



Get Ready for Flight SimCon 2014!

We'll be profiling some of the stories and pictures from last year's event as we lead up to Flight SimCon 2014 on June 7-8, 2014 at the New England Air Museum. Registration for this year's event is now open at www.flightsimcon.com.

This month, a conference participant talks about flying the NGX on our server in front of a real-world Boeing 737 pilot.

Date: Saturday, March 23, 2013

Time: 17:30Z

Location: 3nm North of Hartford (KHFD)

We are less than half a day in to the first-ever Flight SimCon. Despite having met one another just a few hours ago, it already feels like the aviation enthusiasts gathered around the monitors in The Bond Ballroom in Hartford, Connecticut have been close friends for years. A great schedule of events and activities is planned all weekend for the crowd of aviation enthusiasts, aspiring pilots, student pilots, private pilots, and even airline transport pilots encircling the LAN Team's impressive setup.



As Jon ('Chickiee88') and I—sitting beside each other in front of a dual screen setup—approached 10,000' on our KJFK to KBOS descent, we heard an announcement over the PA system (the one at the convention, not the one in our Boeing 737): "Captain Hoops, a Cleveland-based Boeing 737 Captain who flies for United Airlines, will be beginning his breakout session in about 15 minutes".

We sped up the landing as much as possible, shut down the airplane, and made our way down to the conference room. Captain Hoops made a good first impression: holding a coffee in one hand and an approach plate in the other. We sat down at a table covered in Jeppesen Departure, Arrival, and Approach procedures from airports across the country, and settled in to hear an excellent depiction of the life of a commercial airline pilot. As an aspiring Airline Transport Pilot myself, this was a great opportunity to hear about everything from pre-flighting the aircraft to reading charts to what life is like on trips.

When he finished answering our questions (many from yours truly), we switched things around and Captain Hoops started asking us the questions. A few minutes later, we found ourselves back upstairs at our computer terminals, loading up the PMDG Boeing 737 (in United colors, of course) at KEWR under the watchful and somewhat incredulous eyes of Captain Hoops.

After stepping through some pre-flight procedures, setting up the Flight Management System for the KEWR to KBOS hop, and showing Captain Hoops just how knowledgeable we were when it came to real-world procedures and aircraft systems, he expressed how impressed he was to see two teenagers successfully operating one of the most complex airplanes on the planet. Hearing how "impressed and shocked" this real-world commercial pilot was at the complexity and realism of our aircraft and procedural knowledge was definitely a high point of the event for me.

Flight SimCon 2014, which takes place from June 7-8 just steps from Bradley International Airport, will feature many similar breakout sessions by FAA Air Traffic Controllers, SimPit Builders, BVA members, and much more! [Register](#) for this year's event and next year you might find yourself writing a similar Informer article when we gear up for 2015!



Cape Air Virtual >> Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For February, that pilot is Dave ('davedog330'), who has flown a total of 30.7 hours!



Regional Circuit

Rc

Thursday, March 6
(8-11pm ET)

KCLE (Cleveland) &
KPIT (Pittsburgh)

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, March 27
(8-11pm ET)

KSAN (San Diego) &
KPHX (Phoenix)

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

Sunday, March 16
(8-10pm ET)

KROC (Rochester)

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, April 19
(3-6pm ET)

Socal
(KPOC, KSNA, and KVNY)

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.

Challenge

Ch

Sunday, March 30
(3-6pm ET)

IFR Procedures
KBZN (Bozeman)

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.

Getaway

Ga

February 25 - March 5
Bayou

(KBTR, KLFT, KMSY, KNEW)

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.

For February, we recognize **Ernesto ('AviatorX')** as Controller of the Month. For the 28-day period ending February 8, 2014,

Ernesto was the second-busiest controller on our team, working almost 170 flight plans in just under 22 hours. He recently achieved his Class B Ground certification, and will soon begin the training required to safely run local control (Tower).

In recent training sessions, Ernesto has been commended for his ability to prioritize and convey instructions well regardless of the traffic situation. Above all, he handles all pilots with the professionalism and courtesy we expect from our controllers.

Congratulations Ernesto! We look forward to training and certifying you for Tower soon!



BVA to Introduce Member TeamSpeak

Zac ('zploch')

BVA Administration Team

After a successful trial run, Boston Virtual ATC is beginning the implementation of a community-wide Member TeamSpeak server as a supplementary means of connecting with members. As was the case during the recent trial period, the Member TeamSpeak server will be available on an optional basis, with no requirement to use TeamSpeak in order to participate in the server. FSX-based radio communication will continue to be the mechanism for communicating with ATC and other pilots for operational purposes.

During the trial period, feedback from members, controllers, and administrators showed that the Member TeamSpeak had no impact on the stability of the server or our regular operations. Members who participated in the trial enjoyed the opportunity to be able to interact with those they had previously known just as a voice on the other side of a radio.

The Administrative Team is currently in the process of building the structure of this new TeamSpeak server, which will replace the existing Air Traffic Control, Virtual FBO, and Pilot Meetings servers used today. All BVA members will have access to the single server, with additional access available for specific roles, such as Cape Air Virtual, Virtual FBO Coaches, and Air Traffic Controllers.

As you can imagine, creating and testing the structure and permissions of the new server will require a thorough effort. We are beginning the implementation process now, and look forward to launching the new server in April.

TeamSpeak is Voice-over-IP software similar to Skype that allows users to communicate with one another individually or in groups. Implementing such a platform would add a means of communication for our members in addition to our active forum community and the private and global messaging options available in FlightDesk. It will give members more of an opportunity to interact with each other in an "off frequency" environment.



Pilot Tip of the Month

"Monitor" Versus "Contact"

Whenever you are handed off, listen carefully to the instruction: sometimes a controller might ask you to 'monitor' a frequency instead of contacting. Although the difference between the two phrases is subtle, 'monitoring' versus 'contacting' a controller can have a big impact on frequency congestion. If you are told to 'monitor' a frequency, switch over to the new frequency, **but do not say anything! Instead, wait for the controller to call you.** It may take a few moments for the controller to get in contact with you, but don't worry, he has your flight plan and knows that you are eager to takeoff. The 'monitoring' instruction is fairly common, and you'll mostly hear it when a ground controller is switching several aircraft to a busy tower frequency. By using 'monitor' instead of 'contact,' the tower controller is able to call aircraft as needed rather than having the frequency flooded by several pilots trying to check in at the same time.

