Red Rock County

GA TUESDAY

The Pilot Club

“Red Rock Symphony”
02/24/2026

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 (under 4YO)

1. Phoenix Sectional //

FSX/P3d	X-Plane	MSFS 20/24	
Sedona Airport	Sedona Airport	MFS20 Sedona	**Primary Scenery**

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- Sedona AZ
- Sedona Landscape
- Sedona Vegetation

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.

KSAD KPAN KSEZ

Alternative flight plan

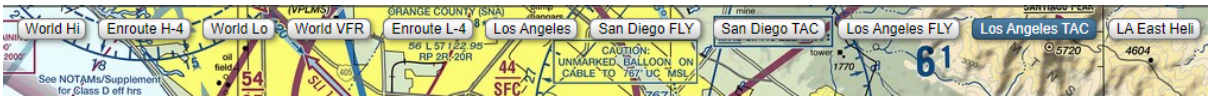
Should the weather conditions not be favorable for visual flight, here's an alternate IFR route that you can file with VATSIM. Ensure to plan for a cruising altitude of **11,000 ft**.

KSAD CROME V94 TOTEC V16 PXR V327 MINGY 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.



Arizona’s Spa City

Standard briefing

Safford departure

Depart **Safford Regional/Spalsbury Field (KSAD)**, and head west (281) for 10 nautical miles to reach the massive town of Pima. Now follow Highway 70 northwest for approximately 20 nautical miles till you reach the northeast end of San Carlos Lake. Then head northwest (305) for 11 nautical miles until San Carlos. Head west (274) for 17 nautical miles till you reach the small town of Globe. From Globe continues northwest (315) for 19 nautical miles to reach the southeast end of Theodore Roosevelt Lake.

Follow it west (288) about 12 nautical miles till it turns dry. Head northwest (328) for 8 nautical miles to reach the multiple neighborhoods of Punkin Center. Head more north (343) for 22 nautical miles to attempt a touch and go at **Payson Airport (KPAN)**. Head northwest (297) for a lengthy 30 nautical miles till you reach the city of Cottonwood and Camp Verde. Finally head north (357) for 18 nautical miles to arrive at our destination of **Sedona Airport (KSEZ)**.

Skyvector Route

KSAD 325440N1094935W 330300N1095651W 331202N1100850W 331345N1101701W 332138N1102636W 332521N1104627W 334033N1105928W 334616N1111240W 335349N1111703W KPAN 343329N1114950W KSEZ

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 WILD REFUGE ZONES**
- MOA

MOA NAME	ALTITUDE[1]	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY
OUTLAW	11,000	1800-2200	ZAQ
JACKAL	3000 AGL	1800-2200	ZAQ

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	Elevation[2]	Runways	Parking
Safford Regional/ Spalsbury Field	KSAD NOTAM	122.8	3,178 ft	12/30, 08/26 HELIPAD	FBO Ramp

Safford Regional Airport (KSAD) traces its roots to World War II, when the site was developed as a military training field supporting western U.S. flight operations. After the war it transitioned to civilian use and has since become an important southeastern Arizona hub, even supporting wildfire air tanker operations due to its long runway and favorable desert weather.

Touch and go

Name	ICAO	CTAF	Elevation[3]	Runways
Payson Airport	KPAN NOTAM	122.8	5,163 ft	06/24 HELIPAD

Payson Airport (KPAN) was developed in the mid-20th century to serve Arizona's Rim Country and quickly became an important base for aerial firefighting operations due to its proximity to the vast Tonto National Forest. Its higher elevation and surrounding mountainous terrain have long made it a key strategic airport for wildfire response and backcountry aviation.

Arrival

Name	ICAO	CTAF	Elevation[1]	Runways	Parking
Sedona Airport	KSEZ NOTAM	123.0	4,830 ft	03/21 HELIPAD	Middle Ramp

[1] Altitudes indicate floor of MOA. All MOAs extend to but not include FL 180 unless otherwise indicated in tabulation or on chart.
[2] All elevations are indicated as feet mean sea level.
[3] All elevations are indicated as feet mean sea level.

Finally, **Sedona Airport (KSEZ)** opened in 1956 after being carved directly out of a mesa, giving it one of the most dramatic runway settings in the United States. Its unique “tabletop” location and high elevation quickly made it famous among pilots, earning it the nickname “America’s Most Scenic Airport.”

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, TPC76	*GROUND CREW*
• Dylan, TPC1496	*BUSH / STOL, FLY-IN THURSDAY*
• Magnus, TPC91	*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.

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/