DELTA FLY!

SEPTEMBER 2007 EDITION

DELTA VIRTUAL AIRLINES MAGAZINE

In this issue:
> DVA 757 Program
> The Scan Technique
> B1RD
> Flight Academy Update
...and much more!

September 2007

Issue #8

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On the Cover:

757 sporting new colors – Charly Azcue

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From the President's Desk

Terry Eshenour - President, Senior Captain 777

Fellow Pilots,

Four months ago I wrote about our accomplishments in year 6 of our operation. I looked forward with you as to our goals for year 7. To refresh your memory:

"Well, this all begs the question of what next for Delta Virtual Airlines. Looking forward is an important function of management.

- In year 7 we will focus on continued serving with excellence.
- We may need to add more assistants to support in a timely manner our pilots and to not wear out those who devote 100's of hours a month to DVA.
- Exam questions and aircraft operating manuals will be revised to assure accuracy and eliminate vague questions.
- The Commercial Course will be inaugurated in the Flight Academy.
- The fleet will be upgraded to be FSX compatible."

In the four months that followed, staff has made considerable headway into achieving the goals.

- The decision was made to cap active membership at 2,500 to ensure our ability to deliver excellent service. As part of this decision, to remain active the number of days between logons was reduced from 90 to 45 days.
- Assistant Chief Pilots were added to CRJ, B737, B757, B767 and DC-6/DC-8 programs.
- Exam questions for the EMB-120, CRJ, B737, MD-88 and B767 were reviewed and rewritten. They are now multiple choice. Eventually all exams will be revised accordingly. The Flight Encyclopedia was revised.
- The Commercial Course officially started in early June.

- FSX compatible fleet includes CRJ, MD-88 B737, B757 and B767.

We experienced several changes in personnel during the last quarter.

- Matt Creed VP of OPS resigned; George Lewis moved over from VP Training. Matt we appreciate your years of contributions to DVA as VP of OPS and Chief Pilot DC-8.
- Scott Clarke was promoted to VP Training and Director of Flight Academy taking George's position. Both individuals have and continue to make significant contributions to our training and education programs.
- Jared Angstadt Chief Pilot CRJ resigned; Joshua Clement was promoted from ACP CRJ to CP CRJ. Jim Warner a flight instructor became ACP CRJ.
- Robby Chiste Assistant Director Activities resigned to take ACP B767 position; Ian Hamilton became the Assistant Director Activities.
- Ralph Snyder former VP of HR returned to take on the ACP B767.
- Jim Crichton Chief Pilot L-1011 resigned. Bruno Pinto was appointed as his replacement.
- Craig Davidson Chief Pilot B757 resigned. Charly Azcue former ACP B757 was appointed as the CP B757. Chris Frasure and Perez Howson were appointed ACP 757.
- The Flight Academy has grown to eight (8) instructors. Recent additions include: William Bunn, Sid Dudley, Rob Morgan, Jim Pray, and Ronald Ward.

Other areas of growth and change include:

- Our activities calendar continues to be full with scheduled group flights most weeks having 3 events some have 4.
- New pilot additions continue at breakneck speed. About 1,200 new pilots remaining active in the last 12 months.

We experienced our first service outage after 615 days of continuous uninterrupted service our dedicated server experienced RAM failure. This occurred 3:30 am ET on a Monday morning. Luke Kolin was able to start a backup server within 4 hours of discovering the problem. Our main server returned to service about 11 hours after failure.

Turning to a serious note, Tom Haug died who was dedicated to the flight simming community, prior CEO at Air France Virtual and an advisor to management at DVA. Tom was one of the original Sunday Night Musketeers. He was a great trainer, mentor and teacher. We extend our deepest sympathy to his wife, family and friends.

Your organization is busy, vibrant and maintains a high level of participation in the Cooler, events and instruction.

Wishing you all a safe and enjoyable end of summer with Delta Virtual Airlines.

Thank you for flying Delta Virtual Airlines,

Terry R. Eshenour

Terry Eshenour
President, Senior Captain 777
DVA057

From Delta FLY!'s Editor

George Lewis - Vice President (Operations)

I would like to thank Justin Taylor for his help in putting this issue of the Delta FLY together. He worked as interim assistant editor and did a pretty good job. All of the articles in this issue are the direct result of his hard work and effort. Thank you Justin!

There have been some changes at DVA staff and our President, Terry Eshenour, does a nice job of keeping us informed of those changes. The Flight Academy has also undergone some changes and Scott Clarke fills us in on what those changes are.

Lewis Gregory, our B727 chief pilot, wrote a must-read article on Online Group Flights and how to be ready for them. I highly recommend reading this article!

The 757 program is featured on the cover, courtesy of Charly Azcue, the B757 chief pilot. Steve Pickle, former B757 Assistant Chief Pilot, has written an article on the 757 program.

Andrew Kaufmann and Scott Brinson also contributed articles for the FLY and they are there for your reading pleasure.

Last but not least, Larry Foltran has once again done a fabulous job of putting the FLY together and making *all* of us look like great writers! Larry, without your help they would have tossed me out the door long ago – thanks!

I would like to apologize to everyone for taking so long to get this issue of FLY out the door. We hope to get the next issue of FLY out quicker. Until then, have fun flying!

Anyone interested in writing for the FLY should send an email to me at editor@deltava.org and let me know your ideas.

George Lewis, DVA2253
DVA VP Operations and Delta FLY Editor
Senior Captain, B727

From the Flight Academy

Scott Clarke - Vice President (Training)
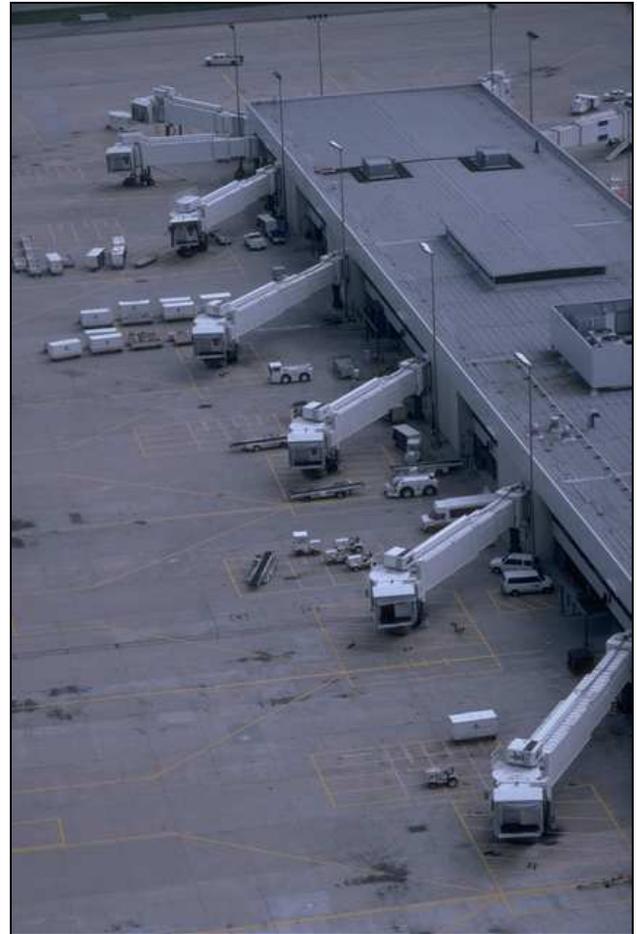
Personnel Changes at the Flight Academy since the last article are:

William (or Bill) Bunn (DVA 2376) is a new member of in our flight academy. He is a former Navy Destroyer vet who has flown a variety of real world single engine aircraft. Bill's Flight Simming started in 1988 with FS3.0, but he didn't get serious about it until he joined DVA as a CRJ pilot in May 2005. He is an FAA Systems Maintenance Service retiree where he worked as an FAA Academy Instructor for a number of years and subsequently as a NavAids Engineer in the Southern Region's VORTAC/ILS/NDB programs. He then became a Systems Engineer at FAA's Atlanta Center implementing and operating the NAS Enroute Automation system. The last five years of his FAA career were spent as the Facility Manager at one of FAA's two National Data Interchange Network (NADIN) Centers that collected and distributed domestic and international flight plan and weather data to FAA field facilities. After retiring from the FAA, Bill worked for an additional six years at TRW as a Communications Engineer designing and implementing communications networks for the AWAS and ASOS programs. Bill has lived in Conyers, GA with his wife Barbara since 1972.

Rob Morgan (DVA 2784) is a new instructor for our Flight Academy. Rob is a retired Air Traffic Controller who served with the US Air Force for 21 years working a mixture of Tower, Approach/Departure and Enroute ATC environments. He has an additional 10 years of experience as a U.S. Instrument Procedure designer, building approaches, departures and even a SID/STAR or two. He has been flight simming since the original MS Flight Simulator with untold hours spent joy riding around the virtual skies. Currently working as a Software Project Manager, he lives in southern Alabama with his wife and two teenage boys. When not flying on the computer, he enjoys a good round of golf.

Ron Ward (DVA 4147) is also a new instructor in our Flight Academy. He is a real world commercial pilot with an instrument rating. With a little over 425 real flight hours flying single engine aircraft including T-34B, PA-28-201RT, and various other training aircraft, Ron is currently working on his CFI and CFII ratings. To pay the bills he is currently serving with the U.S. Navy as an Avionics Technician at Patuxant River, Maryland where he lives with his wife Elena and one year old son Connor. Ron has had the unique privilege of flying on board several military aircraft, including the P-3C Orion, C-130 Hercules, UH-3H Sea King, and his favorite TA-4J Skyhawk. Ron has been simming since playing MSFS2 on a Tandy 1000EX with the extra math co-processor.


In our academy lessons, we continue to base our Private Pilot Program (PPL) on the "real world" private pilot FAA course curriculum and guidelines.

The Commercial course is Stage II for our student pilots. This course exposes the requirements of commercial flight standards and helps the student to learn and execute more precise aircraft control and aeronautical knowledge than in the PPL course. The commercial student learns about airspace regulations, navigation, weather, single engine procedures and ATC communications.

The soon to be released IFR course is Stage III in the academy. The student will be taught how to fly IFR in the VATSIM environment using current FAA manuals, training courses and procedures by our real world instrument rated pilots.

Check out the flight academy if you want to advance your skills and knowledge of flying.

Scott Clarke
DVA 2370
Senior Captain, B767
VP Training
Director of the virtual Flight Academy
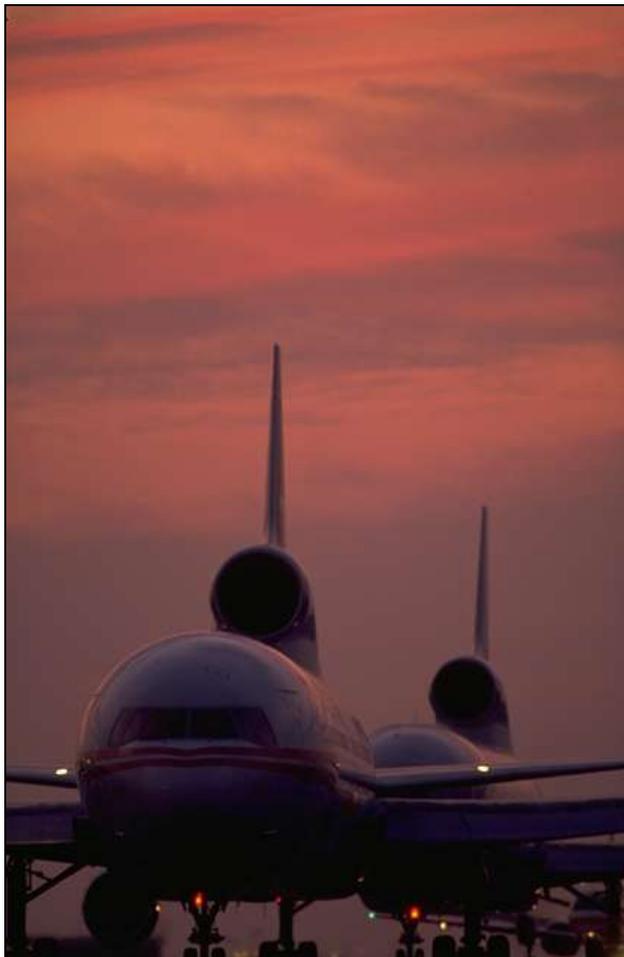
Online Group Flights: How to be ready.

Lewis Gregory - Boeing 727 Chief Pilot

One of the neatest things about being part of Delta Virtual is the fact that we have so many online events on VATSIM and IVAO. Our Events Department busts their humps to hook us up with the Sunday night group flights (a tradition that goes back three and a half years), Saturday events, mid-week ops, and others. They coordinate with the ARTCCs to help ensure that we get ATC coverage, and that our online experience is as fun and rewarding as possible.

However, we've got a responsibility too. Our responsibility is to be prepared and be professional, so that the controllers can have fun and rewarding times as well. With as many as forty pilots on the same route, we need to do everything we can to be ready so traffic can flow freely, and the controllers' jobs are as easy as possible. So in that spirit, here's some things to remember about our group flights, just reminders of common-sense things that all of us, be we VATSIM newbies or veterans with hundreds of hours online, need to know.

- As much fun as a group flight is, it's probably not the best place to start learning the ins and outs of online flying. Take your first few flights in quieter areas and get some online time under your belt before joining up on a group flight, and be sure to visit the VATSIM Pilot Resource Center at http://www.vatsim.net/prc to get some excellent beginning training. It won't take very long before you'll be ready for a group flight! If you're still concerned about your experience level, put something like "inexperienced" or "newbie" in your flight plan comments. If they have time, most controllers love to help out newbie pilots. But...

- Don't expect much hand-holding on a group flight. Controllers are VERY busy when we bring 20+ airplanes into their airspace. They have to assume that you know what you're doing. If they get swamped, they may not have time to help you out if you get confused.

- Know your aircraft. Before flying a group flight, you should be familiar with your chosen aircraft. More precisely, know your plane's navigation systems (even if it's just the default FS GPS and a couple of VORs) and autoflight systems. If you're using payware, know how to program your FMC, and how to re-program it on the fly if things change. Elementary VOR navigation can be a big help as well, and of course, you should be able to hand-fly your aircraft. The Private Pilot and Commercial courses here at DVA are fantastic resources for learning proper hand-flying, navigation, and hand-landing techniques. I strongly suggest you take them.

- Online flying is very demanding on your system. Shut down as many external applications as you can. If you're flying into an airport where you've got payware scenery, expect lousy frame rates unless you've got a killer machine. You might want to choose an aircraft that's less graphically-demanding, to help out.

- Know your flight plan. This is one of the biggest problems I've seen in group flights, and I'm going to make this pretty and bold to drive the point across: **If you file it in your flight plan, it is expected that you can fly it with no help.** If you have a DP (otherwise known as a SID) or STAR in your flight plan, you *absolutely must* be able to fly it, both laterally and vertically,

without vectoring or assistance from ATC, unless it is a radar-vectored departure like the good old Atlanta Five that we all know so well. If you do not feel comfortable flying a DP or STAR, then do not file one on your route, and insert comments in your flight plan comments section like "no DPs/STARs, need vectors." This goes double for RNAV departures, as the controllers will simply clear you on the departure when you take off, and it's all on you from there to stay on it. Old-school birds like the 727 or DC-8 generally should not file RNAV DPs/STARs at all, because they don't have the navigational equipment to fly them.

- Print arrival and departure charts out beforehand. You can go to http://www.myairplane.com or http://www.airnav.com and print out up-to-date airport, departure, arrival, and approach charts for every airport that Delta flies to in the United States. Having a paper chart in front of you is absolutely invaluable when things get hectic. And, if a controller asks you if you have a certain departure chart "onboard," and you don't, don't fake it and say yes. Tell him you can't accept it.

- One more time: **If you file it, make sure you can fly it. If you can't fly it, don't file it.**

- The ATC you are dealing with are all real people, and all volunteers like you. They give up hours of their time to stress themselves out under heavy traffic because, amazingly enough, they like it. They don't need you giving them an attitude. Always be courteous, mature, and professional. Never argue with a controller or a fellow pilot. If the stress level gets too high, bail out. Life's too short to have a hobby like this get you in a foul mood.

- Reading back and acknowledging an instruction from a controller means that you **can and will** do it promptly. If you don't understand something, or missed part of a transmission, ask for a repeat or ask him to text it. If you can't do something, for whatever reason, say you are unable to do so. Never assume.

- When a controller tells you to do something, start performing the requested action and then

worry about acknowledging. Aviate, navigate, communicate, *in that order*. This goes double if the controller uses the words "expedite," "now," or "immediate" in the transmission. They indicate an action that you must perform without any delay, generally for safety reasons such as traffic spacing.

- Along these same lines, read back your instructions, but keep your transmissions short, and professional—no one-minute monologues. Always listen for somebody else before transmitting. In situations where a controller is really swamped on voice, try text, especially for non-essential stuff. It seems to work.

- UNICOM (122.800) should be used for declaring your intentions in uncontrolled airspace. It is *not* a chat channel. You can chat on ACARS, or fire up your MSN or AOL or whatever. But UNICOM, or any other ATC channel, should not be used for non-essential traffic.

- Do not use time compression. VATSIM rules state that a controller can authorize it, but don't expect them to allow it on a crowded group flight where they're trying to shuffle flights to allow proper spacing.

- Don't "leave the cockpit" without getting permission from ATC. Keep interruptions to an absolute minimum. Real life trumps virtual flying, of course, but if you're getting called away too much, you might have to disconnect.

- You might want to disable any utilities you use, like FSPassengers, that give you an in-flight emergency. Controllers on VATSIM have the right to accept or refuse emergencies based on their workload. If your plane is messing up, they may just tell you to disconnect.

- Above all, HAVE FUN. Group flights can be stressful, they can be intimidating. But there's no better feeling than seeing that massive DVA conga line on Servinfo, hearing your fellow pilots' voices on the "radio", then nailing a sweet landing with everybody watching at the gate.

- The entire previous rambling can probably best be summed up in one rule:

Remember that *everything* you do while you're wearing that DAL or DVA callsign reflects on Delta Virtual as a whole. You are an ambassador for our VA *every single time* you fly online under a Delta callsign. Carry yourself as such. Wear it with pride, not arrogance, and strive to be a mature, competent virtual pilot that sets an example for others by your actions.

Events are a great part of DVA, and we encourage everyone to participate. Just use some common sense, be professional and be prepared, and you'll have a fantastic time.

NOW GO FLY!

The Delta Virtual Airlines Boeing 757 Program

Steve Pickle - Asst. Chief Pilot 757 Program

Have you ever wondered what it is like to be in command of one of the most complex and yet most forgiving aircraft DVA has to offer? With most of the new pilots starting out in the 737 or CRJ programs, new hires may not experience this right off the bat. As pilots work their way up the ranks, they need to decide what their final program destination will be. Some have their plan thought out before they even join DVA while others just go with the flow. When choosing an aircraft program, you should make sure you really enjoy flying the aircraft that your program is centered around. There is nothing worse than ending up in an equipment program that you don't like. For instance, if you don't like to fly long hauls, the 777 is probably not for you.

If however you like flying the medium and shorter range routes, but still want the option of being able to take a longer flight. The 757 program may fit you perfectly. Delta is the second largest operator of 757's in the United States (American Airlines being number 1). Due to the number of 757's that comprise Deltas fleet there are a many 757 routes to choose from. There are tons of short to medium range routes for people who don't enjoy long cruises, like me, however there are a few endurance trials for those that do.

Another characteristic that you will like about the 757 program is of course the aircraft itself. The Boeing 757-232 is outfitted with Pratt and Whitney PW-2037 turbofans, about 25% of all 757 deliveries have used these engines. They produce 37,000 pounds of thrust each. This totals to 74,000 pounds total! This in much more thrust than needed, making the 757 a rocket compared to most other aircraft types. Some may say that the 757 is not very useful, and is a waste of airline money, but in reality the fact is that the 757 can be utilized in many different ways. It is very unique aircraft in the fact that it can carry out short field operations (the minimum takeoff length for a 757 is 5,000 feet). This enables the aircraft to fly to exotic destinations like St. Maarten, which offers a very challenging approach over Maho beach.

The 757 has nothing short of an amazing track record. It is very reliable and for a bird its size it flies into some of the most challenging airports in the world. There were 1,050 757's built and while the aircraft is no longer being produced there are still 1,006 757's in service today. Nearly 100 airlines operate the 757. All in all, the 757 is an awesome aircraft to fly.

The DVA 757 program is perfect for the pilot seeking challenging routes to fly. Delta operates the 757 on flights as short at Atlanta to Savannah, as long as Cincinnati to Anchorage, and everything in between. While Delta 757's are not ETOPS rated, Continental's are. In the DVA schedule, if Continental flies SFO-HNO, so can you. This is great, because flying oceanic routes is fun, especially on VATSIM with a FSS online. With a 757 rating, your options are almost endless.

If you are new to DVA, you may be thinking that the 'heavy iron' programs are too hard to get into. Starting out new in the smaller aircraft makes the heavies look difficult, but in reality with a lot of practice and devotion they aren't so bad. One way to ease the anxiety is to get into a transition program, such as the 757 and who knows – like many others you may just decide to stay.

Assorted Insight - UVA Forum

Leo Angevine

Assistant Chief Pilot Dan Ward (DVA1320) forwarded this article about flap retraction, VNAV descents and engine start from a posting in United Virtual's forum. Leo Angevine a retired real world 777 Captain writes the post. Dan felt that the information would be helpful to DVA pilots. It is reproduced with the written consent of Dave Klain, CEO United Virtual and Leo Angevine. DVA appreciates their willingness and permission to post material from their forum.

<quote>

I have reviewed your two most recent posts and what seems apparent to me is that there is a gap between reality simulation and what you expected. You have expectations based on other aircraft models, but often those models are very dissimilar.

First, a personal disclaimer. You obviously have a great more experience with MS Flight Simulator than I do. Because of personal commitments, I seldom get to fly an entire flight sequence in FS. While I do have the PMDG 737's, the PSS 777 and the LD 767 models, I haven't flown any of then extensively.

On the other hand, I am type rated in the real world in 737/757/767/777. I was a designated examiner at UAL. I flew over 1000 hours in each of those aircraft and some a lot more.

I am under a time constraint, so will address as many of your concerns as time permits. Then we can proceed from there.

First. Flap retraction speeds. At UAL, those speeds are listed in the POH [Pilots Operating Handbook] and we were expected to have them memorized. During acceleration after take off, we were allowed to retract the flaps leading the minimum flap speed by 10 knots. So if you started take off roll at flaps 15 and minimum flaps speed for flaps 5 was 160 kts, as you accelerated thru 150, you could retract flaps to

5 and so forth. Only in much later developments did the flap speeds show up on the airspeed indicator. So, if they are missing from the simulation that is realism.

You are correct when you observe that there are many similarities between the 767 and 757. Boeing developed these aircraft to have a common type rating. Actually, the 767 entered commercial service first, in 1983, (I was in the first class trained) and the 757 followed several years later. The 767 was the first GLASS panel aircraft to enter airline service.

In the early days of the 767 and 757, VNAV was very poorly implemented. Trying to employ VNAV for descents from altitude was very erratic. It was so bad that most pilots never used it. Approaching "top of descent" pilots would select a vertical speed of 500 to 1000 fmp down. Then when the VNAV path bug came near the center, VNAV would again be engaged. Even in much later years, when VNAV had been reprogrammed and more smooth in transitions, most pilots still used the above technique to make a smoother transition. VNAV never really got refined until the introduction of the 777 in 1995. Those uncomfortable 4000 fpm VNAV descents were characteristic of the early days of FMC programming. MSFS pilots brow beat the sim programmers until they actually programmed a more gradual transition, which wasn't realistic. You want realism? Be careful what you ask for...(smile)

As for engine starts, I'd have to watch your technique to see what's happening. You have to have an air source, either ground cart of APU, it has to be selected to the engines via the pneumatic system. You have to have electrical power to the start valves and fuel valves. At around 20% n2 WITH n1 ROTATION, you add ignition and fuel and the motors should start. When I used that technique last night with the PSS 757- they started.

Sorry, I didn't look for NAV 2 but it would be on the F/O's side of the MC panel.

When navigating with LNAV, whenever LNAV disengages, it should show a reversion to heading hold or heading select on the Flight Director. It is a primary responsibility of the pilot to monitor that display and note any changes.

The overspeed turning into a tailwind is not realistic. I don't know why that is happening to you. What I would do is turn OFF the autothrottle and control power manually until stable flight conditions resumed. I've experienced overspeeds in wave action, but never turning downwind.

I'm 67 years old and can read the gauges (smile) don't know what to tell you there.

I've never had co-pilot call outs in MSFS, guess I never found that switch. Also, I almost never turn on aircraft sounds as that interferes with the TV program I'm watching. (big sigh)

Each aircraft has a slightly different way of displaying information and data entry. You just have to learn the routine of each one. The 777 and 747-400 are much advanced over all the other Boeings. They automate a lot more than even the 737-900's.

I've never used a fuel or load calculator in FS, but the one on the UVA site seems to be really good. Have you given that a look? I use load data recalled from my RW experiences.

You likely have other questions, but I'm out of time until next week. So, see you then.

This won't make you any happier, but even the multi-million dollar Full Motion simulators at the airline have glitches and anomalies. We just work through them.

Fly safely, have fun and enjoy the game.

BIRD

Andrew Kaufmann - Captain 767

So there I was – flying from Fort Bragg, NC one fine afternoon in September of 1993. I had just finished the RNAV approach to runway 32 at Raleigh-Durham (KRDU), executed the missed approach and climbed to 2100 feet and was headed back to the south towards Fort Bragg. Not a complicated flight – just some basic cross-country navigation practice with a new WO1.

If you have never been to the South – let alone fly in the south – there are a lot of big birds – buzzards to be exact, commonly referred to as B1-RDs (Birds). They sometimes circle on thermals in groups of 10 – 20, depending on if there is fresh road kill or some other free-food to be had.

Well, as I am talking to departure, they advised me that I had a gaggle of these B1-RDs about 2 miles to my south around the NOSIC intersection. My co-pilot and I (in a helicopter – the Pilot-In-Command (PIC) sits in the right seat) – started looking for the birds, and after a minute or so, we found them, pretty much where ATC had said. Since we were VFR, we turned a bit to the east to avoid them. As we flew by, we both were watching them….mistake number one.

When you fly, there is something called fixation/fascination – basically, you get fixated on an object while you are flying – and disregard everything else. This sometimes can happen when you are doing a gun run on a target – and you are bearing down towards the ground thinking how cool it looks with all the rockets coming off your aircraft exploding in front of you……holy moly! Here comes the ground! That's fixation/fascination.

Anyway – we are both watching this huge group of buzzards when BANG! All of a sudden there is this terrible noise, a rushing of air in my face, and pieces of Plexiglas all over me…I asked my co-pilot if he was ok – and immediately transferred controls to him. I couldn't see

because I had buzzard guts and feathers and bones…and pretty much the mangled carcass of this buzzard sitting in my lap – all over my visor, in my mouth, etc.! Not really sure what had happened, I declared a precautionary landing, and we descended into a nice farm field about 100 meters from a very large mansion.

So why is this, an important story? Two reasons…first, in simulator flying online and offline – you need to be aware of what's going on around you. When you are flying an instrument approach into KATL on a busy night – with 15 other yahoos around you – don't stay fixated in the cockpit view – look around – go external and verify that you are clear – use your radar function in FSInn, use the multiplayer connect option in FSNav – HAVE SITUATIONAL AWARENESS. When you are flying for real – make sure that someone is always focused on flying and looking outside the aircraft. Divide your duties within the cockpit. Granted, we may have not been able to avoid the bird strike – but maybe, if we both weren't focused on this cool bunch of big birds – we could have avoided it. Luckily neither of us were hurt – We did however get some pretty good razing when we finally made it back to base…but lessons learned – every flight.
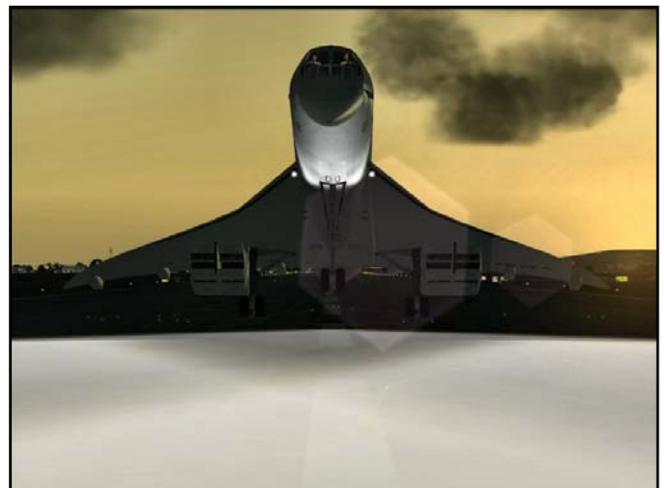
Let's Get This Party Started
A look into starting your aviation future
Scott Brinson - Captain MD-88/90

Sooner or later, at one point or another, we all have asked ourselves the question. It could possibly be the question that could changes our lives forever. How do I start my private pilot training? Well, ladies and gentleman, I think I have some good information for those of you who are interested. For those of you who already have you real world private ticket, and you know what I am talking about, this might bring up some good and bad memories depending on your particular learning curve. Regardless, enjoy this article!


In 1995, my family made a move from the mountains of North Carolina and moved to a sleepy town outside of Charlotte, NC. As a young man, only 15 at the time, it was hard for me to just move and make friends. My father who had moved about six months before the rest of my family had found a new hobby. At the local airport, my dad had met a CFI, and got interested in general aviation. He started flying and in less than five months was completely done earning his private ticket. The day that we moved into this glorious town once and for all, my father called my mother and asked us to meet him at the airport. I failed to mention that my dad did not tell my family that he was flying. Kind of funny! So we arrived at the airport and I walked up to the terminal building. An older gentleman approached me and asked who I was. I told him and he escorted me out to the flight line and told me to look directly down Runway 22. I saw a small aircraft on final,

which was a Cessna 182 about to start his flare to gradually skim onto the runway. The aircraft exited the active, taxied right up to us, and the right door swung open. The engine was still running and my father, who was in the left seat obviously, motioned for me to get onboard. He had just arrived from receiving his check ride in South Carolina. I put on my headset and the first thing I said was, "WOW". The next thing I know, we are departing down runway 22. As soon as we got level, my father looked at me and said, "You're next to learn this." It was a moving experience that has changed my life. Bottom line, I am not sure what it would take for you to get the fever, but that's how I fell head over hills in love with the art, gracefulness, and tranquility of flight.

Okay. The first thing you need to do is find that CFI. I have never met a CFI that wasn't extremely helpful and super polite. If you don't find this a nice and polite CFI, walk away. Chances are this guy is earning a living on this job so he wants your business. Okay, we found our right CFI. Now it's time to get the appropriate material. Start by getting some small stuff that you might be able to get at your local airfield. Go ahead and get the VFR charts that cover your area and just to be safe, encircle the surrounding areas just in case. Most airfields that have a CFI also might have a couple of books on passing the Private Pilots written exam. Once you have these materials, go ahead and go get your FAA flight physical. You are going to need it before you go out by yourself (another life changing feat [the solo]). I had the pleasure of saving some money and purchased some D/C headphones. I must say it was a good investment. Now, I was fortunate enough to have a ground school were I was located that was also instructed by my CFI. We only had about six people in the class so there was a lot of one on one time to ask questions and get the understanding of the material. After about 20 hours of ground time, the class was over. Fortunately for me, I had already started some initial flights, like procedure turns, straight and level flight, ground procedures and the ever important take-offs and landing. At 16 hours, at what seemed like days and days of take-offs and landings and emergency procedures, my CFI asked me to taxi up to the terminal building,

and got out. He asked me to execute three take-off and landing, all while remaining in the pattern. After about thirty minutes of sweating all over the controls, and making picture perfect landings and departures, I arrived back into parking, got out of the plane, and was greeted by my dad and CFI. I was hooked from there on and worked my butt off to get my private ticket.

McDonnell Douglas MD-90
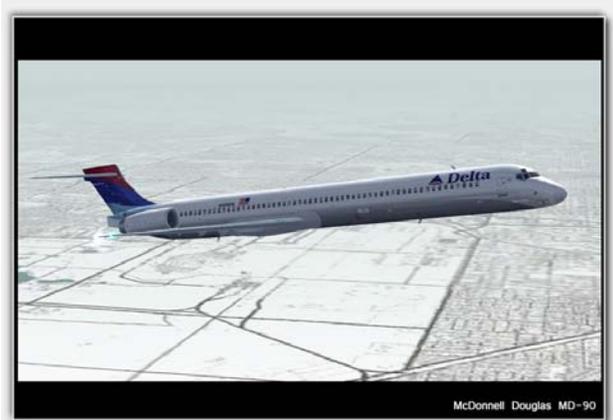
Now for some important tips on how to succeed. Number one, and the most important thing. LISTEN. It will pay off in the end if you just remember this. Don't ever get arrogant and cocky. There is no telling what could happen when things don't go right, so remember what you learned and you will be just fine. I have been flying for over twelve years and I have never seen a pilot who doesn't remember his first flight. Stay focused, and remember to have fun. Also, the check ride is a cake walk!!

In the mean time, I have earned my IFR, multi engine, and commercial ratings. It has cost a bit of money, but it is well worth it. That is the biggest kicker in the general aviation community. It is a money game. For all young aviation enthusiasts, I would suggest an aviation university. It is well worth the hard work to get to and will pay off if you have a love for flying.

FLY SAFE and always keep the skies up.

The Scan Technique

Andrew Kaufmann - Former DVA Flight Instructor

One of the biggest trends I see when I am flying virtually with student pilots, or when flying real world (helicopter or fixed wing), is the lack of a scan technique. I'm not referring to looking outside of the aircraft, but rather a scan of the instruments while "inside" the cockpit.

Most folks who fly in the virtual world have never thought about a scan within the cockpit. Yes, they may glance at the airspeed or hit SHIFT-V to get the data up on the top of their screen, but never really scan the instruments. Scanning the instruments aids in all phases of flight, from takeoff through landing, and actually can significantly ease control of the flight.

If you develop a scan that you use consistently, you will find that it transfers into almost every aircraft or helicopter that you fly.

A scan becomes prudent and necessary when and if you go into IIMC (Inadvertent Instrument Meteorological Conditions). A scan technique does not include all the instruments in the cockpit, but rather it involves four basic instruments. Let's start out by looking at the DVA EMB-120 cockpit. There is a wealth of information available to you there, but what is really critical?

1.) **Attitude**
2.) **Altitude**
3.) **Heading**
4.) **Airspeed**

I scan these four instruments in the order listed in the EMB-120, although you may have a different scan. This will help you maintain a constant speed and altitude during a turn, help you maintain a steady-state descent rate, help you level the aircraft in IIMC conditions, etc.

I prefer to transition to the instrument scan during most all maneuvers when I am hand-flying the aircraft (which is most of the time). When you are on autopilot while on approach and you turn it off, you need to have a scan

going prior to disengaging the autopilot to maintain that picture perfect landing.

Anyway, back to the EMB-120 cockpit. As you can see, the EMB-120 cockpit layout is fairly user/pilot friendly. A directed scan practiced during each flight will definitely increase your abilities to maintain certain aspects of flight. It will help you prepare for the PPL course as well as the Commercial and Instrument courses.

Now, let's look at the B757-200 cockpit. There is a bit more information available, but generally the same concept.

When I start my scan in the 757, I begin with the airspeed because that's normally where I have my biggest problems. I then transition to the attitude, then altitude, and finally my heading.

Delta FLY!

Finally, if you fly an aircraft that has a HUD (Heads Up Display), PDU (Pilot Display Unit) like the DVA CRJ-200LR, or any aircraft that has glass cockpit instruments (some of which allow you to configure the information displayed), you will notice the instruments in the Pilot or FO MFD (Multi-Function Display).

This first picture is that of the CRJ-200LR and the second is the ERJ-145 (Feel There). You should notice that on the CRJ, the HUD displays ATTITUDE, HEADING, ALTITUDE and Airspeed (hmmmm…trend here).

And then, in both the CRJ and ERJ MFDs, you see how they have clumped what they feel are the important/critical pieces of flight information tools together – ATTITUDE, HEADING, AIRSPEED and ALTITUDE! Amazing why some things are the way they are!

So with that – I wish you the best flying – enjoy finding a scan that works for you – and FLY DELTA!

CRJ -200LR

ERJ-145