

DELTA FLY!

December 2010 Edition

Delta Virtual Airlines Magazine



Info from the Delta Virtual President

737 Program

Department Updates

A Face with a Name



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Issue #12

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Photos and Screenshots
courtesy of :

- Cover shot - B738 departing (KJAC) Jackson Hole Wyoming - provided by Andrew Kaufman
- Various 737 shots from Alan Cluff and his ACP's
- MD-11 from Vic DeSantis
- B717 Hawaiian Airlines from Tom Housworth

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Please do not send the photo itself, but instead provide a link to the photo (i.e., from the Water Cooler). If you have to send the photo itself, send it to editor@deltava.org.

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From the President's Desk



Terry Eshenour - President, Senior Captain 777

Fellow Pilots,

Happy Holidays!

The "holiday" edition of Delta Fly! is new. In recent years we published one issue annually, on the occasion of our anniversary in March. Publication as you may know is a major undertaking requiring input from many individuals.

So you may be asking what is different? A new editor. George Lewis, our prior editor looked for years to identify his replacement. The time arrived in September, with the appointment of Tom Housworth our new editor of Delta Fly! We thank George Lewis for his years of dedication to excellence who set the bar high for his successor.

Tom Housworth is an experienced RW, virtual, ATC, aviator & former C-1 rated Controller and editor of the ZJX - ARTCC newsletter. He plans to produce 3 issues annually. As I alluded to above, publication requires a team approach. The entire organization is the team. If you have an idea for an article or would like to write one, contact Tom. He will be calling for input with posts in the Water Cooler.

Delta Virtual Airlines continued to grow in numbers and services provided. We moved into the 9,000 series for Pilot ID's in our 8th year of operation. Currently we have about 2,000 active pilots. We have 40 dedicated volunteers on staff providing program services to our pilots. Our pilots are hard at work ("fun") flying **474,000 flight legs, 1.2 million hours** and covering **416 million nautical miles** since the inception of the airline.

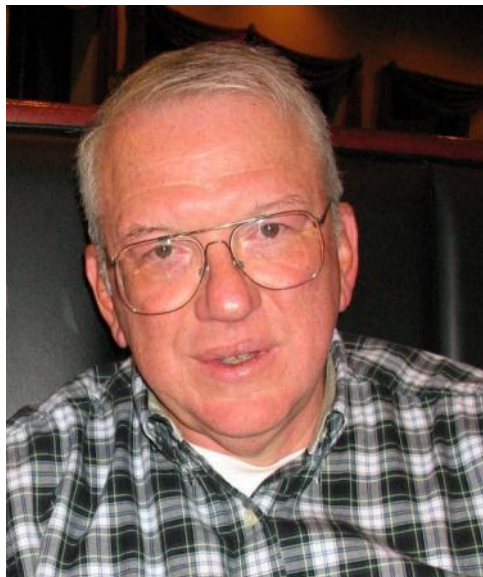
Our goals entering this year contain some familiar and additional items.

- Continue to focus on serving with excellence.
- Hire additional staff to provide services in a timely manner to our pilots.
- Revise exam questions and aircraft operating manuals to assure accuracy and eliminate vague questions.
- Revise Flight Academy curriculum.
- Equip pilots with additional aviation knowledge throughout advancement.
- Add aircraft to our fleet.

The revision of the Flight Academy curriculum has proven to be an extended process. Hands-on approach while highly desirable was not sustainable nor were we able to scale it to meet the demands of our pilots. There is a shift from hands-on instruction to self-administered instruction. The Flight Academy is working with VATSIM to be accredited to grant the VATSIM Pilot or P1 rating.

The Flight Academy developments require changes to exams, support materials and website coding. We hope to complete them for introduction the first of 2011.

A new procedure for nominating pilots for Senior Captain was initiated early October. Senior Captain positions will be awarded quarterly. Expect to learn the



outcome of the nomination process for this quarter in early January when the process will begin again.

Should you have a specific question or a problem with flight reporting, check rides, fleet installer, signatures, create a Help Desk issue. This gives us the ability to assign the matter to the individual best equipped to resolve it. We can also track the progress of resolving the matter. Staff and administrative issues placed in the Water Cooler can get lost and they are public.

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

Wishing you a safe, happy and joy filled holiday.

Thank you for flying Delta Virtual Airlines,

Terry Eshenour



President, Senior Captain
DVA057



The 737 Program

- Article by Chief Pilot Alan Cluff -

The 737-800 program is DVA's largest program. With a current membership of 411 (as of 10/26/2010) the program is larger than the total membership of many virtual air-



lines. The 737 in all its variants, has been a popular commercial jet airliner since its initial production and it's no wonder it is a popular program at DVA today. Both new and more experienced pilots join the 737 team to fly an excellent aircraft with state of the art flight management systems or to just be a part of a fun loving and proud community.



737 New Generation (NG) pilots are expected to understand

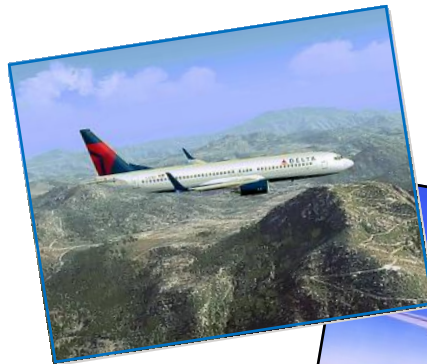
and be able to execute procedures of today's modern airmanship. It is to this end that the 737-800 check ride is designed testing not only your ability to fly the aircraft but to navigate and manage the aircraft using today's terminal procedures. If you want to be successful and put smiles on the faces of the 737 staff as they grade check rides, become well versed in Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) operations. It is very clear to the staff in viewing the first 5 minutes of the 737 check ride who knows their stuff and who is just "winging" (pun intended) it. Recognizing skills and experience levels vary widely from pilot to pilot, we want you to do your best and if you don't understand these important terminal procedures, please feel free to ask the staff. We'll help you prepare for your check ride and answer questions but please do your part and do all that you can to prepare and practice before you strap on the Baby Boeing for that career gate check ride.

The 737 NG offers a wide variety of aircraft configurations and capabilities something that keeps us 737 diehards coming back for more.

The 737 flies predominantly medium range routes but also has a long haul capability that most are not aware of. A Delta code share flight flown by KLM (flight 664/663 flies back and forth between KIAH and EHAM daily) is an exciting configuration of the 737-700 often referred to as the Boeing Business Jet. This configuration is the 737-700ER, configured with 9 aux fuel tanks giving it a max range of 5,775 nautical miles. You may have seen it used on international television when President Clinton traveled to North Korea to negotiate the release of two news women last year.

There are many larger and smaller aircraft that serve commercial aviation admirably but there is no other aircraft with such an astounding history of longevity and popularity flying to all destinations throughout the world. It is no wonder pilots around the world love assignments with the Boeing 737 New Generation. The DVA 737 staff members are rightfully proud to be associated with such a great aircraft and program. We love to share our enthusiasm and knowledge of the 737 and hope that many will continue to join us for the long term or even as a stepping stone to higher stage aircraft. All are welcome with the only requirements being a desire to fly a fantastic aircraft and to enjoy the experience of learning more about commercial aviation operations.

Our jobs as staff members are two fold, to organize the administrative work of certifying type ratings and promotions and acting as your guides for everything 737 and DVA. We'll ask you to study and search for answers if you ask for assistance but we're always just an email away from help and a point in the right direction. Join us and you'll become part of a proud and fun loving team.



Article by
Luke Jones

Tech Tuesdays
Wild /Winter
Wednesdays
and Difficult
Approaches
are some of our
new Events



Over the past few months the Events Department has added two new members. Tracy Norris who is now the Director and Luke Jones who along with Anthony Piasecki (previous Director), serve as Assistant Directors.

We hope you've noticed some of the new things we're trying. The newest of which is the "Tech Tuesday". Each and every time it has been a big success with numerous new and low time pilots showing up to have some fun in a great environment the ATC has provided. After talking with Minneapolis ARTCC (one of the main ARTCCs supporting this event) they have actually utilized the event for training their controllers as well. Both new controllers and pilots were online creating an excellent learning environment on both ends.

"Wild Wednesdays" events have also been a big hit featuring airports that aren't often seen in events such as Bangor, ME and Washington-Reagan, DC. The total tally of pilots that participate in these events has been about ten pilots which is a nice solid number to show ATC that



Events Department

DVA is dedicated to flying even during the middle of the week. We've also added events on the West Coast that are a couple hours later than the normal and allows those pilots to participate comfortably.

Now that winter is here the "Wild Wednesdays" have switched over to "Winter Wednesdays". You can expect to see some interesting routes out of Denver for the winter goes and some "southern migration" routes to get people out of the cold weather.

Along with the Tuesday and Wednesday events there are still the same Friday Night Ops, Saturday and Sunday events as there has been for a while now. Again, DVA has done an outstanding job flying in these events and the ARTCCs always are excited to see us on the list of airlines to be participating. You all do great work showing your support to Delta VA

through the events.

One of the last new ideas is featuring an airport that is not dared to be flown by some pilots. It is considered one of the world's most difficult approaches and is feared by many. Few airlines actually fly into the airport but Delta is one of them. With service only from the Atlanta airport is Toncontín International Airport (MHTG), located in Tegucigalpa, Honduras. More information will be released on this event as it becomes available.

This year the Events Department has gone through changes and had some fun events that we hope you enjoyed being apart of.

The New Year will offer some new, fresh events that we hope you will enjoy as well.



What brought about the need for Airways??

In the early days of flight, there were no navigation aids to help pilots find their way. Pilots flew by looking out of their cockpit window for visual landmarks or by using automobile road maps. These visual landmarks or maps were fine for daytime, but airmail operated around the clock. In 1919, U.S. Army Air Service Lieutenant Donald L. Bruner began using bonfires and the first artificial beacons to help with night navigation were born. In February 1921, an airmail pilot named Jack Knight put this to the test with his all-night flight to Chicago from North Platte, Nebraska. Knight found his way across the black prairie with the help of bonfires lit by Post Office staff, farmers, and the public.



By July 1923, Bruner's ideas for lighted airport boundaries, spot-lit windsocks, and rotating beacons on towers had taken hold. The Army opened an experimental lighted airway between McCook Field in Dayton, Ohio, and Norton Field in Columbus, a distance of 72 miles (116 kilometers).

Beginning in 1923, the Post Office worked to complete a transcontinental airway of beacons on towers spaced 15 to 25 miles (24 to 40 kilometers) apart, each with enough brightness, or candlepower, to be seen for 40 miles (64 kilometers) in clear weather. On July 1, 1924, postal authorities began regularly scheduled night operations over parts of this route. In 1926, the Aeronautics Branch of the Department of Commerce took over responsibility for

building lighted airways. By June 1927, 4,121 miles (6,632 kilometers) of airways had lights. By 1933, 18,000 miles (28,968 kilometers) of airway and 1,500 beacons were in place. Each tower had site numbers painted on it for daytime identification. At night, the beacons flashed in a certain sequence so that pilots could match their location to the printed guide they carried. Besides the rotating beacon, one fixed tower light pointed to the next field and one to the previous tower, forming an aerial roadway. Official and emergency fields were lit with green lights while dangerous fields were marked with red.

The use of lighted airways allowed pilots to fly at night, but pilots still needed to maintain visual contact with the ground. A really useful air system demanded two-way voice communication and the ability to find out about changing weather conditions while in flight. In 1926, pilots could only receive weather information and details about other planes in the air just before take-off. If conditions changed while flying, the ground had no way to warn them. A pilot, too, had no way of communicating with the ground.

The Bureau of Standards began to work on two-way technology in December 1926 at its experimental station in College Park, Maryland. By the next April, it had an experimental ground-to-air radiotelephone system operating that could communicate up to 50 miles (80 kilometers). Soon after, a transmitter installed at Bellefonte, Pennsylvania, on the transcontinental airway, successfully communicated with an airmail plane 150 miles (241 kilometers) away.

In October 1928, the Aeronautics Branch installed a group of new radio stations to complement the 17 it had inherited from the Postal Service. It also began sending voice information to help pilots navigate, first by radiotelegraphy and then by teletypewriter. By the end of 1934, there were 68 communications stations and many pilots could request navigation help by two-way radio.

In September 1929, Army Lt. James H. Doolittle became the first pilot to use only aircraft instrument guidance to take off, fly a set course, and land. He used the four-course radio range and radio marker beacons to indicate his distance from the runway. An altimeter displayed his altitude, and a directional gyroscope with artificial horizon helped him control his aircraft's orientation, called attitude, without seeing the ground. These technologies became the basis for many future developments in navigation.

The perfection of the Very-High-Frequency Omnidirectional Radio Range (VOR) airways made the four-course radio range obsolete. It was installed in the late 1940s and early 1950s.

Today GPS is becoming the new standard for navigation....as you



can see, technology has come a very long way in just over a hundred years.

So, what brought about the original need for airways???

Air Mail and the US Post Office.

- Article by Tom Housworth -

This guy Loves to Fly..... and it shows



Having recently completed his **2700th flight** I asked **Joe Porter** if he would write an article about his career with Delta Virtual.....he graciously accepted. Enjoy!!

I have been a flight simmer since the first flight simulators hit the market, and I am talking the 'stick', as I like to call them, VGA models first put out by Microsoft. You can believe that I have probably loaded, at one time or another, any of several programs which I still have the boxes (yep purchased them in a software store in the late 80's early 90's) in my cabinets over my current "simulator flight deck".

I loved the early boxed packages such as "Greatest Airliners" edition of the 737-400 and the "Airbus 2000 - Special Edition for flight simulator 2000 . . . whoa Yes, you could say that I am a 'flight sim junkie'! Somewhere, I found 'stick' (wireframe) airplanes that I could get to run on a Commodore 128 off a couple of floppy disks at one time and just couldn't put them down.

My flight simulator enthusiasm was preceded by my thirst for real world flying starting the 'real deal' flying in the early 80's and working up to training for a commercial ticket by the mid 80's. Believe it or not, I actually flew myself to work assignments as a young banker in the Piper Dakota or the Arrow, or the Lance or the Turbo Saratoga and later up to the twin turbo; King Air Yep, I have flying in my blood, real world and sim.

Ah yes, then there was that fateful day in August, 2005 when I stumbled across a virtual airline by the name of Delta Virtual. Wow, I can remember being so excited that I could join a group of likeminded simmers who shared my passion for my flying hobby, aka, 'habit'.

When I signed on here at DVA I was flying a lot online Vatsim, loved to fly the Delta (DL, DAL) call sign and routes, so it only made sense that after accidentally stumbling upon DVA that there was no other place better to hang my hat, park my LVLD 767, and start my team flying with the 737 program under Tony Piasecki's leadership.



It wasn't too long and 600 legs later that our industrious DVA Presi-

dent, Terry Eshenour started chatting about possibly contributing to his virtual airline. Next thing I know, I had an office next to Tony's as his 2nd ACP. I was honored to come aboard and start learning a lot about what it took to run this virtual airline, especially the largest program at DVA, the Stage 2, 737-800.

I guess it is all history now. I moved into Tony's office when he retired, eventually recruited a new group of ACP's including names you all know now; Alan Cluff, Horatio Meza-Velarde, Mark Springsteen to name a few. After some personal life changes, I stepped down from the 737 lead seat and eventually, well, you know, can't stay away too long. As it turns out, Larry Foltran talked me into leading the Maddog program and well, that's where you'll find my office today; down the hall from my old alma mater, the 737 boys. I now serve with a couple of great ACPs, the 'other Joe' (Schwab) LOL and Trevor.

"So some of you might have noticed; I fly a lot"

. . . well, that's quite correct. Not only do I fly a lot, but I fly every flight (with maybe a few exceptions) 'by the book' and 'as real as it gets'. So

what does that mean? It means that I use as accurately modeled payware aircraft as I can find on the market, integrate them into a lot of external hardware systems, and fly them with as much 'simulated' to real-world procedures as I can possibly bolt together on a desk top computer system.

I am a short hop pilot and fly mostly domestic routes, primarily out of Delta's western hub here in Salt Lake City, which incidentally, is where I live in real life; about 8 miles from KSLC runways. So, as a shorter range pilot, I typically fly the mid-range Boeing aircraft such as the 737-300; 737-700 and 800; the Boeing MD82/88 and for the longer hops, the LVLD 767-300 and let's not forget the Brazilian Embraer's.

Everyone has their 'style' of flying. Mine is, of course, realism and that means not only flying by the book, i.e., charts, briefings, aircraft TOLD cards, simulated and voice actuated first officer flows, weight and load balancing, PCS cards and calculations, CG charts for containers, passenger loading simulations, etc. . . . I just love to create the 'flight experience', and if you have ever flown a real world aircraft of any size or complexity, you will know to what I allude, experiencing . . . 'flight'. So as many of you know, I have

burned a hole in the airway (Jet 15) between Salt Lake and Boise (KSLC-KBOI) and back many times, but I must remind you all, there is Portland, Seattle, San Diego, Denver, Las Vegas and most all points west that are serviced by our name-sake. And sometimes, if you watch the live ACARS map or Vataware, you just might see me venture my wings out east on a Salt Lake to home port, Atlanta.

This is 'my way'; I do this because I love to fly, I love the 'flight', the push back, start up, taxi out, line up . . . throttle up, rotate, climb out, cruise, descent, approach, final, gear down, three green, reverser's in, and the "ok to clean-up", to the taxi in and parking her in the passenger jet way . . . "Shut down checklist please". In short, just wheels up to wheels down and it doesn't matter where from or where to.

So yes there have been a lot of hours, over 5,000 of them, real time, no acceleration, a lot of legs, over 2,700 of them, and a good million and a half simulated miles of Google earth under my swivel flight chair and lots of Vatsim chats over 71,000 clock minutes flying for DVA. It took over 5 years, flying most every day, sometimes not. I fly when the "urge" strikes, some days, 5 - 1.5 hour flights, some days - no flights, but I am sure there is someone out there that could do the math, to calculate, just how much time I spend . . . virtual flying for DVA. Do I have a goal in mind, some have asked. No, I think just wanted to sit next to the famous Roger Pilgrim; just for a little while, after all, I think it might be time to slow down a bit.

Over the years, and especially having served on staff for most of those years; I have seen many new pilots come and go, have filed the paperwork for over 1,300 new pilots into the 737 and MD88 programs, have graded a lot of check rides, announced a goodly share of promotions, and worn my mouse thumb wheel out approving PIREPs. Some of you drop me a notes from time to time . . . and ask questions to which I hope I can answer and every now and then I get asked for advice by our new pilots and new members of DVA. I don't know that I have any firm advice, but I suppose I could recommend, I could hope that you truly enjoy simulated flight, any way that that tickles your fancy. I have my way as I am sure you have yours. However, if you want to serve here at DVA, I can tell you this, it is about giving back, it is about learning, it is about the art of flight, applying those newly recommended techniques sometimes, to venturing into more sophisticated aircraft, to studying navigation, weather, charts, and even spending time to get the real world ticket, that the 'urge' to fly might have started right here . . . at Delta Virtual with the people who make this all work for you and me . . . every day.

You will often find me signed in at our site or on our ACARS, when in real life I am a semi-retired banking executive that has spent over 30 years serving in the financial industry; that is, when I wasn't flight simming. But most of all, I am the proud, single-father to a beautiful 5 year old son, a successful daughter and husband living in New York

City, an even prouder grandfather to two beautiful grandchildren. My son and I make our home in the city from which I fly.

A Face with a Name

If you've never met someone before in person but you've talked to them on the phone or heard them on the radio numerous times, it's human nature to conjure up an image of what you think they look like. Sometimes we're "right on" and other times not even close.

This section is designed to let Delta Virtual members see what fellow members look like and also a little bit about them.

I encourage you to participate ...just a current .jpg image and a short bio is all it takes.

Email to editor@deltava.org and you'll be in the next issue.

Trevor Bair has been a die-hard aviation enthusiast and member of the flight sim community for over 20 years. His flight sim "career" started in 1990 with subLOGIC's "Flight Assignment A.T.P." In the time since he has accumulated over 5,000 simulated flying hours using various flight sim products, most recently FS9 and FSX. Trevor is also one of the original members of the VATSIM virtual air traffic control organization and its predecessor, SATCO.



When he is not flying the virtual skies, Trevor is involved at Angle of Attack Productions, LLC, a company that provides flight sim training products to FS enthusiasts worldwide.

Trevor joined Delta Virtual Airlines on May 5, 2004 and is currently a Senior Captain with the MD-88 program.

An IT Project Manager working in the publishing industry. Trevor lives in Longmont, Colorado with his wife and son. Other interests include photography, golf, college football (go Huskers!) and spending time outdoors.



So you want to fly a flight, or a series of flights that aren't presented in any of the DVA or AFVA flight schedules... what do you do? It's as simple as making a Help Desk topic. To better your chances of timely approval and with little difficulty for the CPs, ACPs and Senior Staff, I recommend you read on and do it this way. This is a fairly easy process but requires some preparatory work on your part.

Step 1: Figure out where you would like to fly. Remember that any flight(s) you do must be flown in aircraft that you are currently rated in. For this simple example, I'll use KCON to 3NY9. First you should check to see if they are in the database. The easiest way I have found is to go to the PILOT CENTER <http://www.deltava.org/pilotcenter.do> and then the ROUTE PLOTTER <http://www.deltava.org/routeplot.do>.

Below, you can see that I have entered the two airports.

If the airport is not in the DVA or AFVA database, you will receive the following error:




So we've determined that neither of the airfields are in the database.

Note: Recommend increasing the page zoom to 200% to clearly see data in graphics for this article.

Step 2: Identify the ICAO/IATA of the airfield. These two are relatively simple, yet I prefer to use the Wikipedia© website to confirm. Simply go to http://en.wikipedia.org/wiki/Main_Page and type in the name of the airport:

Once there, you will get the airport information as follows. Note that most airport links will have a very clear and concise section on the right hand side that will give you the IATA/ICAO as well as other airport information. Some will also give you the time zone that the airfield is in, which is very helpful especially when doing a multi-leg, foreign country charter flight.

Concord Municipal Airport



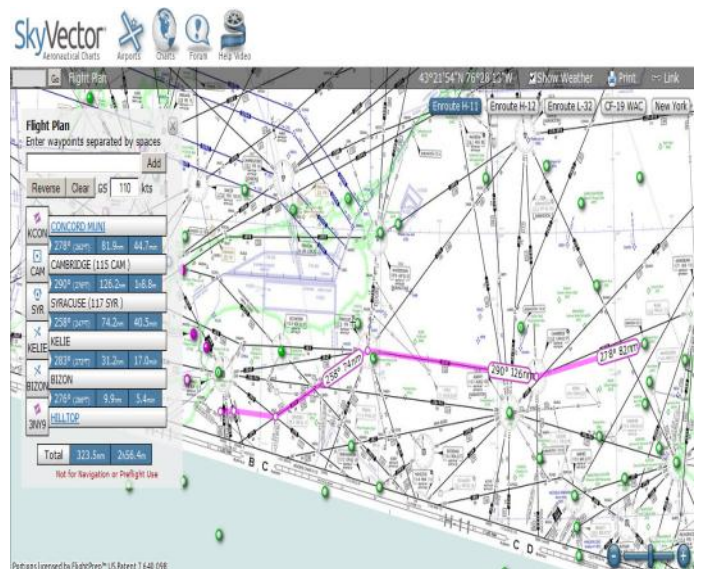
IATA: CON – ICAO: KCON – FAA LID: CON

Summary	
Airport type	General Aviation
Owner	City of Concord
Operator	Concord Aviation Services
Serves	Concord, New Hampshire
Elevation AMSL	346 ft / 105 m
Coordinates	🌐 43°12′10″N 071°30′08″W
Website	www.confb.com

Runways			
Direction	Length		Surface
	ft	m	
12/30	3,200	975	Asphalt
17/35	6,005	1,830	Asphalt

Step 3: Now that you have the information for the airports you want to fly to, you'll need to make yourself a route.

There are many great sites out there to assist with route making. For short CONUS flights, I like to utilize either Flight Aware (<http://flightaware.com/>) to see if there is an existing route. I also like to use a site called SkyVector (<http://skyvector.com/>). SkyVector allows you to utilize the actual JOG, IFR, En Route charts to plot your route. Below is the sample route utilizing the En Route H-11 Chart:



SkyVector is extremely easy to use and provides information for CONUS airports to aid in your planning.

If you are doing a flight in Europe (and many CONUS and international routes) you may find the EU Route site as another great tool. Found here, http://www.euroutepro.com/fp/fp_main.php, this site also allows you to file your flight plan directly to VATSIM.

And as a last note, if you look in the [WEB RESOURCES](#) section on the main DVA site, and scroll to the ROUTE PLANNING section you will find many other resources to assist.

Now that we have made our route, KCON CAM SYR KELIE BIZON 3NY9, we are ready to submit for approval.

Step 4: The preferred method of submitting for a Charter Flight is to create a HELP DESK issue from the HELP DESK page <http://www.deltava.org/helpdesk.do>. On the left hand side menu, you simply click on NEW ISSUE:

This will bring up the ISSUE screen, where you'll enter the key information required for your Charter Flight request.

These key elements are:

1. Airport FROM which you want to depart (IATA/ICAO) and time zone GMT
2. Airport TO which you are going (IATA/ICAO) and time zone GMT
3. The route which you are going to utilize
4. The aircraft you are going to use

Once you click SAVE NEW ISSUE, it will be posted to the HELP DESK and reviewed. Be patient. When approved, you will know via email, and you will then see the flight in your logbook.



If you want to do a multi-leg flight, I would highly suggest putting all the information in an easy to read image, or excel spreadsheet. This will not only help the individual entering your flight data into the system, but make it easier for you to track.

For example, this tour incorporates more than 30 legs in the order they will be flown. It is important to remember when doing a large charter such as this that you have your flights entered in groups of 5 or 10 since after 14 days you flights will automatically be deleted. You can submit them all at once. When you complete each group, you can ei-

ther email the approver, or simply make another HELP DESK request with the next set of flights.

FLT LEG	FROM TO	GMT	Name (official name)	Capital	AIRPORT ICAO	NAME
1	HECA-HLLT	GMT +2	Egypt(19)(2) (Arab Republic of Egypt)	Cairo	IATA: CAH - ICAO: HECA	Cairo International Airport
2	HLLT-DTIA	GMT +1	Libya(Great Socialist People's Libyan Arab Jamahiriya)	Tripoli	IATA: TIF - ICAO: HLLT	Trippi International Airport
3	DTIA-DTIA	GMT +1	Tunisia(Tunisian Republic)	Tunis	IATA: TUN - ICAO: DTIA	Tunis - Carthage International Airport
4	DAUA-GNNE	GMT +1	Algeria(1) (People's Democratic Republic of Algeria)	Algiers	IATA: AZR - ICAO: DAUA	Toussaint Steiner Sid Mohamed Steiner Airport
5	GNNE-GNML	GMT +0	Morocco(Kingdom of Morocco)	Rabat	IATA: RBA - ICAO: GNNE	Rabat-Sale Airport
6	GNML-GOHN	GMT +2	Sahrawi Arab Democratic Republic	El Aaiun (Moroccan)	IATA: EUN - ICAO: GNML	Hassan I Airport
7	GOHN-GVSA	GMT +0	Mauritania(Islamic Republic of Mauritania)	Nouakchott	IATA: NKC - ICAO: GOHN	Nouakchott International Airport
8	GVSA-GOZY	GMT +0	Cape Verde(8) (Republic of Cape Verde)	Rabil	IATA: RVN - ICAO: GVSA	Rabil International Airport
9	GOZY-GBYD	GMT +0	Senegal(Republic of Senegal)	Dakar	IATA: DKR - ICAO: GOZY	Léopold Sédar Senghor International Airport
10	GBYD-GSDV	GMT +0	Gambia(2) (Republic of The Gambia)	Banjul	IATA: BJL - ICAO: GBYD	Banjul International Airport
11	GOZY-GOZY	GMT +0	Guinea-Bissau(Republic of Guinea-Bissau)	Bissau	IATA: OIG - ICAO: GSDV	Covadonga International Airport
12	GOZY-GFLY	GMT +0	Guinea(Republic of Guinea)	Conakry	IATA: CXY - ICAO: GOZY	Conakry International Airport
13	GFLY-GLRB	GMT +0	Sierra Leone(Republic of Sierra Leone)	Freetown	IATA: FNA - ICAO: GFLY	Lungi International Airport
14	GLRB-GDWP	GMT +0	Liberia(Republic of Liberia)	Monrovia	IATA: ROB - ICAO: GLRB	Roberts International Airport
15	GDWP-GSBS	GMT +0	Cote d'Ivoire(2) (Republic of Cote d'Ivoire)	Yamoussoukro	IATA: ABL - ICAO: GDWP	Port Bouet Airport
16	GSBS-GDRN	GMT +0	Mali(Republic of Mali)	Bamako	IATA: BKO - ICAO: GSBS	Bamako Siro Airport
17	GDRN-GDAA	GMT +1	Niger(Republic of Niger)	Niamey	IATA: NIM - ICAO: GDRN	Diori Hamani International Airport
18	GDAA-GDOD	GMT +0	Ghana(Republic of Ghana)	Accra	IATA: ACC - ICAO: GDAA	Kotoka International Airport
19	GDOD-GDNE	GMT +0	Burkina Faso(5)	Ouagadougou	IATA: BOY - ICAO: GDOD	Sobo Doulouss Airport
20	GDNE-GNNA	GMT +1	Benin(2) (Republic of Benin)	Porto Novo	IATA: BNI - ICAO: GDNE	Benin Airport
21	GNNA-DXXX	GMT +1	Nigeria(Federal Republic of Nigeria)	Abuja	IATA: ABJ - ICAO: GNNA	Wando Alimi International Airport
22	DXXX-FAYS	GMT +0	Togo(Togolese Republic)	Lomé	IATA: LFW - ICAO: DXXX	Lomé-Tokoin Airport
23	FAYS-FGSL	GMT +1	Cameroon(7) (Republic of Cameroon)	Yaoundé	IATA: NDJ - ICAO: FAYS	Yaoundé Nsamen International Airport
24	FGSL-FFST	GMT +1	Equatorial Guinea(18) (Republic of Equatorial Guinea)	Malabo	IATA: SSS - ICAO: FGSL	Malabo International Airport
25	FFST-FOOL	GMT +0	São Tomé and Príncipe (Democratic Republic of São Tomé and Príncipe)	São Tomé	IATA: TMS - ICAO: FFST	São Tomé International Airport
26	FOOL-FGGB	GMT +1	Gabon(1) (Gabonese Republic)	Libreville	IATA: LVB - ICAO: FOOL	Libreville Leon M'ba International Airport
27	FGGB-FZHA	GMT +1	Republic of the Congo(Republic of the Congo)	Brazzaville	IATA: BZV - ICAO: FGGB	Maya-Maya Airport
28	FZHA-FMLU	GMT +1	Democratic Republic of the Congo(13)(1) (Democratic Republic of the Congo)	Kinshasa	IATA: FKH - ICAO: FZHA	Kinshasa International Airport
29	FMLU-FYMH	GMT +1	Angola(2) (Republic of Angola)	Luanda	IATA: LAO - ICAO: FMLU	Quatro de Fevereiro Airport
30	FYMH-FYMB	GMT +2	Namibia(Republic of Namibia)	Windhoek	IATA: WDH - ICAO: FYMH	Hosea Kutako International Airport

Now, some of you may be asking how to find out GMT times. There are many resources on the net, but if you are a user of Google Earth©, there is a great little add-on here: <http://www.barnabu.co.uk/google-earth-5-world-time-zone-clock-javascript-and-kml/> that allows you to overlay the globe with the GMT zones, and you simply click on the map and the GMT time is shown.

Here is the site:



And one final note, when you are in ACARS flying a charter flight, you may get an error stating that the flight is not found and may not be approved. This is normal, and nothing to worry about. BLUE SKIES !!



Hello from your Operations team at Delta Virtual Airlines. We are pleased to see the Delta Fly! newsletter brought back to life under a new editor, Tom Housworth. We are also very honored to be able to contribute to it as well.

First, since I was not able to write for our last publication in March, I have not been able to formally introduce myself since becoming the newest Vice President of Operations.

My name is Ken Nesbitt and I have been a part of Delta Virtual Airlines since December 2005. I am also a real world pilot that works for US Airways Express flying the CRJ-200. I have been flying since 1999 and have flown the CRJ since 2007. As for Delta Virtual, I flew a lot in a my first few years taking a break from time to time to finish with college and get into the working world. In December of 2009, with the help of my future boss, colleague, and friend George Lewis, I was accepted onto the staff as an Assistant Chief Pilot in the CRJ-200 under the great supervision of my Chief Pilot, Sterling Widmer. Starting in March of 2009, I began helping George Lewis, who was still our VP of Operations at the time, with small things like the Help Desk which was becoming quite difficult to manage with his busy schedule as well as some other small things "around the office." Shortly thereafter I was named the Assistant Director of Operations in addition to retaining my CRJ Assistant status as well. As the workload became greater and

greater I informed Sterling that I felt it best if I resigned as Assistant Chief Pilot; not only to let someone else have that oppor-

tunity, but to allow myself to concentrate on being George's full time assistant. Shortly afterward George informed me that he was going to resign as Director of Operations and that he wanted me to take it over. In September of 2009 I became the Director of Operations and two months later was to Senior Staff member and Vice President.

After taking over the Operations Department, I knew I needed an Assistant as well and I thought of no one better than my original boss, Sterling Widmer. Sterling works extremely hard and always has great ideas and insight with problem solving or task accomplishment. I look forward to his continued service for a long time to come.

Well, I have rambled enough about myself, and now I want to give you a brief overview of 2010.

We started 2010 in a dead sprint. We were hard at work on AOM's, new staff members, and the newest member of our equipment programs, the A330. Our A330 program is led by former 757 Assistant Chief Pilot Mark Springsteen, and assisting him is Matthew Gervais. After hiring Mark and Matthew, we created the AOM, found a nice fleet aircraft, created test ques-



Operations Department

We put the puzzle together everyday

tions, and built the program. It has turned out to be a great success as it currently has 25 pilots with more joining every month.

In addition to our A330 program, we have been working a lot on updating all of our AOM's to current standards as well as redoing some from scratch.

We have also had the pleasure of adding 3 new aircraft to our fleet, the JS41, A380 and B717.

We've also had a substantial change in staff members during last few months and it seems that it will continue into the near future. I encourage all of you that might one day like to be on staff to please be on the look out in the Water Cooler for announcements about staff openings.

That is all for now from the Operations Department. We do have a lot more to share with you and we plan on doing so in the future issues of Delta Fly. Until next time, fly safe!

Regards,
Ken Nesbitt,
VP Operations

SKYTEAM Code Share



How do they work together?

Does your usual DVA milk run have you in a rut? Do you find yourself looking for a little variety or a change in scenery? Why not try a code share?

One of the biggest draws for any flight sim pilot is the ability to fly a varied schedule, often using different equipment types, serving diverse and interesting destinations. However, even while simulating the operations of one of the biggest airlines in the world, there are still many destinations that “mainline” Delta Virtual Airlines doesn’t serve.

Fortunately for us, we’re able to take advantage of the real world Delta Air Lines’ practice of code share agreements.

First, let’s cover a little background about the concept of code sharing when it comes to airline flying. According to Wikipedia, code sharing is an aviation business term for the practice of multiple airlines selling space on the same flights, where a seat can be purchased on one airline but is actually operated by a cooperating airline under a different flight number or code. It allows greater access to cities through a given airline’s network without having to offer extra flights and makes connections simpler by allowing single bookings across multiple planes. Most major airlines today have code sharing partnerships with other airlines and code sharing is a key feature of the major US-based airline alliances: Skyteam, Star Alliance, and One-world. Code sharing not only benefits passengers, but the practice also creates cost savings for partner airlines in marketing, person-

nel, ground operations, and even maintenance.

A variety of flying options...

Delta Air Lines is a member the **Skyteam** airline alliance. Accordingly, and in keeping with our real world counterpart, Delta Virtual Airlines also participates in this alliance. This means that many flights from other Skyteam airlines are available in our schedule for you to fly. This includes Skyteam member airlines Aeroflot, AeroMexico, AirEuropa, Air France, Alitalia, China Southern, CSA Czech Airlines, Kenya Airways, KLM Royal Dutch Airlines, Korean Air, TAROM, and Vietnam Airlines. As you can see, it’s quite the extensive list of airline partners and a vast amount of options when it comes to routes and destinations.

As though that wasn’t enough options, additional flights from non-Skyteam member airlines are also available to us to fly. These flights are **Code Shares** that are outside of the airline alliance system. But, much like airline alliance flights, the partnerships allows passengers to easily and seamlessly transition from one airline to another. For example, Delta’s agreement with both Alaska and Hawaiian Airlines allows passengers the ability to book travel from a single point and fly using a single ticket. Like all code shares, the agreement also provides access to destinations that passengers wouldn’t otherwise have by flying a single airline.

One key thing to keep in mind is that not all flights for another code share partner airline are true code share flights and therefore may not be able to be flown by Delta Virtual Airlines pilots. For this reason, you should always visit the Delta Virtual Airlines Schedule Search page to

ensure that your flight qualifies and is part of a Delta code share.

Viewing code share flights available to you through Delta Virtual Airlines is a very easy process. On the Delta Virtual Airlines website, inside the *Delta Virtual Airlines Schedule Search* section you’ll be presented with a dropdown menu that allows you to select the airline for which you wish to search. Simply pick an airline from this menu and another field, such as *Equipment*, *Departure Airport* or *Destination Airport*, and click the *Search Flight Schedule* button. You will be presented with a set of city pairs and schedules that match your query.

- Article by Trevor Bair -

How do you know which Delta flight number represents a code share?

Use the table below to determine which Delta flight number applies to which operating airline:

Flights 6800-6864 – Hawaiian Airlines
Flights 6870-6911 – Avianca
Flights 6970-6995 – China Airlines
Flights 7400-7446 – American Airlines
Flights 7448-7469 – Olympic Air
Flights 7470-7724 & 8975-9269 – Alaska Airlines
Flights 7815-7837 – China Southern
Flights 7841-7849 – Royal Air Maroc
Flights 7850-7939 – Korean Air
Flights 8120-8218 – Alitalia
Flights 8320-8709 – Air France
Flights 8730-8766 – Czech Airlines
Flights 8970-8973 – VAustralia
Flights 9278-9698 – KLM

ADS-B is radically new technology that is redefining the paradigm of COMMUNICATIONS - NAVIGATION - SURVEILLANCE in Air Traffic Management today. Already proven and certified as a viable low cost replacement for conventional radar, ADS-B allows pilots and air traffic controllers to "see" and control aircraft with more precision, and over a far larger percentage of the earth's surface, than has ever been possible before.

"ADS-B" is an acronym that stands for:

Automatic - It's always ON and requires no operator intervention

Dependent - It depends on an accurate GNSS signal for position data

Surveillance - It provides "Radar-like" surveillance services, much like RADAR

Broadcast - It continuously broadcasts aircraft position and other data to any aircraft, or ground station equipped to receive ADS-B

Sound Interesting??

Expect to see an in depth article on this new technology in the next edition of DELTA FLY!.



Like to write?

Want to see your article
published in
DELTA FLY?

Drop me an email and
we'll discuss your ideas.

editor@deltava.org

Your article could find its
way into the next edition!

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HAPPY NEW YEAR