

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

April / May 2007

The

Mad Dog



"Growl"

Sometimes the bite is as bad as the bark

**CONGRATULATIONS TO THE NEW
DELTA AIR LINES!**



**BANKRUPTCY EMERGENCY
APRIL 30, 2007**

In this issue:

A Day at Delta Air Lines

The New Mad Dog 2006

Meet Trevor Bair

...and more!

Volume #3 - Issue #2





Me and a big friend (DAL MD-88)

April / May 2007

Volume #3 – Issue #2

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- Larry Foltran
- Trevor Bair

From the Editor

By: Larry Foltran



Welcome to the latest edition of the Mad Dog Newsletter. Seems like we have another big edition for

you again this month. I sincerely hope you enjoy reading it and find the articles interesting.

This month, you'll find:

- Once again we are putting the spotlight on one of our DVA Mad Dog pilots. This month, we've put Trevor Bair in the hot seat. I came in contact with Trevor while he was in the CRJ program. I was extremely impressed with his commitment to DVA and to the CRJ. Having flown to every airport on the CRJ schedule, he made his way over to the MD-88/90 program. I'll just let Trevor tell you the rest in his own words. You'll also have a chance to check out some of his outstanding screenshots.
- During a recent trip to Atlanta, we spent some time photographing one of our favorite subjects...airliners! Included is a short report and some of my favorite pictures from the trip.
- During the same trip, my Dad and I had an opportunity to visit the Delta facilities located at Hartsfield International. You can read all about this memorable trip in the featured article.
- The new Leonardo Mad Dog payware panel hit the virtual shelves in March. If you're still wondering whether to pick it up, read my review.



MD-88/90 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!

* * *

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.

* * *

Mad Dog 2006 Repaint

I'm sure the vast majority of readers now know about Delta's emergence from bankruptcy and new aircraft livery announced on April 30th. I have been working on a repaint of the Mad Dog for use with MD06 and will make it available to our DVA pilots once the final finishing touches are made. More about this and where to download it will be announced soon.



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.

March

Mike Francone (DVA3946) – Captain
Colin Broderick (DVA4099) – Captain
Dan Senih (DVA4068) – Captain
Animesh Hajela (DVA3370) – Captain
Scott Brinson (DVA4141) – Captain
Rick Harvie (DVA460) – Captain
Kristoff Davis (DVA3490) – Captain
Aquino Bonelli (DVA3759) – Captain

April

Tyler Deckert (DVA4210) – Captain
Andrew Williams (DVA4235) – Captain
Conner Purzycki (DVA3458) – Captain
John Bailey (DVA4271) – Captain
Jason Draper (DVA4114) – Captain
Phil Chimbolo (DVA4083) – Captain
Darby Martz (DVA2838) – Captain
Bryan Gandall (DVA4158) – Captain
Andrew Hart (DVA2089) – Captain
Curtis Dean (DVA4168) – Captain
Jimmy Mcguirt (DVA3202) – Captain
Harry Bien-Aime (DVA2738) – Captain



Mad Dogs In the News

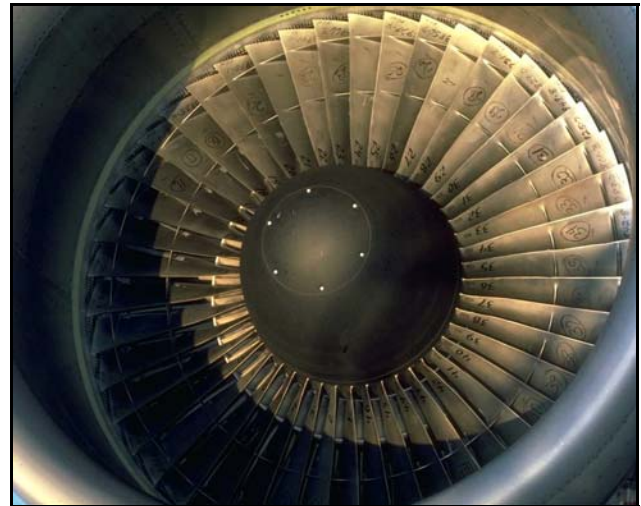
Allegiant MD-80 A Bit Worse For Wear

There were some tense moments onboard an Allegiant Air MD-80 flying from Portsmouth, NH to Orlando-Sanford International Airport Thursday afternoon, when the plane's flight crew detected a hydraulic problem affecting the landing gear about 40 minutes from landing.

After notifying ATC, the plane's crew attempted to lower the nose wheel manually, but were unsuccessful, according to The Dover Democrat. The main gear deployed normally. Orlando's WKMG-6 reports the jet with 147 people onboard circled the Florida airport for about an hour, before coming in to land. Video footage of the landing showed the aircraft land smoothly on its main wheels, and rolling down the runway as the plane's pilot held the nose up as long as possible. As the plane's speed decreased, the nose bump to the surface, and skidded to a smooth stop on the runway.

"The crew reported a hydraulics problem related to the nose gear," FAA spokeswoman Kathleen Bergen told the station. "There were some sparks and a lot of smoke, no flames," added Diane Crews, executive vice president of Orlando Airport.

All onboard the plane evacuated from the aircraft via emergency slides. One woman reportedly sprained her ankle during the process, but declined treatment.



Report created 3/30/2007 Record 6

IDENTIFICATION

Regis#: AAY758 Make/Model: MD80

Description: MD-81/82/83/87/88

Date: 03/29/2007 Time: 2016

Event Type: Incident Highest Injury: None

Mid Air: N Missing: N

Damage: Unknown

LOCATION

City: SANFORD State: FL Country: US

DESCRIPTION

ALLEGIAN AIRINES, AAY758, A BOEING MCDONALD DOUGLES MD-83, LANDED NOSE GEAR UP, PASSENGERS EVACUATED USING SLIDES, NO INJURIES REPORTED, SANFORD, FL

INJURY DATA Total Fatal: 0

Crew: 5 Fat: 0 Ser: 0 Min: 0 Unk:

Pass: 147 Fat: 0 Ser: 0 Min: 0 Unk:

Grnd: Fat: 0 Ser: 0 Min: 0 Unk:

WEATHER: 2028 SP 07016G21 10SM FEW045 27/13 A3014

OTHER DATA

Activity: Business Phase: Landing Operation: Air Carrier

Departed: PORTSMOUTH, NH Dep Date: Dep. Time:

Destination: SANFORD, FL Flt Plan: IFR Wx Briefing:

Last Radio Cont:

Last Clearance:

FAA FSDO: ORLANDO, FL (SO15) Entry date: 03/30/2007

FMI: www.allegiant.com, www.faa.gov

Article from:

Aero-News Network – March 30, 2007

Simulated Emergencies...As Real As It Gets?

By: Larry Foltran

About a month ago, I was chatting with a Vatsim Center controller during the cruise



phase of my flight, when I heard a pilot declare an in-flight emergency and request re-routing to the

nearest airport. He joked that this was the third "emergency" in the 2 hours that he was on. We briefly discussed the recent increase in declared emergencies before my focus moved to the descent phase of my flight. During that week and with that still fresh in my mind, I began to notice a string of malfunction reports while approving PIREPs. It seemed as if every 10th or so flight report had a note referring to a problem with the nose gear, engine out or some other mechanical issue. That made me wonder how often things like this happen in real life.

Personally, I've only declared an in-flight emergency twice in the numerous years that I've been flying online. One was related to a FS glitch that caused all of my glass displays go black and the second was a "simulated" malfunction prompted by a senior staff member's invitation to "have some fun" with the DVA pilot behind the scopes at ATL Approach.

So returning to my original question, how realistic is it for FS pilots to declare in-flight emergencies? If you've been wondering the same thing, you're in luck. I've done all of the research for you.

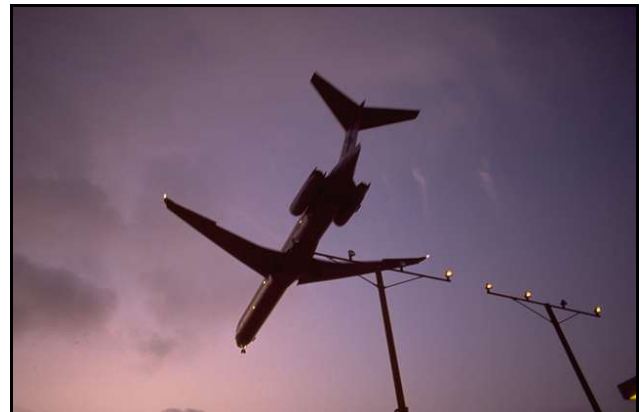
The first incident that came to mind was the somewhat recent situation where a Delta Mad Dog had nose gear problems and the pilot had to put the aircraft on the ground without it. I specifically remember the pilot mentioning that this is the type of thing that they train for during their entire career, but the majority of pilots never encounter it. He had also mentioned that that had been the

only such event in his long aviation career. Was he simply a lucky pilot? Read on.

As I set out to find any related statistics, I quickly discovered that detailed information about airliner malfunctions are not made readily available on the web. Actually, it was much easier to find information about aircraft crashes than simply in-flight emergencies. After quite a bit of time spent on Google and Yahoo, I finally found some information from the National Transportation Safety Board (NTSB) and the Transportation Safety Board of Canada.

U.S. Carriers

Based on the information provided by the NTSB for U.S. Carriers alone, there were 1.074 damage reports submitted per million hours flown in 2006. To put that in perspective, the U.S. Carriers flew over 19.5 million hours in 2006. Based on this report, it breaks down to 21 damage related reports submitted in 2006 distributed amongst all U.S. Carriers. That converts to a lot of flights.



Another report I found was a result of statistics from the Federal Aviation Administration (FAA), NTSB, US Department of Transportation (DOT). The statistics were presented as a number per 1,000,000 takeoffs. The report is divided into "incident reports" and "accident reports". The difference in definition between these is important to understand. Incidents were defined as "an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations". My assumption is that things such as lights, navigation equipment,

and other such equipment would fall into this category. Accidents, on the other hand, are "in which any person suffers death or serious injury, or in which the aircraft receives substantial damage". Again, my assumption is that gear issues, engine problems, etc would fall into this category.

The first portion of the report outlined data from January 1, 2000 through January, 2005 and organized by U.S. Airline. The statistics showed that Delta Air Lines reported 2.91 incidents for every 1,000,000 takeoffs in this period and 3.88 accidents during the same time. This roughly equates to an incident every 343,643 flights and an accident every 257,732 flights. Keep in mind that that DAL operates 1,632 flights per day. I should also add that Delta was one of the airlines with the least amount of accidents out of the 9 represented.

The second portion of the report showed the number of incidents per 1 million for 2004 alone. Delta, along with Alaska Airlines, America West, Continental and US Airways, had no incidents during this period of time. Looking at the accidents column, the data shows 1.42 accidents for the same period. That makes the rate of incidents and accidents even rarer and speaks volumes for DAL's maintenance team who are responsible for a fleet of 400+ aircraft.

Canadian Reports

For 2005, the Transportation Safety Board of Canada reports 5 accidents involving airliners with the highest number at 14 for 1998. The report also translates this number to 0.4 accident occurrences for every 100,000 flight hours (1.2 in 1998). The Canadian report shows that there were 1,196,000 hours flown by Canadian carriers in 2005. Once you break it down to those numbers, the frequency of occurrences is miniscule.

Keep in mind that these reports only focus on in-flight malfunctions that did or could affect the safety of the passengers. Although having a lavatory malfunction can make the flight unpleasant, it normally won't endanger the flight. These statistics also do not cover any equipment problems on the ground prior to the aircraft leaving the gate.

Types of Incidents

Based on the information I've covered, I feel it's pretty obvious that serious in-flight incidents are fairly rare. But which types of malfunctions occur more often than the others? While searching for reference material, I ran across a chart that provided some numbers that shed some light to this question. Unfortunately I wasn't able to save the chart for inclusion in this article, but I did write down the stats. Based on the information I found, issues with the hydraulic systems was most common among all U.S. Carriers. I was surprised to read that Air Conditioning systems and Lighting systems followed respectively. The least common of the list of incidents were those involving the Navigation system.

Based on some of the pilot reports that I've approved recently, our virtual aircraft are the worst examples out there and we should virtually fire our virtual maintenance crews. ☺ I often see reports referring to nose gear issues and engine malfunctions during flights. Single engine landings have been very popular this spring season.

Please don't think that I can't appreciate a test of piloting skills occasionally. Having an aircraft malfunction here and there can make the virtual flight experience more interesting. But as many of us go to great lengths to make our FS experience "as real as it gets", does having a wrench thrown into the works on every other flight defeat that goal? I personally rather keep it as close to reality as I possibly can on a home PC (which obviously isn't very close). Maybe jump into the "simulated simulator" for some single engine approaches or something else that FS wants to throw at me. But when it's time for a normal flight, I'd prefer to mirror the real world.

On the other hand, if you like facing danger and a possible white knuckle experience each time you sit behind the controls of FS, more power to you. I guess that's what makes virtual flying such a great hobby. You can make your FS experience more realistic or write your own script. →

Plane Spotting at ATL

By: Larry Foltran

After waiting what seemed like an eternity, I finally had the opportunity to do some plane spotting at Delta's home. Beautiful Atlanta Hartsfield International Airport!

After a 13-hour drive from Detroit, we arrived in Atlanta shortly after 7:00pm. Following several recommendations, we stayed at the Renaissance hotel which overlooks the two northern most runways. Thankfully, we were able to get a room on the airport side of the hotel, all of which have balconies. This provided a perfect place to watch the traffic and snap quite a few pictures.

We ended up on the third floor which provided more of a straight on angle for the photos. I was more than happy to see a parade of 737s, MD88s and 767s rather than the DC9s and Airbuses that normally congregate in DTW.



The late afternoon / early evening sun really gave the photos a nice warm feel in my opinion. Shooting with a 75-300mm lense really put me close to the action. As it got later and the sun began to disappear, I set up the tripod and left the shutter open a little longer while photographing the stationary aircraft.

Night time and the perfect vantage point provided a unique opportunity to experiment. I tried a couple of different things. But some of my favorite shots were a result of leaving the shutter open for 10 to 30 seconds at a time. This kept the buildings and background

bright and vibrant and left the taxiing and departing aircraft as white streaks across the photograph. Before long it was time to turn in.

I was up before sunrise the next morning and simply sat on the balcony, watching the early morning traffic. As the sun began to peak, I set up for some more photos. Once again, the low sun provided some great lighting and beautiful pictures.



Although certain aspects of our stay weren't 100% to our liking (especially for a 4-star hotel), there are few locations that provide such a vantage point without worrying about being chased away by security or local law enforcement. Just the fact that I was able to wake up the next morning, walk out the glass door to the private balcony and have a front row seat to an airport view was amazing.



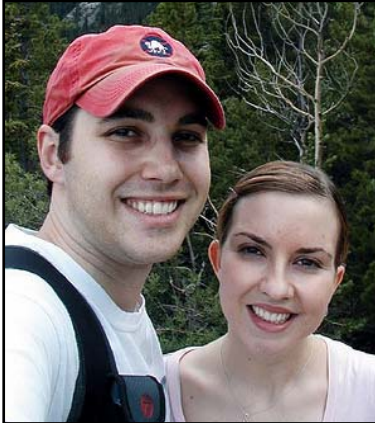
As the sun crept higher in the East, the rate of traffic and variety of aircraft increased. Right outside our balcony, there were two American Airlines 737s and a DAL MD88 sitting quietly. It wasn't long before one of the 737s came to life and departed.

My first plane spotting trip to Atlanta was unforgettable and I sincerely hope I get the opportunity to return. If you have a chance to check out this airport, don't miss it. But make sure to have plenty of storage for your digital pictures. →



Trevor Bair – Pilot Profile

By: Trevor Bair



Hello fellow Maddog drivers! Let me first say what a privilege it is to be selected for this feature! I want to take a moment to thank Mr. Foltran and Mr. Weston for their dedication and

hard work in putting together this excellent newsletter. They exemplify what makes this program one of the best that DVA has to offer!

With that said, let me get things started off by telling you a little more about myself -- After all this is a pilot profile, right!?

I'm part of DVA's "twenty-something" contingent at 27 years old. I currently live in the Mile High City, Denver, Colorado where I'm an IT project manager. That will soon be changing however, as I'll be relocating to Tampa, Florida in June for my wife's career as a medical resident. I'll certainly miss the mountains and the summers in Colorado, but moving is starting to become like second nature to me, and besides, I think that I'm getting used to having cardboard boxes as the primary decorative element of our spare rooms!

I grew up in the bustling western Kansas metropolis of Russell – population 4,300. You may have heard of Russell, Kansas before as it is also the hometown of senators Bob Dole and Arlen Specter. When I was in the 4th grade, my family moved to an even smaller town in central Nebraska, about an hour west of Lincoln. I attended college at the University of Nebraska and graduated with a degree in Business Management with a minor in Economics.

My interest in flight simulation dates back nearly a decade and a half. I got my start in the flight sim community back in my early

teens when my fascination with aviation, spurred by my grandfather who was a private pilot, led me to my first flight simulator. The software: subLOGIC's "Flight Assignment: A.T.P." which ran like a champ on our 66 MHz Pentium II! I was fascinated with controlling those little 747 and 737 shaped polygons – a far cry from the flight sim world we know now. From my start with Flight Assignment: A.T.P., my interest continued grew and I quickly fell in love with aviation. In those 15 years, a quick calculation shows that I've managed over 4,500 hours of total simulated flight time.

I've been flying for this great VA for three years now and have definitely found my "home" flying the Widget. It all started one night when I was working ATC in Chicago and happened to have Mr. Eshenour through my airspace. We started chatting and after a short conversation I put in my application with Delta Virtual Airlines the very next day. I was very impressed with the VA's structure, the professionalism and most of all, the camaraderie everyone at DVA seemed to have. I guess what was true back then and is still true today.

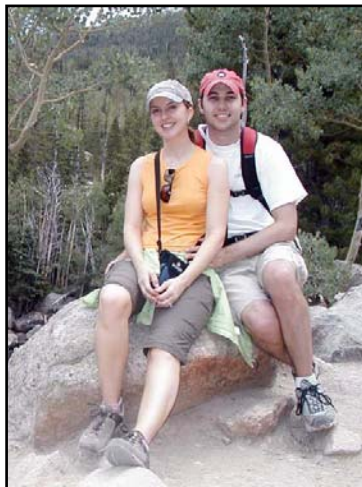


My career with DVA actually started with what many may consider a step backward into the CRJ program. At that point in my life, I was spending a lot of time commuting in real life in Delta Connection CRJ's. I loved the routes they flew and the airports the RJ's operated in and out of – and, to be honest, I still do! So, after being initially "hired" by the 757 program, I asked to be reassigned in order to fly CRJ's and in no time I was accumulating right seat time in our RJ's.

After over two years of flying the CRJ, I decided that it was time to try my hand at the MD-80 program. After all, it kind of looks like a big CRJ, right?! At about the same time I discovered the Lago Maddog package and the rest is, as they say, history; I was hooked. Today, I fly using the Maddog 2006 package and can honestly say that my love for the plane has grown thanks to this complex, yet fun model.

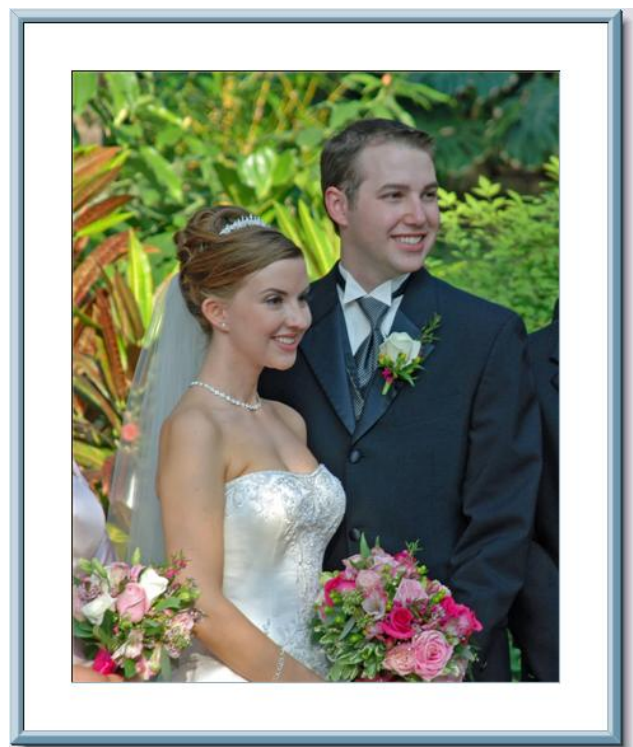


One thing that you'll notice by looking at my logbook is that I'm a big fan of online flying. I discovered online ATC by way of the SATCO network (now VATSIM) when I was a senior in high school. From the moment I requested



my first IFR clearance online, there was no looking back. The experience that I have had with SATCO and now VATSIM has opened a whole new world and drastically redefined the flight sim experience for me.

Speaking of online flying, in addition to being a pilot, I hold a C3 rating with VATSIM. You may occasionally catch me online with the Atlanta ARTCC, though with my personal life and work, my ATC time seems to be increasingly limited. But, one of the main reasons I enjoy providing ATC so much is because it often gives me the chance to help my fellow pilots understand more about the system and online flying in general. In my opinion, a membership to VATSIM or one of the other online networks is a great investment in your piloting skills and the experience is unrivaled, except by reality, of course!



Outside of my time with DVA, I enjoy traveling, golf, hiking, rock climbing and, of course, flying. I started toward earning my private pilots license back when I was a senior in high school. Unfortunately, the real world intervened and as I went off to college, I abruptly had to quit taking lessons. Today, I categorize that decision as one of the few regrets in my life and something that I would take back if I could in a heartbeat. I hope to once again find the time to finish, but time will never be as plentiful as it was back then.

Well, that's a little about me! I hope that after reading this, you'll be inclined to give me a shout and say hi next time you see me online. I certainly enjoy being a part of the DVA "family" and look forward to reading more about my fellow pilots through this feature in the coming months. Thanks again!➔



McDonnell Douglas MD-90

A Dream Come True

By: Larry Foltran

Several months back, and quite by accident, I ended up in contact with Winston Whitlock of Delta Air Lines. Mr. Whitlock is a Procedures Training Instructor who is obviously extremely knowledgeable in our beloved Mad Dog. If you've read some of the older editions of this newsletter, you will recall that Mr. Whitlock has chimed in on a few different topics. Needless to say, I've tried to stay in contact with him, picking his brain about the Mad Dog whenever possible.

Back in December, Mr. Whitlock invited me to tour the Delta training facilities if I ever found myself in Atlanta. After quite a bit of planning and scheduling, this opportunity finally came to fruition on March 24th.



After a brief stop at the Crew Outfitters store (a great place for DAL stuff), we met Mr. Whitlock at the Delta Training Center

at 10:30am. Gate security was expecting us and after a brief wait, we were on our way to the visitors' lot. Mr. Whitlock met us as we walked through the door. We sat in the lobby briefly as he outlined the day's agenda. Quite honestly, he had a lot more planned than I was expecting. But you weren't going to hear me complain about it.

We shared a little about our backgrounds and my Dad mentioned a little bit about a cousin of ours who flies for TAM airlines in Brazil. Coincidence would have it that there were three pilots from TAM training in the MD-11 procedures trainer that day. We stopped briefly to chat with these gentlemen and discovered that one pilot of the group is actually a 2nd cousin of ours. As Winston said later, "the chances of that happening is like having two bullets collide head on."

After this pleasant surprise, we made our way to the MD-88 procedures training simulator. This simulator is a stationary

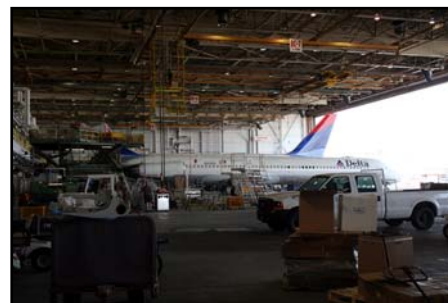


mockup of a MD-88 cockpit which allows instructors to cover the different aircraft procedures without taking up valuable time in a full motion simulator. Mr. Whitlock first went over the overhead panel, showing the proper procedure for a preflight check, and then moved on to the remainder of the cockpit layout. All of the cockpit sounds are simulated, including the wipers when activated.

We then drove over to the TOC (Technical Operations Center). A new visitor sticker on my shirt and we were ready to enter.



The building reminded me of the auto assembly plants I had visited numerous times while working in the auto industry. Although it had the same smell and general look, it was a lot cleaner than what I was accustomed to. We



turned the corner and quickly spotted a MD-88 and a 767 parked inside this enormous hangar.

There were also several aircraft parked outside the massive opening. We followed Winston inside the 767 and had the opportunity to walk the entire aircraft. That was the first time I have ever been in an empty aircraft and I'll admit it was a little

eerie. Even being one of the first passengers on board, you at least have the crew there waiting to greet you. Not this time.

After a brief chat in the cockpit and a stroll to the rear of the aircraft, we made our way back down and moved towards the MD-88. There we performed a simplified walk-around of the aircraft with Mr. Whitlock pointing out some of the interesting aspects of this beautiful piece of equipment. Just as we were wrapping up, a 2nd MD-88 was taxiing into the hangar, offering a perfect opportunity for an up close view of one of these birds under its own power and some pictures.



We then drove around to the other end of the TOC where there was another 767, MD-88 and the massive 777. After staring in awe of those giant engines, we climbed the stairs into the aircraft. We again walked the aircraft with stops in the cockpit, forward crew rest area and the aft crew rest area. Having flown on this type of aircraft before, it was interesting to see areas of the aircraft we didn't know were there.



After leaving the TOC, and a brief stop at the DAL parking structure next to taxiway Dixie, Mr. Whitlock introduced my Dad and I to Chick-fil-a. The staff was friendly and the food was great. A perfect first impression. From what I understand, that location is actually the original. How fitting.



With full bellies, we returned to the Training Center and made our way across the sky bridge to the level-d simulator bays. This area

was very impressive and several simulators were in full motion. Although everything we had seen up to this point was amazing, this had been the moment I had been waiting for. We walked into the MD-90 simulator and went over the safety briefing for the sim itself. I was then asked to take the left seat with Winston in the right and my Dad in the instructor's seat behind us. There were very few differences between this aircraft and the MD-88 cockpit we were in earlier. Having flown the MadDog panel on FS for such a long time, I was very familiar with the controls and system locations. Although I did blank on the location of some of the controls, but that was probably due to the way my heart was trying to come out of my chest. What thrill it was to finally be at the controls of the Mad Dog!



We went through the preflight checks and prepared the aircraft for flight. With a press of a button on the simulator control screen behind us, we were at a gate at KATL. With our virtual passengers loaded and the doors

secured, we radioed down for our push...tail to the south. Engine start up was smooth, utilizing the somewhat auto start system of the -90. Engines alive and ready to go.

Cleared for taxi, I pushed up the throttles and waited for the aircraft to begin moving. We bounced slightly as the aircraft moved forward down the taxiway. The level of simulation was amazing. I took the first turn a little tight and I could hear the main gear tires squeal slightly and the nose gear catch and bounce. The brakes were also surprisingly touchy.

We were instructed to position and hold on runway 8R. With the checklist complete, we were ready to go. I again moved the throttles forward and began hurtling down the runway waiting for the callouts...V1...VR. Smoothly pulling back on the yoke, the aircraft leapt into the air. Positive climb...gear up.



I won't bore you with every small detail of the entire flight, but I'll summarize some key things I learned at the end of this article. We ended up flying to Jacksonville during daylight conditions. Winston has told me in the past that the Mad Dog handles like a dump truck. He wasn't kidding or exaggerating. It took quite a bit of muscling around to keep her where I wanted her. After a while of hand flying it, I opted to let our German friend take control (you know, Otto Pilot). Soon we began our descent and, with some vectoring to the runway, we were lined up for the landing. The landing was probably a little "firmer" than it should have been, but probably not too bad for my very first time at the controls. If I remember correctly, I ended up being about 5

or 6 feet off center. Again, not too bad in my opinion especially in this circumstance. We taxied off the runway and prepared for the return trip to be done at night.



My Dad took the right seat this time and Mr. Whitlock sat behind to help him find his way around the controls. Once again, smooth take off and climb out. The ground taxi was also much better. This time I decided to engage the autopilot a bit earlier. Winston threw some unexpected things our way during the cruise phase, including some light and moderate turbulence, a passing aircraft, and a large storm cloud in our path. We finally began our descent into ATL, using the autopilot the entire way. As we turned from base leg to final, I disengaged the autopilot to hand fly the approach. Unfortunately, the sim had a Microsoft Moment and locked up. After several attempts to bring things back, we gave up and called it a day. Regardless of how it ended, it was one of the most exciting experiences of my life. Although I would like another chance to land that bird. ;-)

After leaving the simulator area, we were shown the OCC (Operations Communication Center). This is basically Delta's nerve center, tracking every single DAL flight in the world. Unfortunately, photography is not allowed in this area, but I can tell you it looked like something out of a movie. Five giant TV screens lined the far wall with computer terminals throughout the room. Very impressive. From what we were told, DAL has the ability to select any flight from a computer monitor and can instantly be in

direct contact with the pilot of that flight from this room.

We were then shown the flight attendant training area, complete with "crash simulator", training pool and mockup fuselage. After seeing all of this, it's pretty obvious that every member of the DAL flight crew is a highly trained professional.



We also took a quick walk through some of the office areas including where the Fleet Captains (basically the equivalent of DVA's Chief Pilots) are stationed and some classrooms.



Our final stop was the Delta Heritage Museum. One more sticker and we were on our way to the hangar. Upon entering, we came face to face with Delta's Ship 41. A now gleaming DC-3 found in Puerto Rico in much lesser brilliance back in 1985. Restoration was completed on October 8th, 1999 and she now welcomes the museum guests in all her glory.

The museum also features a Travel Air S-6000-B owned by DAL from 1929 to 1937. This amazing aircraft is still air worthy



and is beautiful in person. The interior features wicker seats and full steering wheels instead of a yoke or stick.



Finally, "The Spirit of Delta" sits majestically in the 2nd hangar of the museum. This aircraft was purchased under the Project 767 in which Delta employees planned to purchase her and present it as a gift to DAL. This became a reality in December of '82 when the employees presented ship 102, Delta's first 767, to the company. Although she's worn three different paint schemes in all, TSOD now wears her original widget colors.

With a final "thank you" and a good-bye, our visit drew to a close. It was time for us to begin our long drive home and process everything we had seen during that day.



One thing I must comment on is the politeness and professionalism of every Delta employee we encountered along the way. From the security gate personnel to the mechanics in the TOC, everyone was extremely friendly and courteous. As far as I'm concerned, that speaks volumes about the people who make up Delta Air Lines. I

know we have quite a few DAL employees at DVA. A huge double thumbs up to all of you! I would also like to thank Mr. Whitlock for taking a Saturday out from his schedule to make this trip unforgettable. His hospitality was beyond expectation and I hope I'll have the opportunity to return the favor once he finds himself in the Detroit area.

Now to the specifics I learned about the Mad Dog.

- Always complete the fire alert checks prior to starting the APU.
- The landing lights should only be extended when entering the active runway. Because of the high heat output of these lights, they should only be left extended in 5-minute increments while on the ground.
- Always make sure to select 10 degree bank angle during take-off and switch to 30 degree once you pass 250 knots. Because of the short wingspan, steep bank angles at low speeds can cause the aircraft to stall quite easily.
- Make sure to retract the landing lights prior to accelerating beyond 250 knots. Leaving these out at higher speeds results in a noticeable aircraft vibration.
- Although the Mad Dog is known to have a loud growl, it will also bite you sometimes. Whenever using the Altitude Hold feature on the auto pilot, always make sure to arm it or the aircraft will blast right through the assigned altitude.
- If the APU needs to be used during flight and it won't start, the APU door can be set to override and can be opened while in the air. The rush of air will "jump start" the APU, essentially similar to popping the clutch on a car.
- While descending using the auto pilot, use the IAS descent to maintain control of your airspeed. V speed can be used, but will result in little control over airspeed.

- If hand flying the Mad Dog, be prepared for the added lift when extending flaps 28. Although it may not be simulated as accurately as in reality, it does have a tendency of ballooning the aircraft up and pushing the tail upwards with the added lift.
- Once safely on the ground and you are ready to retract the flaps, make sure to retract the flaps fully before retracting the slats. The real aircraft has a safety stop at flaps zero to prevent the pilot from retracting both the flaps and slats at the same time.
- Flying the Mad Dog on FS has a huge advantage over the real thing. In the real cockpit, the yoke blocks the pilot's view of the lower EFIS, causing you to lean to the left or right each time you need to check that display.

I hope you have found this article interesting. I learned quite a bit about the Mad Dog and Delta Air Lines during this trip and my respect for DAL and its employees has grown. Seeing all that goes into keeping their flight crews and passengers safe gave me a better understanding of where our money goes when we pay for a ticket. Also, make sure you take the time to thank the flight crew after your next flight. I've said it before, but I now feel much more strongly about it. And one final note. Next time you find yourself aboard a Mad Dog, ask the pilot to show you where the wet compass is. ☺ ➔



For more information about the Delta Heritage Museum, visit:
<http://www.deltamuseum.org>

Leonardo Mad Dog 2006 Review

By: Larry Foltran

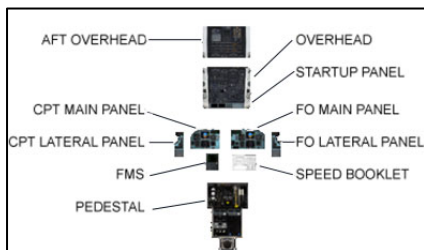
Early in March, Leonardo Software released its much anticipated follow up to the Lago Mad Dog 2004 payware panel. MD-80 series fans had been waiting for some time for this new version.

If you aren't familiar with the 2004 version, it was originally distributed through Lago and the name became synonymous with the actual product's name. This payware panel featured the glass components similar to what the Delta MD-88s and MD-90s are equipped with. Although it was initially plagued with bugs, the package offered the more realistic option for Delta FS pilots. With an additional application, the panel could also with the Jet City Aircraft MD-88 and MD-90 model.

Priced at about \$50.00 US (44.99 Eur), Mad Dog 2006 isn't cheap. If you fly the MD-8X on a regular basis, such as myself, this price is well worth it. Leonardo Software (LS) has greatly re-worked the features from its predecessor as well as added new features for us to play around with. Although the panel does not include a virtual cockpit, LS promises to release this as a free upgrade in the near future.

The Panel

In adding new features to the panel, LS decided to modify the way Mad Dog 2006 displays the different panel views. First off, selecting the panel views has changed from the original symbols to the left of the panel to a simplified graphical representation now located in the middle of the Captain's panel and the right side of the First Officer's panel.



Panel, FO panel, Captain Lateral Panel, FO Lateral Panel, FMS, Speed Booklet and Pedestal. Although some of these were already around in MD04, many of the controls

The panel views are divided into the Aft Overhead, Overhead, Startup Panel, Captain

were not simulated. As an example, MD06 features clickable circuit breakers in the Aft Overhead panel. In MD04, these were basically eye candy.



LS has also modified the main panels. MD04 only included the Captain's side of the panel. Certain controls that are side specific on the actual panel were either moved to the Captain's side (i.e. HYD switches) or featured a clickable region to switch back and forth between the two options for those controls (i.e. light controls). MD06 requires the user to flip back and forth between the FO and Capt panel to complete certain tasks. Although the new system is more realistic, it does take some getting used to. Users of the previous version will also need to learn the actual location of certain gauges. This feature does allow in interesting options for DVA pilots though. First Officers can actually fly the aircraft from the right seat and make the move to the left once they earn their additional stripe.

Although it's a small detail, the sounds of the clicking switches are more realistic in this version as well. One thing I noticed in the simulated flight decks was that the switches weren't as loud as represented on MD04. Some of the switches in the actual aircraft are also "pull & switch" style and make very little noise.

Another very nice feature, in my opinion, are the manual speed bugs. MD04 featured two clickable regions that would either set the bugs for take-off or landing. MD06 allows you to manually set each bug as you would on the actual aircraft. It's not as quick as the original

version, but it's much more realistic. For those who prefer not to set each bug manually, the automatic bug set is still available by clicking a hotspot above the gauge or below for the descent numbers.



One of the most interesting new features is the introduction of icing. If you take off in the dead of winter without activating the aircraft's ice protection, you'll find yourself with an ice covered windscreen, zero airspeed and possibly dead engines. The package also features an option for ground de-ice operations which makes me already look forward to winter.

It's pretty obvious that the folks at LS have done their research when designing this panel. Although relating specifically to Delta, you'll find that the panel ends up being more of a hybrid between the MD-88 and the MD-90. In LS's defense, it would be tough to get a panel perfect unless it were released as the Delta Mad Dog 2006, Ail Italia Mad Dog 2006, etc.

Pilots will also find the Ground Crew and Flight Crew communication features helpful. In MD04, you could either use the GPU or APU for power on the ground. MD06 provides some additional pieces of equipment while on the ground including an Air Starter Unit, Air Conditioning, Refueling, and Pushback Tug. All of these are accompanied with voice responses from the ground crew. Crew communications includes the PA/Emergency Light Test (required prior to boarding), Boarding Start, Prepare for Takeoff, Prepare for Landing and Unload Passengers.

The Model

The default exterior model is also much more impressive than what was included in MD04. The model accurately shows the control tabs, landing lights and even the wipers. For those JCA owners out there, LS says that MD06 can be merged with the JCA model as MD04 was. But by doing so, you will lose some of the features LS has included in this version. For our DVA pilots, the downside of sticking with the default model is that you'll actually be flying the MD-82 rather than the MD-88 or MD-90. Merging with the JCA package will give you these two aircraft models, but at the cost of the updated exterior features. Based on the information posted on the JCA forum, they currently have no plans to develop a compatible version. I'm going to miss those ground vehicles that came with it.



Although the MD06 installer comes only with the original McDonnell-Douglas livery, LS offers a 41mb liveries pack installer which includes 23 other liveries including Delta's NNC (Russian Beach Blanket, Wavy Gravy, etc). For those creative Mad Dog pilots, LS has also made the paint kit available for anyone who would like to put together their own livery. The 30mb zip file contains 13 separate Photoshop files that are ready to go and set up quite well. I've actually been trying my hand at putting together some other DAL options.

MD Manager & Setup

Users of MD04 will probably be familiar with the Load Manager and Settings system that comes with the panel. LS has expanded on the options available via this system. This includes a panel setup option which allows you to save a specific panel state, display aspects of the gauges and physical color of the panel.

Many of the options here should be set based on the user's preference, but I've found that one actually helps FS performance. This is the Filter NavData database option. You most likely won't be traveling huge distances in the Mad Dog, so this option allows you to limit the nav data the panel loads to a specific distance centered at the airport of your choice. If you fly in and out of ATL all the time, select ATL as the specified airport and enter a radius distance. According to the manual, this will help with memory usage. I have actually noticed a difference.

Documentation

A huge complaint last time was the lack of a tutorial on how to fly the aircraft. LS hasn't missed it this time around and features a tutorial in both English and Italian. The core documentation is again very well written and detailed. New pilots will find themselves referring to these materials quite often during their first few flights.

Support

Many of you will remember that general tech support back in the Lago days was dismal. Questions were only allowed via their online forum where messages would go unanswered for weeks. With LS's shift away from Lago, the support has thankfully improved greatly. The Mad Dog team seems to monitor the forum quite closely and posts are normally answered within a day or so, if not sooner.

The development team has also recently announced an upcoming patch (SP1) that will fix the bugs that have come up. Thankfully, these bugs are not major enough that will prevent anyone from flying this aircraft until the patch is released.

Other "Stuff"

Beyond the work they've put in to improving the actual aircraft systems and visuals, the folks over at Leonardo have given Mad Dog pilots some new and some improved features with this release.



The first is the improvement in the First Officer and Flight Attendant voices. The accented First Officer who accompanied us on our flights in MD04 has been replaced with a more American sounding pilot. Although I prefer the Flight Attendant from MD04 (my wife once described the voice as sultry), the new script seems a little more realistic to what you'd hear on U.S. carriers. LS did add a neat new feature relating to the Flight Attendant. If the cabin is too cold or too hot, she will check in with you requesting a temperature adjustment. Ignore her and she'll remind you a few minutes later. I'm sure the married guys out there will find this familiar. ;-)

The second is the ability to have someone join you in the flight deck during flights via their Multi Crew feature. This adds an interesting aspect to flying the Mad Dog as it allows two pilots to share the responsibilities in the cockpit as it is done in the real world. Although I haven't tried this feature, I hear it's pretty nice. Now you can call for gear up and have someone else lift the lever while you concentrate on flying the aircraft.

Conclusions

In summary, the price tag for the Mad Dog 2006 package may be a little steep for many virtual pilots. But if you do have the cash to spend, you won't be disappointed. Leonardo

has developed an outstanding product that should please the majority of Mad Dog pilots other there. Obviously, I wouldn't mind seeing a package that more closely resembles the type of flight deck equipment Delta uses, but I can see developing individual airline examples could be a nightmare for LS.

The systems that are modeled are extremely accurate and it's obvious they took their time to get it right this time.

One thing I sincerely hope they work on is better merge integration with JCA so we can fly the MD-88 and -90. The ground service vehicles offered by the JCA model also made screenshots a little more interesting.

I've completed several flights in the MD06 panel and have been very happy. There are very few aspects of the flight deck that are not simulated and equipment that is not present. I'd like to see the autobrake and "dial a flap" added to the panel in the future, two very commonly used pieces of equipment on the actual aircraft.

Although I don't use a VC view when flying, the folks at LS promise one in the near future. For now, uses are limited to the 2D panel.

In my opinion, if you have the cash to spend on it and you enjoy flying the MD-80, picking up this package is a no brainer. The learning curve may be a little steep, but well worth it.
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