US Tour
Arkansas Leg 1

GA TUESDAY

The Pilot Club

11/03/2026

Time: 8pm EST (0100z)
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. Memphis Sectional //

FSX/P3d	X-Plane	MSFS 2020/24	
Default Scenery	Greenville Mid-Delta (2026) Harrell Field (2023) Texarkana Regional - Webb Field (2026)	Texarkana Regional-Webb Field (2026)	**Primary Scenery**

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

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.

KGLH KCDH KTXK

Alternative flight plan

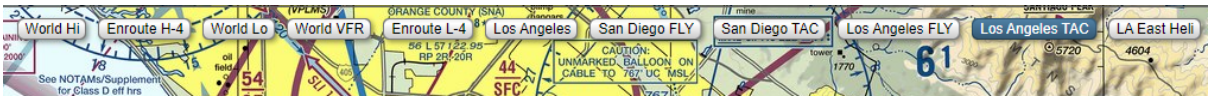
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **4,000 ft**.

EJKSN T486 WEEBR

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.



Twice As Nice

Standard briefing

Greenville departure

Depart **Greenville Mid-Delta (KGLH)**, and head northwest (282) for 22 nautical miles to reach the large neighborhood of Dermott. Continue that heading for another 19 nautical miles to reach the neat town of Monticello. Head slightly more west (274) for 14 nautical miles to reach the massive town of Warren. After Warren, head southwest (256) for 20 nautical miles to reach the small community of Hampton.

Next, head back northeast (288) for 16 nautical miles to attempt a touch-and-go at **Camden Muni/Harrel Field (KCDH)**. After departing, head southwest (232) for 20 nautical miles to reach the cozy neighborhood of Stephens. Head slightly west (264) for 22 nautical miles to reach the small town of Stamps. Finally head slightly north (280) for a lengthy 25 nautical miles to arrive at **Texarkana Regional (KTXK)**.

Skyvector Route

KGLH 333319N0912522W 333651N0914715W 333735N0920420W 333228N0922720W KCDH 332508N0930422W 332245N0932958W KTXK

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

MOA NAME	ALTITUDE[1]	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY
Anne Low	1500 < X < 7000	Sunrise - Sunset	

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

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[2]	Runways	Parking
Greenville Mid-Delta Airport	KGLH NOTAM	119.0 119.0	130 ft	18L/36R 18R/36L	Parking apron off of Delta

Greenville Mid-Delta Airport was initially built in 1940 as Greenville Army Airfield, which hosted a basic flying school during WWII. Over the next 25 years, it was occupied by a variety of occupants, including the 334th Bombardment Group and the 3505th Technical Training Group. In 1966, the military de-militarized the airport. Today, the airport serves as the only airport commercially serving the Mississippi Delta and has routine service to Atlanta and Dallas-Fort Worth.

Touch and go

Name	ICAO	CTAF TWR	Elevation[1]	Runways
Harrell Field Airport	KCDH NOTAM	122.7	129 ft	01/19

Harrell Field, also known as Camden Regional Airport, initially opened in 1942 as a training base for the US Army Air Corps under the 29th Flying Training Wing. It was deactivated as a training facility in 1944, and later became a civil airport in the 1950s. Today, it serves as a general aviation facility, and has hosted various events like the Rats Chuckwagon Race and the Bunker Fire response.

Arrival

Name	ICAO	CTAF TWR	Elevation[1]	Runways	Parking
Texarkana Regional-Webb Field Airport	KTXK NOTAM	123.875 123.875	389 ft	04/22, 13/31	FBO off of Charlie

Finally, **Texarkana Regional-Webb Field** opened in 1930 as Texarkana Municipal Airport - Webb Field. It is named after Howard Webb, who worked at the airport until 1969 and oversaw activities and built the first hangar at the airport. Largely a general aviation airport,

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

the airport sees daily service with American Eagle to Dallas-Ft. Worth, connecting Texarkana with the rest of the world.

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 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 — *SUNDAY-FUNDAY*
- Dylan, TPC802 — *GROUND CREW*
- Dylan, TPC1496 — *BUSH / STOL, FLY-IN THURSDAY*
- Magnus, TPC91 — *FRIDAY NIGHT OPS*
- John, TPC600 — *FLIGHT OPS TEAM LEAD*
- VACANT — *CHALLENGE FLIGHTS*
- Andrew, TPC51 — *GENERAL AVIATION*
- Yu, TPC5884 — *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/