

Larkin, Florida to Daytona Beach, Florida

This flight originates at Larkin airport in Palatka, Florida, 28J, with a destination of Daytona Beach Int'l airport, Fla., KDAB. The ILS approach is to Runway 7L. The flight-information package is in `kayl-dab.zip`. The zip-file includes the IFR chart, the approach plate for ILS Rwy 7L at Daytona Beach, and this text description of the flight.

We proceed east from Larkin to V267, then southbound to the BARBS intersection, and then follow a 16 NM DME arc around OMN to the ILS to Daytona Beach's Runway 7L.

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 400 ft overcast, cloud tops at 10,000 ft., and one-mile visibility. The wind is calm.
- Move the aircraft to Larkin's Runway 9, airport 28J, and retract the flaps to 0°.
- Tune the Nav-1 receiver to the Craig VOR, 114.5 MHz., ident CRG.
- Set the VOR-1 OBS to 178°.
- Tune the Nav-2 receiver to the Ormond Beach VOR, 112.6 MHz., Ident OMN.
- Set the VOR-2 OBS to 135°. Fly the first leg with Nav-2.
- Turn on Nav-2 Ident, and leave it on, to recognize when that VOR becomes "active," which will be about 1500 ft. MSL.
- Fly Nav-2. Takeoff from Runway 9 and fly due east, 090°, anticipating intercept of the 135° radial to OMN.
- ATC has cleared you to 5000 ft. Climb at 90 kts., then cruise at 110 kts. after reaching your assigned altitude.
- Intercept OMN's 135° radial after the VOR gauge becomes "active,"—hear ident and OFF flag no longer visible.
- When VOR-2 centers turn right, intercept, and track OMN's 135° radial south-east bound.
- Fly Nav-1. About 6 NM later, when VOR-1 centers, turn right, intercept, and track CRG's 178° radial south bound.
- Switch the DME to Nav-1.

- Set the VOR-2 OBS to 271° to identify BARBS intersection.
- At DME 48, ROYES intersection, begin descent to 1600 ft.
- Maintain 110 kts. TAS.
- Switch the DME to Nav-2.
- Fly Nav-2. When VOR-2 centers at BARBS, note the DME reading.
- If the DME is less than 16.0 NM, turn right 10 to 30° to enter the DME arc, depending on the distance from the desired arc.
- If the DME is more than 16.0 NM, turn left to 10 to 30° to enter the DME arc, depending on the distance from the desired arc.
- Change the VOR-2 OBS to 224°, the LR-224 radial from OMN.
- Maintain the heading determined above until the DME moves to 16.0 NM. Then return to original 180° heading.
- Change VOR-1 to 109.7 MHz., Runway 7L Localizer, Ident I-DAB.
- Change VOR-1 OBS to 068° as a reminder of the runway heading.
- When the DME shows 16.1 NM turn left 20° and maintain the new heading until the DME again moves to 16.1 NM.
- If the DME keeps increasing, cut another 10° to the left and proceed as before.
- Repeat this procedure around the arc until VOR-2 centers, at LR-224°.
- Fly Nav-1. Turn left to 090° and intercept the localizer to Runway 7L.
- Drop one notch of flaps and slow to 75 kts.
- Intercept the glide slope and descend normally.
- Stay on the glide slope and localizer until you reach your DH of 232 ft. Don't look away from the gauges until very shortly before reaching the DH, about one-half mile from the runway. Don't descend below that point if the runway is not in sight. You will reach the DH near the Middle Marker.
- Daytona Beach's Runway 7L TDZE is 32 ft.
- Flight time: A busy 37 minutes.