



Year End Wrap-Up and BVA's Aspen Getaway

One of my all-time favorite FSX flights is the run between Boston and Los Angeles in my Level-D 767. I prefer KLAX to KBOS because travelling west means fighting 100 knot headwinds on some flights but both are fantastic because the flight plan takes me right across the continent. While watching the miles fly by I recognize VORs from many of the events we've done this year: LAS...we've been there for Regional Circuits and the SoCal Getaway. There's DBL, about 15 miles north of Aspen, which I recognize from our Getaway to Aspen (and the KDEN/KASE Regional Circuit) at the beginning of 2009.

The North Platte (LBF) VOR in central Nebraska reminds me of our KDSM to KOMA Regional Circuit on October 26. The Badger VOR (between Milwaukee and Chicago) reminds me of our General Aviation Fly-In to the Chicago Suburbs, and as I cross YXU, I start recognize the signs that Boston is close. There's Buffalo, then Albany (too many Regional Circuit events to count), and finally the GDM3 guides me into Boston.

Seeing all these waypoints makes me start to reminisce about 2010 as we approach the end of another exciting year at BVA. I guess the place to start is that I filed my flight plan...how many other FSX communities have that ability? BVA would not be what it is today (actually, we probably wouldn't even be around today) if not for FlightDesk. After the release of Version 1.0 last year, Bill ('WhiskeySierraOne') spent many sleepless nights debugging and upgrading the program to bring 1.1 to our community in May which included (among several other additions) the tracking map. With more exciting features on the artificial horizon, FlightDesk will no doubt continue to differentiate our community from any other on the planet. Expect a new login pane as part of a security overhaul in Q1. Meanwhile, Live ATIS—a voice ATIS application developed by Phil ('Ferrari308guy')—is doing very well in beta testing with controllers.

I can never figure out how we manage to get 52 Regional Circuit events in each year. There is no other flight simulation community that does a weekly event like the Regional Circuit, and we do one each week. We've been across the country with our other events (Domestic Journey, Pack the Pattern, and GA Fly-In), but some of our most popular events have been right at home, like Fi events in New York and on Cape Cod. And we packed up the entire operation for Getaway events five times this year, stopping in Aspen (KASE/KDEN/KCOS), the Caribbean (TJSJ/TNCM), Texas (KIAH/KAUS/KSAT), Hawaii (PHNL/PHOG/PHLI), and SoCal (KLAX/KLAS/KSAN). And, of course, we're looking forward to another Hyper Tension Convention in February after the success of Washington earlier this year.

Events would not be possible without controllers; after all, ATC is what BVA is all about. There is no question that we would

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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

Frequencies:

Ground: 121.85

Tower: 133.30

Approach / Departure: 119.30

Preferred Routes

To KASE: ROCK17 DBL

To KCOS: LUFSE V389 ADANE BRK



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

Approach / Departure: 123.80

Preferred Routes

To KDEN: DBL POWDR7

To KCOS: DBL V108 BRK



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

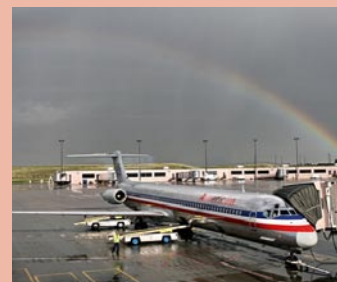
Tower: 118.30

Approach / Departure: 118.60

Preferred Routes

To KDEN: COS2 FQF

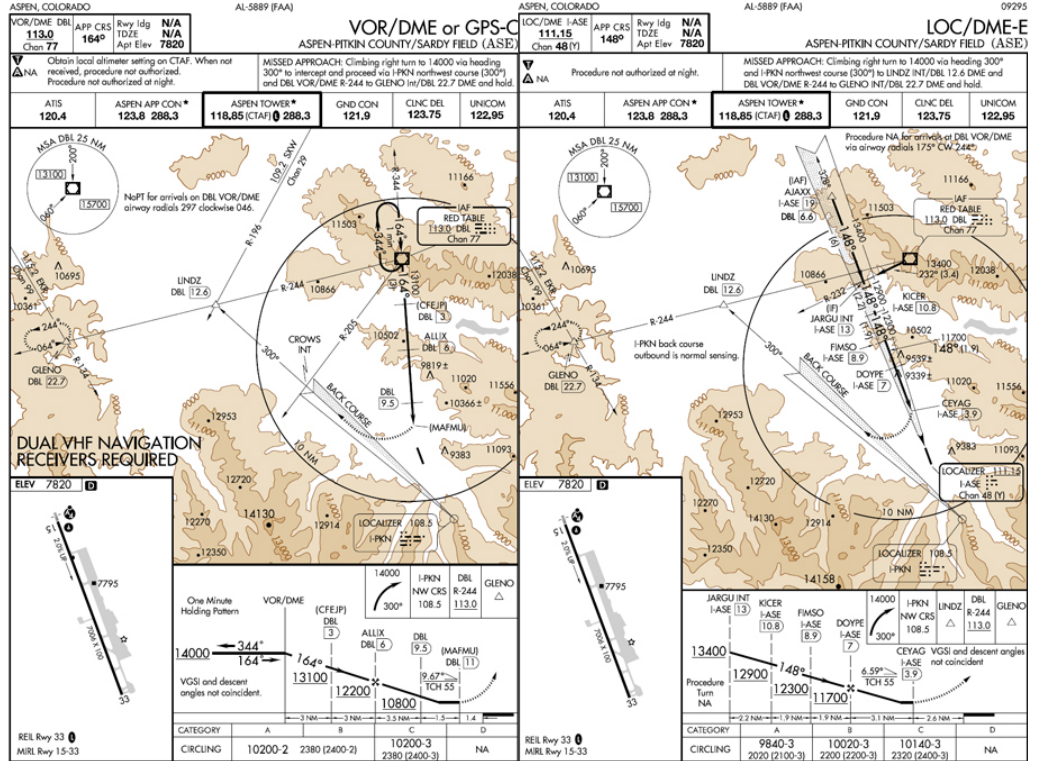
To KASE: BRK V108 DBL



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.

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.

There is some very challenging terrain to watch out for, so listening closely to ATC instructions and coming prepared with the necessary

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.



Regional Circuit



Tuesday, January 4
(8-11pm ET)

KMSP (Minneapolis) &
KFAR (Fargo)

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, February 2
(8-11pm ET)

KDEN (Denver) &
KICT (Wichita)

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



Friday, January 7
(8-10pm ET)

KSJC (San Jose)

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, January 9
(2-5pm ET)

Niagara Falls

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



January 14-23

Colorado
(KDEN, KASE, and 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

Event Scenery

Each time BVA visits a new destination, our Event Scenery Team spends hours updating the airport so it matches current charts. These updates are intended to facilitate coordination between real-world charts and the airport you see in your simulator—many of which are more than four years old. Runways, taxiways, and signage are the most important elements of these updates.

Please make sure you always have the most current scenery update from [BVA's Event Scenery Page](#). We don't spend hours creating updates because we feel like it. Updates are only released when there is an important deviation in FSX from real-world charts.

Event Scenery updates are posted on the event details pop-up window for each event, and are also linked in the Event Reminder E-mails sent out at least twelve hours before each scheduled event.



Year End Wrap-Up

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not have been able to pull off the number of events we did without dedicated controllers...and the even more dedicated individuals who train our controllers. Ross ('Roscoe_P_78'), Matt ('slayer816'), Brandon ('bcarter755'), Brad ('topgun268') and Dan ('SoloWingDemon') all deserve especial recognition for their work training controllers. Dan, Ross, and Matt also earned Center certifications of their own this year.

Everywhere BVA went, our Dan ('SoloWingDemon') and our Scenery Design Team followed. In 2010, 37 airport scenery updates were produced to make sure that every one of our event airports matched up with the most current charts available for the airport. We look forward to some exciting new releases—including Nantucket and Boston—in 2011!

Also following BVA to all our events (after waiting two minutes for wake turbulence) was Cape Air Virtual; Thomas ('RangerTJSC'), Tom ('toivo512'), Brandon ('bcarter755'), and Phil ('Ferrari308guy') worked tirelessly to ensure KAP pilots were able to enjoy routes each and every time BVA moved to a new location. Cape Air Virtual, barely a year old, introduced Dash-8 service operated by Turbines Ltd. for pilots with more than 100 hours in the BE58 or C414 aircraft. Cape Air Virtual also hosted three Poker Run events throughout the year, including two that filled Cape Cod with twin-prop Cape Air aircraft.

BVA's Share the Cockpit program (and especially United Regional) has continued to help new pilots get acquainted with our community and improve their skills. Flight Mentors Gilles ('airtangofive'), Josh ('captjosh'), and Joe ('Legion441') were added to the original STC program under the guidance and training of Vince ('NWTech75'), STC's Chief Pilot.

United Regional became operational on April 15, 2010 with just 5 regional jets on a shuttle run to KSYR and has since grown to a company of 5 captains and senior captains, 8 flight officers, 5 instructors, 15 officer candidates, and another 15 standby pilots. United Regional operates primarily CRJ and ERJ regional jets on over 50 regularly scheduled routes in the New York and New England airspace. UALR now hosts scheduled and spontaneous group events on a weekly basis that consistently creates high traffic environments for controllers and pilots alike. The group has grown so much and so quickly that it is almost always possible to put a new member in touch with a First Officer. Chief Pilot Chuck ('article10') is hard at work on the company's official BVA page which should be released shortly.

Speaking of growth, at the end of 2009 we were on the verge of 2,000 members; now, we're well above 2,400. Since August 2009, we have received almost 1,000 new member applications, of which 66% were accepted.

Last year I mentioned that I would be running weekly Office Hours sessions (a chance for our community to get together with administrators to ask questions, make suggestions, or just hang

out and chat) in TeamSpeak. While I haven't held as many sessions as we've had Regional Circuits, Office Hours has been online most weeks with variable attendance. The goal of Office Hours was never to attract traffic but rather to give people the opportunity to speak with me and other administrators if they felt the desire to. My virtual door will remain open in 2011.

Another long-term goal of mine came to fruition with the creation of the ATC Timetable midway through the year. Now, 71% of members use this feature more often than not to plan where and when to fly.

It's been another busy year. Sometimes I wonder where the time went...and then I look back over the first page and a half of this article and remember! Even with everything we've done this year, there were several goals I discussed in an [Informer at the end of last year](#) that remain outstanding. We'll be starting off 2011 right in terms of events by featuring 4 Regional Circuits, a Pack the Pattern (KSJC), a GA Fly-in (Niagara Falls), and a Getaway (Aspen) in the month of January! We'll also be adding at least one more event to our rotation. The European Tour will be similar to our Regional Circuit event but will be less frequent and will feature European airports, airspace, and procedures. The Scenery Design Team has promised to continue working to keep our event airports updated while creating updates for our local airports throughout the Northeast.

One of the biggest changes in 2011 will be the formal introduction of BVA's A-Team, a group of administrators (being selected now) whose goal will be to improve on our current success and expand that into the future.

We only received \$1,347 in Donations in 2010 (as of November 30 and compared with \$4,484 last year) and we will need the help of the community to continue to fund our server. In addition, with the help of the A-Team, I hope to increase sponsorship to provide the community with free products from flight simulator developers and to remove some of the pressure on donors. I hope we will see even more enhancements to our most frequented airports in the northeast, and look forward to the release of Live ATIS to our entire community.

2010 has been another incredibly rewarding year for me and for the community because of the great people that volunteer their time to give you the experience you enjoy so much. At the beginning of this article (still remember that?) I mentioned that I enjoy KLAX to KBOS not only because the flight gives me plenty of time to write long articles for the Informer but also because I get to see (well, sort of) landmarks across North America. The magic of that flight is similar to the magic of BVA: we get to interact with people from not only multiple cities but multiple countries, all in the same day. I can think of no better way to celebrate it than by formally recognizing the people that make BVA what it is. Unfortunately, it would take too long to list all 2,455 names.

– By Evan ('evanet')



Nantucket Airport Scenery Update

Alpha Six Design is currently in development of an entirely new and fully-detailed Nantucket Memorial Airport for BVA. The project will consist of:

- Custom, highly-detailed 'shingled Cape Cod style' terminal and surrounding buildings;
- Custom runways, taxiways, taxiway lines, and general aviation and airside parking;
- Photoreal ground and surrounding area; and,
- Correctly-placed surrounding trees and foliage.

This release is the first-ever high-quality release from Alpha Six Design. Dan and Dan ('Alphatango2' and 'SoloWingDemon') strive to provide the highest quality and detail possible while preserving a low impact on frames in Flight Simulator X. We hope the release of Nantucket will make Alpha Six Design a popular choice for scenery releases involving regional airports, and plan to continue to develop scenery for BVA.



Cape Air Virtual News

Pack the Pattern Poker Run

Thanks for flying in the Pack the Pattern Poker Run on December 16th, it was a fun time. Ross (KAP780) won the 10 hour prize with two pair – Queens and Threes. Jimmy (KAP570) held the early lead until Ross' last circuit. Here are the final results:

KAP621:	7D	JC	8H	KH	9S
KAP570:	JH	AH	JS	7C	2H
KAP741:	2D	AS			
KAP780:	QH	KS	3S	3C	QC
KAP142:	4H	2C	10C	9D	AC

Let's do it again on January 9th in at Niagara Falls!

New Cape Air Virtual Board Member

We welcome Alex Bode (KAP229) as a new addition to our Cape Air Virtual Management Team. Alex has impressive real-world flying credentials and was recently promoted to CAV Assistant Chief Pilot. He will be assisting the team with route and pilot management as an active CAV member.

New Dash 8 Checklist

As one of Alex's first tasks, he has updated the Dash 8 checklist. Please read his forum article [HERE](#) and provide your feedback before the official release.

November Airline Statistics:

Pilots: 177
Hours Flown: 374
Miles Flown: 69,327
Net Revenue: \$1,748,415

Poker Run >> Niagara Falls
January 9th, 2-5PM ET

Join us at the next Cape Air Virtual Poker Run, which coincides with the General Aviation Fly-In at Niagara Falls on January 9th, from 2-5PM ET. This is a great time to pick up some more hours and to share the skies with other small, non-Cape Air Virtual aircraft... all with ATC coverage, of course! More details will be emailed out to Cape Air members as this event approaches, but for now, mark your calendars!

Cape Air Virtual >>
August Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For December, that pilot is Claude ('Treking1'), who has flown a total of 72.7 hours. Congratulations Claude!



Twenty Nine Point oh One

Dear Lydia –

I made it home! Yaaay! Thank you so much for the wonderful holiday, your new place looks great and I'm so happy for you and your new job! It was sooo good to see you!

I'm sorry I didn't get a chance to call you back...you got my text I hope? I wasn't sure if I was going to get out ok, but things really worked out for me at the last minute. I got lucky and after my flight was cancelled I got home on another airline.

It worked out but it was pretty wild though. The gate agent said there was only one airline still flying out of Cleveland. I checked with them and I found a flight with just one stop—in Altoona of all places! For real? Altoona? Remember that guy we met from there and we just called him Al Tuna behind his back all the time? Well whatever. At least it was headed in the right direction. You should have seen the airplane though...it was sooo tiny! I was really scared to go on it. But it was either that or be stuck in Cleveland, so I got brave and did it. You would have been proud of me.

It was scary but it was fun too! The flight attendant told me that it was a new airline that's part of United. They fly all small jets mostly in New England, and since the jets are small they can get into and out of smaller airports. Whatever. I was just glad to get a flight. The airplane was sooo small though. I think it had maybe 40 seats on it, and it really bounced around a lot. The pilot said that happens with just about any jet, but the smaller ones feel it more. He said the wind was really bad tonight too. We had to keep our seatbelt on the entire time. But that's fine. I just read my book, and I was happy to be going home.

Anyways, it was snowing in Cleveland when we left and I was really worried. After I called you I saw on the news that like a thousand flights had been cancelled from New York. But I guess the snow wasn't really the hard part though. It was the wind. The pilots said we didn't have too much wind in Cleveland so we could probably get out ok, but they weren't sure if they would be able to land at Boston. I didn't care though. I thought if I could just get close I could slum it on the bus the rest of the way if I had to.

We got out of Cleveland ok, but the landing in Altoona was really wild. The mountains were really close when we were landing and we were getting tossed around a lot. But we landed ok and I don't think I've ever seen a tinier, more bo-junk airport in my life. Remind you of anyone?! LOL! I don't think I want to see it ever again either! The pilots were great though and we were really only on the ground for like 15 minutes.

The pilots put on the air traffic control stuff on the headsets too so we could listen if we wanted to. It was really neat! Wow these guys talk really fast! But it was all like bla bla altitude something bla bla turn left bla bla. The pilots said that our airline was one of the only ones still flying. That was really cool. I'm starting to like these little jets.

I know your little brother likes airplanes a lot so I wrote down some things I heard so he can look them up if he wants to. I wrote down the flight numbers I could hear and where they were going so he could use that website he showed us to see what they were doing. I think he would be really into it. There was United 007, 615, 428, 5191, 195, 359, 975, 436, and 353 and they were going to Buffalo and Bradley and stuff like that.

We made it to Boston only about half an hour late, and it wasn't that bad of a flight. It was snowing like crazy when we got here though. I asked the pilots if it was really all that hard flying tonight and they said that yeah it was, but it wasn't impossible since here we were! Then they started talking about pilot stuff, and they got all excited about the weather or something and I didn't understand any of it. But I did remember something for your brother to look up.

They said the storm was so strong they've never seen lower pressure before? Does that make sense? They said to tell your brother ... and I wrote it down... that the altimeter had to be set at 29.01 and that was the lowest they've ever seen. Is that important? I don't know. Ask your little brother. I'm sure he'll be into it.

Anyways, I'm home safe and sound, and I'm sending you a picture I took out the window when we were landing in Al Tuna. Thank you again for inviting me over. I miss you so much and it's hard now at the holidays since my parents moved and it was really good to see you. I'll write again soon when I get a break from school stuff. Grad school... ugh! Next time though—you're coming up to see me! Look up this airline when you do for next time too. They're really good stuff.

They're called United Regional, and their website is www.unitedregional.bostonvirtualatc.com.

Love,
Your old roomieAbby



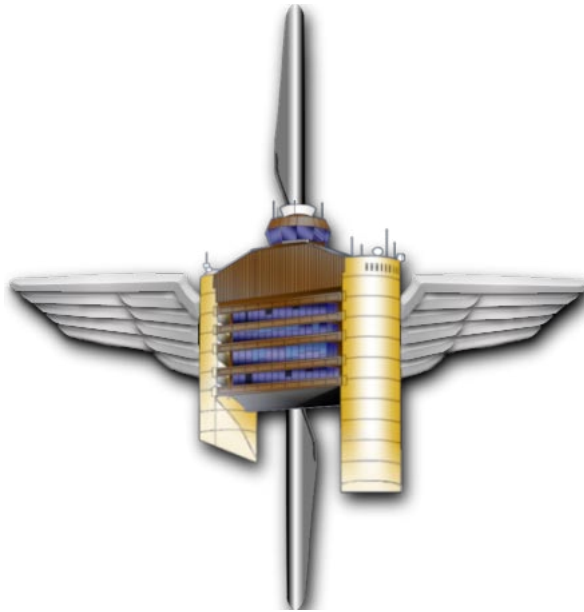
Well another year has come and gone. The time has finally come to let the cat out of the bag and give everyone a glimpse into what will be coming to the STC in 2011. When I accepted this post in late 09, I did so with a grand image of what the STC should and could be. I never thought that the development of that vision would be quite so time consuming and difficult. It would appear that my efforts are finally coming to fruition. While there is still much to be done, things have progressed sufficiently so I may share some of the developments with you.

First, let's start with some decisions that are going to directly impact the members of the community. As many of you know, it has been a standing policy of the STC not to accept applicants for Mentor positions unless they were at least 18 years old. Starting in January that policy will be going away, and I will be opening the floodgates. This is a formal call to all members of the community that are interested in serving as STC flight Mentors. Depending on age, maturity level, experience and general ability, all applications for mentors will be considered for position. Please make no mistake about what you would be applying for. STC mentors must meet certain obligations and comply with all STC policy restrictions within the community. Also starting in January all STC Mentors and staff will be taking on additional duties to ensure that our program goals are met with some very ambitious time lines. Additional duties will include Web and Dbase development and Management, Video and Multi-Media production, Public Relations Liaison, BVA Events Coordinator, and that's just the tip of a long list. Applicants must be prepared to give up their flight time and personal time in order to serve the overall community. It is not a position that is to be taken lightly. Accepted applicants will receive training in teaching techniques including very detailed training in precisely how to teach the programs. If you feel that you have skills that would contribute to the STC program, please send an email to nwtech75@bostonvirtualatc.com and I will get back with you to schedule an interview.

Many of you have been asking about repaints and downloads of STC aircraft. While most of these are ready, I still have to find time to get them packaged up for release. While I'm on the topic of releases, I'm happy to announce that as of this writing its looking like the 3P, in its entirety, will be completed by the end of January barring any major setbacks. At this point, I think that what will probably happen is one mass release of the updates to KBAF, the Aircraft Repaint downloads, and the program information all at the same time. The release will include all the training repaints for the aircraft that we are currently expecting to offer

as Aircraft Familiarization courses, the KBAF updates that Dan ('SoloWingDemon') and I have been collaborating on for so long, and all program information for our members to review.

It is said that the best is always saved for the last. For many months I have been trying to convince industry professionals of the legitimate application of the FSX multiplayer environment on training. It has finally paid off. While many of the logistics of the operation still have to be finalized, I can now tell you that the FAA Safety Team or FFAST program have accepted our application to be a Wings Program (<http://www.faasafety.gov/>) Knowledge provider. This means that for the first time, the FSX multiplayer environment will be used to aid others in their initial or continuing education and training. This is a huge development. While the



final certification is still pending the completion of program details and methods, it does signal a significant step in the right direction. The base idea for the program is to increase pilots' proficiency while in flight by offering them the opportunity to practice their skills in a realistic, busy, and safe environment. This means that the community will be playing host to a wide variety of guests in our sessions. As we complete details on the program, we are trying to drum up support from the AOPA and Jeppesen in hopes of partnering with them on these endeavors. In response to the demand that this is going to place on myself and the staff, I am asking that any FAA Certified Pilot who wishes to assist with this please let me

know. Due to the nature of this program, I am forced to limit the program staff to certified pilots only, and I'm sure that you will all understand why. As details develop I will keep you all informed on a special Forum thread. As of yet there is no concrete date for the start of this program, but we are expecting early- to mid-spring.

I cannot articulate the complexities of developing a turnkey program such as what will soon be arriving in our community. To be sure, it has taken much longer than I ever anticipated. You have all been very patient with me and I cannot thank you enough for that. With that said, despite the amount of time that it is taking, please remember that everything that is being done is being done for the community, and when it comes to this community, I refuse to deliver anything but the very best. I will do all that I can to keep you all up to date. If you have questions or comments, please do not hesitate to contact me.

Happy New Year everyone.
– By Vince ('NWTech75')

