



BVA's Cleared for the Cause Event

Cleared for the Cause

Non-stop Boston Center from 11am May 4 to 11pm on May 6



**BILL & MELINDA
GATES foundation**

Each flight flown during Cleared for the Cause generates \$1
for the Bill & Melinda Gates Foundation and BVA

Evan ('evanet')

BVA Administration Team

It's an early morning for the pilot of the American Airlines Boeing 737-800 preparing to depart at 7:10AM for a six-hour flight across the continent to Los Angeles. Just before 6:30AM local time, he reads back the clearance to a tired-sounding Boston Tower—BOS_T has been online since midnight. As AAL25 departs for LAX, he hears the KC-135 pilot making position reports nearing the end of a long flight to Barbados that must have started around 2AM ET.

As he gets a frequency change to UNICOM just east of Rochester, he hears the ZBW frequency (now operated by a different controller than the one who radar contacted him) coming to life with pilot requests at the start of Saturday of 60 Hours of ATC. Madman424 is ready to go for a flight to KBDL (part of his 8.5 hours of controlled time), Shyflyguy is requesting takeoff clearance from a small Class D airport (one of his 39 flight plans), kk1582 is departing in a Turbines Limited Dash-8 from one of Cape Air Virtual's destinations (about a quarter of the way through his 9.5 hours of controlled time) and serdy12 is requesting clearance from the Boston Medical Centre for a helicopter departure along one of the Class Bravo transition routes.

Flash forward 10 hours, hundreds of flight plans and several ZBW controllers. AAL25 has made the quick turnaround at KLAX and is about to call Boston Center inbound on the GDM3 (today, that would be the QUABN1) arrival. His call, "Boston Center, AAL25, one zero miles east of Rochester, FL390" is answered by a fresh-sounding ZBW voice different from the ones he talked to on the way out. As he's getting vectored by Boston Approach, given clearance by Boston Tower, and taxiing to the ramp under the guidance of Boston Ground, the pilot thinks to himself "Wow, I've been in the air for almost 11 hours today and Boston Center has been on that whole time...and in just a few hours, it'll be my turn!" So the pilot parks, grabs a bite for dinner, and settles into bed before 8:30PM ET to be ready for a 3-8AM ET shift on Boston Center, the second of two overnight periods during the 60 continuous hours of ZBW. He's never controlled an overnight period before, never had to deal with multiple pilots holding short of Runway 15R as several fly the Light Visual Approach to Runway 33L. But every pilot he talks to contributes \$0.10 and every flight plan another \$1 to charity and BVA. Every flight is worth it.

Last year, over the course of the April 8-10 weekend, 141 pilots flew in our server, filing 851 flight plans and spending 298 combined hours flying under 60 hours of continuous Boston Center. In both overnight periods, we had more landings and takeoffs than the real-world Boston airport. Together, we generated \$2,050.20; BVA received \$750 and the Susan G. Komen for the Cure foundation received \$1,300.20. This year, we believe we can do it again—and we can do it better!

From May 4-6, 2012, we'll be featuring another continuous 60 hours of Boston Center during our Cleared for the Cause event.

Each time you land on a filed flight plan, you generate \$1; for each controller you talk to, you generate another \$0.10. At the end of the event, the total gets split between BVA and an incredible charity, the Bill and Melinda Gates Foundation, which provides support for global health and education as well as programming and grants in the United States. Even though we're almost a month away, controllers have already started filling the timetables on our [Cleared for the Cause](#) webpage (which will list ongoing statistics throughout the event). **So what can you do? Be like any of the top contributors listed above and fly, fly, fly as much as you can over the May 4-6 weekend.** Any flight that involves controlled airspace contributes to the cause. Last year, we were so busy that we were opening multiple sectors of Boston Center at times and we swamped our local Boston controllers overnight Friday. We believe that this year, given the great support we've already seen from our controllers, we'll be able to beat our total from 2011 and have a great time doing it! To our knowledge, no other virtual aviation community has ever staffed an airspace for 60 continuous hours. **So let's prove once again that BVA is the best one out there by flying, controlling, and enjoying the Cleared for the Cause event from 11AM ET May 4 to 11PM ET on May 6, 2012.**



Cape Air Virtual >>

Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For March, that pilot is Bill ('braines1'), who has flown a total of 33.4 hours! Congratulations, Bill, and thanks for your commitment to the airline!



Regional Circuit



Tuesday, April 10
(8-11PM ET)

KBOS (Boston) &
KACK (Nantucket)

Our controllers fully staff two airports and provide complete ATC coverage for flights between the two; pilots are encouraged to file preferred routes and can expect multiple handoffs and busy frequencies throughout the event

Pack the Pattern



Thursday, April 12
(8-10PM ET)

KPHL (Philadelphia)

Pilots are encouraged to fly into the event or fly IFR or VFR circuits of a busy Class Bravo airport, with full ATC coverage for the entire evening (including Clearance, Ground, multiple Tower and Approach controllers, and maybe even a Center!)

European Tour



To Be Determined

We're taking our popular Regional Circuit concept across the pond to Europe! Our controllers will fully staff two airports 70-200nm apart. Pilots are encouraged to fly between the two airports and enjoy full ATC coverage gate-to-gate.

Domestic Journey



Thursday, May 31
(8-11PM ET)

KORD (Chicago) &
KBNA (Nashville)

The Domestic Journey provides BVA pilots with the opportunity to enjoy medium-haul flights across North America with air traffic control coverage from gate-to-gate.

Fly-In



Sunday, May 20
(1-4PM ET)

Arizona
(KPLC, KFLG, and KGCN)

Tower (Local) Controllers will feature several small airports designed for General Aviation aircraft. Fly IFR or VFR within controlled airspace; general aviation aircraft (anything from a Cessna to a LearJet) are preferred.

Getaway



April 20-May 4

California
(Week 1: Norcal,
Week 2: Socal)

BVA's Getaway Event takes pilots and controllers for a change of scenery, and features various airports across North America. Join BVA as we 'Getaway' to explore new airports and destinations

Controller of the Month

Evan ('evanet')

BVA Administration Team

Each month, one member of our controller community is selected by ATC Instructors for special recognition for outstanding performance and ongoing dedication. As essential frontline service providers, controllers play the most important role in ensuring the satisfaction and enjoyment of our membership.

Our ATC Instructors are proud to recognize **Richard (cessna4)** as the Controller of the Month for March, 2012. Over the past few

weeks, Richard has demonstrated outstanding commitment to the controller community through training for his Class B Approach rating—a rating he has just achieved. When online, Richard demonstrates excellent frequency presence and overall control of traffic; he has a plan in mind for aircraft and follows through on it. We hope to welcome him back into the fold of regular controlling with this award and look forward to seeing him more regularly as real-world commitments (pilot training; Richard is just a few hours away from a checkride) settle down.



Into the Cold Night Air Once Again

Chuck ('chuck')

United Regional Chief Pilot

As I write this, we are fast approaching the two year anniversary of United Regional. On April 15th, 2010, six United Regional pilots flew our first published dispatch to Syracuse, and the airline has continued to fly a dispatch nearly every Thursday night since. Three of the original six pilots still fly with us today.

I mention this occasion not only as a mile-marker in the airline's history, but also as a mile-marker in my tenure as Chief Pilot at United Regional. Per our SOP, both the Chief Pilot and Executive Officer are limited to a two year term of service. This regulation was put in place to keep the company fresh and stocked with new energy and ideas. My term as Chief Pilot expires at the end of this month, and I am pleased to step aside and let others have their day in the sun. So, please join me in congratulating Senior Captain Robert ('regs695') on his promotion to Chief Pilot and Captain Sam ('dyno777') on his promotion to Executive Officer.

As I depart the Chief Pilot's office, I could not be more pleased with the group and what we've accomplished. According to our records, United Regional has trained more than 80 BVA pilots and has a current roster of 35 active pilots, 7 instructors, and 14 officers. In addition to our regular Thursday night dispatch, we have also held and operated several popular events for the larger BVA community. These included the KPQI Challenge, where we stacked up airliners like pancakes in the hold at this uncontrolled airport, the Christmas Lift, where we ran nine times our usual traffic over three days to raise funds for charity, and the KDEN Migration, where the entire company flew en mass to Denver for the Aspen Getaway. Soon, we will be putting on my personal favorite, Project 30, which I'll elaborate on in just a few paragraphs.



Recently, we have also taken on a challenge from the BVA Administration Team to put each of our pilots through the PRP training program. However, instead of having our pilots complete the program individually, we decided instead to step it up a notch. Over the last few weeks, our entire dispatch has been running through the entire PRP IFR program as a team.

Of all the things I am most proud of at UALR, it is that we choose to operate as a company. We've been steadily completing two or

three PRP lessons every night, as a team, in the advanced Embraer 135, at 250KIAS or better, with just a few minutes separation. It's quite a sight to pull up FlightDesk's tracking map and see a tight string of regional jets finishing some PRP objective. I can't express enough how proud I am of the pilots who have made it a personal challenge to complete the PRP program as a team, with flair and style.

There's no question we've faced challenges in operating as a team. It has always been a company objective to maintain a uniform level of ability in our flight operations, and there will always be pilots who can use improvement. But that's why we exist: to help others grow and become more proficient. Over time, as the company grew, more and more pilots stuck around, and therefore our overall ability as a company has grown considerably.

Yet it seems that there are always those BVA members who frown upon our operation. I personally have a hard time understanding that. From day one UAR has always sought to be inclusive of everyone, to serve the community and its goals, to be ambassadors to new members, to provide training for those who asked for it, and submit to operational restrictions no other pilot is subject to. We have done the work of training and developing people and traffic that no one else wanted to do. We have never once sought to do anything except serve the common good.

Still it seems that the company is asked again and again to prove or defend themselves. Meanwhile each and every UAR pilot continues to submit themselves to scrutiny of the highest level. Why? Because we are proud of what we do, proud of what we've accomplished, and excited about what we could accomplish. Esprit de corps runs rampant at UAR, and I personally think that's a good thing.

I have difficulty understanding some of the concerns that members have expressed, in private and public, about UAR. Member concerns typically stem from an observation of the behaviors a single pilot that an observer ascribes to the entire company. In some cases it's not even our pilot! But to judge the entire company based on the actions of one pilot—and likely a new pilot—is...well, difficult.

United Regional has even been called a company of misfits. Frankly I couldn't be more proud of that moniker. And as long as I fly UAR colors, and as long as those misfit pilots continue to strive to do better, I will continue to defend those misfit pilots.

My sincere hope as I exit the Chief Pilot's office is that the new leadership will not be faced with the stigma that some members hold. I personally can't envision a group of pilots more dedicated to BVA, more dedicated to what we do as a community, to professional and quality operations, or as dedicated to helping others as United Regional pilots are. Please feel free to come see for yourself from the inside out what United Regional is all about, especially if you don't believe in the benefits of our company.



I have one last duty to complete as Chief Pilot: to oversee and implement **Project 30**, my personal favorite United Regional event. The goal of Project 30 is simple: attempt to jam 30 arriving airliners into one airspace, at the same time.

Project 30 is different from BVA's Pack the Pattern or Regional Circuit events in that all flights depart from different airports scattered across a region, but will converge on the same destination at the same time. Our goal is nothing less than to replicate the intensity of a real-world rush hour arrival situation.

Project 30 | Alpha was conducted last fall and attempted to bring 30 arrivals into Bradley (KBDL) within a 1 hour time window. While we didn't quite achieve 30 arrivals, we did have a continuous string of arrivals over a 45 minute time span. Controllers commented that it was the first time they had seen more than four aircraft on approach at the same time, and more than once in the same night!

Project 30 | Bravo is a bit more ambitious, and all BVA pilots are invited and welcomed to participate. **Our goal is 30 arrivals in 30 minutes!** While BVA currently boasts over 2500 members, not all of them operate at the same time. Imagine the mayhem that would ensue if even 5 percent of our member base did!

This project will be conducted on Thursday, April 26th, 2012 during the NorCal Getaway, with San Francisco (KSFO) as the

destination. Pilots are to report to their aircraft at 7:30PM ET. All interested members should block off their schedules now from work, homework, family, and other tasks, as timing will be critical. With the parallel runways at San Francisco, we believe that it is possible to bring in aircraft with one minute separation or less. Our hope is that this will be the closest replication of real-world



rush hour operations that BVA has seen to date.

Details regarding the event will be posted on our webpage at unitedregional.bostonvirtualatc.com. All BVA members are welcome! Come fly with us on April 26th, and let's just see just how much stress we can put on our controllers!

For those who are curious, yes I will still be flying with BVA. How could I not? Without question, BVA represents the finest group virtual pilots on the planet.

And so, with my Embraer in a wicked climbing left bank, I depart into the cold moon-lit night sky once again. Smooth flying all. I'll see you up there.

Pilot Tip of the Month

"Checking In"

When "checking in" (making initial contact) to a new frequency, there are a few things to say and do that help ensure clear, efficient communication. An initial contact means the first radio call you make to a different controller. On initial contact:

1. Listen before you transmit. If you hear someone else talking, then keying your microphone be futile; you will probably just jam other receivers, causing others to repeat messages. If you have just changed frequencies, pause, listen, and make sure the frequency is clear before you key your microphone.
2. Think before you transmit. Know what you want to say; if it is a lengthy message, jot it down.
3. Make your initial contact with the following information:
 - Name of the facility being called
 - Your full aircraft identification as filed in the flight plan
 - When operating on an airport surface, your position
 - When operating in the air, your current altitude (and, if necessary, your position)
 - Your message, or the type of message to follow if it is a long request

For example:

1. "New York Radio, Mooney Three One One Echo."
2. "Boston Clearance, Cessna Three One Six Zero Foxtrot, Signature ramp, I-F-R Memphis."
3. "Boston Center, Baron Five Six Three Hotel, request Flight Following."
4. "Boston Center, Duke Four One Romeo, request V-F-R traffic advisories, Twenty Northwest Chester, seven thousand five hundred."
5. "Cape Approach, JetBlue Thirty, one four thousand, information Kilo."
6. "Boston Approach, American Two, one one thousand, descending via the KRANN1 arrival, information BRAVO"

Note that extraneous phrases such as "with you" are discouraged. It is also a good practice to state any ATC instructions you may have received if you have been vectored off of your flight plan (i.e. "Albany Approach, N322KR, 6,000, heading 360").

