

US Tour: Mississippi Leg 1



GA TUESDAY

The Pilot Club

07/07/2026

Time: 8pm EST (0000z)

Flight Style - Direct

Not a TPC Member?! Click [here](#) to join!

Want the Thread? Click [here](#) to chat!



- **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. New Orleans Sectional //

FSX/P3d	X-Plane	MSFS 2020/24
Default Scenery	Lakefront Airport (2025) Default okay for KGPT, KPIB	Lakefront Airport (2026) Gulfport-Biloxi International (2025) Hattiesburg-Laurel Regional Airport (2024)

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- [New Orleans USA](#)
- [Hattiesburg USA](#)
- [Hattiesburg \(University\) USA](#)

General

- [We Love VFR - Region 2](#)
- [Global AI Ship Traffic For MSFS: GAIST Ultra Version 6](#)
- [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.

KNEW KGPT KPIB

Alternative flight plan

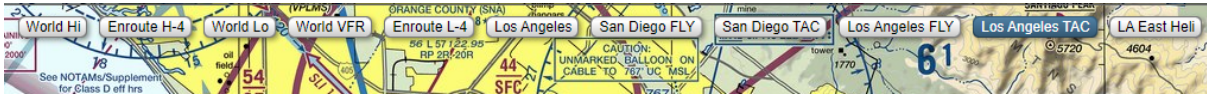
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **5,000 ft.**

SNAKI V114 WTERS V114 LBV

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.



The Hub City

Standard briefing

Lakefront departure

Depart **New Orleans Lakefront (KNEW)** and head northeast (050) for 16 nautical miles to reach the massive town of Slidell. Now head east (086) for 10 nautical miles to reach the point where Pearl River and US-90 meet. Continue that heading for another 10 nautical miles to reach the neighborhood of Clermont Harbor. Follow the coast northeast for about 17 nautical miles to reach and attempt a touch-and-go at **Gulfport-Biloxi Airport (KGPT)**.

From that point, head north (009) for 10 nautical miles to reach the intersection of Traditional Pkwy and **St HWY 67**. Follow the Highway northwest about 9 nautical miles to reach the small town of McHenry. Continue northbound (005) for 11 nautical miles to reach Flint Creek Reservoir. Head slightly west (350) for 18 nautical miles to reach Camp Shelby. Finally head northwest (338) for another 18 nautical miles to reach our arrival at **Hattiesburg Regional Airport (KPIB)**.

Skyvector Route

KNEW 301258N0894802W 301356N0893647W 301454N0892500W KGPT 303411N0890250W 304217N0890748W 305255N0890709W 311127N0891141W KPIB

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

[Graphical Forecast for Aviation \(GFA\) Tool](#)
[Prognostic chart](#)

[Generate soundings and other Model analyses and forecasts](#)

Destination forecast
[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 this 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 [§ 91.130 – Operations in Class C airspace](#)
6. Read [§ 91.131 – Operations in Class B airspace](#)
7. Read [§ 91.133 – Restricted and prohibited areas](#)
8. Read [§ 91.151 – Fuel requirements for flight in VFR conditions](#)
9. Read [§ 91.159 – VFR cruising altitude or flight level](#)
10. Read [§ 91.179 – IFR cruising altitude or flight level](#)
11. Read [§ 91.211 – Supplemental oxygen](#)
12. Read [§ 91.215 – ATC transponder and altitude reporting equipment and use](#)
13. Read [AIM 7-5-6 – Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas](#)
14. Read [Special Flight Rules Area \(SFRA\)](#)

Restricted airspace

- **NEW ORLEANS CLASS BRAVO**
- Wildlife Refuge

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	CTAF TWR	Elevation ¹	Runways	Parking
Lakefront Airport	KNEW NOTAM	118.95 118.95	7 ft	18L/36R, 18R/36L 09/27	FBO - TWY B

Lakefront Airport was the original airline airport serving the New Orleans area, until the larger Louis Armstrong New Orleans airport opened. Retaining much of the decor that the airport had in the 1930s, the airport serves as a reliever airport and is home to the annual WWII Air, Sea and Land Festival, which is held in October.

Touch and go

Name	ICAO	CTAF TWR	Elevation ²	Runways
Gulfport-Biloxi International Airport	KGPT NOTAM	123.7 123.7	28 ft	14/32, 18/36

Gulfport-Biloxi International Airport was originally constructed in 1942 to help train B-25 and B-29 crews for WWII. It was transferred from the War Department to the City of Gulfport in 1949, and it has served the city ever since. Today, the airport is the second busiest in Mississippi (beaten only by Jackson) and welcomes nearly 800,000 passengers every year.

Arrival

Name	ICAO	CTAF TWR	Elevation ¹	Runways	Parking
Hattiesburg/Laurel Regional Airport	KPIB NOTAM	123.0	297 ft	18/36	Avflight FBO

Finally, **Hattiesburg/Laurel Regional Airport** opened in 1974 to replace the aging Bobby L. Chain Municipal airport. Largely used for general aviation traffic, the airport is served by United Express and has a runway long enough to handle Boeing 757's and 767's which fly in college teams to face the University of Southern Mississippi.

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



¹ All elevations are indicated as feet mean sea level.

² All elevations are indicated as feet mean sea level.

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 WEB=THEPILOTCLUB.ORG CS=PILOT CLUB=TPC

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. **Regional 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 a direct format as well.
5. **Landmark** - This format gives pilots the opportunity to have their own route at the start of the flight. Then they transition into the set route given in the briefing. Taking a 360 around the sight of the week, then heading to destination.

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

- | | |
|------------------|-------------------------------------|
| • Jake, TPC897 | <i>SUNDAY-FUNDAY</i> |
| • Dylan, TPC76 | <i>GROUND CREW</i> |
| • Dylan, TPC1496 | <i>BUSH / STOL, FLY-IN THURSDAY</i> |
| • Magnus, TPC91 | <i>FRIDAY NIGHT OPS</i> |
| • Jacob, TPC117 | <i>FLIGHT OPS TEAM LEAD</i> |
| • VACANT | <i>CHALLENGE FLIGHTS</i> |
| • Andrew, TPC51 | <i>GENERAL AVIATION</i> |
| • Yu, TPC5884 | <i>DISCOVERY FLIGHT</i> |

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

Links

General

1. <https://chat.openai.com>
2. <https://my.vatsim.net/pilots/aip>
3. https://www.thepilotclub.org/resources#model_matching

United States

4. https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/
5. https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/ - Aeronautical Chart Users' Guide
6. <https://notams.aim.faa.gov/notamSearch/nsapp.html#/>
7. <https://www.thinkaviation.net/notams-decoded/>
8. <http://www.moratech.com/aviation/notam-abbrev.html>
9. <https://www.aviationweather.gov>
10. <https://www.thinkaviation.net/levels-of-vfr-ifr-explained/>
11. <https://aopa.org/>
12. <https://www.eaa.org>
13. <https://sua.faa.gov/sua/siteFrame.app>

Canada

14. <https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433>
15. https://tc.canada.ca/sites/default/files/2021-11/TP_15286_11x17_EN_NOV21.pdf

16. <https://docs.google.com/document/d/1Dto1qX67L3uiYu6FmL5JjRGuwH488zCu4NmWMf3veKk/edit#heading=h.2iiuam69atqk>
17. https://www.youtube.com/watch?v=giHaxwudS_E
18. <https://mapviewer.fltplan.com/>
19. <https://coastaldrone.co/how-to-read-vnc-vfr-navigation-charts-the-legend/>