

TITLE LINK LEADS TO Minnesota Historical Society

Historic Fort Snelling



GA TUESDAY

The Pilot Club

"Many Voices, Many Stories, One Place"

DATE

Time: 8pm EST (0000z)

Flight Style - Landmark

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.

READ FLIGHT PLAN CAREFULLY

Suggested add-ons & charts

1. Twin Cities/Green Bay/Chicago Sectional //

FSX/P3d	X-Plane	MSFS 2020/24	Primary Scenery
KRST-Rochester KMSP-Minneapolis	Minneapolis Saint Paul International (2025) St. Paul Downtown/Holman Field (2019) Rochester International (2019)	KMSP - Minneapolis St. Paul International (MSFS 2024 ONLY) St. Paul Downtown/Holman Field Rochester International Airport	

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- [Rochester, MN](#)
- [Twin Cities Foliage and Water Cleanup](#)

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.

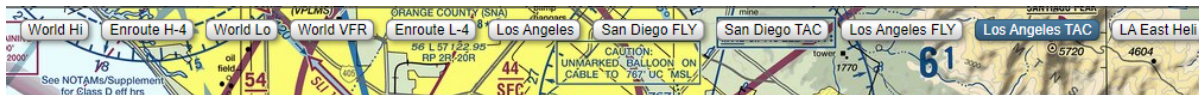
PILOTS DEPARTURE DISCRETION TO KRST

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.

READ FLIGHT PLAN CAREFULLY



Depart anywhere south or east of KRST Rochester.

Standard briefing

DEPART YOUR OWN WAY HEADING TO ROCHESTER INTERNATIONAL (KRST)

Rochester meetup

From Rochester head north (006) for 18 nautical miles passing through Rochester to reach the north end of Zumbro Lake. Head slightly east (032) for 16 nautical miles to get to the massive neighborhood of Lake City. From Lake City follow the **Mississippi River** northwest until you pass Saint Paul Muni (KSTP). From Saint Paul continue following the River southwest, then make a low approach over **Historic Fort Snelling**. Finally enter the specified approach at the time to arrive at **Minneapolis-Saint Paul (KMSP)**.

Partial Skyvector Route

KRST 441235N0922726W 442706N0921425W 444648N0925850W 445708N0930347W KMSP

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](#)

READ FLIGHT PLAN CAREFULLY

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

- MINNEAPOLIS CLASS BRAVO

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.

Touch and go

Name	ICAO	CTAF TWR	Elevation ¹	Runways
Rochester International	KRST NOTAM	118.3 118.3	1,317 ft	03/21 13/31

¹ All elevations are indicated as feet mean sea level.

READ FLIGHT PLAN CAREFULLY

Rochester International Airport (KRST) opened in 1928 and grew rapidly because of its close ties to the Mayo Clinic, becoming a vital air-ambulance and patient transport hub early in its history. During World War II it served as a military training field, and today it's still one of the nation's most important airports for medical aviation, handling thousands of lifesaving flights each year.

Arrival

Name	ICAO	TWR	Elevation ¹	Runways	Parking
Minneapolis-Saint Paul Int	KMSP NOTAM	123.95	841 ft	17/35, 04/22 12L/30R, 12R/30L	GA Ramp

Finally, **Minneapolis–Saint Paul International Airport (KMSP)** began in 1920 as Speedway Field, built on the site of a former auto racetrack, and hosted early airmail and barnstorming flights. During World War II it became a major military hub, and its later growth with Northwest Airlines helped turn KMSP into one of the nation's most important airline hubs despite Minnesota's harsh winters.

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**

READ FLIGHT PLAN CAREFULLY

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.

READ FLIGHT PLAN CAREFULLY

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/>