

## **Monroe County, Alabama to Pensacola, Florida**

This flight is also easy and enjoyable, with some intersection work thrown in for a change of pace. The flight begins at Monroe County airport, KMVC, Monroeville, Ala. with a destination of Pensacola Regional airport, KPNS, Pensacola, Fla. The ILS approach is to Runway 17. The flight-information package is in mvc-pns.zip.

The zip-file includes the IFR chart, the approach plate for ILS Rwy 17 at Pensacola, and this text description of the flight.

We proceed southeast and then south from Monroe County airport to the PENSI intersection. Then it's a left turn for a straight-in ILS approach to Pensacola's Runway 17. The flight requires some modest VOR/DME work to identify intersections.

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-mile visibility. The wind is calm.
- Move the aircraft to Monroe County's (Monroeville, Ala.) Runway 21, airport KMVC, and retract the flaps to 0°.
- Tune the Nav-1 receiver to Monroeville VOR, 116.8 MHz., Ident-MVC.
- Set the VOR-1 OBS to 160°.
- Tune the Nav-2 receiver to the Saufley VOR, 108.8 MHz., ident NUN.
- Set the VOR-2 OBS to 188°.
- Switch the DME to Nav. 1. This will monitor distance from MVC VOR.
- Fly Nav-1. Takeoff from Runway 21, climbing out with a left turn to intercept MVC's 160° radial. Intercept with a very shallow angle; you are very close to the VOR.
- ATC has cleared you to 5000 ft. Climb at 90 kts., then cruise at 110 kts. after reaching your assigned altitude.
- Pay close attention to VOR-2. The OFF flag will be showing because the aircraft is out of range of the NUN Omni (range is 39 NM). Turn on and leave on the VOR-2 ident so that you will hear when it becomes active. Check that the OFF flag is no longer visible before relying on this gauge.

- Fly the MVC 160° radial until the VOR-2 needle centers. The DME will read 23 to 24 NM at the intersection.
- Fly Nav-2. When the VOR-2 needle centers, turn right to 188° and track that radial southward.
- Descend to 4000 ft.
- After intercepting NUN's 188° radial, retune the Nav-1 receiver to Crestview VOR, 115.9 MHz., Ident CEW.
- Set the VOR-1 OBS to 263°.
- When both the VOR-1 and VOR-2 needles center, you are at PENSI intersection. The DME should read about 30 NM from CEW.
- At PENSI intersection immediately turn left to a 166° heading.
- Retune the Nav-1 receiver to 111.1 MHz., Pensacola's localizer frequency for Runway 17, Ident I-PNS.
- Reset the VOR-1 OBS to 166°, the heading for Pensacola's Runway 17.
- Fly Nav-1. Track the localizer inbound.
- The DME will read 19-20 NM, about 13-14 NM to the FAF.
- Descend to 1700 ft. Descent rate should be no more than 500 to 700 fpm.
- Reset the VOR-2 OBS to 052°, to identify the Brent Intersection.
- Brent intersection is the FAF for the ILS approach to Runway 17. There is no OM.
- Check that the Nav-2 receiver is still tuned to Saufley VOR, 108.8 MHz., Ident NUN.
- Drop one notch of flaps and slow to 75 kts.
- Maintain 1700 ft. until intercept of the glide slope, shortly before arrival at the Brent intersection.
- The DME will read 5.9 NM at Brent intersection, with both VOR-1 and VOR-2 needles centered.
- Reduce power and descend down the glide slope upon intercept.
- Stay on the glide slope and localizer until you reach your DH of 321 ft. Don't look away from the gauges until very shortly before reaching the DH, about one-half mile from the runway.
- DH is 321 ft. Don't descend below that point if the runway is not in sight. You will reach

the DH near the Middle Marker, amber light on the panel, alternating dots and dashes sounding from the speaker.

- Pensacola's Runway 17 TDZE, Touch Down Zone Elevation, is 121 ft., 200 ft. below you at the DH. It should be an easy coast in from there if you've stayed on top of the needles.
- Land and take satisfaction in the challenge of a busy flight.
- Flight time: About 37 minutes.