



# No More Underlining

## Update 44 Newsletter

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As mentioned last time our hard working webmaster, John Hay, undertook some work looking at prototyping a web-based version of NMU. This was very much a testing the water exercise, as such it relied heavily on people signing up to test-fly the solution and help in the "certification" process. Sadly not enough people came forward to assist and John only received input from one person. Ashamedly that was not me. As such he has abandoned the project with immediate effect. I find this very disappointing as I believe the future lies very much in on-line computer independent software. I am used to producing the updates every "few months" with input from a

handful of trusted souls but Johns technical efforts deserved better support. I hope that one day we may see the theory resurrected but until then we shall have to carry on using the outdated and clunky interface I designed in 1996!

I am still looking for people interested in helping maintain the data quality. Primarily I could do with help on maintaining the selcal data, the provenance of airframes (what is stored, wfu or active) and someone to compile and maintain data on the heavy civilian helicopters (S-61, EC225, S-92, etc).

How about it?

**Happy spotting      Brian**

### Add-ons

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Neil Judd has supplied an update to the MODE-S add-on. Available via the CD/Disk and also in the free download area of our website. He has also supplied some updates to our Wrecks and Relics add-on. If you visit a museum or storage location in the UK could you pass on your observations to

Neil? Get in touch via my email address. 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 on the CD/ Disk are \modes\, \wandr\ and \nmuuk\ respectively.

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#### BM COMPUTING

Please note that because of a 300% increase in charges the PO Box has been closed. Email me if you need a postal address.

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

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## Installing Update 44

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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

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- Contrary to what I said last time you can install NMU on Windows 7. But not the “Home” editions of the operating system. You must have either the Professional or Ultimate versions—yes I know they are dearer! Then you should install the 32-bit version that you receive with both these sets.
- OK, so I moaned on page 1 and now for some better news. I have talked at length about changing the model of supply of NMU. Moreover centralising the update methods. Many clients have taken the route of swapping from CD/disk updates to electronic ones and I thank you for that. As mentioned last year I have enough disks in stock to meet requirements for this year but that will be it. As I offer a credit value transfer from one method to another it makes good economic sense to switch. For example, if you have two CD updates in credit this will translate into 16 electronic ones or two disk updates becomes 14 electronic ones. Drop me an email if you wish to change. In this context, electronic updates refers to web downloads.
- As a further bonus to web download clients I am going to once again attempt to increase the frequency of this method. This will be a gradual process taking the rest of this year to work up—the aim is to submit a minimum of one update per month and a maximum of two. The aim is to have clients subscribe to web downloads for a calendar year and not for a specific number of updates. The average number of updates in a year would be eighteen if achieved.
- Credit for this update goes to Ray Lancaster, Mick Taylor, Dougie Douglas, Keith Thurogood, Simon Rochester, Neil Judd, Phil Bate, Tony Gothard, AB News and anyone I have managed to miss but has contributed information large or small.

## NMU Corrections & Clarifications

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Registration:	Type & Series:	Operator	Con No	Previous ID:
F-GKXY	Airbus A320-214	Air France	4105	DAVVR/(FGKXX)

This record 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.