

The official publication of DVA's MD-88/90 Program

March / April 2006

The

Mad Dog "Growl"



Sometimes the bite is as bad as the bark



Here's to the last 5 years, DVA!

In this issue:

Ever Get Lost???

Flight Spotlight - ATL to MCO

Lago Panel Overview

Volume #2 - Issue #2

...and more!





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March 2006

Volume #2 – Issue #2

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MD88/90 Program News

DVA Promotion Exams

DVA has some of the best pilots in our simulated flight community and I feel our promotion and testing process should receive some of the credit for that. Although they offer an opportunity for learning, I know the promotion exams are also a source of frustration for many of our pilots.

Obviously, simply giving everyone the correct answers for the exam questions would be easier. But I feel it is much more productive to point our pilots in the right direction during their quest for the answers. I'm one of those folks that operates under the philosophy that it's better to teach someone how to fish, then simply give them a fish.

The first place I direct our pilots is DVA's Document Library. There is a wealth of knowledge in pdf form within that area of the site. The first three documents you should go over are the 1) Pilots Manual, 2) Flight Encyclopedia & 3) the MD88/90 Operating Manual. Those should give you a good foundation for taking the exams.

Beyond those manuals, the various newsletters offered through DVA contain plenty of information to help further your FS piloting skills.

Lastly, doing an internet search of any topics you may be stuck on should provide adequate answers as well. Because of the exam time constraints, you won't be able to 'Google' your way through the entire exam. But, it should help out with one or two questions you simply can't figure out.

One final note is to approach the exams as 'open book tests'. If you are or have been a college student, you'll agree that the key to successfully taking an open book test is knowing where to find the answers if you can't remember the actual answer. That comes with preparation and going over the materials, which takes us back to the first point I made earlier. Vicious circle...huh? With that, I say happy studying and I hope to see all of you in the left seat.

* * *

This and Upcoming Issues

As you will notice, this has been deemed the March / April 2006 issue. With the spring and summer season getting closer, the time I have available for putting together the newsletters will become less. The last thing I want to do is simply throw something together just to get it out before the month is over. So, until further notice, the Mad Dog Newsletter (newly re-named 'the Mad Dog Growl') will be released every two months. I'm hoping that this will also result in some fully packed newsletters. Look for the next issue in early May!

* * *

Guest Writers Welcome!

Do you have an idea for an article topic? Would you like to submit an article for the next issue of the Mad Dog Newsletter? Please contact Larry Foltran (delta1679@sbcglobal.net) to submit your idea. You will of course be credited for any information you send in.

* * *

Recent Promotions

Every month, we like to acknowledge our Mad Dog pilots who have completed all of the requirements necessary to wear the extra stripe. Congratulations to all on your promotion.

Casey Bridges (DVA2878) – Captain (Feb)
Brendan Baker (DVA2189) – Captain (Feb)
Jeffrey Looper (DVA2842) – Captain (Feb)
Arrey Ati (DVA2726) – Captain (Feb)
Ian Algate (DVA2909) – Captain (Mar)
Brian Barber (DVA2765) – Captain (Mar)
Michael Scruggs (DVA1905) – Captain (Mar)
Johan Marx (DVA2793) – Captain (Mar)
Ralph Lawhon Jr. (DVA2853) – Captain (Mar)



Mad Dogs In The News

I decided to include this interview this month as another indication of how quickly our beloved MD-80s are disappearing from some airline hangers. Thankfully other airlines, such as Delta, are moving the other way. Delta is replacing their 737-300s with MD-88s on shuttle flights between Boston, LaGuardia and Washington Reagan.

The following is a partial transcript of Seattle Times reporter David Bowermaster's interview with Alaska Airlines Chairman Bill Ayer. The interview was conducted at Alaska Airlines' Seattle headquarters on Feb. 27, 2006.

For the full transcript, please visit the site link below: http://seattletimes.nwsource.com/html/business/techology/2002845036_alaska05transcript.html

Q: How much does the fuel question factor into your thinking about retiring the fleet of 26 MD-80s earlier than anticipated?

"We've said in a 10K filing that we're going to have a board discussion of this subject here coming up.

"With the balance sheet that we have, we at least have the option to look at a quicker retirement of the MD-80 fleet.

"Looking at the pros and cons of it, the pros are like you say, fuel burn on the MD-80s. The lack of commonality with the fleet we have today drives a lot of training when we grow, so pilots can move between airplanes and so forth. It becomes complicated and costly.

"The maintenance side of it is additional spares and training and so forth with the MD-80s.

"The other side of it is, we have some of the youngest MD-80s in the country. They're a good airplane, and it's going to be costly to replace them. The ones that we own, the market prices of those airplanes are depressed. And the ones that we have leases on, we would have to buy our way out of those leases, and that would be costly.

"So you have to look at this — what are the annual savings of a single fleet type of all 737s, including the fuel expense on the MD-80s, which is higher than on the other airplanes. And what is the cost to do that?

"So it's a board decision, and we haven't decided yet, but I think we will in the next couple of months.

"It won't be overnight if we do that. It will still be a multiyear process, to move out of that airplane."

Q: Do you have a personal preference about what to do with those airplanes?

"We're still looking at all the numbers, and we've got to present it to the board."

Q: On a personal note, how have you enjoyed being in the top spot for the past 3 years?

(Laughs)

"You know what, we've got a great team. We are faced with a challenge, and I think everyone really has stepped up to the challenge.

"There isn't a dull moment. This is a dynamic industry — it always is, but especially now.

"Who would have thought that United, Northwest and Delta — 50 percent of the seats in our industry, would be flying under Chapter 11 protection?

"So we're obviously doing some things right to be one of two carriers to make a buck.

"And what we said about our plan was, we get the business model on the right track, we start making some profits and then we grow.

"So hopefully we're getting to the point now where people are going to start feeling there is some return on all this effort.

"We've got this order for up to 100 Boeing airplanes, which could be an awful lot of growth for us, and that's what we want. Our mind-set is about growth. It's got to be profitable — you can't add this kind of capital without a return, so we have to make sure we've got the bottom line working. But I've got all the confidence in the world. We've got the right people in the right jobs, with the right attitudes and mind-set, and understanding of how our business works, and we will be successful.

"And you can't say that about everybody out there."

➔

Ever Get Lost At An Airport?

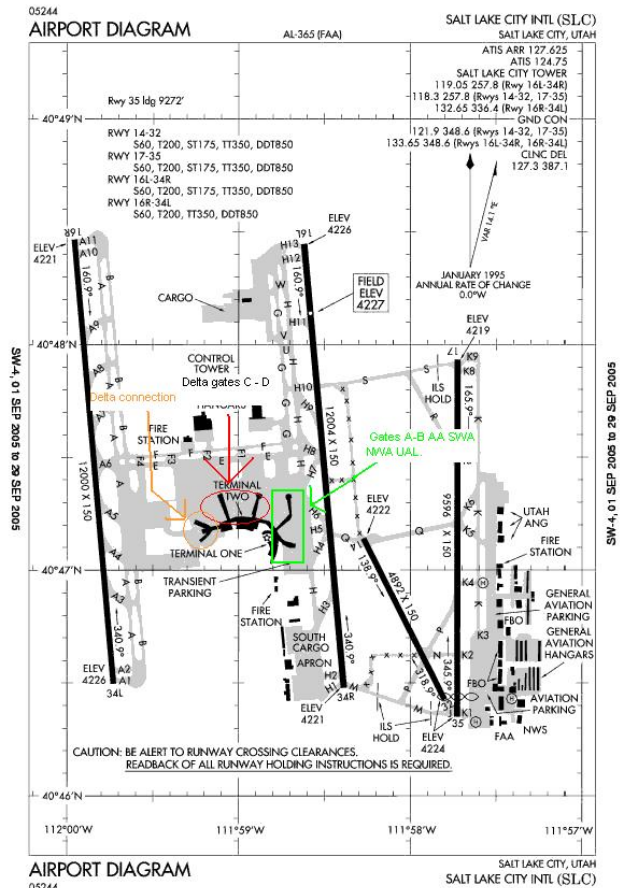
By: Tyrone Weston

Ever get lost at an airport? Well, today I would like to give you real life situations.

As some of you know, I used to work for American / American Eagle Airlines out of Knoxville Mcgee Tyson Airport (TYS). I did everything from working the ticket counter to the ramp. The ramp story...well let's see. For those of you that fly TYS, on FS or in real life, know that Delta gates are Gates 1, 3 and 5.

Well every month, airlines have what they call Schedule bids. Every so often, we get new flight crews in to the airport. Some may have never flown into some airports like Knoxville (TYS). Well over on the AA ramp gate 4, we would be waiting on our RONs (Over Nights) to come in. Delta would get in before us and they would park the MD88s at Gate 5. Mind you, it's a new crew coming into TYS. We see the plane land and taxi into the ramp. So my coworkers and I watch the '88 taxi, then see him starting to turn to line up on our lead-in lines. I'm thinking, "Okay does he not see all of the AA ground equipment on the ramp and the Huge 'AA' push back" ... and I know they told him gate 5 (it's in a bright yellow box!!!) So, I jump into action. I give him the stop signal by making an "X" with the night wands then I start turning him back out of our ramp space and lead him over to the Delta ramp, handing him over to a Delta Ramper.

Well, even in simulated flight you can get lost at the airports too! I know when I fly the sim, I try to use the real gates. It may not always be possible, but I try whenever possible. Just like in real life, I land and find my gate is taken, so I take another.



Moving on to the topic at hand, we've just landed on runway 34R at KSLC and need to get to Gate C-4.



Okay...we know how to get around on the taxi ways, but the gates aren't easy to see if you're using the default scenery.



We pass Terminal 'B' and now we see Terminal 'C'. We need to park on the West side of the Terminal. Once you see the gate number, line up on the lead-in line and

use minimum power. Once you're in the gate



and realize you aren't lost and got the right gate, shut it down and say good night to the passengers. Send the First Officer out to do the walk around and wait on him to get back so you can lock the cockpit then head to the house or hotel, where ever you're going.



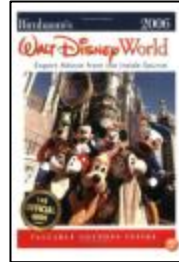
What I want pilots to take away from this little lesson is to just know where you're going before you get there. Some ground controllers give you real gates assignments and I have found myself unprepared a time or two.

From the left seat ➔

Flight Spotlight – ATL to MCO

by: Larry Foltran

This month's spotlight flight is Delta flight #995, non-stop from Atlanta (ATL) to Orlando (MCO). Yes, the 'Mickey Run'. This has been one of my favorite routes for quite some time. Not simply because I'm a Disney Fanatic (which I am), but because Delta uses such a wide variety of aircraft to fly this route. On any given day, you can see everything from our MD-88 to a 777 used for this flight. Back in my 777 days, this route offered a perfect opportunity to take the behemoth on a short hop when free time was tight. So enough lead in...



Our scheduled departure time today is 11:06 am EST with a planned total flight time of 1 hour and 32 minutes. That puts our scheduled arrival at 12:38 pm EST. Our planned route is: KATL SOONE J89 OTK LEESE1 KMCO, taking us south out of Atlanta, passing west of KJAX and on a south-eastern path towards Orlando.

Our preflight data is as follows:

Passengers: 7 first class, 86 economy – 93 total

ZFW: 102,502 lbs

Fuel load: 14,604 lbs (5,249 wings, 4,106 center)(4,685 reserve – 45 minute)

Total payload: 24,526 lbs

Gross weight: 117,106

Planned route:

KATL SOONE J89 OTK LEESE1 KMCO

Route distance: 403 nm

Cruise Altitude: FL350 (FL350 Optimum)

With our flight data in hand, we head over to gate B9 to get things going. A quick check on ServInfo (March/April 2006 Flight Academy Newsletter) reveals that Atlanta Tower, Departure and Center are manned. Unfortunately, only Tower was around when we were ready to go.

Our weather check shows winds from the north west at 14 knots with few clouds at 3,000 feet. Things in Orlando are slightly different. We can expect a somewhat overcast arrival with gusting winds from the west. Unless those conditions change dramatically, we can expect a cross wind landing into Mickeyville.

We complete our preflight checklists, push from the gate on time and we're cleared for taxi by the tower controller. We are instructed to hold short runway 27R via taxiway M. As I push the throttles forward, Mr. Murphy arrives just in time to ruin our on time departure. I quickly realize that only our #1

engine is spooling up as it should. A quick glance at the throttle quadrant and it's quite obvious



that one throttle handle isn't moving as it should. Several attempts at the E+1+2 command prove useless, so we begin our taxi on one engine in hopes of resolving the issue before reaching the runway. Our first priority is to follow the normal checklist, so I quickly move through it before turning my attention back to the throttle issue. I advise the controller of my trouble and get the thumbs up to hold short until it is resolved. Finally, after too long, the issue is resolved and both engines reacting in unison.

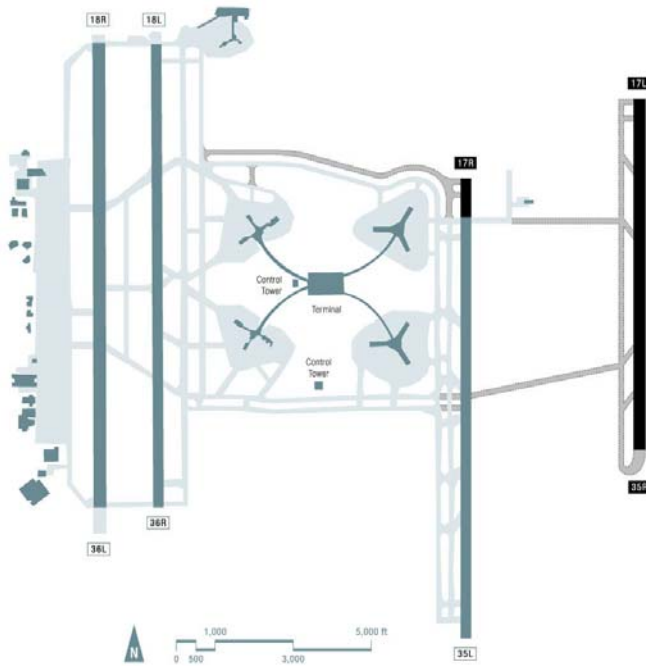
After a quick call to the lone controller, we are cleared for takeoff. Our aircraft weight is noted at 116,800lbs, which is slightly over our projected number of 116,306lbs. The Landing lights are flipped on and we nose onto the runway. Our Mad Dog lifts into the air without any problems and we turn left to 260 at the middle marker. As we work to clean up the aircraft, Atlanta Tower bids us a good flight and sends us to Unicom. We turn our bird towards SOONE and on course. We'll also be keeping our cruise speed up to make up for our delay.



We quickly arrive at FL350 and begin pulling the necessary approach and facility charts for our arrival. Remember, planning ahead and being prepared will normally result in a smooth flight. Because this is such a relatively short hop, we will enter the LEESE1 arrival pretty quickly. One interesting aspect of this STAR is the altitude restriction at CLAWZ. Always plan to cross this intersection at FL270. The next altitude restriction is at LEESE. You'll notice, by looking at the chart, that there is quite a bit of distance between these two points.



Another thing to note is that the runways in Orlando run north and south, so you can usually make a safe prediction as to which way you'll be landing. Heading south. MCO has a pair of runways to the west (18R & 18L) of the terminal and a pair to the east (17R & 17L). Most of the charts I use only have runway 17 shown, which may be your case as well. If cleared for runway 17R, you can consider that runway 17 on your charts.



Upon reaching the COAXE intersection, we contact the Orlando approach controller. We are given instructions to cross LEESE at 11,000 feet and 250 knots and we begin our descent. We make our way towards the cloud cover below and pull out our next set of checklists. Approach informs that we will be landing on runway 17R today, which puts us in a perfect position relative to our arrival gate (Gate 76 – Airside 4). A short taxi to the gate will also help shave some time and hopefully give us an on time arrival...or at least close.

The controller turns us to 120 and then 150 for glideslope intercept. We break through the cloud cover, but visibility is still a little hazy. The ILS needles line up and we're on our way



in. To our left, the chimneys of the local nuclear plant welcomes us to the Orlando area. I decide to

fly the approach manually and switch off the autopilot. The sound of rushing air grows as the gear come down. The crosswind is pretty stiff, so rudder use is essential to keeping the aircraft lined up. A crosscheck of our current weight (110,200lbs) confirms that we are well within the landing weight limits. As the gear meets the runway, the spoilers deploy and I engage the reverse thrust. We slow to taxi speed and exit the runway to the right.



The controller clears us to the gate and informs of his imminent shut-down. As we pull up to gate 76, I take a quick glance at the time. Our gate arrival time is 12:43 pm EST, putting us only 5 minutes late on our arrival.

Time for post flight checks and a look at our final data:

Fuel remaining: 6250lbs
 Projected Fuel Burn Rate: 7937 lbs/hr
 Actual Fuel Burn Rate: 5753 lbs/hr
 Total fuel used: 9204 lbs
 Remaining flight time left: 0:56

To be completely honest, I was surprised to see the final numbers. I attributed the heavier than projected take-off weight to the low fuel consumed during our single engine taxi. Even though we pushed our Mad Dog in hopes of an on time arrival, we still didn't use as much fuel as projected. This always makes the bean counters happy.



Although the weather at our destination differed from our departure airport, the conditions didn't pose any kind of issue or concern. ATC at both airports was light, but those who were there were very helpful and professional.

Thanks for checking out this latest installment and we'll see you in the next issue. ➔

Engine Start Overview – Lago Panel

By: Larry Foltran

It seems that when virtual pilots fall "in love" with a particular aircraft, we don't think twice about spending some real money to get a more realistic version of that plane. Fortunately for us Mad Dog pilots, there are now several available payware versions of the MD-80 series pf aircraft. The one that I've invested in is the Lago MadDog panel with JCA visual model. As this panel's popularity has increased, I've seen more and more questions about how to use it properly and successfully. The goal of this article is to offer a helping hand to those who have had problems using it. Beyond simply operating this panel, I also hope to shed some light on proper procedures (as I've learned them). I must add that this article is not an official endorsement of this product in any way. This is simply the add-on that I've purchased and I know there are many others out there who have also.

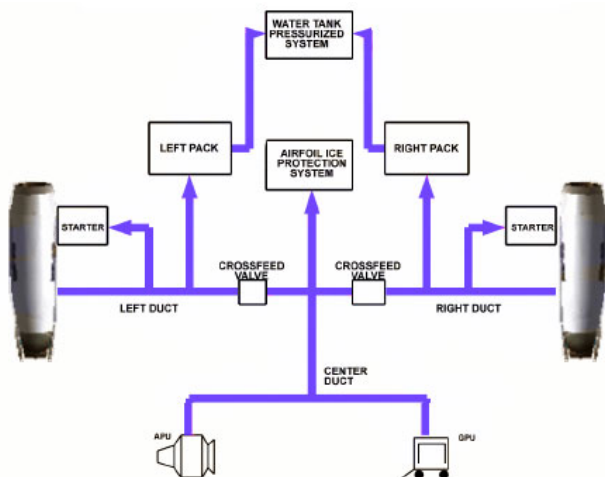
Having used the less complex panel included in the DVA installer a while back, the move into the Lago panel was a dizzying experience. I quickly realized that my ability to quickly perform the preflight tasks and be ready to leave the gate within 10 minutes was gone (actually it still can be done, but that's a topic for another article). The overhead panel alone can leave you dazed. My preflight now takes me between 15 to 20 minutes to perform (if I'm in a rush) and there's plenty to do during taxi beyond looking out the window and enjoying the scenery. For this article, we're going to focus on the engine start procedure.

BEFORE START	
Load Sheet / T.O. data.....	CK/SIGN
ZFW.....	SET
FMS final data entry.....	PERFORM
FMS final check.....	PERFORM
MCDU T.O. Configuration.....	SET
AIDS.....	SET DATA
Start-Up Clearance.....	RECEIVE
T.O. Cond. Long Trim.....	SET
Stabilizer Trim.....	SET
Parking Brake.....	SET
PNEU X-FEED Levers.....	OPEN
Thrust Levers.....	IDLE
Pneumatic Pressure.....	CK
APU AIR Sw	
(APU used as pneu source).....	ON
AIR COND SUPPLY Sws.....	OFF
Fuel Sys.....	SET
ENG IGN Sel.....	A or B
Anti-Collision Lts.....	ON
Before Start Cklist.....	COMPLETE

To move things along, we're going to start assuming that we've completed the checklist (included with the panel) up to and including the final cockpit preparation. We're now getting ready to start the engines, which does hold the potential of being quite aggravating if you miss a step along the way. We'll move on down the list to where we've received clearance to start up.

ENGINE START	
Engine (Starting Order 2-1).....	START
Engine Start.....	MONITOR

- T.O. Cond. Long Trim, “SET”- Our first checklist item is setting the Long Trim to where it should be for take-off. The indicator should be set according to the green bug to the left. If this is not set properly, the aircraft will not leave the runway (trust me, I’ve tried).
- Stabilizer Trim, “SET” – Your stabilizer trim should be set to zero. This will be rechecked during the taxi phase of departure.
- Parking Brake, “SET” – The parking brake should always be set. There are times when simply starting the engines will move you a few feet forward. This can be a huge problem if any ground crew personnel are in the area.
- PNEU X-FEED Levers, “OPEN” – The pneumatic system on the MD-88 is divided into three parts (right, central & left). The pneumatic pressure needed to start the engines comes from the central duct. But without opening the cross feed valves, no pressure is sent to the engines. These levers are found to the right and left of the lower pedestal and should be opened at this point. If your engines won’t start, this is one of the areas to double check.



- Thrust Levers, “IDLE” – This item calls for a simple check to make sure our throttle levers aren’t advanced. If you are fortunate enough to have a throttle quadrant controller, a quick “hands on” check will suffice.

- Pneumatic Pressure, “CHECK” – The Pneumatic Pressure gauge is located between the fuel heat switches and the engine start switches. There are two needles that will move once the pneumatic pressure rises, each corresponding to one side of the system.



- APU AIR Sw, “ON” – The APU air switch, located in the overhead panel, opens the valve that brings pneumatic pressure into the central duct from the APU.
- AIR COND SUPPLY Sws, “OFF” – Shutting off the air conditioning supply valve will prevent pneumatic pressure from traveling to the right and left air conditioning packs. This ensures that all of the available pneumatic pressure is utilized for engine start.
- Fuel Sys, “SET” – The MD-88 is equipped with 3 sets of fuel pumps required for engine start. These switches are located in the overhead panel and are organized into 6 individual switches (Left Fwd & Aft, Center Fwd & After, Right Fwd & Aft). The right side set of pumps should already be on because they are required to operate the APU. For engine start, all 6 switches should be in the “on” position.
- ENG IGN Sel, “A or B” – To the left of the fuel pump switches, you will find the Engine Ignition selector knob. This controls the dual ignition system provided for each engine. Moving the selector to one of the “on” positions (SYS A, SYS B, or BOTH) energizes the igniter plugs. In any of these three settings, the plugs will not energize unless the fuel cutoff switches are in the “off” position.

- Anti-Collision Lts, “ON” – The red beacon light should always be on prior to starting your engines. This switch is located on the glareshield.
- Engine, “START” – The engine start process is actually a two-step procedure. The first step is the Starter Switch, located between the Engine Ignition selector and the fuel pump switches. These switches are spring loaded and must be held in the “on” position during engine start. This activates a DC powered valve and an air turbine starter that is attached to the N2 shaft. When the starter switch is in the “on” position, the reading on the N2 gauge, on the main panel, will begin to rise. Once this reaches 20% RPM, you will need to move the fuel cutoff lever, for the corresponding engine, to the “on” position. This will start the flow of fuel into the engine and should start the engine. You may now release the starter switch. If the engine fails to start, release the starter switch and move the fuel cutoff lever back to the “off” position.



- Engine Start, “MONITOR” – Keep an eye on the engine gauges as they come to life and stabilize. If the engine fails to stabilize, cut off the fuel supply to the engine and review the systems.
- Repeat the last two steps for the other engine.

From this point, you would continue to the “After Start” section of the checklist where you would set the electrical system, re-route the air to the air conditioning system and shut-down the APU. But, this is as far as we will cover this month. ➔

Coming in May:

- + Engine Out Procedures in the Mad Dog.
 - + Flight Spotlight (CVG to Toronto).
 - + Lago Panel Taxi and Take-off Overview.
- And much more!!!!**