

## Hyper-Tension Convention Wrap -Up

We made it through July! After 8 events in the span of 21 days, I think some of our controllers are ready to go back to Hawaii... as tourists, though, not pilots or controllers. The highlight of our 4 Regional Circuits, GA Fly-In to New York, Domestic Journey to Spokane, and getaway to Hawaii (a close second) had to be the Hyper Tension Convention that went off almost without a hitch on Sunday (July 25) afternoon. We had 47 pilots sign-up for a predetermined departure slot, and several drop-in pilots join us on the day of the event.

The only disappointment from the event (outside of the fact that it's now over) was that a number of pilots who signed up didn't make it for their route. Between real-world weather, summer, a weekend afternoon, and the inevitable complications that can make flying online a challenge even if there's nothing else in the way, though, it's not too surprising to see a number of pilots who didn't show up for their departure slot, and the large amount of drop-in pilots definitely made up for those who didn't show up.

All told, our pilots flew more than 120 flights in four hours between the six featured airports: KIAD, KCHO, KRIC, KORF, KACY,

and KPHL. Our peak number of pilots was 39, with about 65 players in the server. While the weather that hampered virtual arrivals at KIAD and KPHL caused some controllers who live in the area to lose power (and internet), there were no major server issues and no communication problems. In my books, that's a successful event, and we're already looking forward to our next Hyper Tension Convention in Chicago next February.

As July winds down, we're into another exciting month of August. While we're holding off on some major events until later in the year (our next Getaway, featuring SoCal, will be near the beginning of September), August will feature the continuation of our regular Rc events, along with a Pack the Pattern on Thursday, August 12 at KBOS and a General Aviation Fly-In to Southern California on Monday, August 23. All this moves us closer to the biggest event of the year, the Boston Tea Party (BVA's birthday celebration) coming up in November. And maybe, just maybe, we can use the break from events to start expanding to cover New York a little more regularly than we do now. Hmm... it's starting to sound like August isn't going to be that quiet after all!

FlightDesk (Observer Mode)

Who's online? **WhiskeySierraOne**

Players Online

- Controllers (12)
  - ACY\_A\_124.60
  - CHO\_A\_126.65
  - CHO\_T\_124.50
  - IAD\_A\_120.45
  - IAD\_CI\_135.70
  - IAD\_T\_120.10
  - ORF\_T\_123.85
  - PHL\_A\_123.80
  - PHL\_T\_118.50
  - RIC\_A\_126.40
  - RIC\_T\_121.10
  - ZDC\_C\_123.85
- Pilots (36)
  - [757MC] gbruton
  - [9188G] Bulletman70
  - [AAL2304] marshallk53
  - [COA1478] CAL791
  - [COM2450] jon104gx\_0
  - [COM295] BeerSalt
  - [DAL436] Benorg
  - [DAL-632] flyingisfun
  - [DAL791] Capt Crunch JA
  - [DAL821] highflyer34
  - [DLH-465] Bob\_Downunder
  - [EJA595] mbr89
  - [FDX1639] tysmi
  - [FDX360] Pierul
  - [JBU964] Aldo40
  - [KAP520] Biohazard520
  - [KAP577] pipern9181w\_0
  - [KAP689] airtangofive
  - [KATO221] Archer91
  - [LGA436] tofutwitch11
  - [N1438] Mattye309
  - [N177RS] Loctiter
  - [N1811P] tangosierraroger
  - [N2700A1] accrabblehov

CallSign/Tail id	Controlled by...	Aircraft	Ifr/Vfr	Squawk	Altitude	DEPT.	ARRV.	Route/Waypoints	Remarks	Player Id
DAL436	ZDC_C_123.85	H/B763/Q	IFR	4751	120	KIAD	KORF	DAILY V33 FAGED V28...	i23	Benorg
KAP689	ACY_A_124.60	C414/A	IFR	5631	060/	KACY	KIAD	LEEAH BAL		airtangofive
UAL436	CHO_A_126.65	CRJ7/A	IFR	4302	240/	KIAD	KPHL	CPTAL7 WOOLY V214 ...	19L	Jackasam
N1438	PHL_A_123.80	LJ45/A	IFR	2314	090/	KIAD	KPHL	CPTAL7 WOOLY V214 ...		Mattye309
N177RS	IAD_T_120.10	BE60	IFR	2433	070/	KCHO	KIAD	VIS 19C	i19c	loctiter
KAP238	CLOSED	C414/G	IFR	7421	080/070	KRIC	KIAD	RIC COATT4	i19c h360	viking238
N370ER	UNCONTROLLED	BE58	VFR	1200	?	?	KNGU			Poseidon_D6
N333MX	IAD_A_120.45	LJ45/G	IFR	4626	120/080	KCHO	KIAD	GVE BRV	i19c h010 s210kt	donflynearme
COM295	ZDC_C_123.85	CRJ7/G	IFR	1111	080/	KORF	KIAD	KISSR1 HPW RIC COA...		BeerSalt
DAL-632	ZDC_C_123.85	B738	IFR	2532	210/110	KIAD	KACY	SWANN V268 LEEAH V...	19L	flyingisfun
LGA436	CHO_T_124.50	CRJ7/G	IFR	7210	060/040	KIAD	KCHO	CAPT17 CSN MITER	v21	tofutwitch11
9188G	CHO_A_126.65	CRJ7	IFR	6164	090/	KRIC	KIAD	RIC COATT4	"ORB105" i19C	Bulletman70
UAL74	IAD_A_120.45	CRJ7/A	IFR	1035	140/110	KACY	KIAD	LEEAH V268 BAL		Ianlis
UAL888	IAD_A_120.45	CRJ7	IFR	2560	120/080	KRIC	KIAD	RIC COATT4	i19c h010 s210kt	gochase85
UAL372	ZDC_C_123.85	H/B744/Q	IFR	4542	210/	KIAD	KPHL	CPTAL7 WOOLY V214 ...	19L	DJ45cal
EJA595	IAD_A_120.45	PC12/G	IFR	3221	050/	KCHO	KIAD	GVE BRV	v19c	mbr89
757MC	UNCONTROLLED	GLBX	IFR	3745	110/030	KIAD	KRIC	CAPT17 FLUKY,V223,H...	210	gbruton
KAP577	CHO_A_126.65	C414	IFR	6366	070/030	KIAD	KORF	CPTAL7 BRV JIMBE PE...	19L@K1	pipern9181w
DAL821	CHO_A_126.65	H/B763/Q	IFR	6160	100/030	KIAD	KCHO	CPTAL7 CSN V140 MI...	19L	highflyer34
UAL832	UNCONTROLLED	CRJ700/G	IFR	3215	190/030	KIAD	KACY	CPTAL7 ENO	235	dan2947
JBU964	CHO_A_126.65	E190/A	IFR	3502	210/120	KIAD	KORF	CPTAL7 DAILY V33 FA...		Aldo40
N1811P	IAD_T_120.10	MOONEY	IFR	6263	090/030	KIAD	KACY	CPTAL7 SWANN V268 ...	19C	tangosierraroger
FDX1639	RIC_A_126.40	C208/G	IFR	2460	090/	KRIC	KIAD	RIC COATT4	d34 r/h	tysmi
KATO221	IAD_A_120.45	F18	VFR	1221	165/	?	KIAD	GLITCHED		Archer91
COM2450	RIC_A_126.40	CRJ200	IFR	3720	070/030	KRIC	KIAD	RIC COATT4	d34 h360	jon104gx
N41232	NEW	BELL 412	VFR	1200	800/	OMA4	KBOS	DIRECT-GPS		Maritime_Patrol
UAL615	PHL_T_118.50	CRJ7/A	IFR	3413	220/	KPHL	KIAD	MXE DELRO2	r	pianoman00615
AAL2304	NEW	MD82/Q	IFR	2200	150/	KIAD	KACY	SWANN V268 LEEAH V...		marshallk53
COA1478	NEW	B734	IFR	2200	200/	KPHL	KIAD	MXE DELRO1	sked dept. 1840Z A...	CAL791
UAL254	NEW	B737	IFR	2200	190/	KIAD	KORF	CAPITAL7 DAILY J61 H...		mvphoward
N587ST	NEW	L45/G	IFR	2200	120/	KRIC	KIAD	RIC COATT4	Havent had a chan...	marinwbugler195
UAL830	NEW	CRJ7	IFR	2200	170/	KIAD	KORF	IAD DAILY V33 FAGED ...		KIRKAV8R



## Regional Circuit



Tuesday, August 3  
(8-11pm ET)

KPHL (Philadelphia) &  
KEWR (Newark)

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

## Domestic Journey



Thursday, September 9  
(8-11pm ET)

KGEG (Spokane) &  
KHLN (Helena)

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.

## Pack the Pattern



Thursday, August 12  
(8-10pm ET)

KBOS (Boston)

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!)

## Fly-In



Monday, August 23  
(8-11pm ET)

SoCal (KPSM, KRNM, KSEE)

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.

## Hyper-Tension Convention



Sunday, February 6  
(2-6pm ET)

Chicago ARTCC

The HTC aims to create the most intense experience for pilots by squeezing eleven controllers into a small airspace, encouraging pilots to sign-up for a departure slot, and keeping blood pressure as high as possible for as long as possible.

## Getaway



October 8-17

SoCal  
(KLAX, KLAS, 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

### Pilot Tip of the Month

## New Taxi Procedures and Phraseology

If you've been flying with BVA or listening to LiveATC.net feeds over the past month, you've probably noticed a slight change in the way that taxi instructions are given now. Instead of the familiar "taxi to..." phraseology, the runway number will now be issued to outbound aircraft first, followed by taxi instructions. For pilots, it's a small phraseology change (but might still take some getting used to). **The biggest change pilots must worry about is that you now require a specific crossing instruction for each runway that intersects your taxi route.** Whether the runway is active, inactive, or closed, you must hear the words "cross Runway (number)" before you roll past the hold line for that runway.

AOPA .PDF: <http://forums.bostonvirtualatc.com/download/file.php?id=88Official>

FAA Notice (to controllers): <http://www.faa.gov/documentLibrary/media/Notice/N7110.528.pdf>





# Cape Air Virtual News

## New Board Member

Brandon (bcarter755, KAP410) has replaced David (David7700, KAP235) as Pilot & Route Manager. David has stepped down to time constraints; however, he will continue to assist Brandon with the labor of maintaining CAV routes. Thanks David! You have been a pivotal contributor to Cape Air Virtual's formation and growth. Please join us in welcoming Brandon to the management team; he can be reached at [bcarter755@bostonvirtualatc.com](mailto:bcarter755@bostonvirtualatc.com)

## Cape Air Route Expansion

Cape Air Virtual is pleased to announce the addition of new routes in both the Boston and New York ARTCCs. Expanded service is offered to:

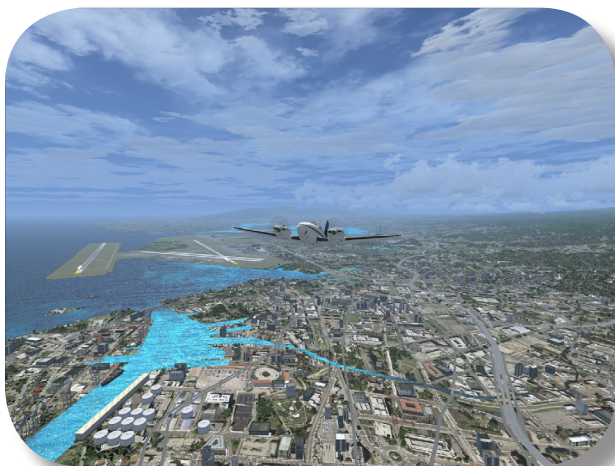
Allentown	KABE
Scranton	KAVP
Newark	KEWR
Williamsport	KIPT
Lancaster	KLNS
Philadelphia	KPHL
Newburgh	KSWF
Teterboro	KTEB

The 186 new routes have been added to VAFS. Please note that some routes will be restricted to piston or turboprop aircraft, depending upon route duration and enroute altitudes.

**Reminder: Cape Air Virtual policy requires pilots to fly with ATC when available. If only ZBW area facilities are active, do not fly in the ZNY sector.**

**If no ATC is online, routes in the ZNY sector may be flown. If ZBW facilities come online during your flight, you may conclude your flight; however, you must reposition back into the ZBW sector for your next route.**

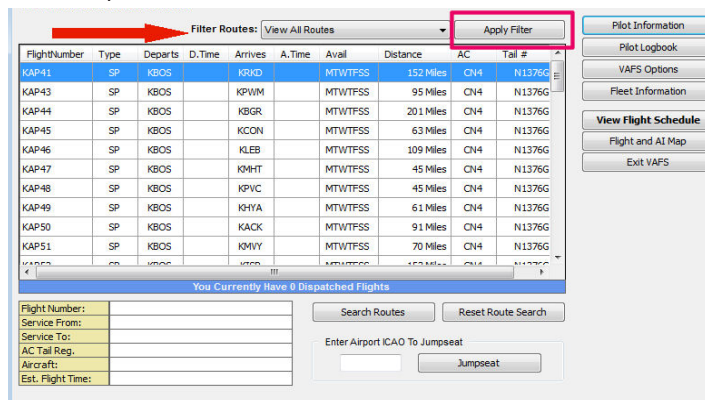
Also, please note that VAFS computes our passenger share based on how often a route is flown, the ticket price. Please notify Brandon ([bcarter755@bostonvirtualatc.com](mailto:bcarter755@bostonvirtualatc.com)) or Tom ([toivo512@bostonvirtualatc.com](mailto:toivo512@bostonvirtualatc.com)) if you have flown a route more than twice without passengers.



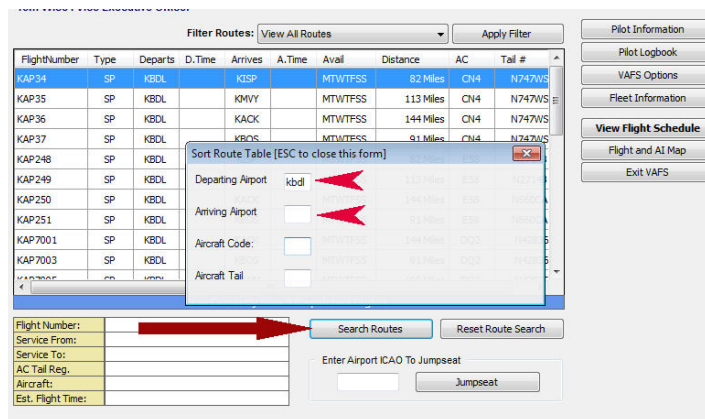
## Pilot Tip: Reposition Without Paying for a Jumpseat

As mentioned, Cape Air Virtual policy requires pilots to fly with ATC when active. This procedure applies to both event and non-event periods.

Because of this policy, CAV does not require pilots to fly from their last location. To reposition yourself to an area with ATC, follow these steps:



1. Click 'View Flight Schedule'
2. Ensure 'View All Routes' is the current Filter
3. Click 'Apply Filter,' all active routes will now be displayed



1. Click 'Search Routes,' the selection window will appear
2. Enter either your departing or arriving airport choice, the route list will now be filtered to your selection
3. Hit ESC or ENTER to close the window, you are now ready to select your flight

Do you have a tip that you would like to share with the Cape Air Virtual Community? E-mail [capeair@bostonvirtualatc.com](mailto:capeair@bostonvirtualatc.com) with your idea, and it might appear in the next Logan Informer!

## Cape Air Virtual >>

### Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For July, that pilot is Jimmy ('touchandgo1957'), who has flown a total of 41.8 hours! Congratulations Jimmy!



## Bad Transformer, Bad!

Tonight is packed. Our departure ticket shows upwards of 20 United Regional flights all departing within half an hour of each other bound for all corners of the Northeast. The weather is good, but not too good. Challenging would be the word. Arrival at KACK is expected to be the usual zero visibility from black of night and summer shrouds of fog. Call me crazy but I'm looking forward to it. Just last week my sky babe and I were taking a long weekend on Block Island and I spent many hours in between shrimp cocktails watching the fog roll in and describing to my girl (ad nauseum to her I'm sure) how dangerous that fog is. How the sea and sky become one, the horizon vanishes, and the region conspires to swallow unsuspecting pilots whole. JFK Jr's Piper was lost in that very fog in this very area not much more than a decade ago. Yes, last weekend more than a few hours were spent on the deck of the Spring House Hotel sipping Coronas and watching GA aircraft scramble into KBID airfield before the dusk turned to night. As much as I was on vacation, more than a small part of me wanted to be up there with those GA's. I should have brought my aviation scanner with me, then at least I could listen in. It's a sickness, I know.

But just as we're getting ready to preflight our ERJ145 tonight the bad news comes in. All traffic is temporarily and immediately grounded. Word is that a power transformer responsible for powering air traffic control's systems has blown up leaving FlightDesk and radar systems all black. Oh well. Nothing to do now except find a quiet spot away from the glare of frustrated passengers, grab a Starbucks, power up the laptop and wait it out.

Good time to update my blog too. It's been weeks since my last update, but not for lack of interesting things happening. It's mostly from flying nonstop for weeks now. And not only have we been flying a ton, we've also been training a ton of United Regional pilots. There have been a number of promotions, routes have been added, and there's even talk of a new aircraft coming to the line soon too – the MD Super 80. Super nice if you ask me.

Plus there's the constant rotation. Mother is constantly sending pilots on routes all over the country. We've even had some of our best pilots sent off on loan to other airlines. Captain Conner has been working with Delta Connection, and just last week I received word that Flight Officers Ian and Eric were both loaned out to operations in the Far East. "Additional training and cultural awareness" Mother calls it.

I call it the draft. Just like major league baseball Mother will fiddle with the mix and seniority of flight crews and regions in a never ending attempt to create the best combination of pilots and skills for a particular duty, or perhaps even for cross training. Last I heard FO Eric was working with China Airlines doing FMC training with crews on the Big Iron. FO Ian I heard was running a UPS MD11 freighter on long hauls to build up hours towards his Captain's qualification.

As for me, our crew had also been rotated out to the Hawaiian Islands for a week. Mother apparently saw a need for additional pilots to shuttle tourists on short hops between the islands. The only thing that keeps me from feeling completely displaced while halfway around the globe are the familiar voices on coms of captains and officers I have trained and flown with. Soon I'm hearing coms from Bill flying the shuttle runs, Branden bringing in a 737 in from San Diego, Mariano in a hold over Lanai, Jim, Javier, and even Peter in UAL615 who unfortunately had to declare an emergency when his gear didn't give 3 green lights. That was a little tense to listen to but I've had it happen too. I could close my eyes and hear the warning horn and the three yellow lights blazing in his face all the way down. Fortunately it was just a bad indicator. UAL615 ship and crew made it down safely.

Towards the end of our rotation we were sent out to the Midway Islands on a company charter flight to pick up a team of biologists working there for a few months. So with 16,000 pounds of fuel onboard, the trusty CRJ roars out of Henderson Field (PMDY) to ferry 40 scientists over to the Big Island where A/C, real showers, and connecting flights to home await.

Departure from Henderson Field is eventless, and the air is smooth as we set the GPS for DANN0. The FP indicates a three hour flight before entering the BOOKE8 pipeline, and then more than 200 miles after that to PHNL. With one big long straight line to fly and thousands of square miles of ocean to cover the flight quickly becomes a battle against fatigue. But it also affords plenty of time to think. And in this case to think about the ferocious battle that occurred here over 60 years ago.

7 aircraft carriers, 2 battleships, nearly 50 support ships and hundreds of aircraft slugged it out here in the Battle of Midway. How surreal it is to be traversing the very same airspace where the turning point in the War in the Pacific took place. Flying the very same routes that, had we not won that battle, Japanese bombers would be using to attack Americans in Hawaii. And if we lost Hawaii...? I can't help but reflect on the lives that were lost in this very sky and sea nearly 7 decades ago. It's one thing to read about it, but it's an entirely other thing to be here flying it.



Hours into the flight the exhausted scientists are sleeping, and even the flight attendants are reading books. We are about two thirds of the way through the flight and I'm running out of things I can use to keep myself from losing focus when a futuristic "ping" sound emanates from my flight bag. Ahh, someone is sending my Droid phone a text (had to ditch the iPhone... bad antennas). Even though we are in the middle of the ocean and far from a cell tower I'm amazed the range these things have at 31,000 feet. Happily enough, the ping is from FO Eric.

"Check your 12 o'clock" he says. Hmm, Ok, let's see. Like scanners on a starship looking for signs of life I reset the TCAS for its maximum 40 mile range, and sure enough it pings a single ship at the very edge of the screen. A quick check of FlightAware.com on the Droid reveals that it is CAL18 – FO Eric's ship. Big sucker too. A 747-400 out of Tokyo en route to Honolulu. "Nice".. I reply via text.

It turns out this is his last run in the cultural exchange and he left Tokyo at O'dark thirty local this morning, crossed the international dateline at sunrise, and will be returning to the world of United at Honolulu. As luck would have it, the Universe provided him with a spectacular sunrise to remember CAL by, and he's sending some pictures over. He also tells me that FO Ian was rotating back this morning as well, and Ian's MD11 and Eric's 747-800 both departed together. He sent over some pictures on the Droid to show. Very cool. I love airplane pictures, and the ones he sent are pretty awesome.



Back at the concourse at Bradley and the Droid chirps again. A controller friend of mine has sent a note saying power is coming back and ATC will be up soon. Thank goodness. I know PAX and pilots alike are anxious to get out of here, and soon it will be a mad dash for the sky. Time to head for the aircraft and get her spooled up. Air captains throughout the concourse all have the same idea and PAX have noticed the increased activity by uniformed personnel and are starting to stir as well. Time to pick up the pace. I want to be first in cue just as soon as ATC is online again otherwise we'll be stuck waiting for clearance for another hour.

Power and avionics in the ERJ are lit, clearance delivery announces ATC service is restored and suddenly coms are ablaze with requests for departures. We're lucky to get in the cue quickly and our flight is underway, only 3 hours late. Good thing we didn't keep the passengers waiting on the tarmac that whole time! Off we go screaming into the night air once again.

Traffic is heavy and ATC is tight. Once again I hear the calls of familiar voices – UAL74, UAL428 and even my controller friend running arrival at KACK. TCAS reveals one long string of aircraft and ATC is a nonstop machine gun of instructions. It's a little ridiculous in fact. I've never heard calls and responses so fast and so non-stop. Nothing but super pro pilots and controllers machine gunning instructions and responses at each other. I wonder if the poor KACK arrival controller even has time to breathe in between calls.

As we near Nantucket I can see this approach is going to be fast and hot. There's another aircraft already turning across our path headed for runway 24 not more than 2 miles in front of us. ATC vectors us around sharply to follow that bogie, and in and down we disappear into the usual black murk of the fog. It's zero viz as usual all the way down to the deck. ATC has our initial approach above the glide slope - too high for Bettie to take over - so we are hands on, blind, and descending fast. The usual breakout at about 800 feet and 2 miles comes quickly but shows us just a bit to the right of the centerline. A kick of the left rudder and a quick request for power from the twin Rolls Royce Allison engines puts us in a floating crab angle for the centerline. A Delta 737 is at the hold short and is requesting to get out ahead of us. "Not going to happen," I think to myself. ATC responds more diplomatically. 20 seconds later the ERJ crabs over to the centerline right at the numbers, and with a right kick to the rudder and a chop of the power she glides to a straight on landing just shy of midfield. The Delta is anxious to get out of dodge so we keep power up to exit off the echo taxiway to the right. Over to the ramp and we're unloading and loading pax quickly, and resetting the ship to depart again for KBOS with probably the fastest turnaround we've done all year. There's a huge backlog of frustrated loved ones to shuttle home and we'd love to do our best to accommodate them as best we can. Mere minutes after arrival and we are back on the taxiway, cleared to roll and tearing back up through the black



murk to punch into the moonlit sky yet again. Altitude and speed are ramping up as best as we can make it happen. There's lost time to make up for, the controllers are machine gunning instructions again. Thankfully the passengers seem to understand the delays weren't our fault and most, like me, are just glad to be up in the air.

For information on flying with United Regional, please send an email to Chuck at [article10@bostonvirtualatc.com](mailto:article10@bostonvirtualatc.com), or via Skype user ID [Splonedog](#). See you up there.

