

# GA TUESDAY



## *The Pilot Club*

*"Norton Sound reflects Alaska's vast skies and frontier spirit."*

**JULY 16, 2024**

**ALASKAN TOUR, LEG 7**

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. McGrath sectional chart
2. Bethel sectional chart

3. AL-3 IFR enroute low altitude chart
4. [Google Earth](#)

FSX/P3d	X-Plane 11	MSFS 2020	<b>Primary Scenery</b>
<a href="#">FSX Unalakleet Alaska Scenery</a>		<a href="#">PANV Anvik Airport</a>  <a href="#">Unalakleet Airport - PAUN</a>	

## Secondary sceneries and utilities for MSFS

- [We Love VFR - Region 2](#)
- [MSFS Addons Linker](#)
- [Powerlines and Solar Farms](#)
- [Scenery Map from Flightsim](#)
- [Global AI Ship Traffic For MSFS: GAIST Ultra Version 3](#)

## 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.

PANI DCT PANV DCT PAMK DCT PAUN

## 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 **11,000 ft.**

PANI WAPRO V453 VUSUY DCT PAUN

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.



# NORTON SOUND!

## Standard briefing

**Note:** Some of the visual references can be found in Google Earth ([Alaskan Tour: Leg 7](#)).

Depart **ANIAK AIRPORT (PANI)** and head northwest (333°) for 16 nautical miles until you reach NUMEROUS SMALL LAKES. It should be the first major lake on your path. Continue northwest (325°) for 16 nautical miles, crossing the PAIMIUT SLOUGH river, until you reach a huge island in YUKON RIVER.

Head slightly north (339°) for 9 nautical miles until you reach the south shore of DEER HUNTING SLOUGH. Continue in the same heading, keeping the YUKON RIVER on your right-hand side, for 12 nautical miles until you reach the north peak of the biggest island in the river.

Continue to follow the river northwest (335°) for 13 nautical miles until you reach the town of ANVIK. Flyover ANVIK AIRPORT (PANV) and head west (299°), passing the squiggly ANVIK RIVER, for 25 nautical miles until you reach the base of the mountain range.

Head northwest (307°) for 18 nautical miles over the mountain range until you reach the base of the other side of the range. Continue in the same heading for 14 nautical miles until you reach THE SISTERS. Continue the same heading for another 16 nautical miles for a touch and go at **ST MICHAEL AIRPORT (PAMK)**.

Head east (084°) for 12 nautical miles until you reach WOOD POINT. Then head northwest (053°) for 20 nautical miles until you reach TOLSTOI POINT. Finally, head north (010°) for 17 nautical miles to our destination at **UNALAKLEET AIRPORT (PAUN)**.

## 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

[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 [§ 91.133 – Restricted and prohibited areas](#)
5. Read [§ 91.151 – Fuel requirements for flight in VFR conditions](#)
6. Read [§ 91.159 – VFR cruising altitude or flight level](#)
7. Read [§ 91.179 – IFR cruising altitude or flight level](#)
8. Read [§ 91.215 – ATC transponder and altitude reporting equipment and use](#)
9. Read [AIM 7-5-6 – Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas](#)

### Restricted airspace

- Various class Echoes
- Yukon Delta National 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	Elevation <sup>1</sup>	Runways	Parking
<a href="#">Aniak Airport</a>	PANI <a href="#">NOTAM</a>	96 ft	11/29	First Available

**Aniak Airport** has been an essential transportation hub since the early 20th century, significantly boosting the gold mining activities in the Kuskokwim Mountains region. During World War II, the airport served as a strategic site for military operations and logistics, enhancing the connectivity and defense capabilities in remote Alaska.

## Stop and go

Name	ICAO	Elevation <sup>1</sup>	Runways
<a href="#">St. Michael Airport</a>	PAMK <a href="#">NOTAM</a>	98 ft	02/20

**St. Michael Airport** serves the small community of St. Michael, Alaska, which has a rich history as a trading post during the late 19th and early 20th centuries due to its strategic location near the Bering Strait. The airport offers stunning views of the surrounding tundra and coastline, providing a unique glimpse into the rugged beauty of Alaska's wilderness.

## Arrival

Name	ICAO	Elevation <sup>1</sup>	Runways	Parking
<a href="#">Unalakleet Airport</a>	PAUN <a href="#">NOTAM</a>	27 ft	15/33, 09/27	West Ramp

**Unalakleet Airport** is located in the coastal community of Unalakleet, which has historical significance as a key checkpoint on the famous Iditarod Trail Sled Dog Race. The airport is positioned near the Norton Sound, offering breathtaking views of both the expansive waterway and the striking Alaskan tundra.

## 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](https://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](#)

## 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.

## 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](http://thepilotclub.org). There is also good information on the [Standard Operating Procedures](#) page. We also have a very active Discord server.

## References

### Google Earth Keys

<https://earth.google.com>

- **Green (airport icon)** - the starting point of the adventure.
- **Blue (city icon)** - a town or city to explore.
- **Orange (various icons)** - points of interest to explore.
- **Purple (airport icon)** - reference airports or touch-and-go destinations.
- **Red (airport icon)** - the ending point of the adventure.

### Links

1. [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/vfr/](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](https://www.thepilotclub.org/resources#model_matching)
8. <https://chat.openai.com>
9. <https://aopa.org/>
10. <https://www.eaa.org>
11. <https://zanartcc.org/events/50>