

# FLIGHT LIFE

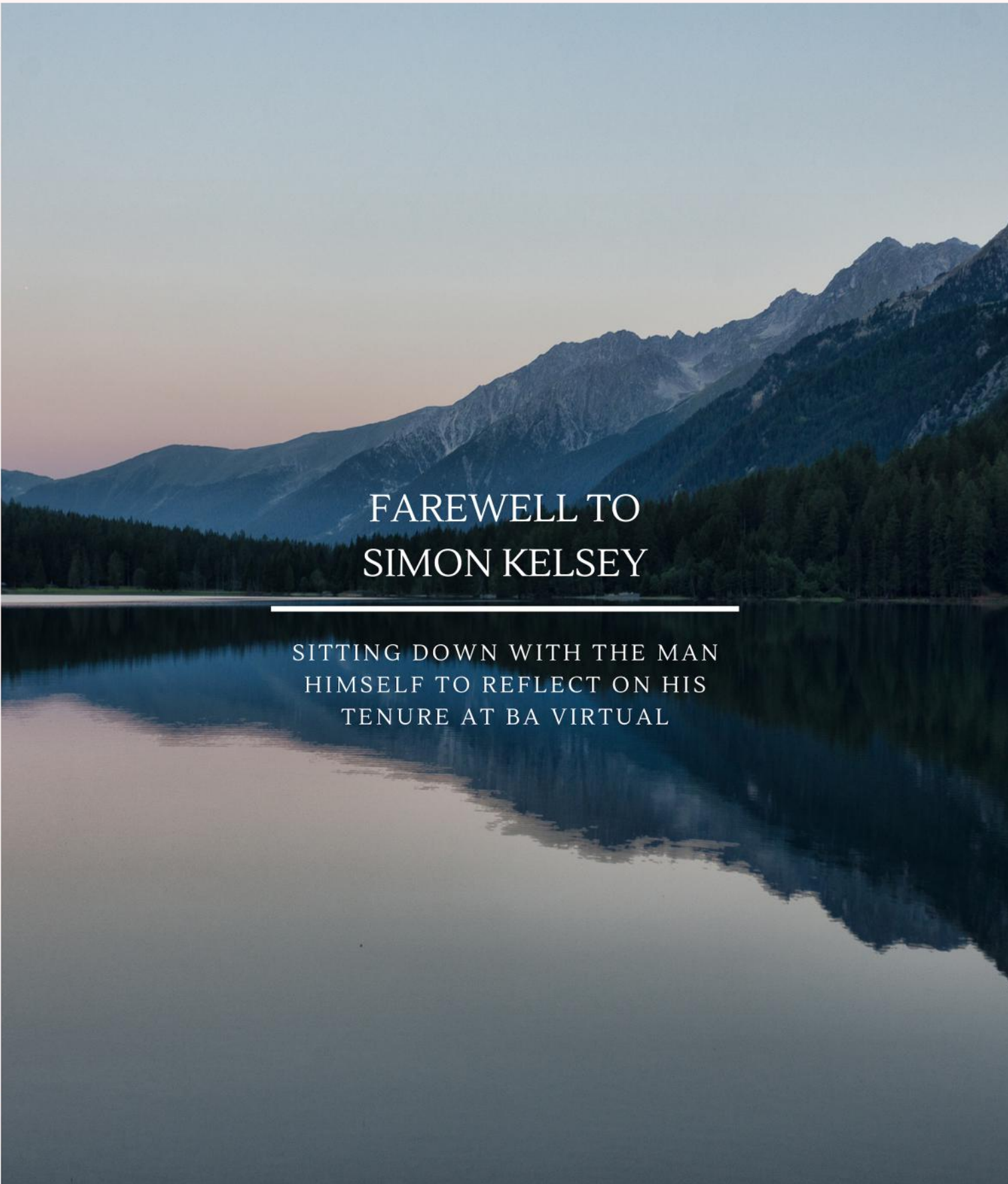
February 2024

A NEW AIRCRAFT ON THE HORIZON, A TRIP TO SUNNY MALAGA AND THE BA SLC PACK


02 / 24  
SAN JOSÉ MIAMI BERLIN BRINDISI SEYCHELLES CHARLESTON FIJI LONDON DELHI PARIS LOS ANGELES EDINBURGH OSLO COPENHAGEN SYDNEY MANCHESTER

## FAREWELL TO SIMON KELSEY

SITTING DOWN WITH THE MAN  
HIMSELF TO REFLECT ON HIS  
TENURE AT BA VIRTUAL





An aerial photograph taken from the perspective of a passenger looking out of an airplane window. The left side of the frame is dominated by the silver, metallic structure of the airplane's wing, showing rivets and the leading edge. Below the wing, a vast landscape unfolds, featuring a mix of green fields, dense forests with trees in shades of brown and orange, and small clusters of buildings. The sky is a clear, pale blue. In the upper right corner, a dark blue circular overlay contains a quote in white text.

**“When once you have  
tasted flight, you will  
forever walk the earth  
with your eyes turned  
skyward, for there you  
have been, and there you  
will always long to  
return.”**

Leonardo  
DaVinci



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Picture taken by Liam Tallis BAW1039



Picture taken by Matyas Jackelq BAW625

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# STORM ISHA

## A WEEKEND OF WINDY LANDINGS & DIVERSIONS



### VATSIM CHAOS

Whenever a storm hits the UK, it seems it not only affects the air traffic in the real skies, but also in the virtual skies. On the 21st of January, Storm Isha hit the UK causing havoc to passengers and pilots alike. Passengers on most flights into the UK were diverted to Paris and Cologne after multiple failed attempts to land at airports such as Bristol, Edinburgh, Dublin and the London three. One flight from Budapest ended up turning around and going back to Hungary.

The story was much the same inside the simulator. Joshua McConville from BAVirtual set out to fly Heathrow to Dublin but had to divert his flight to Manchester as he was facing 46 knot crosswinds upon arriving in Dublin. He also mentioned not wanting to face the 30-40 minute delays caused by flow restrictions at the Irish airport.

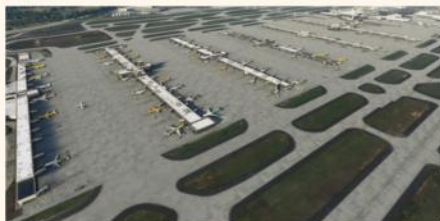


He quoted *"It was quite a lot of work, there was no let up"*. It's in these extreme conditions that real life pilots and sim pilots are put to the test. Not only do we have to face the raw elements of a storm, but we also have to be on a higher state of alert when operating with ATC. The increased amount of go-arounds, the high stress the controllers are under and the numerous diversions place the concentration levels at a new high. However, luckily for us sim pilots, no one's life is at risk so it is a lot more fun for us and the day became quite

the event. I personally enjoyed seeing the numerous screenshots and clips of BAV members crabbing on final with ludicrous cross winds being displayed on their PFD's. The constant METAR updates of higher crosswinds at Heathrow. It reminded me that BAV is a community of very passionate simmers who won't be deterred by some strong winds or resort to changing the weather settings to "Clear Day" just to butter the landing. It was a challenging day for most, and a lot of lessons learnt, but that is what flight simulating is all about!



## IMAGESIM KATL



For those BAV members who like to fly those long-haul trips across the pond, it should be good news to you that Imagesim are working at a comprehensive update for their KATL (Atlanta) scenery for MSFS.

The scenery has been long neglected, and anyone who uses the scenery will know it lacks the realism and immersion of other sceneries available in today's market. They are quoted as saying "literally hundreds of changes and improvements" are due to come.

The even better news is that the update is completely free and is only a matter of weeks away. If you don't own this scenery, it may be an idea to grab it while it is only £14.99. My prediction is it will be hiked up to £24.99 upon the new update to fall in line with the P3D version.

## MERLIN ERRORS

Unfortunately, there has been a surge of BAV members reporting issues with Merlin not recognising their liveries again, thus not allowing users to start their flight. I did post a fix for this involving MSFS's inbuilt ATC. However a user has reported this is not fixing the issue for them. After some testing, they found that entering BAW into the callsign field within the MSFS flight planner was solving the issue. Worth a try for anyone in the same boat.

Another user also complained the issue was not going away with my posted ATC fix, however they were expecting the issue to be solved while still in the sim. Unfortunately, once the error occurs, only a restarting of the sim will solve it, but my fix should stop it from occurring again.

## CAR ACCIDENT INVOLVING A BAV MEMBER

Unfortunately, a very shocking announcement was posted in the BAV discord. Our own Tavis Walters was involved in a car accident on the 26th of January. From what he has reported he was crossing a dual carriageway when a car, suspected to have been speeding, hit his rear door. The fire service had to cut him free. A CT scan revealed 2 vertebrae were out of place, but fortunately they were put back in place. This clearly will put Tavis out of action for a while. I am sure I speak on everyone's behalf when I say; Get well soon Tavis, we look forward to seeing you back in the sky.

## PMDG 777



## PMDG RELEASES FLIGHT DECK PREVIEW, AND IT'S... PLAIN?

Any BAV member using MSFS has been looking longingly towards the day a Boeing 777 is added to the MSFS aircraft roster. As an essential member of the BA fleet, no BAV hangar is complete without one. We have had nothing but bad luck when it comes to the B777, whether it be freeware or CaptainSim's 747 wearing a 777's clothes. It's been pretty disappointing all around. The PMDG 777 is obviously renowned in the P3D community and MSFS users were waiting for the day it was announced, then waiting for the day the 737 was finished, and then waiting for the EFB to be fin... I will stop. The internet has been cruel enough to PMDG and their developers. I am here to share some good news, well I guess it is good news?

On 27/01/2024, Robert Randazzo posted the following update along with some pics of the new flight deck: He is quoted as saying "the 777 has benefited tremendously from the experience we gained with the DC-6 and the 737." And added "PMDG and Boeing would argue- probably the finest desktop simulation even inside the enterprise environment."

This is music to my ears and shows that we are getting close to having a very in-depth simulation of the aircraft, as we all expected. However, as mentioned by BAV members, the flight deck's textures and appearance are a little lacklustre when compared to other high-fidelity aircraft within MSFS nowadays. Leaving us feeling a little disappointed at the long awaited update. However, looks are not everything!





# SIMON

K E L S E Y

JANUARY - 2024

## THE END OF AN ERA & THE DAWN OF A NEW DAY

It was announced at the beginning of January that Simon Kelsey, CEO of BAVirtual was stepping down from the CEO position in February.

Simon will be passing the reins to Liam Tallis, so I thought it would be a good chance to ask Simon some questions about BAVirtual. Getting some unique insight into what his tenure at the VA was like, both as a member and as the head of the board.





**So, as a simple start off to the interview, would you mind telling us a little bit about who Simon Kelsey is, what drew you to flight simulation, and I guess aviation in general?**

I've been fascinated by aviation for as long as I can remember - certainly from the first flight I can recall taking at perhaps five years old on an Airtours MD-83 out of Gatwick. I remember being given a copy of I-Spy At The Airport, presumably to (successfully!) occupy me during the inevitable waiting around, being fascinated by the photos of pilots at work in Viscounts and 747 Classics and looking out of the windows at aircraft from all over the world landing and taking off and thinking - this seems like a fascinating world to be part of! A subsequent trip to Heathrow to drop off a relative which incorporated a trip to the observation deck on the roof of Terminal 2 and several happy hours spent watching Landor-liveried BA jets amongst the huge variety of types, most now long-gone, that were regular visitors in those days probably confirmed it...

My first experience with flight simulation came in the mid-nineties when my dad brought home a copy of FS 5.1 on two floppy disks. Very quickly buzzing around out of Meigs in the C182RG, or the Lear 45 (no airliner types in FS by default at that time and this was pre-Internet, at least as far as our household was concerned, so no add-ons either) became my favourite thing to do, imagining that I was one of those Dan-Air Viscount pilots from I-Spy! Fast forward a couple of years to FS98 and a copy of The Ultimate Flight Simulator Pilot's Guidebook, an enormous 1,000+ page tome by Nick Dargahi, which not only contained tutorials and explanations of almost everything related to aviation and flight simulation that you could imagine, from the principles and aerodynamics of flight to how best to tweak your settings in FS95 or FS98 for the best possible performance or install third-party content, but also a CD(!) packed with freeware and shareware utilities and addons and a chapter on 'Virtual Airlines' and the online flying community!

Armed now for the first time with the knowledge and tools to both plan a flight and successfully navigate from one airport to another, and now Internet-connected through a 56k dial-up modem, I quickly found my way to some of the early VA communities and, from that, SATCO - the forerunner to VATSIM - and the rest, as they say, is history!

**How long have you been involved with BAV and what have been some of the highlights for you?**

I first came across BAV in around 2005, at this stage on FS9 and flying the Level-D 767 on the huge variety of short and long-haul routes that fleet had! After a year or two away I re-joined in 2010 once life had settled down somewhat, again flying the 767. Around 2012 I moved on to the 747, before going to the 'dark side' in 2016 to explore the short-haul side of the VA and the Airbus!

I'm very lucky to have been involved in some fantastic events through BAV over the years, but if I had to pick a couple - the BAV GCM (General Conference Meeting) of 2015 where we had fascinating talks from BA9 Captain Eric Moody and current BAV Director of Training John Pettit would definitely be up there! 'Overnighter 15' to Malé in 2014 was also a memorable evening of flying, as was performing a 747 formation flypast along the River Liffey as one half of BAVirtual's representation at VATSIM Ireland's FlightFest 2020 virtual airshow!

Above all, though, it's the people who are the real highlight of BAV - over the years I've been lucky to meet and swap stories and experiences with a huge array of fellow members from all types of backgrounds and from all over the world, whom I would otherwise never have met.

**What was the story behind you ending up in the CEO position and was the role what you were expecting when you first took it?**

Having been getting steadily more active and involved within the forums over a number of years, in 2015 I was asked by then-CEO John Barnes if I would be interested in helping start up a BAV VFR Flying Club. I accepted, and as Flying Club Manager put together a number of events and resources, handbooks, manuals and so on based around the real Airways Flying Club at Booker. John Pettit and I, having met in person and got chatting at the 2015 GCM, then started putting together BAVirtual's VATSIM Pilot Rating courses, using the Flying Club as a base. It was quite an undertaking and I'm not sure either of us were entirely sure where it would end up!

When John Barnes stepped down as CEO and was replaced by Dan Parkin, that left a vacancy on the Board for a Director of Training and I was asked if I would be interested in filling it. I accepted and spent two years running training, before being asked to take over as CEO when Dan stepped down in 2019.

I was always something of a reluctant CEO - running training was what I knew and enjoyed and looking after the whole of the VA and all the different aspects that go in to it - from membership queries to ensuring the servers were funded to working with the technical team to implement new ideas and features, marketing, liaising with outside agencies, chairing meetings, mediating disputes between members and much more besides seemed like an enormous and slightly scary job. And it was! I'm not sure whether I ever completely got the hang of it but overall I think I managed to achieve a decent...



balance, and I definitely got better over the years at learning how to take my hands off where needed in order to allow others the space to operate with creativity and freedom.

**For those hoping to one day be in your position, what would you say has been your biggest success factor?**

For me personally, I think the thing which has always stood me in good stead is that I've always been quite good at getting on with a wide range of people. Ultimately at the higher levels in any organisation, and BAV is no exception, it's all about building and nurturing a team of people with an array of different skills and bringing them together in order to work cohesively toward a common goal.

That can be especially difficult in a volunteer environment where everybody is remote, in different stages of life with different real-world commitments and across different time zones - being able to communicate well over text and inspire people to get on board with your vision, mediate disagreements and keep people motivated is important but not easy, and building good relationships with lots of different people to achieve those things takes time and effort - but it pays off!

For anybody looking to get more involved in the running of the VA, I think one of the most important things in the first instance is to get involved in a practical way. When we advertise positions we're looking for people who will carry out the required duties and proactively make something of the role.

Everybody within BAV is a volunteer - we take on tasks and responsibilities because they're things we enjoy doing and because we want to share that with the community. So find what you love - in my case it was sharing my knowledge and teaching people to fly virtual aeroplanes, but if not that for you it might be writing software or maintaining websites, creating graphics, videos or social media content, painting liveries, writing documentation or anything else besides - see how you might be able to contribute and how that would fit in with the ethos, aims and needs of the VA, be proactive and get in touch to see how your skills could be used!

**In your opinion, what are your proudest contributions while serving as CEO? And have there been any things you wish you could go back and change or have achieved if more time allowed for it?**

I think probably the most important thing I have achieved as CEO is to have built a really solid team, both on the Board and in the wider management team. Continuity, and handing over the organisation in a stable position from which to build and go further, was something I was always very conscious of and I'm confident that the team going forward have a really strong foundation to build from.

Aside from that, the biggest change that I have overseen during my tenure is probably the overhaul to the rank and progression system. It was a big change in approach and one that is still to be fully completed from a technical point of view, but there's been a lot of support for it and I think it adds a further point of depth to the VA.

Is there anything I would go back and change? Not really, in honesty! There's definitely still work to do on the rank progression system and command upgrade process, and it would have been nice to have organised some form of meet-up - we had been discussing this when I first became CEO and then obviously Covid somewhat took over!

**What would be your number 1 tip or advice for someone new to BAV?**

Enjoy it, and take full advantage of all the unique resources we have available! Documentation, utilities, liveries - above all, people. As I've said before, it's the people and the community that make BAV what it is and set it apart from other VAs, so jump in, ask questions, share your own knowledge and be part of it - you won't regret it!

**Where do you see BAV going in the future?**

I think BAV has a bright future ahead! Not only do we have a fantastic management team in place at the moment, looking further ahead I see many other skilled, talented and dedicated members who have the potential to be steering the ship in the future and I look forward to seeing where they take us!

**What is next for Simon? Will you still be flight simming after stepping down from the board? We will still have your unique knowledge and insight to enjoy in the discord and forums?**

Don't worry, I'm not planning to disappear! I'm still flight simming (indeed, I hope that I will be able to do a bit more flying!) and I will still be a Training Captain, so if you're doing Line Training or a Command Course we may well fly together. I will definitely still be active in the Discord and forums as well!



Aside from that, as many will know I'm running pilot training for VATSIM which is a big task and one that I'm enjoying getting stuck in to. I'm also helping the team at 744 Experience (<https://www.744experience.co.uk>) build and operate their B747-400 simulator created from the flight deck of G-CIVM and upper deck of G-BYGG which is a whole new challenge they've done a phenomenal job in preserving and bringing back to life these fantastic aircraft and I'm looking forward to sharing it with the wider world when they open to the public in March!

## QUICKFIRE Q&A

### **Boeing or Airbus?**

Ooh... I love the ergonomics of the Airbus flight deck, but the 747 will always hold a special place in my heart so I guess if you're pushing me for one it would be Boeing!

### **Terminal 5 or Terminal 3?**

T5, every day of the week...

### **Heathrow or Gatwick?**

Gotta be Heathrow... sorry Gatters.

### **Short-haul or long-haul?**

Interesting one! Part of the reason I loved the 767 was because of the mix of short and long-haul. I've enjoyed almost eight years of getting short-haul cycles in on the A320, but I must admit I do enjoy the 'strategic' aspect of long haul and with some upcoming MSFS releases expected this year it might be getting close to time to stretch the legs a bit more...

### **Landor or Chatham Dockyard?**

Tricky! Landor obviously has a special place in the history of BA, but I think Chatham Dockyard is a worthy successor.

### **MSFS, XPlane Or P3D?**

MSFS. P3D had its place, but the growth in all aspects of our hobby since the release of MSFS has been phenomenal and very welcome. And it looks stunning - if you'd told me back in 1995 when I was flying FS5.1 that a desktop flight sim would look and perform and do all the things that MSFS does today I'd have thought you were mad!

### **Favourite BAW destination?**

Real-world - San Diego. Amazing city and a fun place to take a widebody! In the sim - too many to choose from but I've always loved the early morning arrival to Cape Town, flying down the coast with the sun rising and Table Mountain in the background is quite something!



# SLC BA VOICE & SOUND PACK

*The BAW Modder*

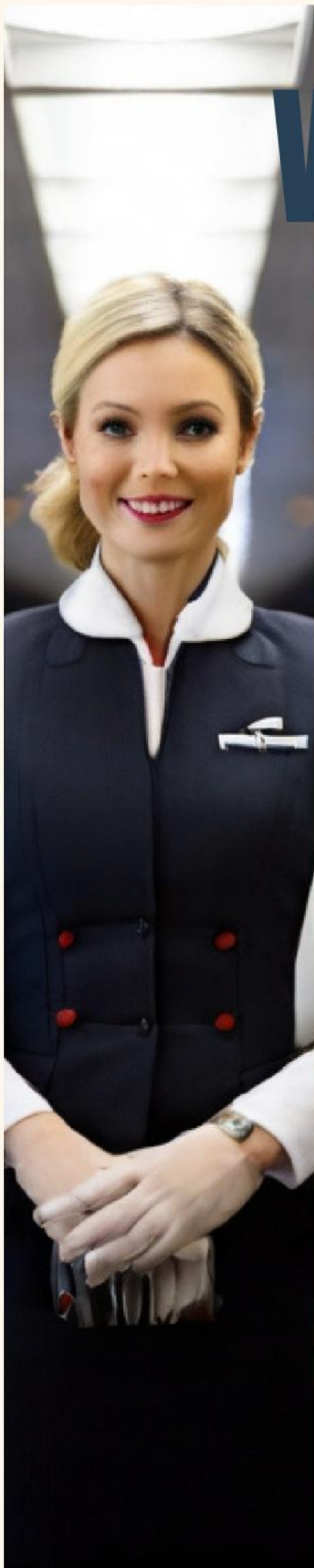
THE STORY BEHIND THE MOST IN-DEPTH BA PASSENGER & CREW SIMULATION AVAILABLE

"I KNEW THAT IT WAS A TALL ORDER, BUT NOTHING COULD QUITE PREPARE ME FOR WHAT OCCURRED IN THE END."

## FEATURES

- **Real Life Word-For-Word Announcements**
- **Crew Ops Replicated**
- **Welcome Message For Every BA Destination**
- **Same SCCM Voice on Intercom Making PA Announcements**
- **Announcements Made By ACCM Recorded With Real Human Voice**
- **Seating Layouts For Every BA Aircraft Included**
- **Different Announcements for Different Aircraft**
- **In-Depth Manual Explaining How To Brief The Crew Correctly For Each Flight**





# WHAT IS SELF LOADING CARGO?

Since starting this project, a lot of people have been asking “What is SLC?”. The simple answer is that it is a software designed to simulate your passengers, your ground handlers and the cabin crew. Although the more comprehensive description would take a

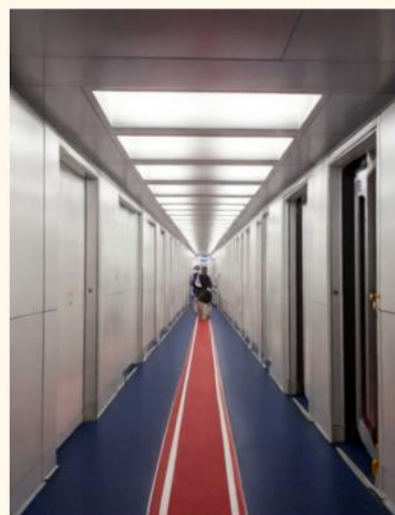
lot more words than I can fit on this article. It is capable of taking your simulator experience to the next level and I strongly encourage anyone interested to head to their website to see a full list of features. It is available on MSFS, XPlane and P3D.

## *HOW DID IT COME ABOUT?*

In the beginning, the aim was to create a pack that included the same AI voice talking to you over the intercom as the one making announcements. No pack I have seen has done this yet, so you are left hearing one voice talking to you over the phone and another making announcements to the passengers. This alone was going to be hard enough, however, the project quickly turned into a much more ambitious task thanks to the unique and accurate insight provided by Joshua Corbett.

After some discussion, we decided to create the most BA accurate set of announcements and simulated crew behaviour anyone has probably ever achieved. If you get to fly BA in the near future, you may get a feeling of *deja vu*.

For those wondering why it has taken so long, please understand I didn't quite realise how much work would ensue when starting this project. I knew that it was a tall order, but nothing could quite prepare me for what occurred in the end. I don't even think using the product will give you an insight into how much work went into it. So I will try to give you a glimpse in this article.





# GETTING STARTED

My first task was to start the Sound Pack, which includes the Airline specific announcements. This is only 11 recordings in theory, but I wanted to create a specific welcome message for every destination BA flies to. You know... just to make my life a little harder. This took a good few nights of working through a list of 171 destinations and recording a script that mentioned both the destination, and how far behind or forward the clocks were from the UK. This was my first clue into how much work I had created for myself.

The next job was to record the 203 individual interactions between the SCCM and the flight deck. This ended up being around 480 AI recordings, as I couldn't just have one version of the script play every time, could I? That would be boring... So after that was finished, I let out a sigh of relief and loaded up MSFS to listen to my hard work. Only to then realise the SCCM didn't sound like she was talking to me down an intercom. It was more like she was shouting down my poor earholes.

After some colourful language and a cup of coffee to soak up my frustration, I realised that I was going to have to edit all 480 recordings to sound like they were being spoken through an intercom. This was a couple of days eaten into as you can imagine. Although it didn't end there; I then took to the other 180 odd recordings and edited them to sound like they were being played on a PA system in a plane, just in case you wanted to open the door and hear them not being muffled by the flight deck door.

All frustration and hard work aside, I am very proud of the final product and I am looking forward to the final feedback from the BETA testing team and also the thoughts from the BAV family upon it's release.



Before I move onto the forecast for the rest of the project, special mentions do need to be made.

Thank you to Joshua Corbett for providing some amazing recordings and also a unique insight into the operations of the cabin crew. It would not be this realistic and in-depth without you.

Also, a big thanks Harvey McCulloch who donated the subscription fee to ElevenLabs (AI voice generator) when I had ran out of letters on my account. We would still be weeks away without this special gesture.

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## HOW LONG IS LEFT?

After a number of weeks recording AI voices, applying audio effects and pestering Joshua Corbett for recordings of his voice; the SelfLoadingCargo BA Pack is finally in it's BETA test phase.

The BETA team have been provided with their brief, the audio files and all the cabin layouts they will need to carry out the tests. There has been a considerable amount of testing going on over the past week and some great feedback and bug finds have been reported.

There is still some work to go, but we are definitely at the 'Ironing Out Creases'' stage of the project, with only small patches needed to be applied.

Below this paragraph you will see the progress chart, and as you can see, there is a lot less to do than what has been done. I am hopeful that this will be released by the 17th of February at the latest. It may even come sooner!

Closer to the time of release, I will be uploading a video showing a full flight from EGLL to EGAC to showcase the features as both promotion and instructions for those who have not used SelfLoadingCargo but have been tempted to purchase it for this pack. Keep your eyes peeled for that in the BAV forum.







# A TRIP TO MALAGA



Picture taken by Laurie Cooper BAW391



# THE BEAUTY OF THE CITY

Malaga is a port city in southern Spain that lies on the Costa Del Sol. Known for its scenic beaches, stylish harbours and rich architecture, it is a common destination for BA passengers all year round.

The city is full of traditions that have both shaped its history and it's people. From it's Moorish past to the modern times, Malaga has become a city full of interesting and surprising things to do.

One of the most common tourist attractions is the Benalmadena cable car. It was opened in 2003 and takes tourists on a 15 minute journey across the city and up to the highest peak of the city, highlighting the wonderful landscape in all it's glory and boasting the best views of the Sierra De La Nevada.

If history is your preference, a trip to Castillo de Gibralfro may be for you. A Moorish castle dating back to the 10th century which is located on Gibralfro hill. It provides a unique view of the city and a features a war museum that will enrich your knowledge of Malaga's past. Or you can visit the world famous Roman theatre, locally named as the Teatro Romano Málaga. It lies at the foot of the Alcazaba fortress in the western part of the city and was only discovered in 1951.

It had been remained buried underground for many centuries before that.

If art and music sounds more interesting, you can indulge in the unique flamenco experience of the Kélipe Flamenco show or you can visit the Pablo Picasso museum that showcases the artists developmental work just round the corner from where he was born.



Or if you are more of a beach baby, Malaga offers 93 miles of beaches which are littered with *chiringuitos*, little tapas bars that serve arguably the best tapas in Spain.

With so much to do, it is no surprise that BA flew 171K passengers to the destination in 2001.

As a BAV pilot, have you made the trip down the French coast and across the most mountainous country in Europe (Spain)? If not, then investing in MKStudios LEMG may be the perfect investment for the summer schedule.



# THE AIRPORT REVIEW



Anyone who had the displeasure of using either the free version of Malaga Airport from flightsim.to, or even the pay-ware Barelli MSFS version, will know there hasn't been a high fidelity representation of this very popular airport so far. So when MKStudios released this a few months ago, my debit card was immediately unleashed and the purchase was made.

Having owned quite a few of MKStudios' airports, I knew it was going to be high fidelity and a realism booster. And I was not disappointed.

I decided to fly down from Heathrow on a sunny afternoon and as I came into approach I could tell my money was well spent. The runway and adjacent grass fields blended into the surrounding scenery perfectly, and it didn't look like the airport had landed in Malaga from completely different...

land, which can happen with some sceneries. The texturing on the ground is perfect and the taxi lines, signs and stand numbers are all printed in high quality, so visibility from the flight deck is no issue.

Having visited the airport myself a number of times, it felt very familiar on the passenger side, and seeing the well-known Malaga airport sign printed on airside brought back real life memories of looking out the window as the plane taxies to the gate.

As you pull up to park your bird, you can see into the highly detailed terminal and through the amazing glass jetways. As I took the drone around the airport I discovered more and more hidden gems, such as the passage way pictured below. The view onto the apron gave a sense of depth to the whole airport. While not the whole interior is modelled, the bits that are add a real sense of realism and the passion of the developers really shows.





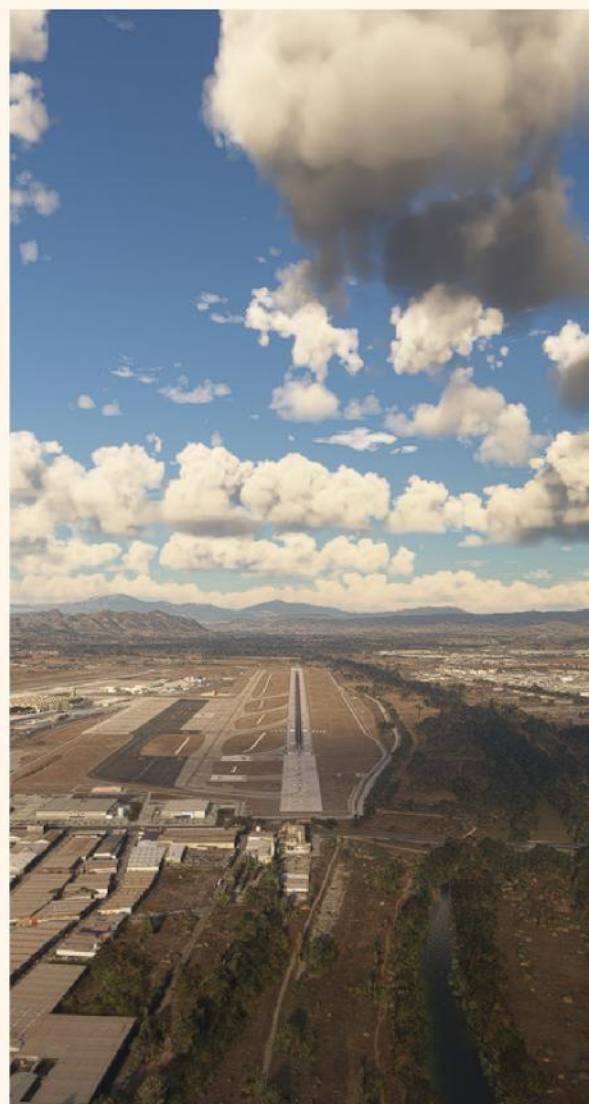
All in all I cannot fault the scenery at all. The technical side, such as ILS and PAPI lights were very accurate. The taxiways and stands matched the latest charts accurately giving me no issues in finding where the BA stand was. With a good GSX profile from flightsim.to, the passenger simulation was also flawless and gives a great sense of satisfaction when watching them walk down the jetway and into the terminal. It just felt alive.

For £14.43, I think it is an extremely well valued product. It is definitely not the cheapest scenery in the sim, but it is well valued. While not the whole inside is modelled to perfection, there is enough modelling to make the airport feel real when you are parked up or taxiing to and from your gate. If you are looking for a new scenery and a new regular destination, I cannot recommend it enough.

## A PILOTS PERSPECTIVE

From the pilots perspective, the flight to Malaga is a very enjoyable one. Taking a southerly departure across the bay of Biscay, down the coast of France and then traversing the mountainous country that is Spain provides some very spectacular sight seeing on the right day. Anyone who has flown to Madrid or Lisbon will know what I am talking about.

But Malaga has a much nicer descent than either of those locations in my mind. As you come down from cruise level, the airways take you through the Spanish valleys and provide the most amazing mountainous sights in your peripherals. As you come down to transition levels, the mountains part away giving you a view of the sea and the airport. It is not one to be missed and blew me away the first time I made the trip.





# BAW MODDER UPDATES



## A NEW ARRIVAL TO THE FORUM

The BAW Modder project has been assigned it's own page on the BAVirtual forum. This will serve as a hub for all the livery packs, mods and any future projects from the BAW Modder.

This means the TBM Discord channel will be closed down in the upcoming weeks and all operations will be isolated to the BAV forum and the liveries-and-mods channel on the BAV Discord channel.

I want to say thank you to everyone who has shown support for the work I have been doing and also those who volunteer time, and in some cases, money to make the projects come to life.

I also want to extend a thank you to Liam Tallis for providing the space and freedom to bring the content to BAV. I love making the liveries and mods for my own personal use, but when a community can also take advantage of the work, it adds a higher purpose.

All updates and progress will be reported in Flight Life going forward but all members are welcome to contact me at any time through the channels highlighted on the forum.



## A NEW CUP IS COMING

Pretty low down on my priority list, but I have designed a replica of the current staff cups BA use. This will be added to the next FBW update which will be released in February. The cup will also be making a feature in the E190 fleet pack. Keep an eye on the forum for V3.2.0 of the FlyByWire A32NX Complete Fleet Pack.



## THE E190 FLOP

Unfortunately, the new complete fleet livery pack for the FSS E190 was a flop from day 1. Anyone who has updated to version 0.9.23 will face pink screens and a very broke flight deck.

The plan is to have this fixed in early February. The fix has been found, it just a case of implementing it across the fleet.



SCREENSHOT



# OF THE MONTH



## Marc Portu Onoro

FO Marc Portu-Onoro took the winning snap of G-EUOF on Runway 27L, after travelling 713 Nautical Miles from Adolfo Suárez Madrid-Barajas Airport as Speedbird 467 to Heathrow. *"It was a very smooth flight with efficiency and sustainability"* said Marc. G-EUOF is an Airbus A319-131 at the age of 22 years old. It was delivered to British Airways in October 2001 to join the mainline fleet from Hamburg-Finkenwerder Airport. The snap was selected by the publishing team as the winner due to its striking angle and lighting. We'd like to congratulate Marc for being the first screenshot of the month winner at BAVirtual. However do not be disappointed, there will be many more chances to win!



PILOT



# OF THE MONTH



## Michael Broom

This month the decision was made to award the Pilot of the Month award to Michael Broom for flying the shortest mainline route for BAV. The BA2156A route from Robert L. Bradshaw International Airport (TKPK) in Saint Kitts & Nevis, to V. C. Bird International Airport (TAPA) in Antigua. He flew this route in a Boeing 777-200LR in the short time of 19 minutes. The PIREP was filed under reference 1323166.

Unfortunately, this month we did not have enough time to sit down with Michael and get an interview done, and for this we do apologise Michael. However the whole team, including Liam Tallis, would like to congratulate you on the achievement!





## HOW DO MONTHLY AWARDS WORK



### PROCESS OF SELECTION & PRIZES

We imagine you are probably wondering what on earth are these awards. How are they decided upon and what is awarded? Well we can answer one of these questions and the other is still in the process of being decided upon.

Who the pilot of the month is decided by the publishers. Any pilot who posts their screenshots in the discord is eligible to win but staff are excluded from selection.

Pilot of the month is decided upon from data retrieved by Merlin and the winning factor will be cycled every month to give all types of simmers a fighting chance of winning. Again, staff are excluded from the selection.

Prizes have not been decided upon at this point for either category, and will need to be discussed over the next month with board approval. Although pilot of the month will be interviewed going forward to give the VA a chance to get to know them!

We hope to provide whatever the prizes will be to the February winners retrospectively.





# HEY, YOU!

## **WE NEED WRITERS!**

Would you like to contribute?

There is no hiding that this publication of Flight Life was put together in a very short amount of time, and fell short of the desired amount of pages. But what was presented was done by a very small team, and shows the potential of what could be done with more hands on deck.

We are looking for volunteers to write a monthly piece for Flight Life on a topic that relates to BAV and Flight Simulation.

Does this sound like you?

**PLEASE CONTACT US  
IF SO!**





[WWW.BAVIRTUAL.CO.UK](http://WWW.BAVIRTUAL.CO.UK)

CONTACT US AT [THEBAWMODDER@GMAIL.COM](mailto:THEBAWMODDER@GMAIL.COM)