

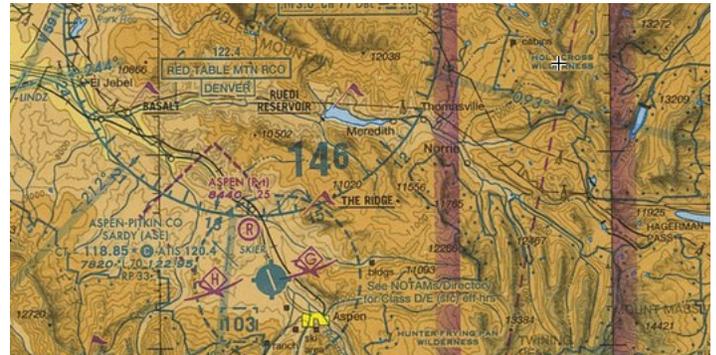


BVA's Aspen Getaway

BVA is officially on vacation in Colorado! That means we're swapping the innocent terrain and ocean views of the Northeast with the rugged Rocky Mountains. So come and challenge yourself during the Aspen Getaway from January 29 - February 7, featuring Denver (KDEN), Colorado Springs (KCOS), and Aspen (KASE). We especially hope that you will join us for BVA's classic KASE & KDEN Regional Circuit this Tuesday night, February 2nd, starting at 8PM ET.

Information about the getaway, including frequencies and preferred routes, is available on our website. **In addition, it is imperative that all pilots read the information regarding approaches into Aspen on Page 3**, if you did not get a chance to read it in the December issue of the Logan Informer.

The scenery design team has once again outdone themselves by upgrading no less than 7 airports: KASE, KCOS, KEGE, KTEX, KLVX, KGUC, and C24. The update for Aspen even includes a ski area just off the arrival end of Runway 33 (chairlift and all!) Make sure to thank Brad (topgun268), Gilles (airtangofive), Pierre (Pierul), Devon (azreak1), and Dan (SoloWingDemon) for their hard work on these updates. If you have not yet downloaded the Aspen Getaway scenery package, it is available by clicking on the link to the right.



Are you ready for Aspen?

As with every event, the BVA Scenery Design Team has released a scenery package containing required updates for the airports featured in the Aspen Getaway. **Be sure that you have this update installed prior to flying on the server!** Failure to install this update will result in a headache for you, and for our controllers, so please take the time to download it. If you are having trouble installing this update, please e-mail a member of the Scenery Design Team, or create a post on the BVA forums.

>> CLICK HERE TO DOWNLOAD THE SCENERY PACKAGE <<

Cape Air Virtual >> Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For January, that pilot is Chad ('DJ45cal'), who has flown a total of 119 hours...and counting! Congratulations Chad!

In This Issue...

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FlightDesk News

A new version of FlightDesk is appearing on the horizon! Among the many new improvements and features, FlightDesk will utilize Virtual Earth's mapping engine in order to display pilots' positions accurately on a map. This visualization is not part of real life simulation, but it will still enrich the user's experience. For example, the map will allow for easier route planning, since users will easily be able to identify and avoid congested areas.

In addition to the picture below, a video preview is available [HERE](#), which gives a quick overview of FlightDesk's user interface, with an emphasis on the new Virtual Earth map.

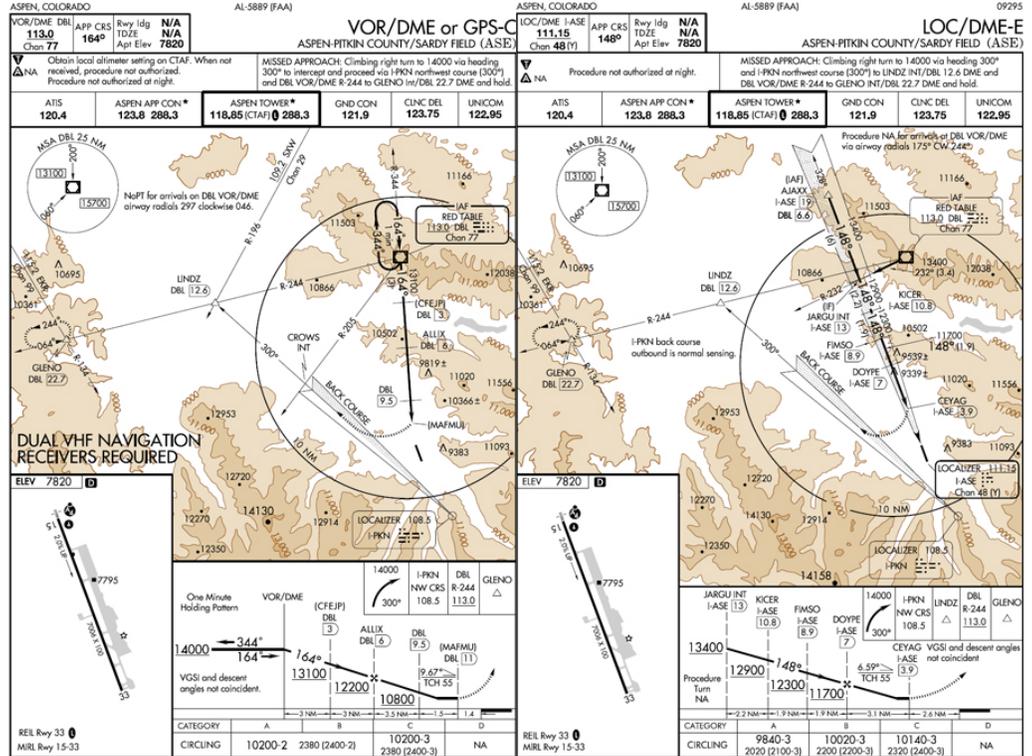
When the next version of FlightDesk is released, you will be notified through FlightDesk that your current version is out of date, and a download link will be provided to update the program.



Aspen Getaway Approach Information

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.



Regional Circuit



Tuesday, February 2
(8-11pm ET)

KASE (Aspen) &
KDEN (Denver)

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



Saturday, February 27
(2-6pm 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, April 1
(8-10pm ET)

KSFO (San Francisco)

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, March 7
(2-5pm ET)

Florida

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



TBA

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 7

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

Flying Props at High Altitudes

Flying piston aircraft at 17,000 feet is a challenge, but if you lean your mixture extensively and manage fuel, it is certainly possible. In order to properly set your mixture control, slowly lean the mixture while watching your RPM meters. As the mixture becomes leaner, the RPM will rise higher, and then begin to drop. When the RPM meter begins to decrease, your RPMs have peaked, and the mixture is at its optimum setting. Remember that the mixture needs to be reset as you climb (reset the mixture about every 3,000 feet or so), and that it should also be richened during the descent. Finally, remember that performance is significantly impacted while operating at higher altitudes, so be wary of accepting intersection departures. For example, at Aspen, the Baron needs about 5,000 feet to takeoff, almost the full length of the runway!



Share the Cockpit Program

BVA's Share the Cockpit Program (STC) is a training course that allows new members to become acquainted with flying in the BVA session, as well as providing training to pilots who wish to advance their skills. Recently, this STC has been under construction, but its "re-vamp" is complete, and the program is now open to any member wanting to participate.



Currently, STC offers three services to its members:

- **Pilot Proficiency Program (3P):** The 3P Program is a training curriculum designed to help our members increase their level of realism in BVA. Because it is designed to help the member understand the basics of flying, it does not utilize the autopilot or GPS.
- **Ride Along Program:** The Ride Along Program consists of an introductory flight that is intended to acclimate the member to the way that BVA operates. This is our most versatile program, and is not limited to community introduction. If you want to polish your skills on a few aspects of flying, no matter what experience level you are, this is the program for you
- **Aircraft Familiarization Program:** The Aircraft Familiarization Program is true to its name: it helps the member transition into unfamiliar aircraft. Currently, STC has the capability of training members in all FSX default aircraft, and the Cessna 414.

In addition to training in an aircraft, STC is developing a number of training videos to better help the member to understand specific concepts. The program is also developing scenery for the program's home airports: Barnes (KBAF), and Pittsfield (KPSF), as well as creating repaints for selected training aircraft.

In order to sign up for a STC training session, please see the STC page on the BVA website by clicking [HERE](#). Look for the instructions under "The Scheduling Center" section in order to sign up for your first STC flight!

Announcements:

- STC would like to recognize Ian (Ianlis), who is the first participant of the 3P Program to successfully complete the first of many Nav Check Rides. We have had several members reach this point in the past; however, Ian is the first one to actually complete this first test.
- In addition to our TeamSpeak server, STC is adding Skype to the list of programs that it uses. Skype's screen-sharing capabilities, make the explanation of many topics, like finding and reading aviation charts, much easier.

