♬ ”My way...part nine”.♬

The Flightplan revisited
During the flight I have filled out the cells in my flightplan, which after the flight looks like this:

Flightplan

Flt:EV5521 **Date:03/08/04** **Sked.Dep.:05:25Z** **Sked.Arr.:06:10Z**

Dep:ENGM **Arr:ESSA** **Alt:ESCM** **A/C:A321**

Pax:96 **Cargo:2070kg** **EOW:47500kg** **ZFW:57250kg** **TOW:63050kg**

Metar/Dep:_____

Airway	Waypoint	Freq.	Alt.	ATO	Fuel	AMT	Dist.
ENGM		OFFBlock		05:24	5800kg	V1:132	Vr:132
RW:01L	Alt:673	TKOFF:		05:35	5512kg	V2:138	FLAPS1
SID	SUTOK		➚	05:45	4480kg	-------	60
P607	TOC		FL270	05:48	4300kg	094	17
P607	MEGEN		FL270	05:53	4050kg	094	40
P607	DEMOR	(TOD)	FL270	05:56	3885kg	094	26
P607	NARIT		➘	06:03	3750kg	094	46
P607	ELTOK		FL130	06:05	3700kg	094	8
STAR	ESSA			:		-------	65
				:			262
	GRM	115.95		:			
	BBU	112.75		:			
	ERK	383		:			
	ARL	116.00		:			
ESSA		Landed		06:20	3210kg	Vref:	
RW:01R	Alt:137	ONBlock		06:26	2975kg		

Metar/Arr: 35012KT 9999 FEW016 SCT021 20/15 Q1018 TEMPO SHRA KN020CB

Metar/Alt:_____

Clearence: 7000', sq4747 , RW01L via L1-F-G-N-A2

How does this correspond with my initial flightplan?

To start with, I did the pushback at 05:24Z, one minute ahead of schedule. After startup and taxi to the active runway, I managed to get airborne at 05:35. The amount of fuel used for taxi was 288kg (a bit on the high side I think).

From takeoff to Top of Climb it took me approx. 70nm (**58**), I used 1212kg (**1088**) of fuel and it took me 13 minutes (**10**) to get there. The numbers in bold are the ones I calculated on the

fuelplan (myway part 6), and as you see, they are not were far off.

From TOC to TOD (at DEMOR) I had a distance of 66nm (**84**), so the cruise part was somewhat less than estimated. I used 415kg (**866**) and as this is less than half and the cruise part was more than half of the estimated, I need to rethink the fuelusage for the cruise part. Apart from eventual errors in my calculations, it could be an error in flightmodel. This would need further investigation to find out.

From TOD to the runway I used 675kg (**460**) again a bit on the high side.

When parked at the gate I found the total fuel usage was 2825kg (**2714**), so all in all, then fuelplanning turned out fine. If I include the routereserve of 121kg I get an even better result: Used 2825kg - planned 2835kg , only 10kg off.

Looking at the time I find it hard to reach the time as stated in the timetable. The Blocktime was 62 minutes and the timetable asks for 45 minutes. So perhaps the timetable should be revised. I don't know if the timetable takes SID/STARS into account - but this could be the culpit here. On a rather short route the SID/STAR part is a significant part of the total route, so this is felt more heavily in this flight than on a longer flight.

All in all I feel the planning turned out good and in line with the actual flight. Maybe I use a little too much fuel, but this is not easy to be sure of in a short flight like this.

Hopefully this little series of papers gave you some ideas as to how to do a flightplan - as a math-teacher I like the math involved in the planning. But you can put up your own goals when flying the flightsimulator - in FS2002 a wonderful tool called FSMaintenance can give you some other ideas for messuring your skills, but this add-on can not be used with FS2004. The important thing is - HAVE FUN!!

Online flying

One of the best ways to go "as real as it gets" is when you are flying online. And it is great, when you look around you and find other ESA flight on your airports apron. It does, however, demand some effort from you - hardware-, software- and "knowware"wise.

First of all you need to have an internetconnection - I guess you allready have one! But using a modemconnection is not the best way - you block your phone and you pay per minute. And as you're in the air for hours, it can turn up rather expencive - and annoying for your sprouce/children not to be able to use the phone. My advise is to get an ADSL connection.

Next you need a network to dialup to. Two or three springs to my mind - VATSIM, IVAO and FPI. I wont go into an argument on "which is best" - they are different in their approach to this and so are we. Generally speaking it is too bad, we spread the traffic/ATC on several networks instead of one, but done is done, and in my mind, I do not think it is possible anymore to join the 2/3 networks into one anymore. One reason for this (not the main reason in my mind) is that they use different kinds of software, which you must download and install on your FS computer.

And finally you need to know the different "ways", the network you use, are using. Some are more strict in terms of fraseology and piloting skills than other - which "attitude" you prefer is up to you. Regardless of which - all networks have great homepages and fora, where you can

investigate/ask for advise/help.

Look at the networks at:

VATSIM - http://vatsim.net
IVAO - http://www.ivao.org
FPI - http://www.flightproject.net

Memberships are free, but you need to register to be able to fly on the net.

As I am a member of VATSIM, I will concentrate on how I do flying on the VATSIM net, but the other net use similar procedures.

As a virtual online pilot you need some additional software to connect to the network and unfortunately this software is not the same for the three networks. So if you choose to connect to more than one, you must download all programs. One program I strongly suggest you to download is ServInfo, which enables you to find which ATC and traffic is online (or getting online, having reserved time thru Eurobook). You can find it at www.avsim.com/hangar/utils/servinfo

As a VATSIM pilot you need to download Squawkbox, HostSB and Advanced Voice Client (AVC). Another nice tool is AVCTuner from www.simhardware.co.nz. Finally, if you use FS2004, you need SBRelay. All in all a lot off software to get you going - and it is not allways easy to make play with each other. BUT when you get there - WOW!!

I can't go into how to set it up - you need to check out VATSIMs homepage or different fora on the Internet - but next time I'll describe to you, how the flight would be like, when flying online.

Until next time

Yours
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