

GA TUESDAY



The Pilot Club

"From canyons to deserts, Arizona's aerial tapestry enchants."

APRIL 30, 2024

DIRECT

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. Phoenix sectional chart // Phoenix FLY // Phoenix TAC

FSX/P3d

X-Plane

MSFS 2020

FSX Tucson Arizona International Airport Scenery FSX Ryan Field Scenery	KTUS Tucson International Airport 1.0 KCHD Chandler Municipal Airport 1.0.0	KTUS - Tucson International Airport Chandler Municipal Airport (KCHD) - Phoenix, Arizona	Primary Scenery
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Secondary sceneries and utilities for MSF

Scenery specific

- [Phoenix - Chase Field - AZ - USA](#) (712 MB)
- [Scottsdale - Old Town - AZ - USA](#) (847 MB)
- [South Mountain Radio Towers](#)
- [Powerlines and Solar Farms](#)
- [Global AI Ship Traffic For MSFS: GAIST Ultra Version 3](#)
- [MSFS Addons Linker](#)
- [Scenery Map from Flightsim](#)

General

- [We Love VFR - Region 2](#)

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.

(KTUS | KRYN) DCT KCHD

Alternative flight plan

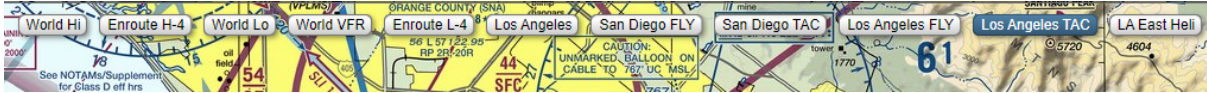
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **5,000 ft.**

(KTUS | KRYN) DCT KCHD

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 VALLEY RALLY!

Standard briefing

Due to the volume of pilots participating, you have the option to select from two departure airports. After choosing your starting point, proceed with your flight by following the instructions in the “remaining legs” section.

Tucson departure

Depart **TUCSON INTERNATIONAL AIRPORT (TUS)** and head northwest (326°) for 6 nautical miles until you reach A MTN. Continue northeast (315°), keeping the highway on your right-hand side, for 14 nautical miles until you reach RILLITO CEMENT PLANT.

Ryan Field departure

Depart **RYAN FIELD AIRPORT (RYN)** and head north (355°) for 16 nautical miles until you reach RILLITO CEMENT PLANT.

Remaining legs of the flight

Continue heading northeast (314°) for 11 nautical miles until you reach POWER PLANT. Keep the highway on your left-hand side, continuing in the same heading for 10 nautical miles until you’re in between the two peaks at PICACHO PEAK and NEWMAN PEAK and the canal.

Head slightly west (327°) for 11 nautical miles until you are on the southwest shore of PICACHO RESERVOIR. Head west (275°) for 14 nautical miles until you are on the northwest side of the city of CASA GRANDE. At this point, you will enter the FLYWAY CORRIDOR. Adjust your altitude to 5,500 ft or below while in the corridor.

Flying the corridor

Head northwest (321°) for 11 nautical miles until you see the NORTH TEST TRACK on your left-hand side. The track will be about 3 nautical miles away from your position. Turn slightly north (333°) and fly 4 nautical miles before reaching GILA RIVER, turn west (288°) and fly 15 nautical miles until you are south of GILA CROSSING.

Climb down to 4,500 ft and head northwest (302°) for 11 nautical miles until you reach PIR. Then head north (358°), descending to 3,500 ft for 8 nautical miles until you reach the south end of GLENDALE MUNICIPAL AIRPORT (GEU). Turn northeast (041°) and fly 5 nautical miles until you reach GLENDALE POWER PLANT.

Continue in the same heading for another 6 nautical miles until you reach TURF PARADISE. Head slightly north (020°) for another 4 nautical miles until you reach PHOENIX DEER VALLEY AIRPORT (DVT). Head east (084°) for 5 nautical miles to get back into the corridor. Then head southeast (122°) for 5 nautical miles to fly over SCOTTSDALE AIRPORT (SDL).

Continue southeast (113°) for 8 nautical miles at 3,500 ft until you reach CANAL. Continue southeast (145°) for 6 nautical miles until you reach FALCON FIELD AIRPORT (FFZ). Continue in the same heading for 10 nautical miles until you reach PHOENIX-MESA GATEWAY AIRPORT (IWA).

Head southwest (244°) for 8 nautical miles until you reach our destination at **CHANDLER MUNICIPAL AIRPORT (CHD)**.

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

Restricted airspace

- Phoenix Class B
- Davis Monthan AFB Class C
- Numerous Class Echoes
- Alert Area A-231
- Wilderness Areas
 - Pusch Ridge
 - Tabletop
- Bald Eagle Breeding Areas
 - Fort McDowell
 - Salt and Gila Rivers

MOA NAME	ALTITUDE ¹	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY
A-231	500 AGL TO 6500	CONTINUOUS	LUKE APP

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	Elevation ²	Runways	Parking
Tucson International Airport	KTUS NOTAM	2,643 ft	12/30, 04/22	North Ramp

Tucson International Airport played a significant role during World War II as a military airfield known as "Tucson Army Air Base." It served as a training facility for bomber crews, including the renowned B-24 Liberator crews. After the war, it transitioned into a civilian airport and has since become a vital transportation hub for southern Arizona.

Name	ICAO	Elevation ³	Runways	Parking
Ryan Field Airport	KRYN NOTAM	2,418 ft	06R/24L, 06L/24R, 15/33	South Ramp

Ryan Field Airport, located in Tucson, Arizona, has a rich history dating back to the 1920s when it was established as a municipal airport. During World War II, it served as a training base for military pilots, contributing to the war effort. Today, Ryan Field continues to operate as a general aviation airport, preserving its legacy as part of Tucson's aviation history.

Arrival

Name	ICAO	Elevation ¹	Runways	Parking
Chandler Municipal Airport	KCHD NOTAM	1,243 ft	04R/22L, 04L/22R, H1	West Hangars

Chandler Municipal Airport in Arizona has a storied past, originally serving as a flight training facility for Army Air Corps pilots during World War II. Its contribution to the war effort helped train countless aviators who went on to serve in various theaters of the conflict. Today, Chandler Municipal Airport stands as a vital part of the region's aviation

² All elevations are indicated as feet mean sea level.

³ All elevations are indicated as feet mean sea level.

infrastructure, blending its historical significance with modern amenities to serve the needs of the local community and visitors alike.

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 | <i>SUNDAY-FUNDAY</i> |
| ● Dylan, TPC76 | <i>GROUND CREW</i> |
| ● Dylan, TPC1496 | <i>BUSH / STOL, FLY-IN THURSDAY</i> |
| ● Stuart B, TPC73 | <i>FRIDAY NIGHT OPS</i> |
| ● VACANT | <i>FLIGHT OPS TEAM LEAD</i> |
| ● Jude, TPC801 | <i>CHALLENGE FLIGHTS</i> |
| ● VACANT | <i>WORLD TOUR</i> |
| ● Marc, TPC444 | <i>GENERAL AVIATION</i> |
| ● Mike, TPC1079 | <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

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://aopa.org/>
9. <https://www.eaa.org>
10. <https://chat.openai.com>
11. <https://my.vatsim.net/pilots/aip>