

## **Larkin, Florida to Gainesville, Florida**

This first flight is easy and enjoyable. The flight begins at Larkin airport in Palatka, Florida, 28J, with a destination of Gainesville, Fla., KGNV. The ILS approach is to Runway 28 (Rwy 29 in FSX). Click on the image in the main text to download the flight-information package, 28j-gnv.zip.

The zip-file includes the IFR chart, the Gainesville ILS approach plate for both Rwy 28, and Rwy 29 for FSX), and this text description of the flight.

We proceed southwest from Larkin to intersect the localizer to Gainesville's Runway 28 (Rwy 29 in FSX). Once on the localizer beam it is a straight-in landing to Gainesville's Runway 28 (Rwy 29 in FSX).

As usual, do nothing until you have gone through the step-by-step details of the flight with this text and your charts. Only by doing this will you both understand the purpose of each step, but you will visualize them in your mind, a critical part of instrument flight.

- Set the flight simulator weather conditions to 500 ft overcast, cloud tops at 10,000 ft., and one-half mile visibility. The wind is calm.
- Move the aircraft to Larkin Airport, Palatka, Fla., Runway 27, airport 28J, and retract the flaps to 0°.
- Tune the Nav-1 receiver to Gainesville's localizer, 111.3 MHz., Ident-GNV.
- Set the VOR-1 OBS to 285°, the localizer track to Runway 28 (286° for Rwy 29 in FSX).
- Tune the Nav-2 receiver to the Ocala VOR, 113.7 MHz., ident OCF.
- Set the VOR-2 OBS to 017°. This is the Dante Intersection with the localizer where you will make an altitude change.
- Switch the DME to Nav-1 (FSX) or to Nav-2 for fs9 to monitor progress towards Gainesville.
- Tune your ADF to 269 kHz, ident GN. Your ADF will keep you informed on how close you are to intercepting the Gainesville localizer.
- Turn on your MKR BCN Receiver with the switch near the OMI lights.
- Takeoff from Runway 27,
- Turn left to 260°.
- Climb to 3000 ft.
- After the Gainesville localizer is received on Nav-1 monitor your ADF needle. When it nearly points to 285° (or 286° for FSX) you know the localizer intercept is very near.
- Intercept the localizer 285° inbound to Runway 28 (286° for Rwy 29 in FSX), keeping the localizer needle centered.

- Begin your descent to 2100 ft. on the localizer intercept. Descent rate should be no more than 500 to 700 fpm.
- At Dante Intersection, when the VOR-2 needle centers, descend to 1700 ft.
- You are now 6.0 NM from the Outer Marker.
- Slow to 75 kts. and drop one notch of flaps.
- Tune Nav-2 to 116.2 mHz, the Gainesville VOR. This will provide DME info to the airport for fs9. The VOR-2 OBS setting is not a factor.

It's vital to stabilize the approach well before beginning your descent down the ILS.

- Maintain 1700 ft. until intercepting the glide slope at the OM.
- The Outer Marker beacon will sound out dashes at the FAF, and the Blue OM light will appear on the marker beacon receiver's indicator.
- Stay on the glide slope and localizer until you reach your DH of 322 ft. Don't look away from the gauges until very shortly before reaching the DH, about one-half mile from the runway.
- You've heard this before. Don't chase the needles; they will be very sensitive as you near the runway. Just try to keep them from moving.
- Gainesville's Runway 28 (or 29) TDZE, Touch Down Zone Elevation, is 122 ft. Thus with a 322 ft DH you are 200 ft above the ground. It should be an easy coast in from there if you've stayed on top of the needles.
- Remember, on an ILS, the TDZE is the important elevation, not the field elevation. The Runway 28 (Rwy 29 in FSX) TDZE at Gainesville is 30 ft. lower than the field elevation, a very significant difference. Take a look at the plan view of the airport on the approach plate to see the difference.
- Nice start on an easy flight, if a little busy.
- Flight time: About 20 minutes.