



## The South Florida Getaway: Sun, Sand, and Radar Screens

**Evan ('evanet')**

BVA Administration Team

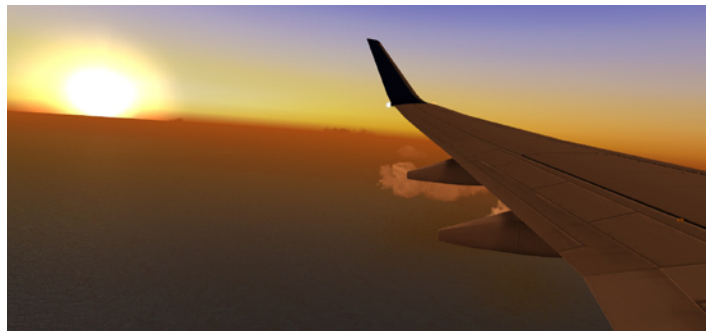
It's 5pm on a Friday night. But instead of asking where my children are, I'm busy printing off a small forest worth of charts (on recycled and reused paper, I promise!) in preparation for the South Florida Getaway. Charts for KMIA, KMCO, KSRQ, and KPBI (charts for the other airports I pull up separately as necessary) get hole punched, ordered, and shoved into my special binder of charts that comes out each time we move our operation away from our base. It's a painful process but it's important; without at least some charts printed out, I'd be dead in the water operating ZMA (Miami Center) alone.

Miami Center in Florida is a really neat airspace. You have three Class B airports (KMIA, KMCO, and KTPA) to manage in addition to what seems like hundreds of Class C and D airports along both coasts—with pretty much nothing in the middle. There really is some of everything. Okay, there's no mountains, but there is island hopping at Key West, large, international arrivals at Miami, and small executive airports with more runways than [Domenic has computer monitors](#). It's quite interesting how almost all of the airports along the East coast from KMIA up to KPBI seem to feature

the same combination of two east-west parallel runways and one diagonally-crossing runway in the middle. It's like someone went around placing little KMIA's all along the coast. Whoever decided to build CYVR and KPDX east-west but design KSEA north-south could learn something from that.

As much fun as learning new airspace and destroying pieces of our environment printing charts can be, Getaway events are always somewhat grueling, especially at the radar control level. There's so much new airspace to get familiar with and as soon as you are familiar...it's time to go back home. As a pilot, I can hop around from airspace to airspace like a frog on RedBull but learning new procedures (and where the mountains are) is more difficult as a controller.

Coming up next in Getaway terms are Hawaii and California, with the traditional Aspen in January/February thrown in there as well. Until the next one, I've emptied my Getaway binder and added the charts to my 2-inch thick pile of charts printed off for Getaway events so I can re-use them the next time we feature this airspace. Now all that's left to do is fly my customary return trip to Boston in the 767...and then I can really say the Getaway is over!



## 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.

This month, our controller community is proud to recognize Den (of the same BVA ID) as the Controller of the Month. Den is one major exam away from beginning work on Class C Tower and has proved a valuable, dedicated, and flexible Class B Ground controller. Den

regularly remains online until the very end of events, ensuring the last pilots are taken care of. He's always willing to help staff an event or move to a different airport as staffing requires. We look forward to seeing him complete his final exam and begin working traffic in the air as well as on the ground when he begins Class C Tower training.



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

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For September, that pilot is Jimmy ('touchandgo570'), who has flown a total of 36.8 hours. Congratulations Jimmy!



## Regional Circuit



Tuesday, October 4  
(8-11pm ET)

KPIT (Pittsburgh) &  
KCLE (Cleveland)

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



Thursday, December 1  
(8-11pm ET)

KDCA (Washington) &  
KBOS (Boston)

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



Friday, October 21  
(8-10pm ET)

KATL (Atlanta)

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!)

## General Aviation Fly-In



Wednesday, November 30  
(8-11pm ET)

Cape Cod  
(KMVY, KACK, KEWB, KHYA)

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.

## European Tour



Sunday, October 9  
(3-6pm ET)

London  
(EGLL, EGKK, EGLC)

We're taking our popular Regional Circuit concept across the pond to Europe! Our controllers will fully staff two airports 70-200nm apart. Pilots are encouraged to fly between the two airports and enjoy full ATC coverage gate-to-gate.

## Getaway



December 4-13

Hawaii  
(PHNL, PHOG, PHLI, PHKO)

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

#### Don't Unplug!

A glitch in the way sound is processed in FSX means that if you unplug your microphone at any time after FSX is open, the simulator won't recognize the microphone again until you've restarted. That means if you unplug your microphone during a flight you probably won't be able to hear or communicate with ATC until you re-start FSX, even if you plug it back in.

It's always good practice to ask for a radio check before starting long flights and remember, if your microphone isn't working, unplugging it and plugging it back is likely to hurt, not help.



# Play Ball!

**Chuck ('chuck')**  
UALR Chief Pilot

It has been 18 months since United Regional's inception and I would like to take a moment to update the community on where we currently stand. I'm pleased to report that the company has never been stronger, and our current dispatch lists over 35 active pilots and officers. Since April of 2010, our training logs indicate that more than 60 BVA pilots have benefited from jet training by United Regional mentors. In my mind, that's a phenomenal amount of activity and I would like to publicly thank all the members, pilots, and officers who have helped to make that possible.

A recent article in AOPA's Flight Magazine pointed to a growing need for a large number of future pilots. Many of the current force of commercial pilots are nearing mandatory retirement age and the AOPA article suggests that there will soon be a need for as many as 20,000 pilots over the next decade. I fully recognize the powerful teaching tool that BVA is for that future generation of pilots. And I can't express enough how pleased I am to serve with what is essentially the jet training wing of BVA, and to perhaps contribute to the success of that group of future pilots.

If you are not familiar with United Regional, I would like to invite you to visit our page on BVA at [www.unitedregional.bostonvirtualatc.com](http://www.unitedregional.bostonvirtualatc.com). We are a group of like-minded BVA pilots who seek to replicate the career path and flight duties of a regional jet pilot with an attention to precision operations. VAFS is not a part of our operations and logging the most number of hours is not necessarily a key goal of United Regional. Instead, we believe in the checkride system and seek to provide flight mentoring to both company pilots and the general BVA community. Our staff of friendly and professional mentors serve to support this process, and pilots can upon them at any time for assistance.

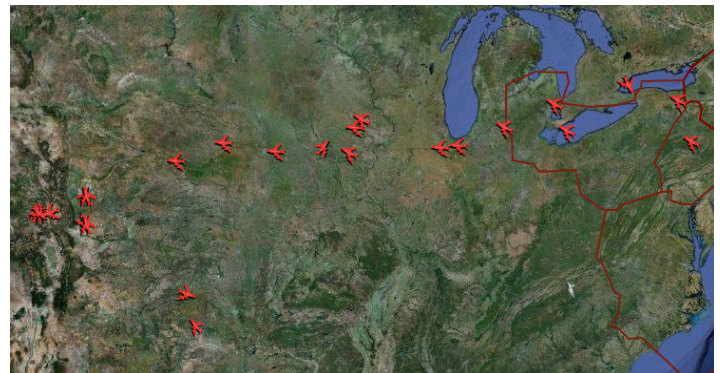
Our premiere event however is our weekly Thursday night dispatch, where we seek to launch 30 or more flights from all directions and target them to arrive simultaneously at a given destination. General BVA pilots are welcome to fly in the event as well. This event serves both to generate the high intensity arrival situations we desire, but also as a way for pilots in training to test themselves on various routes and in various high stress environments. Departures are typically at 8:30pm ET, and our dispatch can be viewed via a link on our webpage.

Recently we've been able to bring two of our long range goals to fruition. I'm pleased to report that the company has grown to a level where it is now useful to carve off our operation from general United Airlines operations. BVA operations has authorized our group to fly a separate and distinct callsign of "FENWAY" and official company flights will now operate with the call letters UAR. So if recently you've heard that callsign on coms it's not an indication that the RedSox are winning, it's a sign that the flight is an official United Regional flight.

The FENWAY callsign is a double edged sword though. Only pilots who have passed an initial orientation and have shown a level of proficiency are cleared to use the "FENWAY" callsign. And the expectation is that if a pilot flies at UAR flight then they can expect to be held to the highest possible standard for BVA pilots.

Additionally, we've also started a European operation. There have been several instances where a pilot wanted to train with UAR but due to time zone differences we were unable to accommodate them. Thanks to the leadership of Josh (TheNavyReapers) and Claudio (Cpais), we've been able to now offer training during what is daytime for United States residents, and evening for European residents.

Camaraderie and information sharing is a core concept at UAR and we use Skype extensively to facilitate that. It's quite common to see large discussions, witty banter, and even outright snorking ROFLMAO break out in our Skype chat rooms. New pilots and candidates are welcomed at UAR and immediately added to these chats. There they will find many UAR pilots to help them, to fly with, train with, and to develop lasting friendships with.



We also use Skype to generate spontaneous "gangs of jets" where we coordinate traffic behind the scenes to bomb some unsuspecting approach controller with a string of aircraft. We will also often support the training of new controllers with spontaneous high levels of traffic coordinated via Skype. In addition, we also sponsor several specialty events such as the KDEN Migration where we fly the entire company from ZBW to KDEN for the Aspen Getaway. Another is the KPQI Challenge where we stack up arrivals for that uncontrolled airport in the pattern like pancakes, and of course the Christmas Lift, where we pile up 9X our usual flights into a 36 hour period. We believe that by training and flying as a team we can develop a level of proficiency not typically found by the solo pilot.

If this sounds like a group you would be interested in flying with, we would love to have you around! United Regional is always hiring, always training. Our required minimum is 20 hours in jet or turboprops, but we also have a UAR Farm Team using prop aircraft to bring super newbies up to the required 20 hrs. For more information please visit our webpage on BVA, or send an email to me at [chuck@bostonvirtualatc.com](mailto:chuck@bostonvirtualatc.com). I truly look forward to flying with you!

