



BVA Introduces Pilot Meetings

Max ('Ameri767300')


BVA Administration Team

The Pilot Affairs staff is proud to introduce BVA Monthly Pilot Meetings! BVA Pilot Meetings are 45 minute to 1 hour blocks organized by the Pilot Affairs Team. They are held in one of BVA's TeamSpeak 3 Servers. The goal of these meetings is to allow BVA's administration an opportunity to communicate with community members who are seeking a more interactive method of expressing opinions and feedback than posting on BVA's forums or sending an e-mail to the A-Team. Additionally, Pilot Meetings are a place to discuss pilot-based subject matters in both the real and flight simulation worlds.

Because these events are a place for members to voice their opinions, we are relying on the general BVA membership to provide us with any observations and suggestions you may

have in order to generate agenda items. If you are planning on attending the next Pilot Meeting and would like to submit a topic for discussion, please view the [Pilot Meetings](#) page of the website for more information on how to do so.

Our first meeting will be held in the Pilot Meetings TeamSpeak 3 server on **Sunday, August 11, from 7-8pm ET**. For information on how to connect to TeamSpeak and submit a topic for discussion, please visit the [Pilot Meetings](#) page of the website.



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 Joe ('piperN9181W'), who has flown a total of 14.5 hours!

New Member Experience Survey

Evan ('Evanet')

BVA Administration Team

Earlier this year, we asked members who have joined Boston Virtual ATC since January 1, 2013 to complete a brief survey on the experience of joining the community. We were interested to see whether the new website we deployed last summer has improved the experience of becoming a member.

We are happy to publish the results of that survey, which are available [HERE](#). By reading the document, you can see the

recommendations that were adopted by the A-Team as a result of the feedback we received. These will be implemented over the next few weeks. You can also see some of the analysis on the information we have received.

Thank you to those new members who completed the survey and provided very extensive and detailed feedback.

If you would like to provide additional comments or ideas as to how we can improve your experience as a member, feel free to do so by posting on [this forum thread](#).

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.

We have two nominations to mention this month. First, our Controller of the Month for June was **Cody ('Bluewarrior4185')**. Cody was recognized for his commitment to providing ATC service to our members outside of peak hours, especially during weekends

and periods of slow mid-day traffic. Cody is always willing to step up during periods of increased traffic to help less experienced controllers or fill spaces in our lineup at the last minute.

And for July, our Instructors are proud to once again recognize **Domenic ('leadbottom1')** as Controller of the Month. A veteran of BVA's controller roster, Domenic's relaxed, professional tone is always popular with pilots. With almost 11 hours of controlling this month, Domenic has helped support us during some of our recent events (like our KBGR and KBOS Regional Circuit) and some weekends on ZBW. In a recent Instructor review, Domenic "performed excellently on the position", with arrival vectors and altitudes that "couldn't have been better".



Regional Circuit



Tuesday, August 6
(8-11pm ET)

CYYZ (Toronto) &
KBUF (Buffalo)

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



Wednesday, August 21
(8-11pm ET)

KSAN (San Diego) &
KSFO (San Francisco)

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 8
(8-10pm ET)

KATL (Atlanta)

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



Sunday, September 15
(2-5pm ET)

Tampa Bay
(KPIE, KSPG, and KSRQ)

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.

Challenge



Sunday, September 1
(5-8pm ET)

VFR: ZBW Cross Country

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.

Getaway



July 23 - August 4

Caribbean
(TIST, TISX, TJSJ, and TNCM)

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

Launching BVA's Add-On Recommendations

Evan ('Evanet')

BVA Administration Team

This week, BVA added a new page to the 'All Members' tab of our website: [Add-On Recommendations](#). Microsoft Flight Simulator X is one of the most intricate, complex, and visually-appealing pieces of computer software ever written. One of the reasons for FSX's brilliant visuals today is the incredible range of free and paid add-ons that work seamlessly to improve the performance and visual appeal of FSX. You can customize just about any part of FSX with aircraft, scenery and texture modifications, and many other third party applications.

To help you choose between the hundreds of add-ons available for FSX, some of BVA's most experienced FSX users have put together a list of recommendations. While we recognize there is a variety of tastes and preferences for add-ons, we also know that there are certain products, manufacturers, and distributions that rise above the rest.

If you've ever wondered about buying ActiveSky, installing REX, or purchasing the NGX, we encourage you to review our recommendations for the best hardware and software products to add to your sim. As always, comments are encouraged!



Screenshot of the Month

Max ('Ameri767300')
BVA Administration Team

sun setting in the background. Click [HERE](#) to see the forum thread containing all of the competition's entrants.

Congratulations to **Cody ('Bluewarrior4185')** for winning BVA's July Screenshot of the Month Contest! Displayed below, his shot is of a busy aircraft carrier deck with the

If you missed this month's competition and are interested in submitting a screenshot next month, stay tuned to BVA's forums for the August Screenshot Contest announcement.



Pilot Tip of the Month

Altitudes

While it may seem basic, one of the most common mistakes controllers notice is the selection of an incorrect altitude for the aircraft's direction of flight. This is a particularly important safety item to help keep VFR and IFR traffic separated from aircraft flying in the opposite direction.

For both VFR and IFR aircraft in flight, it is the aircraft's magnetic course (i.e., its ground track) that determines the appropriate altitude to fly. When filing a flight plan, the direct magnetic track between the two airports is the appropriate altitude to file.

For all IFR aircraft, the following rules apply:

Flight	Magnetic Course	Altitude	Examples
IFR	0-179	Odd Thousand Foot MSL	3,000, 5,000, FL210
IFR	180-359	Even Thousand Foot MSL	2,000, 4,000, FL220

VFR aircraft follow the same rules, but add 500' to the IFR altitudes for separation:

Flight	Magnetic Course	Altitude	Examples
VFR	0-179	Odd Thousand Foot MSL + 500'	3,500, 5,500, 17,500
VFR	180-359	Even Thousand Foot MSL+ 500'	2,500, 4,500, 16,500

The rules to VFR aircraft only apply in level cruising flight when more than 3,000' above the surface.

Let's use a flight from KBED to KBOS as an example. The true heading between the two airports is 357 degrees (as measured on a sectional chart, which provides true headings). However, the magnetic variation in the region is 16 degrees west. As with all West variations, we add that to the true heading to get a magnetic course of 013 degrees, and know that we should be filing either an IFR or VFR easterly altitude.

