GA TUESDAY

The Pilot Club

"The Seward Peninsula tells stories of ancient migrations and untold resilience."

SEPTEMBER 17, 2024   **ALASKAN TOUR, LEG 9**

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

FSX/P3d	X-Plane 11	MSFS 2020	
		[PAOM Nome AK](#)	**Primary Scenery**

Secondary sceneries and utilities for MSFS

- [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.

> PAOM DCT PADE DCT PAOT

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**.

> PAOM DCT IHIHI V506 SETUP DCT PAOT

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.

SEWARD PENINSULA!

Standard briefing

Note: Some of the visual references can be found in Google Earth ([Alaskan Tour: Leg 9](#)).

Depart from **NOME AIRPORT (PAOM)** and head northeast (015°) for 9 nautical miles until you reach a valley with the NOME RIVER flowing through it, which is just south of ENGSTROM FIELD (Z47). Head north (359°) for 15 nautical miles. Then head east (063°) for 16 nautical miles, passing SALMON LAKE until you reach IRON CREEK.

Make sure you're strapped in for the long haul. Head northeast (032°) for 51 nautical miles until you reach IMURUK LAKE. This journey will have you pass MOUNT BENDELEBEN and travel through BERING LAND BRIDGE NATIONAL PRESERVE.

Head north (019°) for another 19 nautical miles, passing CLOUD LAKE, FINK CREEK, until you reach **DEERING AIRPORT (PADE)** for a touch-and-go. Head east (083°) for 8 nautical miles until you reach NINEMILE POINT, on the western shore of WILLOW BAY. Continue heading east (089°) for another 15 nautical miles until you reach KIWALIK on the southern shore of SPAFARIEF BAY.

Head north (353°) for 11 nautical miles until you reach CHAMISSO ISLAND. Continue heading north (346°) for another 9 nautical miles until you reach the northwestern shore of ESCHSCHOLTZ BAY. Continue north (349°) for 10 nautical miles until you reach the obstruction on the south shore of HOTHAM INLET.

Head northwest (313°) for 15 nautical miles until you reach the CABIN. Finally continue northwest (312°) for 13 nautical miles until you reach your destination at **RALPH WIEN MEMORIAL AIRPORT (PAOT)**.

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

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
Nome Airport	PAOM NOTAM	40 ft	03/21, 10/28	FBO Ramp

Nome Airport is a crucial hub for transportation in western Alaska, serving as the gateway to remote communities and playing a vital role in regional logistics. The airport's location on the Bering Sea coast makes it a key site for emergency medical evacuations and supply deliveries in the challenging Alaskan environment.

Stop and go

Name	ICAO	Elevation[1]	Runways
Deering Airport	PADE NOTAM	29 ft	03/21, 12/30

Deering Airport serves the small Inupiat village of Deering, which was founded in 1901 during the height of the gold rush as a supply station for miners working along the Seward Peninsula. The area around Deering was also significant for reindeer herding in the early 20th century, contributing to the local economy and culture.

Arrival

Name	ICAO	Elevation[1]	Runways	Parking
Ralph Wien Memorial Airport	PAOT NOTAM	15 ft	09/27, 18/36	First available

Ralph Wien Memorial Airport in Kotzebue is named after Alaskan aviation pioneer Ralph Wien, who tragically died in a plane crash near Kotzebue in 1930 while delivering medical supplies to remote villages. The airport has long been a critical hub for air transportation in northwest Alaska, serving as a vital link for communities in the Arctic region.

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. **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. 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/
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://chat.openai.com
9. https://zanartcc.org