



## Ground School: Sundays at 7pm ET

**Evan ('Evanet')**

BVA Administration Team

Beginning on Sunday, July 6, BVA will be holding an interactive, 30 minute pilot ground school seminar every other Sunday from 7 to 7:30pm ET. The sessions will be hosted collaboratively with Cape Air Virtual and our ATC staff, and provide guidance on a number of areas of general pilot knowledge, including:

- Reading and understanding approach plates
- Flight planning
- Radio communications
- Common ATC clearances and instructions

Pilots of all skill levels and experience are encouraged to join the sessions to share their knowledge and learn more about flying safely.

At the end of each session, ATC will be staffed beginning at 8pm ET in order to allow pilots the opportunity to practice the items discussed in each session.

The ground school is entirely optional and drop-in. Join for as many or as few sessions as you wish. Voice recordings from each session will be available online. Please [visit our forums](#) for more information.

## Flight SimCon 2014

**Evan ('Evanet')**

BVA Administration Team

On June 7-8, 2014, Flight SimCon 2014 was held in Windsor Locks, Connecticut. The flight simulation conference, designed to connect aviation and flight simulation enthusiasts, was hosted by the New England Air Museum near Bradley International Airport (KBDL).

BVA sponsored the event's second year, which included providing ATC for the virtual flight operations conducted from the Museum and on our network, as well as bringing a number of pilots to the event – complete with their flying rigs and equipment. Including 13 official Community Representatives (controllers and A-Team Members), more than 25 BVA members attended the event. As with last year, the focus of the event was our demonstration: 15 pilot and ATC stations, complete with equipment, connected to BVA's network, with pilots flying and controllers providing ATC in person at the Museum.

Alongside BVA, several other flight simulator organizations were present at the event, including the flight simulation news and addons website FlightSim.Com. Three BVA members led seminars and breakout sessions (myself included), as did sim pit builder Gene Witherup, and Ayaz Kagzi, the FAA's ATC Operations Manager of KBDL. Participants were entertained by a number of aviation activities, including free access to the Museum, the chance to use the Museum's dedicated FSX sim pits (that we networked in to BVA), and tours of the Bradley Tower/TRACON and the Embraer facility.

For BVA, Flight SimCon 2014 was a fantastic opportunity to build our reputation, make connections, and help attendees find and join our community. FlightSim.Com has published an excellent [overview article](#) describing the conference and the various exhibitors and participants, and Flight SimCon's [highlights video](#) provides a small window into the experience of the conference itself. For those of us who made the trip to SimCon in person, the conference provided the chance to put a face to the voices we've known for so long. In this article, I'll focus on my Flight SimCon 2014 experience as a BVA member and conference attendee.

"Flight SimCon 2014 was truly an amazing experience and I was so glad to be a part of it! Between meeting the people who I have known by voice, coordinating procedures by yelling across the floor, and presenting Boston Virtual ATC to conference attendees alongside Max and Evan, Flight SimCon was definitely a perfect way to start the summer. I am without a doubt, looking forward to Flight SimCon 2015!"  
– Zac ('zplach')

Last year, I tried to tell the story of Flight SimCon 2013 through [three short anecdotes](#). I didn't do Flight SimCon 2013 justice. And with so much more to tell, it will be even harder this year.

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## Regional Circuit



Tuesday, July 8  
(8-11pm ET)

PHLI (Lihue) &  
PHNL (Honolulu)

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

## Pack the Pattern



Sunday, July 27  
(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!)

## Challenge



Thursday, July 3  
(8-11pm ET)

New York Special  
Flight Rules Area

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.

## Domestic Journey



Thursday, July 31  
(8-11pm ET)

KCOS (Colorado Springs) &  
KAMA (Amarillo)

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.

## Fly-In



Saturday, July 6  
(1-4pm ET)

Seattle  
(KBFI, KHQM, and KTIW)

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.

## Getaway



July 12 - 27

Alaska  
(PADQ, PAFA, PANC, PAVD)

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

## 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.

In June, BVA recognizes **Nathan ('undercoverbros22')** as Controller of the Month. Certified for Class C Tower, Nathan can often be

found staffing smaller airports and applying his experiences from flying to operations on our server. For example, Nathan recently staffed Martha's Vineyard Tower without the use of the radar—just as pilots flying into a Class D field in real life might expect.

Nathan is a team player, always willing to help fellow controllers with new procedures or airspaces. While staffing Bradley Tower, Nathan was observed by an Instructor helping out his newer Ground controller with phraseology, and keeping an eye on the radar screen to point out aircraft to a trainee on Boston Center. We look forward to Nathan's continued development within our air traffic control training program.



# Flight SimCon 2014

## ...Continued from Page 1

I'll pick up the story walking in to the New England Air Museum on Friday, June 6—the day before the conference—at around noon. As Dan, Tom, and I arrived to help Nicole and Chuck with setup, we were greeted with our first pleasant surprise of the weekend: Dana ('teacher\_dad') had made the road trip from Burlington, complete with his very impressive set of monitors, panels, and a custom-built desk. I hadn't heard Dana would be joining us, and had no idea he would be bringing a flying rig that would make everyone except perhaps Tom Gauvin jealous.



Shortly after Dana's arrival, Tom Gauvin ('Tom\_G\_2010') arrived in a rental truck with his son and his flying rig:



No, that half-Cessna isn't part of the Museum, it's Tom's work-in-progress Cessna simulator that's been trucked from Worcester, MA to SimCon along with the computing horsepower needed to run it.

We had to use some creativity to help get Paul ('skylark184')'s CH Products Yoke to attach to the foldable conference table and needed a run to the local Radio Shack for cable but by 2pm on the day before SimCon, as most of the group initial group headed to the first of two tours of the Bradley Tower and TRACON

facilities, SimCon was starting to take shape. Being Canadian, I was sadly exempt from being able to participate in the tour. While the group was off learning about the country's closely-guarded national secrets in the FAA facility that are off limits to Canadians, I continued setting up stanchions, rope, monitors, desks, and built our BVA display.

A couple of minutes later, I noticed someone checking out BVA's display materials. It looked like he walked in beside a family, but it was hard to tell if they were together. As I pretended to un-pack materials to make it seem like I was busy, I kept an eye on the newcomer, trying to figure out if he was a BVA member or just a Museum-goer interested in our pamphlet. I eventually got the nerve to ask "if I can help you with anything" and recognized Ben ('beneidempilot') as soon as I heard the voice.

Setup concluded around 5pm—with more than a few pieces of equipment left to set up in the morning—and we headed back to the hotel. (While both the hotel and Museum are located at KBDL, they're on opposite sides of the field. Without calling Tower to request crossing clearances for both runways, the only way between the two is a couple-mile drive around the perimeter of the airport.)

It shouldn't surprise anyone that our group spent the next few hours in a hotel room. With an airport-side view and a scanner from Dan ('SoloWingDemon'), we were set. Between the arrivals and departures, we were entertained by a steady stream of meeting BVA members. It's too risky to try to make a list because someone will be forgotten.



By dinner time, almost 15 of us were together at the Skyline Lounge near the airport. Highlights from the meal included watching Bradley ('Topgun268') fly himself over the restaurant as he landed at KBDL in his rented Piper Warrior, the hostess giving her number to a member of our party (I'll spare the embarrassment of mentioning who), and Harry ('TheatreGeek') learning an important lesson about ordering steak at an airport-adjacent restaurant.

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# Flight SimCon 2014

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I should have expected everyone to get along as well as they did. I guess I was prepared for more awkwardness given that we're a bunch of flight simulation enthusiasts (I'm avoiding calling us 'computer geeks'). But what I didn't realize is that even though most of us had never actually met, we've all known each other—in some cases for years. Albeit confusing to our waitress, the way that our group almost immediately felt like friends rather than colleagues really makes total sense.

"Flight SimCon 2014 has been one of the most memorable experiences in my lifetime let alone within BVA and the community. Seeing fellow flight simmers in person was...unreal! From the funny nights in the hotel rooms to dinners to the focused conference during the day, this experience could not have been any better. And to top it off, we were surrounded by aircraft of all sort in the New England Air Museum.

This event really represents BVA well. For the folks who couldn't attend this year, save your money and come next year because if you don't, you will highly regret it."

—Skylar ('skylar')

Saturday morning came early. Those who arrived late on Friday or early on Saturday morning had sim rigs to set up, the conference had to start the portable generator and mobile internet hotspot that was used to run the entire setup, and Tom ('tofutwitch11') was busy cutting out paper flight strips as a backup in case we had to work without FlightDesk for a few hours (see image on Page 8).

Both conference days were filled with activity. From 10am-5pm on Saturday and 10am-3pm on Sunday, attendees were treated to a series of engaging breakout sessions and seminars, tours, demonstrations, and—of course—the opportunity to witness and try out our ATC firsthand. Max ('Ameri767300'), Zac ('zploch'), and I helped kick off the weekend with a presentation about BVA at 10:30am on Saturday.



Tom Gauvin and John Padua ('highflyer34') spoke about sim pit building and flight instructing respectively, and Chase ('gochase85') showed off a small piece of his collection of 'ancient' flight simulator copies dating back to the pre-Windows versions. The group toured the Embraer facility across the street, spent time observing our impressive display of pilots and controllers, and

listened to Ayaz, FAA's KBDL ATC Operations Manager talk about ATC careers, operations, and safety. (Ayaz also toured our setup and mentioned to me that he was very impressed with the level of depth and realism from our community.) Dan and I helped Jean-Paul ('Viking238') solve a computer problem that he only had to travel 300 miles by car (from Montreal to the Museum) to bring to our attention. And our controllers enjoyed the opportunity to use air traffic control headsets with push-to-talk buttons generously donated to Flight SimCon by Plantronics.



With your support, whether from home or in person, we kept our server full and busy throughout the weekend. BVA was clearly the spectacle of the event, with our aircraft-surrounded display easily dwarfing those of the other exhibitors.



With so many BVA members having made the trip, the social aspects of the weekend—Sky Lounge at the hotel, dinners, late night food runs, and even some athletic activities—were almost as much fun as the conference itself. At the end of the first day, we were treated to excellent appetizers (tasting all the better because they were included in the Flight SimCon registration) at Sky Lounge on Saturday night. From its venue overlooking the ramp, Sky Lounge was an opportunity to talk a little more personally with some of the conference's attendees.

After the third trip of the weekend with Dan to the "package store" (apparently this is American for a place you go to buy liquor), we headed to the next town over for some great food and a private dining room coordinated by Max ('Ameri767300'). In addition to learning that Mark ('redbaron55') and Jonathan (of the same BVA

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# Flight SimCon 2014

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username) have great taste in alcohol, the idea for the New York SFRA Challenge coming up later this week was born courtesy of Nathan ('undercoverbros22')

We spent the late hours of both Friday and Saturday nights invading the hotel room of Rob ('regs695') and playing an absolutely inappropriate card game that is becoming a mainstay of Flight SimCon trips: Cards Against Humanity. For those of you who aren't familiar with the game, I won't ruin your innocence (but the game certainly will). With the 'of age crowd' enjoying alcoholic beverages and the young-'ens' pounding back 'sodas' (apparently this is American for 'pop'), both evenings were a ton of fun. Nobody fell off a bed, watched overtime of Game 2 of the Stanley Cup final, or sang "Closing Time" with acoustic accompaniment at any time, we promise. It again amazed me how the group felt much more like a bunch of friends that had known each other for years than people who had met just hours ago.



After Flight SimCon wrapped up on Sunday afternoon, a few of us had some time to kill before travelling home while others (like me) had an extra night in the hotel room to enjoy before flying back on Monday. Those of you who know me well know that another one of my passions is Ultimate Frisbee...and so when I noticed a disc in Ben's bag as we were packing up at the Museum, the rest of the evening was defined. Nathan, Ben, Chris ('ChrisOlmstead'), Jeremy ('jrvalent'), John, Dan, and I spent the next few hours both at the Museum and in a nearby park tossing a disc around that turned into a fairly intense 3-on-3 game of Ultimate—the LAST thing I was expecting to do when I packed my bags for Flight SimCon!



For those who have never played before, Ultimate is tiring work, especially when you spend most of your day on the computer:



By Sunday evening, just Steve ('TheBlueRiband'), Jon ('Chickiee88'), Jeremy, Dan, Max, and I were left with finding a place to eat within walking distance of KBDL—more challenging to do than it sounds, especially with two minors in the group. After being kicked out of two 21+ establishments, walking for almost 3 miles (as measured by Google Earth), and Jon realizing that "the most exercise I have had in the past two years is because of BVA", we ended up at Ruby Tuesday just before the kitchen closed. Of course, that didn't stop Max, Jon, and I from walking back from there to the hotel.

I said goodbye to Dan, Jeremy, and Steve inside the terminal of the airport on Monday evening before heading toward my Air Georgian Beech 1900 for a rainy flight back to Toronto. People came from as far as Poland to be part of Flight SimCon 2014 (so our European members have no excuse next year!). BVA members employed all possible modes of transportation to get to Windsor Locks, including a 30-hour train journey from Florida, a member who flew himself down, and road trippers from Boston, northern Vermont, and Montreal. Steve and Skylar tie for some of the longest domestic flights required to reach SimCon, coming from LAX and PHX respectively.

Like last year, our good friends Chuck and Nicole deserve the thanks and credit for putting together this great event. Each have worked tirelessly over the past year to produce the spectacle we were fortunate enough to experience in person this June. Along with them, Max and Zac were my right and left hands in coordinating BVA's presence at the event. I owe all four of those team members, along with Dan, my sincere thanks for their efforts in planning and pulling off the event.

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## Cape Air Virtual >> Pilot of the Month

Cape Air Virtual's Pilot of the Month is changing formats! Now, Cape Air Virtual will recognize the pilot who has the most air traffic control handoffs instead of total hours. For June, that pilot is Dana ('teacher\_dad'), who had over 75 handoffs! Congratulations, Dana!



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As someone with a leadership role within the community, Flight SimCon 2014 was for me an incredible opportunity to see BVA come to life. I spent the weekend with some of my closest friends—who I have probably only met once or twice—and can't wait until the next time I get to do so. BVA is a special organization. Events like this one prove that we are so much more than just a group of pilots and controllers. We're a community of friends united by a common passion for aviation.

SimCon is the biggest and best event BVA is involved with each year. As Flight SimCon and our community continue to grow and expand, I hope you'll take the leap of faith next year and look forward to writing you into my wrap-up article about Flight SimCon 2015.



## Pilot Tip of the Month

### “Frequency Change”

When transitioning between ATC frequencies, the way the call-up on the new frequency is structured helps avoid extraneous transmissions and improves the efficiency of the ATC system.

When making the first contact with a new controller:

1. Listen before you transmit to ensure there is a clear break in transmissions and you aren't 'interrupting' an ongoing pilot-controller interaction.
2. Think before you transmit. Know what you want to say; if it is a lengthy message, jot it down.
3. Make your initial contact with the following information:
  - Name of the facility being called
  - Your full aircraft identification as filed in the flight plan
  - When operating on an airport surface, your position
  - When operating in the air, your current altitude (and, if necessary, your position or any ATC-assigned heading/speed restrictions you have been given)
  - Your message, or the type of message to follow if it is a long request
  - Remember to inform ATC of any instructions that differ from the published/filed route (e.g., heading assignments, speed restrictions, etc.).

Examples of correct initial calls include:

1. *“New York Radio, Mooney Three One One Echo.”*
2. *“Boston Clearance, Cessna Three One Six Zero Foxtrot, Signature ramp, I-F-R Memphis.”*
3. *“Boston Center, Baron Five Six Three Hotel, request Flight Following.”*
4. *“Boston Center, Duke Four One Romeo, request V-F-R traffic advisories, Twenty Northwest Chester, four thousand five hundred.”*
5. *“Cape Approach, JetBlue Thirty, one four thousand, heading two three zero, information Kilo.”*
6. *“Boston Approach, American Two, one one thousand, descending one four thousand to cross KRANN at one one thousand, information Bravo”*
7. *“Boston Approach, United Five Eleven, descending through eight thousand on the KRANN3 arrival.”*
8. *“Delta One Twenty One leaving flight level one niner zero, descending via the Eagle Five arrival runway two-six transition.”*



# United Regional

**Mark ('kaiguy11')**

United Regional Chief Pilot

*"For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return." – Leonardo da Vinci*

**W**ise words. Words that inspire me regularly to hop into the left seat of my Boeing 737-900, login to BVA's server, and fly. As I admire the fresh new paint glistening in the sunlight and read the 'N116UR' tail number, I take a moment to recognize the difference about today's flight: I am the Chief Pilot of this airline.

It's a thought that never would have crossed my mind four years ago when I first joined United Regional. After recently being voted Chief Pilot by my colleagues and captains in the airline, I'm proud to step into the role previously occupied by Chuck ('chuck') and

then Rob ('regs695'). As I look forward to my two year term as Chief Pilot, I'm reminded of just how much can be accomplished with the right motivation.

United Regional (UALR) is always looking for pilots who are motivated to fly in a structured, professional, and fun environment. We want you! At UALR, we strive to pass on our knowledge and expertise. Our thorough training program will challenge and push you and your aircraft to the limits. And with each passing challenge, you'll feel your aviation knowledge and skill increase.

For more information, email me at [ualr@bostonvirtualatc.com](mailto:ualr@bostonvirtualatc.com) or contact me on at Skype ID 'memer921'. It's easy to get set up for an orientation flight to see what you know and establish what you want to learn.

Dream high, but fly your plane higher!

## Reminder: Use a Unique, Secure Password for Your BVA Account

**Bill ('WhiskeySierraOne')**

BVA Administration Team

**B**VA goes to great lengths to protect the privacy of the information we collect from members, including your name, email address, and account information. For example, your password is saved in an encrypted format, meaning that none of our administrators can see your actual password at any time.

Nevertheless, our databases are as susceptible as others to those who might wish to exploit them. The increasing prominence of attacks on large, high-profile organizations is an indicator of the importance of using a unique password for your account on BVA.

In the event that we ever experience a cyber-attack intended to access member information, using a unique password will ensure that hackers are not able to profit by a stolen password that could be used to compromise your access to another secured website (like online banking or your email account).

If the password used on your BVA account is similar to other passwords you use, please take a moment to change your password now. You can easily make the change by clicking on the 'Profile' link at the top right-hand corner of every BVA website page. From there, click 'Edit Profile' and change your password under the "Manage Password" section.

## Photos from Flight SimCon 2014



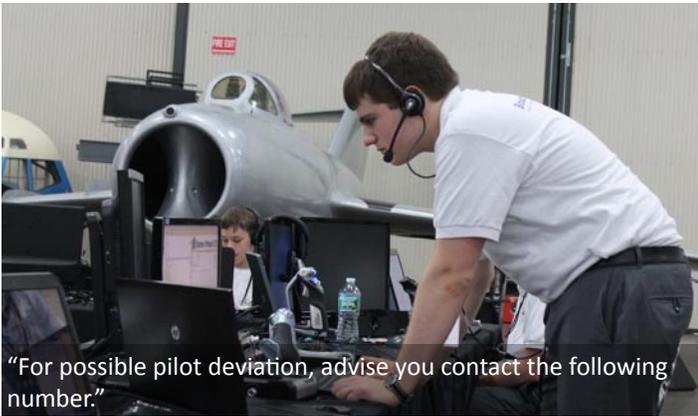
"Wait...is Runway 4L on the right or the left side?"



"...and then he told me to give way to Air Canada!"



# Photos from Flight SimCon 2014



"For possible pilot deviation, advise you contact the following number."



"Jeremy...your wife's on the line."



"Wait, this isn't an Xbox convention?"



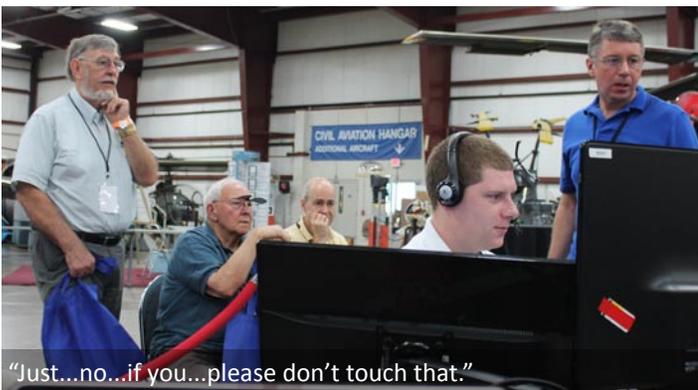
"Thanks for calling Microsoft support. Have you tried restarting FSX?"



"See these scissors? They belong in Evan's back."



"Yeah, the autopilot's on...at least, I think it's on..."



"Just...no...if you...please don't touch that."



"What do you mean I can't fly the Canarsie climb?! Come at me, bro!"



# Photos from Flight SimCon 2014



"Can I interest you in a button?"



"Duuuuude, that takeoff was like so...whooooaaaaa..."



"Let's see what this button does..."



"So you found my ad on Craigslist?"



"He's one degree off heading, you pukin dog. Fix it!"

