



## BVA's Texas Getaway

Pack your bags and grab your cowboy hat because BVA is heading to Texas! From **May 24-31**, our controllers will take up residence in the Lone Star State during the Texas Getaway, featuring Houston (KIAH), San Antonio (KSAT), and Austin (KAUS).

Being the largest state in the continental US, there is plenty of new terrain for you to explore during this event, and many different ways to do so. You can experience Texas from the flight levels by taking advantage of one of the many flights that criss-cross the state in regional jets, or you can hop if a private aircraft to get a close up view of the plains by cruising low and flying slow.

Texas plays host to two ARTCCs: Houston and Fort Worth. While our Getaway will focus in Houston, there will be plenty of opportunities to visit Fort Worth Center, and it is likely that there will be times when both centers are online.

Whether you are the casual pilot looking for a change from the norm, or an avid airline pilot looking for a new adventure, we know that you will enjoy Texas, so please mark your calendars, and we'll see you on the Houston radar starting May 24!



### Cape Air Virtual >> Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For May, that pilot is Brandon ('bcarter755'), who has flown a total of 39.5 hours..and counting. Congratulations Brandon!

## Texas Getaway Airport Information

### Departing KIAH

To KSAT: IDU3 IDU MARCS9  
To KAUS: IDU3 IDU BITER4

### Departing KSAT

To KIAH: ALAMO7 ELA GLAND3  
To KAUS: V550 CWK

### Departing KAUS

To KIAH: CWK4 ILEXY RIICE2  
To KSAT: AUS3 SAT

### George Bush Intercontinental Airport - KIAH

#### Airport Information:

Elevation: 97 ft / 30 m  
Class: Bravo

#### Runways:

8R/26L 9,402 ft / 2866 m  
8L/26R 9,000 ft / 2743 m  
9/27 10,000 ft / 3048 m  
15L/33R 12,001 ft / 3658 m  
15R/33L 9,999 ft / 3048 m

#### Frequencies:

Ground: 119.95  
Tower: 127.30  
Approach/Departure: 120.05



### San Antonio International Airport - KSAT

#### Airport Information:

Elevation: 809 ft / 247 m  
Class: Charlie

#### Runways:

3/21 7,505 ft / 2,288 m  
12L/30R 5,519 ft / 1,682 m  
12R/30L 8,502 ft / 2,591 m

#### Frequencies:

Ground: 121.90  
Tower: 119.80  
Approach/Departure: 118.05



### Austin-Bergstrom International Airport - KAUS

#### Airport Information:

Elevation: 542 ft / 165 m  
Class: Charlie

#### Runways:

17L/35R 9,000 ft / 2,743 m  
17R/35L 12,248 ft / 3733 m

#### Frequencies:

Ground: 121.70  
Tower: 121.00  
Approach/Departure: 119.00



## Regional Circuit



Tuesday, May 18  
(8-11pm ET)

KATL (Atlanta) &  
KAGS (Augusta)

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



Sunday, June 6  
(2-6pm ET)

KSMF (Sacramento) &  
KPDX (Portland)

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



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



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



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



May 24-31

Texas  
(KIAH, KSAT, and KAUS)

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

## BVA's Getting Started Guide

**B**VA has a new "Getting Started Guide", a comprehensive, interactive walk-through of everything a new or returning user needs to get setup, connected, and flying with BVA. The link to the guide will be sent out to all new BVA members and accessible from the website. For members who haven't flown with us for a little while or first-timers, the guide should provide useful information about which downloads are necessary, how to install those downloads, and the best FSX configurations.

If you're an existing member, you may be interested in the "FSX Tips" page in Section 5 of the guide. If you think there is something that could be added to the guide, [join the discussion on our forums](#).



# FlightDesk V1.1

FlightDesk 1.1 is here! Depending on your current patch number, you will be prompted to upgrade to the newest version of FlightDesk within the next month. There are a number of new features that are included in this new version, but the most obvious is the “Map” function.

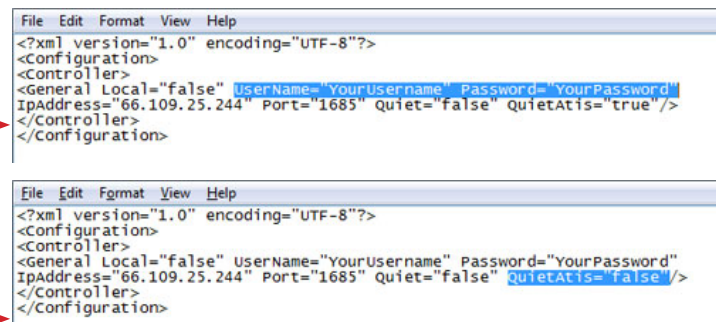
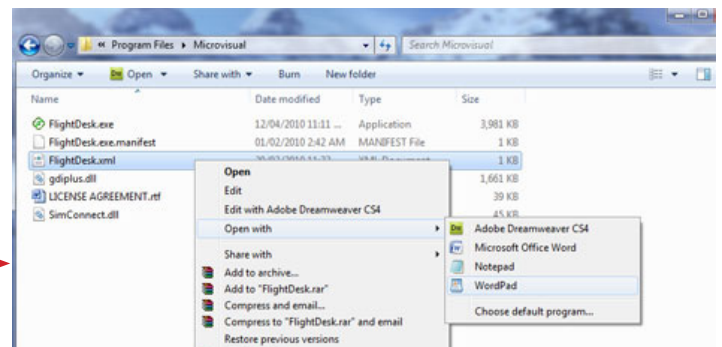
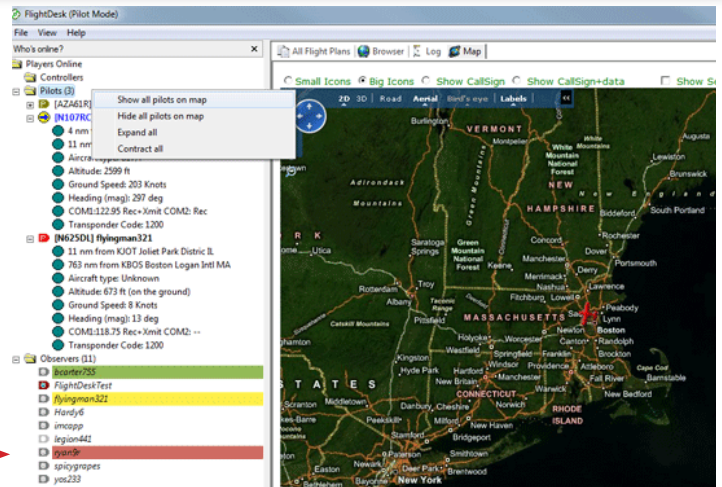
You can download an advance copy of the new version of FlightDesk if you wish. Please make sure to uninstall your current version before installing the latest: [www.flightdesk.bostonvirtualatc.com](http://www.flightdesk.bostonvirtualatc.com).

Observers who appear in standard text are actively running Flight Simulator on the same computer as FlightDesk. Observers who are either running Flight Simulator on a separate computer or are not running FSX appear in italic.

You can right-click on a pilot to enable tracking or right-click on the “Pilots” folder to change tracking options for all aircraft. Only pilots that are being tracked will appear on the map.

Did you know that FlightDesk can be set to automatically remember your username and password? Also, you can also choose to enable an aural notification (a noise similar to the ‘fasten seatbelt’ sign on an airplane will play) each time an ATIS is updated. Download and save [this file](#) to the following directory: C:\Program Files\Microvisual . If you already have this file, you can choose to overwrite the file or simply edit the original. If FlightDesk was installed to a different location, please make sure “FlightDesk.xml” appears in the same directory as FlightDesk.

1. Open FlightDesk.xml with Notepad or Wordpad:
2. Replace “YourUsername” with your BVA ID and “YourPassword” with the password you use to login to BVA’s website.
3. If you would like to enable the notification when an ATIS is updated, change the ‘QuietAtis’ parameter to “false”.



## Memorial Announcement: Pete Perrone

It is with great sadness that I notify the community that Pete Perrone, ‘falconflyr’ and father of Dan Perrone (‘SoloWingDemon’), passed away on Saturday, May 1 in an ultralight accident near Hartford, Connecticut. His aircraft flipped over a fence on landing and medics on the scene were unable to resuscitate him. Dan is an active member of our community as a controller and leader of the Scenery Design Team.

An excerpt from the obituary article for Pete reads: *Pete was a generous, resourceful and intelligent man. He could fix or resolve any problem or dilemma placed before him. He was an avid outdoors man, and was a self-taught skier, snowboarder, roller-blader, wind surfer, sailor, r/c operator, and a handyman as his trade. Pete always strived to do the best in whatever was asked of him, never really realizing what a wonderful, big-hearted man he was. He died the way he lived, doing what he loved, trying to improve upon how he did what he was doing.*

I would like to invite the community to show their support of Dan and his family during this enormously difficult time. On Sunday, May 23 at 3pm ET I will depart Hartford (KHFD) in an ultralight bound for Pete’s home airport of Danbury (KDXR). Whether or not there are controllers online at the time, I would invite any member of the community to fly whatever aircraft you choose with me. At the halfway point, we will pause the flight to observe a moment of silence. This will be the only notification about the flight, so please mark Sunday, May 23 at 3pm ET in your calendar.

On behalf of the community, I would like to extend my deepest condolences to Dan and his family. I hope you can join us for the memorial flight on May 23. We will use a non-standard frequency of 119.60 to communicate if there are no controllers online. Please let me know if you would like to say a few words to Dan after the moment of silence.

– By Evan (‘evanet’)

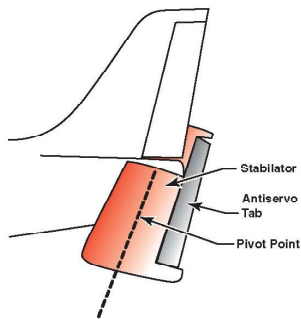




## Did You Know...?

Every pilot in the early stages of their training must learn the parts of an airplane in conjunction with their operational theory. As virtual pilots, the majority of us are already familiar with the most common parts of an airplane: wing, horizontal stabilizer, vertical stabilizer, aileron, elevators, and flaps. But what would you say if I were to tell you that a B52 does not have ailerons, or that a Piper Warrior does not have a horizontal stabilizer or an elevator? If you are like most people, you would probably give me a very puzzled look and tell me that I'm pulling your leg. I would in fact be telling you the truth.

As aircraft designs increase in size, speed and complexity, so too do the methods of control during flight. In fact, in many cases, size and speed are not necessarily prerequisites for alteration of control and stabilization. Regardless of the reasons for changes, what you typically wind up with is a Combination Flight Control, or CFC. This is a flight control that serves more than one purpose, and because these controls do not conform to the standards defined for conventional control surfaces, they are given a different name, which is typically a combination of the two or more control surface functions they serve.



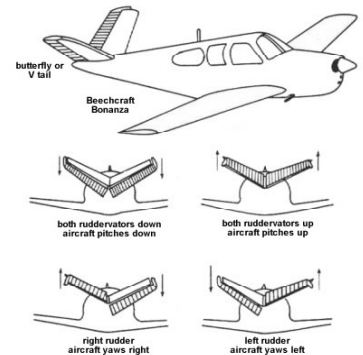
The first and most common example of an aircraft that uses a Combination Flight Control, due largely to its use in flight training, is the Piper Warrior. On a Cessna 172 we find a horizontal stabilizer with an elevator attached to its trailing edge. However, on the Piper Warrior we find what is called a **Stabilator**. A Stabilator is a single-piece horizontal tail surface

that serves the purposes of both the horizontal stabilizer and the elevator. Because the entire surface moves to provide pitch control, there is a danger of unintentional abrupt pitch changes. To compensate for this tendency, the Stabilator must have some method of decreasing its sensitivity, which is done with an antiservo tab on the trailing edge. The antiservo tab automatically moves in the same direction as the Stabilator through a series of mechanical connections, and the resulting aerodynamic force it produces opposes the movement of the Stabilator. Stabilators are most often found in either single or dual configurations. In the case of a dual configuration, each Stabilator is capable of moving independently of its match for greater control at higher speeds.

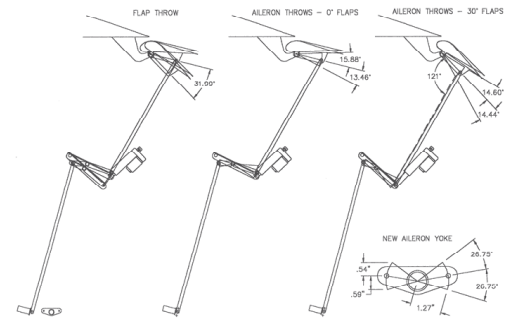
Another common CFC is a **Ruddervator**. Found on most aircraft that employ a V-Tail empennage, Ruddervators are most well known on the V-Tail Beech Bonanza. Unlike the Stabilator, the Ruddervator is attached to the trailing edge of a fixed stabilizer. However unlike some military aircraft that employ dual vertical stabs, which are attached to the structure at two different points, the V-Tail stabs are attached at a single point, making individual rudders impractical. As the name implies, the Ruddervator performs the functions of the elevators and rudder in a single flight control. When a pitch increase is required, both Ruddervators

deflect toward the center of the airplane, reducing the angle of attack by moving the tail down and the nose up. In any standard turn we apply rudder in the direction of the turn to keep the turn coordinated. This makes perfect sense when examining a single rudder, but in this case the Ruddervator must simultaneously provide pitch and yaw control.

As the aircraft climbs and begins to roll into the turn the pilot applies rudder which causes an increase in deflection in one Ruddervator and a decrease in deflection in the other. The resulting asymmetrical aerodynamic forces are enough to provide yaw control while maintaining the pitch attitude.



**Flaperons**, while less common, are employed on a variety of aircraft for a host of different reasons. Flaperons typically run the entire length of the wing, and are typically deployed in two sections. Unlike conventional flaps, Flaperons can be operated independently of each other, providing asymmetrical lift to one wing or the other. When the flaps are deployed for landing, the Flaperons extend together to provide additional lift and drag; however, when a turn is entered during this time, one Flaperon will retract, producing additional lift on the opposite side, and turning the aircraft without sacrificing the additional drag required to slow the aircraft for landing. Later advances in technology allowed for a movable trailing edge surface of the wing. It should be noted here that spoilers are often used in conjunction with Flaperons to increase response time.



A final CFC to mention that is the **Elevon**. Elevons, as the name implies, serve the functions of both the elevators and the ailerons. Much like the Ruddervator, the Elevons balance the required aerodynamic forces without sacrificing either. Here again you have a control surface with a variable deflection depending upon the inputs from the pilot.

Now you know something that you might not have known at the beginning of this article: creative and complex aircraft call for equally novel designs, and control surfaces can be as unconventional as the aircraft they are employed upon. So the next time you are hanging out with your friends your friends you can dazzle them with your aviation knowledge by asking them "Hey, did you know...?"

– By Vince ('NWTech75')



# STC Steps It Up a Notch

**H**ave you ever dreamed of flying a regional jet or turboprop for an airline? Or perhaps you're already a good single-engine pilot but would like to tighten up your VOR nav skills? Perhaps you're new to BVA and would just like some help with COMS? Maybe earning your multi-engine rating is your bag baby? The Share the Cockpit (STC) may be for you!

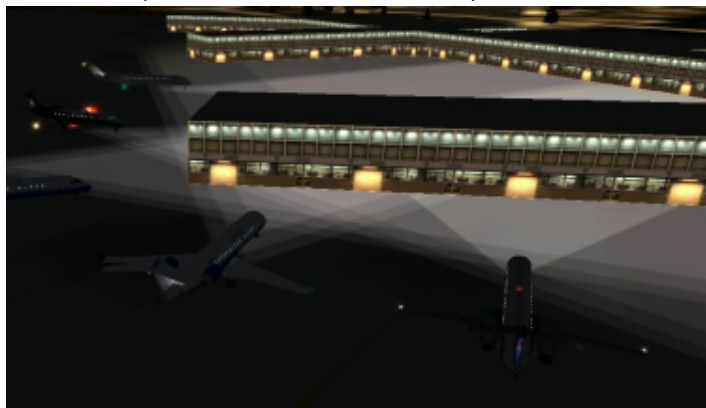
Your STC will always offer our core program – the cockpit “Ride Along” with a friendly and professional BVA pilot. However STC has recently tightened up operations and has defined three separate tracks a student can expand upon depending on their interests, their experience, and their desired outcome. Let's elaborate...

### 3P - Flight School

First is the traditional flight school style track known as the Pilot Proficiency Program, or 3P. This program will start the student off in a C172 where they will learn the aircraft from the bottom up, and learn to fly it with an attention to detail. The 3P program is designed to replicate the kind of flight training experience a student would find at their local municipal airport with an individual flight instructor. The 3P student will find instructional videos, hands on training with some of BVA's best pilots, navigation training, aircraft management and handling, emergency procedures, and can continue to advance through aircraft up to multi-engine prop and jets. The student who wants to learn flying and navigation in details would be best suited for this program. Helo training is also available within 3P and can lead to a position with BVA's Coast Guard wing.

### Fast Track – Prop

The popular STC Fast Track program traditionally focusing on jets has now been duplicated for prop as well. STC has contracted with Cape Air and their Captains to train students immediately in multi-engine props. The student will operate in the Cape Air airline environment with a Cape Air Captain and will be challenged to advance rapidly. The Fast Track Prop program is best suited to those folks who already feel comfortable in prop aircraft, and want to get flying in the BVA environment quickly. It would also be suited for those pilots who have an interest in flying with Cape Air and want to see if they have the right stuff. Fast Track Prop is obviously a conduit for recruiting new pilots into Cape Air, and so if it turns out that the student DOES have the right stuff they may be offered a position as a First Officer at Cape Air!



### Fast Track - Jet

The STC Fast Track program was originally rolled out for regional jets and remains one of the most popular programs at STC. Student interested in airliners would be handed off to United Regional under an STC training contract where they would learn navigation and operation of RJ's in a high speed environment.

United Regional is not for the feint of heart. The student would be challenged to think tens of miles ahead of their aircraft, would learn long range VOR navigation, victor airways, jetroutes, and emergency procedures – all at jet speed! It is best suited for the candidate who either has some experience in high speed aircraft, or has completed the 3P program and has the recommendation of their instructor. A minimum of 20 hours in jets or turboprops is recommended, but those hours can be either within the BVA environment or in the FSX single player missions. As with the Fast Track Prop program a student who finds operating RJ's is to their liking may also be offered a position as a Flight Officer at United Regional.

### Joining STC and Scheduling Flights

STC has recently redesigned the way in which a student would come into the program. In the past a student would sign up for a slot on the STC scheduling center. That system has been put aside for now.

Instead the preferred method for all requests for flights or information is via Skype. Please download Skype if you haven't already done so and add user ID Splonedog to your contacts. Then send a message to Splonedog (STC XO Chuck) with your request.

Of course if you don't have Skype, or need assistance getting set up, you can still use the traditional email route to contact STC. To request our core program – the cockpit Ride Along, or to go deeper with any of the three training paths, please send an email to STC XO Chuck at Splonedog@comcast.net. We'll happily get you squared away and off into a shared cockpit.

See you up there!

– By Chuck ('article10')

