

Valley Of The Sun



GA TUESDAY

The Pilot Club

06/24/2025

Time: 8pm EST (0000z)

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. Phoenix Sectional //

FSX/P3d	X-Plane	MSFS 2020/24	Primary Scenery
Sedona 1	Sedona (2024)	Default Scenery Fine	
Sedona 2	Prescott (2022)		
Prescott	Deer Valley (2024)		
	Mesa Getaway (2024)		

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- [Phoenix No Tree](#)
- [Phoenix Night](#)
- [Sedona Tree/Vegetation](#)
- [Sedona Mountains](#)

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.

KSEZ KPRC KDVT KIWA
OR
 KIWA KDVT KPRC KSEZ

Alternative flight plan

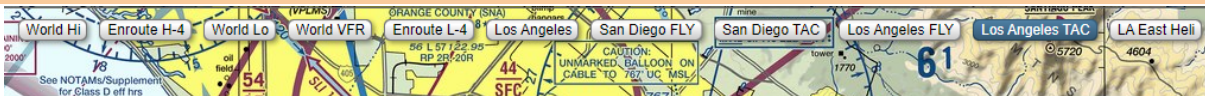
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **5k/6k ft.**

KSEZ DRK V257 PXR KIWA
OR
 KIWA PXR V257 DRK KSEZ

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.



Red Rock Country

Standard briefing

No route briefing. THIS IS A CROSSFIRE EVENT SO PILOTS CAN DEPART EITHER DIRECTION

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

- PHOENIX CLASS BRAVO
- CASTLE CREEK WILDERNESS

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.

Airport 1

Name	ICAO	CTAF	Elevation ¹	Runways	Parking
Sedona Airport	KSEZ NOTAM	123.0	4,830 ft	03/21 Helipad	North Ramp

Sedona Airport (KSEZ), perched atop a 500-foot mesa, opened in 1956 and is famous for its dramatic location and challenging approach-earning it the nickname "USS Sedona." Once

¹ All elevations are indicated as feet mean sea level.

just a rough strip with roaming coyotes, it became a popular destination after its runway was paved in 1957, and is now celebrated as one of the most scenic airports in the U.S.

Airport 2

Name	ICAO	CTAF TWR	Elevation ²	Runways
Prescott Regional/Ernest Airport	KPRC NOTAM	125.3 125.3	5,045 ft	03R/21L, 03L/21R 12/30

Prescott Regional Airport (KPRC) played a key role during World War II as Ernest A. Love Field, where it served as a training site for U.S. Army Air Forces pilots. It's now home to one of the nation's largest collegiate aviation programs at Embry-Riddle Aeronautical University and regularly ranks among the busiest airports in Arizona by aircraft operations.

Airport 3

Name	ICAO	CTAF TWR	Elevation ¹	Runways
Phoenix Deer Valley Airport	KDVT NOTAM	118.4 118.4	1,478 ft	07L/25R 07R/25L

Deer Valley Airport (KDVT) began in 1960 as a private grass strip-complete with a makeshift control tower housed in what locals joked looked like a hot dog stand-before being acquired by Phoenix in 1971 and rapidly upgraded into a premier general aviation hub. Today, it's one of the busiest single-runway GA airports in the world, handling over 400,000 movements a year and serving as a major training playground for regional flight schools.

Airport 4

Name	ICAO	CTAF TWR	Elevation ¹	Runways	Parking
Mesa Getaway Airport	KIWA NOTAM	120.6 120.6	1,384 ft	12L/30R, 12R/30L 12C/30C	Northwest GA

Finally, **Phoenix Mesa Gateway Airport (KIWA)** began its life in 1941 as Williams Air Base, a key pilot training site for the U.S. Army Air Forces and later the Air Force. Once the Air Force closed the base in 1993, the site was transformed into a commercial airport, opening in 1994-making it one of the few airports in the U.S. to shift from military to civilian use so successfully.

² All elevations are indicated as feet mean sea level.

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.
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

- VACANT *SUNDAY-FUNDAY*
- Dylan, TPC76 *GROUND CREW*
- Dylan, TPC1496 *BUSH / STOL, FLY-IN THURSDAY*
- Stuart B, TPC73 *FRIDAY NIGHT OPS*
- VACANT *FLIGHT OPS TEAM LEAD*
- VACANT *CHALLENGE FLIGHTS*
- VACANT *WORLD TOUR*
- 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/>