

# The Little Apple



## GA TUESDAY

### *The Pilot Club*

*"MANHAPPINESS"*

07/29/2025

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. Wichita Sectional // Kansas City Sectional

FSX/P3d	X-Plane	MSFS 2020/24	Primary Scenery
<a href="#">Eastern Kansas Airfields Part 1 (Includes KBEC)</a>  <a href="#">Western Kansas Airfields Scenery (Includes KSLN)</a>	<a href="#">Beech Factory (2019)</a> <a href="#">Salina Regional (2017)</a>  <a href="#">Manhattan Regional Airport (2019)</a>	<a href="#">Salina Regional Airport (2024)</a>  <a href="#">Manhattan Regional Airport (2024)</a>	

## Secondary sceneries and utilities for MSFS

### Flight-specific sceneries

#### 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.

KBEC KSLN KMHK

## 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 **5,000 ft.**

KBEC ICT V532 SLN V508 CEKIS MHK KMHK

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.



# Manhappening

## Standard briefing

### Wichita Beech departure

Depart **Beech Factory Airport (KBEC)** and head northwest (324) for 16 nautical miles to reach the neighborhood of Sedgwick. Continue by heading north (355) for 14 nautical miles to reach the industry town of Hesston. Follow **US-81** northwest for approximately 17 nautical miles to reach the city of McPherson. Now continue north (351) for 12 nautical miles to reach the town of Lindsborg. Heading more north (358) for 13 nautical miles will take you in for a touch-and-go at **Salina Regional Airport (KSLN)**.

Head northeast (058) for 15 nautical miles to reach the neighborhood of Solomon. Head slightly east (075) following I-70 for approximately 16 nautical miles to reach the spacious town of Chapman. Head back northeast (054) for 20 nautical miles passing Junction City, to reach our destination at **Manhattan Regional Airport (KMHK)**.

### 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

- Wichita Charlie
- R-NUMBER

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY
R-3602 A/B	TO FL290	CONTINUOUS	CTR

## 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 <sup>1</sup>	Runways	Parking
<a href="#">Beech Factory Airport</a>	KBEC <a href="#">NOTAM</a>	126.8 126.8	1408 ft	01/19	West Ramp

**Beech Factory** is the historic home of Beechcraft—founded by aviation pioneer Walter Beech in 1932 and central to Wichita’s rise as the “Air Capital of the World.” During WWII the adjacent facility produced iconic aircraft like the Beechcraft Model 17 Staggerwing and AT-10 Wichita trainer, and it remains Textron Aviation’s main manufacturing site, complete with its own 8,000-ft runway for test flights.

## Touch and go

Name	ICAO	CTAF TWR	Elevation <sup>1</sup>	Runways
<a href="#">Salina Regional Airport</a>	KSLN <a href="#">NOTAM</a>	119.3 119.3	1288 ft	4/22, 12/30, 17/35, 18/36

**Salina Regional Airport** sits on the former Schilling Air Force Base, originally built in 1942 as Smoky Hill Army Airfield and later a Strategic Air Command installation handling B-17 and B-29 training and even ICBM operations before closing in 1965. After the base was decommissioned, local leaders transformed it into a thriving aviation-industrial complex and educational hub—with Kansas State University’s aerospace campus on-site—and today it’s uniquely known as “America’s Fuel Stop” thanks to its long runway and major fueling FBO operations.

## Arrival

Name	ICAO	CTAF TWR	Elevation <sup>1</sup>	Runways	Parking
<a href="#">Manhattan Regional Airport</a>	KMHK <a href="#">NOTAM</a>	118.55 118.55	1066 ft	3/21, 13/31	North Ramp

Finally, **Manhattan Regional Airport** began as a simple grass airstrip in 1939 and officially opened in 1940, with its first paved terminal arriving in 1953 when Continental Airlines launched DC-3 services. After American Eagle began service in 2009, passenger traffic skyrocketed—annual enplanements surged from around 16,000 to over 70,000 within a few years—transforming it into the second-busiest commercial airport in Kansas.

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<sup>1</sup> All elevations are indicated as feet mean sea level.



## 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](https://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          | <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>         |
| • 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](https://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](https://www.thepilotclub.org/resources#model_matching)

#### United States

4. [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/vfr/](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/](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](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](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/>