BVA's Hawaii Getaway: July 16-23

Join BVA on a summer vacation to one of America's most popular travel destinations: Hawaii. From **July 16-23,** BVA will leave ZBW, and our controllers will relocate themselves in the Hawaiian Islands for BVA's Hawaii Getaway, featuring Honolulu (PHNL) on Oahu ('the gathering place'), Kahului (PHOG) on Maui ('the valley isle'), and Lihue (PHLI) on Kauai ('the garden isle'.)

Hawaii is covered entirely by Honolulu Center, with Honolulu Approach also serving the whole island chain. While Honolulu Center will operate as it does in real life to cover all three airports, Honolulu Approach will be split to cover Kahului and Honolulu separately. Approach and departure services at Lihue (a class D airport) will be provided by Honolulu Center. On a regular night, expect local control at PHNL, PHOG, and PHLI with HZH (Honolulu Center) overseeing different sectors of Honolulu Approach.

Whether you're interested in the many long haul opportunities from the US Mainland or the short hops between islands, come join us on our vacation during the Hawaii Getaway. Mark your calendars from **July 16-23**; we'll see you there!

- The BVA Scenery Design Team has released updated scenery for the airports featured in the Hawaii Geaway. **Be sure that you have these updates installed prior to flying on the server.** Failure to install these updates will result in a headache for you, and for our controllers, so please take the time to download them. If you are having trouble installing these updates, please e-mail a member of the Scenery Design Team, or create a post on the BVA forums. The scenery updates can be downloaded from the Getaway Details page, which is available HERE.
- Preferred routes for the Hawaii Getaway, which are listed below, are available for download HERE. Although they are not required, pilots are always encouraged to fly these routes, especially when ATC is online.

Hawaii Getaway Airport Information

Departing PHNL	Departing PHOG	Departing PHLI
To PHOG: PALAY2 LNY CAMPS2	To PHNL: BEACH2 LNY JULLE4	To PHNL: LIH5 BOOKE BOOKE8
To PHLI: KEOLA2 LIH	To PHLI: BEACH2 LNY KEOLA GRAIL	To PHOG: LIH5 BOOKE LNY CAMPS2

Honolulu International Airport - PHNL

Airport Information:
Elevation: 13 ft / 4 m
Class: Bravo
Runways:
4R/22L   9,000 ft / 2,743 m
4L/22R   6,952 ft / 2,119 m
8R/26L   12,000 ft / 3,658 m
8L/26R   12,300 ft / 3,749 m
Frequencies:
ATIS: 127.90
Ground: 121.90
Tower: 118.10
Approach/Departure: 118.30

Kahului Airport - PHOG

Airport Information:
Elevation: 54 ft / 16 m
Class: Charlie
Runways:
2/20   6,995 ft / 2,132 m
5/23   4,990 ft / 1,521 m
Frequencies:
ATIS: 128.60
Ground: 121.70
Tower: 118.70
Approach/Departure: 119.50

Lihue Airport - PHLI

Airport Information:
Elevation: 153 ft / 46 m
Class: Delta
Runways:
3/21   6,500 ft / 1,981 m
17/35   6,500 ft / 1,981 m
Frequencies:
ATIS: 127.20
Ground: 121.75
Tower: 118.90
Approach/Departure: 126.50 (Honolulu Center)

Regional Circuit

Rc

Tuesday, June 15
(8-11pm ET)

KBOS (Boston) &
KBTV (Burlington)

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

Dj

Thursday, July 15
(7-11pm ET)

KPDX (Portland) &
KGEG (Spokane)

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

Pp

Monday, June 21
(8-10pm ET)

KFLL (Fort Lauderdale)

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

Fi

Saturday, July 10
(2-5pm ET)

New York

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

HTC

Sunday, July 25
(2-6pm 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

Ga

July 16-23

Hawaii
(PHNL, PHOG, and PHLI)

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

Reading a METAR

Ultimately, the pilot is responsible for checking current weather information, which is why knowing how to decode a METAR is an important part of flying. Remember that pilots should not rely solely on ATIS recordings for current weather information because FSX's weather can be inconsistent with the real-world METAR indicates, or what controllers report. The example basic Boston METAR should help you in learning how to decode a METAR. For a more detailed METAR, visit THIS website.

KBOS 072154Z 30012G17KT 10SM BKN110 22/04 A2977

1. Station Identifier (KBOS): Boston Logan International Airport **2.** Time (072154Z): Prepared on the 7th day of the month at 21:54 Zulu. **3.** Wind (30012G17KT): Wind is from 300 degrees at 12 knots, gusting to 17 knots. **4.** Visiblity (10SM): 10 statute miles. **5.** Sky conditions (BKN110): Ceiling 11,000 feet; broken clouds. **6.** Temperature/Dewpoint (22/04): Temperature 22 degrees C, Dewpoint 4 degrees C. **7.** Altimeter (A2977): 29.77 milimeters of mercury**.**

Hyper Tension Convention

Sunday, July 25, 2010 • 2-6pm ET

KIAD • KCHO • KRIC • KORF • KPHL • KACY

Click here to view details about the HTC.

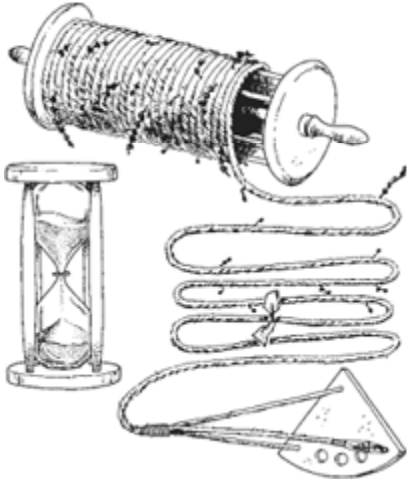If you are unable to view this content, the same information is available on BVA's wesbite.

ABOUT	MORE	RESERVE
the event	event details	your spot

As aviators, we all know that our airspeed is frequently measured in nautical miles per hour, or knots. Additionally, many are already aware that aside from the bow in your shoe laces, one knot is equal to approximately 1.151 statute miles. But have you ever wondered where the term came from? Well, believe it or not the answer actually goes back a few hundred years. Until about the mid 19th century, ships at sea used chip log to measure their speed through the water. The chip log was a wooden panel weighted on one side so that it would float upright in the water, thereby providing resistance, and causing the panel to rotate through the water like a corkscrew. The chip log was attached to a line on a reel and cast off of the stern of the ship. The rotating panel caused the rope to rotate tighter, producing knots. The number of knots produced was measured in inches per second which was then compared with the distance traveled. The method eventually produced the value of 20.25 in/s, which is approximately 1.851 km/h. Today the modern measurement is still within 0.02% of the original value. So why then do we use knots instead of miles per hour? The term knot was, and still is, used to measure the speed of vessels relative to the fluids that they travel through. Since aerodynamics is deeply rooted in hydrodynamics, it stands to reason that airspeeds are measured in knots due to an airplanes movement through a vast, albeit thin, body of water.

Did you know that FAR 61.51 requires all pilots to keep records of their flight time in a logbook? We all know what a log book is, but where did the term come from? Originally, sailing records were kept on the ship by inscribing the information onto shingles cut from logs, and hinged together so that they would open like a book. As paper became the predominant medium for written communication, "logbooks" were manufactured from paper as a blank journal page and bound together. The shingles were abandoned in lieu of paper, but the slang term stuck.

Weather plays an important part in our flight planning, especially if you are a VFR pilot. Even as we fly, we are constantly getting updates on wind direction and speed, altimeter or density altitude, and temperature and dewpoint. Most virtual pilots already know that the temperature can affect our aircraft flight performance; but what about the dewpoint? You may have noticed that temperature and dewpoint are always given as a pair and both are a measurement of temperature. This is because of the direct relationship that we find between temperature and relative humidity. Relative humidity is the actual amount of moisture in the air compared with the total amount that could be present at a given temperature, and is measured in percentages. The dewpoint is the temperature to which the air must be cooled to be saturated, that is to have 100% humidity. Remember, the closer the split between temperature and dewpoint, the higher the relative humidity.

If you are a VFR pilot you are required to remain at least 500 feet below the clouds, and if the cloud bases are low, then your flight can come to a halt very quickly, perhaps before you ever get off the ground. Since clouds are large accumulations of moisture, the relative humidity will give us a pretty good indication of how cloudy the sky could be. So when we are doing our preflight, planning the temperature and dewpoint play a big role in making a solid go or no-go decision. Here's why: when lifted by air currents, unsaturated air cools at about a rate of 5.4° F per 1,000 feet, and the dewpoint temperature decreases at about 1° F per 1000 feet. This means that with a little quick math we find that the temperature and dewpoint should meet at about 4.4° F per 1,000 feet. So now we can use these values to estimate our potential cloud bases before we ever get to the airport. Here's how: First we find the difference between the temperature and dewpoint. Then we take that number and divide it by the lapse rate at which the temperature and dewpoint are equal, which is 4.4. Then we take that result and multiply it by 1,000, which should give us a pretty accurate estimate of our cloud base. So if our temperature is 80 and the dewpoint is 62, what is our estimated cloud base? Well 80 – 62 = 18. Then 18/4.4 = 4. Finally, we multiply 4 x 1,000 and find the estimate of our cloud base to be 4,000' AGL. So the next time you are doing your preflight, try to estimate your cloud base given your temperature and dew point.

[Temperature (°F) – Dewpoint (°F) / 4.4 (°F)] x 1000 = Estimated Cloud Base

So remember, the next time you are hanging out with your friends, you can dazzle them with your aviation knowledge by asking them "Hey did you know . . ."?
– By Vince ('NWTech75')

The air is cool and crisp at the Presque Isle Airport on the northern tip of Maine as Fred and I walk out to the sleek Brazilian Embraer 145 waiting for us on the ramp. The United paint job gleams in the sun as if it was just freshly waxed. Gosh, I just love this job. Just half an hour ago we received our dispatch ticket from Mother, while at the same time United Regional Flight Officers and Captains around New England are also receiving theirs. Families and businessmen are stirring restlessly at the gate anxious to get home, and as soon as we preflight the aircraft and load our flight plan we'll shuffle them off to the ship and be outbound. But we can't leave early. We have a specific time window to depart within, otherwise our flight plan will be cancelled. With this many aircraft in the air tonight, Center will want to keep things tight.

The dispatch ticket is showing about 30 flights tonight so there will be United Regional jets crisscrossing all over the region. Traffic is expected to be heavy on arrival as all those ships make for their destinations all at about the same time. While the air is clear and filled with the scent of pine here at Presque Isle, the weather at our destination, Nantucket Memorial Airfield, is indicating ¼ mile visibility in thick fog. Not a word is spoken as Copilot Fred and I review the weather together. We both know that about an hour's flight time from now we will definitely have our hands full.

Clearance gets us outbound, and as we climb I hear United Regional jets checking in from all over the Empire. I recognize flight numbers and voices as friends… pilots I've flown and trained with… Branden in UAL224, Ian in UAL74, Jim in UAL007, Conner in UAL830, and more. A quick glance at the dispatch ticket shows that indeed we have departures from all over the region. Jets from JFK, BDL, BOS, ALB – all simultaneously vying for the same airspace. A few Cape Air ships check in as well, filling in some of the gaps. Heavy traffic and heavy fog? Arrival is now looking downright tense. Fortunately I know that every one of the United Regional pilots has the experience and training to handle situations just like this one. I'm looking forward to meeting up with them in the lounge after arrival.

The flight is smooth until we are cleared for decent. Down through the chop, and with the seatbelt light toggled firmly in the 'on' position, we are switched to approach. Immediately the

Where's the field?!

situation becomes apparent. There are at least 6 aircraft on the same approach all from different directions… all in zero visibility. Nice. By chance we are number 1 for arrival with at least 3 ships, including a Delta heavy right behind us. Normally we would do the approach hands on, but with zero visibility tonight, I think we'll let Betty handle this one. That ends up being a good choice. At 1400 feet everything goes grey. The field disappears in the fog, and the chop starts throwing the ship all around. Betty is fighting to keep the ship on the glideslope, and I'm working with her to manage the throttles to stay at approach speed. Down we go into the murk with company traffic lining up right behind us.

UALR socked in at KACK

Betty calls out – "500." Still no runway in sight. 400, 300, 250… still nothing. Betty calls out "Minimums!" right at 200 feet, and suddenly the numbers and the runway lights appear nearly right underneath us. Throttle off, stick the ship down on the ground with a thump, brakes, thrust reversers ON and we slide on down to the end of the runway for a quick taxi to the ramp. Tower asks us for a sitrep on visibility, and we quickly report chop and zero visibility down to 200 feet. That info is immediately relayed up the chain to the other company ships coming in behind us. I'm anxious to see our compatriots make it in safely, but instead watch as the first United RJ goes around. The next one makes it in, but not without a stiff bump on touchdown. The Delta heavy glides in beautifully (probably with the help of their own Betty), followed by a yet another company RJ, who makes it but with a touchdown just shy of mid field.

Up to the gate and slip in between two other United Regional CRJ700's who arrived not 5 minutes ahead of us. Engines off, doors open, and we can then safely switch to the company com channel to jabber with other United Regional pilots about what a fine evening of flying it is. But the conversation quickly turns to discuss the hairy approach, who missed and who didn't, and plans for just exactly how we will rib those poor company pilots who missed once they get here.

Sound like what you'd like to be doing? United Regional functions in part as a training branch of STC and we'll get you up to speed quickly for life on the line. We are growing, and new pilots are welcome! For more information, or to get started with your Fast Track Jet training, contact Chuck at Skype ID Splonedog, or at splonedog@comcast.net.
– By Chuck ('article10')

Cape Air Virtual Poker Run

Please join us for another Poker Run on Saturday, June 12th, from 12-3PM ET. The rules can be downloaded from the Cape Air Virtual website by clicking HERE. Please remember that the event is limited to the Beech Baron 58 and the Cessna 414 only, so leave the Dash 8 in the hanger. Please note the one change for this Poker Run: you will be given your first card at your starting airport.

Pilot Tip: Start FSX with Your Avionics Tuned

If you would like to start FSX with default frequencies in your COM or NAV, here is a simple tip: start a flight in single player mode with your desired radio settings and starting location. Save the flight, and check the box to make it your default flight. FSX will now remember those settings the next time you start a flight.

Another way to pre-set your avionics is by editing the .FLT file, which is located in the folder with your flight plans. Open the .FLT file with Notepad (Right click on the file, select 'Open with,' and select Notepad), scroll down to the [Avionics.0] section, and manually set your starting frequencies.

When setting your avionics, don't bother with the 'Comm1Active=' option, as FSX will default it 118.75. To avoid this, it is recommended that you set 'Comm1Standby=' to your desired frequency (i.e. 122.95), and switch it after the flight loads.

Do you have a tip that you would like to share with the Cape Air Virtual Community? E-mail capeair@bostonvirtualatc.com with your idea, and it might appear in the next Logan Informer!

NOTAMS:

Cape Air Virtual pilots are expected to include their aircraft equipment type when filing flight plans. Pilots should file '/A' if flying VOR to VOR, or '/G' if using a GPS or filing an RNAV flight plan.

For more information regarding equipment types, consult BVA's HelpDesk, which can be accessed by clicking 'Connect to BVA' in FlightDesk's browser. Once the page loads, click 'Help Desk,' and then 'Aircraft Type Abbreviations'.