines other shareholder, Lufthansa, seems to have broken down with both sides accusing one another of breaches of an agreement that was part of restarting the airline back in March 2018. As part of the restart, Lufthansa provided nine aircraft (five A320's and four A321's) and was also to provide an additional eleven aircraft but Ryanair has complained that Lufthansa has delayed the delivery of the eleven aircraft and it also claims that Lufthansa are trying to remove the current nine aircraft in its fleet. Lufthansa have denied the claims saying that LaudaMotion and Ryanair have failed to pay lease payments on the current fleet on time. This will no doubt all end up in a court case at some point. In the meantime, LaudaMotion has announced new routes for the winter of 2018 including a new weekly Innsbruck to Dublin flight. The airline currently operates the fleet of nine Airbus's along with ten wet leased Boeing 737NG-800's from Ryanair, but Ryanair has stated that it does not envisage a mixed fleet for LaudaMotion and is looking for additional Airbus aircraft but with none available from Airbus, in the sort term it is looking to the leasing market to see if it can pick up some early return aircraft to add to its fleet. In a revealing comment recently on the LaudaMotion fleet, Ryanair have stated that their preferred option is to acquire a new fleet of A320 type aircraft directly from Airbus and is looking to place an order directly with them. This should all make for an unusual set up with Ryanair having both Boeing and Airbus fleets!

Terry sent me an interesting link from a group called Opsgroup which is a flight service bureau http://flightservicebureau.org/.
One of the items they had which I had not picked up on was a strike by ATC in Ethiopia which the government and the national airline tried to cover up and then tried to circumvent by recruiting supposedly qualified controllers from other countries, including the Democratic Republic of Congo. Rather than getting in to all the reasons why and whether it is right or wrong you can read the story at: http://flightservicebureau.org/ethiopia-

A display of model aircraft has recently been installed in a permanent exhibition near the departures lounge at Shannon Airport. The display is however, unfortunately, airside so you need to be flying to be able to see it. The collection of over 1,500 aircraft models by local man, Michael Kelly, has been collected over many years and were on display at his house in Limerick. There is a short video available at: https://drive.google.com/file/d/1Uq35jIEgAJn38B1EdXwxswJpZJs8Uu-e/view and more information can be found at: https://www.shannonairport.ie/gns/about-us/latest-news/latest-news/18-07-03/ world s largest model aircraft collection to be housed at shannon.aspx. It is somewhat a shame that the display is airside.

I was in Shannon for the first time in a long time in August as my wife wanted to visit the Hunt Museum, so whilst she was off looking at paintings, I went out to the airport. There is a nice shiny new Starbucks right beside the Westair hangar which is very handy. The airport was quiet enough with only an Allegiant A320 N259NV in storage and a nice Piaggio P180 Avanti N611GT visiting. I also made a quick stop at Coonagh but there were only three aircraft parked outside. On the 20th of May three TBM900's arrived in Shannon from the US routing via Greenland and Iceland on a round the world trip. Joining them in Shannon for part of the trip where three European based TBM's including EI-LCM a TBM850 based in Weston along with a Swiss aircraft and a UK based TBM900. All six aircraft then routed via various points in Europe and the Middle East as far as Vietnam at which point the Irish TBM then returned home. It must be the first Irish registered private aircraft to visit Vietnam.

Aeroflot's low-cost subsidiary airline, Pobeda, has been granted permission by the Russian aviation regulator to commence flights from Moscow to Dublin with a four flights per week frequency being agreed. No start up date has as yet been provided and currently the route is only served by a seasonally operated flight by Russian airline S7, which operates a once a week rotation late on a Saturday evening.

With all the good weather we had this summer it was only to be expected that we would get some nasty weather in the form of thunderstorms and sure enough on the 27th & 28th of July, the UK was hit with several hours of active thunderstorm cells which wreaked havoc in UK airspace including Northern Ireland. Ryanair had several flights in and out of Stansted cancelled whilst on the afternoon of the 28th, Belfast was affected with two flights, one each for Aldergrove and Belfast City, diverted to Dublin because of the weather.

In an unusual move, Airbus have taken over the Bombardier C-Series programme. There are two versions of the C-Series, the CS100 and the CS300 which have been renamed the Airbus A220-100 and the A220-300 although their respective ICAO codes of BCS1 and BCS3 remain. Currently the wings, the central wing box and centre fuselage are manufactured in Belfast and shipped to Canada for completion which represents about 33% of the overall components. The timing of the take-over is interesting in that about the same time the UK Government announced a £15million investment over six years to fund research projects looking at more efficient manufacturing processes, redesign of engine nacelles and the application of composite materials into large aerospace structures including wings and fuselages. This is all very intriguing given the UK's Brexit strategies and the funding of a European aerospace project.

The recent Pope's visit to Ireland did not have the same element of aviation assets involved as with the visit of the Pope back in 1979. This

time around it was an Alitalia Airbus A320 that routed inbound from Rome to Dublin on the Saturday, which departed back empty later on that day. On the Sunday the Pope was flown from Dublin to Knock in an Aer Lingus A321 using the callsign EIN1979. A second A321 followed shortly behind as a backup, with both aircraft having to contend with low cloud and reduced visibility as is usual with Knock. The Pope returned to Dublin on the same aircraft a few hours later, this time using the callsign EIN2018 before departing Dublin later on the Sunday evening back to Rome in the A321 followed by a second A321 as backup. I understand that the Holy See chartered both aircraft from Aer Lingus for these flights.

Cork University Hospital in Cork City applied three years ago for planning permission for a helipad at the hospital and it was recently announced that following a consultation period with the Irish Aviation Authority, it now plans to advance to a full design proposal. Knowing the HSE (Health Service Executive) as I do, this could take several years to actually get built with current funding constraints on capital projects but I hope that it gets built soon – then I can get a similar project for the hospital I work in off the ground.

Staying with Cork. the Irish Community Rapid Response (ICRR), a charity registered in Ireland dedicated to pre-hospital care, has signed a contract with UK based Sloane Helicopters for a HEMS helicopter to be based at Cork Airport.

It is understood the type involved will be an Agusta A109 and it is hoped to have it operational in late 2018 – I'm not sure if they are waiting on the helipad at Cork University Hospital to be built. This is an interesting development given the Irish Air Corps provision of one its Agusta AW139's is based in Athlone for such services. ICRR currently operates a fleet of ten rapid response vehicles throughout Ireland but this is its first venture into supplying an air ambulance service. It is understood it will need to raise in the region of €2million per year to fund this operation.

Portuguese national airline, TAP Air Portugal, has announced that it will commence services once again to Dublin. It is understood that these will commence within the next 12 months. The airline has operated to Dublin previously with scheduled services between 1988 and 1993 and I also recall its fleet of Airbus A340's operating to Dublin on holiday charters – they still operate the same four A340's which were delivered back in 1994.

ASL Airlines has taken delivery of three additional Boeing 737-400 series freighters following conversion in the US. All three have joined the Belgium based ASL Airlines Belgium but are registered in Austria. The airlines sole Irish based passenger 737 which currently operates for Aer Lingus out of Belfast, was out of service for planned maintenance recently. The airline substituted it with one of its French based 737-700's, F-GZTP, which operated the services for a period of three days.

The CHC hanger at Dublin Airport (below) has been completed and the based S-92 has now taken up residence inside the hangar and office complex. The original "temporary" hangar has since been removed and the whole area outside the hangar area has been revamped and provides car parking for the crews and office staff. Previously there was little or no parking available at the site. The site of the hangar is where the old Iona National Airways hangar was situated and whilst it was sad to see this go, at least it has been replaced by another hangar.

Staying with Dublin Airport (DAP), the new control tower (above) is taking shape and commands a lofty view of the airport and surrounding city as the tallest building in Dublin. Works on the road infrastructure around the new proposed runway have been completed along with two "spotter friendly" lay-bys, one replacing the original one close to the old runway 23 threshold and a new one close to Keelings Fruit, which is at the far end of the proposed new runway. Both lay-bys are a great addition if it were not for the large articulated lorries that have taken a liking to parking in them overnight or the fleet of buses that also park there. Traffic

figures through Dublin for June again broke records with over 3.1 million passengers passing through DAP which is a 7% increase on the same period for 2017 with transatlantic traffic rising by 16% and with the new Cathay service from Hong Kong and the Hainan Airways flights from Beijing also adding to the increased traffic. Some weekday mornings at Dublin can be very busy with airlines like Qatar, Emirates, Etihad, Hainan, Cathay, Ethiopian all having aircraft on the ground together, making for a colourful photograph – not to mention all the US and Canadian airlines also adding to traffic.

German national carrier, Lufthansa, has announced that it is increasing the frequency of its Frankfurt to Dublin route from four flights a day to five, commencing for the winter of 2018. The airline operates a mixture of Airbus A320's and A321's on the route as part of the Lufthansa Group which consists of Lufthansa, Swiss and Eurowings. Between all three they operate in the region of 68 flights a week to Dublin.

The Irish Air Corps have had a busy

summer with a number of their helicopters being involved in fire fighting duties on forest and gorse fires, including two Agusta AW139's despatched to Northern Ireland to assist with a recent large forest fire just across the border in Armagh. Both the Agusta AW139's and the smaller Eurocopter EC135's have been used with bambi buckets collecting water from nearby lakes or rivers to help put out several fires around the country. The first of the new Pilatus PC-12's has been flown to the US for the fitting of specific mission equipment before it is due to be delivered to the Air Corps in early 2019. Baldonnel hosted a visit of another demo PC-12 recently but this time it was for the Gardai (Irish Police). It is understood the PC-12 was being shown to them as a possible replacement for its aging BN2A Islander aircraft. The PC-12 would certainly offer commonality with the new aircraft the Air Corps are due to receive but I am not sure it is quite the same fit as the Islander which although is twin engine aircraft, it can operate quietly overhead without drawing too much attention.

With all the good weather we have

been having, several aerial survey companies have been having a field day so to speak, with several aircraft operating all around the country carrying out various surveys. Amongst these was Partenavia P-68's from Denmark, a Swiss registered Beech 200 Super King Air, and a Dutch registered Cessna 310. Some of the aircraft have operated out of Weston and have been operating at various flight levels, some of which were low level. If you use FR24, some of them can be tracked flying in straight lines up and down or back and forth over designated areas – not much fun for the pilots!

Finally, those of you on our egroup would have seen the announcement of our recent get together at Weston Airport. Ten of us turned up on a nice sunny day for a coffee and a bun before we were allowed to wander out on to the ramp and through the hangars at our leisure for an interesting two hours. The airport was surprisingly quiet for a sunny Saturday but we enjoyed looking over, under and inside various airplanes, helicopters and even a gyrocopter and a seaplane, after which we had a quick look over the new flight simulator installed with the National Flight Centre which had unfortunately suffered a projector mishap a few days beforehand. It was great to look over the setup and a number of the group were seen taking notes for their future projects. We may plan another event next year with either a visit to the Irish Air Corps Museum in Baldonnel or maybe even travel up North to visit the Ulster Aviation Society Museum but only if there is enough interest that is. My usual thanks to Irish Air Letter, Flying In Ireland and also to Flight Service Bureau.

Ian Broni

simFlight New Full Motion Flight Simulator

simFlight, the mother company of simMarket, has inaugurated it's first Full Motion B737-800 Simulator. It stands in our headquarters in Kaltenkirchen, Germany, near Hamburg Airport.

Our Simulator runs on the latest Prepard3D version and is also a platform to showcase our wide simMarket product portfolio in a way like never before. Customers can now experience products at a high level of realistic detail, be it an airport scenery, a weather tool or a flight planning utility.

Check out some footage from German TV at: https://fly.simflight.de/der-ndr-hat-ueber-uns-berichtet/
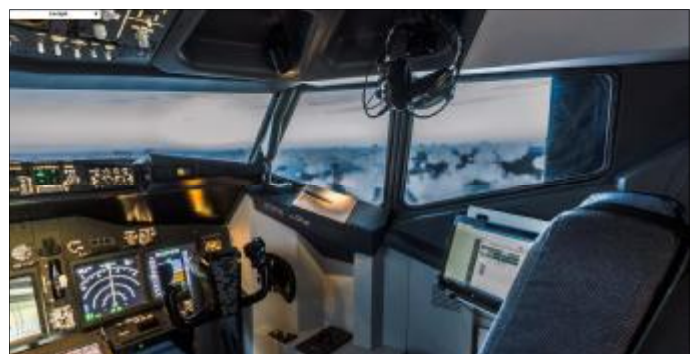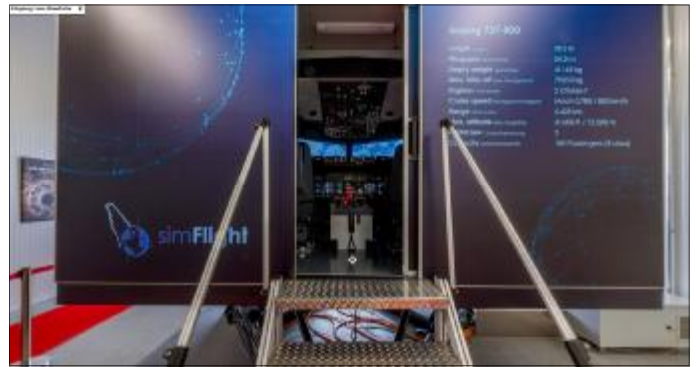
Freeware Focus FSX & P3D

Terry McGee selects from some of the latest Freeware files

LFPG - Charles De Gaul Intl. Airport, Paris, France
By Robert Catherall
lfpg_p3dv4_rwc.zip
www.avsim.com
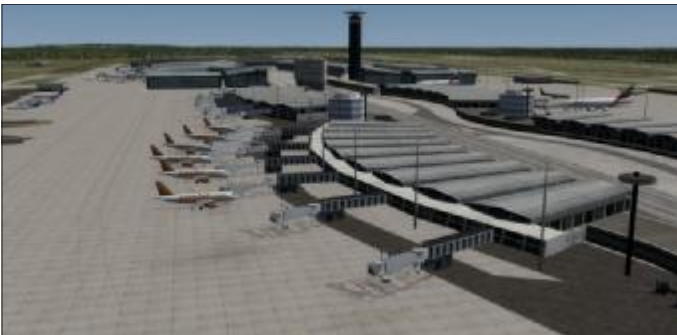
This is Ray Smith's FSX file. Ray has given me permission to modify his file for P3Dv4. This is an accurate and up-to-date version of Charles De Gaulle Intl Airport. All terminals and jetways now updated, assigned parking as per their website with extra parking including many gates for the A380. Taxiways and taxi signs updated to the latest charts plus approaches updated where needed. Extra fuel trucks added and the strangely textured building at the south cargo apron N has now been replaced. Support vehicle roads rebuilt and many other scenery improvements and objects added.

Hainan Airlines Boeing 787-9 (B-7880)
By Gustavo Aguiar
qw_b789_hainan_b7880.zip
www.avsim.com
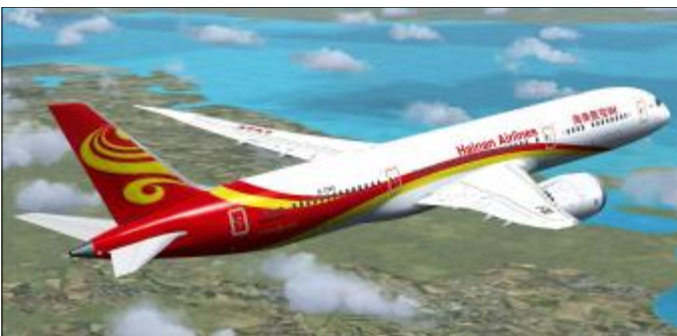
Hainan Airlines livery for QualityWings Boeing 787-9. Works in P3D too.

Native Grumman G-73 Mallard v1.0
By Gustavo Aguiar
fsxmalinstall.zip
www.flightsim.com

FSX/P3D Native Grumman G-73 Mallard v1.0. Package includes two G73 models (classic interior and business class), custom panel and gauges, custom sounds, custom flight model, and 15 liveries. Tested in P3Dv4 without issues. By Milton Shupe, Nigel Richards, Rachael Whiteford, Rui Cristina, William Ellis, Roman Stoviak.

LIBP, Pescara Airport, Italy
By Tim van Ringen
lbp.zip
www.avsim.com

Complete new setup, framerate friendly with default objects. Pescara Airport is a relatively small airport. Ryanair arrives and departs almost right in front of the terminal.

PWDT Zlin 142
By Pannon Wings Design Team
lbp.zip
http://lhsimulations.com.com

LHSimulations exclusive release with retro-MALÉV livery! Download link: PWDT Zlin142 for FSX
You can download from here (Google Drive link): PWDT Z142 (FSX, Prepar3D) (2830 downloads)

EGPH, Edinburgh, Sode Enhancements
By John Watts
edinburgh_sode.zip
www.avsim.com
Ready for Winter? For SODE users only - Grass cutting tractors, snowploughs (static and animated), random smoke, and ambient de icing. All appear according to weather and season. xml file is easily modified for placement and deletion.

PHOG Kahului Maui Approach landmark— Puunene Sugar Mill scenery
By Rob Byrne
puunenescenery.zip
www.avsim.com

This scenery work compliments the approach into PHOG in P3D where Hawaii's last operating Sugar Mill is a prominent landmark 1.5 nm from the runway. There is a visual approach named after it - "Smoke Stack" approach for Rwy 2.

Project El Al - Boeing 787-9 (4X-EDE)
By Yarden Ben-Dor
pelal_b789_qw_4x-ede_standard.zip
www.avsim.com

Project EL AL's Boeing 787-9 package for QualityWings Dreamliner, made for Prepar3Dv4 and FSX. This package includes 4X-EDE, named "Bat Yam", in EL AL's standard colour scheme. This painting was made possible using the original blueprints drawn for EL AL for the real-life aircraft; in addition to hundreds of Ultra High-Res photos taken by EL AL employees and others, including high quality closeup images and other material not to be found in external sources such as Airliners.net, Jetphotos.net, etc. The rest of the fleet, including special additions for this livery can be found separately on AVSIM.

Robin R2160/Alpha 160A
robin_2_ew_x.zip
www.flightsim.com

Robin R2160/Alpha 160A. Complete model with panels and sounds. The Robin R2160 and Alpha 160A are identical, all metal, aerobatic trainers with a 160 hp Lycoming O-320-D2A engine. The Robin was originally designed and built in France but in 2004 production moved to Alpha Aviation in New Zealand. Full package for FSX with custom panel and VC and fully animated parts. Garmin GNS430 avionics. Full avionics documentation included, together with aircraft check and ref lists. Two real life liveries included. Great fun for aerobatics or general flying. Model by Jean-Pierre Brisard and Bob May Premier Aircraft Design (PAD). Repaints by Stephanie Lawton, panel updates by Ed Wells.

Wizz Air Airbus A320 (HA-LPJ)
By Miguel Angel Taboada
texture.wizzair_ha-lpj.zip
www.avsim.com

Repaint for the Aerosoft PRO A320 IAE Wizz Air HA-LPJ for P3Dv4 only. Textures only. Installation instructions on readme file. Don't forget to visit and like us on Facebook! http://www.facebook.com/hangar226 http://elmikey.wixsite.com/hangar226.

UGGT - Telavi Mimino Airport, Georgia
By David Hilker
gva_uggt_telavi_georgia_v1.02.zip
www.avsim.com

Detailed version of the Telavi Airport "Mimino" in Georgia for P3D v4 and P3Dv3. The FSX Version is available on request. Features: - Accurate rendition of UGGT Telavi, Georgia -Over 150 km² of photoscenery, which in blending with Orbx FTX Global (4 seasons) -Ca. 15.000 hand placed autogen buildings - Custom Runway Lighting (controlled via SODE) - Dynamic Lighting (only P3Dv4) -SODE-controlled, animated windsocks - Custom AI-Traffic -Vanilla Sky-Livery for the UTT LET410 and much more.

Qatar Airways Airbus A350 (A7-ANA)
By Stefan Bree, FSPainter
airbus_a350-1041xwb_qatarairways_a7-ana.zip
www.avsim.com

This is a repaint of the excellent FSPainter Airbus A350-1041, in Qatar Airways livery, A7-ANA. Texture only. The textures are saved in DDS-32bit format for quality graphics and shine effect. FSPainter flyable instructions found under: https://www.facebook.com/groups/FSPA350support/. Model find under: https://secure.simmarket.com/fspxai-airbus-a350xwb-v2-for-fsxp3d-ai-traffic-(de_11896).phtml Works in FSX and P3D. AI-Traffic file included.

ZGGG - Baiyun Intl. Airport, Guangzhou,China
By Robert Catherall
zggg_p3dv4_rwc.zip
www.avsim.com
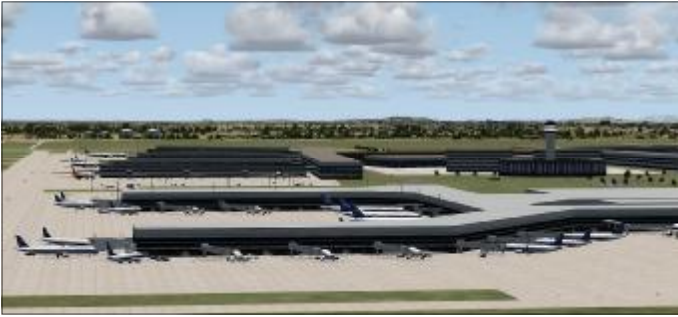
This is Ray Smith's FSX file. Ray has given me permission to modify his file for P3Dv4 and is an accurate and up-to-date version of Baiyun Intl Airport. The new Terminal 2 is now added and when opened it will be home to China Southern Airlines as well as other SkyTeam member airlines such as China Eastern Airlines, Xiamen Airlines, Air France and Korean Airlines. The new runway 2R/20L added with ILS and transitions included for it. All runways now have their correct numbers and the approaches corrected for them. Assigned parking as per their website with extra parking including the overnight aprons plus gates added for the A380 The FedEx ramp and buildings updated. The STAG maintenance ramp and buildings also included. The GA ramp now moved to the south of the airport. Taxiways and taxi signs updated to the latest charts. Xtra fuel trucks, support vehicle roads rebuilt, fuel tank farm and many other scenery objects and improvements included for a more realistic look.

Swiss Airbus A220-300 V6
By Camil Valiquette
223v6lxx.zip
www.avsim.com

FSX SWISS Airbus A220-300 V6. Mainly the version 6 is for the new ground animations. New animations and static display has been added from previous versions, including multiple animation effects to one object. Aircraft cockpit featuring a new 2D panel. Note: all CamSim aircraft models include exclusive Animated Ground Servicing (AGS) and static displays. Model design and paint by Camil Valiquette.

Air Albania Airbus A319-132
By By Stefan Bree. Night textures by Adam Hamada.
airbus_a319-132_airalbania_tc-jlr.zip
www.flightsim.com

FSX/FS2004 Air Albania Airbus A319-132. This is a repaint of the Project Airbus A319-132, in Air Albania livery, registration TC-JLR. Model included. The textures are saved in 32 bit format for quality graphics. Shine effect. Contains accurate model with details such as opening passenger and cargo doors, animated pack inlets and outflow valves, all operable control surfaces, detailed flap tracks and slat rails, hydraulics modelled on spoilers, landing gear doors and many more.

British Airways Boeing 787-8 and 787-9
Repaint by Leonardo Corrales
boeing_787-8_787-9_-_british_airways_pack_v1_2-qw.zip
www.flightsim.com

FSX British Airways Boeing 787-8 and 787-9, registration G-ZBJF and G-ZBKJ. Textures only for the payware QualityWings B787.

## Aerosoft Mega Airport Prague (LKPR) SODE Jetways for P3D V2/3/4
By Itay Gross
lkpr_sode_gsx2.zip
www.avsim.com

Aerosoft Mega Airport Prague (LKPR) SODE jetways for P3D V2/3/4. Instructions and required files are included. Enjoy it and feel free to ask question and give the author feedback!

Freeware Focus FS2004

ECBI Charleroi Brussels South V2
By Libon Serege
ebci__20180921_airac1810_v2.zip
www.avsim.com
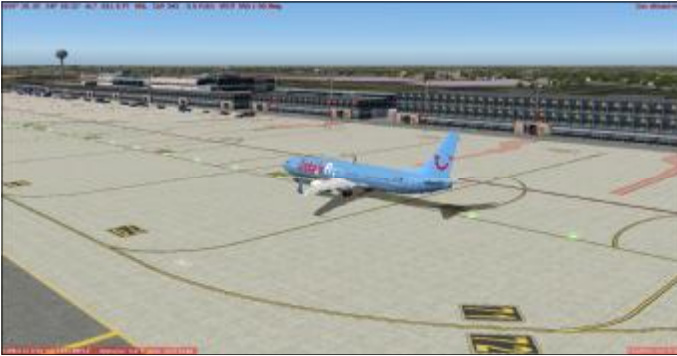
EBCI Charleroi Brussels South. FULL VERSION with rwy 06/24 updated due magnetic change (AIRAC 1810) -- This scenery was built from the official maps for the runway and taxiways with Google Maps as a background image as support. The different signs were positioned without any documentation or references. Only use with IVAO or VATSIM; no AI possible.

TUI Airlines Boeing 757-200
By TDS Developer Studio
tds_757-200_rr_tui.zip
www.avsim.com

This is a repaint on the TDS (Tenkuu Developers Studio) Boeing 757-200 RR model, in current TUI livery, registration G-OOBA. . A special thanks to Luis Castro for the winglet night lighting, and Landing light night lighting by Adam Hamada and the Nick Chinn for the refueling station photos from a real Delta 757 that helped me enhance these textures even more. A special

thanks also goes to Adam Hamada , Thomas Muller, and Salman Saikh for digging thru photos to make this the best it could possibly be accuracy wise. This also includes updated Official FDEs by Nate Rosenstrauch and Joe DeGregorio for the Rolls Royce 757-200. Model developed by Tenkuu Developers Studio, features high resolution textures, dynamic flexing wings, nose gear steering, rudder lock, ground spoilers, low speed aileron locks at high speed, fully animated control surfaces, fully independent suspension, trim animation, opening passenger doors, rolling wheels, animated thrust reverse with reverser block doors, detailed textures, full night lighting, ground service vehicles and more. Model design by Hiroshi Igami. Flight dynamics design by Nate Rosenstrauch and Joe DeGregorio. Paint kit and master textures by Carlos Eduardo Salas. TDS members: Hiroshi Igami,Nick Wilkinson,Carlos Eduardo Salas,Yosuke Ube,Stian Svensen,David Biggar, Luiz Antonio Perina,Nate Rosenstrauch, Joe DeGregorio.

Thompson CYTH in Northern Manitoba, Canada
By Roger Wensley
thompson_cyth_370990.zip
www.avsim.com

Thompson is a city with around 13,000 inhabitants, located in northern Manitoba beside the Burntwood River. It serves as the administration centre for a large area of Manitoba and has industrial activities centred around mining and the processing of mined products. The version of the airport upon which this modification is based is the original posting in 2004 by CanUK Scenery. I would have made new buildings and a totally new scenery but I have the same problem as Sid and Pete in their later Thompson scenery: almost no photos!?! The update modifies the short end of the mainly gravel runway to asphalt (it was upgraded because it is regularly used as a taxiway) and also adds a later (2010?) gravel taxiway. The other ground modifications add allocated parking spots for fire fighting CL415 planes that are in the new AI, plus a lot more ga parking. You should already have some AI that includes Calm Air to see CYTH as it really is, the HQ of Calm Air. There are other additions including car parks and the usual sundry bits and pieces that inhabit every airfield. The CL415's with Manitoba textures are adaptations of what were originally Ontario planes and included with my post of Geraldton, not the most recent post in 2013, the one in
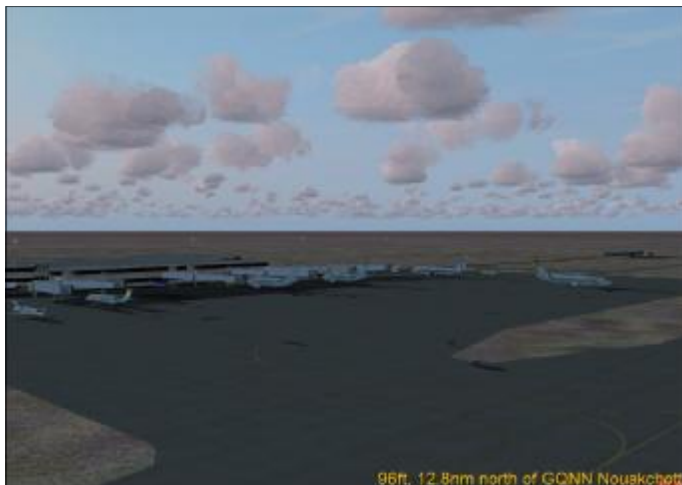
2007. If you don't have the planes get them from my Geraldton post. The AI version was made from the original piloted version which was by Massimo Taccoli. The AI helicopter was included in my post of Alma CYTF.

GQNO - Nouakchott, Mauritania - Oumtounsy

By Stuart John Gilbert II
gqno.zip
www.avsim.com

96ft, 12.8nm north of GQNN Nouakchott

3251ft, 12.4nm north of GQNN Nouakchott

4934ft, 11.7nm north of GQNN Nouakchott

Nouakchott–Oumtounsy International Airport is an international airport serving Nouakchott, the capital of Mauritania. Nouakchott was moved from old airport GQNN to the new airport GQNO a few years ago. The airport has well-detailed scenery.

Air Albania Airbus A319-132

By Stefan Bree. Night textures by Adam Hamada.
airbus_a319-132_airalbania_tc-jlr.zip
www.flightsim.com

FS2004/FSX Air Albania Airbus A319-132. This is a repaint of the Project Airbus A319-132, in Air Albania livery, registration TC-JLR. Model included. The textures are saved in 32 bit format for quality graphics. Shine effect. Contains accurate model with details such as opening passenger and cargo doors, animated pack inlets and outflow valves, all operable control surfaces, detailed flap tracks and slat rails, hydraulics modelled on spoilers, landing gear doors and many more.

Swiss Airbus A220-300 AGS V6

By Camil Valiquette
223v6lx4.zip
www.avsim.com

FS2004 SWISS, Airbus A220-300 AGS V6. Mainly the version 6 is for the new ground animations. New animations and static display has been added from previous versions, including multiple animation effects to one object. Aircraft cockpit featuring a new 2D panel. Note: all CamSim aircraft models included exclusive Animated Ground Servicing (AGS) and static displays. Model design and paint by Camil Valiquette.

Freeware Focus X-Plane

Meidl Airport scenery (LHFM) Fertőszentmiklós
By LHSimulations
http://lhsimulations.com/meidl-airport-scenery-lhfm-fertoszentmiklos-x-plane-11

Fertőszentmiklós Airfield (ICAO: LHFM), also known as Meidl Airport, is an aerodrome located in the country-side southwest of Fertőszentmiklós, a city in Győr-Moson-Sopron county, Hungary. It is near the border with Austria. The airport opened its doors in 1997 and has been open to international traffic since then. Due to its border, it is a popular airport for foreign tourists as well. It provides sightseeing flights, air taxi, parachut-ing and pilot training opportunities for our visitors. The airport resides at an elevation of 440 feet (134 m) above mean sea level. It has one runway designated 16/34 with an asphalt surface measuring 985 by 23 metres (3,232 ft × 75 ft). Only daylight VFR flights with a filed flight plan are allowed. Customs services to allow international flights are available upon request. This scenery was created by our fellow friend Tibor Kókai. We only host the scenery.About the scenery. This add-on contains full custom 3D objects with photoreal tex-tures, high resolution orthophoto ground textures, 3D grass, custom static aircraft, more than 4000 hand placed objects, animated flags and windsock. It is NOT compatible with previous versions of X-Plane! Tempo-rary backup link: Fertoszentmiklos (LHFM) scenery for X-Plane 11

Grand Canyon Tour L37 L50 1Z1 1.0
By Richard Burns
grand_canyon_tour_v2_airstrips_l37_l50_1z1_1_0_0.zip
www.flightsim.com

X-Plane 11 Grand Canyon Tour Airstrips L37 L50 1Z1 1.0, Arizona (AZ), USA. This download contains three airstrips in the Grand Canyon area of the United States, and completes the following scenery: Grand Canyon Tour Airports.
(GRAND CANYON TOUR V2 AIRPORTS KGCN 1G4 P52 2 01.ZIP).
They are: L37 Grand Canyon Caverns, 1Z1 Bar Ten, L50 Tuweep. All airstrips are well aligned with HD Grand Canyon/US ortho from Forkboy2. Requires: 3D People Library (3D PEOPLE LIBRARY.ZIP), CDB library (CDB LIBRARY.ZIP),
MisterX Library (MISTERX LIBRARY.ZIP), Flags of the USA States (FLAGS OF USA STATES.ZIP, World Model Library (WORLD2XPLANE.ZIP),
OpenSceneryX (OPENSCENERYX.ZIP) and the RA Li-brary 1.2+ (RA LIBRARY.ZIP).

EGEL Coll (Ballard) Aerodrome 1.1.0
By Stuart McGregor
a_uk_egel_coll_ballard_aerodrome_1_1.zip
www.flightsim.com

X-Plane 11 Scenery--EGEL Coll (Ballard) Aerodrome 1.1.0. Coll Aerodrome, also know as Ballard, is located on the island of Coll in the Inner Hebrides off the West Coast of Scotland. Watch out for loads of local inhabitants, such as a couple of flocks of Greylag Geese stopping off for a rest, more sheep than you can shake a stick at, and Hamish and his merry band of Highland Cows! Requires the latest versions of the following libraries: 3D People Library (3D_PEOPLE_LIBRARY.ZIP), CDB library (CDB_LIBRARY.ZIP),
World Model Library (WORLD2XPLANE.ZIP), Ground Textures Library (GT_LIBRARY.ZIP), The Handy Object Library (THE_HANDY_OBJECTS_LIBRARY.ZIP), MisterX Library (MISTERX_LIBRARY.ZIP), NAPS Library (NAPS_LIBRARY.ZIP), OpenSceneryX (OPENSCENERYX.ZIP), PM Object Library (PM_LIBRARY.ZIP), RuScenery (RUSCENERY.ZIP) and the RE Library (RE_LIBRARY.ZIP). Documentation included in the package.

Hebridean Airways BN Islander G-HEBS 1.0
By Stuart McGregor
hebridean_airways_g-hebs.zip
www.flightsim.com

X-Plane 11 Hebridean Airways BN Islander G-HEBS 1.0. This is a Hebridean Airways repaint for Aerostarsim's conversion of Jacques Brault's original Britten-Norman Islander (BRITTEN_NORMAN_ISLANDER_XP1105.ZIP). Important: first (if there isn't one present already) create a 'liveries' folder inside the Islander's main folder. Then place the newly created 'Hebridean Airways G-HEBS' folder inside of this. Note: there is an issue regarding the tail, so the author was unable to add the registration to this area. It has however been added it to the fuselage instead... which looks plausible enough.

EGHT Tresco Heliport 2.0
By Stuart McGregor
a_uk_eght_tresco_heliport_2_0.zip
www.flightsim.com

X-Plane 11 Scenery--EGHT Tresco Heliport 2.0. Tresco Heliport is about as far as you can get and still be in the UK. Situated in the far south west of the UK on the Isles of Scilly, this heliport is in a very remote spot. However, if you want to explore around the Bishop Rock and Wolf Rock light houses you can set off from here. Requires the latest versions of the following libraries: 3D People Library (3D_PEOPLE_LIBRARY.ZIP),
CDB library (CDB_LIBRARY.ZIP),
World Model Library (WORLD2XPLANE.ZIP),
Ground Textures Library (GT_LIBRARY.ZIP), The Handy Object Library (THE_HANDY_OBJECTS_LIBRARY.ZIP), NAPS Library (NAPS_LIBRARY.ZIP) and OpenSceneryX (OPENSCENERYX.ZIP),
PM Object Library (PM_LIBRARY.ZIP) and the RE Library (RE_LIBRARY.ZIP). Revision 2.0 is a complete remake of the author's earlier X-Plane 10 scenery: a_uk_eght_tresco_heliport_1_2.zip so if you wish to

use it, please remove any older versions to avoid conflicts. This scenery has been made using WED 1.6 on a PC running Windows 8.1 Pro and also X-Plane 11.25 with the default mesh. It is intended for X-Plane 11, however it night also run in X-Plane 10.51, although this has not been tested.

Minneapolis-Saint Paul Intl. Airport
Updated by Daniel Everman
kmsp_-_minneapolis_st_paul.zip
www.flightsim.com

X-Plane 11 Scenery--Minneapolis-Saint Paul International Airport 1.01, Minnesota (MN), USA. KMSP, or Minneapolis-Saint Paul International Airport, is a major international airport serving the Minneapolis-Saint Paul area. It is a major hub for Delta Airlines and the main hub for Sun Country Airlines, and is the 17th busiest airport in the United States by passenger movements. Features: KMSP v0.8 scenery, courtesy of Todd Fleck, updated and uploaded with his permission. Orthoimagery adjusted by Dhruv Kalra. This package includes: custom-modelled airport buildings and surrounding area (including Mall of America and Downtown Minneapolis), airport layout updated to match the current airport, including the extension of the Humphrey terminal, orthophotos for the airport and surrounding areas, ground routes for use with AI traffic programs, plus animated jetways and ground traffic using Autogate/GroundTraffic by Marginal. Requires the MisterX

Library (MISTERX_LIBRARY.ZIP) and OpenSceneryX (OPENSCENERYX.ZIP). To install: drag and drop the KMSP - City and KMSP - Minneapolis St. Paul folders contained in the zip file into your X-Plane/Custom Scenery directory.

Mitsubishi MU-2 Solitaire 1.1.1
By Alex Jenns
mitsubishi_mu-2_solitaire.zip
www.flightsim.com

X-Plane 11.20+ Mitsubishi MU-2 Solitaire 1.1.1. This project was started in early 2017, but ended soon after. However, the author has decided to revive it and give it a shot. Just like the real MU2, this X-Plane model is a handful and very fast. It's not a bad model; it flies like it's on rails once you get it going, but it was a struggle to get it flying and get the physics to feel remotely right. The author really thinks it was worth finishing though (hope you do too). Update 1.1.1: new livery added: D-IKKY, plus Aerostarsim has tweaked the flight model, updated the engines to model the TPE331s, added igniters, and a docs folder for references. Other changes also include: fixed flaps to double slotted fowlers, edited nosewheel steering angles and flap deploy/retract times. Texture issues have also been fixed, plus there is the addition of an HSI bearing selector by the autopilot. Special thanks to Aerostarsim for working on the engines and flight model to make this bird accurate

X-Scenery Shorty 1.0
By Sergio Costa
xsceneryshorty-1_0_0.zip
www.flightsim.com

X-Plane Utility--X-Scenery Shorty 1.0.0. X-Scenery Shorty is a tool for X-Plane that allows you to quickly create shortcuts for your scenery, inside X-Plane's Custom Scenery folder. If you create shortcuts to folders containing scenery, instead of actually copying the folders with all the files into the Custom Scenery folder, X-Plane still recognizes and uses the scenery. This means that you are not forced to have all your scenery in the same disk (SSD/HDD) as X-Plane.

Project Brussels 0.3
By Project Brussels (Brent & Jurgen)
project_brussels_0_3.zip
www.flightsim.com
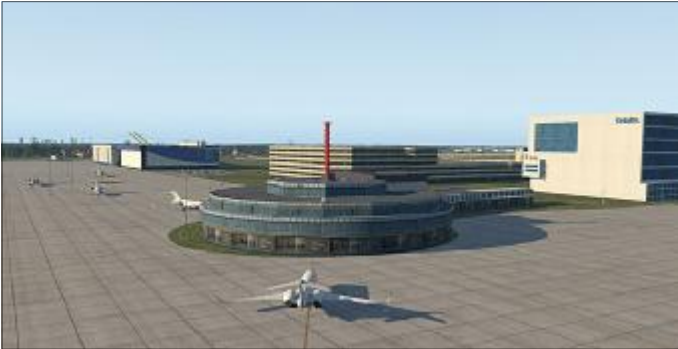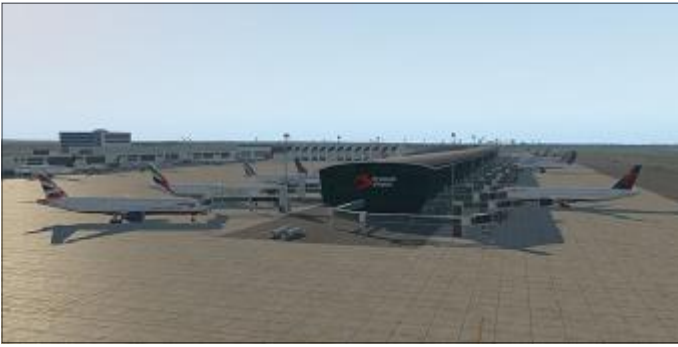
X-Plane 11 Scenery--Project Brussels 0.3, Belgium. The most detailed Brussels airport scenery in X-Plane is now in public release! Features: Swissport Cargo, Aviapartner Cargo, TNT Cargo, airport parking, Tui building, Brussels Technics, Sheraton building, new Connector, new integrated autogates (only pier A), B pier will be updated, Delloitte (old tower), satellite building, belgocontrol buildings and Melsbroek buildings finished (update). Requires the latest versions of the following libraries: MisterX Library (MISTERX_LIBRARY.ZIP), CDB library (CDB_LIBRARY.ZIP), The-Fruit-Stand Aircraft Library the_fruit_stand_aircraft_library.zip, FF Library (extended version) (FF_LIBRARY_EXTENDED_LOD.ZIP) and OpenSceneryX (OPENSCENERYX.ZIP). New in Project Brussels (BETA) version 0.3: new high detailed B-Pier building, new ground textures all over Brussels Airport, new departure hall, added more gates at Pier B, added new A380 gate at Pier B, soundwall's added at runway 25R, plus new gate signs. NOTE: Not all gates are implemented at Pier B... 60% done.

YMML Melbourne Airport (ISDG) 1.01
By Chris K and the ISDG Group
ymml_melbourne_1_01_isdg.zip
www.flightsim.com

X-Plane 10 and 11 Scenery--YMML Melbourne Airport (ISDG) 1.01. Melbourne Airport, also known as Tulla-marine Airport, is the primary airport serving the city of Melbourne, and the second busiest airport in Australia. It was opened in 1970 to replace the nearby Essendon Airport. This is an X-Plane 10+ scenery which requires a video card with 1 GB of VRAM or more for full effect. Move the entire folder into your "X-Plane/Custom Scenery/" folder. Requires OpenSceneryX. Important: please see the included documentation for instructions.

CYRO Ottawa/Rockcliffe Airport 1.0.1
By Charles Macelli
canada_on_cyro.zip
www.flightsim.com

X-Plane 11 Scenery--CYRO Ottawa/Rockcliffe Airport 1.0.1. Ottawa/Rockcliffe Airport or Rockcliffe Airport, a

former military base, is a non-towered airport located on the south shore of the Ottawa River, 4 nautical miles (7.4 km; 4.6 mi) northeast of Downtown Ottawa, Ontario, Canada. The airport is the home of the Canada Aviation Museum, which owns the field, and is used and maintained by the Rockcliffe Flying Club. This is a lego-brick scenery and uses the megabytes of art assets already included in your installation of X-Plane. It will compare favourably, at times better, to other (much larger sized) sceneries of this area and will probably exceed your expectations. Please see the included documentation for further details. Version 1.0.1: taxiway to runway join corrections, plus some minor aesthetic adjustments.

MMUN Cancun International Airport 1.0
By Mark A. Stevenson
mmun_cancun_mex_.zip
www.flightsim.com

X-Plane 10 Scenery--MMUN Cancun International Airport 1.0. Cancun International Airport is located in Cancun, Quintana Roo, on the Caribbean coast of Mexico's Yucatan Peninsula. It is Mexico's second busiest airport, after Mexico City International Airport, but the biggest for international passengers. Requires the following object libraries: FF Library (extended version) (FF_LIBRARY_EXTENDED_LOD.ZIP), Madagascar Library (MBA_110.ZIP), OpenSceneryX (OPENSCENERYX.ZIP), RuScenery (RUSCENERY.ZIP) and the R2 Library (R2_LIBRARY.ZIP).

SBRF - Recife
By Rui Mesquita
br_pe_sbrf_-_guararapes_intl_airport_xp11_v2_0_0.zip
www.flightsim.com

X-Plane 11 Scenery--SBRF - Recife, PE, Brasil, version 2.0.0. This is an X-Plane 11 scenery package for Recife-Guararapes-Gilberto Freire International Airport (IATA: REC, ICAO: SBRF), which is the airport of Recife, Pernambuco, Brazil. It is operated by Infraero. Some of its facilities are shared with the Recife Air Force Base of the Brazilian Air Force. It includes corrected aprons, ramps, gates, taxiways, lighting system, city buildings, ortho-photoscenery for the airfield area, and (XP11 only) airport ground services (like push back), the brand new apron (as of Aug/2018).

Aviation Gallery

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