

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

June / July 2006

The

Mad Dog "Growl"

Sometimes the bite is as bad as the bark



In this issue:

Plane spotting at DTW

What's the deal with ILS

From Salt Lake to Sin City

...and more!

Volume #2 - Issue #4





Delta Mad Dogs parked at BWI – Larry Foltran

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On the Cover:
MD-88 enroute from DTW to SLC

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- Ron Carter

MD88/90 Program News

Mad Dog Resources

As many of you may know, back issues of this newsletter and other resources are available for download at www.md88online.com. Check it out!

* * *

Lago Mad Dog Update

For those of you who use the Lago Mad Dog package, the developers have recently released a new update that resolves many of the existing issues and adds some new features. Check out <http://www.flythemaddog.com> for more info.

* * *

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.

* * *

Wanted – Mad Dog Screenshots!

We're always looking for excellent and unique screenshots or photos. If you have one that we can use in the newsletter, please send it in. (delta1679@sbcglobal.net) All submissions must be your original work. Please do not submit screenshots you have not taken or photos from online aviation photo sites.

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.

Joao Fernandes (DVA3029) – Captain (May)
Noel Pressley (DVA2985) – Captain (May)
Michael Burke (DVA2955) – Captain (May)
Blake Melancon (DVA2920) – Captain (June)
Aaron Cook (DVA3115) – Captain (June)
Jon Farabee (DVA3102) – Captain (June)
Bob Welch (DVA3189) – Captain (June)
Matthew Walker (DVA2941) – Captain (June)
Vergil Marquardt (DVA3171) – Captain (June)



Mad Dogs In The News

Ageing MD-80s could fly on if US carrier opts to focus on shaping fleet to cope with growing international traffic

By KIERAN DALY / FORT WORTH

This article is from "Flight International".

International growth and uncertainty over Airbus and Boeing plans for a next-generation narrowbody aircraft could drive American Airlines to update its long-haul fleet before it sets about replacing its 300-plus Boeing MD-80s.

Fleet renewal is barely on the agenda as the carrier continues to repair its battered balance sheet, but officials acknowledge that with an average aircraft age of 12 years – and 14 for the MD-80 fleet – it will have to be addressed eventually.

Chief financial officer James Beer says: "We are comfortable with our fleet age, so that is giving us an opportunity to keep capital expenditure down. But our goal over the medium-to-long run is to generate the sort of cashflow that will let us replace aircraft as they come to the end of their life and to then develop the operation."

Senior vice-president technical operations Bob Reding explains: "It will be market-driven. If we are going more international, then that will be a priority and we will look at the Boeing 767s and will want 777s or something else.

"Then we have the challenge of replacing the MD-80s. They are probably an average of 14 years and we have so many that even if we replace 30 a year – which is quite aggressive – then it would take 10 years. But our major focus is making the fleet profitable."

American will decide whether to equip its Boeing 737s with winglets within six months, and has windtunnel data from Aviation Partners Boeing showing a predicted 2.5-3.0% fuel-burn improvement on the MD-80. That is not as significant as on the 737 and Reding indicates that the business case for the MD-80 is weaker.

The 737 analysis centres on the effect of the winglets on gate utilisation, because the increased span and height in some cases prevent adjacent parking, and the practice of having widebodies' wings overlapping those of narrowbodies. →



American Airlines MD-82 – Michael Evans

Delta Jet's Engine Quits, Plane Lands Safely

June 8, 2006, 07:19 PM EDT

KANSAS CITY, Mo. (AP) -- Delta Air Lines says engine trouble forced an Atlanta-bound jet to return to Kansas City this morning.

Delta spokeswoman Gina Laughlin said the M-D-88 carrying 142 passengers landed safely at Kansas City International Airport 9 a.m., about a half-hour after departure.

She said the crew reported a problem with the left engine on Flight 1571.

No one was injured and there was no fire.

The passenger said the woman seated next to him said she "was scared to death."

Laughlin said maintenance crews are checking out the engine while the airline gets passengers on other flights.

<http://www.kctv5.com/Global/story.asp?S=5005153>

Plane Spotting at DTW

By: Larry Foltran

Since September 11th, the tightening of airport security has made it tougher for aviation enthusiasts to simply sit back and watch airliners take off and land. In my younger days, I remember most airports having designated observation areas where airport visitors could watch the airport traffic. These areas are no longer available at many airports. But one thing that can be said about those of us who love watching those giant birds take flight, we are determined. During a recent outing to DTW, I discovered that there are plenty of areas we can still watch and appreciate what goes into commercial aviation.

On a bright and sunny May morning, my Dad and I decided to venture to Detroit Metro Airport (DTW) to do some plane spotting and snap some photos in the process. Our first stop was the McNamara Terminal parking structure which offers a great vantage point for runways 21R & 21L.

I had also decided to bring my camera along and get some shots. Because I was going to be using a zoom lens, I brought a tripod as well. Needless to say, the traffic that morning was mostly made up of Northwest Airlines DC-9s and A320s. We were also happy to see a US Airways CRJ and a Southwest 737. There was a slight crosswind that morning, making the landings pretty exciting to watch.



Screenshots from Imagine Simulation's DTW Scenery

I would definitely suggest this area for anyone planning on snapping some airliner photos at DTW. The way the lower level is constructed, it provides an open field of view to the approaching aircraft as well as the departing ones. All for only \$3!



Southwest 737 – McNamara Terminal Parking

As the traffic flow paused, we decided to move to a new location. We made our way over to the Blue Deck parking structure and went all the way up. Although the view of runways 21L & 21R is mostly obstructed because of the high cement wall, I was able to get some great shots of aircraft departing from the other pair of runways. There is an area of that parking structure closer to the other set of runways, but I'm yet to figure out how to get there and what entrance to use.

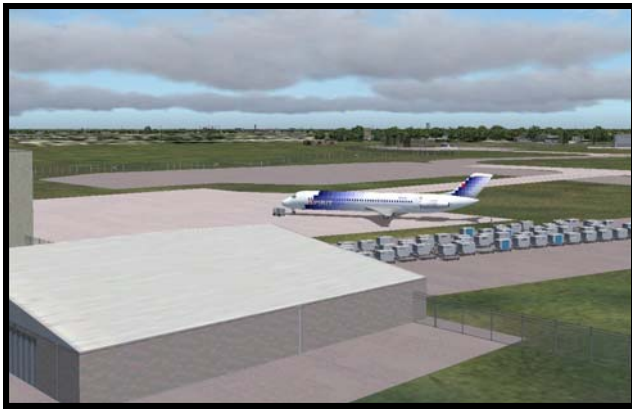


Screenshots from Imagine Simulation's DTW Scenery



After a little while at this location, we decided to venture down the small service drive that runs next to the main

access road to and from the airport. Ironically enough, we came across the very quiet Delta Cargo facility which sits immediately next to the Spirit hanger building (the sign has since been removed). We decided to spend some time there and nab some shots of more departing aircraft.



Screenshots from Imagine Simulation's DTW Scenery

Our final location was a quick stop at the Enterprise Car Rental lot next to the Spirit building. There was a group of MD-83s parked next to the fence and I had to get some quick shots and take a closer look.

I must note that a clerk from the car office did come out and ask what I was doing. Once I explained, she had no problem with me being there and said I could stay as long as I wanted. This brings me to another point I'd like to make. As obvious as this is, always remember that you are on private property while on the airport grounds. We were left alone by security personnel. Based on the fact that I had a camera on a tripod most of the time, I feel it was pretty obvious what we were doing. Regardless, if you are asked to leave, simply do so. It's not worth arguing over, especially not these days.



Beyond that, many cities have some sort of photography fee that they can charge if you are doing professional photography. In other words, trying the "I'm taking photos for a magazine" excuse with security won't work and may cost you. Yes, this sounds crazy. But, I've been told of two separate incidents of someone trying that approach and getting fined for photographing without a permit.

With that, our morning of plane spotting came to an end. I'm sure there are plenty of other great locations at DTW to watch the aircraft and I hope to find them on our next trip. I have posted some of the photos I took that morning. I hope you enjoy them.➔



US Airways Express CRJ – McNamara Terminal Parking



Northwest Airlines A320 – McNamara Terminal Parking



Northwest Airlines DC9 – Blue deck Parking



Northwest Airlines DC9 – McNamara Terminal Parking



Spirit Airlines MD-83 – Enterprise Car Rental Parking Lot.



Northwest Airlines Avro 146-RJ – Blue deck Parking

When Engines Go Bad...continued

By: Larry Foltran

Those of you who read last month's issue probably remember the valuable information provided to us by R. Winston Whitlock Jr, MD-88/90 Flight Training Procedures Instructor for Delta Air Lines. Last month, we also featured an article about engine trouble in the Mad Dog and Mr. Whitlock was nice enough to take the time to clarify some areas mentioned in the article.

"I read on further in your newsletter about engine fire. There are a couple of things you need to know. When a fire alert is sounded, the corresponding fire handle will light up. In addition, the overhead "loop" lights will light up, which in turn puts an OAP message "Fire Loop Detector" which then drives the "MASTER CAUTION" light on the glareshield and the bell and aural "FIRE LEFT ENGINE" from "Rosie" (George Jetson's maid). Pulling the fire handle should automatically isolate the engine. Pulling the handle on a Delta MD88/90 electrically closes the "SPAR VALVE" (as opposed to the fuel start lever which is mechanical) which shuts off the fuel, closes the hydraulic shutoff valve, trips the generator and mechanically closes the pneumatic crossfeed valve. This completely isolates the engine. Then, only after pulling out the QRH and following it, do you close the fuel start lever.

The MD90 is similar except the fuel start lever is electrical to the fuel shutoff valve. It still has the SPAR VALVE which is electrical, too."→



Photo by Tim Perkins / Airliners.net - #1046627



Photo by Ron Carter / Airliners.net - #1016931

Flight Spotlight – SLC to LAS

by: Tyrone Weston

Well today we are in Salt Lake City, UT (SLC) we will be flying to Las Vegas, NV (LAS). It is 8:20AM MST and just a little foggy. Doing the before flight checklist and the walk around as every good pilot does. All looks good outside. Time to climb up the stairs, onto the jetbridge and go back to the flight deck.



The flight attendants are ready to receive our eager passengers, who are ready to test there luck in Sin City. Going out with a full boat, I request an extra 5000lbs of fuel to be uploaded. The FO and I go over the flight plan and data.

KSLC KLAS DAL FLT 1413 EQP M90
DEPARTURE TIME: 08:58PM MDT
ARRIVAL TIME: 08:56PM PDT
ROUTE: FFU6 MLF GRNPA1
DURATION: 0HOURS 58 MINUTES
SPEED: 454KTS
ALTITUDE: 30000
ALTN AIRPORT: N/A
FILED IFR I/
DELTA AIRLINES (DAL)

CAPT T.WESTON
FO M.MACE

SOB:145 + 8 CREW =153
FOB:15008 LBS
CARGO 22000LBS

A little history on Salt Lake City and Delta. Delta came to town when they merged with Western Airlines in 1987. Some of you 737 drivers may fly some of the old Western 737s

and will notice a NXXXWA on it. Salt Lake City is where you will find most of the MD-90 flights. So if you like the MD-90 more than the MD-88, here is where you will spend your time. So, get to know the airport and the people who do your ATC.

Everything looks good and I sign off on the paper work and we close the main doors. I have my FO call SLC CLRN delivery for our Clearance. We receive our clearance to Las Vegas: Cleared to Las Vegas via FFU6 with radar vectors to MLF then as filed, climb and maintain 10,000, expect FL300 in 10 departure is on 120.90, Sq 3020. Read back and then Call Ground on 133.65.

My First Officer reads back the clearances and it's all good. She then calls Ground, "SLC Ground, DAL1413 ready to push GATE C-10".

Ground gives us the okay to push and to expect runway 34R for departure via taxiway Hotel. I call the ramp and announce that the brakes are released and we have been cleared to push. I tell the flight attendants that we are ready to push as they are doing there part, getting ready for the safety briefing.

Ramp replies, "all secure below, cleared to push." I check ATIS (Automatic Terminal Information Service) again via Vatsim by typing, ". metar KSLC". In the real world, this would be done by calling WX ASOS at (801) 328-3567.

Ramp says push back is complete. I advise ramp that parking brakes are set and that they are cleared to disconnect. I crank number one, a good start, and then number two. We contact ground once again and say, "DAL1413 is ready for taxi." Ground clears us to taxi to 34R via Hotel. I set flaps and trim, cross check the altimeter.

We are now holding short of 34R. Ground tells us to call the tower on 119.05...good day.

"Tower, DAL1413 ready to go 34R."

"Delta 1413, You are clear for t/o rwy 34R. After departure, turn left heading 260. Winds are calm, 3 miles vis."

My First Officer reads back our takeoff clearance. I notify the folks in the back that we are cleared for takeoff. Wing strobes on and we taxi out and advance the throttles to takeoff power. We accelerate and rotate at 156KIAS. Airborne, with a smile on my face.

"Delta 1413, contact departure on 126.25... good day."

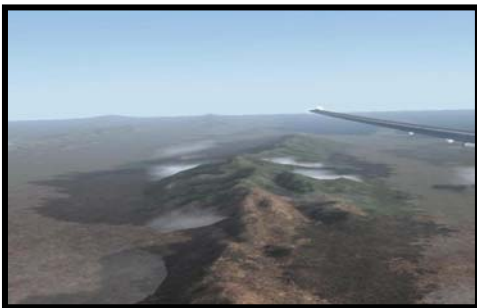


Climbing out of the fog as we make our turn, departure instructs us to turn 180 direct MLF and we are cleared to climb to FL240. We respond to departure and make our way to MLF.

I roll the flaps up on schedule and turn on the autopilot. As we pass 12,000 feet on our way up to FL230, I chime the back so they can begin their snack service,

Now we are told by Departure to call SLC center on 133.40. Now with Center, we are cleared up to FL300.

"Delta 1413, leaving FL240 on up to FL300."



The Cruise segment is smooth. We just look out the window, watch the instruments,

talk about sports and what we do when we are not flying.

After some time, SLC Center hands us over to LA Center. We check in and we're advised to descend at our discretion via the GRNPA1 (RNAV) arrival.

As we edge our way closer to Vegas, I check on the weather in Vegas. On Vatsim, ".metar KLAS " (for real world KLAS WX info 132.4(ARR/DEP)702 736 0950).

Weather looks, good Landing 25L and 19R. While the FO make sure the FA's get the aircraft ready for arrival, LA Center instructs us to contact LAS Approach on 125.025.

I call Approach and get cleared to cross FRAWG int at 8000,



depart FRAWG on heading 275 and proceed direct to the Stratosphere on our visual approach. I see the strip and the stratosphere head on. Vegas approach asks me if we have the field. I confirm that we have the airport at our 11 o'clock. Approach clears us on our visual approach to runway 19R and instructs us to call the tower once we are on final approach on 118.75...good day.

"Vegas Tower, Delta 1413 on Final 19R. We are turning final now."

"Delta 1413, you are cleared to land runway 19R. Winds calm. Land and hold short of 25R."



I read back the instructions and here we go. Gear down, slats and Flaps check, the Go around procedures are reviewed and entered into the FMC. Auto brakes set, spoilers are armed. As I look out the right side of the plane, I can see the strip. Good 'ole Las Vegas Blvd. Speed is on que at 145. Over the numbers and we flare. What a wonderful landing I say to the FO since she is Flying the plane. I apply reverse thrust to slow us down to 60 kts.

Tower clears us to "exit to the left, cross 19L to the gates, no delay. Contact ground 121.90."



Taxi check list is gone over, flaps up, wing strobes off, landing lights off. Once we are on the taxiway, we call ground and head over to our gate - D34. I welcome the passengers to Vegas and thank them for flying Delta Airlines. Then the flight attendence make their "remain seated" brief.

We are marshaled into the gate, set the parking brakes and unarm the tail cone. This is done to make sure the cone doesn't fall off when the ramp tries to let the aft stairs down. I kill the fuel flow to the engines. The FO and I go over the shut down check list: parking brakes, APU on until the GPU (Ground Power Unit) and air is hooked up. The ramp tells us that the air and ground power is hooked up and we finish the shutdown. We unlock the flight deck door and say farewell to the passengers. You can feel the Vegas heat as we just stand in the cockpit door. This is the end of our trip.

Thank you all for reading. This was a typical FS Flight...for me anyways. Yes I do have a real FO. It is my girlfriend. She is the only woman who I know who wants to fly with me, besides my daughter. Maybe one day, I'll get them to sign up with DVA.

As far as Flying Salt Lake City. I do it quite a bit. You guys know all about Thursday nights, so come on out and check them out! Vegas is always a good place to fly to as well as many other airports in the region. You can even Fly to Hawaii for you long range jet jocks.

I hope you enjoyed the read. If there is a city you like to see promoted let me know. I'll put my spin on it!➔

What's the Deal With ILS?

By: Larry Foltran

The sparkle of runway lights as the sun sinks behind the horizon sets a perfect stage for landings. But what do you do when visibility is low and you probably won't see those lights until you're 500 feet off the ground? In these type of conditions, pilots rely on the airport's Instrument Landing System (ILS). An ILS approach is considered a precision approach, providing the aircraft and the pilot with vertical and lateral approach information.

ILS consists of a radio transmitter located in close proximity to the runway. Keep in mind that not all airports have ILS equipped runways. Although, you can be pretty sure that the airports we service will have at least one ILS runway. Ok, back to the transmitter. The ILS transmitter sends out a somewhat cone shaped signal in the direction of the approach. As mentioned before, this signal contains both lateral navigation info (localizer) and vertical navigation info (glideslope). Each has a specific navigational purpose. The localizer will ensure that you are lined up on the runway and the glideslope will give you a 3 degree descent for the landing.

The second part of the ILS equation is your Nav radio. Aside from also being a VOR receiver, your Nav radio can display ILS information using a vertical and horizontal needle. On our MD-88s we can display this information either in the EFIS or Compass Rose display. By lining up with the vertical needle, you can be sure that your aircraft will be lined up with the runway. The horizontal needle will guide your descent. If you allow it to drift further up, you are too low on the approach and run the risk of colliding with ground objects. If you allow it to dive down, you may be too high to land safely.

With the use of our autopilot, our aircraft can follow the glideslope without pilot interaction. Keep in mind though, an ILS approach is not the same as autoland. You will need to disengage the autopilot and complete the landing yourself. There are other steps necessary to use autoland, but we will leave that for another day.

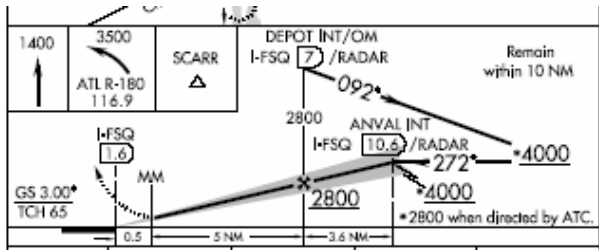
I believe the easiest way to cover this topic is to basically go through an ILS approach. For this article, we will use runway 27L at KATL.. I have included portions of this approach through the article. To view the full chart, please visit the charts area of the DVA site or www.myairplane.com. Let's dissect this approach step by step. Although the chart provides quite a bit of information, we will only be going over the areas necessary to successfully complete the ILS approach.

ATLANTA, GEORGIA		AL-	
LOC/DME I-FSQ	APP CRS	Rwy Idg	27L 27R
108.5	272*	9001	11890
Chan 22		TDZE	999 985
		Apt Elev	1026 1026

Above is the upper left corner of the approach chart. This provides the ILS frequency and the approach course. To prepare for the ILS approach, we must first dial in the given frequency into our Nav radio. The approach course is selected in the CRS area to the right of the VHF/NAV selector. As long as you are flying via the FMC, it's best for you to set the frequency and course as early as possible in the approach phase. The controller will normally let you know what runway you can expect. If not, go ahead and ask what runway to expect.



To the right of the frequency and course information, the chart provides additional information. We are given the runway length – 9001 feet, the Touch Down Zone Elevation (TDZE) – 999 feet, and the airport elevation – 1026 feet.



The next area of the chart we will focus on is the "side view" of the approach. This area provides you with a profile view of the ILS portion of the final approach as well as the missed approach information. Referring to the section above, we can see that we will need to be at 4000 feet at the ANVAL intersection to intercept the glideslope. This is actually the minimum altitude you can be at and is dependant on several things including ground objects. If under ATC control, the controller should vector you properly. This information is extremely important when not under ATC control.

The chart also shows that you will cross the OM (outer marker) at 2800 feet. This is represented by the bold "X". By the time you reach this point, you should have already intercepted the glideslope and should be proceeding along the ILS approach.

Finally, In case of a missed approach, you would fly the runway heading to 1400 feet then turn left via the ATL 116.9 – 80 degree radial to 3500 feet. Then proceed and hold at the SCARR intersection. This information should be programmed into the FMC as soon as you are informed of what runway to expect. Also be sure to set the altitude in the autopilot once you are established on the glideslope and you have activated the approach function on the autopilot. Check out the October 2005 issue of the newsletter for more information on missed approaches.

CATEGORY	3 NM			3.6 NM		HIRL TDZ, 27L
	A	B	C	D	E	
S-ILS 27L	1199/18 200 (200-½)					
S-LOC 27L	1400/24 401 (400-½)		1400/40 401 (400-¾)			
CIRCLING	NA					
SIDESTEP RWY 27R	1400/60 415 (400-1¾)		1400-1¾ 415 (400-1¾)	1400-2¾ 415 (400-2¾)		Know Min: 5

ATLANTA, GEORGIA ATLANTA/ HARTSFIELD - JACKSON

Even though ILS is used in low visibility circumstances, there are still a series of minimums associated with it. If the conditions are below the minimum conditions, you are required to divert to an alternate airport. For this example, we are only going to look at the general minimums for this approach. Based on the information above, we must be able to see the runway prior to reaching 1199 feet AMSL or 200 feet AGL. Visibility must also be better than 1800 feet or ½ mile. If the weather is below any of these minimums, you must divert or expect a different Category of approach. If the panel you use allows for this, set the DH (decision height) to 200 feet.

Depending on the situation, you may simply let the autopilot fly the aircraft down the glideslope or you can hand fly it. If using the autopilot, make sure to disengage the auto flight system prior to landing. I normally do so as soon as I can see the runway as long as conditions are well above decision height. An important thing to remember is to confirm that you have also shutoff the auto-throttle system. Trust me, I say that from experience. There have been several times when I've got the throttles back off completely and the aircraft won't decelerate. A quick glance and I notice that the switch is still on and I'm sailing over the runway. In this situation, the first step in the missed approach should be smacking yourself in the forehead.

If hand flying the ILS approach, remember to make small corrections when necessary. If you try to "chase the needle", the aircraft will be all over the place and your virtual passengers will be sea sick. There are different circumstances in which you would decide to hand fly the ILS approach. One of these for me is if I'm following another aircraft in and I'm concerned about wake turbulence. FS9 does not simulate this, but those of us who use ActiveSky have encountered wake turbulence. For more info on that, please check out the September 2005 issue of the newsletter.

Even though this was a very quick look at ILS approaches, it should provide you a starting point. With everything else, practice makes perfect. Try a couple of touch and go's utilizing your new knowledge of ILS. ➔