

FLIGHT LIFE

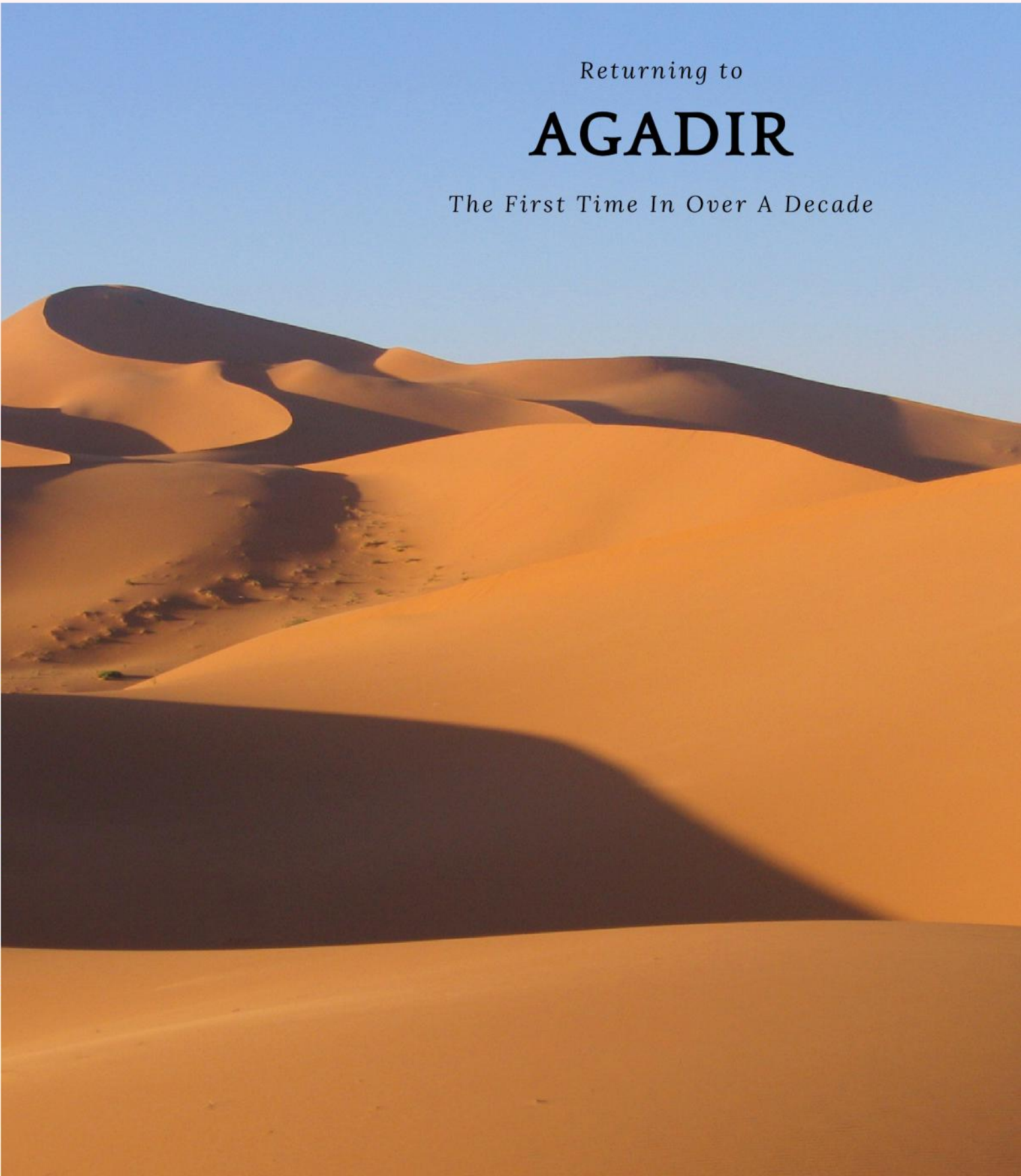
March 2024

A NEW AIRCRAFT TO MSFS, BAV PLANNED EVENTS AND A TRIP TO NICE

Returning to
AGADIR

The First Time In Over A Decade

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REYKJAVIK LONDON NEW YORK MAURITIUS PHOENIX BRUSSELS MANCHESTER PARIS SINGAPORE MADRID GLASGOW DUBAI NASHVILLE NEW ORLEANS BOSTON





**“There is no such thing
as a small miracle in
aviation.”**

Mark
Twain

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Picture taken by Callum Mcloughlin BAW2

FENIX RELEASE V2B2

THE LONG AWAITED UPDATE HAS LANDED

On the 27th of February 2024, Aamir from Fenix Simulations took to the Fenix discord to make an announcement that not only BAV member's had been waiting for, but the majority of the Flight Simulation community. I don't think I speak for myself when I say, seeing the words "hours not days", see ya tomorrow for B2 day created the same emotions as Christmas day does for a 12 year old.

For the longest time, BAV members who fly on MSFS have had no access to an A320 with IAE engines, meaning there has been no access to current real world liveries. When the announcement was made back in August 2023 that the new version of the aircraft was not only going to include the new engine variant, but was only a couple of months away from completion, the excitement was palpable amongst MSFS users in BAV. But little did anyone know, a storm had started to brew...

Block 1 of the update was met with appreciation and love from all the users. We saw improved performance and bugs being fixed. However, the real meat and gravy as it were was block 2. I am sure a lot of BAV members spent every day of September gazing at the Fenix logo on Discord waiting for a notification to pop up. But by the end of September it was clear that there was a delay. And sure enough, we were updated with the bad news. IAE's will now come in October. Then October came and went, and the storm was in full effect. The dev team was taking abuse and criticism daily from the user base. Time frames were removed from the picture, leaving us completely in the dark for the next 3 and half months of when we would actually get this update.

Everyone has different feelings on the the past 5 months, but when the release dropped on the 28th, I feel the past was



put to rest for most. The aircraft was already widely regarded as the best aircraft in the sim, but Fenix just moved the goal posts even further with this update. Not only does it include the IAE engines, a must for every BAV user, but it has also been sprinkled with some extra toppings that no one was expecting back in August.

First of all, GSX integration is now implemented meaning you can simply hit "load aircraft" in the EFB, select GSX, and let the Fenix select all the boarding options for you automatically. Many of us used Fenix2GSX, a great little freeware software on GitHub, for the V1. But this new integration not only works ten times better in stability, but it is also well implemented into the EFB.

Another nice new feature is announcement that are triggered by events in flight. For anyone not already using an addon like SLC, this has been a great immersion booster and aid to performing real life ops.

Aside from quality of life upgrades and extra features, flying the new A320 is also a completely new and improved experience. From flare law to manual flying, you can really tell every aspect of this aircraft has been revisited and tweaked. There are too many things to list from the change-log, but it is definitely worth a read to grasp the scope of the update.

The general reception over the last few days has been overwhelmingly positive within BAV. And not only has it been an improvement inside the cockpit, it has improved the experience of flying in general. The influx of users on VATSIM has been amazing to see. Heathrow has been full to the brim from the moment the plane released, giving BAV members a chance to practise ATC ops in a busy environment.

Overall the update cannot be praised enough, and has become a daily driver for most of us. The wait now seems worth it. If you were on the fence, it's time to get down and join the fun!

MK-STUDIOS LEBL



The very talented developers over at MK-Studios have released their rendition of the El-Prat Barcelona Airport. A scenery that has already been provided by LatinVFR in high detail. Judging from screenshots though, this rendition seems to be both more up to date and greater fidelity. It includes detailed terminal interiors (with signs, benches, escalators and more), VDGS devices, elevation data taken from LiDAR scans and realistic lighting.

On top of that, there have been multiple points-of-interest added to the surrounding landscape, including Barcelona port, making your approaches and departures even more immersive and pleasing to the eyes. Currently on sale at €12,79 (£10.97) it is a worthwhile bargain for any BAV user.

MARKETING SURVEY

In the closing days of February, Marketing Manager Laurie Cooper posted a survey on the Announcements section of the forum. It is intended for BAV users to give the marketing division an insight into both the demographics of the BAV member and the elements of their journey into the VA that worked and did not work. So far over 100 members have responded, giving a great data source for insight. It is too soon to say what these insights will mean for future marketing materials and strategies. Although, what can be said, is that some changes to the VA's public image will be coming. A new website for non-members and more marketing materials will start to find their way to the public and media outlets soon. So ready up for more members in 2024!

THE RISE IN SHARED COCKPIT FLIGHTS

Over the month of February, the participation in voice-channels, shared cockpit flights and overall PIREP filing has seen a big increase. This has not gone un-noticed by the board or the members of staff. A combination of the new Fenix release and an overall increase in community contribution seems to be causing such good news. On the 24th of February, a crew of 4 BAV pilots did a shared cockpit to Dubai in a 787-10. Unfortunately only 2 pilots managed to stay awake and complete the sector, but it was a great experience. We hope to see more of this in March!

X-PLANE 12.1.0



For those BAV members flying with X-Plane, or those maybe looking for a switch of simulator, the announcement of the new 12.1.0 version of X-Plane should be good news to you. A whole swath of features have been added to improve the users experience. Updates to the weather model, aircraft systems, performance and more. Some of the details have been broken down on their blog and has featured a lot more than originally expected by the community.

In terms of performance, as many sims are trying to implement, X-Plane is using technology to boost CPU performance. Meaning you can get more with less. This should help users see more stable performance than previously experienced.

Graphic improvements are also on the menu, with cloud shadows showing on water and improvements made to shadows in general. Water opacity and turbidity have also seen a revision. The first steps of improving the anti-aliasing options have also been implemented with MSAA resolution now photometrically correct and the combination of MSAA+FXAA included.

As a MSFS user, the one implementation that has made me envious is particle effects. As seen in the photo above, sparks will be simulated during collisions. Very cool! Also ground spray from wheels and engines will also be seen now.

Other updates are well listed on the blog for aircraft systems, ATC and their new physic-based camera to improve the pilot's point of view. No release date has been set, but with testing on the horizon, there shouldn't be too long to wait to try it out.

Agadir–Al Massira

THE INTRODUCTION OF MORROCO SUN, A BAV EVENT

Agadir–Al Massira Airport (GMAD) is an international airport serving Agadir in southwest Morocco on its Atlantic coast. This is a new destination for BA in 2024 with flights from London Gatwick on Sunday 31/3/2024 as BA2664.



Morocco Sun

Here at BAV we like to introduce a new BA destination with a BAV VATSIM Event, a tradition that has now long been in place. It serves as a great reason to get the community together, introduce a new route and have a great time in the virtual skies. This time is no exception.

This will be the first time in more than a decade that Agadir has been available to British Airways customers. So BAV is happy to reintroduce the route to it's members.



Standing as the 3rd biggest airport in Morocco, with the addition of British airways, Agadir Al Massira will serve over 20 destinations spread across 13 different airlines. 20km south of Agadir proper, the airport is key to facilitating travel in the area, with 1.1 million passengers passing through in 2023 alone. Moderate weather and stunning beaches, characterised by golden sands, attract visitors all year round, with agadir being most popular amongst Moroccan holiday makers.



Operating 4 times a week, the flight BA2664 will be a relatively frequent operation and will become one of the 2 airports in Morocco on the airline's route map. In an article published by Simple flying, it was revealed that the Gatwick based subsidiary would operate A320-200s in their usual 2 cabin configuration, with '12 passengers' seated in Club Europe and a further '128 in the Airlines EuroTraveller section.'

As stated before, BA have not served Agadir in more than ten years, and upon resuming service, they will face both direct and indirect competition. EasyJet, TUI and Wizz Air already link the coastal city to London, with the Moroccan flag carrier also providing a link to the British capital, via Casablanca. Despite this however, London is amongst the most popular city pairs, with 400,000 seats offered in 2023. With the recovery of the tourism and aviation industry post pandemic, this number is only likely to rise thanks to the subsequent increase in demand.

-Felix Chapman

BOOK YOUR SLOT NOW ON BAVMS

EVENT RULES

- You must use the event code MOROCSUN
- The following aircraft are permitted: A20N, A21N, A319, A320, A321
- You must fly from EGKK to GMAD and have booked a departure slot.
- All slot times are Z and are the push back time.
- You may use the code MOROCRET to return to EGKK from GMAD, but only if you have completed the event flight.
- This return flight will be available from Saturday 30/3/24 to Sunday 7/4/24

THE MONTHLY

Training Brief

BROUGHT TO YOU BY SIMON KELSEY

PERFECT DESCENTS

Is there a better feeling in the world than the engines spooling up at 1,000ft on the approach after having flown a perfect CDA (Continuous Descent Approach) with idle thrust from top of descent? Of course, ATC instructions do sometimes get in the way of perfection - but that's not to say that we can't (or shouldn't) attempt to do as best as we can to manage our energy more effectively and efficiently whilst still complying with ATC restrictions.

As a trainer, the descent phase is where I see many trainees lose points for Situational Awareness ("awareness of aircraft state, position, flight path, and general environment" or "regularly reviews, shares and updates mental models") and/or Professional Standards ("manages the aircraft to achieve the highest levels of safety, efficiency and customer service"). Common errors include over-reliance on the VNAV/Managed Descent profile leading to the unnecessary application of speed brake or, occasionally, an over-cautious approach that leads to extended periods of level flight with flap and, sometimes, landing gear extended.

Fortunately, with a little pre-planning and effective monitoring, it is easy to resolve these issues and significantly improve both consistency and efficiency in the descent phase.

First, it is important to understand what we are trying to achieve. The optimum profile would see us close the thrust levers at Top of Descent and essentially 'glide' the aircraft all the way down to final approach, bleeding off speed along the way without the use of drag devices (i.e. speed brake or early extension of the landing gear). Unless there are overriding considerations (e.g. a steeper than usual final approach, or a non-precision approach flown using basic modes, for instance) we should generally aim to fly a 'decelerated' (or 'low drag') final approach, avoiding long periods of level flight and delaying gear extension and selection of landing flap until the last moment that will still ensure we achieve landing configuration and the appropriate airspeed at the 1,000 ft RA stable approach gate.

Most aircraft in the BAV fleet will achieve approximately a three-degree descent profile from top of descent. It is important to note that this profile is relative to the ground and thus will be significantly affected by wind: a headwind, resulting in lower ground speed, will result in a steeper profile being flown whilst a tailwind, with

NOTICES

February has been a productive month for Command Course candidates with two successful Command Checks - congratulations Ben Elwood and Martin Maaskant. We are currently full speed ahead with Line Trainer recruitment with seven new trainers joining the team in the last two weeks; this may mean a temporary reduction in the number of training sessions conducted whilst we bring the new trainers up to speed, but once this has been achieved over the next couple of months training capacity should significantly increase.

Any Captains interested in becoming Line Trainers, please read page 25.

a corresponding increase in speed over the ground, will result in a shallower profile with the tendency to 'get high'.

If you have uplinked the latest winds the FMS will take this into account, but you can and should cross-check the automatic calculation; a good rule of thumb is to multiply the height you have to lose (in 100s of feet) by 3 and add 1 NM for every 10 kt of tailwind, plus 1 NM for every 10 kt of airspeed to lose. For example, for an aircraft at FL360 descending to an airfield at or near sea level with a 50 kt tailwind:

$$\text{Height to lose} = 360 / 3 = 120 \text{ NM}$$

$$\text{Add 5 NM for 50 kt tailwind} = 125 \text{ NM}$$

Add 10 NM to decelerate from 280 kt in the descent to approx 180 kt at glidepath intercept = start descent at approx 135 NM to run

This should highlight any gross errors in FMS programming!

Once you have started the descent, even if using VNAV (as is generally recommended) it is still very important to **monitor** the descent and adjust as necessary. This can be accomplished by using the three times table: multiply distance to run (from the FMS, assuming the programmed route is something close to what you expect to fly) by three to give you the height above the airfield you should be at. For example, with 80 NM to run:

$$80 \times 3 = \text{FL240}$$

A useful technique I teach many of my trainees is to cross-check the descent:

- Every 6,000ft from top of descent down to FL240
- Every 3,000 ft from FL240 to 6,000 ft
- Every 1,000 ft from 6,000ft to establishing on the glidepath

As you approach each 'milestone' check the distance to to run on the FMS and perform the above calculation. **Verbalise** the result – even if you are on your own this will have the effect of forcing you to actively monitor and recognise any deviation rather than just glancing at the numbers – and if you are multi-crew this will demonstrate to your colleague (and trainers/checkers!) that you are on top of your game and actively monitoring and managing the descent rather than simply being a passenger!

From here it is a simple task to apply any corrections needed and adjust as needed at each subsequent 'checkpoint'. For instance, if you are slightly high at 80 NM out you might be able to simply wind the speed up a few knots and regain the profile by the time you are at 70 NM; conversely if you are low a slight reduction in rate of descent may be needed but by recognising any deviation early you should be able to make a small correction to get on top of the problem before it becomes insurmountable later on. Likewise speed brake is much more effective at high altitudes; early recognition of being high will allow you to make judicious and highly effective early use of speed brake rather than chasing your tail later on whilst trying to 'slow down and go down'.

During approach ATC may offer 'track miles to run' information; again, multiplying this figure by three will tell you whether you are high, low or about on the profile and whether any immediate adjustments are needed.

Give it a go – your virtual passengers will thank you for getting them swiftly to their destination and the BAVirtual accountants will appreciate the virtual fuel saved!

–Simon Kelsey



NEW CHIEF PILOTS

ANTHONY SKELLY SAT DOWN WITH THE NEWEST ADDITIONS TO THE MANAGEMENT TEAM



Picture taken by Chad Byworth BAW12


CITYFLYER
EUROFLYER
BOEING FLEET

CityFlyer Fleet

AN INTERVIEW WITH CHAD
BYWORTH

For those of us that are less familiar with you, please could you start us off by telling us a bit about who you are and some of your aviation experience?

If you're active within VATSIM UK then you might already know of me, but if you fly offline or on another network then you probably don't. I've been simming on and off since FS98 and in recent years I've spent a fair bit of time helping to develop VATSIM UK's ATC procedures as a member of their Operations team. Helpfully for CityFlyer, my other virtual job of choice is controlling



Thames Director! A combination of my career and an, admittedly wonderful, wife who loves the outdoors means I don't always get as much time in the sim as I would like, but I am good at finding the spare moment to develop documentation - a skill I think will come in very handy as the new CityFlyer Chief Pilot.

How long you have been involved at BAV and with the CityFlyer fleet?

I had a stint with BAV as a teenager a decade-and-a-bit ago as BAW560, but at university I had higher priorities than flight simulating! I 'rediscovered' flight simming back in 2019 and rejoined BAV initially on FSX Steam Edition before moving to P3D. I started out on the Airbus fleet (as I'm sure most of us do) but then moved on to the Embraer in 2020 following the FeelThere E-Jets V3 release - I loved the operation so much I put together our first LCY RIM. Next, I was a rapid adopter of MSFS and a lack of disk-space meant that P3D and the CityFlyer operation were (sadly) abandoned. The stars have very much aligned for me now with the FSS E190 release and the Chief Pilot position allowing me to take a leadership role for a fleet that I think has a lot to offer with a varied and interesting network and (for captains at least) the appeal of that 5.5 degree approach on the way 'home'.

Now that you have become the driving force behind the management of our CityFlyer fleet, what interesting changes do you plan to bring?

The short answer is I want to develop the CityFlyer fleet so that it offers all the benefits of the wider BAV experience that the Airbus and Boeing fleets offer - I'm thinking a comprehensive OM-B and OM-C so that our E190 crews can operate the BACF way. And in the longer term I'd love to work with our training team so that we can eventually offer an E190 line training programme - but I need to write the SOP first! I also have some other ideas to add to the 'CityFlyer-offer' but these will need the support of my new colleagues across the management team. For now, I'm releasing the first part of our new E190 OM-B alongside this issue of Flight Life and if anyone fancies contributing a RIM for a CityFlyer destination get in touch.

For those hoping to rise up in the ranks to head their fleet one day, what advice would you give them?

First, don't be put off applying by thinking you're too inexperienced or that you need previous staff experience from elsewhere in the VA - this is my first time on the BAV staff. Second, think about what you can bring to the position, and be ambitious. What makes BAV great is the enthusiasm of its members driving us as close to the real operation as we can get!



Picture taken by Giacomo Carrafelli BAW342

Boeing Fleet

AN INTERVIEW WITH BEN ELWOOD

For those of us that are less familiar with you, please could you start us off by telling us a bit about who you are and some of your aviation experience?

I've been into flight simulation for as long as I can remember!! I still remember my Dad setting up the PC and joystick on the dining room table, firing up FS2004 and hurtling round in the 777. Since then I've remained interested and active on the scene. With P3D being my current sim of choice. I've been lucky enough to have had some great opportunities on the military side of aviation, focusing on the premature retirement of the Hercules fleet, being a frequent visitor to RAF Lyneham. Having been lucky enough to fly on a Herc, three separate times. I've also been lucky enough to fly BA on a regular basis, chiefly to East and Western seaboard. Many a shuttle trip has been taken too! Finally I know far, far too much on the technical side of any modern Boeing long-hauler.

How long have you been involved at BAV and with the Boeing fleet?

I have been part of BAV for just over a year now, having had brief flirts with the A320 family, the Boeing 777 has been my long term home, both before and now within the VA. Having spent far too much time flying Boeing's ultimate long hauler the 744, BA's premature retirement had forced me to find a new home. Like many at the real British Airways, the 777 was a natural next step.

Now that you have become the driving force behind the management of our Boeing fleet, what interesting changes do you plan to bring?

A number of exciting changes are afoot, the most exciting and an exclusive for this publication is the commencement of Line Training within the Boeing fleet. This has been a project of mine for a while, of which I am now in the driving seat. Further to this pending some background work Command Checks will also become possible in the treble. A number of events are planned to coincide with PMDG's impending release of their 777 for MSFS. Along with other projects to be announced in due-course.

For those hoping to rise up in the ranks to head their fleet one day, what advice would you give them?

First and foremost, have passion for your chosen plane, you can't help others if you are not enjoying it yourself!! After that it's about what you make of all the tools available, read the FCOM, but don't just do it once, do it multiple times. Learn to operate the plane as BA would in real life. Then finally make use of the people within the organisation, there is fantastic knowledge available and I have made great friends within.



Picture taken Felix Chapman BAW225

EuroFlyer

AN INTERVIEW WITH ELLIOTT FOWLER

For those of us that are less familiar with you, please could you start us off by telling us a bit about who you are and some of your aviation experience.

My time in flight simulation spans nearly 10 years, and some of you in BAV may remember me from my time as an Events manager not too long ago! Having left the role to begin training on an integrated ATPL (airline transport pilot license) course, I'm pleased to be in the latter stages of the programme, and in the process of securing my first flying job in the UK!

How long you have been involved at BAV and with the EuroFlyer fleet?

It's hard to believe I've been part of the BAV community for just over 5 years now! Throughout my time, I've predominantly flown within the Airbus short-haul network, with stints on the Boeing fleet for long-haul, particularly before the 747 was retired at BA! I've always enjoyed operating flights out of Gatwick, escaping the usual Heathrow 'way of things' and have fond memories of flying to the various places that were exclusive to Gatwick, in times before Euroflyer was founded in 2021 and even before joining BAV! I very much look forward to increasing my involvement with the Euroflyer fleet as the operation continues to grow, with the extensive summer schedule that's just around the corner!



Now that you have become the driving force behind the management of our Euroflyer fleet, what interesting changes do you plan to bring?

In summary, I want to ensure that Euroflyer remains an integral part of the overall BAV operation, championing the exclusivities the fleet has to offer out of Gatwick whilst streamlining aspects with the mainline side at Heathrow. The seasonal variety of routes Euroflyer offers creates several great opportunities for events, even tours; I look forward to working with the events/marketing teams going forward - giving the mainline fleet a run for its money! It's an exciting time for Euroflyer, as the newly founded real-world operation continues to expand each year in terms of fleet size and routes served! With the recent release of the IAE's for the Fenix A320 series in MSFS and the A321 series in the works, I look forward to seeing even more 'Griffin' flights flying across BAV!

For those hoping to rise up in the ranks to head their fleet one day, what advice would you give them?

Ultimately, don't be afraid to get involved, even if you consider yourself inexperienced, we all started somewhere! From participating in Discord & Line training to submitting event ideas & general feedback, there is so much that sets BAV apart from other VA's. There is a wealth of resources available within BAV to help drive your knowledge within a fleet here as well as a wide variety of experience levels from other BAV members who will be happy to help!

Everyone at Flight Life would like to take this opportunity to congratulate the new Chief Pilots on their new roles and thank them for their contribution to the magazine!



A TRIP TO NICE

THE JUSTSIM REVIEW



THE IDEALIC SEASIDE CITY

Located on the south coast France, Nice Cote D'Azur is the fifth city to one the world's most beautiful countries. Filled with natural beauty and eye watering beaches, the city has become a popular choice for Brits looking for a Mediterranean getaway. The location has a history of tempting the richest and most noble characters of society. Queen Victoria on her deathbed said, *"If only I were in Nice, I would get better"*.

Historically Nice had played the role of providing a winter getaway for Northern Europeans who found the summers far too hot to enjoy. Although by the 1920's, it became a summer destination too. And with this change, artists and movie stars alike flocked to the city. This started to inject a level of sophistication and glamour to the architecture and culture.

When in Nice, there are some key attractions for travellers to explore. The notorious old town boasts photogenic narrow streets that curve around old buildings with red-tiled roofs, small bistros and open markets. This medieval town is a must for anyone wanting to soak in the history and culture of the city.

For those wanting to relish the sea air and sunny afternoons, the Promenade des Anglais is a world-famous street running along the city's beautiful waterfront. Stretching for 7km, the promenade features magnificent parks, museums, beaches, casino's and the cities most luxurious hotels. At the right time of year, you can also enjoy sporting events, exhibi-

tions and even a yearly Carnival. If stunning views are your thing, then a walk up to the Castle Hill of Nice is a must for you. The park that now stands where the Castle of Nice once stood provides breath-taking views. You can take a stroll up to the top of the hill, or even ride the elevator for free. For those early birds among you, the sunrise is considered to be the best view and also allows you to beat the crowds. Also, at noon everyday, a cannon is shot from the hill which echoes across the city for all to hear.



The city is also home to some of the worlds most impressive Cathedrals. The Cathedrale Sainte-Reparate sits on a 1000 year old site and is a prime example of baroque architecture. For believers and non-believers alike, it is a truly awe-inspiring experience. Closer to the coastline you will also find Cathedrale Saint-Nicolas a Nice, a cathedral built in the honor of the son of Aleksandr II tsarevich Nicolai in the 20th Century. Another marvel of history.

With 12,099,879 passengers flying in or out of Nice Airport in 2022, it is no suprise British Airways offer 9 routes a week, 4 of which operate every day of the week. For a BAV member, the flight to Nice Cote D'Azur is a bucket list destination.

THE AIRPORT REVIEW



Previously a captain only destination for BAV, the opening up of this sector to the wider community may be leaving you wondering which scenery is the best to get. Before going into the details of *JustSim's* rendition, I do want to highlight there is a free version on *flightsim.to* and another cheaper version from *DeimoS Inc.* However, I would say that paying a little extra for an upgrade is a worthwhile investment in this case.

Now some of you may be thinking, this is a *JustSim* scenery, they haven't exactly got the best reputation amongst simmers when it comes to high fidelity scenery... And I would be the first to agree with you. The £15 I spent on their Frankfurt is money I will never get back, or any use from, as Asobo's default was actually way better and has become my choice for that airport. However, after seeing some screenshots, I took a leap of faith and bought it. As I do with most purchased scenery, I took to the sim and loaded in at the airport to take the drone for a spin. I immediately started to see that this was a

worthwhile purchase. The taxiways, stands and gates are of an extremely high quality, and not just for *JustSim* standards. Jetways are glass and provide a perfect view for GSX passengers to walk on and off. The lighting is also spot on, something that a lot of airports lack, meaning you can actually taxi on to stand with your exterior lights off.

Unfortunately only some interior modelling has been done, but those of you wishing to save on FPS should see this as a benefit. Although, an interior has been provided for the tower and T2. So anyone wanting to do ATC on VATSIM can choose to view the airport from the tower with some sense of surroundings.



The front of the airport is where most of the extras have been added, with a great rendition of the carpark, grass areas and signage for the airport. While this is rarely seen by the average simmer, it is a nice touch.

For €20.88 from SimMarket, I will say it is on the more expensive side of sceneries. As it is lacking interior modelling, this does seem a little steep when compared to some great other sceneries on the market that have gone to a lot more detail. However, airside which you do spend most of (if not all) your time is extremely well modelled. And the bits of the interior that are modelled, are also done very well. So personally, I do feel it was a worthwhile buy, especially as I want to practise that RNP approach as much as possible. Also, updates may also be seen in the future to fill out the scenery even more.

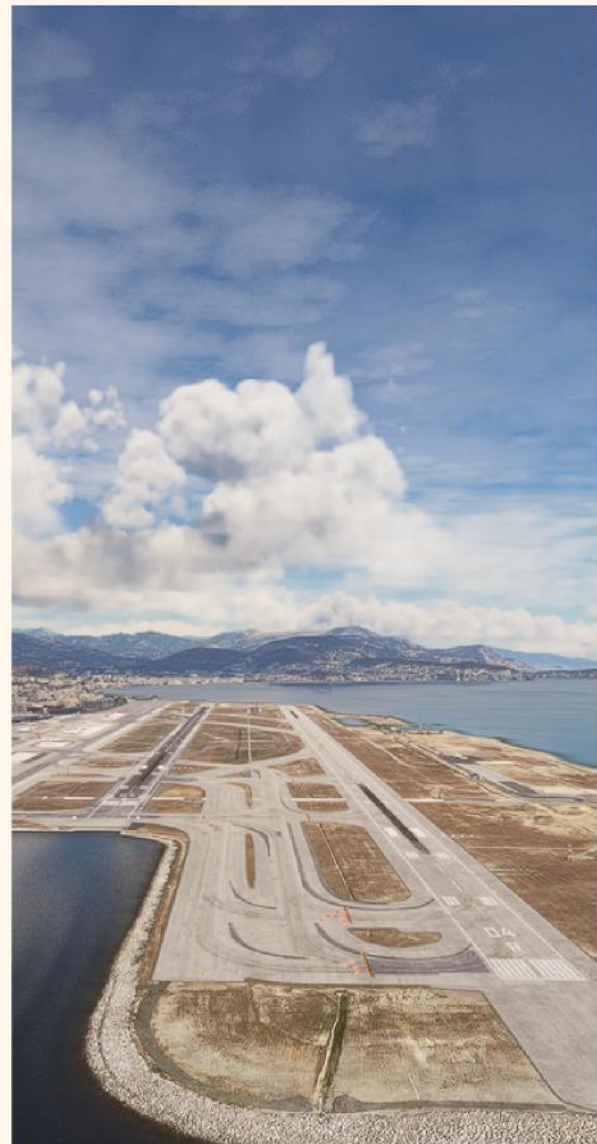
The value of a scenery does come down to personal preference, so I would advise doing your due diligence and watching some videos on the scenery before purchasing. I cannot in good faith say this is a must buy!

A PILOTS PERSPECTIVE

Well what can I say about the pilot's perspective for this airport. For those of you who are new to simulation, it will probably be more of a test than an enjoyable ride. This is no simple ILS approach and was Captain only in BAV for good reason. But for those of you on the more experienced side, Nice Cote D'Azur is exciting and a great break from the norm.

The journey to Nice is always a nice one for the on-route scenery. Taking a southernly departure out of Heathrow, heading over the channel and cutting diagonally across France, you will find yourself descending into the coastline in no time. Any of the approaches on any of the runways will give you a lovely view of Nice and the surrounding mountains and sea. It is truly one of the most beautiful approaches in the sim, and likely in the real world. If you haven't given this sector a go, I would say bite the bullet and go for it. It's a great flight and a great experience booster for any pilot.

Just don't cheat and take the ILS approach,
we will get fined!



HARDWARE NEWS

BROUGHT TO YOU BY FELIX CHAPMAN

**RYZEN 7
5700X3D**



RYZEN 7 5700X3D

THE BEST VALUE CPU OF 2024

Although a quiet month for GPU's, February saw the release of AMD's latest iteration of 3D series CPUs in the form of the Ryzen 7 5700X3D. Available worldwide with an average retail price of £215, this new processor is great news for those flight simmers with an AM4 motherboard who are looking to upgrade.

As the name suggests, the cache in the 3D line of processors is stacked vertically. This is achieved by cutting down the size off the main CPU die to allow room for extra cache to be stacked on top. With the increased l3 cache of 96 megabytes compared to the base 5700X's 32 megabytes, allowing more tasks to be stored in the CPU rather than the ram. This will dramatically increase performance both in flight simulation and general computer usage. As a point of reference, at 1440p ultra settings with an RTX4090, while over central London in a Cessna 152, the 7800X3D averaged 118 fps. Since the 5700X3D is generally 7 percent slower than its faster older brother, I would expect 100-115 fps in the same scenario, and definitely a nice stable 60fps plus with the Fenix A320 at iniBuilds LHR with Vatsim and GSX running.

In conclusion, if you primarily play games and looking for something in the £200 to £240 range, the 5700X3D is a great filler for the grey area on the AM4 platform; and if you are already invested in AM4, I highly recommend it for securing some much needed system longevity. That said, it is not an all rounder and in 3D rendering or content editing applications, you would be far better off choosing a more conventional high performance CPU with a higher clock speed and more features suited to professional productivity. Additionally, for those building a new PC, AM5 is definitely the best way to go. AM4 is effectively a dead platform at this point in time and likely won't receive any future products- so unless you like wasting money on your new build, you should get an AM5 system and enjoy all the new product releases until at least 2025!



HIRST POINT
HIRST POINT

BAW MODDER UPDATES



FENIX LIVERIES

I have been busy since the release of the Fenix V2B2 with creating the liveries for the A320 fleet. So far, G-EUUA to G-EUUG have been uploaded to the forum for download to see you by. Although the fleet pack does not end there. I will be adding all the A320's from both the mainline fleet and EuroFlyer fleet. The only registrations that will be left out until available, will be the registrations that have sharklets installed.

Thanks to the help of Simon Kelsey, Joshua Corbett, & Luka Stejic we have been getting the data needed to get the configurations correct with standby instruments, equipment, SATCOMS and all the other configurable extras the great team at Fenix have provided for us to use.

Many have been asking about the cabin configuration options and repainting the seats. The Fenix team have advised that the cabin is still in development due to the A319/A321 not being finished yet. Once they are released, I will be able to see what options are available to us. I will of course go into as much detail as humanly possible once everything is ironed out with the Fenix product. Please be patient.



GROUND CREW VOICES

Thanks to some amazing volunteering from our community, the recordings for ground crews worldwide is underway, meaning we should eventually reach a point where we have real life voices for the ground crews in all BA destinations. We are still falling short of some locations, so any extra help would be greatly appreciated. I will be making a post shortly on the forum so that people can see what positions have been taken and will also allow more members to volunteer. Thanks to everyone who has already volunteered and contributed!



THE E190'S ARE DONE

For those who like flying CityFlyer ops, the E190 Fleet Pack is now released. There are still some planned improvements for the fleet, such as a BA cup in the flight deck and better cabin modelling, but the exteriors are completed and looking good.

SCREENSHOT



OF THE MONTH



Joshua Corbett

Captain Joshua Corbett has taken the screenshot of the month award for this fabulous picture at stand 548 at Heathrow. Getting prepared for the British Airways service to Istanbul located in Turkey as BAW680 covering 1452 NM in just 4:05 with the aircraft that is our beloved G-MIDO! A little interview with Mr. Corbett outlined that "Despite the turbulence over Serbia, it was a amazing flight to Istanbul. It has spectacular scenery and the airport has excellent services". G-MIDO is an Airbus A320-232 that was built in 2002 as G-FWWIR, originally for BMI until leasing the aircraft to British Airways in late 2012 where it has stayed ever since. It is still active to this day on the mainline fleet! We'd like to congratulate Joshua Corbett on his achievement here at Flight Life Magazine! Don't you worry though. As always there will be many more chances to win in the months to come...

So get snapping!!

PILOT



OF THE MONTH



Brian Fernandez

From the February data and analysis, we have decided to honour Mr. Brian Fernandez - BAW394 with Pilot of the Month. Mr Fernandez during the past month of flight has logged a grand total of 12836 minutes in context to flight time which translates to 213 hours. This is almost double than any other pilot in the company. He has been flying on P3D with the 777-300ER, 747-400, 787-8, 777-200ER, 787-9 manufactured by PMDG and QualityWings. His longest duty in that time was Singapore to London, which he greased down at -102fpm, after flying 6268 nautical miles and 859 minutes of flight!

Please turn the page to read our interview with Brian!

PILOT



OF THE MONTH

Out of the 777, 747 and the 787, what one was your favourite one to fly and why?

Out of the ones listed - I would have to say the B747 as it was the flagship aircraft for many airlines back in the day. But if I were to list every variant that BA had operated from my most favourite to least it would be: B747-400 -> B777-300ER -> B777-200ER -> B747-200 -> B787-9 -> B787-10 -> B787-8.

How many countries have you been to in the last month?

Looking at my logbook between 25/01 to 25/02 I have been to about 8 (Australia, Argentina, Barbados, Brazil, Canada, Hong Kong SAR, Singapore, United States).

Do you have any tips or tricks about flying Boeing that would be useful to many?

I think the more times you fly a certain Boeing type repeatedly, the more you know how it will respond to you, whether in flying manually or handling the systems.

Describe your Singapore to London sector in a sentence!

Long but worth it, also thank goodness for being equipped with EasyCPDLC (credit to quassbuttreally for making this wonderful software) over Europe.

What are your thoughts on the 777 for Microsoft Flight Simulator?

I'm excited for both the 777-200ER & 777-300ER, but not really that excited for the 777-200LR/F to be honest, once the PMDG 747 is in MSFS, that is where I'll most likely start to use MSFS full time.



PLANNED EVENTS



Morocco Sun

Saturday the 20th of March 2024

EGKK - GMAD

Event code: MOROCSUN

Permitted Airframes: A20N, A21N, A319, A320, A321

Return Code: MOROCRET

Return Available: 30/3/24 to 07/4/24

VATSIM EASTER SUNDAY

Sunday the 31st of March 2024

EGCC

Event code: To Be Announced

Permitted Airframes: A20N, A21N, A319, A320, A321, B734, B752

Return Code: To Be Announced

Return Available: To Be Announced



OVD & OVN to Abu Dhabi

Saturday the 13th of April 2024

EGLL - OMAA

Event code: To Be Announced

Permitted Airframes: A35K, A388, A748, B48F, B742, B744, B748, B772, B77W, B788, B789, B78X

Return Code: To Be Announced

Return Available: To Be Announced



LINE TRAINERS NEEDED



Any Captains interested in becoming Line Trainers should contact their Chief Pilot for further details; it's a great way to meet and fly with other members, contribute to the VA and develop your own skills. It's also a lot of fun and you obviously get to log the time as well!

The vast majority of sessions are conducted using MSFS and YourControls on either the FBW or Fenix A320 (though other fleets may use screen-sharing).

All you need therefore is:

MSFS and an Airbus (for A320)

A reasonable working knowledge of the BAV SOPs for your aircraft and general policies (OM A/B)

However, full training is provided! You don't need to be a real world pilot, a walking FCOM or know the location of every rivet on the aircraft - just competent, enthusiastic and friendly!

Once signed off (dependent on your starting point but could be as little as 4-6 sectors worth of training) you'll be eligible to conduct Line and Command Training and, once you have settled in to the role, Line and Command Checks.



HEY, YOU!

WE NEED WRITERS!

Would you like to contribute?

Since the first publication, the team behind Flight Life magazine has grown. As you will have noticed, there is some amazing new contributions to this edition and we have managed to present a much larger publication.

However, the invite for volunteers to write a monthly piece for Flight Life is still open. You can choose a topic that relates to BAV or Flight Simulation, the choice is yours.

Does this sound like you?

PLEASE CONTACT US
IF SO!

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