GA TUESDAY

The Pilot Club

"Flying North Dakota: where every mile tells a story."

MAY 7, 2024 **TOUR THE UNITED STATES: NORTH DAKOTA (LEG 2; DIRECT)**

Not a TPC Member?! Click here to join!

- **Suggested aircraft:** Choose a single or twin-engine plane capable of 100-150 kts.
- **Weather settings:** Adjust to your preference, though many opt for live weather with the time rolled back a few hours.
- **For GPS navigation:** Consider using moving map apps like ForeFlight, FltPlan Go, or Garmin Pilot.
- Don't forget to take photos and share them with our community on Discord.

Suggested add-ons & charts

1. Billings sectional chart
2. Google Earth
3. L-13 and L-14 IFR enroute low altitude chart

FSX/P3d	X-Plane 11	MSFS 2020	
	HSD - KBIS Bismarck 1.0.0	KBIS Bismarck Airport	**Primary Scenery**

Secondary sceneries and utilities for MSFS

General

- We Love VFR - Region 2
- Powerlines and Solar Farms
- MSFS Addons Linker
- Scenery Map from Flightsim

Flight plan

The flight plan provided here is a basic copy-and-paste version for a general overview of the route. For the detailed and actual plan, please refer to the Standard Briefing section.

20U DCT 9Y1 DCT D05 DCT 5C8 DCT KBIS

Alternative flight plan

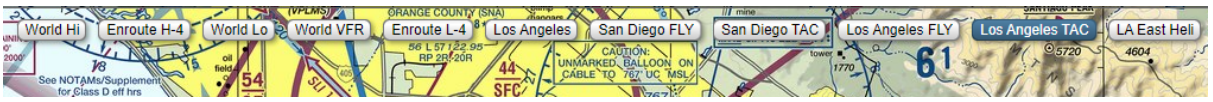
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **5,000 ft**.

20U DCT DIK V2 HIPNU DCT KBIS

Flight simmers looking to sharpen your skills, use the briefing section and your electronic flight bag (EFB) to thoroughly visualize the route. Embrace the challenge of VFR flying by avoiding over-reliance on automated navigation - don't be "Children of the Magenta." It's crucial for the pilot to fully grasp the nuances of the flight plan and the specific regulations governing different airspaces before execution.

Treat your charts as a valuable tool for reference and understanding, rather than as a mere dependency. This approach will enhance your practical navigation skills and deepen your overall aviation knowledge.

Use the dynamic charts that are made available in SkyVector to see sectional, TAC, FLY, and other specialized charts for the area.



A JOURNEY THROUGH BOUNDLESS HORIZONS

Standard briefing

Note: Some of the visual references can be found in Google Earth (North Dakota, Leg 2).

Beach departure

Depart **BEACH AIRPORT (20U)** and head east (083°), following HIGHWAY 94, for 19 nautical miles until you reach the town of MEDORA. Continue following the highway east (089°) for another 13 nautical miles until you reach the city of BELFIELD. Head north (354°), following HIGHWAY 85, for 26 nautical miles until you reach a truck stop named SWEET CRUDE TRAVEL CENTER.

Head east (083°), keeping HIGHWAY 200 on your left-hand side, for 20 nautical miles until you reach LAKE ILO. Continue in the same heading for another 14 nautical miles until you reach the town of HALLIDAY.

Head north (014°), following Highway 8, for 6 nautical miles until the highway intersects STATE HIGHWAY 1806 heading east. There will be a FARMHOUSE just left of that intersection. Head northeast (068°) for 14 nautical miles until you reach BEAVER CREEK CEMETERY, which is north of BEAVER CREEK BAY.

Continue northeast (060°), crossing LAKE SAKAKAWEA, for 15 nautical miles until you reach KIM & WADE LAKE HOUSE, which is on the northern peninsula of DOUGLAS CREEK BAY. Continue in the same heading for 6 nautical miles for a touch-and-go at **GARRISON MUNICIPAL AIRPORT (D05)**.

Head southeast (124°) for 11 nautical miles, crossing LAKE SAKAKAWEA and the island where WOLF CREEK STATE GAME MANAGEMENT AREA is located, until you reach the town of COLEHARBOR.

Follow HIGHWAY 83 southeast (146°) for 17 nautical miles until you reach the city of WASHBURN. Continue to follow the highway southeast (123°) for another 13 nautical miles until you reach the town of WILTON.

Head south (169°), following the highway, for 18 nautical miles until you reach the north side of the city of BISMARCK. You will also be right outside the Delta airspace. Continue heading in the same direction to the final destination at **BISMARCK MUNICIPAL AIRPORT (BIS)**.

Weather

Within the standard briefing, it's essential to keep track of weather conditions. Consider the following reports:

Adverse conditions

Convective
Convective SIGMETs (WST)
Convective Watches (WW)
Graphical AIRMETs

Synopsis

Weather charts
Surface Analysis
Daily US Weather Map

Current conditions

METARs
NWS RADAR Site
PIREPS
SATELLITE

En route forecast

GFA Tool
Low Level SIGWX Progs

Destination forecast

TAF decoder
TAFs

Wind and temps aloft (FB)

By region

Aviation notices

Special Use Airspace
NOTAM Search
Notices to Airmen

ATC delays

National Airspace System Status (FSS Command Center)

PIREPs

Creating a PIREP
Easy form for submitting PIREPs

A bit of realism

Our goal is to incorporate real-world parameters into the VFR flights. Please ensure you read and understand the procedures before your flight. If you have any questions or comments, reach out to the Flight Ops team or use the Discord thread (#gat-events) dedicated to that event.

United States Regulations

1. Read § 91.113 – Right-of-way rules: Except water operations
2. Read § 91.119 – Minimum safe altitudes: General
3. Read § 91.127 – Operating on or in the vicinity of an airport in Class E airspace
4. Read § 91.129 – Operations in Class D airspace
5. Read § 91.133 – Restricted and prohibited areas
6. Read § 91.151 – Fuel requirements for flight in VFR conditions
7. Read § 91.159 – VFR cruising altitude or flight level
8. Read § 91.179 – IFR cruising altitude or flight level
9. Read § 91.215 – ATC transponder and altitude reporting equipment and use

10. Read AIM 7-5-6 – Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas

Restricted airspace

- Class Bravo at Bismarck Municipal Airport
- Various Class Echoes
- Theodore Roosevelt National Park
- National Wildlife Refuge
    - Lake Ilo
    - Audubon

Airport information

Spend a little time getting to know the airport, including the runway layouts and other details. Much of this information is available on Skyvector's website. You'll find links to the specific pages for each airport there.

Departure

Name	ICAO	Elevation[1]	Runways	Parking
Beach Airport	20U NOTAM	2,755 ft	12/30	First available spot

Beach Airport, nestled in the picturesque town of Beach, North Dakota, embodies a rich aviation history, having served as a vital training ground for pilots during World War II. With its humble beginnings as a training base for B-17 Flying Fortress crews, Beach Airport played a crucial role in preparing aviators for the challenges of aerial combat, leaving an indelible mark on the region's aviation heritage. Today, it continues to serve as a thriving general aviation facility, offering pilots and enthusiasts a gateway to the rugged beauty of North Dakota's landscapes.

Touch-and-go

Name	ICAO	Elevation[1]	Runways
Garrison Municipal Airport	D05 NOTAM	1,936 ft	13/31, 03/21

Garrison Municipal Airport, nestled along the shores of Lake Sakakawea, offers pilots a picturesque landing experience amidst the tranquil beauty of North Dakota's countryside. Aviation enthusiasts often appreciate the airport's proximity to Fort Stevenson State Park, providing an opportunity for a scenic stroll or a glimpse into the area's rich history after touching down.

Arrival

Name	ICAO	Elevation[1]	Runways	Parking
Bismarck Municipal Airport	BIS NOTAM	1,661 ft	13/31, 03/21	General Aviation Terminal

Bismarck Municipal Airport serves as a vital hub for both commercial and general aviation, offering modern facilities and convenient access to North Dakota's capital city. As one of the busiest airports in the region, it welcomes travelers with its efficient operations and stunning views of the Missouri River Valley upon arrival.

VATSIM

One of the goals during the flight is to have air traffic control support from real people through the VATSIM network. Register for a free account at vatsim.net and complete the new member orientation in order to join the network.

When filing a flight plan with VATSIM make sure to add the following remarks to help support the club and increase our presence on the network.

> **/RMK OPERATED BY THEPILOTCLUB.ORG**

Model matching

Whenever you encounter another pilot while flying on VATSIM, the VATSIM client looks through all the model information it found during the start-up scan, and picks the best match. If no match can be found, it will display the aircraft using your **default model**.

The client will choose a default model for you, but if you want to use a different default model, you can change it by entering a different model title in the Default Model text box on the Model Matching tab in the Settings window.

- General Aviation vPilot VMR file
- TPC Liveries Package + vPilot VMR file v.4
- Helicopter (general) vPilot VMR file v.1 + instructions

TIP: If you are not using custom model matching in FS2020 and flying GA: In vPilot change default model matching to this: **Generic Piston Single Engine Asobo 01**

General Aviation Tuesday

The purpose of this event is to get pilot's away from simply inputting waypoints and airports into their navigation system. We try to get you to read the sectional chart by following along with the text briefing. There are a couple of event formats:

1. **Cross-fire** - This format puts pilots on the same path, but each group starts out on the opposite end of the route.
2. **Real world fly-ins** - This format is our attempt to replicate real world events. It's the pilot's choice how they get to the destination.
3. **Direct** - This format is our normal routing with optional touch-and-goes. We all start around the same place and end up at the same airport.
4. **World tour** - This format is a series of flights where we create multiple legs in order to achieve a flight in a specific region. It follows the A to B format as well.

Additional flights

Every **first Tuesday** of the month we will embark on touring the United States one state at a time. The goal is to visit the capital and/or famous landmarks of each state. Every **third Tuesday** of the month we will explore our world with a regional tour. This tour typically lasts for the rest of the year.

If you're interested in more general aviation flights the club also hosts a BUSH WEDNESDAY group flight on the **fourth Wednesday** of each month.

Flight Operations Team

• Andrew Crossin, TPC826	*SUNDAY-FUNDAY*
• Dylan, TPC76	*GROUND CREW*
• Dylan, TPC1496	*BUSH / STOL, FLY-IN THURSDAY*
• Stuart B, TPC73	*FRIDAY NIGHT OPS*
• VACANT	*FLIGHT OPS TEAM LEAD*
• Jude, TPC801	*CHALLENGE FLIGHTS*
• VACANT	*WORLD TOUR*
• Marc, TPC444	*GENERAL AVIATION*
• Mike, TPC1079	*DISCOVERY FLIGHT*

For more information about this organization visit thepilotclub.org. There is also good information on the Standard Operating Procedures page. We also have a very active Discord server.

References

1. https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/
2. https://notams.aim.faa.gov/notamSearch/nsapp.html#/
3. https://www.thinkaviation.net/notams-decoded/

4. http://www.moratech.com/aviation/notam-abbrev.html
5. https://www.aviationweather.gov
6. https://www.thinkaviation.net/levels-of-vfr-ifr-explained/
7. https://www.thepilotclub.org/resources#model_matching
8. https://aopa.org/
9. https://www.eaa.org
10. https://chat.openai.com
11. https://my.vatsim.net/pilots/aip