

11th ANNIVERSARY EDITION

DELTA **FLY!**

MARCH 2012 EDITION

DELTA VIRTUAL AIRLINES MAGAZINE



NEW "FLIP-VIEW"

AVAILABLE

SEE PAGE 9 FOR DETAILS

TECHNOLOGY UPDATES

NEWBIES SECTION





March 2012 Issue #15

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Front Cover: B738 departing KPDX by over Mt. Hood
courtesy of Vinny Sepe

Photos and Screenshots courtesy of:

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From the Presidents Desk



Terry Eshenour - Senior Captain B777

From the President's Desk

March 2012

Fellow Pilots,

Happy 11th Anniversary to Delta Virtual Airlines! We begin our 12th year of operation on March 12th. We have a great deal to celebrate as we review the accomplishments of the past year; we have much to look forward to as well.

Our pilots and support staff are energetic and busy flying, taking check rides and learning about aviation. Delta Virtual Airlines became one of eight VATSIM certified training organizations to administer the P1 Online Pilot certification. DVA Flight Academy trained almost one-half of the P1 graduates last year.

The Flight Academy completed the curriculum conversion to self-administered instruction. The transition permits more students the opportunity to advance their knowledge and demonstrate their piloting skills. The Academy's seven instructors assisted 278 pilots to attain the VATSIM P1 Online Pilot rating, another 86 were awarded the Private Pilot Certification and 28 the Commercial Certificate. The finishing touches to VATSIM P2 Pilot Fundamentals curriculum are underway. You will be informed when we are VATSIM certified.

Our system has new tools to support our staff as they provide service. Staff changes are a fact-of-life. Real world time constraints are the key reason staff give when resigning. Our new Career Opportunities section greatly enhances the receipt and processing of job applications. Another new tool is the Senior Captain promotion system that provides a mechanism for assembling candidates from peer nominations.

Interested in supporting the community at the staff level? I urge you to apply for openings that you feel suited. Should you not succeed at first, continue to apply. We have a large talent pool and only a few positions. Be patient and your time to serve will come.

Luke Kolin reports on recent technology developments. The key enhancement is the switch over to a new, faster and more robust server and a back-up system. Read Luke's section for what went on behind the scenes as he moved our system from one server to the other. He also has some "goodies" coming down the pike.

Tom Housworth, Editor Delta Fly!, continues to assemble and publish a first class, professional magazine. Each publication improves noticeably with tweaks to layout and fresh, informative articles. He now has a site where you can read it by flipping pages. Tom needs content contributors. Have an idea or an experience to share, prepare a draft or an outline for Tom to review.

The operations group was busy updating aircraft operating manuals and putting together a fifth stage in our system that will roll out shortly. Expect to hear more about the expansion of our program in the months to come.

The Events program under the leadership of Luke Jones has expanded the scope and type of online events. If you haven't tried an online flight, you really should since it is as real as it gets. Check in with Luke Jones or Scott Clarke for tips on how and when to get started.

In last August's Delta Fly! I took time and space to write about our finances. The response was strong and positive as there were many who responded with offers of financial assistance. We had so many that we had to allocate the amount each individual could contribute. We feel that it is best for a healthy organization to spread the responsibilities to many. The bottom line is that we have sufficient funds to operating through the current fiscal year ending in August 2012..

Thank you for flying Delta Virtual Airlines,

Terry Eshenour
President, Senior Captain
DVA057

From the Technology Desk

Luke Kolin - Vice President



TECHNOLOGY UPDATES

Early 2012 has been an exciting time for Delta Virtual Airlines technology. In mid-2011 we approached one thousand days of uptime on our existing web site and ACARS server, and started work on identifying and procuring its replacement. After a number of false starts, our current hosting provider started offering a fantastic deal that gave us a much more powerful server at the same price as our current package!

Since late 2008, we have been running on a single socket dual-core AMD Opteron server with 2GB of RAM. In early January, this was replaced by a quad-core Intel i3 CPU with 12GB of RAM – which opens up all kinds of new performance gains. The first big gain was our ability to increase our database server's buffers by a factor of 25, which speeds up almost every operation on the site (especially searching the Water Cooler!).

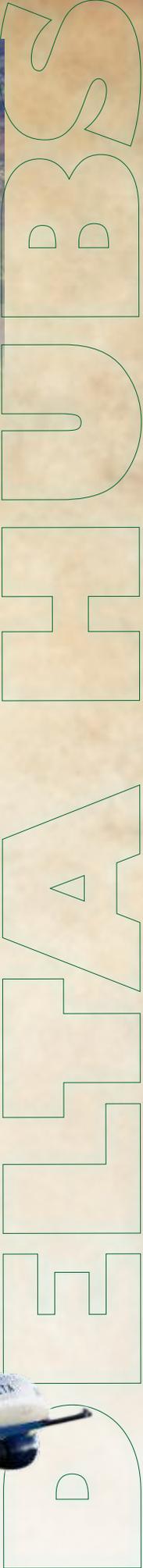
Our next major project on the technology side has been in the works for over a year now, and is in a very early

alpha test – ACARS3. In early 2010, I sketched out a plan for the next major ACARS version and concentrated on three major features: integrated secure voice, multi-player support and payload/weight handling, to be complete in 2012. Each new feature should have the same level of quality and ease of use as the rest of our technology stack – no port forwarding needed for voice, no messing around with DirectPlay or common shape libraries.

A few months ago, I released the first alpha versions to selected staff members, to test out voice and payload loading. We've already identified a large number of new use cases and significant bugs thanks to the staff – I hope to get us to a beta level of stability some time by the summer.

As you can see, 2012 is shaping up to be a very exciting year for Delta Virtual Airlines and Air France Virtual technology. Our success over the past decade has been the direct result of our technology enabling our members and volunteers to do great things; this year will be no exception.





KDTW - Delta's 2nd Largest Hub

Wayne County authorities began planning for a new airport in the western portions of the county as early as 1927. The following year, the county acquired one square mile of land for an aviation facility, to be called Wayne County Airport. Construction was completed in 1929, and the first official landing took place on February 22, 1930. That same year, Thompson Aeronautical Corporation, a forerunner of American Airlines, began service. From 1931 until 1945, the airport housed Michigan National Guard operations supported by the Army Air Force. It was also named Romulus Army Airfield during WWII. Between 1947 and 1950, county officials expanded the small airport to become Detroit's primary airport. The airport was renamed Detroit-Wayne Major Airport in 1947 and over the next three years expanded in size threefold as three more runways were built. In 1949, runways 3L/21R and 9L/27R were built and in 1950 runway 4R/22L was added. During the 1950s Pan-Am and BOAC began operations at Detroit-Wayne Major. 1956 marked a major turning point in the history of the growing airport. American Airlines agreed to shift operations to Detroit-Wayne and did so in October 1958, accompanied soon after by four other carriers. Also, the Civil Aviation Administration (by now known as the Federal Aviation Agency) announced the inclusion of Detroit-Wayne in the first group of American airports to receive new long-range radar equipment, enabling the airport to become the first inland airport in the United States certified for jet aircraft operations.

Detroit Metropolitan Wayne County Airport (IATA: DTW, ICAO: KDTW), usually called Detroit Metro Airport, or simply DTW, is a major international airport covering 6,700-acre (10.5 sq miles) in Romulus, Michigan, a suburb of Detroit. It's the second-largest hub for Delta Air Lines. Delta, along with SkyTeam partner Air France, occupy the entire McNamara Terminal, which contains both domestic and international gates and serves as the airline's primary gateway to Asia and its third-busiest gateway to Europe. In 2010, Detroit Metropolitan Wayne County Airport was the 16th-busiest airport in the United States and the 24th busiest airport in the world in terms of passenger traffic. In terms of aircraft operations (take-offs and landings), it remains one of the top 10 busiest airfields in North America.

Source data: http://en.wikipedia.org/wiki/detroit_metropolitan_wayne_county

24th Busiest Airport in the World

J.D Powers & Associates ranked KDTW #1 in overall satisfaction nationwide among large airports in 2009 & 2010

Airports Council Intl. (ACI) Ranked KDTW #3 best Airport in North America

ACI also gave KDTW #3 best airport with 25-40 million passengers in 2006 and 2007



WHAT A PLANE AND WHAT A CREW !!

The term "Greatest Generation" doesn't mean just people but can be equally applied to some of the finest aircraft designs of all time; the C-47 transport, P-47 Thunderbolt and P-38 Lightning, both superb fighters! And of course the B-24 Liberator, the F4U Corsair (the Navy's greatest carrier fighter), the P-51 Mustang (arguably the finest fighter aircraft of its time) and finally the B-17 who's crews said would bring them home in almost any condition and here's one of those conditions! Tough Bird

A mid-air collision on February 1, 1943 between a B-17 and a German fighter over the Tunis dock area became the subject of one of the most famous photographs of World War II... An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of

the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.



When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off

Continued on next page

They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt.

Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

Test Pilot

by Trevor Bair, Senior Captain DVA1690

Think you've got the right stuff? Try your hand at answering these questions!

1. Today, the airport formerly called Orchard Place/Douglas Field can be found in which US city:

- A) Appleton, WI
- B) Apple Valley/Victorville, CA
- C) Chicago, IL
- D) Seattle, WA

2. In 2011, Delta Airlines moved approximately how many total passengers through Atlanta International Airport (KATL)

- A) 1.5 million
- B) 10 million
- C) 60 million
- D) 168 million

3. Which DVA program has the most total pilots No cheating!

- A) CRJ Program
- B) Boeing 737 Program
- C) Boeing 767 Program
- D) MD-88 Program

4. The world's first commercial jet liner was developed by which company

- A) Airbus
- B) Boeing
- C) Lockheed
- D) de Havilland

5. Which two US airlines operated the DC-10, 747, L-1011 and A310.

- A) American Airlines & United
- B) Pan Am & Delta
- C) Braniff & Northwest
- D) Eastern & Delta

6. The first pilot checklist was developed for what aircraft?

- A) Boeing B-17
- B) Bell X-1
- C) Messerschmitt Me 262
- D) Wright Flyer

Bonus Question: From the FAA Instrument Rating Exam: When departing from an airport not served by a control tower, the issuance of a clearance containing a void time indicates that

- A) ATC will protect the airspace only to the void time.
- B) ATC will assume the pilot has not departed if no transmission is received before the void time.
- C) The pilot must advise ATC as soon as possible, but no later than 30 minutes, of their intentions if not off by the void time.

Answers on the back page.

NEWBIES SECTION



Welcome to our new section. Having been a member of DVA for several years I've grown accustomed to seeing several repetitive questions in the Water Cooler that most new pilots (newbies), ask within the first few weeks of flying. This is by no means meant to discourage asking questions but rather to provide another resource to help put the puzzle together.

What is Flying Online??

New pilots often think selecting VATSIM in the ACARS Network Box logs them into VATSIM.

ACARS is a DVA automated logging program. It does **NOT** connect you to VATSIM (which is flying online).

So what is required to fly online with the VATSIM Network?

FSINN: <http://flightsim.apollo3.com/docs/fsinn/connectiontovatsim.htm> or

Squawkbox: <http://squawkbox.ca/downloads/> are the two programs used to interface between your Flight Simulator and VATSIM. Both work well but my personal favorite although a little more complex to setup initially is FSINN.

If you're not a member of VATSIM yet you'll need to join because both FSINN and Squawkbox require your VATSIM Number and Password. **** Also make sure you use the same First and Last Name on VATSIM that was used to join Delta Virtual Airlines.****

To join VATSIM follow this link: <http://www.vatsim.net/about-vatsim/members/joinvatsim/>

What aircraft am I allowed to fly?

You may fly any aircraft you are rated in on any route as long as the route distance does not exceed the aircraft's maximum range capability. To see which aircraft you are able to fly login to the [DVA](#) website, click on [Pilot Center](#) and look for: You are also qualified to file Flight Reports using the following aircraft.

Dispatch FAQ's

"This is my 1st time requesting Dispatch services, where can I go to find out how everything works?" Follow this link: <http://www.deltava.org/newsletter/delta%20fly%20-%20march%202010.pdf> go to page 10 and you'll soon be ready to go.

Recommendations:

- Don't forget to "Accept Dispatch" this saves the .pln file to your computer and also gives the Dispatcher credit for their services.
- Be PATIENT!! Dispatchers have several items to check and accept in order to give you the best route available. Sometimes this is a quick process other times a stored route may be out of date or not available in which case one has to be created from scratch. After a route is accepted by the Dispatcher they will make sure the fuel loading is correct and then check the route visually to ensure it's the most expeditious one available. Often times this requires reviewing several routes before the correct one is finally accepted then sent to you. Dispatchers take their duties seriously so please be patient and you'll be pleased with the end product.
- If you plan to fly online don't be surprised if ATC modifies a route provided by Dispatch. Local weather/wind conditions may dictate different runways, SID's, STAR's and Instrument Approaches. If you're looking for realism, FLEXIBILITY is an important word to keep in mind.



Tom Housworth - Senior Captain B777

Hello again and welcome back to Delta FLY!

Several changes have been made in our Newsletter since the last edition. We've added a 4th member to our Staff and I'm very excited about what she'll be bringing for us all to read.

Please welcome:

Elise Van de Putte - Pilot Interviewer

With the support of DVA Staff I'm very pleased to announce you are now able to view our magazine via **ISSUU**, a flip viewer which allows you to view two pages side-by-side and turn pages as you do when reading a magazine. You will still be able to download the traditional pdf style but I'm confident after using our "flip view" capability it'll be your favorite.

Terry has also uploaded all previous versions of Delta FLY! into our ISSUU section and you may access the link via our website's Pilot Section/Web Resources/DVA Newsletters or directly by this link: http://issuu.com/delta_virtual_airlines

Please let us know how you like this new feature.

We've added two new Sections that will feature new information with each release. "Newbies" will answer a few of those FAQ's that often appear in the Water Cooler, and "Pilot Interview" designed to ask and

receive short questions and answers from a DVA Pilot. This inaugural interview features one of our two DVA female pilots; Elise Van De Putten who has also agreed to conduct future pilot interviews for Delta FLY! Welcome Aboard Elise!

I would like to thank Skip Simpson for all of his contributions and mentoring provided during his tenure as Asst. Editor- Graphics. I couldn't have done it without you Skip. I hope you'll continue to provide our readers a WingNutz cartoon in each edition. Blue Skies my friend!!

Due to real world commitments, Trevor Bair is no longer able to volunteer his services as Asst. Editor-Content. If and when your schedule slows down you're always welcome back Trevor. Thanks for your interesting VATSIM articles and Pilot Quizzes.

Anyone with Corel Draw or Graphics production skills interested in applying for the Asst. Editor-Graphics position, or writers interested in providing aviation related articles and assuming the role of Asst. Editor-Content, please send your resume to the email address listed below.

Your suggestions and comments are always welcomed, please send to editor@deltava.org

IMC - INSTRUMENT METEOROLOGICAL CONDITIONS— Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.

IFR - INSTRUMENT FLIGHT RULES [ICAO]— A set of rules governing the conduct of flight under instrument meteorological conditions.

VMC - VISUAL METEOROLOGICAL CONDITIONS— Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

VFR - VISUAL FLIGHT RULES— Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements.

Is it legal to enter IMC Conditions while flying under VFR Flight Rules? No

Is it legal to enter VMC Conditions while flying under a IFR Flight Rules? Yes

The Beauty of Regional Jets

By Mark Salter - CRJ Chief Pilot

What is a regional jet?

Regional jets are typically smaller sized aircraft that seat 50-100 passengers. They were designed as an economical way to fill two basic passenger preferences: Shorter (direct) flights and more destination options. As an added advantage, the word "regional" has become a bit of a misnomer. Now, these aircraft have the capability to fly distances that, in the past, were only available to medium sized jets. Over the last few decades, they have exploded in popularity. One of many types of regionals Delta owns and leases, the CRJ-200, currently makes up 20% of the entire Delta fleet.

The Regional Advantage

Of course, every pilot has their bias when it comes to what aircraft is best, but I think the beauty of regional flying is largely an undiscovered enjoyment. Of all the A vs. B arguments out there, the regionals never really get their say. So here, I will offer the silent third argument: R.

1. Shorter routes. Depending on the pilot, there are many reasons why shorter flight times are preferred. Some pilots simply do not have the time to devote more than a few hours a day to flying, let alone huge chunks of their day. Most of our members, save for the lucky retirees, have work, school, and real world commitments. Some have the time, but don't have the patience to sit for a multi-hour cruise. Let's not forget, the majority of our accomplishments at DVA are flight leg based. It's a lot harder becoming a Flying Colonel when you're crossing the pond.

2. Unique airports. After a while, the same ole' LAX and the same ole' ATL can get wearisome. Anyone who's looking to spice up their logbook need look no further than the regional jets here at DVA. Regionals make up such a large portion of the fleet and the fact that they have the time to fly multiple legs in a day, the scheduling opportunities are vast. With regionals, I mean it literally when I say you will be getting a change in scenery. Another beauty of smaller aircraft is that they can land on much shorter runways. There are a lot of fun airports that a Heavy can only dream of entering.

3. More control and a personal feel. The smaller

nature of regional jets allows you to get hands on and dirty. Flying through a thunderstorm with patches of turbulence actually becomes a challenge. A 180 degree turn doesn't give you enough time to take a nap. Short finals actually become "short" finals. All this adds up to what we're all trying to accomplish, and that's having fun.

Dispelling Myths

1. There is an unintended consequence of the structure at DVA that divides aircraft programs into Stages of learning. Unfortunately, depending on what Stage you're located in, the Stage number can give an impression of your knowledge as a pilot. Of course, your real standing is better determined by your profile, but your profile is not on display in the Water Cooler and on ACARS for all to see. All of the regional aircraft at DVA are located at the Stage 1 level. It must be noted that the Stage level of a program a pilot is in, gives no information on what ratings and previous Stages that pilot has attained. The motto I've carried for years on my profile says, "Small planes don't make small brains."

2. Regional jets are just that, jets. These jets have much of the same level of sophistication of any other. They have autopilot systems, flight management computers, RNAV capabilities, the same aeronautical properties, and pretty much everything else. All aircraft have their own bells and whistles, but if you can fly one, you can pretty much fly them all.

In closing, I hope everyone realizes that this is obviously an opinion article, so forgive me if I'm stepping on any of our bigger programs' toes; don't worry, we don't weigh very much.



CHIEF PILOT UPDATES

L-1011 DESCENT DISCUSSION

By Don Baker - Chief Pilot-L1011



The key to a fuel efficient descent is the determination of the Top-Of-Descent point.

A good rule of thumb is to begin the descent at a point where the distance in miles to the airport is equal to 3 times cruise altitude (in thousands of feet) + 15. The optimum descent is 1,000 fpm for the first 4,000 feet followed by a 3:1 descent profile. After intercepting the 3:1 descent profile, approximately 2,500 fpm initial descent rate is required (no wind). The 3:1 ratio can be used to monitor progress throughout the descent and as a planning guide where crossing altitude restrictions must be met.

When cleared via a STAR, the top of descent point should be determined using the first waypoint intersection which stipulates an altitude or airspeed restriction.

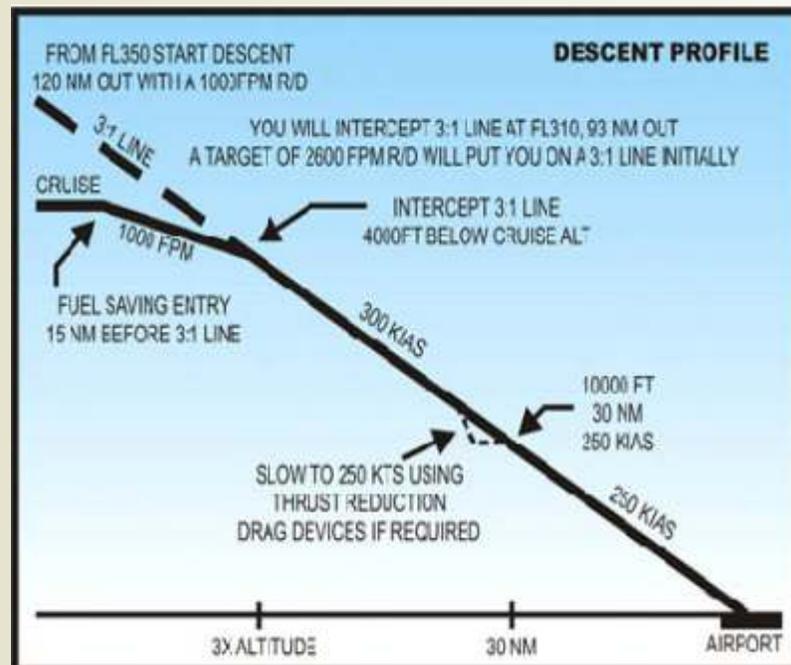
- Avoid early descent with a subsequent early level off.
- If required to initiate a late descent, a slightly higher indicated airspeed is preferred to using speedbrakes. Speedbrakes should be utilized only when necessary. Speedbrakes provide the most expeditious way to descend and slow the aircraft and should be used in preference to flaps, until it is necessary to slow to below zero flap maneuvering speed. Because full speedbrake produces noticeable airframe buffeting they should be used judiciously at high speeds. Any time the speedbrakes are used, they should be slowly extended or retracted. **Use of speedbrakes with flaps extended is not permitted.** If increased rates of descent are required with speedbrakes in use, the landing gear can be extended.
- If ATC requires an early descent, 1,000 fpm rate of descent is recommended transitioning to idle power after intercepting the predetermined profile.

Example:

- From FL 350, start descent 120 NM out with a 1000FPM rate of descent
- You will intercept 3:1 line at FL 310, 93 NM out
- A target 2600 FPM rate of descent will put you on the 3:1 line initially

Start Descent		Follow 3:1 Line		
Cruise Alt (1000 ft)	T.O.D Distance (N.M.)	Intercept Alt (1000 ft)	3:1 Distance (N>M)	Zero Wind R/D (FPM)
41	138	37	111	2600
40	135	36	108	2600
39	132	35	105	2600
38	129	34	102	2600
37	126	33	99	2600
36	123	32	96	2600
35	120	31	93	2600
34	117	30	90	2600
33	114	29	87	2600
32	111	28	84	2500
31	108	27	81	2500
30	105	26	78	2500
29	102	25	75	2400
28	99	24	72	2400
27	96	23	69	2300
26	93	22	66	2300
25	90	21	63	2300
24	87	20	60	2200

Rate of Descent will increase by 100 FPM per 20kt of tailwind



Happy 3rd Birthday to the 747 Program

By Rob Morgan Chief Pilot

How time flies. It seems like it was only yesterday that, in the wake of the Delta/Northwest merger, DVA launched the 747-400 program. Opened on February 3, 2009, this was the first of several new programs DVA would open establish over the next few years.

The original check ride was a challenging flight from Salt Lake City, Utah to Phoenix, Arizona. Since then, a major procedure redesign at Phoenix forced the check ride to move. The check ride now runs from St. Louis, Missouri to Minneapolis, Minnesota and is just as challenging. Today the program has 83 members and countless others have received their type rating. In the three years the program has been operating DVA pilots have logged 17,000 legs for more than 100,000 hours and 43.1 million miles.

I have had the distinct pleasure of serving as the Chief Pilot since the program's inception. I also have the pleasure of having one of the finest Assistant Chief Pilots in Nicholas Carpenter. Nicholas is energetic, fully involved and never shy about touting the virtues of the Queen. Between us, we have flown more than 1,750 legs and 7,800 hours with DVA.

Lastly, I want to extend to anyone who does not hold the 747 ratings to come see us. While big and complex, the 747 is truly a pleasure to fly. Once rated, the entire world is within your grasp.



Derated Takeoffs: Tips for the 747 Check Ride

By Nicholas Carpenter Assistant Chief Pilot

It's true that the 747 check ride, as with all stage four programs, is not a walk in the park. Successfully completing this check ride is a milestone in any DVA pilot's career. This article will equip you with the information necessary to avoid one of the most common and critical errors that both Rob and I see: that of the derated takeoff.

One of the stipulations of the check ride is that the pilot use the TO2 and CLB2 derates. The derated takeoff uses less engine power on takeoff and climb out which saves fuel as well as wear and tear on the engine. It also makes it much easier to maintain a target airspeed. The primary difference between using a derate versus the speed hold is that the derate will hold the engines at a constant power, so it is up to the pilot to control airspeed by adjusting pitch. Pitch down and the aircraft will accelerate; increase the angle of attack and airspeed will fall.

Now that you know what a derate is and the flight technique associated with it, how do you set it? This is easier than you might think. Bring up the FMC, and select INIT REF -> INDEX -> THRUST LIM. Once on the THRUST LIM page, select TO2 and CLB2 will also be selected. Then on the MCP arm the

autothrottle, select VNAV and LNAV, and you are ready to go. Although you cannot engage the autopilot until well after takeoff, you can use the horizontal and vertical guidance references provided by the VNAV and LNAV functions on the PFD to assist in your departure. You are well on your way to earning your 747 ratings!



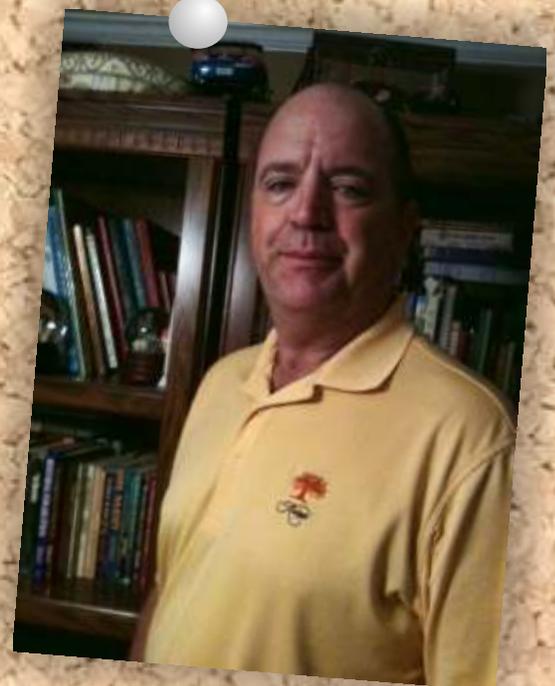
A Face.....

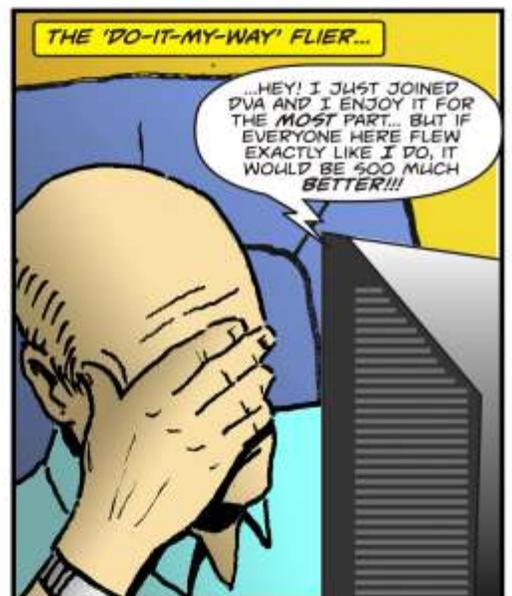
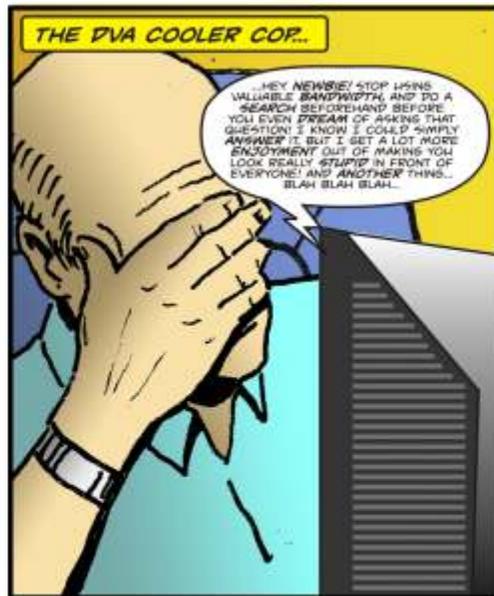
With a Name



Michael Brown is a Flight Instructor in the Flight Academy and Senior Captain with DVA. Michael has been an aviation enthusiast since early childhood and has flown every Microsoft Flight Simulator since MSFS 1.0 (Released in 1982). Currently he is an active member of not only Delta Virtual Airlines but also VATSIM and AOPA with well north of 1000 flying hours on VATSIM's network. Michael is also a real world Private Pilot based out of North Las Vegas Airport. His real world piloting aspirations include completing his IFR and Commercial ratings and flying to obscure lonely airstrips. Michael works for a software development company creating web based programming solutions for a wide range of technical fields. Aside from aviation he also enjoys tinkering with computers, riding motorcycles, and watching basketball.

If you have ever spent any time in the staff section of the Delta website you know a little bit about our 737 chief pilot, now meet the other Don Thomas. When I was growing up there was an eccentric gentleman who live behind me. He made one statement to me at 10 years old that stuck with me for the rest of my life. He said "every 5 or so years find something you know nothing about and learn everything you can about it." As a result of that one statement made to an impressionable young boy, Don's interests go far beyond flight simming and civil aviation. Don is a fairly decent bass guitar player, he was a tournament chess player and a former vice president of the Charleston chess club, he has an understanding of physics and astronomy, and through his study of magic, never play him in cards! He will never lose a hand. Don will be turning 49 this month and holding his current heading he cannot wait to see what he will learn in the next five years.





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PILOT INTERVIEW!

Featuring
Elise Van de Putte

1

When did you first start using Flight Simulators?

Around 2005 maybe, not 100% sure.

2

What's in your hangar?

At the moment, all freeware and fleet, but I hope to add the NGX soon.

4

What attracted you to Delta Virtual?

The idea of a community where I could have set routes to fly and have them count for something.

3

What's your favorite flight?

Definitely Atlanta (KATL) to Brussels (EBBR)

7

Are you a real world pilot, if so what ratings do you hold?

No, I wish I were though.

Which do you prefer, short, medium or long hauls?

Medium haul; I usually don't have time for long hauls.

5

What is your favorite Flight Simulator add on?

The "I will be back" tool, then I can go do schoolwork and not have to worry about overflying the airport.

6

8

What are your favorite weather conditions to fly in?

Clear and windy.

9

What is your favorite airport?

Raleigh Durham (KRDU), an easy to navigate international airport.



What do you enjoy most about flying?

In the sim, the chance to pretend that I'm flying in real life, the feeling of being up in the air.

10



Parting Shots



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.

Test Pilot Answers

1C: Chicago, IL While it was later renamed to Honor Lieutenant Commander "Butch" O'Hare, Orchard Place/Douglas Field's presence can still be seen in Chicago O'Hare's IATA identifier, ORD. **2C:** Based on December 2011 statistics, Delta Air Lines handled 59,947,213 passengers through their Atlanta hub. This was 64.89% of the total number of passengers KATL saw. **3A:** According to DVA statistics (February 2012), the CRJ program leads the pack with just over 5,000 pilots. The next closest program, the 737 program trails by roughly 300 pilots. **4D:** The de Havilland Comet first took to the sky on July, 27 1949 and the flight lasted 31 minutes. **5B:** Pan Am and Delta operated all of these aircraft types. **6A:** The Boeing model 299, which later was renumbered the B-17, used a checklist developed in 1937 by crews from the 2nd Bombardment Group at Langley Field, Virginia.

Interesting related reading: <http://www.atchistory.org/History/checklst.htm>

Bonus C: The wording, "clearance void if not off by..." indicates that ATC expects you to be airborne by a certain time. In the event you do not depart by the void time, you must advise ATC of your intentions as soon as possible, but no later than 30 minutes after the void time.