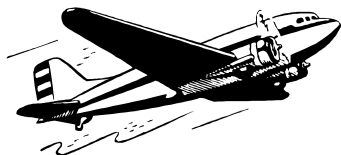


# Update 43 Newsletter



BM COMPUTING

# No More Underlining

My thanks to those clients who have been very understanding and have moved update option to the download route. As previously stated I will not be shipping diskette updates from update 45 inclusive. One or two people either didn't read the last newsletter or chose to ignore my advice and attempted to order further disk updates. I recorded them as CD updates and adjusted the total for the cost difference.

A very long running saga of attempting to install Broadband has hopefully been resolved. We are scheduled to receive it by 16th November. This should mean you receive a far quicker response times

to any support e-mails you might send. This will mean I obtain a new e-mail address but I suggest you continue to use the one shown below until further notice.

The release of Windows 7 has been a bit of a problem. It's a 64-bit operating system which means legacy software will not function on it. If you are thinking of upgrading your computer can I suggest you either a) retain your old PC to run your NMU on or b) ask for Windows XP or Vista 32-bit to be the operating system installed.

**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 mail out. He has also supplied some

updates to our Wrecks and Relics add-on. UK updates are courtesy of Peter Ellis with another huge piece of work being posted to the free download area this month. The import paths are \modes\, \wandr\ and \nmuuk\ respectively.

### Inside this issue:

Introduction	1
Add-ons	1
Installing Update 43	2
NMU Standard News	2
NMU Corrections & Clarifications	2

### BM COMPUTING

PO Box 4010  
Wincanton  
Somerset  
BA9 9WW

Email: [brian@nomoreunderlining.co.uk](mailto:brian@nomoreunderlining.co.uk)  
Web: [www.nomoreunderlining.co.uk](http://www.nomoreunderlining.co.uk)

## Installing Update 43

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

- The problems with Windows 7 mentioned earlier has started me on the road of investigating options in making the software platform independent. This will mean the database being accessed remotely via a web browser. I will have conversations with John Hay, our webmaster, to explore what is possible.
- Credit for this update goes to Keith Thurogood, Paul Newman, Neil Judd, Ray Lancaster, Richard Paulson, Steve Linthwaite, Dave Caris, Phil Bate, Tony Gothard 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:
EX-35008	Airbus A300-B4605R	Kyrgyz Trans Avia	608	FWWAD/A6EKF/DAIAY
HB-JHD	Airbus A330-343E	Swiss	1026	FWWYY
HB-JHC	Airbus A330-343E	Swiss	1029	FWWKE
B-6508	Airbus A340-642	Hainan Airlines	436	FWWCJ/FWWJC/BHQA
TG-TRA	ATR 42-300QC	Aviateca	312	FWWEH/9ACTS
TG-TRB	ATR 42-300QC	Aviateca	317	FWWEO/9ACTT
HZ-MS73	Beech 350C	Saudi Arabian Government	FM-22	N3222K
5N-BLE	Boeing 737-522	Aerocontractors	26672	N939UA/VPBSQ
5N-BLC	Boeing 737-522	Aerocontractors	26692	N949UA/VPBSV
UR-PSA	Boeing 737-8HX	Air Ukraine	29658	(URPSB)/N1787B
N554BA	Boeing 777-F1B	China Southern Airlines	37312	B2074
XA-JMI	Canadair RJ100-200	Mexicana	7650	CFMLQ/N470CA/N469SM
D-ILHD	Cessna 525		525-0694	(DILHB)
TC-AKN	Douglas DC-9-83	World Focus Airlines	53186	N880RA/TCFBD
D-AEBB	EMB 190-200LR	Augsburg Airways	190-00316	PTTXE
G-LGKD	G 5		5172	N972GA/HBJGX
N572FE	McDonnell MD-11ERF	Federal Express	48755	PKGIL/PPVQJ/PTMSH/(N573FE)/N730BC

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.