



## BVA Members Rise to the Challenge

### Evan ('Evanet')

BVA Administration Team

**B**VA held an IFR Procedures Challenge at Bozeman Yellowstone International Airport (KBZN) last weekend. The real-world weather was cooperative, providing low VMC, light snow, and a 5-15 knot tailwind throughout the three-hour event. Participating pilots had to complete a series of IFR procedures to perfection that included:

- Flying the BZN5 obstacle departure
- Entering and flying a hold
- Negotiating and correctly flying an instrument approach back to the airport

We're happy to announce that the following members successfully completed the Challenge:

- Cameron32
- ewb1972

- Gbruton
- gochase85
- Greg9154
- jonathan
- kk1582
- MHM49
- Mstrstu

In addition to those listed above, many members flew in the event and took part in some or all of the Challenge elements. Member feedback indicates it was a great learning experience and that there is interest in holding future events of this nature.

And now that we've got our instrument procedures in ship shape, pilots are encouraged to compete in BVA's next Challenge: a Virtual Landing Competition! From 2-4pm ET on April 27, pilots will compete to make the best possible landing on KACK's Runway 30. More information about the event format and scoring is available on the [Challenge](#) page.

## I Drive a Silver Chrysler 200

*We're just over 2 months away from Flight SimCon 2014! As we gear up for the event, BVA member Jeremy ('jrvalent') relives the experience of the fun, camaraderie, and Archer episodes that defined his 2013 Flight SimCon experience. Registration for this year's event, held at the New England Air Museum in Connecticut, is now open at [www.flightsimcon.com](http://www.flightsimcon.com).*

It's early Friday morning. 6am to be exact. I enter my car and wonder what exactly this long weekend is going to bring. One year ago this very weekend, I was spending the unseasonably warm 82 degree spring afternoon on one of the many golf courses here in southeastern Michigan. No such luck today. With another disappointed sigh, I peer outside my garage door and stare at the dark, cloudy sky looking back at me. I'm still a coffee short of thinking too deeply about what might lie ahead. Having spent the previous night packing up my brand new PC, a few changes of clothes, and the flight bag (just in case), I sleepily fire up the old Chrysler 200 and pull out of the garage.

"First step...caffeine..." I think to myself. Luckily, the gas station on the way to the highway has a nearly endless supply of coffee, Gatorade, Red Bull, and Monster Energy Drink. I fill up the tank, buy enough caffeine to wish I would have invested in some Red Bull stock the night before, and hop onto the highway. The journey has officially begun.

Just days earlier, things were looking promising for one of the longest cross-country flights of my general aviation career. I spent days researching ICAO protocol for flights over Canadian airspace,

carefully studying TAFs and the latest instrument procedures, and planning fuel and weight calculations to the minute. Evan and I, even though we've never met in person up to this point, have been planning for months that we would meet up at Niagara Falls (KIAG), refuel my PA28/G, and fly together to FlightSim Con 2013 in Hartford, CT.

Unfortunately, after weeks of promising forecasts, the TAF at Willow Run (KYIP) for the night before sealed our fate:

KIAG 211730Z 2118/2218 24013G20KT P6SM -SN BKN035  
FM211900 25012KT 2SM -SN OVC025  
FM212200 25012KT 1SM -SN OVC012  
FM220200 25010KT 4SM -SHSN OVC025  
FM220700 25012KT 1 1/2SM -SN OVC015  
FM221200 28012KT 5SM -SN OVC025

Low ceilings and IMC in a non-FIKI (flight into known icing) aircraft did not sound like fun. The TAF above caused us to implement Plan B, which meant a 22 hour, 1400 mile round trip driving adventure.

At 7:30am, I hand my passport over to a gruff Canadian Border Patrol agent who was obviously waiting for the end of his shift. While regurgitating the not-so-standard answers I'd practiced to his standard border questions, I quickly realize that this was the first of four border crossings I will get to experience this weekend.

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## Regional Circuit

Rc

Monday, April 7  
(8-11pm ET)

KPBI (Palm Beach) &  
KTPA (Tampa)

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

Pp

Saturday, April 12  
(4-6pm ET)

KPSP (Palm Springs)

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!)

## Challenge

Ch

Saturday, April 27  
(2-4pm ET)

Virtual Landing Competition  
KACK (Nantucket)

BVA's Challenge event will test your piloting skills in the realistic atmosphere of BVA. This event is about exercising your multi-tasking ability in challenging and unfamiliar situations—something pilots have to do all the time.

## Domestic Journey

Dj

Saturday, May 31  
(3-6pm ET)

KPHX (Phoenix) &  
KABQ (Albuquerque)

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

Fi

Saturday, April 19  
(3-6pm ET)

SoCal  
(KPOC, KSNA, and KVNY)

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

Ga

April 12-19

Southern California  
(KLAS, KLAX, KPSP, KSAN)

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.

For March, our ATC Instructor Team is proud to recognize **Josh ('sidwinderr54')** as Controller of the Month. "Josh Junior", as

he is affectionately known within our ATC team, has been part of air traffic control at BVA since June, 2012, in which time he has worked his way to a Class C Approach certification. It was while working that position that an Instructor recently noted Josh's professionalism and skill while handling "a fairly busy arrival flow with 100% correct vectors and phraseology". Josh was also recently noted in a routine Quality Control Review of his performance as having A+ knowledge and operational capability, while receiving the comment "I was really impressed with this controller throughout the time I flew into his active sector." It is excellent to see that Jr.'s professionalism and knowledge have continued to impress at the radar level.



# I Drive a Silver Chrysler 200

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As I cross the Blue Water Bridge into Canada, I find a bit of joy as I drive through the barren forests of Ontario along highway 402. It has been a while (emphasis on the 'h' – we are in Canada now!) since I've driven through Canada. The constant need to convert MPH to KPH combined with the expeditious speed the tenths of kilometers clicked off the Garmin made the first leg of the journey fly by.

Any question of us being able to make the trip safely by air in my PA28 was quickly put to rest about 25 miles outside of London, Ontario. The car's outside air temperature ranged from 0-2 degrees Celsius all morning and an airplane-encasing mix of precipitation had moved into the area. I was reassured that we made the right decision when I happened to notice about 1/4" of rime ice forming on my side view mirror. I think to myself, "If I have that much ice on a car at the surface, I could have only imagined what it would have been like if I attempted to scud run over to Niagara!" I'm sure the plane would have turned into a popsicle somewhere over Windsor and I probably would not be writing this article today!

Upon my arrival into Niagara Falls, Ontario, I prepare to do something many of us have yet to experience: meet a fellow BVA member face-to-face for the first time. Although I've spent numerous hours controlling, flying, and training with 'Evanet', I've yet to be able to meet him as simply 'Evan'. Luckily for me, I can now vouch that he really does exist and is not a super-bot invented by 'WhiskeySierraOne' to be one of the master controllers on the BVA server, as most of us had previously assumed. After a quick handshake, we both come to the realization that this was a decision that will soon become one of the most memorable experiences we will have in our aviation careers...despite not actually doing any flying.

New York sucks. I'm sorry for all you New York people out there. Yes, your city is awesome, but it stops there. Everything about upstate New York is terrible: the speed limit, the Tim Horton's that we stopped at for lunch, and the fact that it takes five hours to drive through. If it were not for H. Jon Benjamin, Chris Parnell, and the rest of the Archer cast, we would have never survived the state. Thankfully, my recently purchased "RAM" suction cup aviation mount for my iPad worked perfectly on the windshield of the Chrysler 200. My copilot took a few of the longer legs and Verizon's 4G service kept our Archer marathon alive and well throughout the drive. The only cool thing I can say about our drive through New York is to physically watch (and listen...thankfully my flight bag and TX/RX radio came in handy!) aircraft on the GDM4 arrival descend into Boston (KBOS).

Albany. Finally! Then Massachusetts, then Connecticut. We started picking up Bradley Approach on the handheld about 40 miles from the field. We were able to listen to the frequency all the way in, including hearing the very aircraft that Evan would have taken had he flown to the event commercially. As happens whenever I listen to LiveATC.net, what amazed us both was how similar BVA's

controllers sound to the controllers at Bradley. BVA certainly does aid FSX in making virtual aviation "as real as it gets."

Friday: 6pm. Nearly 12 hours after I pulled out of the garage in Michigan, we arrive at our Hartford hotel. I feel the need to crash for a good 10 hours, knowing of the long day ahead. Instead, shortly after our arrival I realize that the night has just begun. First stop was a quick social event: we gathered for dinner in downtown Hartford with a number of BVA members, many of whom we were meeting for the first time. Dinner hit the spot perfectly after the sub-par lunch in the state that need not be mentioned for the remainder of this article.

7:00am came way too soon on Saturday. Armed with my iPad, KBOS folder, and what little was left of the coffee in the lobby, we made our way to the hotel ballroom for final preparations. After some rigorous test flights on the server and the VolarSim, things were ready to go. By 10:00am, the LAN team was in full force, controllers were online, and FlightSimCon 2013 had officially begun. I share many of the [thoughts expressed on the forums about last year's event](#): the LAN Team experience was simply amazing, and definitely too hard for someone with an engineering degree to put into words!

Sunday proved to be just as fascinating, but overshadowed slightly by the lingering concern about the drive home and some other feelings lingering from the night before. We knew Sunday was going to be another late night: FlightSimCon didn't end until 3pm, which meant a 4pm departure for us. After a lengthy goodbye to all of our new friends, we packed up our computers and departed for the long journey ahead.

Before I start on the drive home, I'd be remiss if I didn't say something about the work that was put in to making this inaugural event happen. While people have talked for years about making a BVA get-together happen, Chuck and Nicole made it a reality. Many thanks again go out to Chuck, Nicole, and the Flight SimCon Team for organizing an incredible weekend from start to finish!

Unfortunately, the excitement of the weekend made it hard to leave, and even harder to make it through the drive back. Amongst other things, some late night sessions of Cards Against Humanity contributed to neither of us having the recommended amount of sleep for a 12-hour drive through the night. Thanks again to the iPad, Archer, "Boston John", and everyone's favorite JFK controller telling Jet Blue that "you, you, you just can't do that.", who were able to get us through the first half of the state that shall not be named.

Around 9pm, Evan and I ran out of funny ATC YouTube videos (yes, it is actually possible) and decided to check in on the server. Using BVA's Listen Live feature as well as the TeamSpeak iPad app, we noticed that many of the convention attendees who live on the East Coast had returned home to get a few additional flights in before the weekend ended. Many of them were surprised to

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# I Drive a Silver Chrysler 200

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see us online so soon, but again thanks to Verizon's faithful 4G service, we were able to have a nice conversation that took us late into the night.

Buffalo! Finally! It's nearly midnight and the faint runway lights of KBUF appear just off the highway to our left. We've had the handheld NAV/COM on for a while, but there wasn't much activity going on in the area. Listening to the KBUF ATIS—calm winds and severe clear—makes us wish we had access to a plane that night.

Shortly thereafter, border crossing number three is upon us. We enter Niagara Falls, ON once again with the GPS locked onto Evan's grandparents' house (his pit stop for the evening before heading back to Toronto). I've already been invited to crash there, but my boss was expecting me at noon on Monday, so I was dead set on making it home that night. Evan's grandparents, probably just like yours and mine, are the nicest people on earth. They were both wide awake, which was surprising at this hour, happy to see we made the drive safely. After a quick visit, I head outside to move on, with a nice plate full of homemade chicken and cookies in my hand to help me along the way. I'm solo from here on.

I gas up in Niagara and grab a few more essentials that I know I'll be needing later on in the journey: Red Bull, Monster, water,

snacks...the works. It's midnight, I'm in Canada, and I have 4 hours of driving still to go. The first hour goes by fairly well, but then it starts. The first head bob worries me; however, I crack open a Red Bull, crank up some Sirius XM, and press on. Thankfully, the energy drinks work and I hit a second wave that takes me all the way to the border. I'd love to mention more about this stage of the trip, but I think my mind was so focused on the driving, it just bypassed the long term memory bank.

The Blue Water Bridge was the home stretch. I cross back into the U.S., happy to know that all the crossings went smoothly. I'm sure it's not every day that a random guy from the U.S. passes through the border with another random Canadian and 200lbs of computer equipment in the back seat. It's 3am and I have about 90 minutes left in the epic adventure. I start to recollect on the weekend's events, all the new friends I've met, and where it would go from here. I already start to think about what the next BVA trip would be (KBOS, of course!), and how soon we would be able to make it happen.

The aviation community is something special, and I am privileged to be able to share it with so many individuals. The greatest thing about BVA is how our community allows us to share it with people around the globe, in person or online.

## Pilot Tip of the Month

### “Unable”

**S**afe air traffic control is predicated on the expectation that pilots who readback/accept instructions will comply with those instructions. One of the most important examples of how this expectation comes into practice is along a Standard Instrument Departure or SID. SIDs are found at airports of many sizes and airspaces, and normally serve one of several purposes. SIDs may be in place to help route traffic in congested airspace, to help reduce noise on surrounding communities, to help improve controller coordination, to avoid obstacles, or a combination of these factors.

SIDs are most commonly issued as part of an IFR clearance prior to the beginning of a flight, and may or may not be filed as part of a flight plan. Filed SIDs may also be changed by controllers on the basis of operational requirements, active runways, or ATC staffing.

As always, whenever you hear a SID given, be sure to understand the clearance and associated requirements before you accept or readback the SID. Some procedures require special aircraft capabilities you may not have. They also may require procedures you aren't comfortable with. If you aren't sure about how to fly a SID or you'd like clarification on the requirements, reply to the clearance with some form of the word “unable” and ask for clarification.

For more information on SIDs, check out IFR Flight 1 of our Pilot Ratings Program, which covers the LOGAN7 SID at KBOS.

Awareness of SIDs is particularly important because the FAA is [introducing new phraseology for IFR clearances on April 3](#). The new phraseology will include the new phrase “climb via”, which better aligns IFR clearances with the existing “descend via” phraseology. The phraseology will be implemented on our server during the month of April, and will be discussed at length in the May Logan Informer.

