



MAD DOG NEWSLETTER

Delta Virtual Airlines

August 2005

Volume 1, Issue #1

Introduction

Hello and welcome to the first installment of the Mad Dog Newsletter. The newsletter has been created in hopes of keeping our pilots informed as to what is going on within the MD-88/90 program. In each edition, we will report the latest news from the MD-88/90 program, welcome new pilots as well as highlight recent pilot achievements, offer a range of brief educational articles and special features and announce MD program events and training sessions.

The MD-88/90 program at Delta Virtual is unique as it consists of a very diverse mix of pilot experience levels. Being a Stage 2 program, we are made up of pilots who are coming into DVA with prior experience or have met the necessary requirements in the Stage 1 program for promotion to Stage 2. Our levels of experience range from those with somewhat limited experience to others with years of simming experience under their belts. This creates a perfect environment to learn and advance.

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Recent Promotions

We would like to congratulate the following Mad Dog pilots on their recent promotions.

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MD-88/90 Program News

On March 30th, it was officially announced that Matt Sisson would be the new MD-88/90 Program Chief Pilot with Larry Foltran taking over as Assistant Chief Pilot.

Matt, who has been with DVA since 2003, has been serving as head of the program during the last several months.

While this program is one of the largest at DVA (150 pilots and growing), we are always looking to promote more pilots from Stage 1 programs and assist in furthering their flying experience. We also understand that some of our pilots have their sites set on advancement to Stage 3 and Stage 4 and we will do everything in our power to help these individuals achieve their goals.

If you have any questions, comments or suggestions, feel free to e-mail Matt or Larry.

Contact Information

Matt Sisson – Chief Pilot
mattsisson@houston.rr.com

Larry Foltran – Assistant Chief Pilot
Delta1679@sbcglobal.net



Wes Kinney (DVA1706) – Captain
Frank Grivel (DVA2408) – Captain
Myriam Cruz (DVA1417) – Captain
Christopher Armstrong (DVA2416) – Captain
Trent Shoemaker (DVA2053) – Captain

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Larry Foltran comes to the MD program having reached the level of Captain in the 757/767 program and Senior Captain in the 777 program. He has been with DVA since 2004.

Matt and Larry will be responsible for grading MD-88 rating exams and check flights, approving PIREP's and addressing any questions or concerns that may come up.

MD-88 Events

For those of you who enjoy flying online, we are in the process of planning our first (at least most recent) MD-88 online event. In preparation of this we are featuring an article on the basics of flying online, but more on that as you read further.

Our flight will be a 2 hour 19 minute flight from Atlanta (KATL) to Dallas/Fort Worth (DFW). We are working on arranging ATC for both locations, but no guarantees.

The event will be posted on the DVA events page, so go ahead and sign up.

We hope to see you there!

When: (Tentatively) Friday, August 19, 2005

Time: TBA

Where: VATSIM

Preferred Route: TBA

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Mad Dogs in the News

WASHINGTON - The Federal Aviation Administration (FAA) has ordered operators of DC-9/MD-88 series and MD-90-30 series aircraft to inspect the wiring of static port heaters for chafing, loose connections and evidence of arcing, and to make necessary repairs. Operators must also determine if the surrounding insulation is covered with metalized Mylar™ (polyethyleneteraphthalate). If so, the Mylar™ must be removed and/or replaced with Tedlar™-covered insulation, or other appropriate action must be taken. Static port heaters are small heaters that keep ice from forming on devices that measure air pressure.

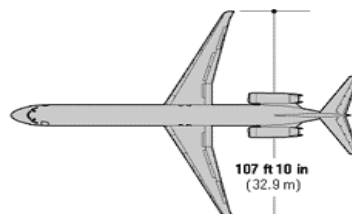
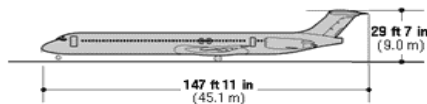
The immediately adopted airworthiness directive (AD) is in response to an incident that occurred on Sept. 17, 1999, in which a Delta Air Lines MD-88 experienced a fire in the forward cargo compartment shortly after takeoff from Northern Kentucky International Airport in Covington, Ky. The plane returned to the airport without passenger injuries. In its investigation, the National Transportation Safety Board (NTSB) determined that a spark from a static port heater ignited the fire, which spread by consuming the metalized Mylar™ insulation surrounding the heater.

The AD will affect 593 U.S.-registered DC-9-81, -82, -83, -87 and MD-88 aircraft, as well as 12 MD-90-30s. U.S. operators affected, in addition to Delta, are Alaska Airlines, American Airlines, Continental Airlines, Midwest Express Airlines, Trans World Airlines and US Airways. The total cost per aircraft is estimated at \$120.

<http://www.ttgweb.com/cms/243.html>



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Flying Online – Taking the First Step (Larry Foltran)

Anyone you ask who flies online often will tell you that it is one of the most enjoyable and addicting aspects of virtual flying. Inversely, it can be a very intimidating step for someone who has never done it. In this article, I plan to cover the basics and remove some of the clouds of intimidation.

The purpose of this article is not to guide you through installation and setup of both the software and VATSIM account, but instead to prepare you for that first time you call for clearance. The biggest source of intimidation is communicating with ATC, which is the main reason for flying online. There are two ways to get your feet wet with this.

1. One of the easiest ways is to park yourself at a busy airport and listen in on the communication. If multiple controllers are available for that airport, you can even follow a flight coming in as the pilot is passed from Center to Approach and so forth. An easy way to see where the controllers are is by using ServInfo (another free tool).
2. Using the opposite approach, you can find an airport that isn't busy at all but is being controlled and fly the pattern a couple of times. This can even be a great opportunity to practice instrument approaches. Remember, you will need to file a flight plan if taking this approach. Contact the controller and explain that you are trying to learn how to fly online. I have never come across a controller who hasn't been eager to help in this situation. That is, unless of course you pop into an airport that has 20+ aircraft inbound in the next 10 minutes.

The main thing to remember when online is to treat ATC and other pilots with respect and professionalism. Everyone makes mistakes. Always remember before you connect online, make sure to position yourself at an airport gate or parking area. I can't stress enough how important this is. An aircraft that "pops up" on an active runway is not a welcomed site to ATC nor that pilot on final approach.

Other things to keep in mind.

- Whether you decide to use voice capabilities or stick with text, make sure to read back all instructions issued to you. This should always be followed by your callsign.
- When on the ground and instructed to cross, position or take off on a runway, always read back before complying (unless you are asked to expedite) to make sure you understood the instructions. If you were incorrect, ATC will quickly correct you.
- When in flight, navigate according to the issued instructions and then read back. For example, if instructed to turn 320 and descend to 5,000, initiate the turn and descent and then read back the instructions. This will ensure that you don't miss an approach, avoid any traffic, etc. Always remember that ATC sees a bigger picture than you do. So if you are questioning the instructions, navigate then question it.
- Patience is a necessity online, especially when departing from a busy airport. I recently was one of 20 aircraft trying to depart from Atlanta at the same time (no it wasn't during a fly-in). Issue your request for clearance and give ATC a chance to get back with you. It sometimes may take a little while. If after a while you feel that the controller may have missed your request, politely check back in with him.

Hopefully this article has offered some ways to slowly introduce you to the world of flying online. The biggest step is just getting out there and doing it. You can also find more information about online flying in the Online Flying Manual available in the DVA documents library. There is also a wealth of knowledge in the form of your fellow DVA pilots. The Water Cooler is a great place to get answers, but always do a search before posting. See you guys in the air!

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Flying Online – My First Flight

(Matt Sisson)

My first on-line flight experience came a few years ago with my friend Craig Davidson, now Assistant Chief of the 757 program. I had watched on-line and listened for a long time and finally decided that I was going to try it. At that time, I didn't know how to get flight plans or charts or anything so I just set up for a direct flight (can't remember where). I got so nervous before calling the controller. I finally wrote down my quick saying so I could get the first word out. After that it was really easy. I am now a controller at ZFW (DFW/DAL/OKC area) and I am the event coordinator for the ARTCC. I have also walked up the chains to become DVA's MD-88 Chief. And all this started with the very fist call 2 years ago. I can tell you coming from the other side, in the tower, that we are very patient with new guys. Especially if you come to us during a quiet time. Also, put in your remark section that you are new. Every time I see that I have a lot more patience. Usually you get about the same treatment from the controllers that you give them. Be nice to them and they'll return the favor. All you have to do is get over that first step then the sky is the limit from there on. I hope to see you in the air sometime! Stop by DFW when I'm logged on controlling and I'll be glad to give you a helping hand.



God Bless!

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Atlanta (KATL) runway 26L