Charlie West - Dubtown

GA TUESDAY

The Pilot Club

“Dont Crash Into Each Other”
01/13/2025

Time: 8pm EST (0100z)
Flight Style - Crossfire
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. Cincinnati Sectional //

FSX/P3d	X-Plane	MSFS 2020/24	
KCRW	KILN KCRW	Default Fine	**Primary Scenery**

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- Charleston MFS20

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.

KILN KJRO KCRW
OR
KCRW KJRO KILN

Alternative flight plan

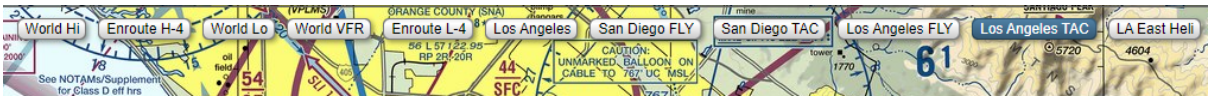
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **5,000 ft**.

KILN ZELID T315 JARLO KCRW / OR VICE VERSA
OR
Around the MOA (KILN JAKTZ POBSE TASKE JARLO KCRW)

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.



Hollywood Of The East

Standard briefing

Either depart from Wilmington (KILN) and head southeast or depart Charleston (KCRW) and head northwest.

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

- Charleston Class Charlie
- MOA

MOA NAME	ALTITUDE[1]	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY
Brush Creek	100ft to 4999ft	0800-2200	INDY
Buckeye	5000	0800-2200	INDY

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.

[1] Altitudes indicate floor of MOA. All MOAs extend to but not include FL 180 unless otherwise indicated in tabulation or on chart.

Airport 1

Name	ICAO	TWR	Elevation[2]	Runways	Parking
Wilmington Air Park	KILN NOTAM	119.475	1076 ft	04L/22R	First Avail

Wilmington Air Park (KILN) was built during World War II as Clinton County Army Air Field, where thousands of crews trained on transport and bomber aircraft. After the war it evolved into a major cargo hub, best known as DHL's primary North American gateway for many years, giving this small Ohio airport outsized global importance.

Airport 2

Name	ICAO	CTAF	Elevation[3]	Runways
James A Rhodes Airport	KJRO NOTAM	122.7	726 ft	01/19

Jackson County Airport (KJRO) developed in the post–World War II era, growing alongside nearby Freeman Army Airfield, which was heavily used for military training during the war. Its location near this major WWII base helped spark local aviation growth, and the airport later became an important general-aviation link for southern Indiana's manufacturing and farming communities.

Airport 3

Name	ICAO	CTAF TWR	Elevation[1]	Runways	Parking
West Virginia International	KCRW NOTAM	125.7 125.7	947 ft	05/23	GA Ramps

Finally, **West Virginia/Yeager Airport (KCRW)** opened in 1947 and is famous for its dramatic location—its runway was carved out by literally removing the top of a mountain, with the fill used to create nearby industrial land. It was later renamed to honor Chuck Yeager, the first pilot to break the sound barrier, making it one of the few U.S. airports named after a true aviation legend.

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.

[2] All elevations are indicated as feet mean sea level.
[3] All elevations are indicated as feet mean sea level.

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.
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	*SUNDAY-FUNDAY*
• Dylan, TPC76	*GROUND CREW*
• Dylan, TPC1496	*BUSH / STOL, FLY-IN THURSDAY*
• Stuart B, TPC73	*FRIDAY NIGHT OPS*
• Jacob, TPC117	*FLIGHT OPS TEAM LEAD*
• VACANT	*CHALLENGE FLIGHTS*
• Andrew, TPC51	*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

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/