



No More Underlining

Update 42 Newsletter

Rejoice! Things are getting better on the update frequency front. Last one sent out in April, this one timed for the end of July. The next one is scheduled for the end of September with number 44 in December.

Some time ago I promised news on the pricing and formats of updates. It is proving impossible to maintain an adequate supply of floppy diskettes at an affordable cost. There are few manufacturers left and those being produced are of poor quality. I bought a bulk supply last year and have enough to last until the end of the year. With that in mind I have decided to withdraw the option of purchasing updates

by that option. Existing plan customers will be honoured or asked to move to CD or web download plans. I realise this may dismay a handful of very loyal clients but there is nothing more I can do on the sort of margins we deal with.

With more and more communication done by e-mail the telephone is being cancelled within the next quarter. I ask you therefore not to ring and leave any messages on it—the good news is that the line will be upgraded and used for broadband connection at home—for a number of technical reasons we are still using a dial-up connection and that only works when it wants!

Happy spotting Brian

Add-ons

Neil Judd has continued to supply a regular update to the MODE-S add-on. Both the full listing and latest changes are uploaded to the web site and accessed from the free download area. The next such occurrence should be within days of this mailout. UK updates are courtesy of

Peter Ellis. Another huge piece of work being posted to the free download area in July. The aim is to include both updates on the disks coming with this leaflet (size permitting). The World is about to be updated, available on CD only please contact me direct for availability.

Inside this issue:

Introduction	1
Add-ons	1
Installing Update 42	2
NMU Standard News	2
NMU Corrections & Clarifications	2

BM COMPUTING

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Installing Update 42

1. Ensure you are running **NMU Standard**.
2. Put the diskette in your drive and click on the *Import New Data* icon.
3. Set the import path name to the letter of your diskette drive followed by a colon, so for example if your drive is letter A then type A:. Note the software will try and add a trailing backslash ('\'), remove it before continuing.
4. Click on the *Load Information File* button, this will configure the rest of the screen for you. This will include the following checked tasks:-
 - Add records
 - Changes to reg/operator
 - Add/change series
 - Add/change PI
 - Add/change Status
 - Add/change Alternative Marks
 - Add/change Fleet No/Name
 - Add/change Line No/Unit No
 - Add/change Selcal
 - Delete records
 - Alter inconsistent records
 - Works type = Main
5. Set the update settings to one that matches your preference, for example an airframe spotter might choose *Update seen records*. Please see the manual for more information on this setting.
6. Click on the *Process Updates* button.
7. The software will do each of the checked tasks and after each will pause to tell you how many records were affected. You need to click on *Ok* to move to the next task each time.
8. The deletions and inconsistencies are handled automatically, however no **seen** records that would be affected are deleted or altered. Instead a report is placed on your C: drive listing any records not touched. You can then choose to do these manually. The report names are NMUNODEL.RTF and NMUNONOT.RTF. You should be able to open both using a run of the mill word processor, i.e. MS Word.
9. Once the import is complete, close the import screen.

NMU Standard News

- At the moment all profits are being donated to St Margarets Hospice in Yeovil and Taunton. I intend to maintain that for the remainder of 2009. In addition a donation has been allocated from this years profits to a Marie Curie centre in Penarth in memory of long-standing client John Adams who lost a long battle with cancer in April.
- Credit for this update goes to Cyril Fox, Neil Judd, Dave Caris, Mick Taylor, Ray Lancaster, Ernie Buck, Tony Gothard, Dave Pickles, Chris Hatch, Paul Newman, Richard Paulson & Keith Thurogood and anyone I have managed to miss but has contributed information large or small.

NMU Corrections & Clarifications

Registration:	Type	Series:	Operator	Con No	Previous ID:
TC-TCC	Airbus A320	232	Cyprus Turkish Airlines	3259	FWWDL/VTINM
TC-TCD	Airbus A320	232	Cyprus Turkish Airlines	3308	FWWIN/VTINN
F-HBII	Airbus A320	214	Aigle Azur	3852	FWWDH
N524UW	Airbus A321	231	US Airways	3977	DAVZZ
OH-LTN	Airbus A330	302E	Finnair	1007	FWWYC
OH-LTO	Airbus A330	302E	Finnair	1013	FWWKD
PK-GPH	Airbus A330	243	Garuda Indonesia	1020	FWWYL/(PKGPI)/FWWPH
PK-KSI	ATR 42	300	KAL Star Aviation	348	FWWEL/B22207/HRARO/N38AN/(PKKSE)
PK-KSE	ATR 42	300	KAL Star Aviation	415	FWWLA/D4CBH/N415AN/(PKKSI)
TC-JKF	Boeing 737	76N	AnadoluJet	32684	N1795B/OMNGA/EIEDT
B-5255	Boeing 737	79P	China Eastern Airlines	36757	N1786B
EI-EFL	Boeing 737	8AS	Ryanair	37534	(EIEFJ)
EI-EFM	Boeing 737	8AS	Ryanair	37535	(EIEFK)
EI-EFJ	Boeing 737	8AS	Ryanair	37536	(EIEFL)/N1786B
EI-EFK	Boeing 737	8AS	Ryanair	37537	(EIEFM)/N1786B
G-FLBE	DHC Dash 8	402	flybe.	4261	CFXAB
PH-???	EMB 190	100STD	KLM Cityhopper	190-00291	(PHEZE)/PTTZF
N720WY	Falcon 2000EX			189	
VT-MST	G 4	SP		1379	N379GA/N60PT

Most of these records have appeared in previous NMU updates with either transposed or incorrect registrations, I advise that care should be taken when checking these records to ensure you have the correct record marked as seen. Where you have two similar types with the same operator they have previously been shown with their identities transposed. Other records are generally where an identity has been allocated but subsequently not taken up, the non-used registration then has been re-allocated to a new airframe.