

The official publication of DVA's MD-88/90 Program

February 2006

The

**Mad Dog**



**"Growl!"**

Sometimes the bite is as bad as the bark



**In this issue:**

**DVA'S PROMOTION  
POLICY**

Volume #2 - Issue #1

**Ground Deicing**

**...and more!**





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**February 2006**

**Volume #2 – Issue #1**

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## MD88/90 Program News

### **Happy New Year!**

I hope everyone enjoyed a safe and happy Christmas. We are officially into the new year and what a year a hope this will be.

We've been welcoming more and more new pilots into the program and some who had left and are now back. Either way, our ranks are growing and we're filling the skies with Mad Dogs.

As usual, during the coming year we will be striving to improve the program. Feel free to contact us if you have any ideas that can be discussed. Our "offices" are always open.

\* \* \*

### **Tyrone Weston Returns!**

I'd like to welcome Tyrone Weston into the Assistant Chief Pilot position of our program. Tyrone has served as our program's Chief Pilot and possesses an extensive knowledge of our MD-88 & 90 as well as flight sim in general. He is a valuable asset to our program and I'm glad to have him on board.

I'd also like to thank all of you who submitted applications for the ACP position. We are very happy to have such a pool of dedicated pilots who are willing to step up.

\* \* \*

### **Guest Writers Welcome!**

Do you have an idea for an article topic? Would you like to submit an article for the next issue of the Mad Dog Newsletter? Please contact Larry Foltran ([delta1679@sbcglobal.net](mailto:delta1679@sbcglobal.net)) to submit your idea. You will of course be credited for any information you send in.

\* \* \*

## Recent Promotions

Every month, we like to acknowledge our Mad Dog pilots who have completed all of the requirements necessary to wear the extra stripe. Congratulations to all on your promotion.

We have a huge list to acknowledge this month, so here they are!

Rob Stocks (DVA2651) – Captain (Dec)  
Mike Gothic (DVA2289) – Captain (Dec)  
David Reimer (DVA2239) – Captain (Dec)  
Christian Cruz (DVA2652) – Captain (Dec)  
Shawn McCoy (DVA1830) – Captain (Dec)  
Jonathan Barksdale (DVA2717) – Captain (Jan)  
Mark Yeomans (DVA2691) – Captain (Jan)  
Richard Gallaher (DVA2783) – Captain (Jan)  
Jon Wittoesch (DVA2056) – Captain (Jan)  
Salvatore Parillo (DVA2343) – Captain (Jan)  
Massimo Burotti (DVA2804) – Captain (Jan)  
Dylan Norton (DVA2856) – Captain (Jan)  
Justin Alloway (DVA2810) – Captain (Jan)



## Online Events

### **The Mad Dog Prowl!**

Well, my schedule interfered with getting something together for last month. Honestly, I'd had to organize an event if I can't be there as well. We'll try to get something put together in the near future. Until then, Andrew has been putting together some great events that you should really try.

## Mad Dogs In The News

### **Hole In Fuselage Forces Emergency Landing** <http://www.komotv.com/stories/40979.htm>

SEATTLE - A foot-long hole in the fuselage of an Alaska Airlines jet caused the plane to lose cabin pressure, forcing the crew to make an emergency descent from 26,000 feet and return to Seattle-Tacoma International Airport, authorities said Tuesday.

The incident Monday afternoon involved an MD-80 jet en route to Burbank, Calif. The plane landed safely at Sea-Tac and none of the 140 passengers or five crew members was hurt, Alaska Airlines spokeswoman Caroline Boren said.

Applause erupted onboard as the plane touched down with oxygen masks still dangling above nervous passengers.

Damon Zwicker had a video camera rolling inside the cabin and turned the camera on himself after the landing. "Well, catastrophe averted," he said looking into the lens.

Interviewed in Burbank, Calif. on Tuesday evening Zwicker and his girlfriend, Leslie Comstock, were still shaken up.

"There was a bang and the oxygen masks fell down... and I knew at that point that something was wrong," Zwicker said.

"It was absolutely the scariest thing I've ever had to go through in my entire life," Comstock said. "I felt like I was lucky to be alive."

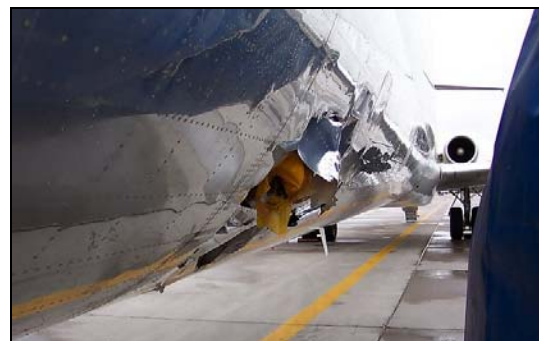
The National Transportation Safety Board and the Federal Aviation Administration were investigating, along with the airline and the Port of Seattle.

A ramp worker has acknowledged he failed to immediately report striking the plane at the gate Monday with a baggage cart or baggage-belt machine, NTSB spokesman Jim Struhsaker said.

The worker told the agency that although the vehicle touched the plane, he was not aware he had dented it, Struhsaker said.

The bump created a crease in the plane's aluminum skin, which opened up into a 12-by 6-inch gash as the plane came under increased pressure at 26,000 feet, Struhsaker said.

On Tuesday, Alaska Airlines contacted the Port of Seattle "and asked our police department to take a hit-and-run report," port spokesman Bob Parker said Tuesday evening. "We're coming into this a full 18 hours after the fact. We got involved after Alaska Airlines reported a hit-and-run involving their airplane."



The worker was employed by Menzies Aviation, a British company that Alaska contracts with to provide baggage handling and other ramp services at Sea-Tac, Boren said. The employee was suspended Wednesday and other baggage handlers were given a safety briefing.

Alaska Flight 536 left the airport for Burbank just before 4 p.m. Monday. The flight crew reported a loss of cabin pressure about 20 minutes later, Boren said. Oxygen masks deployed for passengers and the plane made a rapid descent, landing at Sea-Tac just before 5 p.m., she said.

"My ears started popping and then the rapid depressurization of the plane occurred. And then a lot of white noise and a lot of engine noise, and you can't breathe, you're just gasping for air," passenger Jeremy Hermanns told KOMO-TV.

Hermanns took several pictures with his cell phone camera as flight attendants checked to make sure each passenger's oxygen mask was secure.

"You're not really thinking at that point," Hermanns said of the moment the masks popped down. "It was pretty chaotic."

The hole was on the right side of the plane between the forward and middle cargo holds, Boren said. It was about 4 feet beneath passenger windows.

"I can tell you that there was a ramp vehicle that did make contact with the aircraft prior to the aircraft leaving for Burbank," she said. She did not know the exact type of vehicle, the exact sequence of events of the contact being reported, nor the status of the worker involved.

About 430 Menzies workers provide services for Alaska at Sea-Tac, Boren said. Meetings were being held with them to review safety procedures, including the "rapid and thorough reporting" of incidents on the ground, she said.

"We're working with the NTSB to review all the information relative to this event," Boren said.


The plane was being repaired and should be back in service within a few days, she added.

Menzies Aviation did not immediately return a call for comment Tuesday night.

Last May, Alaska Airlines laid off nearly 500 baggage handlers and other ramp workers at Sea-Tac, saying it needed to trim costs amid rising fuel prices and fierce competition from low-cost carriers.

In a statement then, Alaska said hiring Menzies Aviation to provide those ramp services at the airport would save \$13 million a year.

Alaska Airlines is the nation's ninth-largest carrier. Together with its sister airline, Horizon Air, it flies to more than 80 cities in the United States, Canada and Mexico. →



**MD-88**  
**PASSENGER SAFETY INFORMATION**

FOR YOUR SAFETY, PLEASE STUDY THIS CARD. THERE IS LITTLE LIKELIHOOD WE WILL ENCOUNTER A SITUATION REQUIRING EMERGENCY PREPARATIONS. HOWEVER, IT IS A GOOD PRACTICE TO BE ACQUAINTED WITH THE SAFETY FEATURES WE HAVE PROVIDED FOR YOU ON THIS AIRCRAFT.

Para su seguridad, favor estudiar esta tarjeta. La posibilidad de confrontar una emergencia es mínima, sin embargo es provechoso estar familiarizado con las medidas de seguridad que se proveen para usted en el avión.

Pour votre sécurité, veuillez étudier cette carte. Il est peu probable que les circonstances exigent de recourir aux mesures de sécurité, mais il est bon d'en prendre connaissance.

Für Ihre Sicherheit lesen Sie bitte diese Karte. Es ist sehr unwahrscheinlich, daß wir diese Notfallmaßnahmen je anwenden müssen. Jedoch ist es zu empfehlen, daß Sie sich mit den Sicherheitsmaßnahmen vertraut machen, die sich an Bord dieser Maschine befinden.


お客様の安全の為に読み下さい。非常時になることはめったにございませんが、この機に備え付けてあります非常用具についてお客様の参考までにお読み下さいませ。

승객 여러분의 안전을 위해 이카드를 읽어주시기 바랍니다. 비상사태가 발생할은 거의 없겠지만 참고삼아 비행기에 준비되어 있는 각종 비상용구에 대하여 알아두시기 바랍니다.

爲了您的安全請仔細閱讀此說明卡。雖然我們遭遇到這樣緊急措施的機會極少，但是讓旅客們熟悉此類飛機上的種種安全設備仍是必要的。

**PLEASE DO NOT REMOVE THIS CARD FROM AIRCRAFT**

Por favor no se lleve esta tarjeta del avión.  
Veuillez laisser cette carte à bord de l'avion.  
Bitte, entfernen Sie diese Karte nicht vom Flugzeug.  
機外に持ち出さないようお願いいたします。  
이카드를 비행기 밖으로 가지고 나가지 말아주시시오.  
請勿將此說明卡帶下飛機。



## Flight Spotlight – DEN to SLC

By: Larry Foltran

This month, we debut a new regular feature to our newsletter in which we will spotlight a specific flight. This month's flight is Delta's flight 945, non-stop from Denver International (DEN) to Salt Lake City (SLC). This flight is normally flown with a 737-800, but our MD-88 is a suitable substitution.



Scheduled departure time is 5:10 pm MST and scheduled arrival in SLC is 6:36 pm MST, giving us an enroute time of 1 hour and 26 minutes. Pre-flight planning gives us the following data:



Passengers: 11 first class, 100 economy – 111 total

ZFW: 106,732 lbs  
Fuel load: 13,835 lbs  
(5,249 wings, 3,337 center)(4,531 reserve – 45 minute)

Total payload: 28,756 lbs  
Gross weight: 120,567  
Planned route:  
KDEN ROCKI4.EKR  
MTU.SPANE4 KSLC  
Route distance: 388 nm  
Cruise Altitude: FL340  
(FL350 Optimum)

With our planning phase complete and our flight plan filed, we take the virtual underground train to distant concourse C and find our aircraft at gate 40. After about 25 minutes of preflight checks, we call for our clearance. With Denver fully staffed from delivery to center, this is a great night for

some flying. We close the door and start our push a few minutes later. Due to heavy traffic into and out of Denver this evening, we leave the gate 3 minutes late. Nothing to sweat about. There is no snow or other precipitation, so a ground de-ice will not be necessary.

Ground clears us over to runway 25 (south-west corner of the field) via CS then G taxiways. As we near the runway, we are promptly passed along to the tower controller. Instructed to position and hold on the runway, we move onto runway 25 and complete our final checks. A couple of important items to review at this point are take-off weight and icing potential once we get off the ground. Our aircraft weight at this point is slightly over 119,000lbs. Our projected take-off weight was 119,767lbs, so we're a little under that and we'll attribute it to the delay in receiving our taxi clearance. The important thing is that we are well under the 149,999 max take-off weight. The second item is current temperature and icing potential. Current temp is -1 C, but only a few light clouds hover over the field. We go ahead and engage the fuel heaters, but will hold off on anti-ice equipment until we get off the ground and will re-evaluate.



The tower controller gives us our clearance and we push up the throttles. We turn to a heading of 285 at the middle marker, as instructed. The mountains ahead of us slowly disappear as the sun dips under the horizon. Taking another look at the clouds in our path, we decide to use our anti-ice equipment until we are clear of them. As brief as that will be, safety is always the primary goal.

We finally reach our planned altitude of FL340 and review the route ahead of us. The planned route will take us into the SPANE4 STAR, which curls



northwest into Salt Lake City. Based on our weather report for SLC, we are expecting a southbound approach into the airport. That will take us on a course over the lake itself and then onto runway 16R, 16L or 17. We are also getting hit by a moderate head wind, which will affect our fuel consumption.



As Denver Center bids us good night, we tune in Unicom and continue our flight without ATC coverage. Minutes later, we enter the SPANE4 arrival and, after checking the winds at our destination, begin our descent to 19,000 feet. Expecting some bumps along the way, compliments of the local mountains, we turn on the seatbelt signs and announce the commencement of our descent. With clear skies ahead of us, the anti-ice equipment is kept off. We cross the SPANE intersection at the published altitude and slowly begin our curl northward. We continue our descent down, crossing CHHIP at 12,000 feet. Since there is no ATC tonight, we have our choice of runways. Based on the wind information, we select 16L and organize the necessary charts. As we pass to the west of the airport, we turn to 360 degrees and continue down to 9,000 feet. Visibility calls for an ILS approach, at least initially. We turn to the east and then finally southeast to intercept the localizer. As the aircraft turns itself on course, we notify the cabin crew of our imminent landing. Final

checks are performed and the Gross Landing Weight is checked. We are currently at 110,200lbs (116,036lbs projected) and safely below the 129,999 max mark.



Our MD-88 makes its way down the runway 16L glideslope. At

about 4,000 feet, our visibility improves and I disengage the autopilot. Some minor bumps welcome us as we near the runway, but we soon cross the threshold and the gear touchdown onto the runway. We exit the runway and make our way to gate D10 to conclude this flight. Our actual arrival time is 6:40pm local time, making us 4 minutes late. Here's how our flight panned out:

Fuel remaining: 5250lbs  
Projected Fuel Burn Rate: 8061 lbs/hr  
Actual Fuel Burn Rate: 5921 lbs/hr  
Total fuel used: 8,585 lbs  
Remaining flight time left: 0:53

With a mostly full flight, I tend to pad the numbers a bit when calculating the projected fuel burn and fuel needed. In this case, staying within what the FMS displayed as our optimum cruise speed saved us some fuel. We were still within the planned 0:45 minute reserve allotment. There are several airports that can accommodate an MD-88 in the vicinity, so I felt a 45-minute reserve would be sufficient in the event we would have to deviate.



Weather at both Denver and Salt Lake City was wonderful, providing us with a very enjoyable and uneventful flight. Icing is normally a concern when doing winter flying in this part of the country. Although the temperatures were very low, ice did not pose a problem this evening.

I must also commend the entire Denver ATC crew on their professionalism and attentiveness. I would recommend this flight to anyone looking for some great ATC. Thanks for reading and we'll have another flight for you next month. ➔



## **"Now What?" – Promotions**

### **Overview**

**By: Larry Foltran**

One of the most common questions I receive after welcoming a new pilot to the program is "I want to fly a 7XX. How do I get to there?" After feeling quite discouraged that this new pilot doesn't want to spend any more time than he or she has to in the Mad Dog, I wipe away the tears and start typing my response. Ok...maybe that was a little too dramatic.

Actually, I sincerely understand that most pilots have their eyes focused on our heavy aircraft. In those cases, the role of the stage 1 or stage 2 program should be to adequately prepare that person for movement into the stage 3 and 4 programs where they can see more of the virtual world. You'll quickly realize that this is more of an editorial style article, so fasten thy seatbelt and hang on.

So I guess it comes back to the original question of, "how do I get there". For this article, we are going to step ahead and assume that the person is looking to transfer into the upper stage programs and not simply hold an extra rating. A quick trip through DVA's Promotion Policy shows that a First Officer in the MD88/90 program must first complete 10 flights in the Mad Dog before trying the Captain Exam. Once the pilot passes the Captain Exam, he or she may take the First Office Exam for a stage 3 aircraft (727, 757 or 767).

Once that is successfully passed, the pilot will need to complete a checkride in the new aircraft. He or she would submit a transfer request via the DVA site, which gets the ball rolling. The Chief Pilot or Asst. Chief Pilot would then contact the pilot with the checkride specifics.

I should probably take this time to briefly touch on the checkride process. To save yourself some time and aggravation, be sure to wait until you are given the checkride requirements. Too often, I see pilots submitting self-assigned checkrides. While this offers a great opportunity to test your skills and shows initiative, you will probably have to submit a different checkride within the assigned boundaries and the first flight will be rejected. The checkride will need to be completed using the ACARS system and the checkride check box will need to be selected. This will assure that it will be highlighted as an actual checkride as opposed to a normal flight PIREP. Once the flight is reviewed, you will receive either a pass or fail mark and your request will either be accepted or rejected. Pretty simple, huh? One thing I should add is the need for patience when waiting for your grade. This goes with the written exams as well. Everyone on the staff

has responsibilities other than those at DVA. Sometimes school or work will delay the grading of these exams and rides.

At this point, the pilot will officially be a member of the desired program. If the person would like to advance to stage 4, the process starts all over again:

- ▲ 10 Flights
- ▲ Successfully pass the Captain exam.
- ▲ Successfully pass the First Officer exam in the next stage.
- ▲ Successfully pass the check ride.

Mathematically, a pilot can go from being a CRJ First Officer to 777 First Officer in only 31 flight segments (10 stage 1, 10 stage 2, 10 stage 3, 1 stage 4 checkride). Not bad, eh?

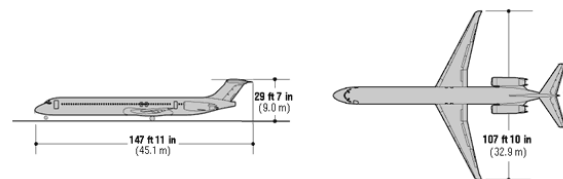
As I mentioned earlier, I feel that the time a person spends in the MD-88/90 program should be used to prepare for the next stages. I believe someone entering a stage 3 program should possess the following knowledge:

- ▲ Know how to develop a flight plan using nav points, not direct GPS.
- ▲ Know how to navigate via a SID or STAR.
- ▲ Know how to interact with ATC.
- ▲ Know the basic altitude and speed restrictions when leaving or coming into an airport.
- ▲ Have a basic knowledge of fuel planning.

Even though this is “just” a hobby, we fly because we enjoy it. Most of us also strive to make our FS experience “as real as it gets”. Taking off and accelerating to 290 knots straight up to cruising altitude, heading direct GPS to your destination and then making a high speed, straight in approach for a landing is not as real as it gets. If this is what you prefer, more power to you. The list of basic knowledge and skills mentioned above is aimed at the folks who want to learn how the pros do it. Having the “basics” nailed down before stepping into stage 3 or 4 will provide you with an easier time learning NATS, PACOTS and other crazy aviation acronyms. Ok...enough said about that.

Another question I occasionally hear is “why does DVA have such an involved promotion system?” Honestly, I can’t truthfully answer that because I wasn’t around when it was developed. My personal opinion is that DVA’s promotion system offers a very rewarding step system for our virtual pilots. It provides a true learning environment for everyone to increase their aviation knowledge. I’ve gone through the system as well and have learned quite a bit in the process. My path at DVA has taken me from First Officer in the 757/767 program, through Senior Captain in the 777 program, MD88/90 ACP and finally my current position as Mad Dog CP. Did I learn anything during that time? You better believe I did.

So if you have no plans on flying anything other than the MD-88, we’re glad you’re here. But if your goal is to fly a Delta Heavy to some European destination, we’ll do everything we can to help get you there. Learn as much as you can while you’re here and make that move. We’ll see you back in the Mad Dog when you’re tired of those long flight legs. ;-) ➔



## Winter Flying Continued – Ground Deicing

By: Larry Foltran

Last month, we discussed the importance of anti-icing and deicing procedures and the tools we have to prevent icing situations during flight. Using kind of a backwards approach, this month we will be focusing on ice prevention before you leave the ground.

Before we go any further, we should probably discuss the difference between anti-icing and deicing. Anti-icing refers to procedures performed using the aircraft's specific system while in flight. Deicing is removing any contaminant (snow, frost or ice) while on the ground using other equipment. During deicing, the aircraft can be sprayed with a variety of different liquids. This liquids could consist of either ethylene glycol, diethylene glycol or propylene glycol. Each is normally heated and mixed with a specific amount of water. As mentioned in last month's article, an important check list item is to shut-off the air conditioning intake valves to prevent fumes from entering the aircraft.



There are major differences when dealing with snow fall. If weather conditions are clear, but snow or ice has already accumulated on the aircraft, a 1-step deicing process to remove the contaminant should be sufficient. The situation changes if there is snow falling outside. In this situation, a 2-step process is implemented in which deicing fluids are used to remove contaminants and a ice inhibitor is applied to prevent further icing until the

aircraft is airborne and is able to use its own anti-ice equipment.

So let's assume that your aircraft is ready to be deiced. To throw a little extra into our equation, let's say there is snow falling. The deicing crew contacts you and asks what type of fluid you would like used. This would be a perfect time to refer to your FAA Holdover Time Guideline Chart. This information basically tells you how long the specific deicing fluid (inhibitor) used will be effective for.

FAA TYPE I HOLDOVER TIME GUIDELINE  
TABLE 1 - Guideline for Holdover Times Anticipated for SAE Type I Fluid Mixture as a Function of Weather Conditions and OAT.  
CAUTION: THIS TABLE IS FOR DEPARTURE PLANNING ONLY AND SHOULD BE USED IN CONJUNCTION WITH PRE-TAKEOFF CHECK PROCEDURES.

OAT		APPROXIMATE HOLDOVER TIMES UNDER VARIOUS WEATHER CONDITIONS (HOURS: MINUTES)							
°C	°F	Frost*	FREIZING FOG	Very LIGHT SNOW**	LIGHT SNOW**	MODERATE SNOW**	**FREEZING DRIZZLE	LIGHT FREEZING RAIN	RAIN ON COLD SOAKED WING
-3 and above	27 AND ABOVE	0:45	0:11 - 0:17	0:10-0:22	0:11 - 0:18	0:05 - 0:11	0:05 - 0:13	0:02 - 0:05	0:02 - 0:05
BELOW -3 TO -6	BELOW 27 TO 21	0:45	0:08 - 0:13	0:10-0:17	0:08 - 0:14	0:05 - 0:08	0:05 - 0:09	0:02 - 0:05	CAUTION: CLEAR ICE MAY REQUIRE TOUCH-FOR CONFIRMATION
BELOW -6 TO -10	BELOW 21 TO 14	0:45	0:06 - 0:10	0:11-0:13	0:06 - 0:11	0:04 - 0:06	0:04 - 0:07	0:02 - 0:05	
BELOW -10	BELOW 14	0:45	0:05 - 0:09	0:07-0:08	0:04 - 0:07	0:02 - 0:04			

\*C = DEGREES CELSIUS      OAT = OUTSIDE AIR TEMPERATURE      \*\*F = DEGREES FAHRENHEIT      FP = FREEZING POINT

[http://www.gofir.com/general/aircraft\\_deicing/](http://www.gofir.com/general/aircraft_deicing/)

To be more specific, let's assume the current conditions are light snow with a temperature of 24 degrees F. We are also expecting a pretty quick departure, let's say 5 minutes. Our Type 1 chart tells us that based on the conditions described, the deicing fluid will be effective for up to 8 to 14 minutes after application. Our expected departure is well within this window. If the expected delay would be greater, we could either request Type 2 fluid or coordinate a quick touch-up immediately prior to departure. On a side note, these fluids are all color coded to ensure everyone knows what type is actually being used.

As the Pilot In Command (PIC), you are responsible for following your own steps in this cold dance. For example, all wing flaps, slats and spoilers should be retracted during any snowfall and icing conditions. If it is necessary to have them extended in these conditions, you should communicate to the ground crew that they should pay extra attention to these areas.

Another area of attention during deicing is the aircraft's APU. The APU should never be in operation during the deicing process. The engines are permitted to be operating at idle speed, but again, ensure that the cabin air conditioning valves are closed.

Once you are cleared by the de-ice crew, ATC will normally try to get you in the air as quickly as possible. Barring any major delays, you should be in the air before the de-ice fluids lose their effectiveness and can activate your aircraft's anti-ice equipment. →

## Valid DVA Flight Refresher By: Larry Foltran

Based on the number of invalid flights popping up in the queue these days, I felt it was time again to hit on the subject of what flights are valid to PIREP at DVA. The rule is fairly straight forward: If it's an actual Delta flight or Delta Codeshare flight, you can PIREP it.

The biggest confusion stems from the second part of the rule. There have been tons of questions about codeshare flights, many asked by yours truly. The key to the codeshare flight portion of the rule are the words "Delta Codeshare flight". Delta has several codeshare partners including Northwest, KLM, Alitalia and others. This group is also referred to as the SkyTeam Alliance (sounds like they're ready to fight crime and beat up super villains, huh). Not all Northwest flights are valid PIREP flights and not all SkyTeam flights are valid PIREP flights. So what's the deal? Please refer to the example below.

FROM				
<b>Detroit, MI (DTW)</b>				
(R) 800-221-1212				
(C) 800-DL-CARGO				
<hr/>				
<b>AKRON/CANTON, OH (CAK)</b>				134mi
9:35	10:45	6961NW 0		SF3
		Disc. Feb. 15		
<hr/>				
<b>ALBANY, NY (ALB)</b>				489mi
10:28	11:54	6936NW 0 X6		D93
		Disc. Feb. 15		
1:55	3:19	7323NW 0		319
		Disc. Feb. 15		

The example I've provided is from the latest Delta Flight Schedule available from [www.delta.com](http://www.delta.com). Notice Flight #6961 from Detroit to Canton, Ohio. The Flight number is followed by the letters "NW". This means that it is a codeshare flight flown by Northwest Airlines. But, because it appears in Delta's flight schedule, it is a valid Delta codeshare flight. Do you have to flight it using a NWA aircraft? No. Are you required to fly it using the aircraft specified? No. As long as the aircraft has the range to complete the flight and the airport can handle the aircraft you choose, fly anything you are rated to fly.

Basically, if it appears in the actual Delta flight schedule, you can fly it. Don't make the mistake of simply picking flights from a codeshare partner's schedule or the SkyTeam schedule. Not all flights shown in those are Delta codeshare flights.

Whether or not you have any desire to fly codeshare flights, there are several different resources you can use to select valid flights.

1. The DVA site – Via the Pilot Center, you can either use "Find a Flight" or "Browse the Schedule". If you find the flight in either of these two places, you can be guaranteed it will be approved.
2. Delta Schedule PDF – Download the latest Delta schedule in pdf format from their site. You can select any flight that appears on this schedule. Don't expect to complete any Atlanta to London runs if you are only rated in the MD-88 (No we don't offer mid-air refueling).
3. Delta Schedule Application – You can also download Delta's desktop application. This allows you to select two cities and will give you all of the valid flights between those two places. One thing to watch here is the "via" column. Flights without anything in the "via" column are direct flights. Some destinations are not accessible via a direct flight. For example, after performing a search for a flight from Denver (DEN) to Detroit (DTW), I found several flights, but none were

direct. In this situation, if you file a report for DEN to DTW direct, it will not be approved. If using this application, always watch for that. This source has also been frowned upon in the past because some pilots have used old data. Make sure to update the data (menu option) regularly.

Beyond selecting a flight, a great habit to get into is to include where you found the flight in the comments are of your PIREP. If you found the flight on the Delta Schedule pdf, you can simply include "Flight from Delta Schedule pdf". The system sometimes tags flights as invalid, but by including a comment, you can really help the staff.

Now that the entire process has been laid out plainly, I'm going to muddy it all up again by bringing Air France into the discussion. Because of DVA's unique relationship with AFV, the PIREP rules change a bit when using Air France flights. Our pilots are allowed to fly any valid Air France flight as if it were a valid Delta flight. Actually, you can use similar resources to select Air France flights. You may download the AF schedule, use their desktop application (I believe they also offer one), but stay away from the SkyTeam schedule. This type of relationship really offers some great options to our Mad Dog pilots. Even if you don't have a rating in one of our heavy aircraft, you can still experience international flights through Air France. If you're ever looking for a departure from the routine, try a short regional hop from the Air France schedule. You'll quickly notice that flying in Europe is an entirely different game (I don't know how you do it Mr. Carter).



One final thing to also keep in mind is the aircraft you will be using. Make sure you are rated to fly that aircraft. For

example, if you are rated to fly the MD-88, you can also fly the MD-90, DC-9-10/30/50 and ERJ-170. If you submit a flight in an aircraft you are not rated in, it will be rejected. Also keep in mind that you are not officially

rated in the aircraft until it appears in your profile. In most cases, this will require a checkride. I've seen several flights recently where the pilot had successfully completed the First Officer exam and began filing "practice" flights in that aircraft. Practice flights are encouraged, but you won't be allowed to report flights until you have the rating. For more information on aircraft ratings, please refer to DVA's Promotion Guide available at the site or ask a staff member.

I know for many of you, the information in this article is old news. But with the number of new DVA pilots growing every day, it's important to occasionally revisit these basic rules. So in the memorable words of Brad Hamilton\*, "Learn it. Know it. Live it."

\* Fast Times at Ridgemont High (1982) ➔



## Screenshot Contest #2

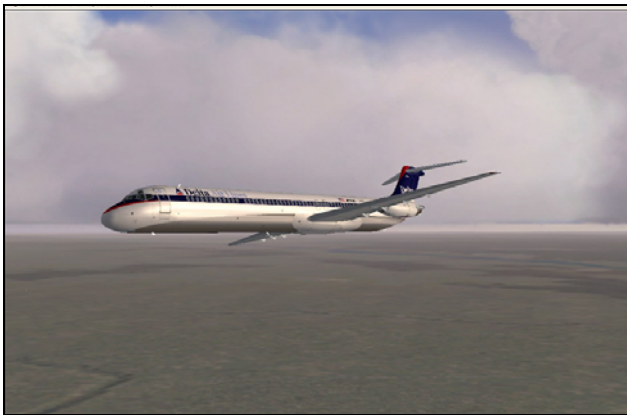
I'd first like to thank the following pilots for participating in our latest screenshot contest. Although the number of entries was a little on the light side, we did get some great shots.

Without any more delay, here are the results of our 2<sup>nd</sup> Mad Dog screenshot contest.

Our first prize goes to Shawn McCoy for his shot of a MD-90 departing from a snowy Salt Lake City (SLC) to sunny San Diego (SAN). You can also see a 737 far below.



Runner-up, and a close one at that, is David Scott's shot of a MD-88 descending into St. Louis (STL).



I'd also like to commend Craig Davidson and Christian Cruz on some great shots as well. It was a very tough contest to judge. Of course, they were all winners because they were taking their Mad Dogs out for a spin. ☺

We'll revisit the screenshot contest again in a few months. In the meantime if you take a great screenshot, send it in. You may just see it on the pages of the next newsletter.

Thanks again to everyone who participated and congrats to Shawn McCoy and David Scott. ➔



Craig Davidson – ATL to JAN



Christian Cruz – ATL takeoff



Shawn McCoy – Hoover Dam