

Home Fly In

GA TUESDAY



The Pilot Club

“SIMPLER, FASTER, BETTER”

04/08/25

Time: 8pm EST (0000z)

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. Jacksonville Sectional // Miami Sectional

FSX/P3d	X-Plane	MSFS 2020/24	Primary Scenery
Default Scenery Fine	Orlando Sanford (2024 Scenery)	Default Scenery Fine	

Secondary sceneries and utilities for MSFS

Flight-specific sceneries

- [Orlando No Tree](#)

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

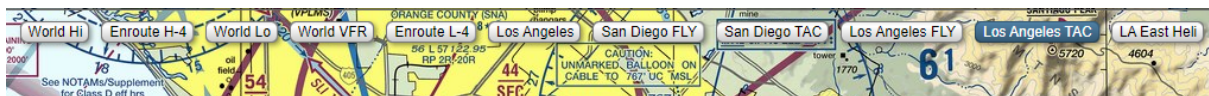
The flight plan provided here is a basic copy-and-paste version for a general overview of the route. For the detailed and actual plan, please refer to the Standard Briefing section.

NO ROUTE, PILOT'S DISCRETION TO KSFB

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.



Standard briefing

No route briefing. This is a fly-in event so that means you get to choose whatever starting airport and route you want to fly. We will all meet at the designated airport (see arrival section below).

Time on target

Departure airport is at Pilot discretion to Orlando Sanford International Airport (KSFB). Arrive at the destination airport between 0100z - 0200z.

Due to the volume of pilots participating, you have the option to select from two departure airports. After choosing your starting point, proceed with your flight by following the instructions in the “remaining legs” section.

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

- **ORLANDO 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.

Arrival

Name	ICAO	TWR	Elevation ¹	Runways	Parking
Orlando Sanford International Airport	KSFB NOTAM	120.3	54 ft	09L/27R, 18/36 09R/27L, 09C/27C	FBO off Kilo

Orlando Sanford International Airport, originally serving as Naval Air Station Sanford during World War II, where it trained pilots for carrier-based reconnaissance missions. After its military days, it transformed into a thriving civilian airport, later becoming a major hub for budget airlines and international charter flights, offering travelers a less crowded alternative to Orlando's main airport while still keeping them close to the theme park magic.

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.

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 | <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> |
| • VACANT | <i>FLIGHT OPS TEAM LEAD</i> |
| • Jude, TPC801 | <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/>