

DC-9 MD-80 B-717 What's the Difference?

DELTA FLY!

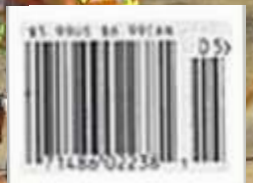
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AIRPORT DESIGN EDITOR

DELTA HUBS - KMSP





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Front Cover: CRJ200 taxiing out for departure from KLSE
courtesy of Mathias Lund

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From the Presidents Desk

Terry Eshenour - Senior Captain B777



August 2012

Fellow Pilots,

Our pilots and support staff are energetic and busy flying, taking check rides and learning about aviation. We have 2,031 active pilots that flew a total of 7,605 flights in the month August for a daily average of 245 flights.

Delta Virtual Airlines in 2011 became one of eight VATSIM certified training organizations to administer the P1 Online Pilot certification. DVA Flight Academy trained almost one-half of the P1 graduates last year. The finishing touches to VATSIM P2 Flight Fundamentals and P3 VFR Pilot Course curriculum are underway. You will be informed when we are VATSIM certified.

The Career Opportunities section greatly enhances the receipt and processing of job applications. Interested in supporting the community at the staff level? I urge you to apply for openings that you feel suited. Should you not succeed at first, continue to apply. We have a large talent pool and only a few positions. Be patient and your time to serve will come.

Tom Housworth, Editor Delta Fly!, recently was promoted to Chief Pilot B757 when long-time serving Mark Springsteen retired. Tom continues to assemble and publish a first class, professional magazine but needs assistance. Have an aviation related idea or an experience to share, prepare a draft or an outline for Tom to review.

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

I provided last year at this time a description of our finances. The volunteer contributions were strong enabling our operation to continue through its 11th year advertising free. As we close the current fiscal year we have a positive balance of funds. Last year's contributors can expect a Treasurer's report shortly.

Wishing you all blue sky and smooth air!

Thank you for flying Delta Virtual Airlines,

A handwritten signature in black ink that reads "Terry Eshenour".

Terry Eshenour
President, Senior Captain
DVA057



Minneapolis-Saint Paul International Airport (IATA: MSP, ICAO: KMSP, FAA LID: MSP) is a joint civil-military public use airport. Located in an unincorporated part of Hennepin County, Minnesota, within ten miles (16 km) of both downtown Minneapolis and downtown Saint Paul, it is the largest and busiest airport in the five-state upper Midwest region of Minnesota, Iowa, South Dakota, North Dakota, and Wisconsin.

The airport first came into being when several local groups came together to take control of the former bankrupt Twin City Speedway race track, giving the airport its original name, Speedway Field. Soon after, in 1921, the airport was renamed Wold-Chamberlain Field for the World War I pilots Ernest Groves Wold and Cyrus Foss Chamberlain. Howard Hughes briefly stopped at Wold-Chamberlain Field on his round the world flight in 1938. In 1944, the site was renamed Minneapolis-St. Paul Metropolitan Airport/Wold-Chamberlain Field, with "International" replacing "Metropolitan" four years later. Today, it is very rare to see the Wold-Chamberlain portion of the name used anywhere.

MSP was the main base for Northwest Airlines starting in 1926, and became the main base of regional carrier North Central Airlines in 1952. North Central merged with Southern Airways to form Republic Airlines in 1979; Republic then merged with Northwest in 1986. The combined carrier came to control 79% of traffic at the airport, and merged into Delta Air Lines in 2010. The 1970, the disaster film Airport was partially filmed at MSP, filling in for a fictional Lincoln airport. It was followed by several sequels and was a prototype for many disaster films that followed. The airport used colors as the method for naming different concourses for many years, a convention that was duplicated in the movie.

Minneapolis/Saint Paul International Airport has two terminals, both of which were named for famous Minnesotans: the Lindbergh Terminal (named after the aviator Charles Lindbergh) and the smaller Humphrey Terminal (named for former US Vice President Hubert Humphrey.)

Information courtesy of Wikipedia



2011 **Statistics**

**12th busiest
airfield in the
United States**

**15th in North
America for
the number of
travelers
served**

**Passengers
33,118,499**

**Traffic
Movements
436,506**

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DC-9, MD-80, B-717.....What's the difference?

By Kyle Dunst of thirtythousand.us an aviation related blog

To the untrained eye, the three aircraft pictured below might look like they are the exact same type. Unless you are a serious aviation enthusiast, you probably can't tell the difference between them at first glance. If you have ever wondered what the differences are between the Douglas DC-9, McDonnell Douglas MD-80, and the Boeing 717, then keep reading. But first, see if you can guess which aircraft is which.



If you guessed the top was a DC-9, the middle a B-717, and the bottom an MD-80, you were right. The truth is that all these aircraft were based off the Douglas DC-9, and together are considered the "DC-9 Family."

A brief history...

The first of the type, the Douglas DC-9, was first introduced into service with Delta Airlines in 1965. It was developed by the Douglas Aircraft Company for airlines to use on short but frequent routes. Its main feature was the ability to utilize short runways, which allowed for the introduction of jet service to smaller airports that previously only saw propeller driven aircraft. Over 900 of the type were produced with the last delivery in 1982. Today, the main operators of the aircraft are Delta Airlines and USA Jet. They are slowly being phased out of fleets and will probably be nonexistent within the next couple of years.

A Delta Airlines Douglas DC-9-50 climbing off of Runway 26L at Atlanta. (Photo by Kyle Dunst)



The next generation of the aircraft was originally supposed to be designated the DC-9-80 "Super 80." However, after Douglas merged with McDonnell Aircraft, its name was changed to the McDonnell-Douglas MD-80. The MD-80, and the later MD-90 variation, were much larger than the DC-9 they were based off of. The first of the type entered service with Swissair and Austrian Airlines in 1980. About 1,000 aircraft were produced in total, making it the most popular aircraft of the DC-9 Family. The largest operators of the type are American Airlines and Delta Airlines with about 200 and 100 aircraft respectively.

A Delta MD-88 Lining up for departure on Runway 18C at Charlotte (Photo by Kyle Dunst)



The most recent of the DC-9 Family is the Boeing 717. Only 156 of the type were produced, making it the least popular of the series. The last two of the type were delivered in 2006 to AirTran and Midwest Airlines, marking the end of one of the most historic and popular aircraft series the world has ever seen. Just like the MD-80, the B-717's name came from a company merger. This time, the McDonnell-Douglas aircraft corporation was absorbed by Boeing Commercial Airplanes in 1997. The main improvement of the B-717 over previous types is the state of the art, modern flight deck. It features 6 interchangeable LCD Displays and advanced computers. The largest operator of the type by far is AirTran. As the airline is absorbed into Southwest Airlines, the B-717s will be transferred to Delta. This means that starting next year, Delta will operate all 3 types of the DC-9 Family.



AirTran Orlando Magic NBA Team B-717-200 Logo Jet seen at Atlanta (Photo by Kyle Dunst)

How to tell the difference...

So now that you know how each variation of the DC-9 Family came to exist, you probably want to know how you can actually tell the three apart. Each variant has a few unique characteristics, both inside and out.



The DC-9 has much smaller engines than the other two. It also features a pointier tail cone. On the other hand, the B-717 has large, bulky, powerful engines with a more rounded tail cone. The MD-88 combines the characteristics of the DC-9 and B-717, which makes sense as it served as a transition between the two.



Note the large, bulky engines and round tail cone on this AirTran B-717. (Photo by Kyle Dunst)



The MD-88 has the tail cone of a B-717, but smaller engines similar to that of a DC-9

The best way to distinguish an MD-80 from the other two, is that it is much longer with a much wider wing span. DC-9's and B-717's are about 124 feet long, depending on the specific variant, with a wingspan of 93 feet. The MD-88 is an impressive 148 feet long with a 108 foot wingspan.

For people with a decent amount of knowledge about commercial aviation, the easiest way to tell the difference is by what airline is operating it. For example, American Airlines only operates the MD-80 and AirTran now only operates the Boeing 717. As you become more involved in the aircraft spotting hobby, you quickly learn which airlines operate which types of aircraft. Delta, on the other hand, will soon operate the DC-9, MD-80, and B-717. (So much for that method...)

From the inside you can sometimes tell the difference by the seating layout. Delta's MD-80's have three seats on the left side of the aisle and two on the right, while its DC-9's are the other way around. The B-717's cockpit is very unique and recognizable as compared to the other two.

Next time you find yourself at an airport, try to see if you can figure out which is which.

NEWBIES SECTION



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

What is the correct Cruise Altitude for my direction of flight?

It important that the aircraft follow the NEODD/SWEVEN rule, which means if an aircraft is going to a destination that is North/East (360-179 magnetic), then the aircraft should be assigned an odd altitude in a thousand foot increments (i.e 5,000). If the aircraft is going to a destination that is South/West (180-359 magnetic), then the aircraft should be assigned an even altitude in a thousand foot increments (i.e 4,000). In VATUSA airspace all aircraft are assumed to be RVSM capable thus the NEODD/SWEVEN rule extends up to and includes FL410 (eastbound). Above FL410, 2,000ft separation is still required so FL430, FL470 & FL510 are westbound and FL450, FL490 & FL530 are eastbound. **The "in between" even altitudes such as FL420, FL440 etc. are not used.** Also remember that the concept of "flight level" (QNE) is based on the aircraft setting it's altimeter to standard sea level pressure of 29.92 (in Hg).

What is RVSM?

RVSM stands for Reduced Vertical Separation Minimum. It refers to the fact that the vertical separation applied to airplanes flying at FL290 through FL410 is now reduced to 1,000 feet, from the former separation of 2,000 feet. This reduction in vertical separation doubles the altitudes available.

How does Dispatch work?

Please go to page 10 of this earlier edition of Delta Fly! for an overview:

<http://www.deltava.org/newsletter/delta%20fly%20-%20march%202010.pdf>

What is Flying Online??

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

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

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

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

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

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

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

PILOT INTERVIEW

by Elise Van de Putte

Featuring
Luke Kolin

1. When did you start using flight simulators?

I first saw MS Flight Simulator on a PC in 1983 or 1984. This was CGA-style graphics so four colors and wireframe rendering of the Chicago area, but I was hooked. I didn't manage to get another flight simulator until I got a version for the Apple 2 a few years later, which was a cruder graphics-wise. From then it was over a decade until I started simming again in 2000.

2. What's in your hangar?

A variety of aircraft. I have the LDS 767 and the PMDG 737/747, plus the DF727 for payware. I still fly a large amount of the DVA/AFV fleet including the 707, DC-8, 747, DC-9 and CV-880/990. I'm contemplating my next purchase, and I'm undecided between the PMDG MD-11 or the 737. I'm also looking for a good 757.

3. What's your favorite flight?

That's a great question - it's interesting how that can change over time! I suspect for sheer frequency it would be YYZ-ATL, or the return flight. I have a lot of family and friends in the Toronto area so I've flown that flight in real life dozens of times. One of the fun aspects of flight simulation is that you can compare your operations to the real thing, and with this flight I have lots of material to compare to! One other challenge is to see if I can overfly the neighborhoods of my parents on the approach into 24L in Toronto - each time I visit I see a stream of aircraft flying over about to turn towards the airport. One day I'll overfly their homes.

Probably my second favorite flight is LAX-OGG. The approach into Kahului is through a valley between two extinct volcanoes - the scenery is quite spectacular in stock FSX and it's an enjoyable approach to fly manually. There's a pretty consistent stiff breeze from the trade winds that adds a wrinkle, too.

4. What attracted you to Delta Virtual?

When I got interested in virtual aviation, it came down to two choices - either Delta or Air Canada. My father-in-law worked for Air Canada for a quarter-century, and I grew up watching a variety of Air Canada and CP Air aircraft in the 1970s and 1980s with my father at the top of the Toronto airport parking garage. I chose Delta for two reasons - there wasn't a head and shoulders superior Delta virtual airline in existence, and between Delta and its SkyTeam partners (primarily Air France and Korean) one had access to a fantastic route network and choices in aircraft. There's not a major Western aircraft type that Delta, Air France or Korean hasn't operated, and our route network spans six continents.

The last dozen years has just improved our position in the world. Consolidation within the airline industry has allowed Delta and Air France to grow substantially, increasing the advantage to flight simulation enthusiasts. I like I think we've been a part of their real-world success. :)

5. Which do you prefer, short haul, medium or long?

I think if I was to compare my average flights over the years, the length has decreased proportionally to the number of children in my house. I'm certainly not a long-haul fanatic; probably two or three hours is my sweet spot with the odd trans-Atlantic trip of 5-8 hours.



6. What is your favorite Flight Simulator add-on?

The best add-ons are the ones you can enjoy every flight, which is why airport scenery isn't on this list. The two runners-up are ActiveSky for weather and the LDS 767 - I was able to get both FS9 and FSX versions of the LDS for \$60, and ActiveSky has had a very generous upgrade policy over the years. The winner has to be Pete Dowson's FSUIPC - it adds a lot of functionality to FS9 and FSX that dramatically improves the sim experience (especially with regards to weather) but even more importantly most of the add-ons we know and love including ACARS simply wouldn't be possible without FSUIPC and the interface it exposes to FS9, FSX and P3D.

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

I'm one of a very small number of people who can claim exactly 1 hour in a C150 and a dozen or so hours in full motion 737/757/777/MD11/MD90 sims. I don't expect that would be a very common logbook.

8. What are your favorite weather conditions to fly in?

It depends. I'm not a big fan of overcast down to the minimums, but every now and then some thick clouds and a fair bit of turbulence makes the terminal area a lot more challenging and fun. At night on the other hand I like clear skies to enjoy the lights of my destination as I head in.

9. What is your favorite airport?

Getting back to #3, probably Atlanta and Toronto. It's nice to see the landmarks and roads as I fly in and recognize them.

10. What do you enjoy most about flying?

Two parts - first, the noise, the smoke and the power of takeoff. In a real plane you can hear and feel the power inherent in a jetliner and there's an excitement from that just like trains were exciting two generations ago. The second thing I like the most is the inherent adventure - turning towards the darkness on a trans-Atlantic flight knowing that when the sun rises you'll be landing somewhere totally different.



Air France A380 arriving CYUL.....compliments of Craig McGrath

From the Editors Desk



Tom Housworth - Chief Pilot B757

Hello again and welcome back to Delta FLY!

Hope everyone had a great Summer and were able to maybe check off a few items on their Bucket Lists.

As we approach the peak of Hurricane Season down here on the Southeast Coast we hope that Mother Nature continues to play nice again this year. Very thankful for Hurricane Isaac delivering some much needed rain up the Mississippi Valley to those drought stricken states.

I encourage you to stop by our ISSUU section and you may access the link via our website's Pilot Section/Web Resources/DVA Newsletters or directly by this link: http://issuu.com/delta_virtual_airlines

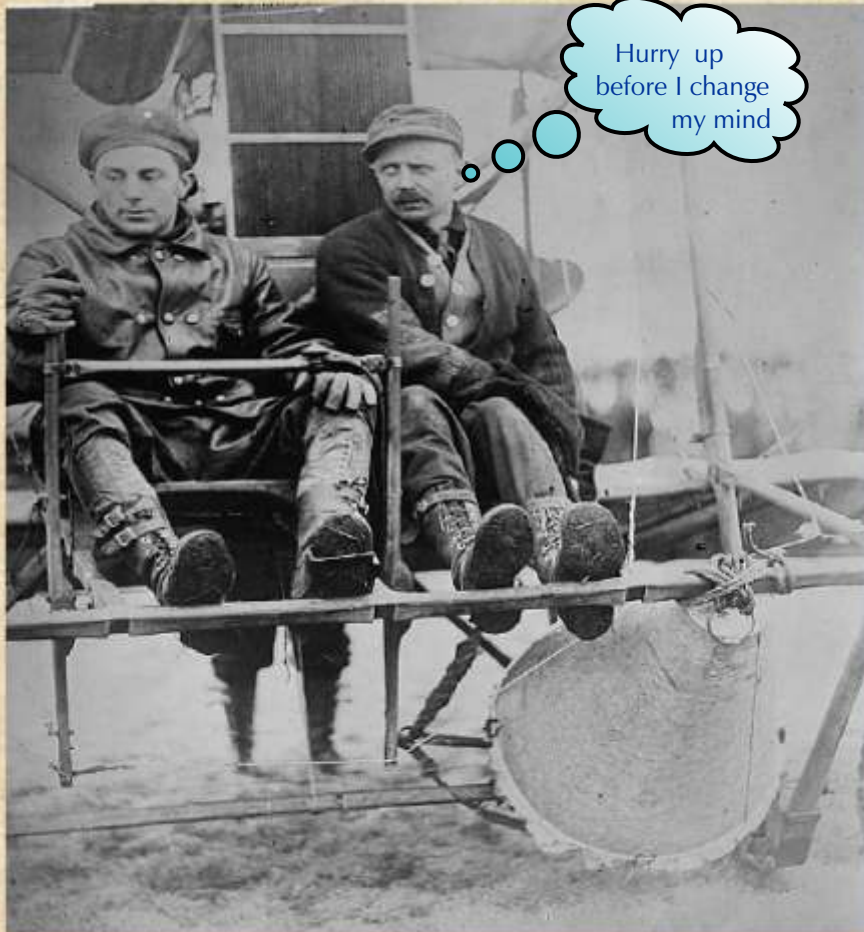
Anyone with Corel Draw or Graphics design skills interested in applying for the Asst. Editor-Graphics

position, or writers interested in providing aviation related articles and assuming the role of Asst. Editor-Content, please send your resume to the email address listed below.

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



B787 Cockpit by Don Thomas



1912 Pilot Tony Janus (left) takes off with Captain Albert Berry, who made the first parachute jump

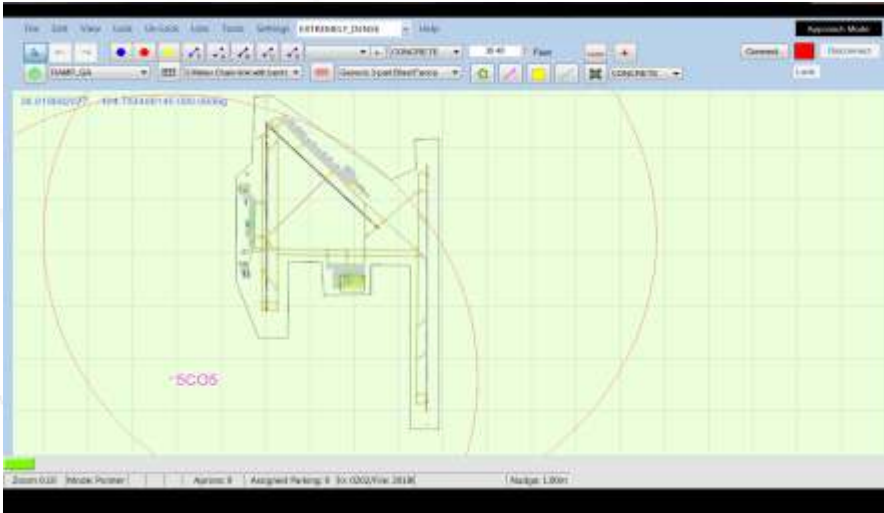
AIRPORT DESIGN EDITOR

An Overview presented by: Brandon Howell

Airports are constantly being built, updated, and closed in the real world. Unfortunately, FS does not update its expansive list of airports and updates need to be manually installed by simmers. With Delta's changing schedule, new routes are popping up, creating a need for current airports. If you've been really unlucky, you can be on the last leg of a multi hour long haul and find that there's no airport! If you feel up to the relatively easy task, you can use Airport Design Editor (ADE).

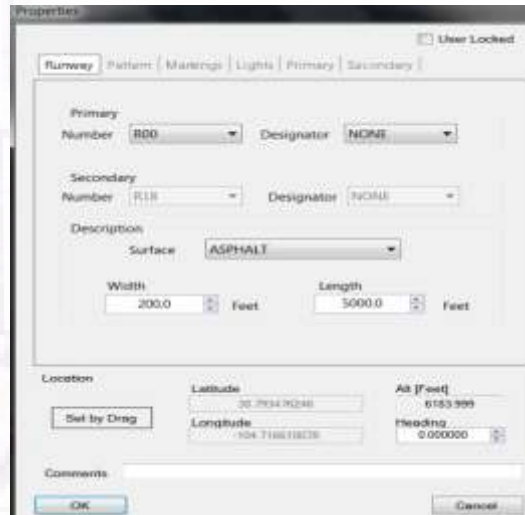
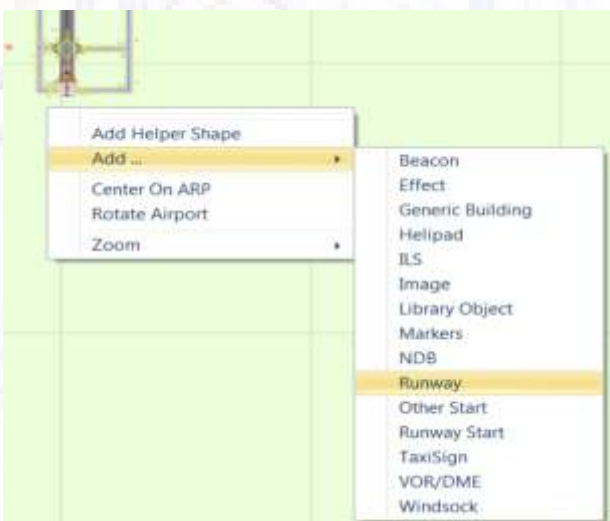
ADE is a tool to create new airports or update existing ones. New runway added to your local airport? With just a bit of time, you can add it right in. While user-created airports won't be as impressive as the ones made by FlyTampa or FSdT, they can make your flying experience better. ADE is free and can be downloaded from <http://www.airportdesigneditor.co.uk/>. FSX, FS9, and Prepar3D, so no one gets left out. ADE comes with a detailed tutorial that explains how to use it, leaving very few questions about how to get started.

As an example, I'll be using my home airport of KCOS – Colorado Springs Municipal (while I don't cover every aspect of editing, I do hit the major ones and the tutorial includes everything else). Let's say a new East/West Runway has been added on the southern part of our airport, with a heading of 9/27, along with adjoining taxiways and other objects. When opening the stock file, it should look something like this **Note:** FS9/Prepar3D users may see slightly different images.



This file is the AFCAD, which is what FSX reads from. AFCAD files are complex and have control over many sim aspects, such as AI traffic, display, lights, etc. Adding the runway first starts with deleting the boundary fence, then right clicking to bring up a sub menu and selecting the Runway option, which shows the creation menu.

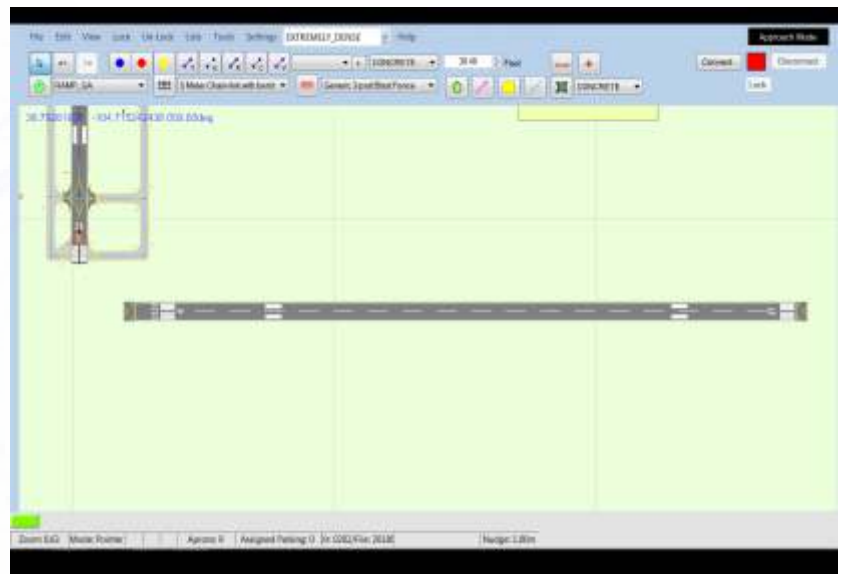
While most of the creation menu is self explanatory, you may be stumped at the runway markings. See image 4 for the correct options to select for a typical runway. If you decide to add a PAPI, it will show up in the center of the runway. Manual placement is needed to set them in the right place. This is more trial



While most of the creation menu is self explanatory, you may be stumped at the runway markings. See adjacent image for the correct options to select for a typical runway. If you decide to add a PAPI, it will show up in the center of the runway. Manual placement is needed to set them in the right place. This is more trial and error and will just take some time to get right.

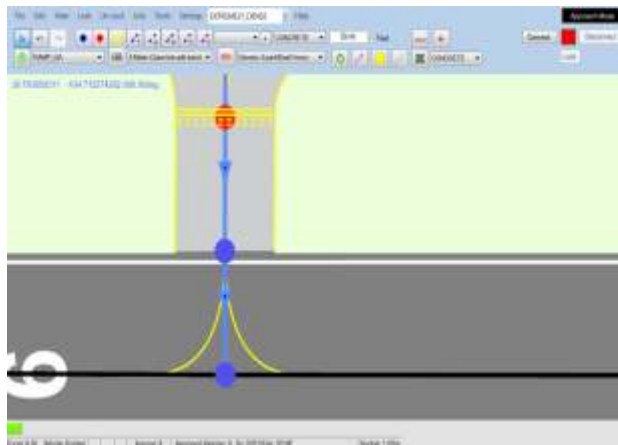
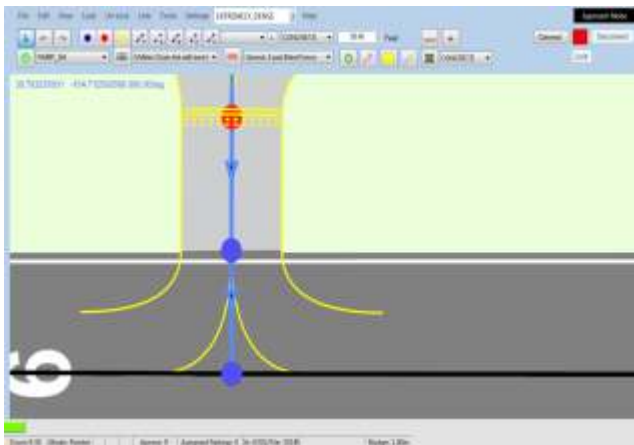


I've added a 6,000' x 150' asphalt runway, with dual blastpads and an offset threshold on one side. If you're following along, it should look something like this –

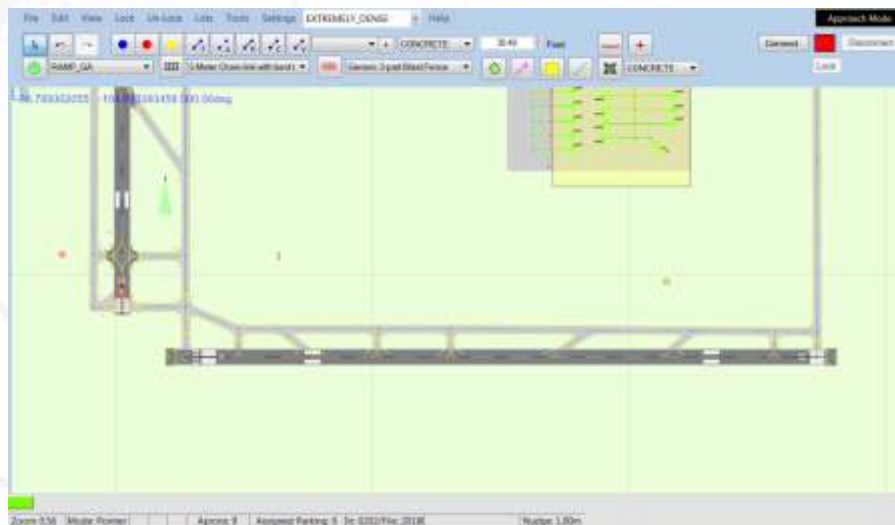


ALSF-2 approach lights were added for both ends, but this is not shown in ADE. Now that the runway has been added, taxiways are needed. To add a taxiway, just select the 'T' at the top and drag and draw your desired path. Keep doing this until you have all of your desired runway exits and have drawn a path up the runway for AI to follow (be sure to set the links on the runway as "runway" in the properties). When you first do taxiways, you might notice some line 'bleed' where the taxiway edge lines run out onto the pavement. This is solved by adding a node just before the runway, then connecting that node to the runway and turning off the edge lines. The result – no more lines leading onto the runway.

pictures on following page



With the taxiways drawn, you can add hold short lines to force AI to hold short of the runway before entering. Before you move on though, make sure that all new taxiways have unique names. Next up is taxi signs, which like the runway, is accessed by right-clicking, then New > Taxi sign. It's easy to create a new sign, which is done just by clicking and typing. With the new runway and associated taxi signs added in, it's time for some objects. Accessed the same way by right-clicking, you may add any object in the list. ****Caution - adding too many may impact FPS****



Now that everything is added, it's just a matter of compiling and then adding to your local FS folder. Try editing your local airport if it's out of date, or just improving it. If you come across a missing airport, take a try at creating it yourself and then upload it to a site such as AVSIM or FlightSim for the entire community to use. It's really just that simple.

If you have any questions, please don't hesitate to email me.
 Brandon Howell at
cscboulder11@gmail.com
 Blue skies!

- A brief interview with the creator of ADE, Jon Masterson.

Q: Why was ADE created?

A: ADE was created originally as an AFCAD replacement to work with FSX. AFCAD development stopped when FS9 was current. It has since been extended to cover FS9, FSX and Prepar3d. It can handle both airport design and object placement. It also has an Approach Designer. These are all extensions of the basic concept created by AFCAD.

Q: Who can use ADE?

A: Anyone who would like to either create their own airports or modify an existing FS9 or FSX airport. Folks who use ADE range from professional third party payware developers thru to simmers who just want to make their local field more realistic. Currently downloads for the latest version of ADE (1.50) are running at an annualized rate of over 50,000.

Q: What do you want for people to get out of ADE?

A: Enjoyment and enhancement of their Flight Simming experience.

ELSE VISITS JAPAN

Her Trip of a Lifetime

To many, a trip to Japan is a once in a lifetime experience. For me, an all-expenses paid trip to Japan was almost too good to be true. My journey started with an early wake-up to be at RDU by 8 AM. Delta flights leave out of RDU's new Terminal 2. Even though I have been to Terminal 2 many times, it's still amazing. The roof is in the shape of an airplane wing, a clever design. My group relaxed for a few hours in the airport while we were waiting on our flight. Most of us went down to the newer half of the terminal where there is a Five Guys and bought hamburgers. At about twelve pm, the boarding call sounded for DL1676.

<http://www.youtube.com/watch?v=qwGa3t8WUMg>



During cruise, we passed over many beautiful clouds. The ride itself was really smooth and we landed in DTW on time. <http://www.youtube.com/watch?v=ah8mGTzP-XI>

The terminal in DTW was really long from what I got a chance to see. Our plane from RDU was parked really close to where we would get on our next flight. We found a sign that had all the gates on it and where they were including tram terminals nearby. Something that surprised us was that, as we neared our gate, all the signs were written in not only English, but also Japanese. As we were boarding DL275 to RJAA, I was really impressed by the size of the 747-400. It was the first time I had been on a 747. My friend and I were sitting next to each other, but as we sat down, we realized it would be a boring 13 hours. Neither of us had a good view of the TV screens.

<http://www.youtube.com/watch?v=lcyeiaEzvnI&feature=relmfu>



The actual flight was nice for such a long one. The food on the other hand wasn't as good. The salad looked at least 2 days old, as did the shrimp cocktail. I had been hoping to get some Asian style food, but we had chicken, gravy and mashed potatoes. Nearing arrival, we got a small snack which consisted of a ham and cheese sandwich. It wasn't very good either as I don't eat pork. A smooth approach and a smooth landing in NRT brought us to our final destination of Tokyo.

<http://www.youtube.com/watch?v=6QzHKC-H0U8>

Over the course of the next two weeks, we experienced much of Japanese culture, and cuisine. We visited one of the areas affected by the March 11 tsunami, Kesenuma Ooshima. There, we were met with wonderful hospitality from the locals and shown around their island. We ate a lot of fish while we were there, as it was a fishing village.



We also had the opportunity to ride the Shinkansen (Bullet Train) to Kesenuma and Kyoto. The terminal that the Shinkansen left out of was really big with a mall incorporated into it. The Shinkansen goes about 250 kilometers per hour and it was a really smooth ride with spacious seats and legroom.



On our final day, we woke up at 4 AM to get to Kobe Airport at 6 AM. We got our tickets and checked in for a domestic flight on SkyMark Airlines to Narita. As soon as we passed through Security, we all had to rush to get on the plane. The B737-800 we were on was really nice! It had blue mood lighting and very clean beige leather seats. The crew wasn't like an American crew that sat down as soon as the plane started taxiing. They didn't sit down until right before takeoff while we were lined up and waiting.



<http://www.youtube.com/watch?v=Sosr-DizMsM>

The flight was a smooth one and soon we were landing at Narita.

<http://www.youtube.com/watch?v=Y1Crq4u2z2A&feature=relmfu>

After our landing, we picked up our baggage and took a bus to the other terminal. There, we got in line to check-in for our flight and rechecked our luggage. My friends and I ate lunch right next to the observation deck. The Yakisoba (Japanese fried noodles) were delicious. At noon, we went through Security and went to the gate where our flight to JFK would be leaving from at 3 PM. When we finally boarded the flight, I was sitting in Row 63, the very back of the plane. I could feel all the rudder movement as we took off.

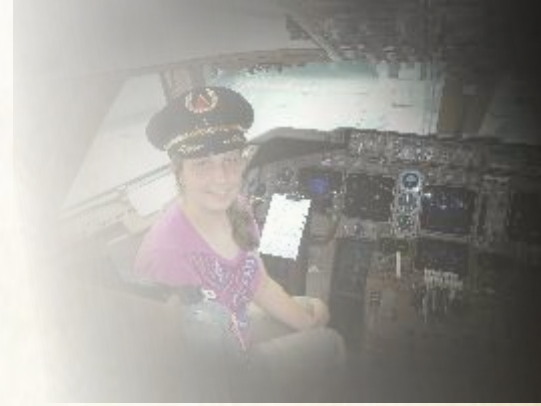
<http://www.youtube.com/watch?v=4xncBTY7bEw>



An uncomfortable 12 hours later, we were served a second lunch, which just so happened to be Yakisoba again. We landed on Runway 13L at JFK 40 minutes early and taxied to the gate. When we got there, the flight that was going to Japan again was still there as it had weight-and-balance issues. We ended up having to wait 30 more minutes just to get our gate. By the time we went through Customs and Immigration, we had to walk to the gate that our next flight would be leaving from. Even after drinking coffee, the 30 hour travel time and jetlag was starting to take its toll. By the time we got on our flight after a three hour layover, it was all I could do to wake up in time to film the takeoff and fall asleep again. JFK traffic was as it always is, busy. I'm not sure how long we waited in line, but it was enough for me to fall asleep multiple times.

<http://www.youtube.com/watch?v=ty6moKGdsVI>

Shortly after takeoff, the captain turned off the lights much to everyone in our group's happiness. Most of us missed the in-flight drinks. As we approached RDU, we could all see lightning and lots of clouds out of our windows. After landing, the ramp had been closed due to lightning and finally, after a grand total of over 32 hours of travel, we were home. It was certainly an experience I shall never forget.



Airbus A340-600

In-n-Out Burger on W 92nd Street and Sepulveda, where the great planes come close – here a Virgin Atlantic Airbus A340-600 series widebody jet seconds from touch down at the Los Angeles International Airport, Westchester, Los Angeles, California

A Face.....

With a Name



MATHIAS LUND

I am an Assistant Director of Events and a Senior Pilot at

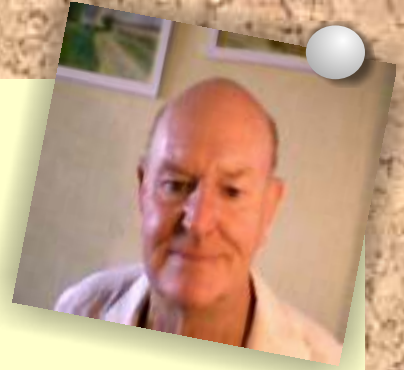
DVA. My interest for aviation started when as a child, I got to go into the cockpit of an airplane on the way to a vacation.

I have flown MSFS since their '98 edition but didn't start VA and VATSIM flying till early 2009. I currently hold a S3 rating in VATSIM-Scandinavia, which allows me to serve as an Approach Controller in Scandinavia, although I mostly control in Denmark.

I am currently working and traveling around Australia, since my laptop is not powerful enough laptop to fly online, I like to go on as Dispatch whenever I have a chance.

My dream is to hopefully someday attend University of North Dakota for either Piloting or Air Traffic Control.

ROGER PILGREM



First of all I must say that I was very surprised and somewhat flattered to be asked to submit this brief summary about myself. For background sake my formal education and initial entry into the world of earning money took place in Nottingham, England. This was followed by 27 years of service in the UKAF as a communications engineer. After that I was employed as a communications consultant by a US/UK based company working under contract to the UK Government. I can say for sure that during those years until my retirement, had I known about the world of virtual aviation, I would have had no time to get involved in it.

Following my retirement, and after starting my new life in Spain, I was introduced into the world of PCs and FS by a friend in the UK who was also a VA hub captain. I was given a one hour introduction for assembling my first computer, using the computer, and together with a copy of FS98 and the handbook I made my way back to Spain with his instruction that when I had mastered the mysteries of flight I might be allowed to enter the VA world. I spent 200 hours flying the Cessna out of Meigs, Chicago, and learning about NDBs, VORs and the ILS before being allowed to fly an ATR42 from Manchester UK to Leeds UK, my first VA flight.

I flew some 2500 hours and flirted with other UK based VA's until 2003 when I felt that I needed to broaden my horizons.

It was then that I found DVA and was employed as a pilot in the MD-88 program flying out of Cincinnati. My first flights were all with the MD-88. However I had a great love affair with the ATR-72 and found myself flying most of the DVA ATR schedules many of which were out of Atlanta to airports in Georgia and adjacent states. Because of this my home base was transferred to Atlanta.

My preference has always been for short haul flights out of major cities and having exhausted the ATR schedules I turned to the CRJ-200 which gave me a tremendous variety of flights throughout the USA which I continue to enjoy.

continued on next page

My flying needs are simple and the EMB-120, CRJ-200 and the B757-200 normally meet my immediate objectives. Because I had the time I often found myself flying 6-10 hours a day.

In 2009 after completing a further 4300 hours with DVA I extended my horizons yet again and took a sabbatical and flew with another VA for some time before returning to DVA recently.

My objectives are now very simple, I found in the DVA Pilot Center, Flight Reports, a page listing the airports which I have not visited. I am now working my way through the USA airports listed.

In the short time that I have been with virtual aviation I have moved from FS98 to FSX. These changes have made constant updates and replacement of my PC necessary to appreciate all that is now on offer. In Brazil I use FS9 in Spain FSX.

In the future who knows? Yesterday is history, tomorrow is mystery! For me I have no pretensions to grandeur, virtual flying is a game and one which gives me great satisfaction. To all of you fly safe and enjoy.

Editor Note: As of August 31st, Roger has flown an impressive 2683 flights!!



1927 The first U.S. federal pilot's license

Parting Shots



-- Delta 747-400 landing at Minneapolis.....courtesy of FlightAware --

Parting shot - is defined as an act of aggression or retaliation, such as a retort or threat, that is made upon one's departure or at the end of a heated discussion. Here at Delta FLY! we like to think of it as a way to leave you with the memory of a great screenshot taken while enjoying this fascinating hobby of Flight Simming.

If you'd like to see your picture here....please read instructions on page 2.