Welcome to Discover Arabia! Before we discuss each flight and you embark on your epic journey here are a few key facts that we hope will fascinate you.

- There are a total of 44 flights flying anticlockwise around Arabia from Dubai until finally returning to Dubai to complete the circle.
- We traverse the Gulf and also visit the Red Sea and River Nile!
- Our included SeaRey aircraft is an amphibian, affording you the chance to try out some dramatic water landings!
- The route is in the format of a continuous tour that will eventually return you to the starting airport.
- We have worked hard to choose the best of nature and man, visiting both beautiful cities and dramatic natural landscapes.
- Each flight on loading already has a flight plan pre-loaded for your convenience. Each flight plan has been carefully devised to steer your aircraft over the most interesting landmarks between each destination.

  For those who enjoy a challenge we have also included some difficult approaches!

We hope that you enjoy a memorable and epic journey around the Middle East! Remember to send us a postcard!
Flying The Flights

Each flight will load with the SeaRey aircraft. Each flight starts with a full fuel load. The fuel tank loading has been kept simple to allow easy access to the flights regardless of your simulation experience. If you are a veteran flight simmer, please feel free to adjust the fuel load before each flight. We do realise that many of you gain great enjoyment from fuel planning. For your reference the fully laden SeaRey should, under optimum piloting, have a range of about 350nm, so full tanks should be considered as that distance under normal circumstances. Again, we emphasise that the aircraft is fuelled and ready to go upon loading the flight and manual fuel adjustment is only recommended for those who enjoy the additional challenge of careful calculation.

If you wish for greater performance data please refer to the included tutorial which adds a greater level of technical information for the aircraft.

For those wishing to confirm the exact routing for each flight, opening the flight simulator flight planning tool and choosing the Navlog option will display both the route of flight, waypoint by waypoint and exact distances between each waypoints and origin and destination airports. Those flying using online organisations such as VATSIM or IVAO can transpose the waypoints from the navigation log to the flight plan tool of the online organisation using simple cut and paste. Alternatively, those who choose to fly offline can enjoy the full facilities of the default Air Traffic Control within the simulation. Each flight is ready to go simply by opening the ATC window within the simulator and requesting IFR clearance. Technically each of these flights are best considered VFR (visual flight rules) flights, however, we have chosen to deem them as full instrument flights within the ATC simulation. This ensures that you will receive full en-route guidance and a vector to the final runway upon arrival at your destination. Alternatively, you may wish to fly without any air traffic control guidance, either simulated or through an online organisation and again the aircraft is fully configured for flight in this manner.

If you choose to fly these flights using one of the online organisations you may wish to share anecdotes with your fellow pilots who are also taking this journey. Please feel free, should you desire, to place “Discover Arabia” in your online flight plan notes to signal to other pilots that you are engaged in this adventure. By doing this, we heartily encourage you to be in contact with your fellow adventurers who are displaying this note to swap anecdotes and stories of how your adventure is progressing. When flying online, half of the fun is the sharing of the experience!
Customised Scenery And Airports
Discover Arabia is fully compatible with third party scenery, photo-scenery and mesh expansions for both FS2004 and FSX. In fact, the use of such scenery will only serve to enhance the enjoyment from this journey. Please note however that each flight starts at a specific location on the airfield that is appropriate to the default FS2004 and FSX airport sceneries. If you use a third party expansion airport for any of our origin airports you may find the aircraft being parked in undesirable locations. This is an unavoidable limitation of additional airport scenery. The simple solution is simply to slew your aircraft (using the slew keys) to an appropriate parking place within your version of the airport.

Taking to The Water
The eagle eyed amongst you may have already noticed that there are no official water landings within each flight. Each flight uses a conventional airport. Fear not, this was deliberate. Each flight was carefully crafted to offer as much amphibious fun as possible! To that end many of the airports visited sit on the shores of the Gulf, River Nile and the Red Sea. We recommend that after landing you take the time to explore the surrounding waters with the SeaRey. Think of each airport on the itinerary as a base for your own explorations and feel free to explore the water before returning to the published route. This is exactly what we have intended that you do to maximise your enjoyment from Discover Arabia.

A Note on Geography
Our definition of Arabia takes some artistic licence in that not every country visited on our journey is classed as an Arabian country, whilst the status of some other countries is subject to debate. We have deliberately steered clear of politics and chosen to plot a journey that provides the most enjoyment and interest that this region can offer.

Sand And Heat
There are two overarching themes to the flying in this region, sand and heat. Sand can clog up an aircraft engine and cause great difficulties. Ensure that you carefully monitor the aircraft ahead of each flight. Even though sand does not actually affect us in flight simulation (unfortunately!) go ahead and enjoy the realism of doing a walk-around of the aircraft ahead of each flight. When you start the engine allow it to run a while and monitor the engine instruments to ensure that all is well.

The heat is something that is modelled in the simulation! If you chose to use the real-world weather option then regardless of the time of year you can expect some scorching temperatures! One of the first rules of aviation is that aircraft do not like heat! You will immediately notice that the aircraft takes much longer to get into the air than otherwise be the case as the wings struggle to gain purchase in the hot and thin air. As the SeaRey is capable of extremely short runway take-off and landings (STOL) this should not be a dramatic problem, nevertheless a good pilot needs to remain aware. This reduction in performance is also found in the climb speed. The aircraft will climb sluggishly until reaching the colder air at higher altitudes. With the real weather option enabled you may also find some significant turbulence at low altitudes as hot rising thermals buffet the aircraft. Turbulence is also to be found in the thunderstorms that can plague this region during certain months of the year. The heat builds during the day and by mid-afternoon huge thunderstorms can build with massive energy. Again, if you are using real weather, avoid these thunderstorms at all costs and fly around the anvil clouds (cumulonimbus) that form. Flying directly into the centre of a thunderstorm is a sure fire way of breaking the aircraft and coming back to earth rather too quickly. One great advantage of the SeaRey is that if you find the weather gets uncomfortable you can always land on one of the waterways and wait for the storm to pass.

However, you chose to fly, we wish you an exciting and enjoyable adventure in this remarkable region of the world!