GA TUESDAY

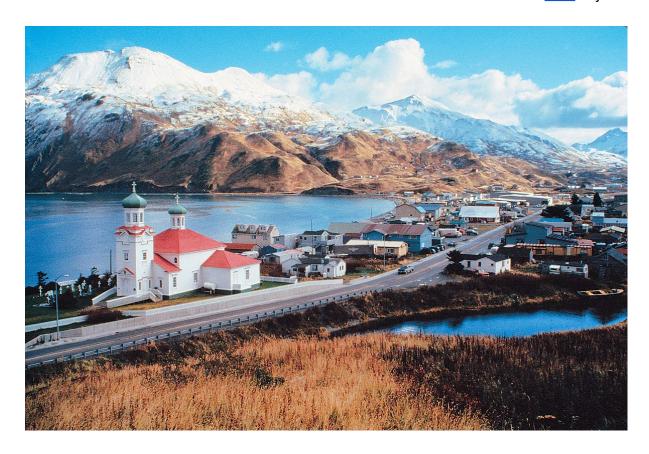## *The Pilot Club*

"Amid the Fox Islands, nature's quiet majesty awaits."
FEBRUARY 20, 2024

ALASKAN TOUR, LEG 2

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. Dutch Harbor sectional chart

FSX/P3d	X-Plane 11	MSFS 2020	
	[Nikolski AS](#) [PADU Unalaska Airport 2.1](#)	[Nikolski PAKO](#) [Unalaska Dutch Harbor PADU](#) [Akutan AK PAUT](#)	**Primary Scenery**

Secondary sceneries and utilities for MSFS

- [We Love VFR - Region 2](#)
- [Powerlines and Solar Farms](#)

- [Global AI Ship Traffic For MSFS: GAIST Ultra Version 3](#)
- [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.

PAKO DCT PADU DCT PAUT

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 **9,000 ft**.

PAKO DCT PAUT

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,

LAND OF THE MIDNIGHT SUN!

Standard briefing

Departing from **NIKOLSKI AIR STATION AIRPORT (PAKO)**, set course northeast (045°) for 22 nautical miles to reach RUSSIAN BAY. Along the coast, continue for another 18 nautical miles until you spot the southwest side of a population, marking the entrance to UMNAK PASS and KONETS HEAD.

Cross UMNAK PASS northeastward (060°) for 31 nautical miles towards KASHEGA POINT. Note the elevation in this area rising from 1440 feet to 3200 feet. Adjust slightly north (015°) for 15 nautical miles to arrive at MAKUSHIN BAY.

Maintain heading for 7 nautical miles while ascending to 6,000 feet MSL to circle MAKUSHIN VOLCANO. Then, turn east (075°) for 14 nautical miles for a touch-and-go at **UNALASKA AIRPORT (PADU)**.

Continue northeast (056°) for 20 nautical miles, arriving at AKUTAN ISLAND by CAPE MORGAN. Then, adjust slightly east (060°) for 17 nautical miles to reach **AKUTAN AIRPORT (PAUT)**, your final destination.

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 § 91.133 – Restricted and prohibited areas
5. Read § 91.151 – Fuel requirements for flight in VFR conditions
6. Read § 91.159 – VFR cruising altitude or flight level
7. Read § 91.179 – IFR cruising altitude or flight level
8. Read § 91.215 – ATC transponder and altitude reporting equipment and use
9. Read AIM 7-5-6 – Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas

Restricted airspace

- Various class Echoes

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[1]	Runways	Parking

Nikolski Air Station Airport	PAKO [NOTAM]	76 ft	08/26	First Available

Nikolski Air Station is an unattended airport located in Nikolski on Umnak Island in the Aleutians West Census Area of Alaska. This former military airport is now owned by The Aleut Corporation. The airport was built in 1958 to support Nikolski Air Force Station, a Cold War United States Air Force Distant Early Warning Line radar station on Umnak Island. The station was operated by Detachment 1, 714th Aircraft Control and Warning Squadron based at Cold Bay Air Force Station.

Stop and go

Name	ICAO	Elevation[1]	Runways
Unalaska Airport	PADU [NOTAM]	23 ft	13/31

Unalaska Airport, also known as Tom Madsen Airport, boasts a remarkable backdrop of rugged volcanic peaks and expansive coastal vistas, providing a dramatic setting for aviation enthusiasts. Serving as a crucial hub for the Aleutian Islands, it plays a pivotal role in connecting remote communities to the mainland, while also accommodating a diverse range of aircraft, including those servicing the region's bustling fishing industry.

Arrival

Name	ICAO	Elevation[1]	Runways	Parking
Akutan Airport	PAUT [NOTAM]	129 ft	09/27	First Available

Akutan Airport is renowned for its unique location on Akutan Island, nestled within the Aleutian chain of Alaska. Despite its remote setting, the airport serves as a vital lifeline for the local community, offering crucial air transportation connections to the mainland and facilitating commerce and travel in this rugged and stunning region.

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.

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

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   *SUNDAY-FUNDAY*
- Dylan, TPC76   *GROUND CREW*
- Dylan, TPC1496   *BUSH / STOL, FLY-IN THURSDAY*
- Stuart B, TPC73   *FRIDAY NIGHT OPS*
- VACANT   *FLIGHT OPS TEAM LEAD*
- Jude, TPC801   *CHALLENGE FLIGHTS*
- Lucas, TPC11   *WORLD TOUR*
- Marc, TPC444   *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

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://slogan.company/us-state/alaska-slogan/