

US Tour Texas

Leg 7



GA TUESDAY

The Pilot Club

"Keep Austin Weird"

Host - Andrew TPC51

09/09/2025

Time: 8pm EST (0000z)

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. Brownsville Sectional // San Antonio Sectional

FSX/P3d	X-Plane	MSFS 2020/24	Primary Scenery
Austin	Braunfels Austin	Austin PAYWARE Austin Ramps Free	

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- [Corpus Water Foliage](#)
- [Austin Modern PAYWARE](#)

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.

KNGP KVCT KBAZ KAUS

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.**

KNGP CRP V163 SAT V17 SHEPE BETTI KAUS

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.



City Of The Violet Crown

Standard briefing

Corpus Christi NAS departure

Depart **Corpus Christi NAS (KNGP)**, and head northeast, following the Aransas Bay coastline for 25 nautical miles to reach the town of Rockport. Then head north (357) for 10 nautical miles to reach the north end of Copano Bay. Now fly northeast (034) for 15 nautical miles to reach the northwest end of Hynes Bay. Continue north (350) for 14 nautical miles overflying Green Lake to reach the neighborhood of Bloomington. Continue this heading for 12 nautical miles to attempt a touch and go at **Victoria Regional Airport (KVCT)**.

After departing Victoria, follow US-87, for a long 26 nautical miles to reach the booming town of Cuero. Now Follow US-183 north for another 26 nautical miles to reach the small town of Gonzales. Follow Highway-90 westbound for- a lengthy 28 nautical miles to reach the massive town of Sequin. At this point, head northwest (320) for 8 nautical miles to attempt another touch and go at **New Braunfels Airport (KBAZ)**. Again follow Interstate-35 northeast for 27 nautical miles to reach the beginning of Austin. Finally head northeast (051) for 8 nautical miles to arrive at **Austin International Airport (KAUS)**

Skyvector Route Marker

KNGP 280213N0970109W 281240N0970115W 282452N0965102W 283909N0965313W KVCT
285359N0970219W 290252N0971012W 290647N0971602W 291919N0971621W
292517N0972050W 293013N0972512W 293552N0975702W KBAZ 295312N0975334W
300642N0974800W KAUS

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

- Multiple Class Deltas
- Corpus Christi Class Charlie
- Austin Class Charlie

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 ¹	Runways	Parking
Corpus Christi NAS/Truax	KNGP NOTAM	134.85 125.525	18 ft	13L/31R, 13R/31L 18/36, 04/22	First Avail

Naval Air Station Corpus Christi (KNGP), commissioned in 1941, quickly became the world's largest naval aviation training base, producing over 35,000 aviators during WWII—including future President George H. W. Bush. It also hosted the Blue Angels from 1951 to 1954 and even served as a Project Mercury tracking station, tying it to both aviation excellence and early space exploration.

Touch and go

Name	ICAO	CTAF TWR	Elevation ²	Runways
Victoria Regional Airport	KVCT NOTAM	126.075 126.075	115 ft	13/31, 18/36 HELIPAD

Victoria Regional Airport (KVCT) originally known as Foster Field—was built during the early 1940s as a U.S. Army Air Forces training base, helping prepare pilots for World War II and playing a vital role in America's wartime aviation efforts. After the war, it transitioned to civil use and today stands as the primary aviation gateway for the region.

Name	ICAO	CTAF TWR	Elevation ¹	Runways
New Braunfels Ntl Airport	KBAZ NOTAM	127.05 127.05	658 ft	13/31 17/35

New Braunfels National Airport (KBAZ), opened in 1944 as a public-use facility and has since evolved into a key regional general aviation hub featuring two asphalt runways and a staffed control tower. Though never a major commercial stop, it plays a vital role in serving local businesses, flight training, and aviation enthusiasts.

¹ All elevations are indicated as feet mean sea level.

² All elevations are indicated as feet mean sea level.

Arrival

Name	ICAO	CTAF TWR	Elevation ¹	Runways	Parking
Austin Bergstrom International	KAUS NOTAM	N/A 121.0	541 ft	18R/36L, 18L/36R HELIPADS	Middle FBO-K

Finally, **Austin–Bergstrom International Airport (KAUS)** opened in 1999 on the site of the former Bergstrom Air Force Base, named for an Austin native killed in WWII. In addition to becoming one of Texas’s busiest airports, it’s also famous for serving up Salt Lick BBQ—often called the best airport barbecue in 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 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 / Arvid, TPC737	<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>
• Jacob, TPC117	<i>FLIGHT OPS TEAM LEAD</i>
• VACANT	<i>CHALLENGE FLIGHTS</i>
• VACANT	<i>WORLD TOUR</i>
• Andrew, TPC51	<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

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/>