



ISSUE 1 MARCH 2005. HAPPY 4TH BIRTHDAY
DELTA VIRTUAL AIRLINES!

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From the President's Desk

Welcome to the re-inauguration of "Fly," a news-magazine for Delta Virtual Airlines' pilots.

Over the years "Fly" has been an "up 'n down" publication for numerous reasons. The primary impediment to continuous publication is the extraordinary amount of time and effort required to solicit, edit and publish. When Lloyd Arms contacted me offering his time and talents, we discussed ways to assure the reincarnation of "Fly" would continue. It was decided that a realistic goal would be to publish quarterly.

We hope that you find this to be of value. As with most things there is always room for improvement. It is with reader feedback that "Fly" can be enhanced to meet your needs and desires. Give us your ideas for articles, features and by all means submit articles.

Delta Virtual Airlines is a busy enterprise. We have new staff in three of our programs. The new turbo program created by Chief Pilot Randy King is up 'n running. Supporting manuals, exams and promotion policies are in the process of revision and final editing. When they are completed the process of creating another program by splitting the 757/767, our largest membership, will begin.

I will not steal the thunder from our program chiefs who report on their individual activities. It was great to see the Triple 7 program have a close real world encounter with a BAE 777 Captain. Keep it up and we will achieve our goals of being as close to real as it gets.

Our online activities have likewise accelerated with strong turnout. Our numbers increased to the point that events had to be restructured to reduce the numbers departing from a single airport. Otherwise, we stood the possibility of a reprimand from VATSIM for overwhelming the system. The multiple departure approach is working nicely.

Webmaster and Vice President Luke Kolin is hard at work coding DVA2006. This is a major undertaking to rewrite and redesign our website and its underlying processes using universal code. It is a critical step to assure the continuity of our community and to enhance the function of our system. In its new form the site can be placed and maintained by other qualified engineers. Luke has asked for graphic design ideas to "freshen" our look.

Ross Carlson, real and virtual pilot, virtual ATC, software engineer, and Webmaster Kolin continue to make progress on DVA ACARS Beta. It is feature-rich and enables group chat while tracking online or offline flight.

Our dedicated staff of volunteers makes Delta Virtual Airlines possible. They provide significant personal time, energy and resources to make our airline one of the best. Take a moment of your time to show your appreciation. A word of gratitude means a lot to our volunteers.

Your staff is working hard with the emphasis on enhanced enjoyment of virtual aviation. The key word is enjoyment. Please provide feedback as to how you would like your experience enhanced. If it fits our business model, we will do our best to incorporate your ideas.

Thank you for flying Delta Virtual Airlines,

A handwritten signature in black ink, appearing to read "Terry Eshenour". The signature is fluid and cursive, with the first name "Terry" being more prominent than the last name "Eshenour".

Terry Eshenour
President
DVA057

CH Products Throttle Quadrant Review by Lloyd Arms

I've owned the Ch Products Yoke and Pro Pedals for over a year now. So when they announced the Throttle Quadrant I could hardly contain myself. Finally a TQ that incorporated all the levers and switches that are fully programmable and I could afford!



That picture pretty much sums it up. While it comes with extra lever covers this picture shows my setup. For those who only fly the twins you can choose this setup.



This throttle quadrant combined with the yoke and pedals gives the feel of being on a real flight deck, and the best part it's all very affordable! Using Microsoft's Flight Simulator 2004 A Century of Flight© I reset assignments to all levers and buttons to control nearly everything that I felt needed to be controlled during flight. While the task at first seemed somewhat daunting I found that after a few hours at my desk (Flight Deck when my better half isn't laughing at me) that the comfort level had increased tremendously. Instead of using keyboard shortcuts now I could actually reach for a switch or lever to control what I had assigned.

The only downside I have found with the TQ is that with my desk I have to mount it next to the Yoke. I need to rebuild my desk with a lower shelf to attach the TQ to so it is in a more realistic and comfortable spot.

So if you can afford this very good TQ I recommend it. To me it has enhanced the feel and control of MSFS!



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DREAMFLEET

BOEING 727

Reviewed by Lloyd Arms

Having already flown the Captainsim 727 I really hesitated with this purchase. After all my wife had already allowed me to spend our hard earned money on the Captainsim 707 only a few weeks before. However after reading all the comments about this new 727 I finally relented and dug out my credit card. After my wife reminding me that its used more for my purchases then hers and after my making many promises to make up the difference she just rolled her eyes and mumbled something about boys and their toys. Well \$34.95 later I was happily downloading my latest edition to my hangar. Once it was fully downloaded and installed I rebooted and cranked up FS-9, Scrolling through all the choices of which version to fly I chose eastern airlines livery. Of course Delta would have been the logical choice but since those of us who rushed to purchase this AC had to wait a few weeks for a nice Delta livery. Once opened and parked at the gate I did the usual kick the tires preflight. Looking close up at the details convinced me that this purchase was not in vain, In fact having printed out the manual I started reading all the gadgets and gizmos that were included. After two Advil I was ready to strap myself in. Following the included checklists I was ready to start the engines to turn and amazed by the sounds that are included in the package I found myself sitting there inside a rumbling metal tube that has carried millions of passengers all over the world wearing the flags of most countries and their airlines.



Ok having gone over all checklists and completed pushback I started heading to my assigned runway at KATL. Turning onto the runway and pushing the throttles forward I found that my subwoofer was starting to rattle things off of my desk and my wife could no longer hear the game she was playing on her computer I decided it was time to put the headset on

Since this was my first flight in the DF727 I had already started recording the flight for the purposes of screenshots (and my inevitable screwups that usually come with the first flight of a new AC). As it rumbled down the runway and started to pullback on my CH Products Yoke I noticed that I was indeed leaving the runway but in a very unusual nose down angle. Pausing the flight I went to a outside view and the nose was indeed pointed down but somehow the 727 was climbing. Certain this was odd behavior and I was positive that Boeing hadn't intended this type of takeoff. As I have already previously mentioned I had missed something. With all the extra features this 727 had for FS-9 I had not spent the necessary time to assign switches and buttons to my yoke. In fact I had no trim control whatsoever which resulted in the nose down takeoff. After restarting the flight and getting all the necessary buttons and switches assigned I once again found myself rolling down the runway with trim set at neutral and did a much more comfortable nose high takeoff. After a few circuits around Atlanta and numerous screenshots posted in DVA's watercooler I made one of several approaches that I found myself doing unplanned aborts. I was either to high or to fast or not enough flaps or sinkrate was like a brick. Well they had said the flight model was as accurate as the limitations of FS-9 that would allow. They were right on about that. Having finally made it down without tearing anything up I taxied to the gate telling myself to read the manual thoroughly before attempting another flight, Simply glancing at the pages was not enough. This is one AC that demands its pilots pay attention. It is as real as it gets to me and after many flights since then it is definitely one of my favorite. No fancy Glass flight deck on this one. No you have to rely on older systems that make you fall back to older times before autoland and computers that do most of the work for you. I think those who own this Older Still Going Boeing will agree. It's a real pilots Aircraft and is no forgiving of not knowing its systems and limitations!

If you like the older iron then this is definitely a highly recommended add-on for your hangar.

777 Program's Training Session A Success: A Chance To Chat With A Real-World Pilot.
 Edited & Introduction By Matt Reamy

On Saturday, January 22, Trevor and Adam put together a very special training session for the 777 pilots. Captain Peter Ward of British Airways, a real world Boeing 777 pilot, joined us for the session. Capt. Ward discussed several issues and answered a lot of questions that we had. Several questions were collected before the session and sent to Capt. Ward. He answered them and sent them back to before the training session.

In modifying the raw transcript, I have changed the names used by MSN messenger to our first names. Capt. Ward's answers, whether in real time or his previously answered questions are credited to him. I have combined some of his answers that deal with a collective topic for ease of reading. Also, I have gone through and fixed some of the shorthand abbreviations and made them 'real words.' I've also substituted words for some abbreviations, and corrected the spelling as well.

If you wish to have a copy of the raw transcript, get in touch with the 777 Chief Pilot, Trevor Fenimore, or with his Assistant, Adam Gaweda. Enjoy:

Trevor: OK we will get started now... I'm Trevor, the CP of the 777 program at DVA; I am joined by Adam, the ACP of the program. We are very happy to welcome Captain Peter Ward (Peter for this session) of British Airways. We also have Matt Reamy (777 DVA), Steve Pickle, Randy Bauer (777 DVA), and Ralph Sydner (777 DVA, and Head of HR). Welcome guys!

Capt. Peter Ward: **Morning all.**

Trevor: This is how we will get started: Adam and I have a set of questions that have already been sent in, we will ask Peter those questions, and he will give us his replies, once that is all done with, and all the follow up questions have been asked, we will use whatever time we have left for other questions. What was your career path to the left seat on the 777?

Capt Ward: **I was trained by BA at their own Flying Training School, but on graduation (the mid 70's) there was no induction into the airline, and my entire course was laid off – as it turned out, permanently. I then invested in an Instructor's qualification, and for three years did basic PPL and I/R instruction as well as Air Taxi operations. I then joined British Midland Airways and flew as F/O on Viscount, B707, then Capt on F27 and DC9 for a total of nine years. I joined BA in 1987 after undergoing another selection, and flew 747 Classic and –400 as F/O. and for the last 5 years have had a command on the 777.**

Trevor: Any further questions there?

Randy: How did you manage to skip F/O on 777?

Capt. Ward: **There is no requirement to be right seat on any type before getting command. Just a seniority thing. We have long time short-haul F/Os getting long-haul commands for example**

Randy: Ok - looks like # of flights count somewhat?

Capt. Ward: **Nope, just the minimum hours level for the type. I'm not sure what it is for 777 - I think about 3000 PIC, but most have considerably more by the time their seniority permits, of course.**

Ralph: How easy/difficult was it to transition from, say the 747 to 777?

Capt. Ward: **Actually very easy indeed - the 777 is more automated, of course. The main transition problems these days tend to be from airbus to Boeing FMS and vice versa, and anyone from small types like an RJ**

Matt: So someone could transfer in from an RJ into the 777 as long as he/she had the proper amount of PIC time?

Capt. Ward: **Yes.**

Matt: They'd have to be type rated, right?

Capt. Ward: **Sure - BA tends to try to keep new pilots off the 77 at first so they can get experience on the more 'manual' types**

Adam: I'm going to have to take it over from Trevor hopefully for only for a little bit, he had an emergency (family member stuck in snow from what I understand). If there are no more follow up questions on the 1st one I would like to proceed to the second one.

Adam: Can someone be hired by BA straight into the 777 program?

Capt. Ward: **If they have sufficient heavy-jet or turbine time, yes. They did recently try some low-hours small-jet inductions but I understand that it didn't work out too well...**

Adam: Ok, question number 3. What is your single biggest worry while flying the 777? In other words what keeps you up at night the night before a long flight?

Capt. Ward: **The 777 is a remarkably safe aircraft – the safest I have ever flown. I think this is largely as a result of the fly-by wire and the superb engine reliability. We operate Rolls-Royce and General Electric powered aircraft. In nearly 4000hrs now I have never seen a single engine problem. As a pilot's plane the 777 has few vices, mainly thanks to the Fly-by-Wire, envelope protection, and the EICAS philosophy. . The main in-flight worries are usually out of Boeing's control, such as cabin fires or sick passengers who require a diversion.**

Adam: Any questions on that?

Matt: Do you, as a pilot, like the automated menu system that Boeing built into the 777? I'm not familiar with what BA has in their equipment, but I have a brochure that was sent to me by Boeing describing their MFDs, with the varying displays.

Capt. Ward: **You mean the checklist? The electronic checklist is superb - makes things very**

easy. SOP's (standard Operating Procedures) are built around it; everyone uses it in an identical manner - and nothing ever gets missed

Matt: It's more convenient than digging out the book, then.

Capt. Ward: **Very much so.**

Steve says: Will they ever have electronic Approach/ Departure charts?

Capt. Ward: **They could have now if they spent the money - some airlines have it - I think KLM has ground charts - not sure about airborne charts.**

Matt: There was a lot of criticism on Boeing when they were designing this plane, because of the automation, etc. How do you feel about that?

Capt. Ward: **The more the better, in my own view - although the manual skills tend to decrease, the general safety standard is much higher with automation as time goes on - and it has to be said - there is less requirement for basic flying skills. Our autothrottle is never switched off, for instance. We are not permitted to use manual thrust if the autothrottle system is working.**

Matt: As I understand it, John Cashman of Boeing went to speak to a group of BA pilots, ostensibly to calm their concerns over the automation. Apparently you feel it's a step in the right direction. Was this a transition that's easier to make nowadays, do you think?

Capt. Ward: **I think it is a nettle that has now been grasped, if u know what I mean.**

Steve says: What if you have an emergency, can you disengage then?

Capt. Ward: **Well, the sim rides these days continue to use automation even with the failures that are induced so if we have an engine fail, for instance - we still use A/T on the remaining engine. On a typical sim ride with an engine fail at Vr - the autopilot will be engaged at 200ra as an SOP - no heroics! But you can disengage, yes.**

Matt: Is the Thrust Compensation an automatic feature of the rudder or was it designed to be used in conjunction with the AP?

Capt. Ward: **TAC is independent of AP. Thrust Asymmetry Compensation works above 80 kts.**

Adam: I suggest we proceed to the next question unless there are more follow ups on this

Capt. Ward: **Sorry - you mentioned TAC independent of rudder. It is independent - but the rudders will move as TAC operates - and you can override with feet if you want. It's a little basic - so pilots will use TAC initially then fine-tune with their own feet**

Matt: As I understand it, it was designed merely to give the pilots more time to react to what has

happened, not to "Fix" the problem.

Capt. Ward: Yes - I think so - and there is also a thing called Crosstie which you may have heard of, which means if you have a pilot who doesn't spot the fail and applies only aileron to correct the resultant secondary effect roll - the aircraft will also apply rudder in the direction of the aileron

Matt: That's useful.

Ralph: That's automation!

Capt. Ward: This was added I believe after a -400 at SFO some years ago had a fail on T/O and the pilot didn't apply rudder - just kept the wings level - with the result that it skidded halfway across the Bay!

Adam: How do you deal with fatigue on long flights? Is there extra crew? Do you have bunks?

Capt. Ward: The rest facilities on BA's 777's vary depending on the configuration. The RR-powered aircraft (long range) have two flight-crew bunks at the rear-right of the First-Class section. Cabin Crew also has an overhead rest facility with bunks towards the rear section on these aircraft. We have 'augmented' crew depending upon the Flight Time Limitations that apply to the sector. Above about 8:30 hrs we have an extra First Officer, and we rotate rest with two on duty at a time. On longer sectors a full extra crew is carried, and the rest is split – with the 'operating crew' typically doing the first 5 hours or so, then coming back an hour before landing. Even with two crew we are allowed to take a 45-minute 'nap' while at the controls, at a quiet time, such as in the middle of the Atlantic. The other pilot watches the ship and tries not to make a noise!

Adam: Ok I'm going to skip to the next one unless some objects. What has been your most difficult approach and how did you "approach" it? Do you think it can be replicated in FS?

Capt. Ward: Good question! In real life any approach that involves a late turn onto final is tricky in a large jet. We have a system called 'SESMA' which monitors all sorts of parameters like bank angle, speed, flap and gear position etc etc, and if it doesn't like how an approach is flown it will bring up an 'event' which will be examined to see if we need to answer to our management. Gone are the days of throwing it round the corner! Approaches which come to mind are the old Kai Tak 13, and even Carnarsie can be tricky on a bad weather day. High Altitude airfields always pose their own performance problems, which FS probably doesn't simulate too well. Mexico City or Bogota comes to mind. Turns onto final in FS are probably harder than the real thing because of the problems with 'seeing round the corner'! Tackling any challenging approach for real is an exercise in CRM, bearing in mind that we are talking multi-crew. It is vital to be ahead of the aircraft – there are few second chances of course. This is something that is different in FS – a real operation can't 'pause'! I do think that it is a nice idea for virtual pilots to self-brief themselves on an approach before attempting it – examples would be 'what if' scenarios, such as go-around, approach aid failure etc.

Adam: I think this was an interesting question and even more interesting answer, please go ahead if you have questions

Steve says: With the 'around the corner' problem...if it has a VC and you have a hat switch like the CH yoke I have it is a lot easier.

Capt. Ward: **I'm sure - but there is still a disorientation element that way - which doesn't happen for real but take the CRI app 13 for instance at JFK - we have a 40-minute training DVD on it which the pilots all watch because there are nuances to all these apps which are sometimes not spotted until you get there which is sometimes a bit late!**

Capt. Ward: **SESMA - for instance - gear not down by 2000ft RA will cause a 'watch' element to see if the subsequent app is 'rushed' also if Flap 30 is not set by 1000ra, or of Speedbrake is still deployed with flap 30 set.**

Randy: So this data gets sent to BA mgmt and you get called on the carpet ?

Capt. Ward: **It is anonymous at first - and if BA wants to 'interview' the pilots then they have to first talk to the union reps who also will be shown the data. It doesn't happen that often - and the emphasis is always on retraining rather than punishment. Rapid rotation rate, high initial climb speed, longer than seconds from 25ra to touchdown - there are loads of 'triggers'.**

Matt: Are you given a bit of autonomy or does it have to be 100% by the book? (Say for a given situation).

Capt. Ward: **There is always some flexibility. It's a good system - keeps you on your toes - I see many approaches flown by other airlines in the US which we could not do because it would violate SESMA - such as high ROD (rate of descent) on final.**

Randy: Probably nothing wrong with the system -should be flying "professionally and safe" anyway - just my opinion

Capt. Ward: **Of course.**

Matt: I agree with Randy, but dislike the "over the shoulder" feel the system seems to have... "Big Brother" and that.

Capt. Ward: **You get used to it - and it helps to stop cowboy F/Os, LOL!**

Randy: Are you able to divulge a list of the "triggers" or is it BA proprietary?

Capt. Ward: **It's BA, but I don't actually know them all in any case. It's not just 777 - this is a BA thing on all types. But going back to ROD. The ROD has to be very carefully controlled - ROD>1000fpm below 1000ft tends to be frowned on for instance. Approaches must be 'stable' otherwise they have to be thrown away - and that can be from as high as 1000ra - and definitely by 500ra.**

Matt: I know this isn't an "easy" answer, but what sort of airspeed do you show at that descent rate?

Capt. Ward: **Well, by 1000ft we should be no more than Vref+20 so that would be the speed.**

It's more about being ready for wind shear, etc. With autothrottle we always fly $V_{ref}+5$, no need to allow for gust etc - it is reckoned that the A/T can cope with it. Let me ask a Question. What flap do you guys use for T/O?

Adam: I use 5, and I also derate to -5 TO thrust (almost always

Randy: 15

Matt: If I'm close to gross, I use 15..

Ralph: 5 for me on most short hops 15 when almost fully loaded with fuel.

Capt. Ward: Ok - it is always 5 unless there is a performance problem - like a short runway or a steep climb out. 15 is used for wind shear. 15 or 20 is used when the critical part of the climb out is what is called the second segment - which is when the gear is retracted. Sometimes this is more critical than the runway - for example if it is very hot then you would use 15 - or in extremis 20

Matt: That would be Denver in the summer!

Capt. Ward: Denver has another complication, which is called improved climb. It's a bit technical. But basically the problem there is not the runways - which are all about 15000ft long - but the performance on the initial climb out if there is an engine fail. So what you do is deliberately fly faster before you rotate; and then the extra speed gets you through the poor climb out segment.

Randy: To the west?

Adam: That's a nifty little trick to know

Capt. Ward: On all runways - it's about another 10 kts. They also allow a thing called 'Denver Bump' on the engines, where the engine is deliberately allowed past normal max thrust for the T/O.

Adam: How much of the approach do you hand fly? At what point do you switch to A/P on takeoff?

Capt. Ward: We have a rule that if we are flying a non-precision app it MUST be flown on A/P to decision alt., also - if it seems on any app that the runway or lights will not be seen by 1000ft above Decision Alt - then the APP must be flown on AP. Apart from that - if the pilot wants to hand-fly - and the other guy is happy - then it is allowed. It is encouraged, but the fly-by-wire doesn't leave much of a challenge! Are you all aware of how the FBW flies the aircraft?

Matt: Actually, Adam was going to ask you about that..

Capt. Ward: **Ok good.**

Adam: With fly by wire - what do you command when you pull on the column, the pitch rate or the pitch angle?

Capt. Ward: **Well, you are actually inputting a desired flight path, so it will be a combination of everything. For example - you can pull back - but as the airspeed reduces you will still have to trim.**

Adam: Can you elaborate on FBW, how the A/C "feels" compared to e.g. 747

Capt. Ward: **Ok, as the aircraft takes off - and you climb out - the trim is preset of course before T/O. Once you change the speed, as you accelerate, then you will have to increasingly push forward to compensate for speed increase; but here's the difference... a one-second burst on the trimmer tells the system to trim to the current speed – instantly. So if you were bowling along at 320 kts and pushing forward like crazy to keep level - on a conventional ac you would have to trim for ages. On the 777 you blip the trimmer for one sec. It means that the aircraft is always perfectly in trim at $V_{ref} + 5$ on the app for example - no more 'slightly heavy' or 'slightly light' with the stick forces as you flare.**

Adam: Ok let me ask you this. In flight when you pull on the column and keep it deflected at a constant angle, does the A/C keep pitching at a constant rate, or does it settle at some pitch angle?

Capt. Ward: **It will keep pitching, as long as you exert force - the FBW construes this to mean you want to change the flight path. But it changes flight path - so if you are flying down to a runway for example, when you flare slightly from the app angle, the system always gives you the same amount of pitch change regardless of air density, turbulence or ROD; it sounds quite complicated - but it makes sense once you do it! Of course it also compensates for configuration changes automatically - so no pitch change as you select flap or gear, and will automatically compensate for turbulence 'surges'.**

Matt: The pilot knows he's going to get a certain "reaction" when he inputs a control.

Adam: As I understand FBW, the pilot tells the PFC what he wants, and the PFC fiddles with elevators and ailerons to satisfy the pilot.

Capt. Ward: **Correct.**

Adam: Thanks

Capt. Ward: **It will even pull on elevator for turns with less than 30 degs bank - all you do is turn the wheel**

Randy: That is a sweet aircraft!!

Capt. Ward: **Same with power - those great big under-slung engines - no trim change as power is changed**

Adam: I would like to go ahead and step to another question

Capt. Ward: **Of course**

Adam: This is from Ralph: What is an appropriate cross wind landing technique? Is $V_{ref} + 5$ the

appropriate final approach speed with 30 degrees of flaps? When should I slow to that speed? I think we covered the second part little bit.

Capt. Ward: **You can use wing down or crab - the autopilot uses wing down for autoland. An ILS app at 160 kts... would be with flap 15 to about 6 miles unless you had 20kts or more hwc - or were very light - you would actually fly this segment with thrust closed and some speedbrake. Very unusual - the aircraft is slippery - so you fly 160kt, flap 15, and power off - and use a small amount of speedbrake which you vary to keep the speed#. Of course if you use too much speedbrake the throttles will open - and then you get a 'Speedbrakes Extended' EICAS which usually gets a rude retort LOL! Then at about 5 miles select flap 20 (same speed - it just reduces the flap load time at 20) then at just over 4 miles select flap 30 and Vref +5. I forgot to mention that gear is normally lowered at just over 2000ra, and then there is sufficient drag to enable you to put the Speedbrakes in and power up some. It is a rather strange way to fly an aircraft isn't it?**

Adam: Like a glider sort of

Capt. Ward: **Very much so.**

Adam: Peter, when you extend speedbrakes can you hear the increased noise in the cockpit?

Capt. Ward: **No, you can feel the turbulence though.**

Adam: Ok. Do you usually hear the wind noise due to extended gear ?

Capt. Ward: **No, not unless you drop it at high speeds.**

Randy: Dumb question, what do you mean by "thrust closed"?

Capt. Ward: **Power off**

Adam: 30 % N1 ?

Capt. Ward: **Not sure tbh - we tend not to look too much at the engine instrument on app as the A/T does it. 55% is about an app N1.**

Matt: That's useful info...

Ralph: Yes, I will add it to my app checklist.

Adam: Do we have time for one more question?

Capt. Ward: **These engines are very quiet from the flight deck. We are supposed to use noise-canceling headsets over both ears for T/O, and intercom - and even on T/O you can hardly hear the engines with the headsets on.**

Adam: I think we will have to slowly wrap it up. I would like to ask one final question I received

from Ralph. <tongue-in-check> In a sterile cockpit scenario, if one pilot sneezes, is it alright for the other pilot to say, "bless you." </tongue-in-check> seriously, how sterile is the 'sterile cockpit' environment. Is there absolutely no talking about anything other than flight operations or ATC? What does a pilot do on a long flight at cruise altitude?

Capt. Ward: **Whine mostly LOL! No - we are supposed to say only operational items below 10000ft, but that includes stuff like 'I wish she would learn to make proper coffee' LOL!**

Matt: Welcome back, Trevor.

Capt. Ward: **Do you know about the inactivity monitor?**

Matt: Inactivity Monitor?

Capt. Ward: **Basically - if you don't touch any switch for about 20 mins, an EICAS message pops up: PILOT ALERT.**

Randy: And do you hit the "Of course the Pilot is Alert" button?

Capt. Ward: **And if you continue and not press anything - after a short while it sets off the CAUTION audio alarm. And if you continue to ignore that it sets off all the FIRE WARNINGS. LOL Randy - nice one**

Matt: About how much are you paid, Peter? (If you don't mind)

Capt. Ward: **Not enough!**

Randy: I have noticed on app 777 in FS once you start to yaw a little - hard to correct - rudder seems ineffective - have to dip wings - then if you happen to get the plane into a crab, hard to bring straight - happens around 140 - 160 kts - Is this true for the real plane?

Capt. Ward: **I don't think so Randy, no – the rudder is very effective.**

Adam: Peter, it was a great pleasure for us to have you "onboard"

Capt. Ward: **No problem guys - nice to 'meet' you and I hope it was of some interest.**

Adam: It was outstanding!

Matt: Anything about the 777 is of interest to me!

Randy: It was excellent - FBW explanation was very enlightening as was all of it!

Capt. Ward: **Ok. Good night guys and I'm flattered by your interest - I hope that you continue to enjoy the 777. Bye all!**

