

iFly Jets : The B747-400 v2

Flight Report Preview

Hello readers,

I would like to share with you a flight report with the new iFly 747-400.

At first please note that the aircraft used in this report is not the final release version and some small things can differ from the final product.

Also, I am using ENBseries + SweetFX that makes the colors too dark or too bright sometimes, this is due to those post processing effects and not the iFly B744.

Finally, I am not a real 744 pilot and do not pretend that all things I am doing are 100% accurate but I tried to fly the aircraft as good as I could from what I learned about the 744 during Beta testing and personal searches. All procedures used are the standard Boeing procedures.

Let's talk a bit about the 747 and iFly before discussing this flight:

As you all know, the Boeing 747 is an old airliner which has been built to replace the great 707 in order to offer a larger capacity to the airlines. Since 1970, the Queen of the Skies has had a brilliant success during her entire career.

Many versions have been created and the 400 appeared in 1989, then several variants were created thanks to the success of this new B744. It has been a great enhancement for fuel efficiency, automation, and payload capacity, compared to the old versions. In brief the 747-400 is a living legend. iFly did some years ago an amazing reproduction of this legend, today they did something even more amazing with their B744 v2 which will be a must have without any doubts.

I hope this is going to be a good tribute to the B744 with the outstanding work of the iFly team and that this report will make your mouth water while waiting for the release.



- **Flight Number** : BAW108
- **Departure**: OMDB - Dubai Intl Airport
- **Arrival** : EGLL - London Heathrow
- **Alternate** : EGKK - London Gatwick
- **Aircraft** : Boeing 747-400
- **Registration** : G-CIVZ
- **SELCAL**: CP-LQ

The aircraft is waiting for us parked at Concourse C gate F11.



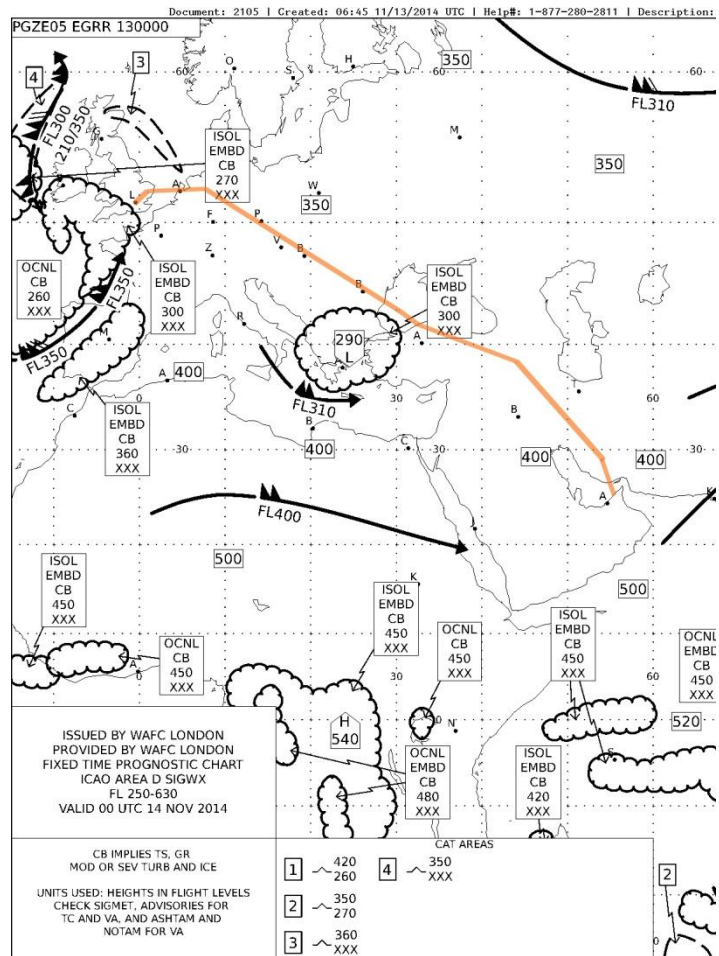
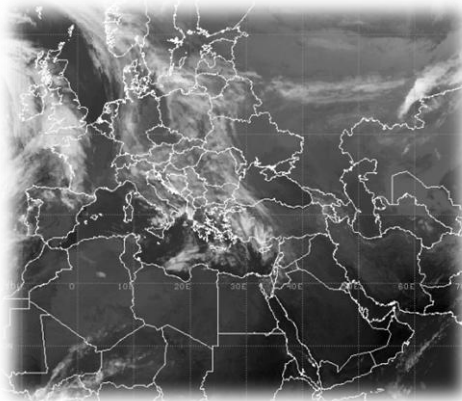
➤ **Weather:** No way to fly without a small weather briefing!

- TEMSI and Infra-red :

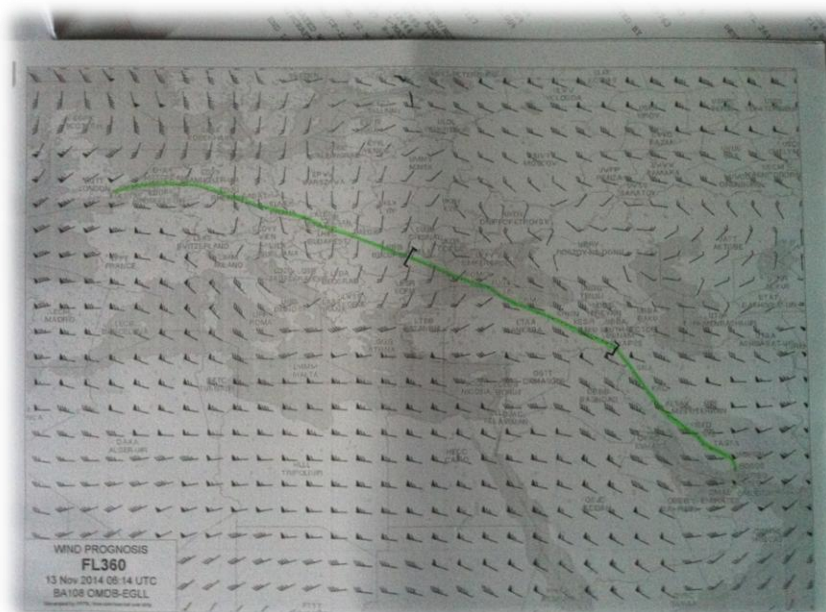
Nothing specific to say for the beginning of the flight. We will fly over Cumulonimbus (here after referred too as CB) at the middle of the flight but we should not notice anything.

On arrival the weather will be quite bad. We will have to be careful about the CB and turbulences.

It's still night in England but the IR chart confirms the TEMSI observation.



- Winds :



As for the winds, we will meet some quite strong headwinds during the first part of the flight. Then winds should be calmer until the North Sea where we will meet headwinds again. Our Operating flight plan gives us an average headwind of 19 knots for the complete flight.

- METARs & TAFs :

The weather is perfect for departure.

For arrival and alternate at London we could meet some gusts, another good reason to be careful.

As for adequate enroute alternates, the weather is okay too.

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WEATHER BRIEFING - GENERATED 13 NOV 2014 10:21 UTC
-----
OMDB EGLL EGKK LTCA LZIB
-----
ORIGIN: OMDB/DXB (DUBAI INTL, UNITED ARAB EMIRATES)
-----
OMDB 130500Z 06008KT 020V120 CAVOK 25/07 Q1018 NOSIG
OMDB 122254Z 1300/1406 10005KT CAVOK
    BECMG 1309/1311 35012KT
    BECMG 1314/1316 09005KT
-----
DESTINATION: EGLL/LHR (HEATHROW, UNITED KINGDOM)
-----
EGLL 130520Z 13007KT 9999 FEW022 10/09 Q1004 NOSIG
EGLL 122302Z 1300/1406 17010KT 9999 SCT030
    PROB30 1303/1308 7000 BKN012
    TEMPO 1314/1322 15015G25KT 7000 -RA BKN014
    PROB30 TEMPO 1318/1322 4000 RADZ BKN008
    BECMG 1400/1403 7000 RA BKN014
    TEMPO 1404/1406 3000 +RA BKN008
-----
ALTERNATE: EGKK/LGW (GATWICK, UNITED KINGDOM)
-----
EGKK 130520Z 14004KT 9999 FEW016 10/09 Q1005
EGKK 122302Z 1300/1406 18008KT 9999 SCT035
    PROB40 TEMPO 1303/1312 BKN009
    PROB30 TEMPO 1312/1319 15015G25KT
    BECMG 1315/1318 8000 -RA BKN012
    PROB30 TEMPO 1316/1322 4000 RADZ BKN008
    BECMG 1322/1401 9999 NSW SCT030
    BECMG 1402/1405 7000 -RA BKN010
    PROB40 TEMPO 1404/1406 15015G25KT 4000 RADZ BKN007
-----
ADEQUATE AIRPORT: LTCA/EZS (ELAZIG, TURKEY)
-----
LTCA 130450Z 23005KT CAVOK M00/M01 Q1021 NOSIG
LTCA 130140Z 1303/1312 VRB02KT CAVOK
    BECMG 1305/1307 SCT035 BKN200
-----
ADEQUATE AIRPORT: LZIB/BTS (M.R. STEFANIK, SLOVAKIA)
-----
LZIB 130500Z 03006KT 9999 FEW038 09/07 Q1011 NOSIG
LZIB 122300Z 1300/1324 05008KT 5000 BR NSC
    PROB40 TEMPO 1303/1307 3000 BR BKN005
    BECMG 1309/1311 09004KT 9999 SCT020 BKN070
    BECMG 1313/1315 VRB02KT CAVOK
    TEMPO 1318/1324 33004KT 9999 SCT014

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In brief, we won't meet any significant weather until arrival where we could possibly meet some wind gusts and CB clouds. We will mainly encounter headwind during the flight.

All minimums are respected and the flight can be done

➤ **ATC Route :**

N0489F340 DARA2G DARAX UN440 MOBON W10 SITEN UP574 SYZ W3 MESVI UL223
 SNJ/N0484F360 UL223 UMH UL124 BONAM UG81 VAN UL852 CRM UM860
 KUGOS/K0888F360 L851 ADINA/N0478F360 UL40 MEGIK/N0481F380 UL40 PATAK
 UL602 HMM UZ302 GORLO UL980 LOGAN BIG1E

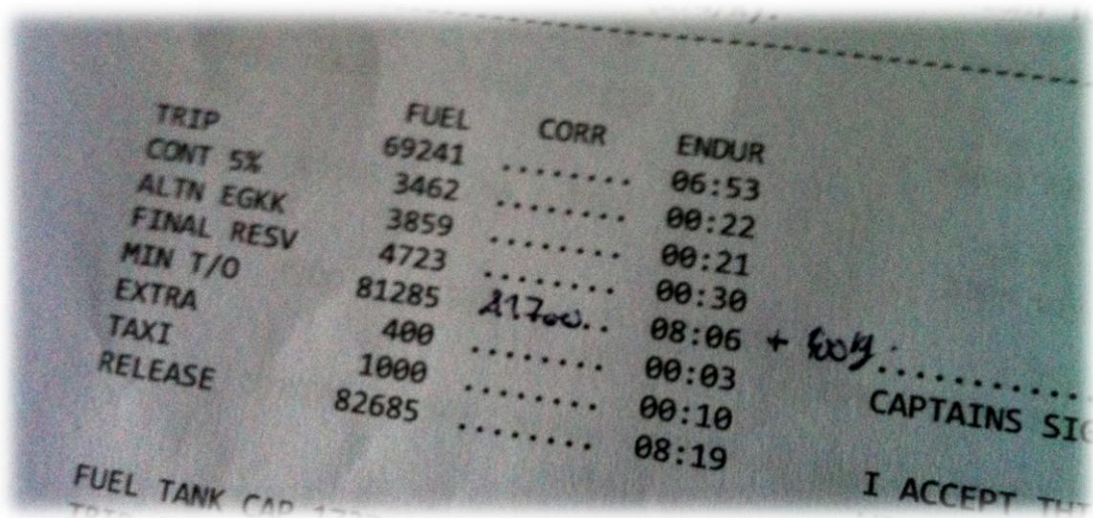


➤ **NOTAMs :**

Nothing important for us today.
 Even more so on FS... NOTAMs are boring enough to read in real life!

➤ **Fuel Planning :**

We decided to take 400 kgs for extra fuel.
 Actually we are often holding over London...



Let's go to the aircraft for a walkaround now.

While the ground crew is anxiously looking at his watch fearing to be behind schedule, we have to do our visual inspection:

The Brakes...



Those impressive Rolls Royce engines...



The tires...



And all the controls surfaces.
In brief, almost everything should be checked.



Everything looks good and we can go back into the cockpit to complete our preflight.

The cockpit is not in Cold and Dark configuration because the aircraft landed a few hours ago from London.



We can now prepare all the CDUs for the flight following the normal procedure.
The route and the performances are entered into the flight management system.
We can also add the wind forecast for the climb, we will enter the cruise wind forecasts during flight.



Boarding is now beginning while the ground crew is bringing us the final loadsheet.

No last minute changes for today's flight, not too much mathematics!



The final loadsheet

LOADSHEET		ISSUED BY	APPROVED	DATE	TIME
ALL WEIGHTS IN KILOGRAMS		IFLY...	<i>[Signature]</i>	14 NOV 2014	1306
FROM/TO	FLIGHT	A/C REG	A/C TYPE	CONFIG	
OMDB/EGLL	BAW108	G-CIVZ	B747-400/RB211-524H	F14 B70 C30..	
LOAD IN COMPARTMENTS	WEIGHT	DISTRIBUTION			
	32420	1/14409 2/18011			
PASSENGER/CABIN BAG	21826	AD/259 C/2 I/5	TTL 26145		
TOTAL PAYLOAD	54246	LAST MINUTE CHANGES			
DRY OPERATING WEIGHT	179764	DEST SPEC CL/CPT +/- WEIGHT			
ZERO FUEL WEIGHT ACTUAL	234010	MAX	246074	L	
TAKE OFF FUEL	81685				
TAKE OFF WEIGHT ACTUAL	315695	MAX	393893		
TRIP FUEL	69241				
LANDING WEIGHT ACTUAL	246454	MAX	285763		
TAXI OUT FUEL	1000				
UNDERLOAD BEFORE L.M.C.	12064	LIMITED BY ZFW	LMC TOTAL + / -		
BALANCING/TRIM CONDITIONS					
MACZFW	20.73%				
MACTOW	26.01%	STAB TRIM:	5.0		
MACLDW	21.64%				
MAC LIMITS					
ZFW	FWD 13.00%	AFT 33.00%			
TOW	FWD 8.50%	AFT 33.00%			
LDW	FWD 13.00%	AFT 33.00%			
TRIM BY CABIN AREA					
A17.B12.C44.D26.E35.F127					
CAPTAINS INFORMATION/NOTES					
STD WEIGHTS USED ADULT/84 CHILD/35 INFANT/0					
BLOCK FUEL/ 82685 (102396 LITER)					
LANDG FUEL/ 12444 (15411 LITER)					
L-AUX/13611 L-MAIN/23637 CTR/0 CTR2/0 CTR/152 L-TIP/4018 R-TIP/4018					
R-MAIN/23637 R-AUX/13611					
TAXI TIME 22 MIN					
SELCAL/CP-LQ					
CREATED WITH TOPCAT 2.74B1 (28MAR14)					
AIRCRAFT FILE VERSION 1.26 (10JAN10)					
END LOADSHEET BAW108 OMDB-EGLL					

"Speed Bird 108, are you ready to copy your departure clearance?"

"We are ready Speed bird 108"

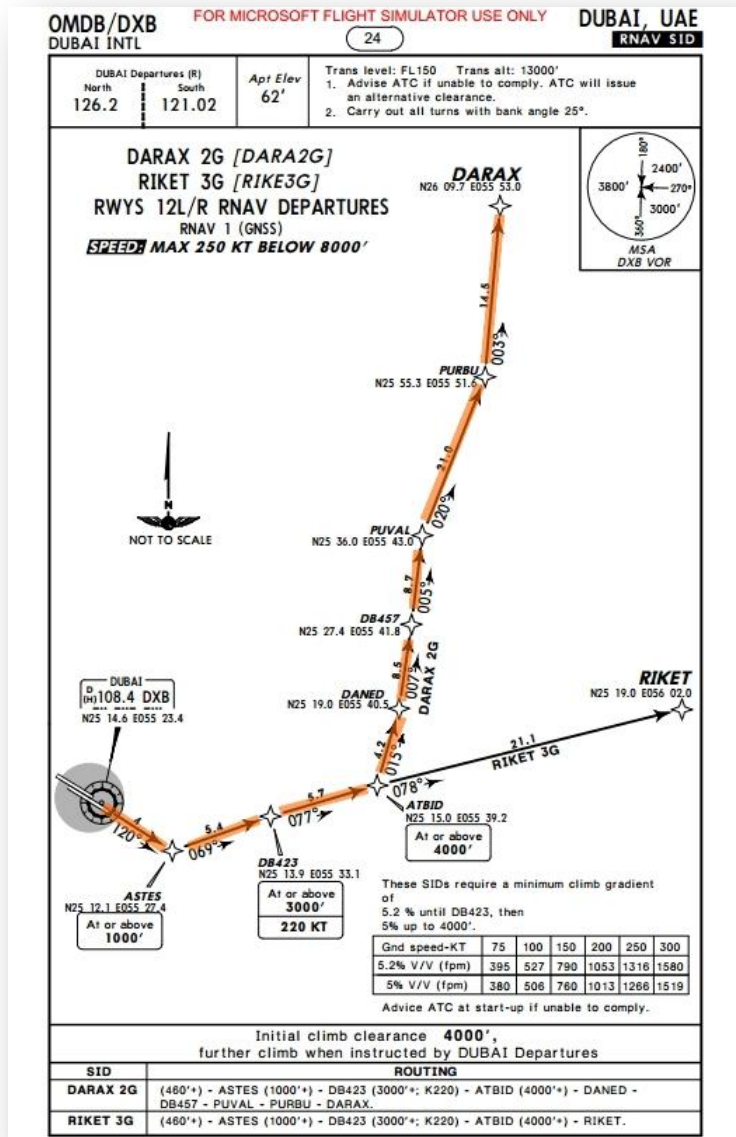
Clearance

ATIS 131.70 info N SID DARA2G Climb 8000 ft
 QNH 1018 Squawk 5072 Dep freq 124.90
 Instructions CLB to ASTES, rpt passing 1500ft CLBing
 Taxi via Z K K1 12R Rwy 12R

"Readback correct Speed Bird 108, contact ground on 118.350 and report ready for pushback, have a good flight bye bye"

This will be the SID procedure for departing rwy 12R.

We will fly it manually up to 10 000 ft because flying this 747 by hand gives a fantastic feeling.



Let's take a look at the doors page to be sure that everything is safe for our passengers boarding the aircraft.



The aircraft is not in cold and dark but as we are the first flight for the 13th of November we will perform a confidence test.

Each test will be passed without any problem



Now that we have received our departure clearance we can review the "Preflight checklist"

PREFLIGHT CHECKLIST

Oxygen..... Tested
Flight Instruments..... HDG, ALT Set
Parking Brake Set
Fuel Control Switches..... CUTOFF
Departure Briefing..... Complete

The boarding is almost complete, we are on time!



The ground crew is preparing for pushback and we are reviewing the before start checklist



"Ground to cockpit?" - "Cockpit to ground go ahead?"

"We're ready for pushback"



Let's start the right engines

BEFORE START CHECKLIST

- Flight Deck Door..... Closed and Locked
- Passenger Signs..... AUTO
- MCP..... V2, HDG, ALT Set
- Takeoff speeds..... Set
- CDU Preflight..... Completed
- Trim..... Set
- Taxi and Takeoff Briefings..... Completed
- Beacon..... Both





Then we start the left engines.

Once all are started we can switch off the APU, that will take a few minutes before it stops completely and we turn the packs ON as indicated on our take off data card.



**** TAKE-OFF DATA OMDB 12R ****

COND: 315695 KG // RWY DRY // +23°C Q1018 090/04 // LMT: STRUCT
 CONFIG: FLAPS 20 // D-T02 +44C // A/I ON OR OFF // A/C ON
 SPEEDS: V1=149 VR=153 V2=162
 ENG OUT: AT 'OSTIN' [13.5 DME R 120 'DXB' 108.4] ENTER HLDG (300 INBD,RT)

The pushback is now complete.
Parking brake is set.



The pushback truck is disconnecting.
Waiting for the clearance from the ground crew, we can note a Block Off time of 06:03 UTC



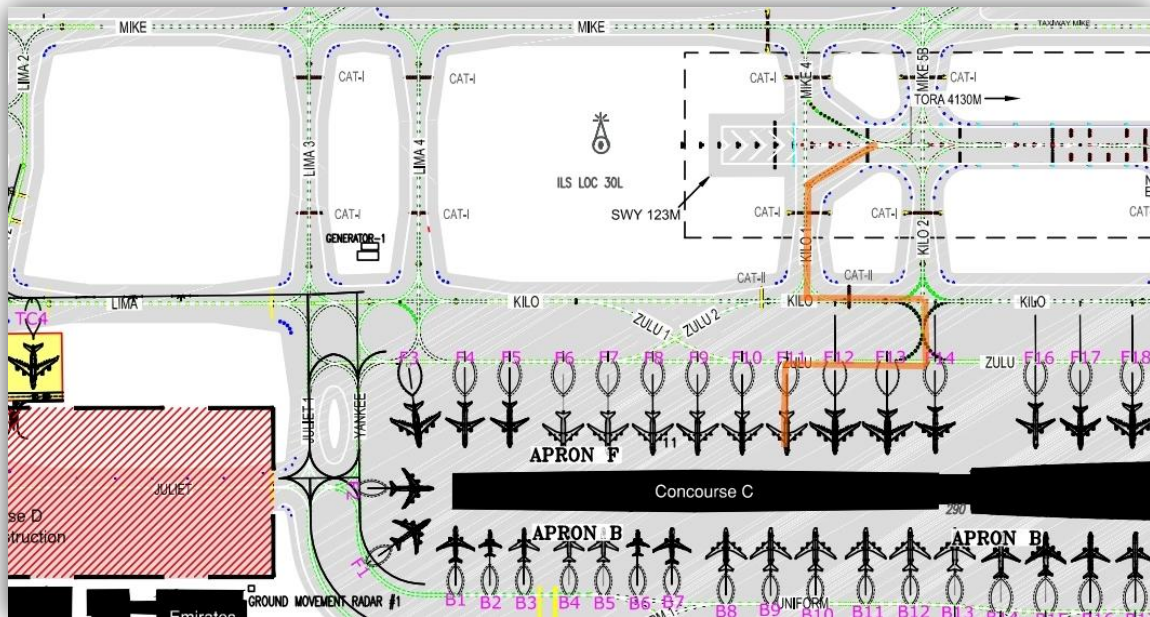
Last check before taxi:

BEFORE TAXI CHECKLIST

- Controls..... Checked
- Anti-Ice..... As Needed
- Recall..... Checked
- Autobrake..... RTO
- Ground Equipment..... Clear



The taxi rollout will be very short, the runway 12R is just in front of us.



A few minutes later we are cleared to line up on runway 12R
We will stop on the runway waiting for an Emirates B777 to clear the runway axis.

BEFORE TAKEOFF CHECKLIST

Flaps..... Set



At 06:11 we are cleared for takeoff!
Thrust checked... TOGA!



Speed is alive...
100 kts: checked...
V1... Rotate!



Positive rate: Gear up!



We can really feel the heavy 747-400 with this new iFly 744
Flying manually the aircraft is just fantastic.

"Speed Bird 108, passing 1500 ft climbing 8000 ft"
"Copied Speed Bird 108, contact Dubai approach on 124.90, bye bye"

Now we have to change our frequency to Dubai approach.



After passing ASTES, first turn to follow our SID: DARAX 2G



Dubai is looking very beautiful from here, but nothing compared to our wonderful 747!



Now we are reviewing the "After Take Off Checklist" with the F/O :

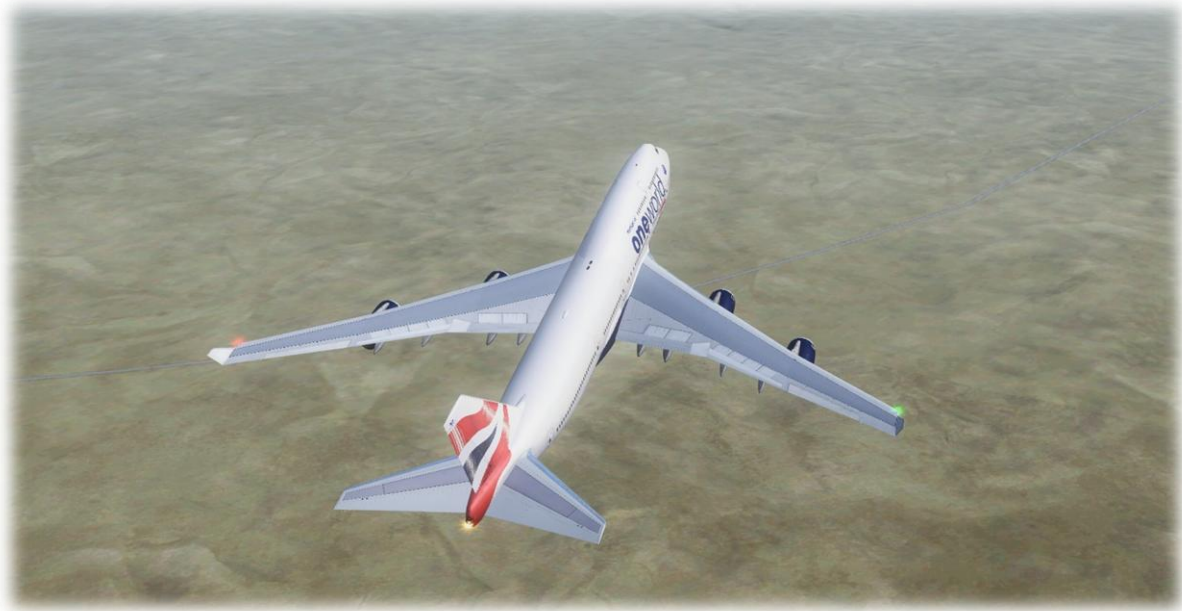
AFTER TAKEOFF CHECKLIST

Landing Gear..... UP and OFF

Flaps..... UP and No Lights



G-CIVZ has only 299 seats and the payload is quite light.
The aircraft climbs like a rocket!



Passing 13000 ft. altimeters have to be set to the STD setting,
Once all flaps and slats are retracted the F/O engaged the VNAV mode.

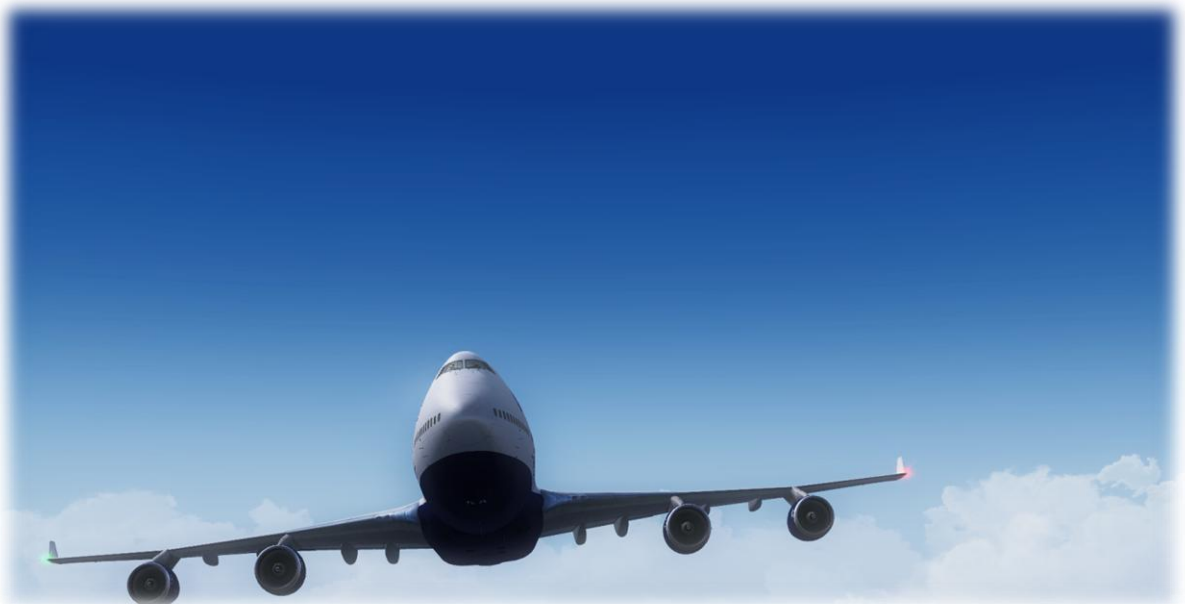


Passengers can relax now, the first drinks are coming soon wink

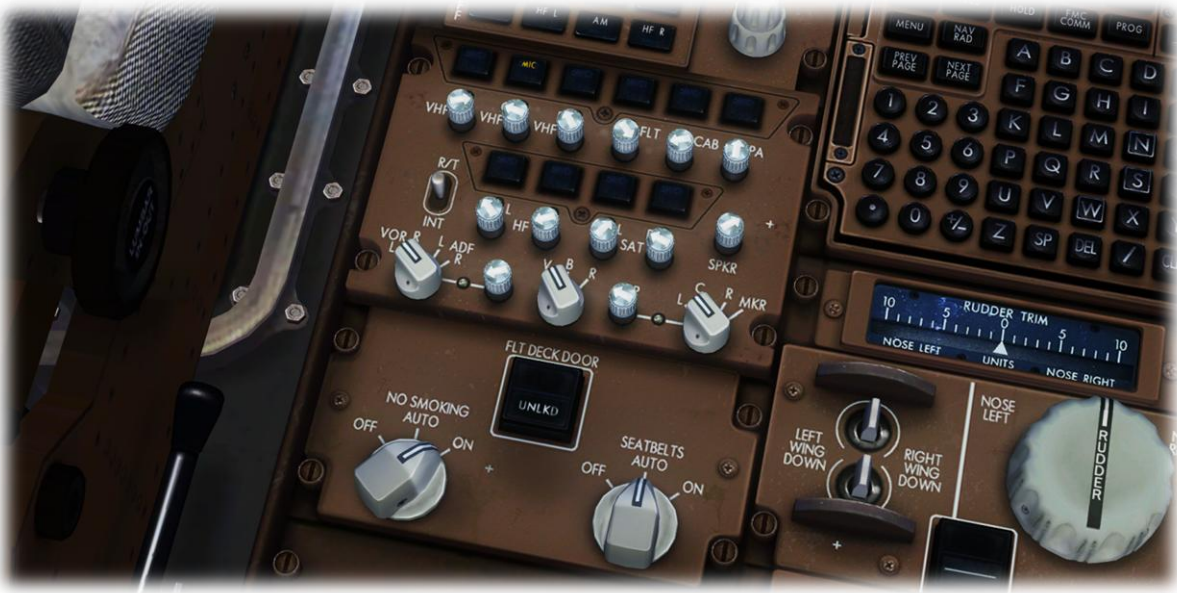
All the engine sounds of the package are great and really well done, the RR sounds are definitively favorite.



The ATC instructed us to maintain FL230 a few minutes for traffic reasons but we will be cleared to continue our climb to FL340 very quickly.



Once we are stable at our first cruise level we can revert the passengers' signs to AUTO



We are now flying above the North Arabian Sea heading to Iran airspace.



Fuel checks are really important during long haul flights.

The First officer is now beginning to compare fuel values with our operational flight plan.



The heavy bird flies very well in this beautiful sky.

Now operating in its natural environment.



As for me, I can enter some new wind forecasts... the FO is too busy with trying to close the sunvisor!



We reached the Iranian airspace and we will fly over the country from the south to north.



Sorry guys, your tray table is going to stay empty:
iFly does not provide your meal with the package...



And soon, it's time for our
first step climb to FL360.

"Speed Bird 108 heavy you're cleared to climb FL360, report when steady"

Let's climb!



At FL360 we are surfing on a cirrus layer



Passengers who have a window seat appreciate the flight with this nice view



All the main tanks now contain equal fuel quantity.
Let's close the crossfeed valves to get into "Tank To Engine" configuration.



Take a look to the operational flight plan:
 We are on time and have 200 kgs of fuel more than expected

BAW108 OMD-BEGL (14 Nov 2014) #1

W3	RADID	308	FL340	268/036	486	10	66.5 / 16.2	01	01:00	
			-52		458	2667	N3024.9 E05125.7	.....	/.....
W3	MESVI	308	FL340	278/035	486	100	63.2 / 18.5	14	01:14	
			-52		458	2567	N3129.3 E04957.0	.....	107.78 07.23	
UL223	ALTAX	321	FL340	289/038	485	49	63.1 / 19.6	06	01:20	
			-52		460	2519	N3208.8 E04923.9	.....	/.....
UL223	DELBU	321	FL340	291/039	484	43	62.1 / 20.6	06	01:26	
			-53		452	2476	N3243.7 E04854.4	.....	107.76 07.37	
UL223	KRD	320	FL340	293/039	484	53	60.9 / 21.8	07	01:33	
	KHORAM ABAD		-53	116.40	449	2423	N3326.1 E04817.3	.....	/.....
UL223	SNJ	326	*CLB			126	59.5 / 24.6	16	01:49	09.04.2
	SANANDAJ			116.50		2297	N3514.3 E04700.5	.....	107.80	
UL223	KAPES	324	FL360	297/052	485	154	52.4 / 28.3	21	02:10	08.17.2
			-56		439	2143	N3724.5 E04518.6	.....	102.71	
UL223	UMH	322	FL360	296/052	485	20	53.9 / 28.8	03	02:13	
	UROMIYEH		-56	113.50	439	2123	N3741.2 E04505.1	.....	/.....
UL124	TUDNU	295	FL360	297/052	485	20	53.5 / 29.2	03	02:16	
			-56		432	2103	N3751.4 E04443.3	.....	/.....
UL124	BONAM	295	FL360	297/053	485	23	52.9 / 29.8	03	02:19	
	-LTAA		-56		432	2080	N3802.9 E04418.0	.....	/.....
UG81	ZELSU	293	FL360	298/053	485	28	52.3 / 30.4	04	02:23	08.34
			-56		431	2053	N3815.9 E04347.0	.....	102.73	ON TIME
UG81	VAN	294	FL360	298/054	485	25	51.7 / 31.0	03	02:26	08.38
			-56	115.20	431	2028	N3828.0 E04319.5	.....	102.27	08.38
UL852	KESIR	295	FL360	293/049	484	101	49.3 / 33.3	14	02:40	08.52
			-56		435	1926	N3918.9 E04127.1	.....	102.49	08.52
UL852	NEGOL	294	FL360	293/047	484	20	48.9 / 33.8	03	02:43	
			-56		435	1907	N3928.6 E04104.7	.....	103.1	
UL852	ULGAN	294	FL360	292/046	484	20	48.4 / 34.3	03	02:46	
			-56		437	1886	N3938.5 E04041.6	.....	102.77	08.52
UL852	ARKIN	292	FL360	290/043	484	40	47.5 / 35.2	05	02:51	
			-57		440	1846	N3957.1 E03955.0	.....	102.51	09.03.2
UL852	BALON	295	FL360	301/043	484	17	47.1 / 35.5	03	02:54	
			-57		441	1829	N4005.5 E03936.5	.....	/.....	03.0
UL852	SEHER	292	FL360	300/040	484	54	46.0 / 36.7	07	03:01	
			-56		444	1776	N4030.4 E03834.4	.....	103.02	09.13.2
UL852	CRM	291	FL360	285/030	482	103	43.7 / 39.0	14	03:15	
	CARSAMBA SAMSUN		-58	112.80	452	1673	N4115.9 E03632.9	.....	103.15	09.26.2
UM860	SIN	299	FL360	283/028	481	80	42.0 / 40.7	10	03:25	
	SINOP		-58	114.00	455	1593	N4201.3 E03504.6	.....	103.26	09.37

- 3 -

300 tons are cutting through the air... Uhhmm... we are light today!



Look how detailed the aircraft is.

This cockpit and external model are the most beautiful ever done for FS9... Without any doubt!



The sun has now moved to my side.
Fortunately there are sunvisors that prevent us from becoming as red as a tomato.



But the Queen of the Skies doesn't care, she flies like a bird in the sky...
Actually she flies a bit faster than birds...



We have been flying for almost 5 hours now and it's already time to climb to our final flight level:
FL380



Here we go.

FL380 and planned
arrival in 1 hour and
53 minutes



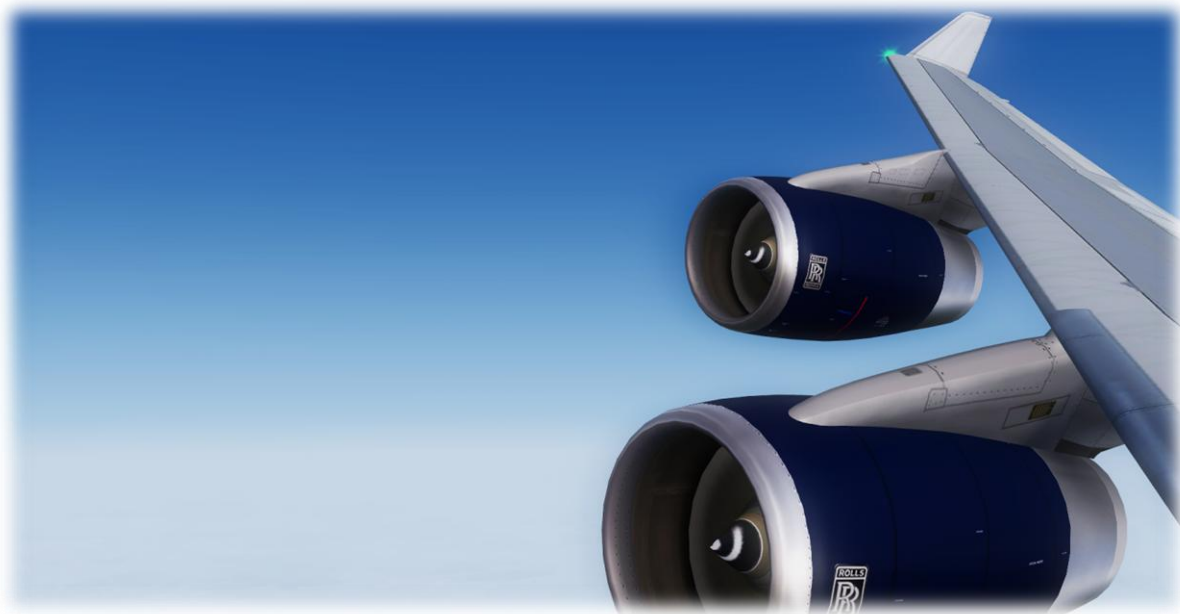


This rudder looks like a shark fin in the ocean doesn't it?

From time to time we must check all systems on the lower EICAS screen. Everything is good.



Strong headwinds made our fuel consumption worse than expected and we are now a bit late.
We are currently flying over Germany and will have to prepare our descent very soon.



Actually we have just received our Approach clearance to London

Approach

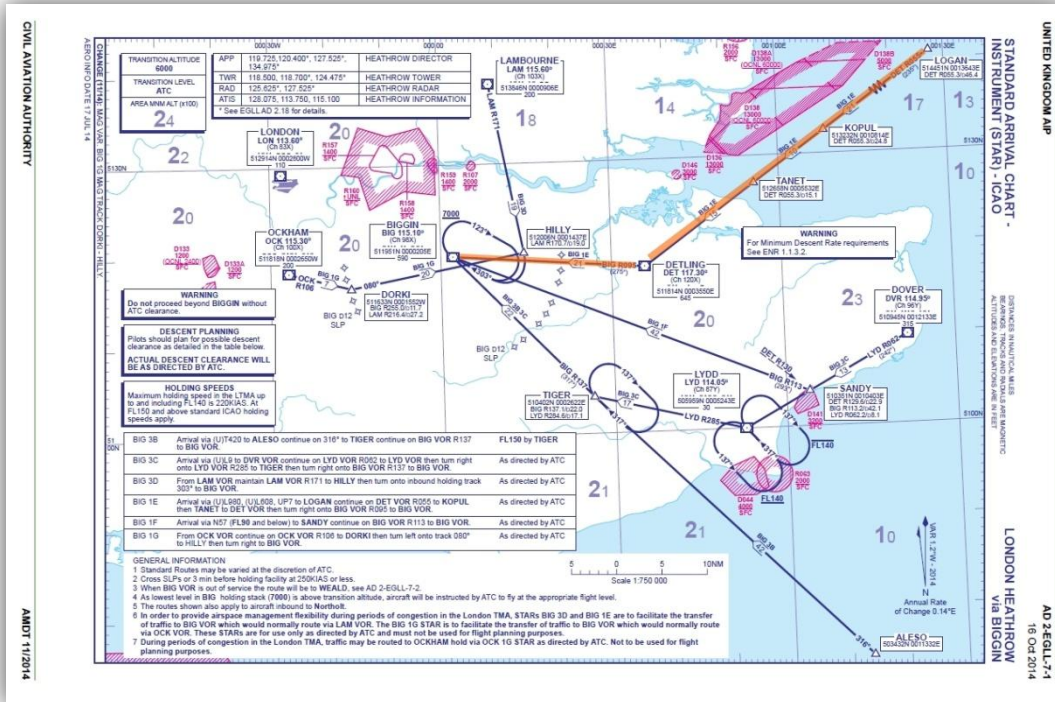
STAR BIG1E Rwy 09R QNH 1003 hPa

It is time to put our descend wind forecast into the flight management system.

With those values, the VNAV profile will be corrected and the aircraft will be able to follow the calculated path.



And also time to prepare for the descent, approach and landing! We have been cleared for the BIG1E arrival as expected, let's review this STAR which is not complicated.

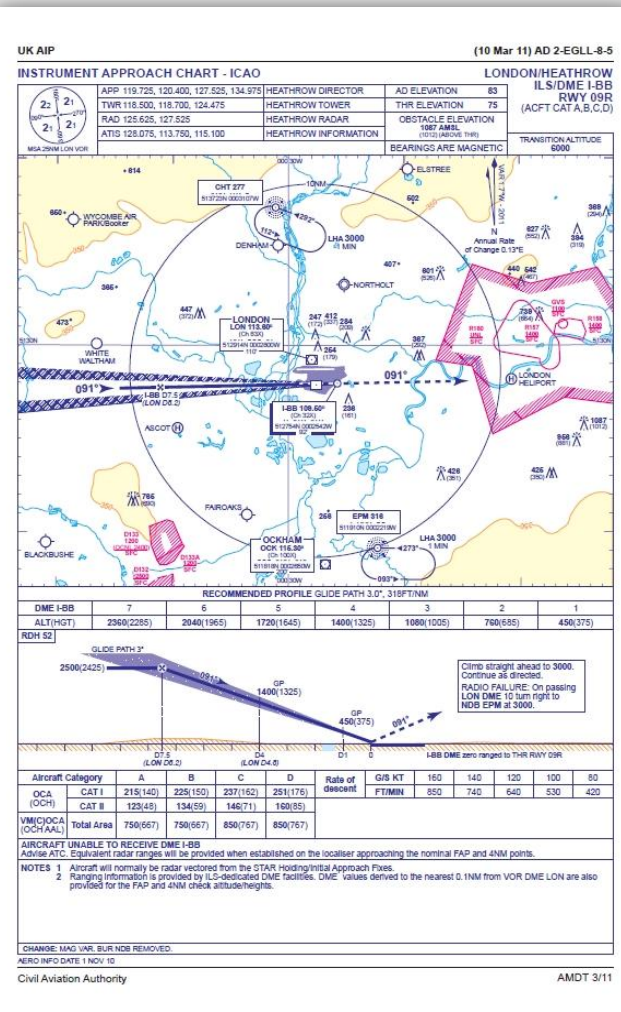


The STAR we will follow the BIGGIN transition to the ILS 09R.

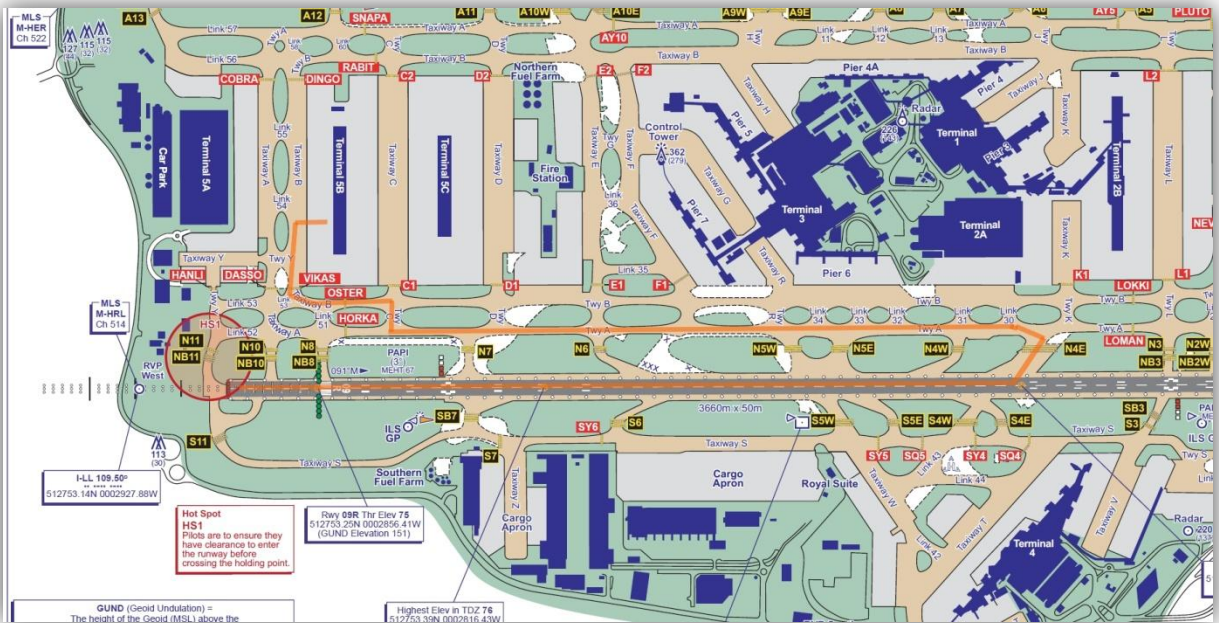
We must review the entire procedure then check that everything is ready for approach in the cockpit.

There are several ways to prepare an approach briefing, as for me, I use RAMNS:

Route, Altitude, Minimums & Missed approach, Navaids, Speeds.



After the approach charts have been reviewed we can take a look at the taxi chart which is also very important, even more so with such a Jumbo on a big airport like London Heathrow. Here is the taxi chart with the taxiways we will use after landing to join the gate 533.



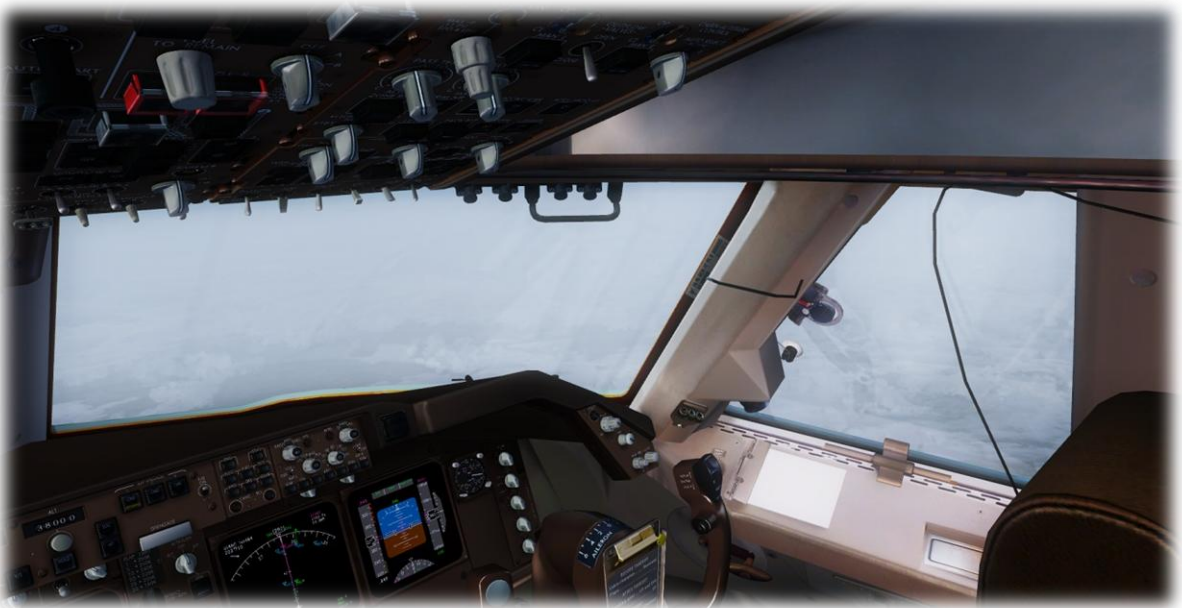
From our landing data, we can chose our autobrake setting to decelerate enough for N4E which is the taxiway we will use to vacate the runway. The best setting to do so is using Autobrake 3.

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----- END -----
LANDING EGLL/LHR RWY 09R LDA 3660M
G-CIVZ BOEING 747-400 RB211-524H
HEATHROW
TEMP +10C QNH 1004 WIND 130/07 (05KT HW)
----- DISPATCH CONDITIONS -----
LDW 246332 KG FLAPS 30 RWY DRY
LDG MANUAL AIR COND ON ANTI ICE OFF
VREF=142KT VAPP=147KT
----- MAXIMUM BRAKING -----
//MAX MANUAL 400000 KG 1064M (MARGIN 2596M)
----- AUTOBRAKE LDG DIST -----
AUTO 1 400000 KG 2654M (MARGIN 1006M)
AUTO 2 400000 KG 2244M (MARGIN 1416M)
AUTO 3 400000 KG 1939M (MARGIN 1721M)
AUTO 4 400000 KG 1637M (MARGIN 2023M)
AUTO MAX 400000 KG 1353M (MARGIN 2307M)
*****
DO NOT EXCEED MAX STRUCT LANDING WGT OF 285763 KG
*****
----- END -----
    
```

Now that everything is completed and ready we can inform the ATC of our expected time for our TOD so they will be ready to give us the descent clearance when we request it. We will use a continuous descent profile which is the best descent path to save fuel.

Expected TOD: 12:43z



DESCENT CHECKLIST

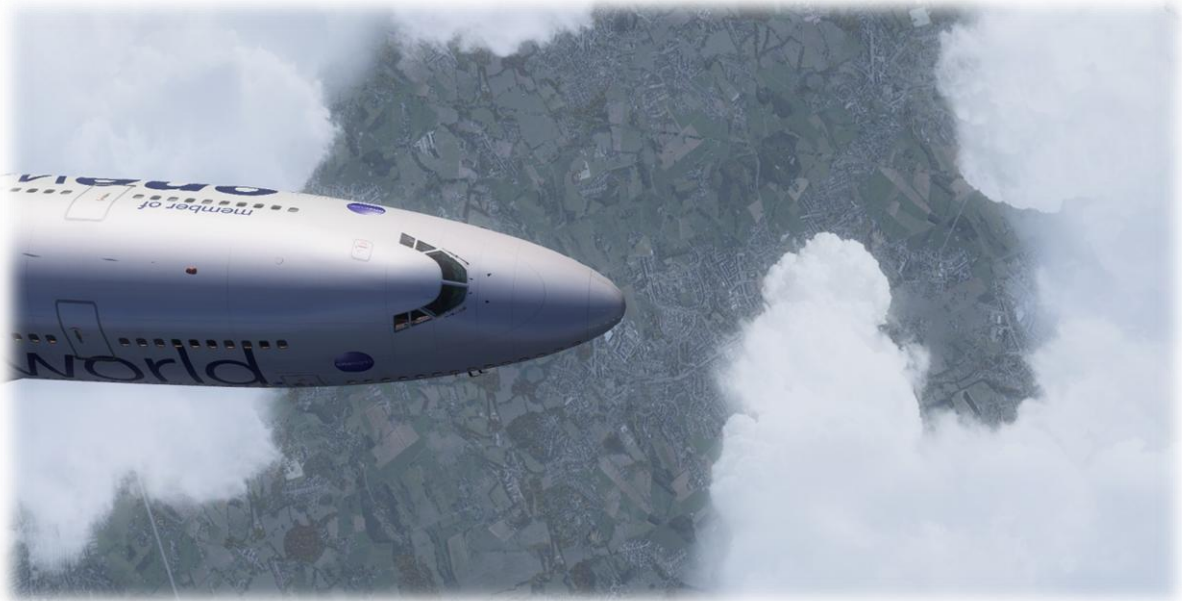
Recall..... Checked
Autobrake..... Set
Landing Data..... VREF __ Minimums __
Approach Briefing..... Completed



Guys, I know you all like to fly here at FL380 in this beautiful aircraft, but it is already time to descend...

We are first cleared for FL240 while we are just passing over the coast.





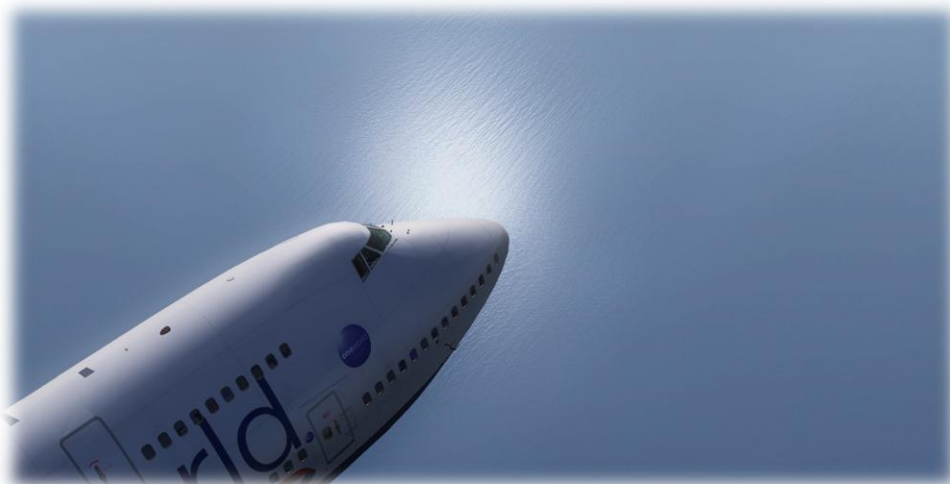
The aircraft is following the descent path very very well.

No need to use spoilers.



Now over the North sea:

A small thought for people in the Channel tunnel who would have been much faster in a 747...



We are not alone in the sky!

We are joined by a multitude of airlines flying here from all over the world.

We are about to reach FL210.



Let's listen to the ATIS and copy our landing clearance:

Landing

ATIS P Wind 151 @ 14 Vref 142 Flaps 30
 Tower freq 118.50 Ground freq 121.90
 Taxi via N4E A C B Gate 533

A few minutes later we are on approach.
We have to reduce the speed to 220 kts



Last turn of this flight to get established on the ILS runway 09R



On long final:

LANDING CHECKLIST

Speedbrake..... Armed

Landing Gear..... Down

Flaps..... , Green Light



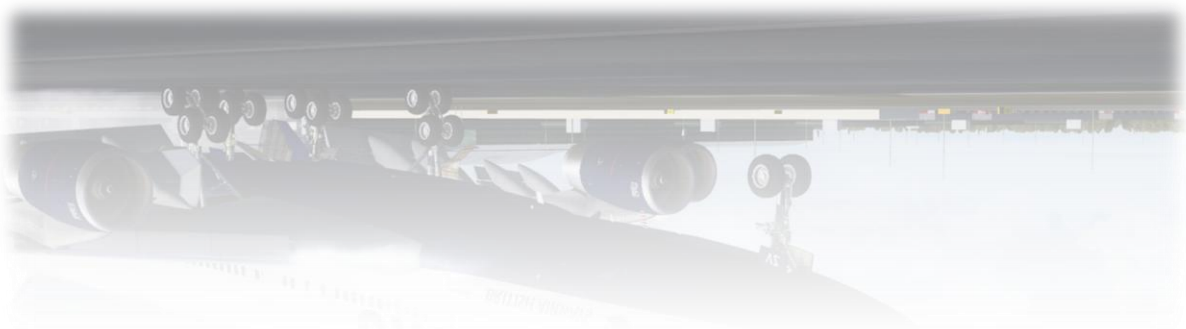
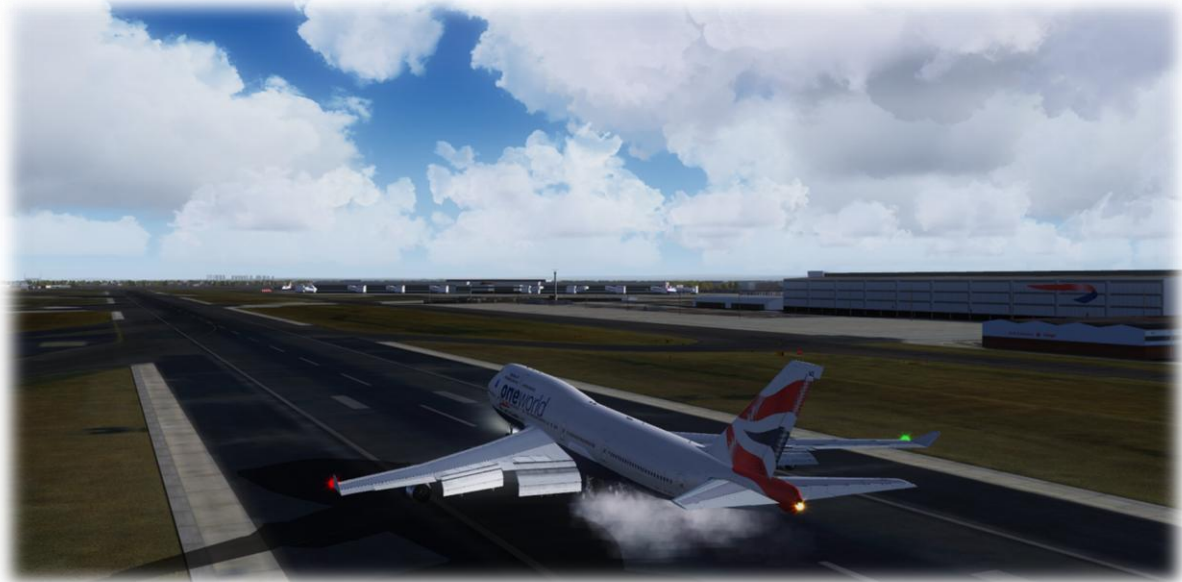
On short final:

Minimums! Landing!



Touchdown moment:

It was not a kiss landing... I have an excuse: there is a crosswind today at Heathrow and I am taking screenshots.



"Speed bird 108 heavy runway 09R is vacated"

"Roger 108 contact Heathrow ground on 121.85, see you!"



We decided to use the 2 engine Taxi procedure to save fuel as we have used more fuel than expected (about 1.2 tons)



Arriving at the gate, we just have to follow the automatic park assistant.
Block On time: 13:11

We are finally 3 minutes late.



SHUTDOWN CHECKLIST

- Hydraulic Panel..... Set
- Fuel Pumps..... OFF
- Flaps UP
- Parking Brake.....
- Fuel Control Switches..... CUTOFF
- Weather Radar..... OFF



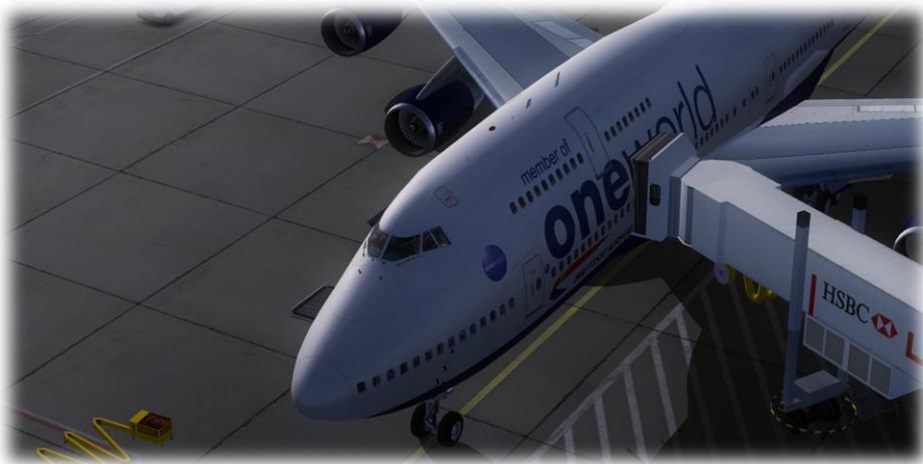
We can switch off all the fuel pumps except the Main 2 Aft for the APU.

In fact the fuel pump would normally still work to feed the APU even if not pushed ON.



The jetway is connected and deboarding can begin.

Thank you for choosing iFly for your flight!



Its 13:23 UTC: we deserves a good rest now! ...



Once everyone is out and everything is okay, we can leave the aircraft.
For us it's time to go home...





Say goodbye to the majestic Queen of the Skies... and see you for the release... 😊



----- THE END -----

Credits

Thanks to Karl Freeman for his authorization to use his real world photo (title picture)

British Airways One World Livery by Colin Lowe

Written by Maxime Konareff

Edited by Jannie Roelofse