



DANUR CFS NEWSLETTER

**Danur Computerflight
Systems**

Issue 1/2006

Thursday, December 22, 2005

Flight Operation Center News

Dear FOC users and other readers of this newsletter.

It has been two years now since we first published FOC and we are amazed at the feedback we have been getting. As we expected, FOC really appeals to those who take flight simulation seriously and wish to advance the realism of their simulation experience. We have also had lots of feedback by people who are either active or former flight dispatchers, who have lost few time in telling us how thrilled they are to have a tool like ours on their fingertips to play with when they don't have their big mainframe systems available. Some of them actually prefer FOC over their own systems these days,

With the current version 1.25 we introduce a very frequently asked feature into FOC, namely the ability to update the navigational database on subscription basis. Our cooperation with one of the worlds leading navdata providers has made this step possible. Read more about

it on page 2,

In other news, our recent release Weather Station has been a big success in the world of real pilots as well as simmers who want a economical solutions to weather questions. The latest release now incorporates a much improved user interface with now 16 quick access buttons for your favorite weather sources on the internet.

Finally, we have decided to grant a license to Pilots Software to produce a special edition of FOC in a boxed version. This special edition will include a basic release of our downloadable software for those who want to sample our work and those who do not need updateable weather and navdata. Read more on page2.

Urs Wildermuth

FOC Version 1.25 with weight conversion and other goodies.

On December 23, just in time for Christmas, DANUR CFS released the latest version of it's popular Flight Operation Center Software. One major upgrade includes the possibility to print flight plans in weight units different from those defined in the aircraft database. This satisfies a long held wish by many flight simmers, who were stuck with flight plans in kilograms for aircraft which feature fuel indicators in lb or vice versa.

Other upgrades involve improved fuel policy upgrades and a correction facility for aircraft with incomplete performance data, which caused unreasonable behaviour before.

The team around Heinz Oetiker and Urs Wildermuth continue to improve and extend the capabilities of Flight Operation Center in order to provide the most realistic and exact flight planning tool for the flight simulation enthusiast available on the marketplace today.

FOC Dispatch Services announced.

DANUR CFS will introduce a new service in the coming months, assisting FS users which want professional flight preparation done by professional dispatchers.

We will also introduce a flight watch system, where aircraft in flight can receive dispatch assistance on line using new online technology. This will significantly enhance realism.

Watch this space for news on this upcoming product line.

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Hot Topics

- FOC 1.25 released
- Navigational Data for Flight Simulation Enthusiasts
- Weather Station expands
- Pilots Software teams up with DANUR CFS for boxed Version of FOC.



Flight Operation Center Goes Boxed

Pilots Software in Vienna, Austria, have been chosen as publisher of a boxed version of our successful Flight Operation Center planning product for PC Pilots. We have decided to take this step in order to reach our non internet based customers with an easy to use Special Edition of our software.

Flight Operation Center Special Edition (FOC-SE) is identical to our downloadable Virtual Pilot's Edition but is not capable of real world weather or navdata upgrades. It is designed as an entry package to those who have not learned of our software on the Internet.

FOC-SE will also include a full printed manual and several flight packages by Heinz Oetiker, which show the capabilities of our software in the form of hundreds of prepared flight assignments all over the world.

An upgrade will be made available for customers who will wish to upgrade from the SE to the VPE Edition in our online shop. It contains the full connectivity pack, to the internet based services and several other features such as additional aircraft performance data and the flight customiser to create flight assignments and , a one year weather subscription

and much more.

We wish to stress to our current users that FOC-SE is by no means intended as a replacement or upgrade to your existing product. If you use the downloadable Virtual Pilot Edition, you already own the Special Edition plus its upgrade pack.



FOC Navigation Data Upgrades Released

The most frequently asked feature for FOC has become a reality. From April 2005 on, Danur CFS in cooperation with Virtual Navigation and European Aviation Group have started to provide full navigational data support to FOC in a 28 day upgrade cycle. Navigational data upgrades may be purchased at very competitive prices either as single updates or as subscriptions up to a year.

EAG are one of the world's leading navigation data suppliers,

who have already provided the original Navigational Database used in FOC. In their mainline production, they provide navigation data to top airlines like British Airways, Swiss International Airlines and many more.

We are very pleased with this development and are happy to provide you with top notch navigational capabilities within the simulation or training world.

As our historical database that is provided with FOC to match Microsoft's Flight Simulator 2004 COF, we wish to stress that the upgrades provided by EAG are under no circumstances to be used for real world navigation but are intended purely for simulation and training purposes.

We wish to thank Jon Stratfull of Virtual Navigation for his tireless work to make this

**FOC NAVIGATION
DATA provide full 28
day AERAC
Navigational Data
upgrades for it's
Flight Operation
Center Software at a
very competitive
price.**

Weather Station 1.24 Self Briefing System released.

Weather Station 1.24 is the latest development in our self briefing software for PC Pilots. The latest release features now 16 quick access buttons which are freely programmable to include your favourite weather sources on the Internet. METARs, TAF's and Long TAF's are provided via our server and sourced on the NOAA aviation data available on the net. Other than a direct net application, Weatherstation allows off line viewing of previously downloaded messages and

therefore is the ideal tool for pilots to take on their trip on a laptop. Together with our freely programmable airport lists, getting the information you need is a question of only a mouseclick instead of long searches on the Internet.

Scheduled downloads of weather data allow its use as a weather terminal both at home and in your professional environment. If used together with Flight Operation Center, Weather Station can also man-

age your downloads of upper wind model data from the American GFS model for accurate flight planning up to 36 hours ahead.

Why pay more? Weather Station will provide you with up to date weather information at the touch of a button. At an unbeatable competitive price. Check out our weather feature on page 3. For more information or our website at <http://www.danur.com>.



An MD11 enroute to John F. Kennedy International Airport will arrive there just on time after being planned with Flight Operation Center.



MD11 Performance Proofing.

The MD11 was one of the first aircraft ported over to FOC from real world data. I had worked with this fantastic aircraft as a flight dispatcher at Swissair and was determined to get a model, that would work out properly on Microsoft's Flight Simulator. .

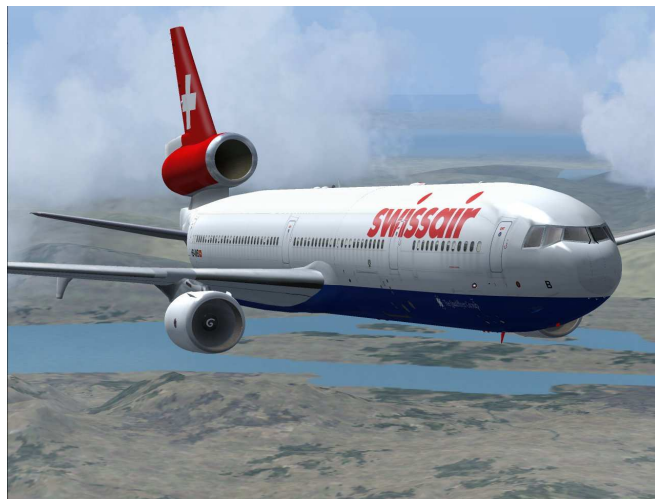
Since FS98, I had flown literally hundreds of hours on Alain Capt's MD11 variants. In 2002, I had the chance of helping Alain to get the MD11 "As real as we could get it" which was pretty close to the real thing. Out of verifications with a real world flight planning system, I knew that the FOC data were accurate. So we set out to fly intense test flights on Alain's model to make sure, we would get the right consumption and proper performance to match the real plane. In a series of

flights, we managed to get a reference aircraft for all of FOC and FS2002, that will fly accurately and meet the schedule every time we try. After several weeks, it was time for the final checks. For 5 days, I had our MD11 fly a regular schedule as the real thing did, you can see the logs on the right.

The result made it all worthwhile. All flights landed within 10 minutes of schedule, the fuel consumption was within 2% of plan at all times. Mission accomplished.

Today, in its FS 2004 incarnation, Alain's MD11 model is still one of the best in the flight simulation world. You can find his legendary panel and the files at <http://www.acsoft.ch>

Urs Wildermuth



Date	Flight	Leg	Registr.	Dep	Arr	Time
02.09.02	SR148	ZRHGRU	HBIWC	2320	1100	11-40
03.09.02	SR149	GRUZRH	HBIWC	2340	1026	10-20
03.09.02	SR124	ZRHORD	HBIWC	1200	2125	08-56
03.09.02	SR125	ORDZRH	HBIWC	2336	0749	07-45
04.09.02	SR168	ZRHNRT	HBIWG	1410	0110	10-58
04.09.02	SR169	NRTZRH	HBIWG	1730	0600	11-52
05.09.02	SR100	ZRHJFK	HBIWC	1210	2010	07-41
05.09.02	SR101	JFKZRH	HBIWC	2149	0540	07-32
06.09.02	SR106	ZRHLAX	HBIWG	1001	2120	10-51
06.09.02	SR107	LAXZRH	HBIWG	2349	0923	09-14

Edelweiss Virtual Airline plans with Flight Operation Center

In 2002, I was approached by Heinz Anders of the newly founded Edelweiss Virtual Airline who were in search of a professional planning tool to help them manage their schedules. FOC was the obvious answer. We quickly agreed to introduce FOC to their start up operation and it has been running strong ever since.

Thanks to the staff at the real Edelweiss Air, Danur CFS managed to receive their schedules directly from them and to then

import them into FOC via a tool especially written by our software genius Heinz Oetiker. This way, Edelweiss VA are in total synchronisation with their real world counterpart.

DANUR CFS also provided the performance data for the A320 and A330-200 aircraft used by Edelweiss VA.

We are happy about this partnership with what we perceive as one of the most professional virtual airlines in the world.



Links: <http://www.edelweiss-va.ch>
<http://www.edelweissair.ch>

Edelweiss VA
 Edelweiss Air

Edelweiss Air A330-200 HB-IQZ at Male Airport, one of many long-haul destinations for this Swiss Airline.

Visualizing FOC Routes: Bob Raemer's Natplot

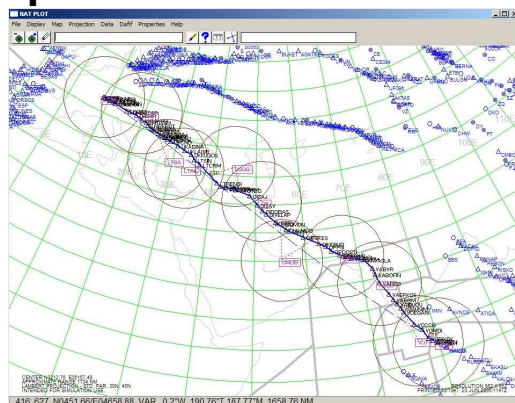
When FOC got close to completion in 2002, we were looking for a possibility to visualize our routes, particularly our ETOPS and STOPS scenarios. Via Glideslope.de, the great PSI site, we discovered NATPLOT by Bob Raemer. Bob invented this tool for the PSI community to be able to show accurate maps of the flight routes and of the North Atlantic Track System. We found Natplot very much to our liking and asked

Bob for his permission to include it in FOC. To our delight, Bob agreed and even made some modifications to read our route output.

Natplot is a great tool for visualizing and mapping of routes. We are proud to be associated with it and Bob Raemer and thank him once again for letting us use his great program.

Link: <http://ourworld.cs.com/bobraemer/ownnav/natplot.zip>

Left: NATPLOT shows a route between Zürich and Colombo, Sri Lanka. The circles show the STOPS / EROPS Range of the A330.





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Visit us on our
Website: [http://
www.danur.com](http://www.danur.com)

DANUR Computerflight Systems was founded in 1990 to promote a project of a flight planning system for the Commadore 64. After the first PC's turned up, one part of the system was re-released as DANUR Loadmaster, a load planning and document system for airliners.

With the release of Microsoft Flight Simulator and subLOGIC Flight Assignment ATP, Danur CFS shifted its focus onto the addon market for these simulators. Early products included "ATP Around the World", "Tupolev 154 for FS98".

With the development of the "Professional Enroute Adventures" for FS98 and 2000 with Flylogic, cooperation started between Heinz Oetiker and Urs Wildermuth. We decided to put our efforts into developing a top scale flight planning product, which after 5 years of development became known as "Flight Operation Center" or "FOC". Since the release, a companion product "Danur Weatherstation" was released in late 2004. Both products focus on serious flight simulation enthusiasts who want to get "as real as possible" in the pursuit of their hobby.

Future developments will include "Real Life" versions of FOC as well as other products aimed at the professional as well as the flight simulation market.

From the Ops Desk: 15 minutes MD11

At the end of 2005, I made a dream come true. For 15 minutes, I was going to fly my favorite airliner: The McDonnell Douglas MD11. Of course not the real plane but the next better thing, the full flight simulator at the Swiss Aviation Training Center at Zürich Airport.

Since several years, I have been a member of the "Interessengemeinschaft Luftfahrt Schweiz" or short ILS. It was their idea to organize several simulator days at Zürich.

We met very early in the morning at the training center and were greeted by ILS President Markus Bächli and our instructor, former Swissair MD11 Captain Chris Hoffmänner, known as "Old Chris" in the forum. After a briefing we boarded the simulator, operated by Urs Zwyssig, himself instrumental in making this day possible.

The airport was Geneva and

after a short setup of the sim, the first of our group took off from the right hand seat. Chris talked him through an extended circuit and set him up on the ILS for runway 23. The landing was very smooth indeed and Chris decided to throw in an extra visual circuit. Then it was my turn.

The take off was conventional, at 190 tons we were not very heavy and the MD11 basically jumped skywards. My sleepless night before with countless dry runs on Alain Capt's MD11 (see page 3) paid off, I found the actual sim much easier to fly than expected. The huge primary flight display and it's Flight Director makes flying plane a pure pleasure. After the first turn and getting used to the autotrim feature, I was happily cruising on downwind at 250 kts, never once considering the use of the automatic flight control system. This one was mine, I wanted to fly it by hand.

Abeam the final approach fix, we descended to 4000 ft and turned inbound. I commanded the first stage of flaps during the turn, which Chris set for me. He then commented on "if you manage to get LOC and Glide captured at the same time, it will be a perfect approach." And it actually happened, I have the video to show it! Established on the ILS, I called for the gear and flaps to be extended to landing position and kept flying the plane on the FDR to the minimum of 200 ft. Looking outside, the runway was straight in front. I remembered the advise of "At 40 ft swallow once and then flare" but somehow my swallow was too long and we arrived with a bit of a bump. Nevertheless I had landed the great lady in one piece! Chris commented positively on my flying skills and I was a very happy camper leaving the right seat. Thanks ILS for the opportunity!



After Landing: A very happy camper!



Captain Christian Hoffmänner



Swiss MD11 landing at Zürich. UW