

November/December 2006 Edition

Delta **FLY!**



In this issue...

- **Group Flight Planning (PDX to LAX)**
 - **Stage One Programs**
 - **ARTCC Spotlight: Miami (ZMA)**
 - **PSS 757 Review**
- ...and more!**



November/December 2006

Issue #8

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DVA Vice President, Director of Training
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On the Cover:



Landing roll at LAX, arriving from PHNL – Felix Madrazo

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This month's features:

- ▲ From the President 3
- ▲ From the Editor 5
- ▲ Flight Academy 6
- ▲ The Events Department 8
- ▲ Flight Planning (PDX to LAX) 10
- ▲ Stage One Programs 13
- ▲ ARTCC Spotlight: Miami 15
- ▲ PSS 757 Review 16

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From the President's Desk



Terry Eshenour - President, Senior Captain 777

Fellow Pilots,

It has been a few months since we last published Delta FLY! In that brief period of time the northern hemisphere went from summer with vacations, outdoor activities to fall and the return to the workplace or school and cooler temperatures. If you experience a change in seasons you may have leaves to rake and plants to protect from Jack Frost.

Regardless of hemisphere, we are experiencing the release of a new and improved MS FSX. The dedicated simmer is busy figuring out what is needed in the way of system and software upgrades the system to deal with the ever-growing demands of more sophisticated applications. Our technical department is working on fleet upgrades and ACARS to accommodate FSX.

Since the last publication of Delta FLY! July 2006, DVA has hired approximately 300 pilots. That's over three new hires each day! We are the largest VA in the world. Not that this grants us bragging rights, for I feel numbers are not what we are about as a virtual airline but quality and type of services to enhance enjoyment. The increase does affirm that our business model continues to work and appeals to an ever-increasing number of virtual pilots.

My regret as we grow in number is that I am unable to get to know each of our pilots personally. This is a drawback of greater numbers making it difficult to come in contact with our members. We do take measures to be accessible and respond personally to your inquiries. Our organization structure is kept flat and lean, so that we are in close proximity with our membership. Personal reviews are made of each flight report, exam and check ride. I try to review flight reports several times during the week and include a personal comment for remarkable flight reports.

Delta Virtual Airlines was highlighted along with two other VA's in the October 2006 issue of Computer Pilot magazine. For those who do not subscribe to Computer Pilot, the publisher will release the article for our publication late in November.



Gaby Carlson

Delta Virtual Airlines has seen some staff turnover in recent months. Matt Reamy stepped down as Editor Delta FLY! We are grateful for Matt who brought Delta FLY! back after being dormant. His determination and coaxing for articles resulted in a revitalized publication. George Lewis has taken over as interim editor and Andrew Vane is assisting.

In the events department, Andrew Dalrymple stepped down as Director of Events to develop DVA's historical program. Taking over are Andrew Vane and Manuel Hernandez. We look forward to interesting and challenging events. A mid week event was added that is supported almost to the same level as the traditional Sunday Night Group Flight.

Chief Pilot Randy King stepped down from the Turbo Program that he nurtured over a two-year period. We greatly appreciate his tireless efforts to breathe life into a much-needed program. Stepping into the Chief Pilot EMB-120 is Andrew Logan who is also a CFI in the Flight Academy. The EMB-120 program is growing in number since it is used by the Flight Academy in the PPL course. Our pilots are finding the improved model to be rewarding to fly.

In the 777 program, Chief Pilot Trevor Fenimore stepped down to pursue his aviation career at a university. We wish Trevor all the best with his education. Taking his place, Adam Gaweda has accepted the position of Chief Pilot and David Schaum was promoted to the position of Assistant Chief Pilot.



Ryan Wilson

In an effort to enhance response time and maintain human contact, Joe Porter joined the B737 program as a second Assistant Pilot. We will evaluate over the next few weeks. We may add additional Assistants to the larger programs on an as need basis.

William Jerla joined staff in a newly created position of Director of Client Technology to assist Luke Kolin with client side development and fleet gauges. The addition is to further ensure that we have knowledgeable and experienced backups for key functions.

The flight academy continues to attract and train pilots in the PPL course. With the impending release of the commercial course, we expect the flight academy to continue to be busy.

The Help Desk was inaugurated as a service feature where pilots can make private inquiries that are handled depending upon the nature of the inquiry by our instructors, staff or management. If you haven't noticed the feature on the left side menu, have a look.

Fall also signals the start of the new fiscal year for Global Virtual Airlines Group. The Group "owns" Delta Virtual Airline and Aviation Français Virtuel Airline. It is the funding mechanism to pay for the direct expenses associated with keeping the site live. The first year we had 24 contributors who voluntarily gave \$1,829.26 that more than covered \$1,543.58 in expenses. Currently we are offering shares for "purchase" for the second fiscal year first to the prior year shareholders. Let the treasurer@GVAGroup.org know if you would like to participate in supporting your VA by purchasing shares.

In case you were not aware, DVA pilots flying online are known by ARTCCs to be professional and courteous. Our events department consistently receives positive feedback after an event about our pilots. Thank you for striving for excellence.

We wish you all sincere and happy holidays this year!

Thank you for flying Delta Virtual Airlines,

A handwritten signature in black ink, appearing to read "Tony R. Coleman". The signature is fluid and cursive, written in a professional style.

Large, stylized, 3D-effect text that reads "FLY!". The letters are white with a grey shadow, giving it a sense of depth and movement. The font is bold and sans-serif.

From Delta FLY!'s Editor

George Lewis / Andrew Vane



I would like to thank Matt Reamy for his work on the Delta FLY!, bringing it back to life and making it what it is today. Matt did a great job and I would like to publicly thank him for his service to DVA. Thanks Matt!

As many probably already know, Matt Reamy has stepped down as the Delta FLY! Editor. I am currently playing the role of interim editor and an interim assistant editor, Andrew Vane, who is also our Director of Events.

If you are interested in working on Delta FLY! in an official capacity and think you have what it takes, including time, energy and a passion for doing things right, send an email to David Keech, Director of HR at hr@deltava.org.

I would like to apologize for the delay in the Delta FLY! publication. We hope to bring you the next issue on a more timely basis!

In this issue

In this issue we have the monthly columns from the DVA President, the Flight Academy, and a new monthly column featuring upcoming Events. We also have a couple of good articles for you.

Jared Angstadt, Chief Pilot of the Stage 1 CRJ program, wrote a nice article about the CRJ Stage 1 program. I would also like to note that the DVA Flight Academy is going to be using the CRJ in the Commercial Course and thanks to Shane Olguin, DVA2728, the flight model is much improved.

In addition, we are offering a spotlight on the Miami ARTCC highlighting the airports that are covered and information for pilots flying in this area.

We also have an article covering an upcoming online event between KPDX and KLAX. You can look for selected events to be covered in upcoming Delta FLY! editions.

Regards,
The interim editor and assistant editor
George Lewis and Andrew Vane



FMHG 737-800 INBOUND KLAS

From the Flight Academy

George Lewis - V.P. & Director of Training



Greetings from the Flight Academy!

I would like to recognize our CFI's, who take their hard earned free time and dedicate nearly every weeknight to helping DVA members learn to fly:

Scott Clarke, DVA2370

Scott Clarke lives in Orlando, Florida and has his commercial, instrument and multi-engine ratings. Scott is our Chief CFI at the DVA Flight Academy. In addition, he is also a controller on VATSIM and works in the ZLC airspace. You might see him on VATSIM one day. Scott is also an Examiner, meaning he can administer the final check ride that a pilot must do in order to pass the PPL course.

Andrew Logan, DVA2301

Andrew is from Reno, Nevada and attends Embry Riddle Aeronautical University in Daytona Beach, Florida. He has his real world CFI, commercial, instrument and multi-engine ratings. While most of our CFI's can only fly at night, Andrew is flexible and because of his school schedule, is able to work some students in during daytime hours. We periodically go up with Andrew ourselves and brush up on teaching techniques, which are passed on to the students. Andrew Logan is also the Chief Pilot of the EMB-120 program, which is the airplane used in the PPL course.

Jim Warner, DVA2533

Jim also hails from Orlando, Florida. Jim has been a real world pilot for many years and is our "go to" guy for initial instruction sessions. Jim is very knowledgeable when it comes to computers and getting them setup to work with the fsnet/copilot stuff. Nearly every student gets an opportunity to fly with Jim.

George Lewis, DVA2253

George lives in northeast Tennessee and has been a real world pilot since 1987. George is also an examiner, meaning he can administer the final check ride that a pilot must do in order

to pass the PPL course. George is DVA's Vice President of Training and has the overall responsibility for making sure DVA members get the training they need. He also writes for the Delta FLY! and is presently the interim editor of that publication.



New EMB-120 Manual

The EMB-120 Manual has been updated and you can download it now in the Document Library (you can find this on the DVA website in the pilot center). The new EMB-120 manual has the latest checklist that we use to teach the pilots in the PPL course. The EMB-120 Captain's Exam has also been re-done to reflect this new manual.

The Mentor Program

If you would like to request a mentor (someone to show you how to do something flying related) please go to the HELPDESK and request a mentor and what it is you would like help learning about.

If you are an experienced pilot who would like to volunteer to teach, please create an issue in the helpdesk requesting to be setup as a mentor. Please mention what you feel comfortable teaching.

When you help someone as a mentor, keep in mind that the sessions are considered confidential between you and the student. It is unethical to post comments in the water cooler that you taught a specific pilot some techniques. This is potentially embarrassing to the person who requested training and doing so could

result in you being removed from the mentor pool.

The Private Pilot Course

The Flight Academy is currently offering the Private Pilot (PPL) course, which teaches the basics – hand flying the airplane, introduction to online flying and ATC communication, VFR flight planning and navigation and traffic pattern work. We don't use the autopilot in the Private Pilot course.

Once you pass the course, you will be awarded your virtual Private Pilot License at DVA. This will even display in the water cooler next to your name displaying "PPL", indicating you have the rating.

Remember that flight lessons are not tests! They are lessons – we go into these lessons with little or no expectations of student ability to control the airplane or have in depth knowledge of aviation.

The flight instructors are prepared to teach the student everything they need to know in the PPL course. There is no need to fear the instructor or think you have to fly really well and put on a good performance. The whole idea is to get you the help you need so that you fly better.

Please don't enroll and try to take the exam immediately. I highly encourage students to take a couple of flight lessons first. I have seen time and time again those students who wait and take the test after a few flight lessons do much better on the exams than students who take it right away. You learn **valuable** information from the flight instructors during those lessons!

The Commercial Course

The next course, which will probably be activated in the next week or so, is the Commercial course. This course will teach the next level of flying, including learning how to navigate using victor airways and intersections while also introducing SIDS and STARS. We'll tighten up the flying in the EMB-120 and then transfer to the CRJ jet. Basic charts will also be taught as we prepare the student for the IFR rating, which comes after the Commercial course.

Happy flying!

George Lewis
DVA 2253
Senior Captain, B722
DVA Vice President and Director of Training



From the Events Department

Andrew Vane, DVA2887

Manuel Hernandez, DVA2569

Greetings from the Online Events Department!

As most of you know, our esteemed director Andrew Dalrymple has stepped down to serve Delta Virtual Airlines in other aspects and the staff, on a day when all the planets were aligned, selected both Manuel Hernandez and me to head up the Events Department. We are excited about this new opportunity to serve DVA and we hope to provide you with only the best and most enjoyable of online group events.

I would like to take a moment to share what Andrew Dalrymple has given to DVA over the last year. Andrew stepped in to serve as events director and took the wheel of this 18-wheeler. Serving on the staff can be a thankless position with much time spent, many headaches and little praise. Andrew served tirelessly over the last year and continued the tradition of the Sunday night 'Musketeer' group flights as well as trying new things like an Olympics type event and turbo-prop fly-in. Andrew is very deserving of all pilots' gratitude for his dedicated service. If you ever find him on acars or in the cooler, be sure to thank him.

Manuel and I jumped right in at the end of September, corresponding constantly about new ideas and laying the groundwork for the October events. You may not have seen much change in the events department or in the types of events scheduled. This was fully intended so as to make no more than a little ripple in the waves of DVA. However, we are full of new ideas and look forward to implementing them.

We are greatly appreciative of all who have been taking part in the events in this past month or so. I was ecstatic to see over 25 pilots (including some staff who don't often have time to attend) descending along the MILTON3 STAR over NJ enroute to LaGuardia for our first event. As our first planned event, this was a rousing success and a great experience to build upon.

In addition, unless you live in a DVA closet, you by now have found out that Delta Virtual Airlines won the Battle of The Airlines Event on October 7th. We were invited to participate in sort of a friendly competition between VA's to see who could get in the most departures and arrivals at 6 airports in the Houston and Jacksonville ARTCC's coverage area. Despite some scheduling problems, DVA not only won, but it wasn't even close. Many thanks to all who were able to attend and get some points for us. Even senior staff got involved in this event. It was a great outpouring of the dedication and desire to make DVA even better than drove this event. Special thanks to Robby Chiste and Cordell Hadeed who together knocked out 15 of the 91 points we received during this event. Houston ARTCC gave all our pilots an "A" grade as a whole. This feather in our caps is certainly something to be proud of.

As for the future of online events, Andrew Dalrymple has set the bar high. Manuel and I are striving to meet this level of service and have many new ideas we wish to implement. One such event in the works is a Delta Live event to be held December 1st, similar to what some other VA's are doing. They seek to simulate an airport's real world operations (flights, destinations, gates, etc.) in a specific time period. We have chosen Salt Lake City as our origin as this will provide a very nice selection of short, medium and long haul destinations. Pilots will select a real world route with a departure time, gate and destination within a 1-hour time window and then fly it according to the schedule in the real world. The rules will be a bit different than typical events so be sure to check the water cooler often for postings and more information.

Keep in mind that online events are never mandatory. They're organized by volunteers who are trying to further the mission of DVA which is "to enhance the flight sim enjoyment through knowledge and experience." Our door is always open to new suggestions, events and routes.

We look forward to serving you. These events belong to all of us!

Andrew Vane, DVA2887
Director of Events

Manuel Hernandez, DVA2569
Asst. Director of Events

November 2006 Delta Virtual Airlines Online Events						
29 Des Moines, IA & Charlotte, NC 20:00 ET	30	31	1	2	3	4
5 Memphis, TN & Jacksonville, FL 20:00 ET	6	7	8	9 Mid-Week Ops SLC & Reno	10	11 767 Group: S. Africa to Cairo, Egypt 12:00 ET
12 Atlanta, GA & Wichita, KS 20:00 ET	13	14	15 Mid-Week Ops DEN/BIS 20:00 ET	16	17	18 Long Haul San Fran, CA to Kansai, Japan 12:00 ET
19 Albuquerque, NM & Houston, TX 20:00 ET	20	21	22	23 Thanksgiving	24	25 Turbo-Prop Fly-In BOS/Halifax 12:00 ET
26 Portland, OR & Los Angeles, CA 21:00 ET	27	28 Mid-Week Ops TPA & GSP 20:00 ET	29	30		

December 2006 Delta Virtual Airlines Online Events						
					1 DVA Live From SLC 21:00 ET	2
3 Fly-In with SimCOA KATL-KEWR 20:00 ET	4	5	6	7 Mid-Week Ops Seattle & Boise Idaho 20:00 ET	8	9 767 Group Flight KATL to KLAS 12:00 ET
10 Alaska! Fairbanks to Juneau 20:00 ET	11	12	13	14 Mid-Week Ops KJFK & Toronto 20:00 ET	15	16 ZTL Treasure Hunt
17 ZTL Treasure Hunt	18	19 Mid-Week Ops Detroit & Knoxville 20:00 ET	20	21	22	23
24	25 Christmas Holiday	26	27 Mid-Week Ops Cincinnati & Chicago/MDW 20:00	28	29	30
31						



Online Group Flight Planning Portland (PDX) – Los Angeles (LAX)

Andrew Vane, DVA2887



An important part of DVA's history is the weekly Sunday night online group flights. In

November we will fly as a group

between Portland, Oregon (KPDX) and Los Angeles, California (KLAX). One of the primary keys to any flight is planning. If you don't know what a SID or STAR are, go back through past issues of Delta FLY! and read up. In this article, I'm going to walk the reader through this upcoming online group event.

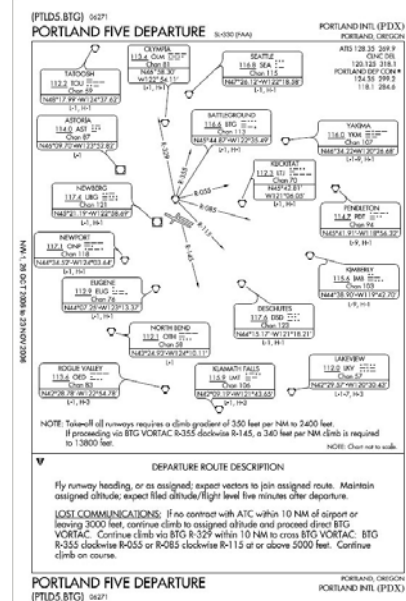
Let's begin by looking at the event description on the main DVA web page. If you click on the "Online Events" at the left side it will open the current month's calendar. Scroll down to Sunday Nov 26 and click on the link for the group flight titled "Along the West Coast". A new page should open with the group flight event description.

Before we even start out planning, we'll want to get all the applicable charts from <http://www.myairplane.com/databases/approach/index.php> or http://www.naco.faa.gov/index.asp?xml=naco/online/d_tpp.

We'll need airport diagram charts for both PDX and LAX, the PORTLAND5 departure chart, the SADDE6 STAR chart (as well as the MOORPARK3 STAR chart), and the ILS charts for all the runways. I have a laptop in addition to my flight sim computer on which I've installed all the charts for the major airports Delta flies to. This way, a chart is just a click away so I don't have to thumb through notebooks when planning or flying the flight.

From the description we can see that there are two route options available: Route #1: KLAX to KPDX or Route #2: KPDX to KLAX. Since the KLAX arrivals can be tricky and we all love a challenge, let's choose Route #2 (KPDX to KLAX). Let's look below the routes and read

the event description. This description, which sadly not many pilots actually read, contains the routes, Delta Flight number/leg for our PIREP, flight time, distance, cruise altitude and what aircraft are accepted for this event. We see that the route is as follows: KPDX PTLD5.BTG LKV J67 LIN J189 AVE.SADDE6 KLAX but there is also a note to keep the MOORPARK3 STAR chart available in case of east operations at KLAX. Under "Sign up for this event" go ahead and select the route and equipment type. Be sure to select and fly an aircraft you're currently rated for.



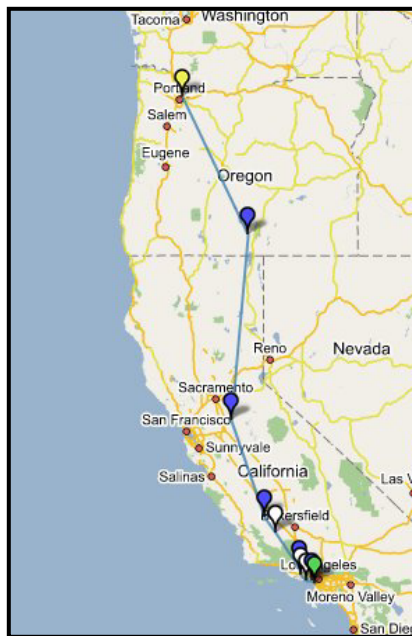
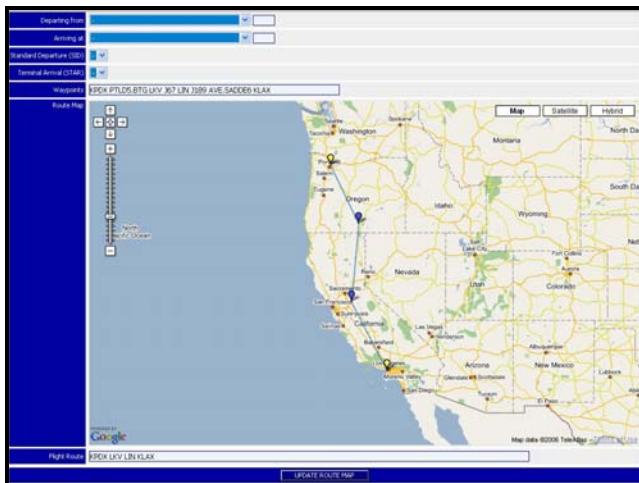
Looking at the PORTLAND5 (PTLD5) SID, we see that, upon takeoff, we are to fly the runway heading to the directed altitude and expect vectors to the Lakeview VOR (LKV). For those of you using payware aircraft with a

Flight Management Computer (FMC), once you've entered the route, the LKV VOR will show up as a waypoint. For those of us flying non-FMC equipped aircraft (like the Mighty 727), we'll plug in the Battleground (BTG 116.6) and Lakeview VOR frequencies (LKV 112.0) into the Navigation radios. It's always good to know where you're going. Additionally, if you'd like to fill in the flight plan in the FS2004 flight planner from within the simulation prior to connecting but don't know how, there is a very good article by George Lewis in the June/July 2006 issue of Delta FLY!, which will help you figure out how to use this tool.

The PTLD5 SID also indicates that the pilot should expect filed altitude/flight level five minutes after departure. This does not mean we'll be expected to reach the filed cruise

altitude. It means that around 5 minutes after we depart the airport, we will be given clearance to climb to cruise altitude.

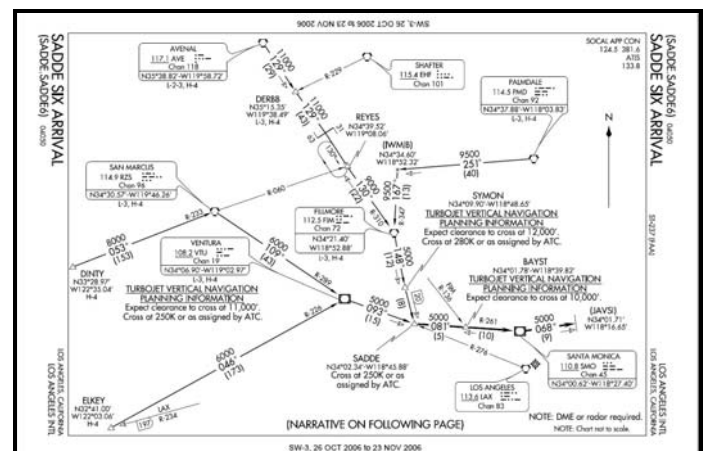
Once we reach the LKV VOR, we'll then be flying along the high altitude jet airway J67 to the LIN VOR. We'll then turn and fly along J189 to the AVE VOR. If you'd like to see this route plotted on a map, there is a handy tool within the web site. Go to the Pilot Center, scroll down to Flight Planning Resources and click on "Route Plotter". Go to the space next to "Waypoints" and paste the route. Then, click "Update Route Map" at the bottom of the page. Voila! The route is shown from origin to destination. The SID's and STAR's didn't show up however.



If you'd like to make it look more detailed, use the SID and STAR charts to update the route in the Waypoints section just for the purpose of seeing the actual route intersections you will fly. In this case you'd enter KPDXX LKV

LIN AVE DERBB FIM SYMON BAYST SMO KLAX to see the detailed waypoints of the STAR.

Now, look at the SADDE6 STAR chart. Since the Avenal VOR (117.1 AVE) is in our route, this will be the transition point from which we'll enter the STAR and begin our descent to prepare for landing at LAX. The STAR chart indicates that we'll be flying a heading of 129 degrees from AVE for 29 miles at a minimum of 11,000 feet to the DERBB intersection. It's not likely that we will have already descended to 11,000 feet. This altitude restriction is in place so that we won't be bothering the local residents or conflicting with other aircraft in the area. For those pilots with FMC's, all the waypoints (VOR's and Intersections) will show up on the aircraft's display. For my purposes (flying VOR to VOR without an FMC), I will know I'm over the DERBB intersection when 3 things occur: 1) I'm directly over the 129 degree radial of the AVE VOR, 2) the Distance Measuring Equipment (DME) indicates a distance of 29 miles, and my heading is 129 degrees. The heading doesn't determine where I am per se but will ensure that I'm following the STAR just like I'm supposed to. If there happens to be a crosswind from the west for instance, you may have a heading closer to 135 degrees to offset the fact that the wind is pushing you eastward. This is called "crabbing" and the DVA Flight Academy is the perfect place to learn how to fly while taking into account the winds effect on the aircraft.



One of the waypoints, titled SYMON has a note regarding a restriction. It says that turbojets should expect to cross SYMON at 12,000 feet and 280 knots. ATC may give us different instructions during our flight but this is important to know. Every STAR chart has a point with an altitude and velocity restriction that sets the aircraft up for the approach.

Most likely, ATC will give us instructions on when to begin our descent during the flight. They may tell us to begin descent or give us a “descend at pilot’s discretion” instruction. It’s very important to know when we need to start our descent. A good rule of thumb is to descend at somewhere around 280 knots and 2500 feet per minute. This means the pilot will need about 3 miles distance for every 1,000 feet descended. Since our cruise altitude is 33,000 feet and we need to be at around 12,000 feet when we cross SYMON, we can subtract 33,000 from 12,000 giving us 21,000. This means we’ll need about 63 miles to descend. We don’t want to hit it exactly so let’s add about 10 miles to slow down and transition to our descent. If we look at the SADDE6 STAR chart, we start at SYMON and count backwards along our route 73 miles. It’s about 77 miles all the way back to the AVE VOR. This means that if we start our descent right over the AVE VOR, we should be fine.

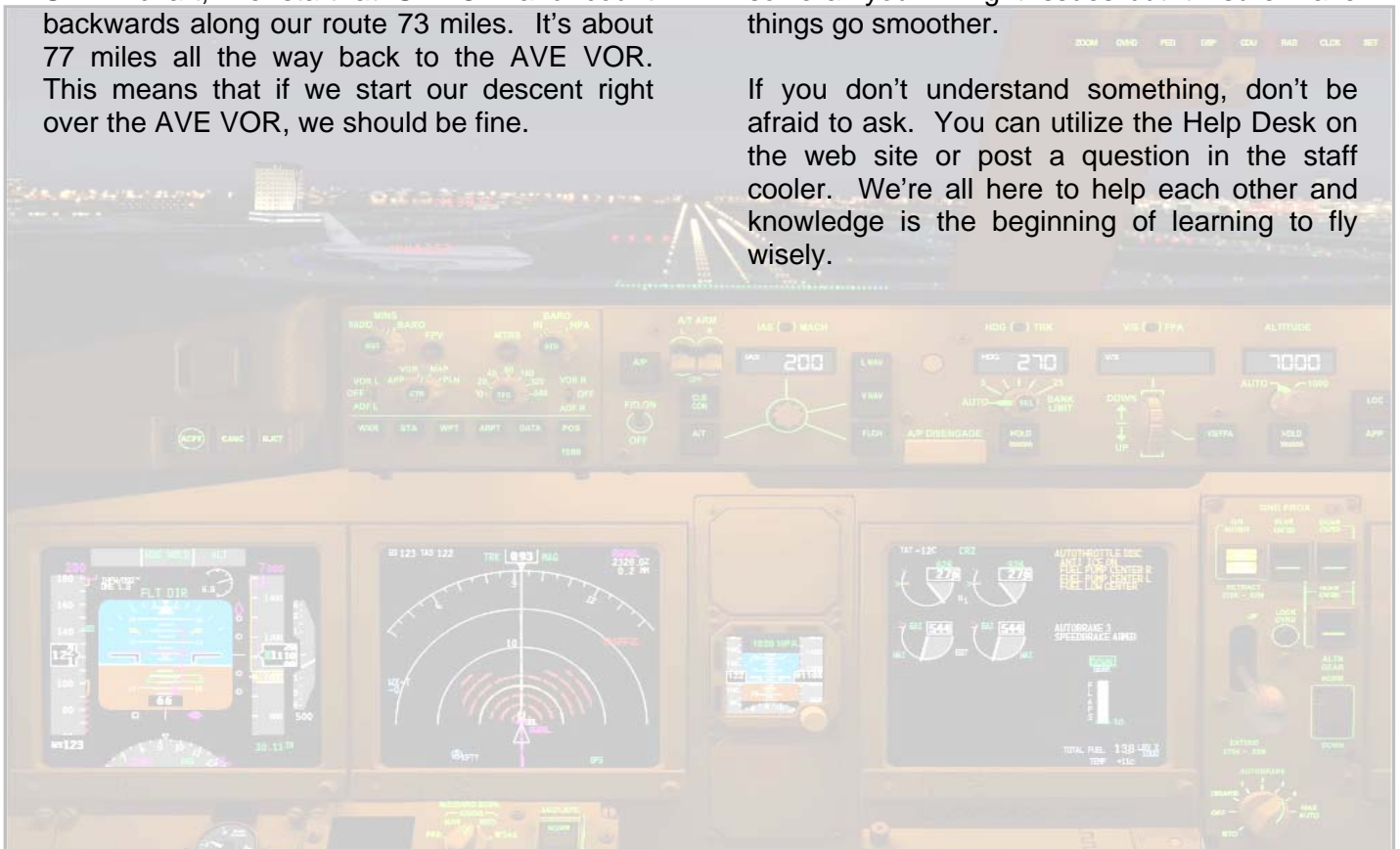
We should also note that there is a crossing restriction for the BAYST Intersection. This is not that further, nor that much lower, than the SYMON crossing restriction so we’ll assume we’ll use the same plan for descent regardless of which restriction they give us.

From 9 DME east of the Santa Monica VOR (SMO) we will receive vectors to the ILS or visual approach.

Have those ILS charts handy because you’ll most likely be turning and descending from the SMO VOR until touchdown. Since the north side of LAX handles aircraft from the north, I think it’s safe to assume that Runway 7R will most likely be the runway of choice. A quick check of the controller’s notes on ServInfo will often verify this. When they give you descent instructions, most ATC will tell you what runway to expect so you can begin planning ahead of time.

Hopefully, this article will help you in your flight preparation for one of our online events in November. Remember that preparation won’t solve all your in-flight issues but it’ll sure make things go smoother.

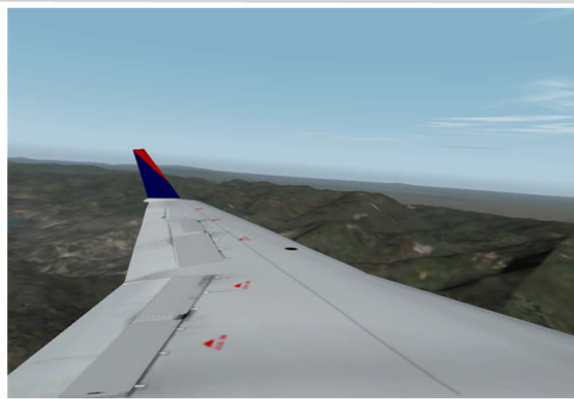
If you don’t understand something, don’t be afraid to ask. You can utilize the Help Desk on the web site or post a question in the staff cooler. We’re all here to help each other and knowledge is the beginning of learning to fly wisely.



The Importance of Stage One Programs and the CRJ Series Within Delta Virtual Airlines

Jared Angstadt, DVA938

Delta Virtual Airlines pilots devote much of their time to flying the numerous flights required for the four stages of aircraft programs besides the flights for the other aircraft within the programs that Delta Virtual Airlines has to offer.



Oftentimes, it's easy to lose sight on how we arrived at our current rank and rating and what programs got us there, especially with the higher stage programs such as being a Captain in the Boeing 737, 767, or 777 programs. Why am I picking on the Boeing programs you may ask? Well, during my time here at Delta Virtual Airlines I have found that most people's goal within the airline is to be in command of these specific aircraft. For those of you reading who are new to the airline and are currently in one of the Stage One programs (CRJ or EMB-12), what are your thoughts about your current primary aircraft? Small? Doesn't fly far? Too simple for you to fly? This article is all about the important role that Stage One programs, specifically the CRJ program, play within the Delta Virtual Airlines organization and why it's important to regain sight of that importance.

The Stage One programs are the "stepping stones" into the organization where we learned what an APU is (Auxiliary Power Unit for those of you who are still wondering) and what functions it has in today's modern airliners. We learned how to decode a local METAR report for an airport, what clearance void times are

and when air traffic controllers issue them. We also got our first taste of what the organization expects out of us as pilots and what it takes to climb the rank structure of the organization, perhaps even getting used to flying in online events with the organization. Eventually, we found our place in the organization, learned people's personalities outside of the organization, what their favorite type of aircraft is, and often where they live in the world. It's important to not forget that Delta Virtual Airlines is made up of people from all walks of life, far and near, across the globe.

However, those are just a few things, among many that are too numerous to list in this article, that are the backbone to the ultimate goal that the organization has for us: From my point of view, that goal is to gain a better understanding of the aviation industry and above all to enjoy the experience of learning and flying together through Flight Simulator, be it FS2002, FS2004 or the newly released FSX. If you're going after your real life Professional Pilot's License (PPL) rating or already have it, flying the aircraft you truly wanted to fly, where did you start? Probably a Cessna 152 or a Cessna 172 right? I personally flew the Cessna 152 the most with a little time in the 172, which was far from what I envisioned ultimately flying. These aircraft are designed for learning so that, by the time you get to the point where you want to be, you will have a good solid understanding of the basics so you can focus mainly on the aircraft and cockpit differences. We have to crawl before we walk in anything we do in this hobby in addition to everything else in life.

I can't stress this enough about the Stage One programs at DVA. They are above all *NOT* here to break your spirit for flying or try and convince you that you're an aviation idiot that does not belong with the organization. The staff may be hard on you at times, but that's because we care enough to see that you get what you need to prepare you for your future virtual aviation career, if that's how you choose to treat it.

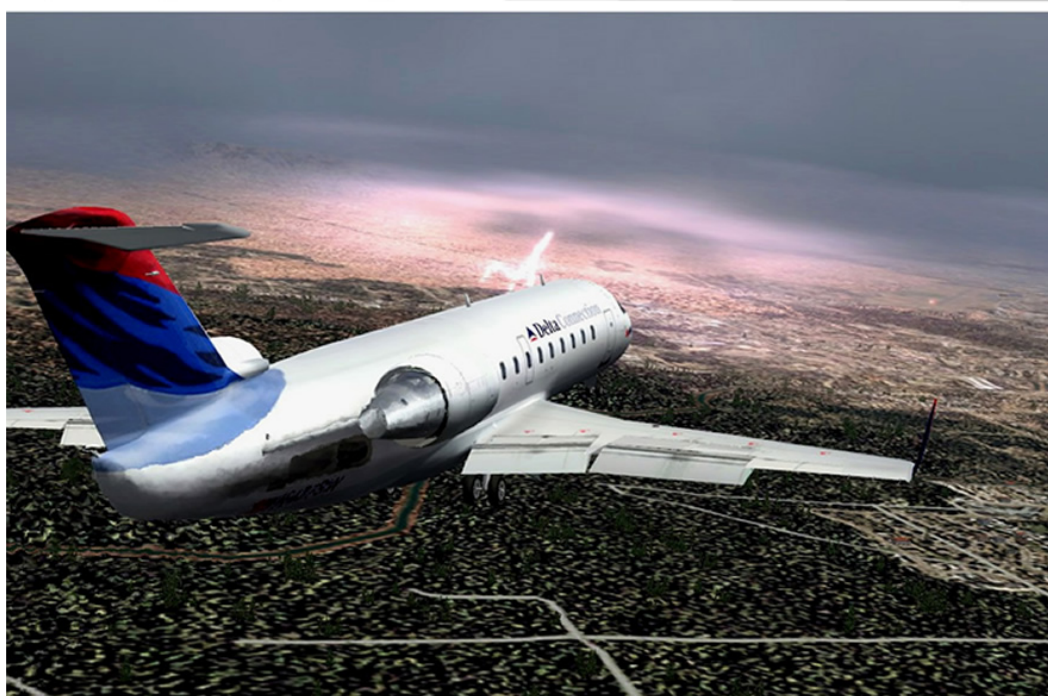
In summary, having a place to start is a very important part of any organization no matter what its purpose, which is what the Stage One

programs are all about. We are not asking you to love or marry our aircraft (although that would be great if you did or could lol), or to learn about every nut and bolt on the aircraft. What we are looking for is for you to grasp the basics and come out of the Stage One programs with a better appreciation of the aircraft's role within the fleet and organization. So for you new folks here: Welcome Aboard and make the most of what the Stage One programs have to offer. Then, take that experience and achieve whatever ultimate goal you have set for yourself.

What role does the CRJ series have in DVA? This aircraft, which happens to be a Stage One aircraft, might be small and only carry fifty passengers (seventy in the -700 version), but it allows us to fly into the places that the bigger iron of the fleet (picking on the Boeing boys again) don't have the passenger load or can not fly to from an operational point of view. Since this is the case with the real world Delta Airlines, it is likewise true for us.

Because of this fact, you will find that there are a ton of CRJ flights out of all of Delta's major hubs such that you could possibly never fly the same flight twice, even on some that connect one hub to another. In other words, we CRJ pilots give the organization more flexibility and extend the reach of the organization from a route service point of view. The CRJ series of aircraft offers a unique opportunity to visit smaller airports the heavies could never dream of visiting.

Happy Flying to you all!!!



ARTCC Spotlight: Miami (ZMA)

Hector Roberts, DVA3318

ZMA is the Miami Air Route Traffic Control Center or Miami ARTCC for short. It is one of twenty-three ARTCC's of VATUSA.

ZMA is composed of two major airports inside Bravo airspace or Class B airspace and four airports inside Class C airspace. Airports inside Class B airspace are Miami Intl (KMIA) and Tampa Intl (KTPA). Airports inside Class C airspace are Fort Lauderdale/Hollywood Intl (KFLL), Palm Beach Intl (KPBI), Southwest Florida Intl (KRSW) and Sarasota/Bradenton Intl (KSRQ). Other smaller airports not mentioned and having a control tower frequency are classified as airports inside Delta airspace.

Most of the airports inside Delta airspace or Class D airspace are either under Bravo or Charlie airspace, which means if an aircraft is going to depart from an airport inside Delta airspace and has filed VFR, it will not be necessary to call any controller except a tower or ground controller if one is available at that airport inside Class D airspace. If departing under an IFR flight plan at airports inside Class D airspace, the appropriate controller should be contacted for departure clearance. If in doubt about which controller to contact initially, just ask anyone and they will refer you to the correct controller.

All aircraft that have filed IFR or VFR and are departing an airport inside Bravo or Charlie airspace should contact the appropriate controller for clearance.

Terminal Radar Approach Control or TRACONS are defined by the airports under Bravo airspace, which have to manage a great amount of traffic in real life. Since ZMA has two Bravo airspaces, two TRACONS are under the Miami ARTCC. Miami Tracon is a defined space from the ground level up to 16000 feet and Tampa Tracon goes from ground level to 15000 feet. Any traffic above this belongs to the Center controller. One peculiar situation

with Tampa Tracon is that if you depart West, North or East, you will be handed off to Jacksonville Center and if you depart to the South, you will be handed off to Miami Center if these are online.

The actual Class B airspace within



these two TRACONS have different ceilings; Miami 7,000 and Tampa 10,000. Airports under Class C or Charlie airspace will define an approach sector, except for KFLL that is located inside Miami Tracon and KSRQ inside of Tampa Tracon. Navy Key West Approach covers two airports inside Class D airspace, Key West Navy (KNQX) and Key West Intl (KEYW).

It is very important to mention that both TRACONS have predefined exit gateways. This is why when a pilot files a flight plan to a point different than these exit gateways, the flight plan will receive an amendment to one of those waypoints.

ZMA also has an Oceanic airspace, which is located to the Southeast of Miami ARTCC. This airspace is surrounded by New York Oceanic to the North, by Havana FIR, Port Au Prince FIR and Santo Domingo Center to the South and to the East by San Juan Oceanic Center. All of these centers work independently and they don't extend control into the others when they are offline. This means that Miami Oceanic does not cover Miami Center airspace if not online and vice-versa.

Since September 2006, ZMA has undergone big changes with a new Air Traffic Manager (ATM), a new web page, few revisions on terminal procedures and new SID's / STAR's. AIRAC 0610 defined new RNAV departure procedures for KMIA and KFLL, in addition to the new runway numbers at KMIA, which sometimes causes some bit of confusion.

A series of events are planned for ZMA up until the 3rd of February 2007 with VATSIM's Super bowl Championship. This is a huge event, which will require a reservation to participate.

Visit ZMA web page at <http://www.zmaartcc.org> to keep updated with these events and new terminal procedures. Also included is ZMA Experience section, where you can find different downloads to enhance your visit.

PSS 757 Review

Anklesock Littlegirlsocks

I, like many of our pilots, fly for more than one Virtual Airline. As such I come across information that I find valuable for all pilots. One of these was a review of the PSS 757 written by a member of United Virtual Airlines. "Anklesock Littlegirlsocks" is a real world 747-400 Captain at a major airline. Due to legal constraints she uses this name for the review.

I found their view had the technical detail and insight into real world avionics and commercial passenger jets that is lacking from other reviewers who have sat in simulators and talked to manufacturer representatives. It's refreshing to talk to someone who is on the business end of these products, especially a pilot with such a vast amount of aviation experience. She is a contributing author to PC Pilot. I have received permission from the author and United Virtual to reprint this review. Please enjoy...

*Dan Ward
Assistant Chief Pilot B737*

EXTERNAL MODEL / VARIANTS:

A lot of variants here! The 757-200, the 757-300, the 757 with winglets, the 757 freighter. Even variants of variants with different fuselage options on the 757-200, the version with overwing exits, exits at the rear. In fact exits here there and everywhere versions.

Those external models are supported by Pratt and Whitney and Rolls Royce engine sets.

UAL paint scheme is supported (I got a huge amount of liveries in my review pack). Although it is the older grey top livery and not the new one. The latest livery, however, is available as a free download from the user edits section of the website and AVSIM.



Adam Seiferth

The models are really very good. Perhaps not the jaw-dropping of the Captain Sim model, but certainly excellent in their own right. Also considerably friendlier on frame rates. The Captain Sim external model turns my machine into a slide show. This model maintains about the same frame rate as the default FS2004 aircraft.

2D PANEL:

Burn me at the stake for heresy, but I actually prefer this 2D panel to the beloved LDS 767 graphically.



The LDS panel still owes its roots to the old FS2000 model. The PSS 757 incorporates a very pretty panel display (including the standby instruments that didn't fit on the LDS screen). The cost of adding all the instrumentation to the 2D panel is that the gauges are smaller than the LDS. You can, luckily, click on the glass screens to zoom them as desired. All in all though for me a much more realistic and very well presented 2D captains panel.

The overhead is similarly well done and is a strong representation of the 757 overhead with everything right where you would expect it to be. Again, the panel looks crisp and very well presented.

Missing on the 2D: No first officer seating position is modeled VC.



Joe Porter

A strong VC, which again in my opinion beats the LDS VC hands down. I also get better frame rates for some reason, despite having improved texturing and more polygons over the LDS. Everything is functional in the VC, so the aircraft can be flown in this mode for those who are not fans of flying with the 2D.

All in all, presentation wise, I have the personal opinion that graphically the 2D and VC panels outshine those of the LDS (and yes I know there are minor differences between the 767 and 757 layout). This is a generalization.

SYSTEMS:

Here the LDS 767 pulls ahead. There are some noticeable simplifications of systems modeling. The biggest one for me is that the ILS frequency HAS to be tuned into NAV1. There is no separate ILS receiver functionality that is present in the real aircraft. That is a great shame. (Word on the street though is that only PMDG and LDS have worked out how to model that).

The other systems limitations are really nitpicks. The APU startup speed is incorrect and there is no flashing self test lamp when put into RUN (the run light should flash to show self test). The pneumatic duct pressure is off. The aircraft engine can also be started with both PACKS on. If you follow the checklist procedure for starting

the engines of course you will never see this limitation.

Therein lies the crux of the systems modeling. If you operate the overhead following the correct procedure you will never notice any systems deficiencies. It is only when you try and deliberately "do things wrong" you might notice the gaps. So, if you follow the book in starting your engines, using your PACKs, operating the fuel tanks and other overhead systems you would never notice the gaps (excepting perhaps the RUN light on the APU and the pressure reading in the pneumatic manifold - and many simmers would not be aware of those readings anyway).

So in conclusion if you enjoy high-fidelity overhead systems modeling it is all there unless, as stated above, you deliberately try and cheat the system and operate the systems inappropriately in which case the aircraft will sometimes let you do things the real 757 will not. If you follow the checklist procedure for operating a 757 you will never see these flaws.

FMC:

Here the PSS actually wins out, the FMC is actually more actually modeled than the FMC on the LDS 767! It is an extremely good rendition of a PEGASUS FMC. The LDS 767 FMC is not accurate to any 767 in service as it actually "borrows" pages from 3 different FMC versions and misses some things out altogether. The PSS FMC models the PEGASUS version of the Honeywell FMC used in the real 757/767.

The only slight caveat to the realism is the NAV RAD (radio tuning page) which links the ILS to NAV1 as mentioned in systems in the post above.

All in all though this is an extremely capable FMC.

IRS/GPS:

The IRS (inertial reference system) is fully modeled and feeds positional data into the FMC. In addition the Boeing GPS (not an FS GPS) is fully functional and can be used as a position reference to align the IRS and is the primary navigation source for the FMC. Here again, we

have an addition that the LDS 767 does not offer. They failed to model the GPS and GPS access to the FMC in the LDS.

Overall then, in terms of FMC with IRS/GPS nav sources and all the correct FMC pages you will find that the PSS model is considerably more accurate than the LDS!



Brian Kolbuch

ENGINES:

As mentioned in the opener, this aircraft models the PW and RR engines. (the LDS 767 models the CF6 which is not available in a 757). The big difference here is that the United version uses the PW engines. That means you will be setting your taking off power using EPR rather than N1 (as used on the CF6). For UVA pilots that is actually more accurate as if memory serves me (someone please chime in) the United 767 should also be using PW engines (the LDS didn't model the engine used by United at all). So in terms of operating the correct engine for United operations you have it right here!

I am not entirely convinced by the values for N1 and N2 at all phases of flight. (although I've only flown the CF6 and CFM56 engine personally) I am willing to stand corrected but some of the engine data seems a little off. Fuel flow and usage seems to be within the ballpark however. Again, I think a simmer would not notice a few percentage points here or there on the N2 core.

FLIGHT MODEL:

In contrast to other PSS offerings the flight model is quite good, nay lets be bold and say excellent. After criticism of their previous flight models the PSS team have hired Rob Young to

do the flight model. Rob was the chap behind the Real Air Spitfire, the Marchetti and also has developed over 30 flight models. He has done a superb job on the 757.

The industry generally rate Rob's flight models second only to Vangelis Vaos at PMDG. high praise indeed! considering Vangelis actually develops flight models for the real Boeings .

AUTOFLIGHT SYSTEM:

Considerably better than their 777 which a more stable VNAV. I was able to do the complex stepdowns on the SADDE6 into LAX during the scramble with no problem at all. VNAV SPD is still not as expected in descent. The PSS team are aware and this will be updated.

LOAD AND FUEL PLANNER:

Still awaiting release from PSS.

FAILURES GENERATOR:

No failures are modeled as compared to the huge array on the LDS.

CONFIG MANAGER:

A really nice configuration manager from within the aircraft panel, offering frame rate options, carrier options, aircraft fuelling and all sorts of goodies, presented in the style of a CRT screen.



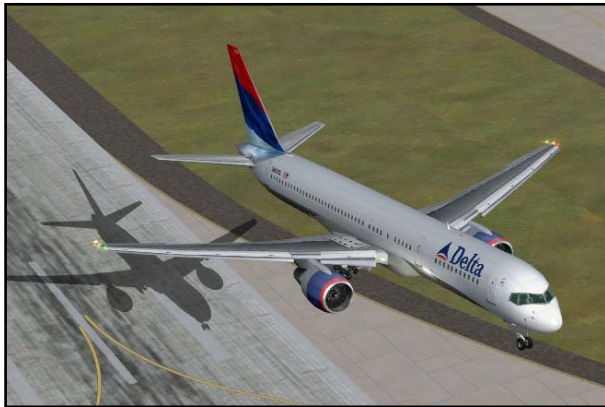
Mike Berger

OVERALL:

All in all an excellent rendition of the Boeing 757. If you want absolute systems accuracy in the overhead and failures modeling then the LDS 767 is still the way to go (although their 757 is likely to be a long way off) If your not trying to break the aircraft by deliberately using erroneous settings on the overhead then you will not notice the difference.

I prefer the panel art to the LDS 767 and believe that the PSS beats that by a mile.

The FMC actually beats the LDS in terms of realism, as does the GPS integrated navigation solution for the aircraft.



Chris Robeson

A Rob Young flight model makes a huge difference to what we have seen previously from PSS.

My only disappointment is the ILS being on NAV1 and no modeled co-pilots seating position (in the VC the FO instruments just mirror what you set on the captains side, also mirroring FMC pages)

All in all though this is the best aircraft I have EVER seen released by PSS and apart from the few minor niggles I have mentioned above is an excellent rendition of the Boeing 757. In terms of ranking, after LDS and PMDG and the Feelthere 737 this is, in my opinion, the next best airliner ever released for FS. something indeed!

As it is right now this is certainly the best 757 ever released into FS and better yet is about to be patched for FSX. If it is any recommendation I will be continuing to fly this aircraft .

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