Mad Dog Newsletter

Delta Virtual Airlines

October 2005 **Volume 1, Issue #3**

MD-88/90 Program News

On September 3rd, we welcomed the launch of DVA2006. Thanks to the extremely hard work put forth by DVA's Luke Kolin, and many other worker bees in the background, we have been provided a brand new site as our base of operations.

DVA2006 includes several new features as well as more streamlined HR tools for the DVA Chief Pilots and Senior Staff.

We offer our sincere thanks to Luke Kolin and all involved in bringing DVA2006 to reality.

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Recent Promotions

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

Matt Dyehouse (DVA2464) – Captain
Steve Williams (DVA2388) – Captain

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MD-88/90 Events

Maddog Prowl #2 ("Mad Dogs Over Miami") took place on September 23rd. Once again, we had outstanding coverage from start to finish.

With Andrew Dalrymple taking over the helm of the DVA Events Department, some changes have taken place in the overall scope of the DVA online events. Andrew has put in place a series of regular stage specific events that, in our case, will include both the 737 and our Mad Dogs.

Due to this fact, we will not be scheduling any additional MD-88/90 program specific events. Of course that is unless our pilots would like them to continue. Please let us know if you would like the Mad Dog Prowl events to continue

Mad Dogs in the News

(Larry Foltran)

U.S. fleet of MD-80 jets safe, FAA says
By Alan Levin, USA TODAY
01/21/04

The engine cracks that prompted a Japanese airline to ground its fleet of MD-80 jets this week apparently do not pose a problem at any U.S. carrier, federal regulators and airline officials said Tuesday.

Japan Air System, one of that country's largest domestic carriers, canceled 215 flights Monday and Tuesday after finding cracks in engines on 17 of its 25 MD-80 jets. The cancellations were expected to continue today as the airline and Japanese aviation officials sort through the problem.

But several of the carriers in the USA that fly the popular medium-range jet said they had been told that their jets were safe. U.S. airlines fly more than 500 MD-80s. "Initial reports indicate that the problem is confined to the (Japan Air System) fleet and is not typical of the rest of the worldwide fleet," said Laura Brown, a spokeswoman for the Federal Aviation Administration, which regulates airlines in this country.

Two aviation sources who investigate engine safety and several others in the aviation industry confirmed that the cracks found in Japan appeared to be linked to repairs performed on the engines. Other airlines are not likely to find engine cracking on the same scale, the sources said.

Minor cracks within engines are not uncommon, said the sources, who requested anonymity because Japanese officials have yet to announce the results of an investigation. As long as airlines periodically watch the cracks to ensure they do not grow, jets can safely fly with such cracks.

The cracks found in Japan involve a 2-inch-long blade that guides compressed air within the engine. The part is made of a steel-based alloy.

As a precaution, the FAA's maintenance inspectors will review airline repair records in this country, Brown said.

Airline officials do not expect to find significant problems. American Airlines, which has the largest fleet of MD-80s in this country, had encountered similar cracks only five times in nine years, American spokesman John Hotard said. In each case, the cracks were minor and repaired during routine maintenance, he said. American has 335 MD-80s.

The engine that powers the MD-80, known as the JT8D-200, is built by Pratt & Whitney, based in Connecticut. It is a modern version of the most popular engine in commercial aviation and has a history of reliability and safety.

http://www.usatoday.com/travel/news/2004-01-21-engine-cracks_x.htm

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The Delta Fleet

Ever wonder how many of each aircraft type Delta has in its fleet? Wonder no more…

149 - Boeing 737 (all types)
120 – McDonnell Douglas /Boeing MD-88
16 - McDonnell Douglas /Boeing MD-90
121 – Boeing 757 (all types)
123 - Boeing 767 (all types)
8 – Boeing 777
537 Total

Source:
http://www.absoluteastronomy.com/encyclopedia/d/de/delta_air_lines.htm

The Interview
(Larry Foltran)

I'm sure that the majority of young and aspiring airline pilots have dreamed of the day they will head down the jetway to their "office", greeting crewmembers along the way. Before that day comes though, they will have to sit in a room and prove to their potential employer that they can be trusted at the controls of the company's precious aircraft.

To give you a taste of what the test process could be like, here is an assortment of Delta Airlines interview questions from 1998. See how well you do.

1) How is takeoff distance and ground speed affected when taking off from Denver compared to Atlanta?
Longer T/O roll in Denver due to a higher true airspeed for T/O. Ground speed will be faster in Denver. Indicated airspeed will be the same for both T/O's.

4) What does Red and Green light signals from a control tower mean?
Exercise Extreme Caution.

5) What is the worst Icing Condition?
Freezing Rain.

6) What is the sequence for starting a turbine engine?
Air, Ignition, Fuel.

8) For over seas flights how many life jackets must be aboard?
One for each person.

13) Figure rate of descent necessary for an ILS (3deg slope).
Example: 180 kts GS, 180x5= 900 fpm. OR 180/2 + zero = 90+0= 900fpm.

16) What speed should you use when diverting to an alternate?
Normal Cruise Speed.

18) What is the advantage of a Swept Wing over a Straight Wing?
Swept wings have higher Critical Mach Numbers.

22) What three things affect hydroplaning?
Tire Pressure, Weight, and Depth of Water.

26) What are the effects of landing on a narrow runway?
You fly a lower than normal approach.

40) You are taking off on runway 9L in ATL, V1-123, VR-135, V2-147.
You have an engine failure at 130kts IAS, what do you do?
Continue the takeoff and climb at 147kts. IAS.

47) What is 1013.2 millibars equal to in inches of mercury?
29.92"

51) What affects lift in a turn?
Angle of bank and Airspeed.

95) Warm front will produce what type of thunderstorms?
Occluded.

102 questions total.

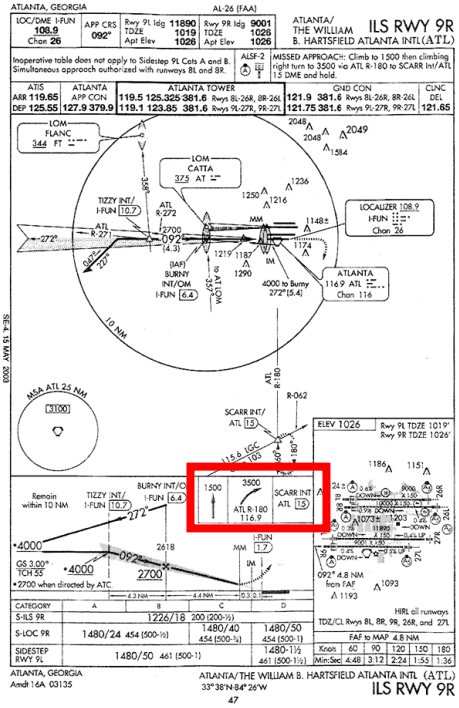
Prepared For The Unexpected Part #1

(Larry Foltran)

Whether it's a mechanical malfunction or simply a go-around, most of us have encountered something that results in some added stress. For years now, simulator training has been an essential part of a pilot's quest to be prepared for the unexpected. Being prepared in such a circumstance can be the difference between landing the aircraft safely or the dreaded other option.

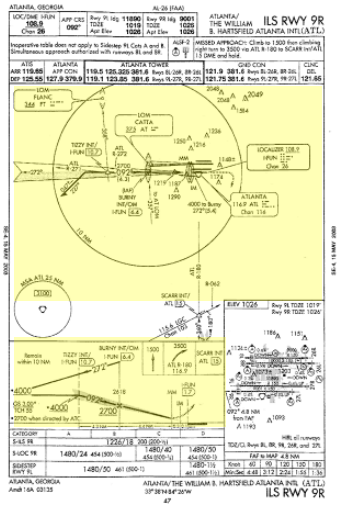
This month, I would like to begin a series of articles dealing with being prepared for the unexpected situations that may occur during a flight. The first, and probably most common event we encounter, is the aborted landing or "go-around".

This scenario can be a result of many different things including a bad approach, an aircraft on the runway or poor visibility. Regardless, a go-around is normally performed to ensure the safety of your passengers and crew.



Each runway has its specific go-around information. The textual instructions can be found on the approach plate (shown in red above). This information area gives you the altitude to climb and maintain, turn information and any navigation point information.

The missed approach information is also shown in two other areas on the approach plate; the horizontal profile and vertical profile.



Using Atlanta's runway 9R as an example, the plate instructs the pilot to:

- Climb to 1500 ft on the runway heading.
- Upon reaching 1500, turn to join the ATL 180 radial outbound; climbing to 3500 feet.
- At 15 miles DME you will cross the SCARR intersection. There you will enter a standard hold until instructed otherwise by ATC.

Normally, once established on the approach, you should set the autopilot according to the initial go-around instructions. In this case, your altitude should be set to either 1500 or 3500 and NAV2 radio should be set to 116.90 (ATL VOR). If it becomes necessary to abort the landing, you don't want to be fumbling with your autopilot or radios. You may also want to program the holding intersection in your GPS or FMS (depending on what kind of panel you are using). You aren't required to fully use the autopilot, but using it to maintain either your airspeed or altitude alone can help reduce your workload.

The following exercise will guide you through an aborted landing scenario.

Note: I suggest that the following training exercise be done off-line. If you do decide to go through it online, be absolutely certain that you have permission from any ATC monitoring the area and that they fully understand what you will be doing. Also, real life training in these procedures requires hours and hours of instruction and procedure training. With that said, head to the DVA simulator training facility and strap yourself into the Mad Dog.

Location: KATL - Rwy 9R

Position yourself on the ILS approach for rwy 9R. Regardless of whether you are flying an instrument approach or not, always have the go-around altitude and course set on your autopilot.

ATC: *"Delta XXXX, you are cleared to land on runway niner-right."*

"Cleared to land niner-right, Delta XXXX"

Follow the ILS approach into 9R according to condition procedures.

Upon reaching about 500 feet AGL, declare a missed approach.

"Delta XXXX is declaring a missed approach. Requesting go around."

At this point, you should be engaging "go around" power and pitching the nose up into a climb. As conditions permit, you should raise the landing gear and clean up the flaps to 15.

ATC: *"Roger Delta XXXX. Fly the missed approach as published. Climb and maintain 3,500 ft."*

"As published and we'll maintain 3500 feet, Delta XXXX"

As shown on the approach plate, you will climb to 1500 feet, then begin a right turn to intercept the ATL 180 radial. Once you reach the SCARR intersection, you should be level at 3500 feet. Remember to stay below 250kts as the MD-88 can quickly pass that.

Once you cross the SCARR intersection, begin the standard holding pattern. ATC may vector you around before this point.

ATC: *"Delta XXXX. Turn right 270."*

"Right turn 270, Delta XXXX"

Congratulations! You have successfully performed a missed approach. No need to panic next time things don't look perfect during your approach.

Things To Think About

- Ask ATC for the expected runway and review the missed approach procedure during your descent. This will prevent the need to scramble for the procedures once you declare a go around.
- Begin your climb as soon as you realize you will be going around. The one constant among all missed approaches is that they all begin with a climb (try finding one that doesn't).
- A stabilized and good approach leads to a less stressful missed approach.
- Clean up the aircraft as soon as you can safely do so.
- Keep a close eye for other aircraft that could be a factor during the go around.
- The safety of your passengers and crew is top priority when deciding whether or not to go around.