



There's Something About You: Cleared for the Cause Wrap-Up

Evan ('evanet')

BVA Administration Team

Saturday, May 5, 4:30am ET. On a normal day, the server would be pretty quiet. There might be a few pilots flying long hauls or practicing early morning flights before work. But there wouldn't normally be a Center controller online watching 15 pilots criss-crossing the ZBW ARTCC. There's something special about our 60 hour marathon ATC event: the traffic peaks at 2:30am ET, settles to 5-10 operations per hour, and then slowly, just as the sun peeks over the horizon, pilots flock to the server again. By 6am ET the pilot count is back in double digits and 60 Hours of ATC continues.

From May 4-6, 2012, we had members stay up all night, go to bed late, get up early, and—in many cases—be able to enjoy ATC at a local time much more convenient to them than our normal peak hours. All told, 122 pilots (down from 141 last year) participated in our Cleared for the Cause event. Together, they completed 546 flight plans (a flight plan was only counted if the pilot took off and flew for at least five minutes) with 996 ATC handoffs and 338.3 hours of controlled time. But the number to remember is 33: United Regional flew 33 flights and controllers also passed 33 ratings for Pilot Ratings Program pilots. Our top pilot, on the KALB-KSCH shuttle route, was Chase ('gochase85') with 33 flight plans; thank you, Chase, and well done! On average, we had 18.2 takeoffs and landings per hour over the course of the event.

Boston was instrument-only for almost the entire event and given that IFR flights typically take longer, we modified the handoff incentive from \$0.10 to \$0.50 at the beginning of the event in order to adjust for the fewer flight plans that would be filed. As a result, our pilots generated \$2,088, thirty three dollars above last year's total. Half of that will be donated to the Bill and Melinda Gates Foundation and the other will fund BVA's ongoing server expenses.

To everyone who participated in the event or worked to make it possible, thank you so much for your dedication and ongoing support of the community. While the pilot participation and flight plan tallies were a little bit lower than last year, the event was still a tremendous success and, importantly, we've been able to uphold a tradition of giving back within our community.

In the time between now and our next Cleared for the Cause event, our pilots, controllers, and administrators will be working to make BVA even better. Next year, our community will be bigger, our pilots and controllers more professional and diverse. The inherent network problems that accompany a major event like this will be less of an issue. The planes we fly will be more realistic, and the software we have will break new ground. The weather around KBOS will probably be better too! Like me, I'm sure you can hardly wait until we get to do this event again next year.

Pilot Tip of the Month

On the Go

It's easy to confuse two very similar terms that appear to mean the same thing. But while a "missed approach" may seem to be the same as a "go around", the two terms are very different.

A missed approach is part of an instrument procedure (i.e. ILS Approach, VOR Approach, etc.). On an approach plate, it is normally depicted as a dotted line extending from the departure end of the runway that culminates in a hold over a waypoint. A missed approach procedure is "activated" when you descend to the minimum altitude on the instrument approach and don't have the runway in sight. It's there to protect you in those situations of no visibility where you need to break off the approach and get set up for something else, especially at uncontrolled airports.

A go around is a visual procedure that is not connected to any type of approach. A go around can be initiated by a pilot as the result of a poor approach, unexpected weather (i.e. wind gust) that makes continuing a landing unsafe, or an obstruction on the runway. A go around can also be initiated by ATC for traffic or other reasons. Missed approach instructions, published on their respective instrument approach charts, provide specific instructions; go arounds are normally accompanied by headings and altitudes from ATC.

The only time you should report a "missed approach" to ATC is when you are on an instrument approach, get to the minimum altitude, and don't have the runway in sight. Only make this declaration if you are ready to fly the missed approach procedure outlined on the chart. If not, you can still ask for a go around and receive vectors back to the airport. In all other situations where you break off the approach for any reason (such as traffic, unexpected wind gusts, a poor approach, etc.), report a "go around". ATC will then give you heading and altitude instructions to get re-sequenced for an approach.



Regional Circuit



Tuesday, June 5
(8-11pm ET)

KTUL(Atlanta) &
KDFW/KDAL (Dallas)

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



Wednesday, June 27
(8-11pm ET)

KBNA (Nashville) &
KMSY (New Orleans)

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



Saturday, June 23
(2-4pm ET)

PHOG (Kahului)

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



Sunday, June 3
(2-5pm ET)

Arizona
(KPRC, KFLG, and KGCN)

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



Wednesday, June 13
(8-11pm ET)

Bad Weather RC
(KJFK and KBOS)

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



July 13-22

Alaska
(PANC, PAFA, PAVD, PADQ)

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 may, our ATC community is proud to recognize **Jeremy ('jrvallent')** as the Controller of the Month. Jeremy has been

working hard to achieve his Class B Tower Over-the-Shoulder certification which he passed with flying colors a few days ago. As he begins his work on the radar level at Class C Approach, we hope he will continue to provide the exceptional service pilots have come to expect from him on the Tower and Ground positions. Jeremy's excellent on-frequency presence, calm demeanor—even with heavy traffic—and ability to handle multiple aircraft well made him our selection for this month's recognition. Keep up the great work!



Are You Ready for the Challenge?

Evan ('evanet')

BVA Administration Team

Your fully-loaded regional jet crosses 200' AGL on the ILS approach just as you see the runway lights. You find the river and follow it eastbound in your single-engine puddle-jumper, trying to find the next airport. You flare smoothly to land right between the markers for a perfect landing. And next week, you get ready to Pack the Pattern at an airport you've never been to on a distant continent.

Starting this June, BVA is proud to be adding a new event, Challenge, into our regular rotation. While our first Challenge features a Bad Weather Regional Circuit between KBOS and JFK, the event will offer different and challenging experiences each time. Challenge will test your piloting skills in the realistic atmosphere of BVA. This event is not about flying missions or winning points. It's about exercising your multi-tasking ability in challenging and unfamiliar situations—something pilots have to do all the time.

One of the best parts of this event is that it is designed to be different almost every time. We'll probably feature the bad weather event regularly, but we'll throw in others as well. Of course, we also encourage you to share your Challenge event ideas with us in the [Forums](#). After the KBOS and JFK Bad Weather Regional Circuit, the next two Challenge events will be a VFR Challenge in Alaska (testing navigation without the use of a GPS at uncontrolled airports) and a jaunt through the Special Flight Rules Area surrounding Washington, D.C. (testing your ability to read and adhere to sectional charts...possibly with a few F18's on standby). We're already considering crosswind approaches in Norway, Pack the Pattern events in Europe, and long-haul transoceanic flights as possibilities for future events!

The first Challenge event is planned for [Wednesday, June 13 from 8-11pm ET](#) and the VFR Challenge will take place during our Alaska Getaway. Bring your best piloting skills and be ready—the Challenge is going to live up to its name!

BVA Pilot Timetable

Brandon ('bcarter755')

BVA Administration Team

In a recent [Poll Question of the Week](#), 63 percent of BVA members said they would use a Pilot Timetable to self-announce where and when they will be flying on the server. The A-Team discussed these results and is pleased to introduce the official [BVA Pilot Timetable](#) on our website.

The Pilot Timetable is a planning tool to help members coordinate flights on the BVA server. Users are able to add flights to the table via an easy-to-use interface that includes details such as date and time of departure and comments that are visible to other members. Flights can be added to the timetable up to seven days

in advance. Additionally, the current day's flights are visible on the [ATC Timetable](#) page of the website, but with limited information. After completing the Pilot Timetable, please do your best to adhere to the scheduled departure time you've posted. Remember that the Pilot Timetable is only a planning and organizational tool; when you are actually ready to fly, you still need to file your flight plan through FlightDesk as usual (flights added to the Pilot Timetable are not automatically added to FlightDesk for you).

More details regarding the timetable can be found on the [Pilot Timetable](#) page of our website. If you have any questions, comments, or concerns, please do not hesitate to send an e-mail to brandonc@bostonvirtualatc.com.

FlightDesk Version 1.2

Bill ('WhiskeySierraOne')

BVA Technologies

After 76 patches and countless fixes, rewrites, performance improvements, and usability enhancements, FlightDesk 1.2 is finally available to BVA members! If you'd like to get ahead of the curve, you can download FlightDesk from [HERE](#). Otherwise, FlightDesk will ask you to update your version in the next few weeks.

Version 1.2 includes a number of new features that we think you'll enjoy. In addition to a new landing page with more options, users can access pilot statistics from directly within FlightDesk. There is a new global chat tab that allows you to communicate with everyone in FlightDesk. And the layout, map, and user interface have been greatly improved.

A short video is available [HERE](#) that reviews FlightDesk's most important features.

CallSign/Tail ID	Controlled by...	Aircraft	Br/Vt	Seq.	Altitude	DEPT.	ARR.	Route/Waypoints	Remarks	Player ID
UNCOV9	UNCOV9/UNCOV9	UNCOV9	IFR	2843	2000	KMPY	KPFO	UNCOV9/UNCOV9	UNCOV9	unco9
UNCOV9	UNCOV9/UNCOV9	UNCOV9	IFR	2843	2000	KMPY	KPFO	UNCOV9/UNCOV9	UNCOV9	unco9
UNCOV9	UNCOV9/UNCOV9	UNCOV9	IFR	2843	2000	KMPY	KPFO	UNCOV9/UNCOV9	UNCOV9	unco9
UNCOV9	UNCOV9/UNCOV9	UNCOV9	IFR	2843	2000	KMPY	KPFO	UNCOV9/UNCOV9	UNCOV9	unco9



CPR for FSX's Fatal Errors

Evan ('evanet')

BVA Administration Team

As discussed on [BVA's Forums](#), fatal errors in multiplayer are most often caused by other aircraft. This discussion is a little bit long and technical, but it is important to understand for diagnosing a fatal error. Here we go...

Issues with Aircraft Substitutions

When you fly in multiplayer, other traffic appears on your computer as aircraft from your library. Every other user's aircraft is spawned in "AI mode" into your game as one of the planes you have (whereas the plane you're flying is not in AI mode, you're controlling it). For example, let's say you only had one aircraft in your virtual hangar, a Cessna 172. No matter what type of aircraft everyone else was flying, they would appear in your simulation as a Cessna 172 in AI mode. All you would see is Cessna 172's, even if other users were flying Boeing 747's.

Now let's say that the Cessna 172's AI mode doesn't work for some reason. Maybe the aircraft.cfg file has a problem, some of the files have become corrupted, or the aircraft just isn't designed to function in AI mode. You would still be able to fly the aircraft just fine in both single player and multiplayer. However, when someone else spawned in any aircraft—which would be substituted by the Cessna 172 in AI mode—that AI mode problem would cause FSX to crash. This exact situation is the cause of most fatal errors, even when it may seem to be a particular scenery or location. For example, you may often see fatal errors when approaching Boston and think the issue is related to BVA's scenery update. But in fact you get fatal errors when you approach Boston because that's the busiest airport on our server and is therefore the most likely place for FSX to substitute an aircraft that will cause your simulation to crash.

Of course, if you had only one aircraft in your hangar, then it would be easy to determine the problem aircraft and fix or remove it. But with many aircraft, finding and destroying the target becomes more challenging.

Now let's say you have three aircraft in your library; a jumbo jet (i.e. Boeing 747), a medium-size jet (i.e. Airbus 321), and the same corrupted Cessna 172 that will cause a fatal error whenever it is substituted as an AI aircraft (but is fine when you fly it). You join a session with one other player who is flying a jumbo jet like a Boeing 747. No problem; the Boeing 747 appears in your simulator and you keep flying. Now another player joins in a small aircraft like the default Baron. This Baron gets substituted by the Cessna 172 and your FSX crashes. The crash can happen right away (when the aircraft loads in) or can be more subtle; sometimes, crashes

occur only when the aircraft is visible from your aircraft, or even when you are very close to the other aircraft so that that aircraft's virtual cockpit becomes visible.

The best thing to do when flying multiplayer is to have a library of aircraft that you know are safe and to only add to that library little by little (that way, you know each new aircraft is also safe). The difficulty with a large aircraft library is that problem aircraft might only get substituted once every 30 flights and so it could be difficult to tell which one is causing the problem. This is why you may seem to get more fatal errors flying on BVA than on other multiplayer servers. Because BVA tends to be busier than other multiplayer servers, there are more aircraft types, and therefore a greater chance that whatever aircraft causes the fatal errors will be substituted into your game and cause a crash.

We know of a few add-on aircraft that cause FSX to crash. Any add-on from manufacturers "Project Airbus" and "Thomas Ruth" will cause FSX to crash if they are spawned in AI mode. So if you have aircraft from those developers, remove them before flying in multiplayer. All of the add-ons from BVA's website, as well as

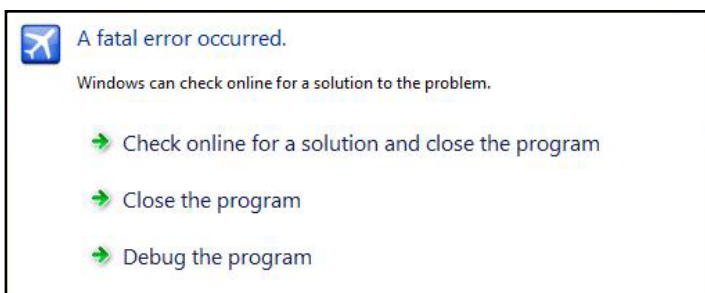
most payware products, are safe. If you find yourself plagued by fatal errors, start by reducing the size of your virtual library; get rid of anything from Project Airbus and Thomas Ruth and also aircraft that you don't fly regularly. If that hasn't solved the problem, you can try to remove other aircraft and see whether


the issue persists with just the default FSX aircraft.

By the way, your virtual hangar is located in the SimObjects folder of your FSX Directory (SimObjects/Airplanes contains most of them); moving an aircraft's folder to any other location on your computer will remove that aircraft from your library. To re-install it, just move the aircraft's folder back to its original location.

Another tip: fatal errors tend to occur when it's busy because a greater variety of aircraft is in the session. If you get a fatal error and you think it was caused by an aircraft in the session, you'll want to remove some aircraft and get back in right away. If FSX doesn't crash, it could be because you've found the aircraft, but it could also be because the person flying the aircraft type that caused the problem has signed out.

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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 Jean-Philippe ('Viking238'), who has flown a total of 21.2 hours!



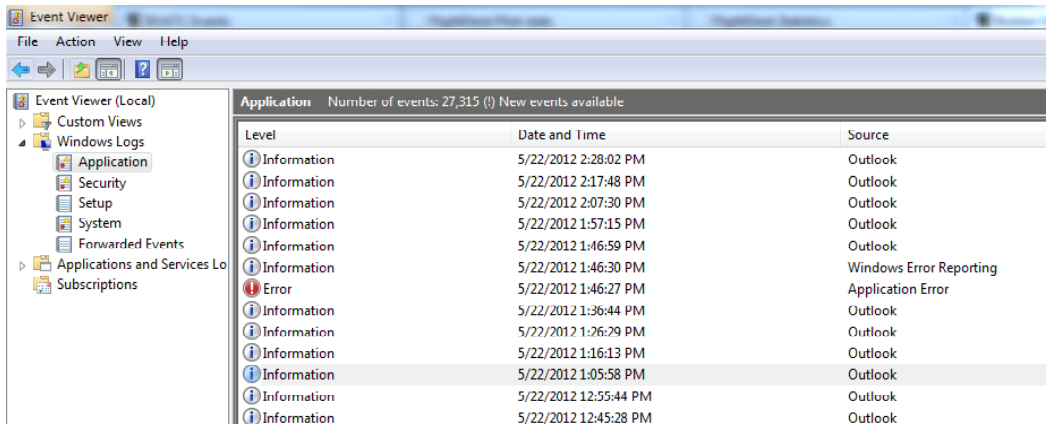
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Issues with Default or Add-on FSX Files

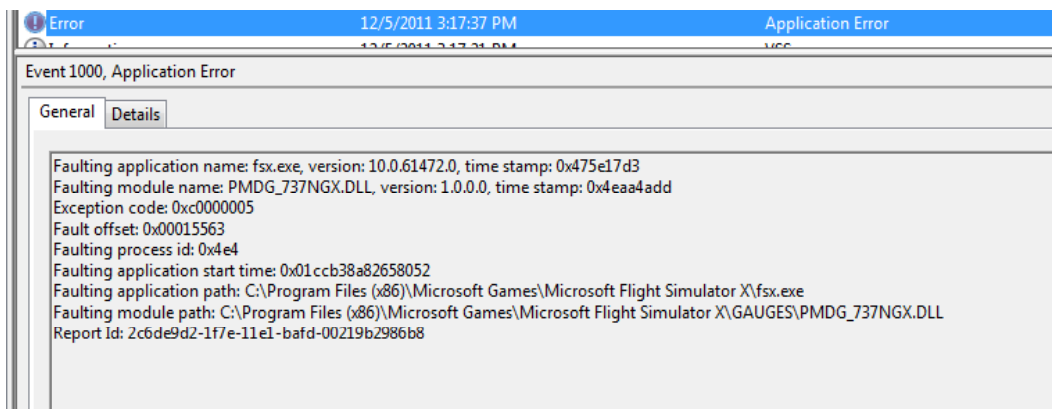
Fatal errors can also be caused by issues other than multiplayer aircraft substitutions. If an aircraft substitution is causing the issue, you will normally see fatal errors happen consistently. Maybe you normally get a fatal error in a busy session, when flying into an airport with a lot of aircraft on the ground, after another player spawns in, etc. But there are other causes of fatal errors that can be specific to a bug with the airplane you are flying, your scenery, or the default FSX installation files.

If you don't think an add-on aircraft substitution is to blame, then you can try to find more information about the error. Immediately after getting a fatal error in FSX, search for the error log in Windows Event Viewer. On Windows Vista or Windows 7, open the Start Menu and search for "Event Viewer". Once it opens, choose "Windows Logs" from the menu on the left and then click "Application".

You'll see a list of events that looks like this:



In this list look for any entry related to FSX. It may show up as an Error (red) or just Information. Either way, if you can find something that looks like it's related to FSX, click on it so you can view the details in the pane below. Here, look for a line that says "Faulting Module" or any other helpful information that explains what caused the error.



If you know the faulting module, you might be able to figure out more information about the cause of the fatal error. For example, from the image above, you can see that a module called PMDG_737NGX.DLL caused the fatal error. This implies that the PMDG 737 NGX, a payware aircraft, was responsible in one way or another for the crash. Perhaps the crash occurred during a particular sequence of steps with the FMC that might indicate a bug in the aircraft's coding, or perhaps a file for that aircraft is missing. If this aircraft was responsible for crashing your simulator frequently, you would need to contact that company's support to try to solve the problem. You might also see something that doesn't seem to be linked to a payware aircraft. For example, "g3d.dll" is a common faulting module that is not aircraft-related. If this situation occurs, your best bet is Google; search for something like "FSX fatal error g3d.dll". You'd be surprised how many other people have also experienced this error, and by doing some research, you might also be able to find a fix.

The Faulting Module line won't always be visible, and if the issue is with an aircraft substitution (rather than an issue with the aircraft

you were flying), you might not be able to find any information by looking in Event Viewer. But if you can find an error report entry, it can provide you with a good amount of help in troubleshooting the error.

Life Support

FSX is an incredibly complicated program, probably one of the most advanced that exists for consumers. It's effectively its own operating system. A lot can go

wrong, so doing a full FSX re-install every year or so isn't a bad idea. But fatal errors are a problem of their own which often can't be solved by re-installing the program.

Also keep in mind that you have the community of BVA ready to help solve any technical issues you have. If you are stumped, feel

free to post your findings (like the faulting module) on our [forums](#). Chances are there's someone here that can help!

