

## Monticello, New York to Newburgh, New York

The final flight in this section culminates in a CAT II ILS approach. This flight originates at Sullivan County airport, Monticello, New York, KMSV, with a destination of Stewart Int'l airport, Newburgh, New York, KSWF. The CAT II ILS approach is to Runway 9. Click on the image above to download the flight-information package, msv-swf.zip. The zip-file includes the IFR chart, the CAT II approach plate for ILS Rwy 9 at Stewart, and this text description of the flight.

This CAT II flight will use the autopilot.

You may wonder why Stewart Int'l airport, not near a major city, has an 11,818 ft. runway. Those living in the region will remember it as Stewart Air Force Base, an installation closed down for budget reasons.

We proceed south-bound from Monticello to the Huguenot VOR and turn east to intercept the localizer to Stewart's Runway 9, followed by the CAT II approach.

As usual, do nothing until you have gone through the step-by-step details of the flight with this text and your charts

- Set the flight simulator weather conditions to 630 ft overcast, cloud tops at 10,000 ft., and one-quarter mile visibility. The wind is calm.
- Move the aircraft to Sullivan County's Runway 15, airport KMSV, and retract the flaps to 0°.
- Tune the Nav-1 receiver to Stewart's Runway 9 Localizer, 110.1 MHz., ident I-SWF.
- Set the VOR-1 OBS to 092° as a reminder of the runway heading.
- Tune the Nav-2 receiver to the Huguenot VOR, 116.1 MHz., Ident HUO.
- Set the VOR-2 OBS to 165°. Fly the first leg with Nav-2.
- Switch the DME to Nav-2.
- Fly Nav-2. Takeoff from Runway 15 with a right turn to 165° on climb-out.
- Pay close attention to VOR-2. The OFF flag will be showing because the aircraft is out of range of the HUO Omni until you gain sufficient altitude. Turn on and leave on the VOR-2 ident so that you will hear when this VOR becomes active. Check that the OFF flag is no longer visible before relying on this gauge.
- Intercept and track the 165° radial to Huguenot VOR.
- ATC has cleared you to 5000 ft. Climb at 90 kts., then cruise at 110 kts. after reaching your assigned altitude.
- At Huguenot VOR turn left to heading 080°.
- Change VOR-2 OBS to 080°.
- Begin descent to 2900 ft.

- Track HVO's 080° radial to the MANEE intersection, the intercept of Stewart's Runway 9 Localizer.
- Fly Nav-1. On localizer intercept, turn right to 092°.
- Turn On the autopilot and activate the Approach function—APR.
- Descend to 2100 ft.
- Monitor the flight instruments to be certain that the autopilot is accurately tracking the localizer.
- Drop one notch of flaps and slow to 75 kts.
- On glide slope intercept, reduce the RPMs to maintain 75 kts.
- Monitor Airspeed and all other flight gauges closely. Don't let anything wander.
- The DH is 582 ft. (RA92), 100 ft. above the runway.
- Don't look away from the gauges until very shortly before reaching the DH, at the Inner Marker (series of high-speed dots from speaker.)
- At the DH, disconnect the autopilot (press "Z") and manually fly the aircraft to touchdown.
- Stewart's Runway 9 TDZE is 482 ft.
- Flight time: 28 minutes.