

Looking back at the January and June Logan Informers, it seems like we managed to get all of what we hoped for in 2009 accomplished... and then some! It's been an exciting year of growth for BVA; we gained more than 600 new members and are on the verge of the 2,000 mark! I'd like to take a few moments to think about some of the exciting changes that have come about this year before discussing some of the new initiatives on our 'artificial horizon'.

Along with the introduction of a number of popular events including the Domestic Journey, Pack the Pattern, Hyper Tension Convention, and GA Fly-In, we increased the frequency of getaways and travelled to Hawaii, Aspen, SoCal, the Pacific Northwest, and Alaska in 2009. The popular Regional Circuit continued its success on Tuesday nights, once again securing its spot as the cornerstone of BVA's events portfolio. It's hard to believe that our first-ever Hyper Tension Convention took place in March, and that our scenery design team—which released its first update on June 26—hasn't been with us for more than half a year but has managed to churn out more than 40 updates in that time (and provided a great way for a number of members to get involved with the community)! To top off events in 2009, we jammed the server during the Flight for the Fight and generated \$850 for the Susan G. Komen for the Cure Breast Cancer Society.

FlightDesk hit a major milestone this year with the release of version 1.0 on June 18, an exciting event for anyone who has been a part of the incredible journey that FlightDesk has taken from a controllers-only facilitator to a program that includes instant messaging and an integrated browser that allows users to view the server password, confirm the correct ICAO abbreviation for American Airlines, check ATIS information, and (soon) view and download charts for any airport within the United States within FD! The forums were upgraded to a phpBB software that gives users even more ways to interact with other members of the community, and the website will soon be expanded to include online scheduling for the Share The Cockpit mentoring program. Perhaps the most dramatic change this year was the introduction of our very own virtual airline, Cape Air Virtual, which includes 109 pilots who have contributed to fly more 1,700 hours to date (don't forget they're flying C414's and BE58s). I know our controllers have enjoyed the added challenge of sequencing slower-moving twin Cessnas between the heavies!

2009 also saw the very first recorded donation of a BVA member to our community; we now have a complete running balance of financial transactions online, and our new financial structure has allowed BVA members to donate \$3,601.51 as of November 30th. We will need your continued support in order to raise the \$2,400 required to fund our community through 2010!

As we move into 2010, there are a number of exciting new initiatives and challenges that our community will face. If you continue to read through the remainder of this Informer, you'll learn more about "Office Hours", a new way of connecting the community with our leadership, and more ways that you can get involved with our community. We look forward to continuing the exciting pace of events and bringing you a few new events

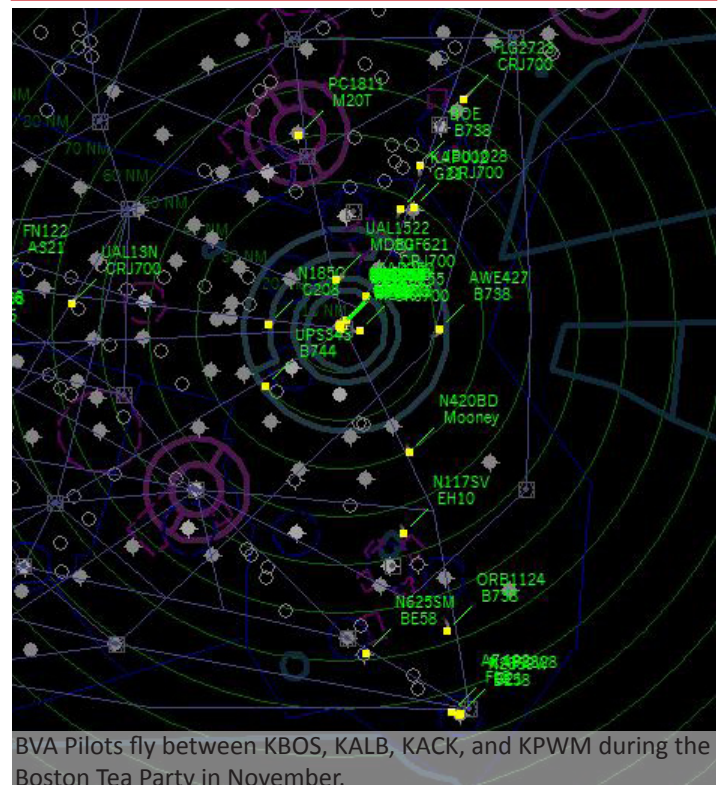
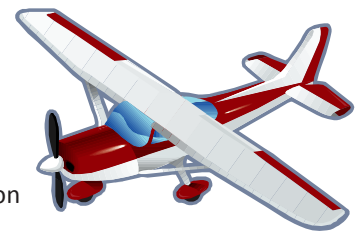
(including the HTC in Washington in February) as well as an overseas tour that will include flights 'across the pond' to debut this summer. The Scenery Design Team lead by our resident guru Dan ('SoloWingDemon') will, in addition to keeping our event airports up-to-date, turn its attention to some much-needed enhancements in the Northeast with new versions of our KBOS and AFCAD enhancements. Finally, I hope to implement a more open leadership structure that will allow more members to have input into the way the community is run with the goal of improving upon our current success and expanding into the future.

Phew... when you think about it, we've moved pretty far as a community this year. 2009 is going to be a tough year to top, but I have no doubt by this time next year, I'll be writing about how we did just that!

Happy Holidays,
Evan ('evanet')

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BVA Pilots fly between KBOS, KALB, KACK, and KPWM during the Boston Tea Party in November.



>> BVA's New "Office Hours" <<

BVA is proud to introduce "Office Hours": a new way of connecting members and our leadership in an informal chat session. If you have ideas about how we can improve the community, questions about BVA (or aviation in general), or you just want to hang out and chat, our TeamSpeak server will be open to all members for a two-hour window on Saturday (Evan ('evanet') will lead the sessions). We won't be talking about anything specific, and there is no lesson plan or agenda: it will be up to you to bring questions and start discussion.

Look for the "Office Hours" link on the top-left side of the homepage of the website (or by clicking [HERE](#)) in the new year; we hope hold the first session in January 2010.

GA Fly-In

Thursday

Jan. 7 at 8pm

featuring

Cape Cod

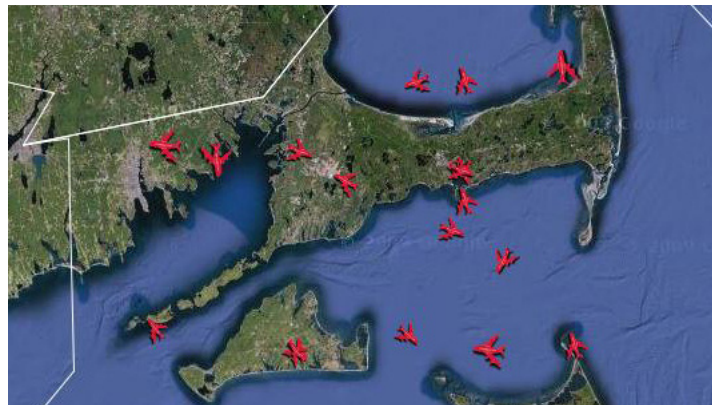
KLGA and KALB
Regional Circuit | Tuesday 8-11

Office Hours
Saturday, Jan. 9 | 2-4pm

Cape Air Virtual >>

Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For November, that pilot is Tom ('tovio512'), who has flown a total of 188.6 hours! Congratulations Tom, and thanks for your dedication.



Cape Cod is filled with traffic during Cape Air Virtual's Kick-Off event: The GA Fly In in October.

>> THANK YOU! <<

Earlier this month, BVA sent out an email asking for help, and you, the BVA community, responded! We are happy to report that we now have enough funds to pre-pay our server costs for 2010. In addition to those who have donated to help us meet this goal, we would like to thank all of those who have donated to our community throughout 2009, whose names are mentioned below. We would also like to thank the 29 anonymous members that have contributed to BVA this year. While our server costs have been met, we are still short \$400 to cover our website and Cape Air subscriptions for 2010. Those of you who are still considering helping BVA, and haven't done so, please summon your generosity, and click the Donate button. If we get \$400 before December 31 (assuming no major disruptions in our service) we promise we won't ask you for any financial support until the end of 2010.

- Kyle Hoege
- Airtangofive
- Simon Schneider
- USMCATC21
- Gord77777
- Pierre Bonnet
- Larry Schnellmann
- Tovia512



HAL159	BOS_D_133.00	H/B763ER	IFR	5555	090/090	KBOS
KAP647	BOS_G_121.90	E58	VFR	1215	035/	KBOS
N5458T	BOS_T_132.22	B737	IFR	1032	090/050	KBOS
TSA-068	BDL_A_123.95	D8Q	IFR	3231	080/080	KBOS
EGF621	CAP_A_126.10	CRJ800	IFR	7335	8000	KACK
FN122	BDL_A_123.95	A320	IFR	6611	120/100	KBOS
DAL248	ZBW_C_124.52	H/B763	IFR	6514	140/140	KBOS
KAP002	BOS_G_121.90	C414/G	IFR	3230	050/	KBOS
N107RC	BOS_D_133.00	CE750/E	IFR	6341	150/110	KALB
TRS-435	BOS_D_133.00	B738	IFR	4504	240/050	KBOS
KAP711	BOS_G_121.90	C402/G	IFR	2214	050/	KBOS
KAP154	CAP_A_126.10	BE58	IFR	3630	090/090	KBOS
UAL13N	PWM_A_119.75	CRJ700	IFR	1013	190/030	KPWM
KAP205	BDL_A_123.95	C414	IFR	2526	100/	KACK
BAW250	BOS_G_121.90	H/A333	IFR	3216	100/050	KBOS
BLX279	BOS_G_121.90	B737	IFR	2131	030/	KBOS
N185G	BOS_G_121.90	CARAVAN	IFR	4120	010/030	KBOS
N420BD	BOS_G_121.90	M20J/A	IFR	4731	070/030	KBOS
JBU225	BOS_D_133.00	B738	IFR	1100	120/100	KPWM
UAL101	BOS_T_132.22	H/B747	IFR	3732	170/110	KJFK
PACS26	CLOSED	B737	VFR	1200	6500	KACK
DAL509	BOS_D_133.00	B738	IFR	3133	180/140	KBOS
PC1811	BOS_D_133.00	MOONEY	VFR	1211	050/020	KBOS
ORB1124	BOS_T_132.22	B738	IFR	6652	075/020	KBOS
UPS343	BDL_T_120.30	H/B744	IFR	3526	110/	KBDL
AWE427	BOS_G_121.90	738	IFR	2605	090/050	KBOS
JBU1028	BOS_G_121.90	ERJ	IFR	2363	090/050	KBOS
N117SV	BOS_D_133.00	EH101	VFR	1243	060/	KBOS
UAL1522	PWM_G_121.60	H/320	IFR	4550	130/030	KPWM

It's not often you see 31 flight plans in FlightDesk, but it is not hard to accomplish during the Boston Tea Party. 46 mins 31 FP's[123]



Regional Circuit



Tuesday, December 22
(8-11pm ET)

KALB (Albany) &
KLGa (New York)

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



Tuesday, February 27
(7-11pm ET)

KPHX (Phoenix) &
KLas (Las Vegas)

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, January 21
(8-10pm ET)

KPHX (Phoenix)

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



Thursday, January 7
(8-11pm ET)

Cape Cod

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



Thursday, February 7
(7-11pm ET)

Washington 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



January 29 - February 5

Colorado (KDEN, KASE,
KCOS)

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

Contacting a New Controller

Whenver you first establish contact with any radar controller, don't just give your callsign, but be sure to mention your altitude. For example, "Boston Approach, N235RM is with you, two thousand." This allows the controller to quickly verify your altitude, and confirm that he has radar contact with you. With a tower controller, you should mention your position on the inbound approach, in addition to your altitude. For example, "Boston Tower, N235RM is with you descending through 3000 inside of COHAS on the ILS Runway 33L approach." Similar to a radar controller, this allows the tower to confirm radar contact, but it also allows him to easily pinpoint your position on the approach, making it easier to issue landing clearances.





www.carservicedenverairport.com

Getaway Overview

Sardy Field in Aspen is a typical winter getaway location for BVA. Those who were here last year will probably remember the level of skill flying into and out of KASE takes. The airport is listed as a Class 1 field by the FAA and (because of the surrounding mountainous terrain) is only open during the daylight (since FSX pilots can reset in lieu of dying, however, this restriction won't be followed by BVA). The field is also the third-busiest in Colorado, and is normally crowded with private jets and general aviation aircraft. The airport also has four regular commercial air carriers: United Airlines, Delta Airlines (operated by SkyWest), US Airways, and Frontier Airlines. Because of the terrain around the airport, the field's single runway (15-33) is used simultaneously for departures (off Runway 33) and arrivals (onto Runway 15). Regardless of the wind, this configuration is never changed.

The city itself was originally founded in a mining camp but is now a major tourist center and ski resort. The town's per capita is the highest in the U.S.—the average home price in the late 20th century was approximately \$6 million.



z.about.com

Airport Information

Denver International Airport (KDEN)

Airport Information:

Elevation: 5431 ft / 1655 m
Class: Bravo

Runways:

7 / 25: 12000 ft / 3658 m
8 / 26: 12000 ft / 3658 m
16R / 34L: 16000 ft / 4877 m
16L / 34R: 12000 ft / 3658 m
17R / 35L: 12000 ft / 3658 m
17L / 35R: 12000 ft / 3658 m



www.jerrypettit.com

Frequencies:

Ground: 121.85
Tower: 133.30
Appr / Dep: 119.30



www.denverluxurycarservice.com

Aspen-Pitkin County Airport/Sardy Field (KASE)

Airport Information:

Elevation: 7820 ft / 2384 m
Class: Delta

Runways:

15 / 33: 7006 ft / 2135 m

Frequencies:

Ground: 121.90
Tower: 118.85
Appr / Dep: 123.80



www.viptracking.com

City of Colorado Springs Municipal Airport (KCOS)

Airport Information:

Elevation: 6187 ft / 1885 m
Class: Charlie

Runways:

12 / 30: 8269 ft / 2520 m
17R / 35L: 11022 ft / 3360 m
17L / 35R: 13501 ft / 4115 m

Frequencies:

Ground: 121.90
Tower: 118.30
Appr / Dep: 118.60



www.visitingdc.com

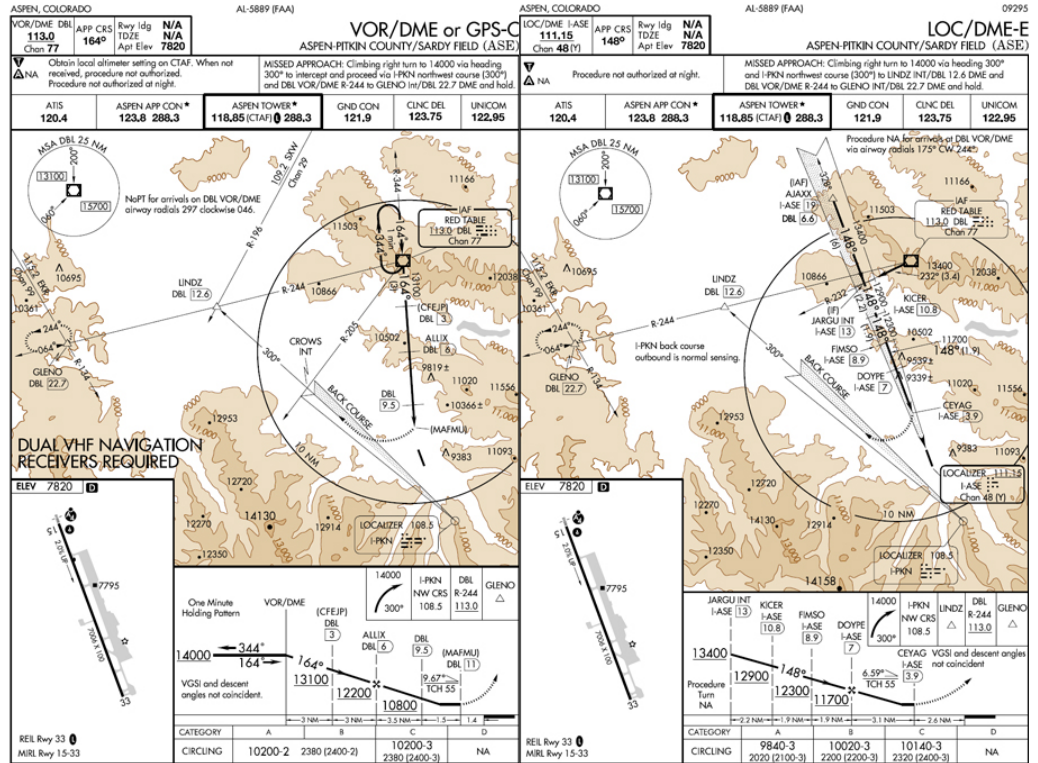


Aspen Approaches

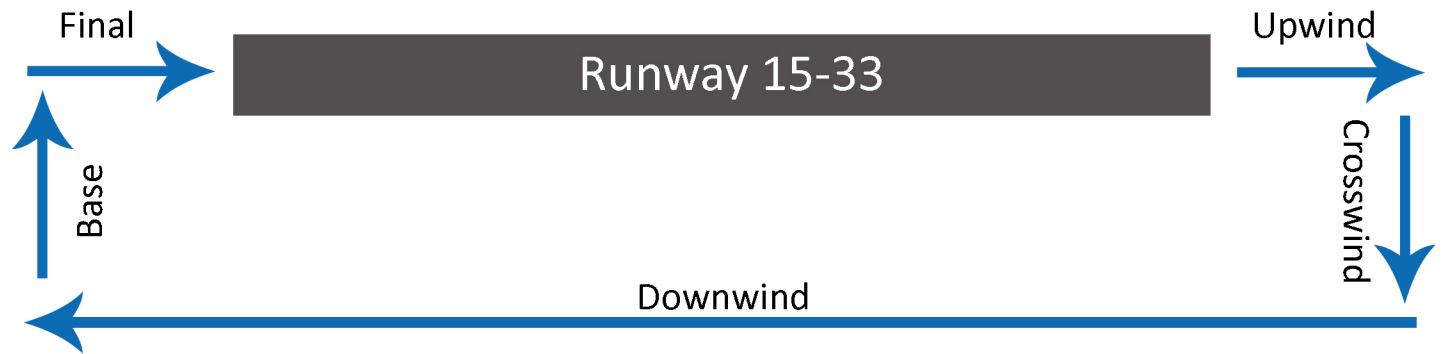
There are three approaches available at Sardy Field (KASE), but only the LOC/DME-E and VOR/DME or GPS-C approaches are shown to the right. Notice how both of these approaches only lead to Runway 15—that’s because it’s the only runway that aircraft are permitted to land on. The other end of the runway (33) is used for departures only. Both the Localizer and VOR approaches are referred to as ‘circling’ approaches because both of the descent paths are too steep to be associated with a particular runway. Thus, in a landing clearance, you might hear something like “N107KR, Runway 15, Wind 150 at 9, Make Straight In, Cleared to Land”. You might also hear an instruction like “Make Right Upwind” or “fly overhead the field, make right downwind to Runway 15”. In either case, even though you flew an instrument approach, because the VOR and LOC approaches aren’t necessarily

‘attached’ to a specific runway, you would effectively enter a right traffic pattern as you overfly the runway and land after flying the right-hand traffic pattern (see the diagram below).

Note as well that the Red Table (DBL) VOR on both charts can be the start of the approach; if you’ve filed “DBL” in your flight plan, be prepared to hear an approach clearance that sounds like this: “N233DL cross Red Table at or above 13000’, cleared



Localizer-DME Echo Approach, circle to land Runway 15”. If you are cleared for this type of full approach (either for the localizer or VOR approach), it is your responsibility to follow the chart and align yourself with the final approach course after crossing the Red Table VOR at the prescribed altitude. Also keep in mind that you could be vectored onto the final approach course (just like any other approach).



If you’re confused about ‘circling approaches’, don’t worry. The easiest thing to do is “make straight in”—after you follow the localizer or VOR final approach course in and pick up the field, you can just land the plane normally (and if you miss, there are defined go-around and missed approach procedures). Feel free to continue to discuss this more—post on the forums, ask questions in the session, and we’ll help ensure approaches into Aspen are a lot less confusing (if not any easier to actually fly). This is without question one of the most difficult airports to fly into in the world.

There is some very challenging terrain to watch out for, so listening closely to ATC instructions and coming prepared with the necessary charts (charts are available from websites like

www.airnav.com and www.myairplane.com) will be instrumental in landing your aircraft successfully—even if it takes a couple of attempts. In the event of a “Go Around” or “Missed Approach”, be ready to make a quick right turn to the northwest; otherwise someone will be scraping your airplane off the side of a mountain.

Because the entire approach to Aspen is done above 10,000 feet, speed will be very important—listening closely to controllers’ instructions regarding speed and watching the airspeed carefully between the mountains will be instrumental in completely successful approaches.

