



BVA Announces 7th Birthday Event

Evan ('Evanet')

BVA Administration Team

Cleared for the Cause, BVA's 7th Birthday Event, will be held from **November 1-3, 2013** in support of the Bill & Melinda Gates Foundation. As with past Cleared for the Cause events, BVA's 7th Birthday Event will feature 60 hours of non-stop ZBW! From 11am ET on Friday, November 1 until 11pm ET on Sunday, November 3, Boston Center (ZBW) will be staffed continuously, with controllers operating other positions and airports throughout the event.

In addition to the continuous ZBW coverage, we'll be holding a Regional Circuit event on the Friday evening (featuring KBOS and KJFK) as well as a Cape Cod General Aviation Fly-In on Sunday afternoon.

In last year's Cleared for the Cause event, 122 pilots flew 546 flight plans and flew for a combined 338 hours. United Regional flew 33 flights, controllers approved 33 ratings for Pilot Ratings Program pilots, and our top pilot, Chase ('gochase85'), filed 33 flight plans! On average, we had 18.2 aircraft operations (takeoffs and landings) per hour over the course of the event. Most importantly, we generated \$2,088, half of which was donated to the Bill & Melinda Gates Foundation (the other half helped fund BVA's server expenses).

Stay tuned for more information about the biggest event of the year as we approach the date of the event. **But for now, clear your schedule and support Cleared for the Cause from 11am ET on Friday, November 1 to 11pm ET on Sunday, November 3.**

Screenshot of the Month

Max ('ameri767300')

Screenshot of the Month Coordinator

Congratulations to **Cody ('Bluewarrior4185')** for winning BVA's August Screenshot of the Month contest! Displayed below, his shot is a Cessna 172 on approach to Sitka,

Alaska. Click [HERE](#) to see the forum thread containing all of the competition's entrants.

If you missed this month's competition and are interested in submitting a screenshot next month, stay tuned to BVA's forums for the September Screenshot Contest announcement.



Regional Circuit

Rc

Tuesday, September 3
(8-11pm ET)

KIAG (Dulles) &
KPHL (Philadelphia)

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, October 3
(8-11pm ET)

KSFO (San Francisco) &
KLAS (Las Vegas)

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

Thursday, September 5
(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!)

Fly-In

Fi

Sunday, September 15
(2-5pm ET)

Tampa
(KPIE, KSPG, KSRQ)

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, September 1
(5-8pm ET)

ZBW Cross Country

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

September 17-24

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

Controller of the Month

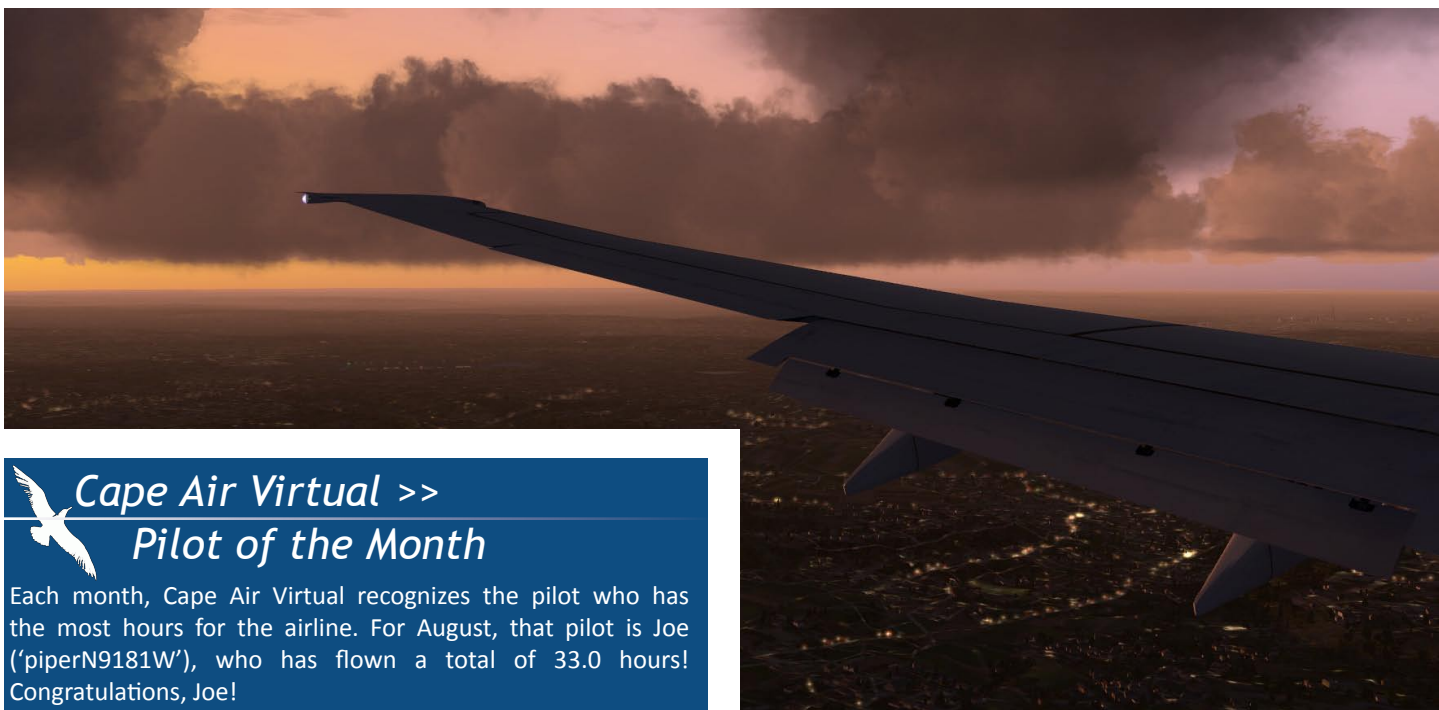
Evan ('Evanet')

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 ATC instructors are happy to recognize **Chris ('ChrisOlmstead')** as Controller of the Month. Chris has been an active participant in events this month, especially during our IFR only Pack The Pattern event at KATL. Working the northern half of the TRACON at his home airport, Chris demonstrated excellent frequency presence and service to pilots. He was also "on his game" when it came to traffic, vectoring inbound aircraft along with aircraft in the circuit on the primarily General Aviation side of the field. Thanks for the excellent work, Chris!





Cape Air Virtual >> Pilot of the Month

Each month, Cape Air Virtual recognizes the pilot who has the most hours for the airline. For August, that pilot is Joe ('piperN9181W'), who has flown a total of 33.0 hours! Congratulations, Joe!

Pilot Tip of the Month

It's Okay to Say "I Don't Know"

One of the most difficult situations for controllers to manage can occur when a pilot accepts an instruction (by reading it back)—and then doesn't comply. As a reminder, a readback of an instruction with your callsign "binds" you to comply with that instruction. A subsequent lack of compliance can result in a pilot deviation.

This is an important subject because ATC issues instructions to you and other traffic based on expected compliance with instructions that are read back. If ATC instructs you to fly a specific heading or perform a particular procedure, ATC can then issue instructions to other aircraft based on the assignment given to you. ATC instructions are based on keeping certain airspace clear for other traffic. For that reason, unintentionally deviating from ATC instructions not only endangers you, but also other aircraft.

When you are unable to comply with the instruction, or if you're just not sure whether you can execute it correctly, you should refuse the clearance by responding with a form of the word "unable", and request some help or a different instruction.

An example of asking for help—with a positive result—occurred during a recent event featuring KSFO. An inbound aircraft was instructed to "join the San Francisco 095 radial and track it inbound" in support of a visual approach to the airport. The pilot thought he understood the instruction but recognized that it was his first attempt at flying a VOR radial in that particular aircraft. Rather than outright refusing the clearance, he informed the controller that he was unsure if he was able to perform the instruction but wanted to give it a try. Knowing this information, ATC was able to manage other traffic to give the pilot the same approach (without any delay). The pilot flew the radial correctly, learned something new, and ATC was ready to help if the pilot made any mistakes.

Consider an opposite situation, where a pilot accidentally flies the 095 radial outbound and starts making an unauthorized 180 degree turn away from the field. That would almost certainly put the pilot in conflict with other traffic, and would potentially cause a loss of the safe amount of separation between aircraft.

BVA is a learning community, and in the world of aviation, we are all learning, all the time. Controllers just ask that pilots are honest about their abilities and the items they are learning. Next time you are unsure of an ATC instruction—or you're sure that you can't do it—just inform ATC. They'll be happy to help you give it a try (if that's your objective) or give an alternative instruction.

And, as always, please use our [Controller Feedback Form](#) to let us know about positive experiences you have with our controllers as well as any experiences that don't meet your expectations.

