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Good day, fellow Captains!

My name is Shane Reilly, DVA9735, and I am the author of this edition of Delta Fly! Magazine. The original publication ran through September of 2012. Six years later, I'm here to try and help re-establish this publication as the premier source of Delta VA, Flightsim, and Real-World Delta news. I hope that you can help me by submitting suggestions, comments, and content.

I'm originally from Miami, FL, graduated from Purdue University in 2018, and am presently an Officer in the United States Navy. I've been flying on FS2004, FSX, P3D, and X-Plane for roughly seven years now, with various virtual airlines. But now, I've found one with an amazing pilot base, staff, ACARS, and training system that will help support my "habit" and help improve my flying skills. I am happy to say that Delta VA is my favorite virtual airline to fly with, and will be flying flights for years to come.

I hope to make this a semi-annual publication. For that to happen, I need plenty of support from you, the pilots of DVA! Send in stories, pictures, screenshots, anything you have to shane_reilly@deltava.org

-Shane Reilly DVA9735

AIRLINE STATISTICS AS OF TUESDAY DECEMBER 25 2018 08:38 ET

Total Flights	1,088,929 flights / 2,870,867 hours / 1,009,650,025 Nautical Miles
Total Pilots	23,006 total, 974 active
Online Flights	455,316 flights / 1,150,370 hours / 396,842,152 Nautical Miles
ACARS Flights	901,034 flights / 2,417,409 hours / 857,625,162 Nautical Miles
per Pilot Average	47.3 flights / 124.8 hours / 43,886 Nautical Miles
per Day Average	170.0 flights / 448.1 hours / 157,585 Nautical Miles
Current Month	3,718 flights / 9,300 hours / 3,248,251 Nautical Miles
Current Year	54,213 flights / 137,956 hours / 47,657,004 Nautical Miles
Database Size	40,962,816 rows / 10,503,094,272 bytes

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From The President's Desk

December 2018

Fellow Pilots,

Were you surprised to receive Delta Fly! following six years of silence? Senior staff was pleasantly surprised to receive, new editor Shane Reilly's proposal to volunteer his time to publish Delta Fly! Now we are delighted to have the rejuvenated volume in time for the holidays.

One could focus on Delta Virtual Airlines' history, which some might find interesting. Instead, I prefer to focus on what we are and the direction we're headed. Perhaps our history will appear in a future article.

We are busy flying, taking check rides and educating ourselves about aviation. We have 986 active pilots that flew 54,000 flights in 2018. On average, each pilot flew 47 flights with 125 hours on the flight deck.

There are 41 staff members volunteering their time, knowledge and talent to deliver first-class service and experience. I am proud of our staff who give tirelessly of their time. It is an honor and privilege to have a dedicated team.

The two "new" Flight simulation software systems, P3Dv4 and X-Plane, are welcome additions to our supported platforms. The enhanced realism and modeled aviation systems stimulate interest and enthusiasm with flight simmers. They introduce new challenges to integrate into our platform. Work is ongoing to expand the number of aircraft in each software program that is compatible with DVA ACARS.

Delta Virtual Airlines is a VATSIM certified training organization to administer the P1 Online Pilot and the P2 Flight Fundamentals certification. The P3 Advanced VFR Pilot Course curriculum is being reviewed by VATSIM. You will be informed when we are VATSIM certified.

Reference materials in the form of Aircraft Operating Manuals, Flight Academy study guides, Flight Encyclopedia, Online Flight Tips are under continuous revision. It is important that they are current and relevant.

The DVA flight schedule is a critical component of our "business." It used to be updated using data from a commercial provider for a reasonable annual expense. Following being acquired by a large aviation publishing company, the pricing structure was changed making it unaffordable to purchase. Search for affordable alternatives continues. In the interim, the schedule is manually updated using volunteer resources. While not as current as the commercial data we are able to maintain a representative schedule for Delta Air Lines and true codeshares.

Financially we continue to be sound as the result of strong volunteer contributions and continuous efforts to make our operation cost efficient. We continue through our 16th year advertisement free.

Wishing you all blue skies and smooth air!

Thank you for flying Delta Virtual Airlines.



President, Senior Captain, DVA057

Be On The Lookout!

Andrew Vane, DVA Vice President (Operations) put out at the end of November that we will be seeing North Central Airlines appear as routes for our pilots to fly.

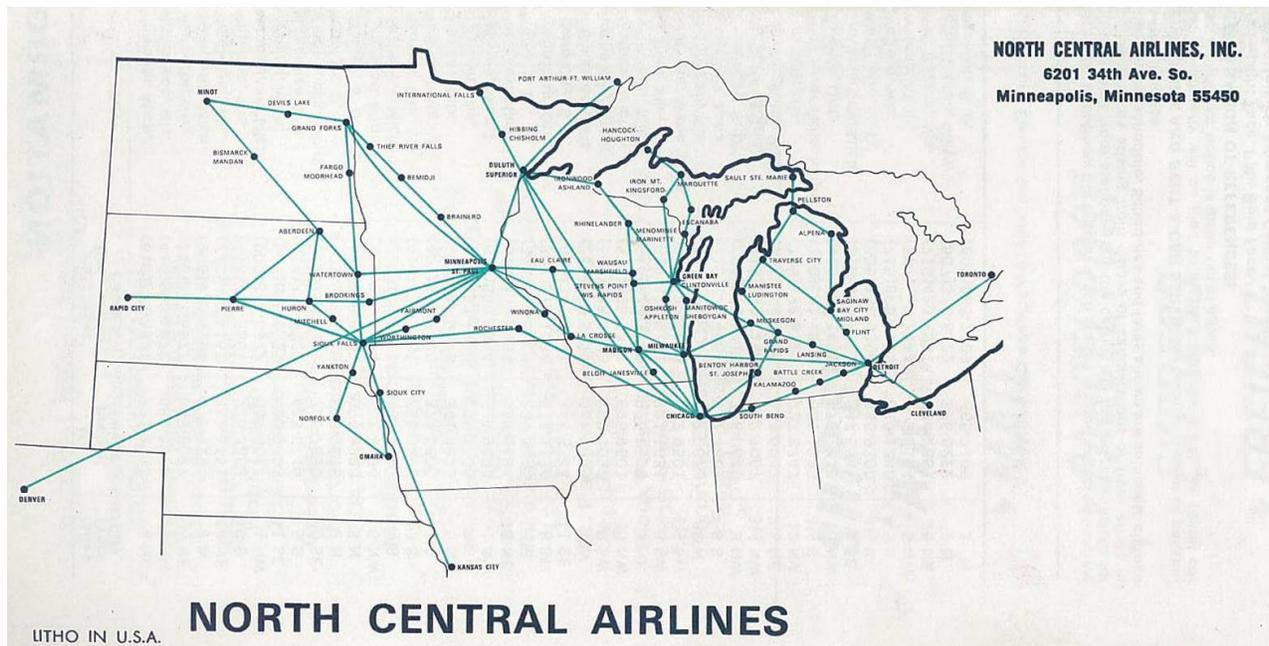
“One of Northwest's acquisitions was North Central Airlines, a central US regional airline centered out of Milwaukee, Detroit and Minneapolis. NCA was acquired by NW prior to the Delta merger and opened up a lot of local and regional routes in Michigan, Minnesota, Wisconsin and the northern Mississippi valley. NCA started with DC-3's, Martin 404's and eventually DC-9's prior to changing its name to Republic Airlines in 1952 and being ultimately purchased in 1986. Quite a history.

Anyway, stay tuned for NCA to appear in the schedule along with some routes throughout what is looking today like a winter-wonderland. You should enjoy these multi leg routes that link smaller airports, some of which will be new to our database and in real life no longer see commercial flights. In the past, instead of hub and spoke systems, airline routes linked smaller airports in a chain with the larger ones.

I will start to populate the schedule over the next few weeks.”

-Andrew Vane, DVA2887

Be sure to be on the lookout for new flights throughout the Midwest!



Your Guide to Getting Submitted Flight Reports Approved

Andrew Vane | DVA2887

Kevin Lundy | DVA10323

Soonho Lee | DVA11591

Many pilots, especially those who are new and not yet accustomed to our system, might be struggling with having held or rejected flight reports. If this is you, then I encourage you to not get discouraged. We are here to help and it pains us to reject a flight reports as much as it pains you to see one in your log book.

To highlight the Pilot's Manual which I'm sure you've all read, the requirements for obtaining approval for a flight are simple:

1. Pilot must be rated in the aircraft.
2. Flight must be in our schedule.
3. Aircraft must be capable of reaching the destination.
4. Pilot must successfully complete the flight.

Let's expand on these a bit more.

Pilot Must Be Rated in the Aircraft

The easiest way to see what aircraft you're rating in is to look in the Pilot Center link on the main website. Once you click on it, a page opens that shows the aircraft the represents the program you're enrolled in and next to it a list of what aircraft you are qualified to file reports in. If its not listed, don't try to fly it and get your report approved. If you want to get additional ratings, see how to do this in the pilot manual in the document library. We don't have a lot of rules here but our vision is to have a staged progression of aircraft increasing in difficulty and challenge.

Flight Must Be in Our Schedule

This is an easy mistake to make. Just because Delta flies there or flew there once doesn't mean you can just hop in and fly the same flight. Our ACARS program has an ability to track flights but only those in our database. We have

thousands of flights and in 17 years not one pilot has flown them all. If you do want to fly an occasional flight not in our database, simply request a charter via the help desk and we'll get you all set up. If this was a free for all and pilots could simply just fly where they wanted, what would be the point of trying to simulate a real world airline?

Aircraft must be capable of reaching destination

Aircraft ranges vary by load, altitude, and several other factors. There are as many variations of an aircraft's range as there are web sites about aircraft. We have determined an official range of an aircraft and put this info in the aircraft profiles link within the Pilot Center. This is our standard of reference. Sure, if you made everyone get off the plane, threw the seats out, and made it into a flying gas can, you could definitely fly farther than the published range. However, keeping with common sense and trying to simulate a real world airline, we have developed some reasonable ranges. We're not perfect so if you find an error in the data, please let us know. However, please don't try to fly a CRJ across the Atlantic either.

Successfully Completing the flight

This is the one requirement that causes the most headaches. Part of the issues stem from the challenges of our programmer modifying ACARS to work with 64-bit software like XP11 or P3d V4. This continues to be a work in progress but with much success. The bigger issue most pilots face is with regard to the data that is recorded for takeoffs and landings, especially the landing rates. What constitutes a crash? Over 600 fpm? Over 1,000 fpm? Our philosophy is that if you land at anything 1,000fpm or higher, don't expect it to be approved. This is a high enough landing rate that would cause damage to a real world aircraft. We try to be as understanding as possible.

One important tip is to remember that you are not obligated to click "submit report" after a flight. You can quit out, not submit, and file manually online or refile the flight at your leisure. Just like how its better to go around and not try to land after a bad approach, its better to just not submit a report if you feel it won't get approved.

We try to take every pilot at his word so its up to you to be truthful and honest about your flights. We are also here to help. If you're seeing consistently hard landings, we can help you either by giving you tips or through our Flight Academy Courses. We appreciate every one of our pilots and for them choosing to spend all or part of their virtual flying careers with us.

Delta Flight Academy

Where it's been... where it's going!



The Delta Flight Academy, founded in March of 2006, has grown from a one-person operation teaching the basics of flying (in case you've forgotten: Pitch-Power-Trim), into a "Flight Academy" currently with 100+ pilots enrolled in courses and four flight instructors bringing "real world" experience into the virtual training cockpit.

Currently based at Orlando-Sanford International Airport (KSFB), the Flight Academy started with the Embraer EMB-120ER twin-engine turboprop as its primary training aircraft. Since then, we have added the Cessna 172, Beechcraft Baron and the Beechcraft King Air.

Using FAA course curriculum and guidelines and Delta VA training manuals, the academy started with the Private Pilot program (PPL). We then developed the Commercial course. Both of these courses were instructor based, in the cockpit courses. These were

phased out over the years as the academy developed. The first of our online courses, On Line Pilot, was developed using our ACARS checkride grading program. The On Line course teaches the basics of VATSIM online flying and uses multiple choice questions based on such subjects as VFR flying, airframe familiarization, air traffic control and airport environment to prepare the student for the final checkride. Once the pilot completes the online checkride on VATSIM, they complete the program and meet the requirements for the VATSIM P1 rating.

The next online course launched was the VFR On Line Pilot. Again, using our ACARS checkride grading program, this course teaches such subjects as VFR aircraft systems, flying VFR, VFR flight planning and VFR instrumentation to list a few topics. The course requires the pilot to hand fly the EMB120ER on a VATSIM online checkride and meets the requirements for the VATSIM P2 rating.

The academy also offers a 737 AIRMAN ATP course program that is available for those pilots who meet specific requirements. The requirements are:

1. The candidate Pilot logbook must contain a minimum of 50 flights in the 737 (any model) with or without ACARS
2. The candidate Pilot must have achieved the Captain rank in the 737 program in the past
3. The candidate Pilot must have successfully completed the DVA flight Academy On Line Pilot and VFR On Line Pilot courses and have the VATSIM P1 and P2 ratings.

This course has a yearly recurrent checkride to keep the rating. We are using this course to test the waters on more aircraft type-based ratings. So, if you want a challenge and meet the requirements, sign up for the course.



JOE BURNER | DVA12617



JIM DAIGNEAU | DVA5643

While as of now our academy provides courses up to VATSIM P2/VFR Online Pilot, the Flight Academy staff have been working hard to continue developing the program to include more courses and certifications.

The first of these, VFR Advanced Online Pilot, has been submitted to VATSIM ATO for approval. This course will be the advanced VFR course for our program. Based on FAA course curriculum and guidelines, the pilot will complete a group of multiple-choice questions highlighting VFR flying. Then, submit a VFR flight plan and fly three VFR checkrides while on VATSIM ATC. You will be arriving and departing from controlled and uncontrolled airports, flying thru Class B and D airspace and flying around restricted areas. The pilot will be flying VFR, either the Cessna 172, Beechcraft Baron, Beechcraft King Air or the EMB-120ER. This course will meet the requirements for the VATSIM P3 rating.

We are working on a basic IFR course that will teach the skills and knowledge needed to fly IFR. Using the current FAA standards and course curriculum, it will use a multiple question knowledge test that will cover such subjects as Airspace rules and regulations, IFR vs VFR, basic instrument scan techniques, etc, to teach how to fly IFR in the VATSIM airspace. This course will meet the requirements for the VATSIM P4 rating and should be out after January, 2019.

After completion of the basic IFR course, the advanced course will follow very quickly. This course will be the advanced version of the basic course and will follow the previous knowledge multiple choice written test with at least three or four checkrides. We expect this course to be out by March, 2019.

We look forward to your participation in our training courses and we look forward to hearing from our pilots on what they would like to see in our training programs.

Scott Clarke | DVA2370

Did you know?: When Delta Airlines began as The Huff Daland Dusters in 1924, they were the first commercial agricultural flying company in existence!

BOEING 737

Delta's Workhorse since 1983
DVA's Workhorse since 2001

Scott Simmons | DVA8088



How do you build a great team?

In professional sports, each organization must provide a multitude of things; money, a great stadium, great fans...but mostly money.

In the world of 'working' for a virtual airline, there is no money, we must provide our own venue/flight deck. There's no fans. Nobody wants our autograph. Did I mention that there's no money? Then why do we do it? I'm sure I can speak for all the members of the 737 Team by saying it's the enjoyment we get from helping

other simulator pilots and enthusiasts and being part of the extended DVA family. The four of us on the 737 team are all fanatical about flying for DVA. I joined up in 2009 and have not looked back. I've looked at other VAs over the years but none of them are close to what DVA has to offer.

Of course we all love the flying part. Are you a VATSIM/IVAO/PilotEdge junkie and average 2-3 flights per day? Perhaps you have not ventured into online flying and only repeatedly fly a couple of routes. The flexibility of the DVA program provides something

for everyone. The tools are available to make flying your simulator very close to what real world line pilots experience. The 737 program is one of the entry level programs into which new pilots are 'hired' when you first join DVA. Your placement is determined by how you score when you take the DVA entrance exam.

Being behind the scenes as a DVA Staff member is a real blast. The sense of camaraderie that exists is not surprising. Under the leadership of our President Terry DVA runs like a

well oiled machine. He maintains consistency and keeps us all focused on the goal of DVA which is to provide an environment that promotes the enjoyment of simulator flying, is available to everyone, regardless of skill level or depth of involvement, and ensures that help is available through one of several channels such. Besides the DVA Water Cooler pilots seeking help can use the ACARS chat feature to ask questions of anyone that's online. Also, pilots can email any DVA staff member directly for help.

CHECK RIDES

One of the most important tasks that we have on the 737 team is grading check rides. There are two things that I stress with the team; be consistent in how we grade and make sure to

give the pilot a complete review of their flight. There are times when a testing pilot will make an error during his check ride that is one of the items that result in an automatic failure of the check ride, such as departing from the wrong runway, per the check ride instructions. If we were to only respond by only mentioning the one item that cause the failure, we're not doing our job. Other than the one serious flaw, there could very well be other items that were missed. There's a good chance that he'll repeat the other faults during his next attempt at the check ride and fail it again. By giving the pilot a complete rundown of the entire flight, we make the pilot aware of EVERY item that he missed. We have found that this greatly reduces the number of retries it takes to pass our check ride. Also, if a pilot fails his first attempt, the 737 Team member that graded that check ride will stay with that pilot and grade any subsequent attempts.

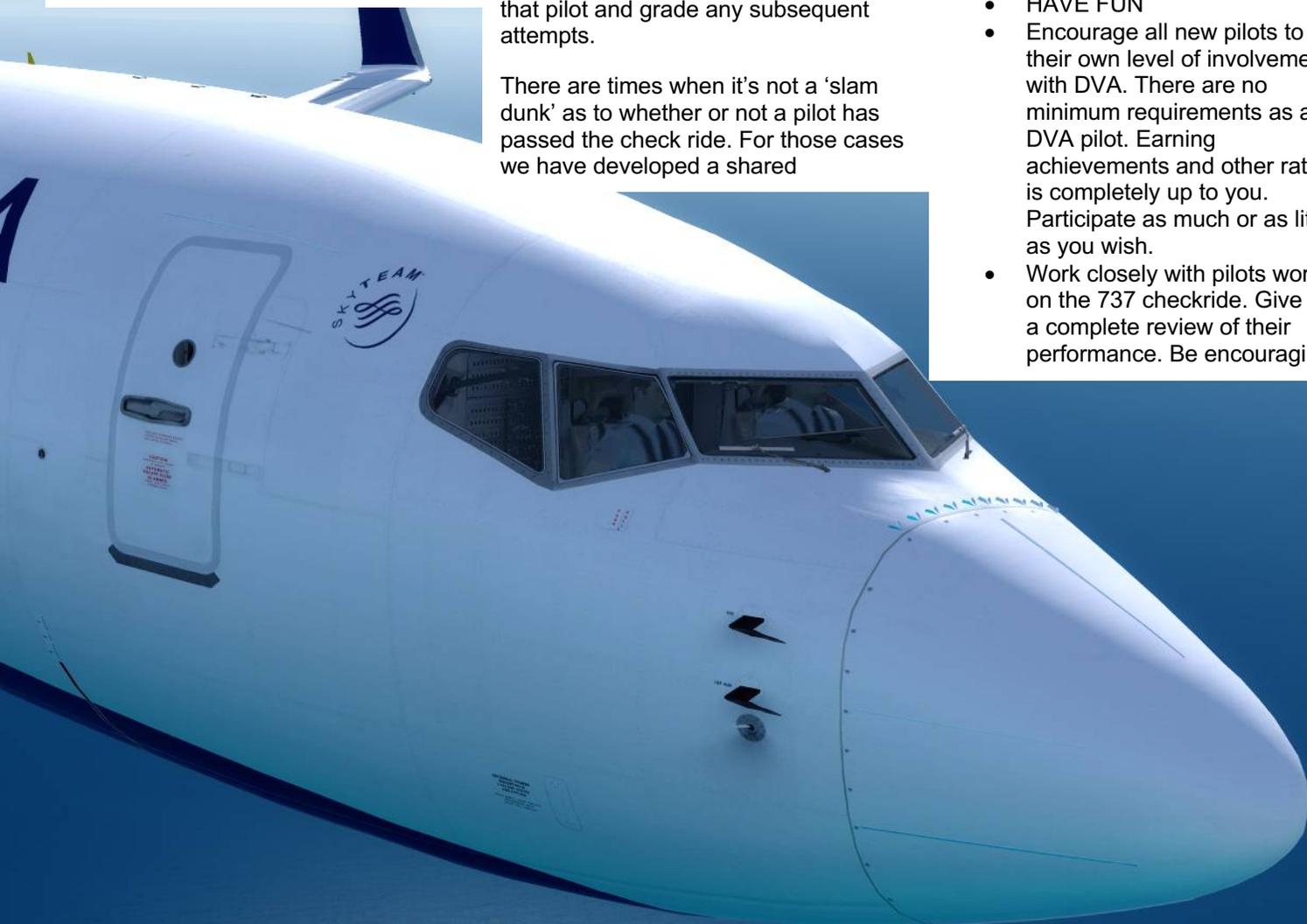
There are times when it's not a 'slam dunk' as to whether or not a pilot has passed the check ride. For those cases we have developed a shared

spreadsheet that lists all of the things we look at in grading a check ride. We've assigned a value/weight to each item. The total of all of them add up to 100. Each item has a Yes/No dropdown. By changing dropdown 'No' it zeros out the value for that item. If the total adds up to 80 or more, the check ride is passed.

Your 737 team is always available to help any DVA pilot that needs help. While we are 'specialists' in the 737, we can help with most other aircraft too. We all hold multiple ratings. If one of us isn't rated in the equipment for which you need help, most likely one of the other team members is.

If we were to draft a Mission Statement for the 737 Program, it would probably look something like this:

- HAVE FUN
- Encourage all new pilots to find their own level of involvement with DVA. There are no minimum requirements as a DVA pilot. Earning achievements and other ratings is completely up to you. Participate as much or as little as you wish.
- Work closely with pilots working on the 737 checkride. Give them a complete review of their performance. Be encouraging.





PEREZ HOWSON | DVA2496



BRANDON PATTON | DVA13500



737 Program Statistics as of December 2018

Pilots: 212

Staff: 4 (1 Chief Pilot, 3 Asst Chief Pilots)

Senior Captains: 10

Captains: 142

First Officers: 60

Flights Logged: 84,932

Hours Logged: 207,097

[Note: The flights and hours are totals in all aircraft by those currently in the 737 Program.]

WhiskeyJet Simulations' ~~CS300~~ Airbus A220-300



A new aircraft has entered the virtual skies, and this time it's a brand new albeit familiar face to the Delta brand.

WhiskeyJet Simulations, a flight simulation development team based in Australia, released news that it is working on a simulation model of the Airbus A220, formerly known as the Bombardier CS300, for Microsoft Flight Simulator X.

As of now, the company is planning on releasing the A220-300 for FSX and early versions of Prepar3D, depending on compatibility with the FSX model. However, they are open to further development, including Prepar3D v4 support and the A220-100 model, depending on how well the current planned version performs.

You can follow the development progress on their Facebook page, as well as view images and videos of the aircraft in the simulator.



Interview with Delta Airlines' Cody Diamond

First Officer, MD-88/90

When I took the job of editor for Delta Virtual Airlines, right off the bat I had an idea of where I could get some good advice and information about both virtual and real Delta. For the former, the pilots of DVA filled that role nicely. But for the latter, I turned to my friend, who had recently accepted a job as an MD-88 First Officer for Delta, having recently left the regional jet scene.

Cody and I go back to high school where we shared a common interest in aviation. One of my best memories from that time involves him taking our group of like-minded aviators to Opa-Locka Airport in Miami-Dade county to tour some of the aircraft that had been parked awaiting scrapping. We even helped ourselves to the cockpit of a 767 for a long-defunct African airline. Cody was and is a stunningly bright and hard-working person who knew what he wanted out of life and is well on his way to achieving that goal.

Thank you for doing this interview with me. To start, please answer the following questions: Why did you want to become an airline pilot?

I've wanted to be an airline pilot since I was 3 years old. My entire life I have been staring up at the sky wanting to fly airplanes and people. I took my first flying lesson when I was 10 years old, so I've just celebrated 13 years of flying. I worked throughout high school to get my Private and Instrument at age 17, followed by my Commercial certificate on my 18th birthday and CFI later that month. I've been an active flight instructor for nearly six years now. Wanting to get closer to my dream, I took as many AP credits as I could in high school and graduated a year early. I attended Embry-Riddle Aeronautical University and received a Bachelor's degree from there shortly before my 19th birthday. The new ATP rule had taken effect around then so I couldn't join the airlines though I had about 1,000 hours. I kept flying and attended law school, where I graduated right before I was 21 and Restricted-ATP eligible. I then flew for Compass Airlines flying the Embraer ERJ-170 throughout North America before being hired by

Delta Air Lines in May of 2018, where I presently fly the MD-88/90.

What made you set your sights on flying for Delta?

I flew on Delta/Northwest a lot as a kid and all their pilots were always extremely nice and encouraging to me. I enjoy Delta's route structure and fleet types.

What's a daily/weekly schedule like for you?

Most of my trips are 3-4 day trips, typically with afternoon report times each day. I do three to four trips per month.

What do you enjoy most about your job?

The flying and the people I get to fly with! I love my airplane, the MD-88. It's super fun to hand fly and is a classic. The Captains I fly with have a wealth of experience and I always enjoy their stories and learning from them.

What are your career goals within the airline industry?

I'm an airplane geek! I love getting my hands on new airplanes to fly. I would like to fly the 757/767 next as a First Officer. Then perhaps the 717 as a Captain and then maybe try out the A320 or C Series (err...A220).



Delta Air Lines is fully committed to seat-back video screens

LEWIS LAZARE

Chicago Business Journal



Delta Air Lines is committing to seat-back video screens on the vast majority of aircraft in its fleet.

It's a move that definitely bucks the trend at Delta's three principal United States-based competitors, United Airlines, American Airlines and Southwest Airlines, especially as it pertains to aircraft operated on domestic routes.

Delta said late last week that it has just finished installing seat-back video screens on the 600th plane in its fleet — achieving a goal the carrier had not expected to reach until the end of 2018.

Tim Mapes, Delta's chief marketing officer, said of the commitment to seat-back video screens: "We continue to invest in seat-back screens because customers continue to tell us they're important. With seat-back screens customers don't have to choose between using their phones or watching a movie. Whether they want to work, relax or a little bit of both — we want to give our customers the ability to choose and make the most of their time."

Southwest Airlines (NYSE: LUV) was the first to introduce entertainment and live TV streaming on personal devices, and it has never offered seat-back video screens on any planes.

A United Airlines (NYSE: UAL) spokeswoman today said the Chicago-based carrier has seat-back video screens on nearly 500 aircraft, but has moved aggressively recently toward movies and television fare accessed via personal devices for domestic flights on planes that are Wi-Fi-equipped and have 70 or more seats.

A spokeswoman for American Airlines (NASDAQ: AAL) said that entertainment accessed via personal devices is where the carrier is headed on most domestic flights. But seat-back video screens are still used on transcon flights and internationally.

Delta's inflight entertainment system is called Delta Studio and is free to all customers in all cabins. The lineup of fare available typically includes more than 300 movies, 550 TV episodes, 12 channels of live satellite TV, more than 2,500 songs and a selection of podcasts and songs.

Delta Air Lines (NYSE: DAL) also is moving to screen more films concurrently with their release in movie theaters. This month, in partnership with NEON, Delta Studio is bringing the documentary "Three Identical Strangers" to customers at 30,000 feet at the same time the documentary is debuting in theaters on the ground.

From the Real Skies

Flight Simulator 2004

A Century of Flight (+15 Years)

CHRISTOPHER HILTON | DVA9053

ALL IMAGES IN THIS ARTICLE ARE FROM FS2004

FS2004, or FS9, was the ninth proper installment in the Microsoft Flight Simulator franchise. Released in 2003, most virtual aviators today agree that FS2004 is now a nostalgic memory; a golden time in the infancy of modern flight-sim.

Not for some DVA Pilots. Last month, 8% of pilots filed flight reports from FS2004. I am one of those pilots, and for the time being will likely remain so.

I have a very P3D capable machine, and if I so chose I could invest in many of the add-ons to bring P3D up to par with what I have in FS9. Yet, 15 years after the release of FS9, I continue to use it as my primary simulator. Most of you are probably thinking, 'How?! The graphics are so bad, and you can't even use the NGX!' Let me explain.

First, some history. FS2004 was the successor to the acclaimed FS2002, and for many FS2004 was an impressively packaged upgrade from FS2002, bringing improvements to the newly introduced AI engine, a new weather engine, and many other improvements all around. FS2004 was very successful and maintains a status as one of the greatest flight sims ever made. Then, in 2006, Microsoft announced FSX. The screenshots looked incredible, with their light bloom and advanced water effects. Several more months of testing and development saw the release of FSX in time for Q4 2006, to critical acclaim,

However, there were big drawbacks to the upgrade: Performance. Our FPS numbers tanked as was typical of a new FS release at the time, and many of us went straight back to the tried and true FS9. However, even on a great system, FSX was decently buggy and unstable. Over the following year, two service packs and an expansion were released for FSX, fixing many of the performance issues but leaving many of the instability issues unresolved. For many with machines capable of running FSX, the instability was too much, so they returned to their FS9 installs.

Over time, as hardware became more and more capable and more add-ons became available, users gradually moved to FSX. This was very atypical. For years, after a



new release of Flight Sim, the user-base shifted sharply. Simmers were eager to get their hands on the newest and best available, and with a new release of FS every 2 years since 1996, the market moved pretty steadily. With no new simulator developments after 2008, the platform stagnated, and we were left with a fairly buggy and unstable FSX, versus a perfectly functional and well-supported FS9.

With so many users still on FS9, almost every add-on for years had both an FSX and FS9 version. In this time frame, between 2003 and 2011, dozens and dozens of add-ons were released. Aircraft, airports, utilities, enhancements, etc., and almost all of them were either for FS9 only or were both FS9 and FSX compatible. For many, it was a golden age of using FS9 with great

performance, stability, and continued support from add-on developers.

On 4 August 2011, PMDG released the Boeing 737 NGX. More than 3 years in the making, the NGX pushed the envelope of what was possible in FSX. It was also their first FSX only release. A bold move, given that when announced in 2010, FS9 had more than a 55% share of the FS market.

The release was so incredible that it would forever shift the FS platform. Within the month, the percentage of users on each simulator flipped. FS9 share went from 55% to 45%, and vice versa with FSX. Soon, FSX became the standard for new pilots and FS9 became the back-burner platform.

We can now begin to answer the question I posed at the beginning of this article: Why am I still with FS9?

Simple: Stability and Addons.

FS9 offers unparalleled performance on an average rig. A powerful rig might see nicer performance in P3Dv4 these days, but many of us who are with FS9 aren't running GTX 1080's. Most are users who are running 2.8 - 3.4 GHz processors and GTX 600 series graphics cards at best. A machine that we've had built for several years and that hasn't let us down yet. FS9 crashes have been rare, usually caused by either a mistake I made or by a particularly unstable add-on. I very seldom had to resort to a full reinstall of either the sim or the OS like I did with FSX. P3D is much nicer these days but still throws the occasional random crash at me.

For many like me, FS9 also has a full suite of add-ons available that more than fit our needs. The iFly 747v2, PMDG MD-11, QW 757, Wilco 737, iFly 737, TinMouse 737, DreamFleet 727, the newly released HJG DC-10, LDS 767, and many many more happily sit in my hangar, all seeing regular use in my virtual skies. Many of these add-ons do not have adequate counterparts in newer simulators, or the ones that do are prohibitively expensive. And, many of us spent the better part of the 8 years between FS9's release and the NGX being released purchasing dozens of add-ons and endlessly customizing our simulator's textures and post-processing. Upgrading would force all of that hard work and hard-earned money to go to waste. Ultimately, the choice is yours. FS9 is a seasoned simulator. DVA Pilots can choose to fly on FS9, FSX, P3D, X-Plane, or any combination of simulators.

Whichever you choose to fly on, FS9 should be considered a stable and proven simulator that with the large number of addons should be on every DVA pilot's mind. At the very least, it is one that will be on my computer for the foreseeable future.

Christopher Hilton (DVA9053) is a First Officer in the 727 Program with over 1,600 hours flying for DVA.



Boeing 767 leveling off for a long-haul cruise



Boeing 747-100 on approach after a long flight



Delta Boeing 767-300 banking to the left



Delta Boeing 737-300 climbing at dusk

PARTING SHOTS



Perez Howson | DVA2496



Trevor Bair | DVA1690

Parting shot - is defined as an act of aggression or retaliation, such as a retort or threat, that is made upon one's departure or at the end of a heated discussion. Here at Delta FLY! we like to think of it as a way to leave you with the memory of a great screenshot taken while enjoying this fascinating hobby of Flight Simming.

If you'd like to see your picture here, please read instructions on page 2.

The Delta Virtual Airlines Staff would like to wish all of our pilots a safe and happy holiday season! No matter where you are, what you celebrate, and who you celebrate it with, we're glad to have you aboard and we are excited for all of our futures in the new year!