



**Tenth Anniversary Edition!**

# DELTA FLY!

MARCH 2011 EDITION

DELTA VIRTUAL AIRLINES MAGAZINE



March 2011

Issue #13

Editor - Tom Housworth

[editor@deltava.org](mailto:editor@deltava.org)

Graphic Artist - Skip Simpson

Photos and Screenshots courtesy of :

- Cover shot - B-777 parked at KSLC provided by Skip Simpson
- B-777 Skyteam provided by Moiz Shakeel
- EMB-120 provided by David Keech
- MD-11 provided by Vic DeSantis
- Traffic holding for departure provided by James Lightbody
- B763 departing KTPA provided by Trevor Bair

# CONTENTS

## Inside this issue:

From the President's Desk	3
Training/Flight Academy Update	5
The 777 Program	6
Events Department	7
Pilot Achievements - FSInn Info	8
Flight Simulator Helicopter Flying	9
Helicopter cont... - MD-11 Program	10
Dispatch Operations	11
A Face with a Name	12
Wingnutz	13
What is Cost Index?	14
CRJ and DC6 Programs	15
NextGen Transportation System	16
Face with a Name cont....	17
Puzzle and Credits	18

The cover was designed by Skip Simpson in honor of DVA's Tenth Anniversary.

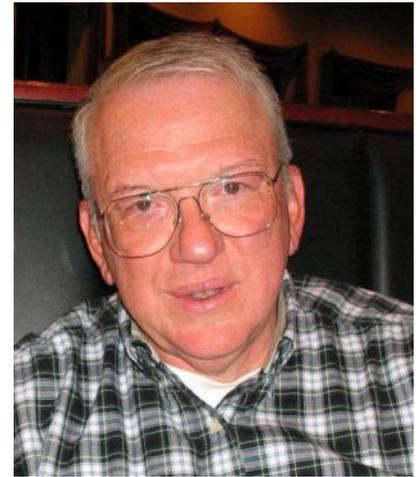
As a matter of fact, it has **four** instances of the number 10 (ten) in it. Can you find them?

Send your answers to [editor@deltava.org](mailto:editor@deltava.org)

The TENTH correct entry received will be awarded an autographed original of the "Wingnutz" comic as featured in this edition of "Delta Fly!"

Use of letters as numbers is prohibited, except for Roman Numerals or if it's spelled out. (In other words, the IO in "EDITION" is not one of them.)

# From the President's Desk



## Terry Eshenour - President, Senior Captain 777

Fellow Pilots,

This is our Tenth Anniversary (March 12, 2001) of providing virtual aviation services to our pilots. It is a good time to rejoice and pause as we look forward. As pilots we are taught to stay in front of the aircraft and maintain situation awareness. Bear with me for a few paragraphs as provide my perspective of our situation and where we are headed.

**Numbers** -- Delta Virtual Airlines continued to grow in terms of number of virtual pilots. We moved into the 9,000 series for Pilot ID's in the 10<sup>th</sup> year; the last PID issued was 9,517, which means we will be in the 10,000 series in our 11<sup>th</sup> year.

We have more than 2,107 active pilots. Our largest program is B737 with 439 registered pilots. If you visit other VA's, the B737 program is larger than many if not most Virtual Airlines.

	<b>Flights</b>	<b>Hours</b>	<b>Distance (nm)</b>
Past 12 months	96,000	276,000	96 million
Past 10 years	500,000	1,277,000	443 million

Our pilots were busy this last year flying 96,000 flight legs, 276,000 hours and covering 96 million nautical miles. We have a high achiever group well on their way to 3,000 legs. An interesting statistic is that individually more time is spent flying greater distances per flight. We also flew a significant portion, in terms of flights, hours and distance, of our history in the last year.

**Support** – We have 45 dedicated volunteers on staff providing program services to our pilots. They unselfishly give their time, energy and knowledge to the day-to-day operation.

The website software and maintenance is essential to our existence. Luke Kolin, our VP of Technical, is key to its smooth and continuous operation. Without his brilliant contributions and professionalism, staff would not be able to perform their roles.

**Finances** – The airline is dependent on volunteer contributions to Global Virtual Airlines Group, the holding company for Delta Virtual Airlines and Air France Virtual. We are grateful for 31 individuals who contributed funds that pay for the industrial dedicated server and bandwidth. Volunteer funding permits us to operate free of advertising or obligation to an individual or corporation.

**Business Plan** -- Our age, continued development and growth are testimony to the airline's overall success. Our founders discovered a business plan that met and continues to meet the needs of our community. The plan is to emulate Delta Air Line's retail operation.

The vision is to enhance pilot enjoyment through knowledge and experience. The proof for me that we are meeting expectations is the absence of negative feedback.

As reported in an article that follows, we are raising the bar of service with the rollout of a revised Flight Academy curriculum. The approach shifted to self-administered rather than one-on-one instruction, which we could not support. Included is an online pilot course that includes a certification recognized by VATSIM as Online Pilot P-1.

Our goals for our 11<sup>th</sup> year of operation contain some familiar items.

- Continue to focus on serving with excellence.
- Hire and train additional staff to provide services in a timely manner to our pilots.
- Revise exam questions and aircraft operating manuals to assure accuracy and eliminate vague questions.
- Implement Flight Academy curriculum.
- Equip pilots with additional aviation knowledge throughout advancement.
- Complete implementation of online career opportunity application and Senior Captain nomination.

There were staff changes in the past 12 months that are too numerous to enumerate. All changes are posted on the website. Volunteers often experience real world demands that prevent them from carrying out their roles.

We are implementing an online application process for career opportunities. This followed the successful creation of a quarterly process to nominate pilots for Senior Captain Award.

Should you have a specific question or a problem with flight reporting, check rides, fleet installer, signatures, create a Help Desk issue. This gives us the ability to assign the matter to the individual best equipped to resolve it. We can also track the progress of resolving the matter. Staff and administrative issues placed in the Water Cooler can get lost and they are public.

The publication of *Delta Fly!* is time consuming, tedious and often times frustrating task for writers, editors and publishers. Every effort is made to publish quarterly, but time constraints do not always permit. Our new editor, Tom Housworth and Skip Simpson, Graphic Artist, are dedicated to publishing pertinent material that informs and educates. They always have a need for content. Please contact Tom with your ideas.

I am grateful for the multitude of contributions our staff, management and pilots contribute unselfishly for the betterment of DVA. This characteristic is common among aviators including virtual aviators. Lacking contributors, we would not be able to function at the level we are experiencing.

Your organization is busy, vibrant and maintains a high level of participation in the Cooler, events and instruction.

Wishing you all blue sky and smooth air!

Thank you for flying Delta Virtual Airlines,



Terry Eshenour  
President, Senior Captain  
DVA057

# Flight Academy Updates

By Scott Clarke - VP of Training

The Delta Virtual Flight Academy was developed in 2006 by George Lewis to provide individual training and up to date information to its members on virtual flying. As the program developed, the Private Pilate (PPL) and Commercial programs were added to instruct the student pilot on the basics and correct procedures needed to fly in the virtual world. Each student had an instructor assigned and participated in a virtual airplane with "virtual" flying lessons. Although this type of training program was very successful, it was limited in the number of students that could be enrolled and trained over time.

In 2009 it was decided to revamp our training program to allow more students to participate at their own pace. We also wanted to meet the new requirements established for the VATSIM pilot rating program.

The past year was taken to update and develop the new computerized Flight Academy Training Program. The first course developed was the Delta Virtual Flight Academy Online Pilot (OLP) course. This course follows the updated computer based format which the remainder of Flight Academy courses will be based on. Modular knowledge segments (Tasks), each with multi choice tests, requires the student pilot to successfully move through the course and touches on such areas of knowledge as weather, flight planning and airport environment. Upon completion of the written tests, a successful online flight check ride, using our ACARS program, is required to receive the "OLP", the Delta Virtual Flight Academy Online Pilot course certificate.

Once the student pilot receives the Online Pilot (OLP) certificate from one of our instructors, he qualifies for the VATSIM P1 rating and an update is made to their VATSIM records.

This new program format and course has been well received and has nearly 200 graduates. We will be opening the same training programs to Air France Virtual pilots in the coming weeks, where they can participate in the Flight Academy training programs and courses.

Future plans are to update the PPL and Commercial courses to comply with the new computerized format. They will then be submitted to VATSIM for verification. Upon approval they will qualify for the new P2-P5 rating programs as they are developed.

Development of new Instrument and ATP rating courses with training modules in "Cross the Pond" flying, "How to fly a DVA Event", advanced flying programs and a check pilot program for each aircraft program are in progress.

We hope to see you in one of our many training courses in the future.

**Jim Warner (DVA2533)** As the Director of the Delta Virtual Flight Academy, Jim has helped develop and teach the current Online Pilot and Instructor based PPL and COMM courses since 2006. He is the Chief Pilot of the EMB-120 program and a Senior Captain. Previously, Chief Pilot of the CRJ program, he also created the DVA CRJ-200 Aircraft Operators Manual (AOM). Jim is a real world private pilot.

The flight academy has a staff of dedicated volunteer instructors:

**Andy Kaufmann (DVA3931)** As an instructor, Andy reviews and grades the check rides and helps the student pilots move successfully through the academy courses. He is well versed in Squawkbox, FSINN and has helped the academy develop its document library with such topics as "How to Read Charts" and the "ACARS manual" for the academy check ride flights. He is a Senior Captain in the L1011 program. Andy is a real world pilot in both helicopter and fixed wing.

**Michael Brown (DVA 3196)** As an instructor, Michael helps our students to progress through the various courses, submits check ride reviews, responds to questions and various other administrative tasks. He has been an aviation enthusiast since early childhood. He has flown every Microsoft Flight Simulator since MSFS 1.0 (Released in 1982). Michael is also a real world Private Pilot and is working on his Commercial and Instrument ratings.

**Vic DeSantis, MD-11 Chief Pilot,** was the first Delta Virtual Airlines pilot to successfully complete the Delta Virtual Online Pilot (OLP) course and qualify to receive the VATSIM P1 rating.

December 30, 2010, the Delta Virtual Flight Academy received the VATSIM Authorized Training Organization (ATO), status by passing the audit conducted by Kyle Ramsey, VATGOV14, and VP - Pilot Training. As an ATO, Delta Virtual Flight Academy is authorized by VATSIM to issue VATSIM network pilot ratings.

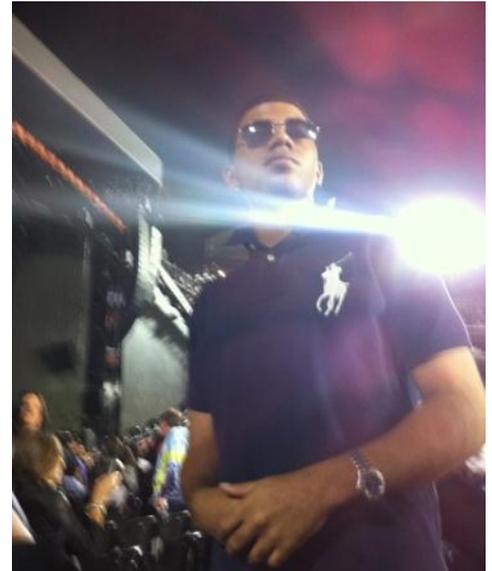
Currently our Online Pilot (OLP) course qualifies for the VATSIM P1 rating. This is a major accomplishment and we will continue to develop courses and programs to meet and exceed the future requirements of the VATSIM pilot rating program.



# B-777 Program

By Oliver McCrae

The 777 program is the largest stage four program at DVA and continues its legacy of innovation and excellence set forth at its inception. In the past 10 years we have seen Delta's 777 fleet more than double with the addition of the 777-200LR. This engineering masterpiece has ushered in a new group of ultra long hauls and within the program we encourage that these routes are flown regularly. Our check ride is designed to test a pilot's judgment, flying ability and understanding of the aircraft. Initial reaction to the check ride is not always positive but in almost all cases the end result is that pilots have a real sense of accomplishment upon successful completion.



After entering the program a pilot becomes part of a group that prides itself on professionalism while remaining a close-knit bunch. Recently we had a 777 group flight on Delta's longest route, Atlanta to Johannesburg, and received a relatively strong turnout. Of the 10 pilots who participated 7 were from the 777 program, not bad for a 15 and a half hour flight that departed on a Friday night. Events like this serve to show the dedication those in our program have towards keeping DVAs long haul routes frequently flown. All the programs have a responsibility to ensure that their share of the routes are adequately flown and we are proud to be a part of this initiative.

The future of our program looks strong; we have active and dedicated staff members and a pilot base with an enthusiasm for flying the 777. We plan to institute regular long haul group flights to give our members more opportunities to fly together and elevate the already positive image of DVA on VATSIM. If the success of our trial flight was any indication, this looks to be a fruitful initiative for some time to come. We have a few other changes in the works that should be rolled out in the coming months. Just as the 777 has a bright future at Delta, we will ensure that its future is just as promising at DVA.



Article by  
Luke Jones

Tech Tuesdays,  
Difficult  
Approaches, Long  
Haulers and Home  
of the Blues  
are some of our  
new Events

On behalf of the events staff, We want to say congratulations to Delta VA for its 10<sup>th</sup> year Anniversary. Over the course of DVA's life, there have been many changes in the events department and some of the biggest are soon to come. Just this past week the events staff had the opportunity to put together a larger scale event that extended farther across the globe with many routes to choose from. The event I am talking about is the FNO: Home of the Blues. Within this event are 40+ routes for Delta pilots to fly into Memphis in order to get credit for the event. The unique thing about this event is not only the numerous routes, but how the signups for it work. For each of the routes that don't fly out of a hub to the featured airport, there is only one signup slot. In other words, only one person can sign up for this route. With this new system in play, you won't see all Delta pilots coming in from one origin, but rather multiple locations. Along with that, there will now

be a much, much greater variety of airports to choose from. Though this new system is still in testing, I hope you all will enjoy it as a new style event. Though this type will only happen during the major events during the month, you will still see it appearing more and more as time goes on.

Along with that, the events staff plans on continuing the DVA long haulers. About every other month, Delta will host this massive migration of pilots from either East to West or in reverse with ATC nearly every step of the way. With the extensive behind the scenes work, ATC should be around almost the entire flight for this event. I know everyone enjoyed the first DVA long haulers to Manchester so expect this event to be a regular at Delta. A picture from the Manchester event can



## Events Department

be seen below, courtesy of Michael Schlabowske.

Considering such major events and changes have been implemented into the events, there hasn't been much time to place the weekly events into the schedule. Not to worry. Once these new events and event setups are done with the testing and working on, the regular weekly events will start to filter back in. I know we all enjoy them so, in good time, they will be back!

All in all, after ten years of Delta VA in the running, the events staff has gone a long ways. We really do hope you enjoy the events that we have brought forth, and we appreciate the support for not only the events staff, but the rest of DVA for its first ten years.

Cheers!



## Pilot Achievements Requirements

Century Club - 100 Flight Legs  
Double Century Club - 200 Flight Legs  
Triple Century Club - 300 Flight Legs  
Quadracentenary Club - 400 Flight Legs  
Quinticentenary Club - 500 Flight Legs  
Six-Pack Club - 600 Flight Legs  
Millennium Club - 1,000 Flight Legs  
Flying Colonel - 1,500 Flight Legs  
Million Mile Club - 1,000,000 Flight Miles  
Two Million Mile Club - 2,000,000 Flight Miles  
Online Century Club - 100 Online Flight Legs  
Online Double Century Club - 200 Online Flight Legs  
50 State Club - 50 US States Visited

In addition to the above, **Air France** has these unique achievements:

International Tourist Countries Visited - 30 Countries  
Diplomatic Mission Airlines - 20 Airlines Flown  
Club Concorde Legs in Aircraft - 50 Flight Legs in Concorde Aircraft

---

## L-1011 Program

By Don Baker

Out of 18 active L-1011 pilots, there are only 4 pilots that fly the 1011 on a daily basis. You usually see a 1011 in the skies over ACARS everyday but it is usually one of us 4 pilots. I grade a CR once or twice a month. Then rarely see them flying the 1011. You can say we're an elite group.

We are working on an L-1011 for FSX and a panel review is in progress.

Capt Fournerat is working on some L-1011 events for 2011.

Your L-1011 Chief Pilot is a real world Flight Simulator Technician working for Delta Airlines. He has 32 years experience on Military and Commercial Flight Simulators. My favorite military Sim is the F-4 and of course the L-1011 for favorite commercial sim. I started with DVA on 3/5/07 and have flown 1,713 flights, for a total of 8,081.5 hours and 3,664,913 Statute Miles.

## FSINN Users Tip

By Tom Housworth

Ever been flying online and have a VATSIM Controller ask you to squawk a code and IDENT? It's standard phraseology but why the IDENT and how do we do it?

IDENTing is a tool Controllers use to rapidly identify an aircraft. When this occurs you should push the button on the transponder marked IDENT. This should cause the reply lamp to stay full bright for about twenty seconds, after which it resumes its usual spastic flashing...which is normal because it's being interrogated by multiple radar sites. When you push the IDENT button, it adds an extra pulse to your interrogator replies that causes your target on the controller's radar scope to change appearance. It will appear as a shrinking circle, or a flashing "ID" on the controllers' radar indicator.

Some aircraft transponders work correctly in this regard but from my experience the IDENT button is generally not functional. However, if you're using FSINN you can easily perform this function as follows:

You will be airborne and the Squawk mode should be showing "C" indicating your transponder is active. Squawking mode "C" provides altitude information in addition to your Mode 3A Code. You would double click on the "C" which will show the "I" indicating an Ident that will last approximately 10-20 seconds then revert to the "C". The controller will easily be able to identify your aircraft and begin providing ATC services.



**Squawk mode** (on the right side of the FSInn button):

The letter **S** is the label for squawk mode.

**S** means Standby (orange).

**I** means Ident (yellow). When you double click for Ident, it will become yellow and switch back to normal mode

**C** means mode 'Charlie' (green).

You only have to click on the label to toggle from S to C.

# Flight Simulator Helicopter Flying

By Andrew Kaufmann

Although our virtual airline is fixed wing base, I thought I would take a step out of the box and venture down the rotary path with the masses. I plan on putting an article in each issue explaining something different about helicopter flight in FS.

Rotary in Flight Sim has been somewhat of a stepchild to the majority of users – however, I would submit to you that there is a large following of dedicated rotary simulator fans out there (myself included). Being a helicopter pilot by trade, I was naturally drawn to the helicopter aspect of flight simulator initially. The FS2002 version offered nothing spectacular, but when FS2004 emerged, we suddenly had one of the more basic helicopters – and most widely owned and flown in the world – the Bell 206.

The Bell 206 is a forgiving aircraft, not as forgiving as the UH-1, but a sturdy rock in rotary wing history – especially in FS2004. The first noticeable difference when you climb into the helicopter is that you will be sitting on the right hand side of the aircraft. This is the Pilot in Command seat – for several reasons, but the first and foremost is so that during refueling operations, the operation can be monitored by the pilot. If you want to “fly” from the left seat, I recommend downloading the freeware F1View and scrolling yourself over into that seat <http://www.flight1.com/view.asp?page=library>



For those wanting some advice, the best I can give you is that practice the very basics first. The basics include having and using a joystick not a yoke. You can try to use a

yoke or keyboard, but you will get frustrated rapidly and probably end your FS rotary career then and there. Second, if you have a joystick with a twist action – better, but rudder pedals are better. Thirdly – understand the terminology.



The Collective does not equal throttle. The collective does not increase engine power – it puts pitch in the rotor blades, increasing the angle of attack – which increases lift. The throttle on a helicopter merely increases engine RPM – not speed, not climb rate, etc.

The cyclic is similar to the yoke of in airplane, controlling its pitch and roll. The cyclic can be moved in all directions and (very basically) changes the angle of the rotor system (swashplate) to provide directional control.

The collective (which would be your throttle) changes the blades' pitch which produces lift which makes the helicopter climb and descend.

It is the coordinated combination of all the controls (collective, pedals, cyclic) that allow you to fly the helicopter.

The hardest part about flying a helicopter in FS or real world is learning to hover. This, perhaps (other than trying to use a yoke) is the most frustrating part.

You've probably started the sim, hopped in the helicopter, and tried to fly it – sliding left and right, going up and down, crashing, wobbling....very frustrating! The key is slow, methodical inputs on the controls.



Step one is to find an area where that you can reference. What I mean is from within the cockpit view (I prefer the VC with TrackIR – but can be done without – and recommend from external rear initially to see what you are doing). Start increasing your collective until torque gauge reads about 60%. At this time the helicopter will start to come up to a hover. As you increase the collective, you will also notice the nose of the aircraft starting to turn to the right – this is due to the torque...at which time you should use the anti-torque

pedals to control the aircraft and maintain the present heading. Once you start going out of control – which you will – simply lower the collective and land and try again.

Once you get adept at this maneuver (yes maneuver) increase the collective to about 70-75% and you will rise off the ground about 3-5 feet. Practice this until you can hold her steady for about 30 seconds. The next step is to follow a taxiway line. See if you can stay on the line, at the same altitude for as far as possible. Try stopping and using the pedals to turn 180 degrees. It's hard, but it's the basics, and once you can do this hovering thing – then you'll start to love helicopter flight – and have some fun.

Lastly – if you own FSX, the dynamics of the helicopter are much more realistic, and you will find that the hovering is a lot easier!

Next issue – takeoff and coordinated flight.

## MD-11 Program

**By Art Forsha**

The MD-11 program consists of 81 active pilots; 35 First Officers, 71 Captains, and 26 Senior Captains. The Chief Pilot, Vic DeSantis, joined the MD-11 program as an Assistant Chief Pilot on December 30, 2009 and assumed the Chief Pilot role on August 31, 2010. Art Forsha joined the program as an Assistant Chief Pilot on January 23, 2011 after serving as an Assistant Chief

Pilot in the Boeing 757 from August 20, 2009.

The MD-11 Program has remained relatively steady in terms of active pilots. It seems to be an exclusive club in terms of the pilots that stay with the program by not passing through or changing programs while increasing their stage ratings.

The majority of the active pilots may remain in this legacy bird do the continued popularity of the PMDG version and the challenges the MD-11 presents to its pilots. It was one of the first programs to integrate the highly detailed PMDG model into its program by tailoring a check ride specifically for that model. The MD-11 provides pilots with flexible options ranging from shorter domestic hops to intercontinental flights. Although highly automated, the well acclaimed PMDG version provides plenty of challenges to its pilots.



# Dispatch Operations Update

**By David Keech, Director of Dispatch Operations**

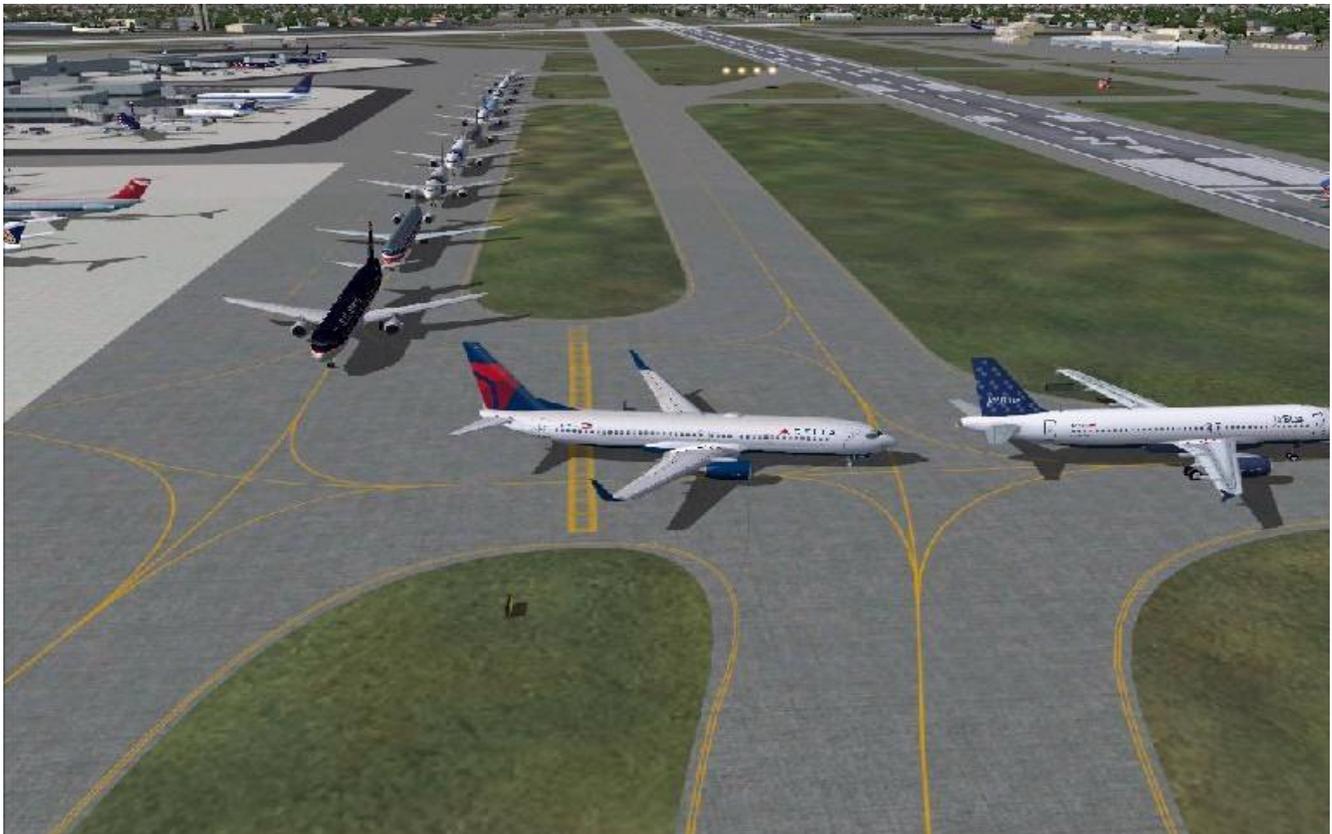


It's been two and a half years now since Delta Virtual made the new Dispatch Operations live. The Dispatch client and Dispatchers have changed through the years, but one item hasn't changed, **service**. We strive to provide the best service and coverage for our customers, you the DVA pilots.

In the future, Dispatch will provide Ramp Controller coverage during an event. This person will provide you the same service the Real World controllers provide; flight clearance, transponder code, push and start clearance and taxi instruction to a "spot" on the tarmac where you are to contact Ground. This feature is almost completed and we hope to have it operational soon for a DVA event. GPS will be active. Can't get much easier than that! You accept the route and a .pln file will be sent for your download. Open this file up in FS and your on your way.

DVA has this very unique and worthwhile benefit for our pilots in that you can get your one stop shop before departing. Much like our real world counterpart, prior to departing, you contact the Dispatch office to get your orders. The only difference here is that you already know what airport you are departing from and where you want to go, the rest is up to us. Just hit Request Dispatch from your ACARS program after you have entered your flight number, departure airport and arrival airport and Dispatch will take it from there. If a Dispatcher is online, he/she will communicate via chat with you to get your route, adjust your fuel and even get your weather report.

We encourage your to consider utilizing the Delta VA Dispatch Program for your next trip out of town!



# A Face with a Name

If you've never met someone before in person but you've talked to them on the phone or heard them on the radio numerous times, it's human nature to conjure up an image of what you think they look like. Sometimes we're "right on" and other times not even close.

This section is designed to let Delta Virtual members see what fellow members look like and also a little bit about them.

I encourage you to participate ...just a current .jpg image and a short bio is all it takes.

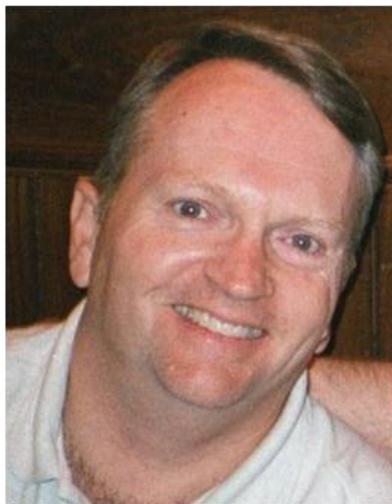
Email to [editor@deltava.org](mailto:editor@deltava.org) and you'll be in the next issue.



**Joseph Schwab** is an Assistant Chief Pilot in our MD-88 program. He started flight simming on an Apple IIE, and then moved on to the flight sims for Commodore and IBM. Since he was a small boy, he has been looking skyward, and figured that one day he would be doing something with airplanes. Joseph has a wife, two teenage sons (13 and 15), and lives in Virginia.

When not in the simming world, Joseph is an aircraft mechanic for Delta Airlines and works on the flight line in Washington, DC with MD88/90, B737-700-800, B757, and various Airbus series aircraft. He obtained his A&P (Airframe & Powerplant) license in 1998 in San Antonio, and shortly thereafter, started with American Eagle airlines in Abilene, TX. In 2000, Joseph hired on with Delta in DFW, and in 2007 transferred to DCA. His job as a mechanic involves changing brakes, tires, and various other parts to keep the aircraft flying. It also gives him a technical knowledge of the aircraft he works on from factory training.

**Mick Gabelmann**, age 30. Grew up on Long Island, NY and moved to D/FW, TX. Lived near D/FW Airport for quite some time and enjoyed spotting planes. Was in the Navy 8 years, and was a submarine reactor operator. Currently works at nuclear power plant in Nebraska. Using FSX with PMDG MD-11, Cool Sky Super80, Wilco 777 and 737PIC. Love DVA – been here since '07 and I don't plan on leaving.



**Jim Warner** is Director of the Delta Virtual Flight Academy and a real world pilot who enjoys flying the interesting shorter routes for Delta's hub and codeshare systems. He has flown with flight sim since the days of SubLogic. Jim lives in the Orlando area with his wife, children, and a big dog that thinks that it is a lapdog.

Continued on page 17

**WINGNUTZ: "You Know You Flight Sim Too Much When..."**

by Skip Simpson



**Skip Simpson** began flight simming in the late mid 1980's on a Macintosh computer, and a rudimentary Sub LOGIC flight simulator program. He has owned just about every new version, when purchasing a new computer or operating system. He joined in December of 2007, and is currently a Captain in the 747 Program.

He is retired after a long career as an award-winning graphic designer and video producer. He lives in Abingdon, Virginia with his wife, Sandy. He is currently working on a graphic novel.

# What exactly is Cost Index?

By Tom Housworth



**Definition:** The ratio of fuel costs to all other costs.

Cost Indexing is the practice of evaluating the effect of one cost factor in the hopes of minimizing the sum of those factors.

Many jet aircraft are equipped with various performance computers for the purpose of determining the best speed at which to travel (i.e. the economy speed) in order to minimize the total operating cost of the flight. To do this the FMC needs information about time-related costs and fuel cost. Fuel costs are based on the price and amount of fuel needed to complete the flight (legally, with reserves etc). Rather than enter all of these individual factors into the onboard FMC, most airlines use a ratio of the two costs to determine the economy speed for a given flight on a given day. This ratio is called the Cost Index.

## **Cost Index = Cost of Time / Cost of Fuel**

The higher the cost index number, the faster the aircraft flies. Basically, the company decides on the cost of keeping the aircraft in the air, and includes all sorts of costs such as crew, aircraft operating costs and fuel etc. They then decide whether they want the aircraft to fly faster or slower and adjust the cost index as needed.

For example, on the 744s at Cathay, we normally use CI-80. On certain flights, where the connection time is tight in Hong Kong for passengers, they might flight plan a CI of 250, or 500. This makes the aircraft fly faster. On the other end of the scale, CX255 leaves HKG at 00:45ish, and cannot arrive before 6am due to curfews at Heathrow, a CI-0 is used to make the aircraft fly slower. Beyond around 500-600, it does not make a difference what you input, because the aircraft cannot fly faster, and will obviously not deliberately overspeed the aircraft, but a figure up to 9999 will be accepted by the FMC.

The airline cannot tell an aircraft to fly a certain high or low speed, because that speed will always be different at different altitudes. By giving the FMC a CI, it works out the best fast or slow speed to fly based on the conditions at the time.

Terry Eshenour (DVA's President), confirmed there is no Cost Index Policy in effect for Delta Virtual Airlines.

From Rob Morgan: The 747 does not have a published CI within the program but the recommended is 100 for most flights with 80 used for really long hauls.

### **Source(s):**

SKYbrary Wiki [http://www.skybrary.aero/index.php/Cost\\_Index](http://www.skybrary.aero/index.php/Cost_Index)

JetPlanner manual [http:// www.Jeppesen.com](http://www.Jeppesen.com)

Airliners.Net [http://www.airliners.net/aviation-forums/tech\\_ops/read.main/45399/](http://www.airliners.net/aviation-forums/tech_ops/read.main/45399/)



## CRJ Program

By Mark Salter

As most of you are aware, the CRJ Program has recently undergone an extensive staff revision. With Sterling Widmer moving exclusively to the Operations Department, I have taken on the role of Chief Pilot. I am very excited



that we have hired two fantastic new Assistant Chief Pilots: Andrew Lynn and Martin Garner. Both have real world aviation experience and are very passionate about the program. They have already proven to be a fine addition to the team.

One of the main things we will be focusing on is pilot improvement. Over the years we have noticed that problems with check rides and pilot reports have a tendency to be repetitive. To counteract this, the CRJ team will be actively brainstorming ways to improve pilots' chances of success on check rides and looking at creative ways of fixing com-

mon pilot mistakes found in CRJ pilot reports. If we can teach pilots these infamous errors, than hopefully we will see a correlation resulting in increased check ride pass rates and perhaps see less red balloons in the ACARS data.

The majority of pilots in the CRJ Program are brand new to the virtual airline and possibly to aviation itself. Realizing this, as CRJ staff, it is my philosophy that it is within our power to make or break a new pilot's experience. A pilot's initial interaction when joining the virtual airline can decide whether or not they will stay with us, whether or not they will avidly pursue aviation, and whether or not they will try to learn. While it is a privilege to work with these pilots, we need to constantly be under pressure to provide them the best level of service possible because the stakes are simply too high. Can you imagine what it would be like to have never discovered DVA? If a pilot decides to leave, imagine how much he would miss out on? First impressions are everything, and our program will be looking at improving them wherever possible.

A fresh new team of staff and the continued devotion we provide our members will allow the CRJ Program to lead the way in exceptional service to our fellow pilots.

## DC-6 Program

By Sid Dudley

Hello fellow DVA members. My name is Sid Dudley and I am the Chief Pilot of the DC-6 program. The DC-6 program includes all the great old prop liners. In May of 2010 I was offered the position of Assistant Chief Pilot in the DC-6 program, which I gladly accepted right away. What I didn't realize at the time was that in reality I was actually moving right in and doing the Chief Pilot job from the word go. This was not an issue since it is a small program compared to most of the jet programs. The Senior Staff, my fellow Chief Pilots, and Assistant Chief Pilots were very helpful and patient with me as I learned the ropes. In August of 2010 I was officially notified of the "promotion" to Chief Pilot. In the time since I took over the program, 3 pilots have transferred into the program and several others have



added the DC-6 and inclusive ratings to their lists. I hope that several more pilots move into the program in 2011. The old prop liners are great birds to fly. Personally I love to hear the hum of the old radial engines while cruising along low and slow. Also in 2011, I hope to find the time to go over the manuals and aircraft of the program to see if any updates need to be made, if there are any improvements that can be made, or if any aircraft can be added. I welcome any and all suggestions. It doesn't mean that I can do them all, but I will go over them and give them thought as well as pass along as needed to senior staff. The check ride for the DC-6 is the one that was in place when I took over and I feel that is well put together. It has its small challenges, but I think that is fairly easy and fun for a check ride.

Anyone that takes the time to check my logbook would notice that my favorite aircraft in the program is the Lockheed Constellation ("Connie"). I am using the FSDZigns L049a version. I think that for a freeware aircraft it does a wonderful job and is a thrill to fly. I would urge everyone to give the old girl a try. Stick your head out the window as the old radials cough out smoke on start up and take a trip back in time to the "good old days" of flying.

# Next Generation Air Transportation System (NextGen)

By Tom Housworth

NextGen is an umbrella term for the ongoing, wide-ranging transformation of the National Airspace System (NAS). At its most basic level, NextGen represents an evolution from a ground-based system of air traffic control to a satellite-based system of air traffic management. This evolution is vital to meeting future demand, and to avoiding gridlock in the sky and at our nation's airports.

NextGen will open America's skies to continued growth and increased safety while reducing aviation's environmental impact. Latest estimates show that by 2018, NextGen will reduce total flight delays by about 21 percent while providing \$22 billion in cumulative benefits to the traveling public, aircraft operators and the FAA. In the process, more than 1.4 billion gallons of fuel will be saved during this period, cutting carbon dioxide emissions by nearly 14 million tons.

These goals will be realized through the development of aviation-specific applications for existing, widely-used technologies, such as the Global Positioning System (GPS) and technological innovation in areas such as weather forecasting, data networking and digital communications. Hand-in-hand with state-of-the-art technology will be new airport infrastructure and new procedures, including the shift of certain decision-making responsibility from the ground to the flight deck

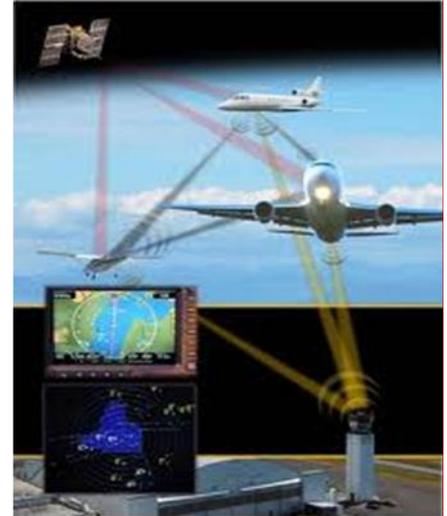
When fully implemented, NextGen will allow more aircraft to safely fly closer together on more direct routes, reducing delays and providing unprecedented benefits for the environment and the economy through reductions in carbon emissions, fuel consumption and noise.

One of the keystones to National Airspace Modernization is the implementation of ADS-B. Please follow this link which will provide an in depth explanation of the capabilities of the ADS-B systems: <http://www.faa.gov/about/initiatives/nextgen/ads-b/broadcastservices/>

By combining ADS-B with new navigation, communications and information management system, NextGen will make air travel and transport more convenient and dependable, while ensuring that flights are as safe, efficient, secure and hassle-free as possible.

On a significantly reduced level...we as Delta Virtual pilots are able to enjoy many of these advantages **now** by participating in VATSIM and other freeware such as VATSpy, DVACARS(v2) and Google Earth to see our present location and view other participating aircraft locations, type, altitude and air speed in addition to what Air Traffic Control Facilities are manned and the frequency to contact them on.

**Note: Excerpts and link and graphics provided with written consent from the FAA**



## Boeing Planes that Never Flew

Have you ever heard of the Boeing International Husky?

How about the Boeing 755?

If you haven't, you're not alone. They are the airplanes that never flew

<http://www.king5.com/news/business/Boeing-planes-that-never-flew-116515378.html>

## A Face with a Name continued



**Andy Kaufmann, DVA3931** is currently one of the DVA Flight Instructors. Andy joined Delta Virtual Airlines in January of 2007. You may recognize him from his work in the Help Desk, ACARS chat, cooler, as a Dispatch operator, former DC-6 CP, MD-88 ACP and custom signatures. He is a wealth of simulation and aviation knowledge, and is always willing to go that extra step to help out members individually via email, phone calls, etc.

Andy recently retired from the US Army after more than twenty years of service as both an infantry medic and helicopter pilot. With more than 3500 hours as a rotary wing aviator, Andy also holds several private pilot ratings.

Andy has had his hand in several beta testing organizations for several flight simulator software companies over the years and started a Veteran Solace Service that helps to provide flight simulator software and hardware to Wounded Warriors and Disabled Veterans in an effort to help them with their recovery.

He is currently the Director of Business Development with Allied Container Systems and travels quite often to many military and federal agencies in the US throughout the year.

His entrance into the flight simulator world began in the early 1980 with FS-1 on his old TRS-80 and his dedication to it has grown exponentially over the years. He was the Chief Instructor Pilot for US Army Virtual for 2 years as well as the only helicopter instructor pilot for Livewire Airlines. He joined Delta Virtual Airlines in January 2007 after returning from a tour in Iraq.

Andy suffered injuries in Iraq in April of 2004 when his helicopter was engaged. He has spent the last 5 years learning how to do the simple things again, and is now almost back in full swing – moving a bit slower and more deliberately, but moving nonetheless.

He lives in Northern NY along the Canadian border and enjoys, in addition to flight simulation, fly fishing, hunting, flying and computer tinkering.



Andy...thanks for your dedicated service to your Country and the countless hours you've spent helping pilots and making Delta Virtual the #1 Virtual Airlines!

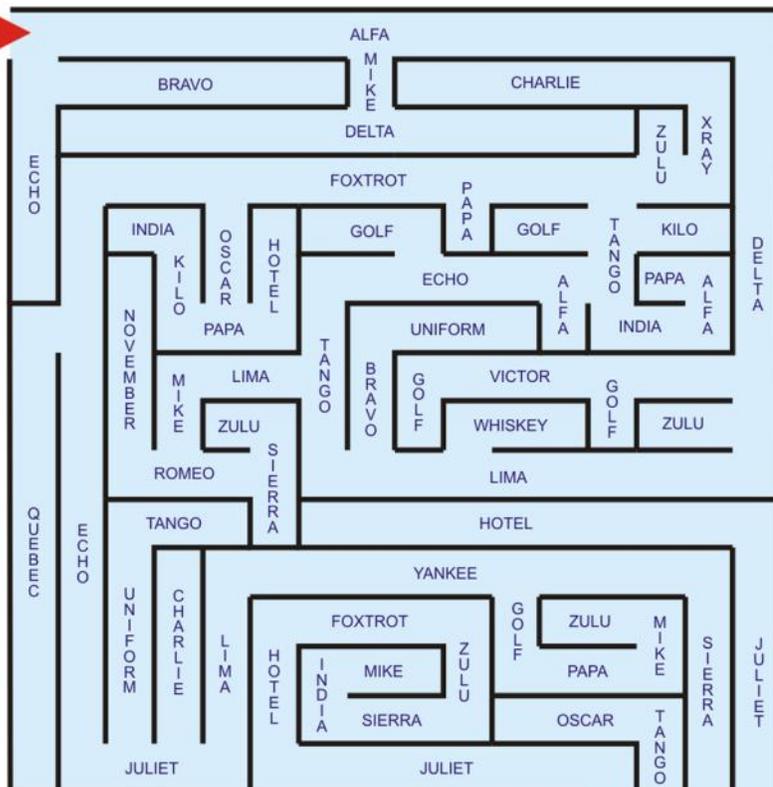




# SMILIN' BOB'S TAXIWAY NIGHTMARE!

BY SKIP SIMPSON

HELP SMILIN' BOB GET HIS "JUNGLE JET" FROM THE JETWAY TO THE RUNWAY! THE SUCCESSFUL ROUTE CONTAINS THE FIRST LETTERS OF THE BONUS QUIZ, THAT SMILIN' BOB WILL HAVE TO UNSCRAMBLE BEFORE HE CAN DEPART!



CLUE: "WHAT THE SIGN READ"



Like to write?

Want to see your article published in DELTA FLY?

Drop me an email and we'll discuss your ideas. [editor@deltava.org](mailto:editor@deltava.org)

Your article could find its way into the next edition!

Delta Virtual Airlines (DVA) is in no way affiliated with Delta Air Lines or any of its subsidiaries. The information contained in this document is for flight simulation use only. This document is freeware only.

All Rights Reserved. This publication may not be reproduced, in part or its entirety, without the expressed permission of DVA and the Editor. Images used are copyrighted by their respective owners.

If you want your photo to be considered for use in a future edition of Delta FLY!, send an email to the address listed in this section with the subject Delta FLY! Photo.

Please do not send the photo itself, but instead provide a link to the photo (i.e., from the Water Cooler). If you have to send the photo itself, send it to [editor@deltava.org](mailto:editor@deltava.org).

Photos must be your own work. Please do not recommend photos that are not yours. Photo copyrights belong to the original author and will not be used without permission. If you want a photo to be used as filler within Delta FLY!, the same rules apply.