

Dade County Training Facility to Miami Intl., Florida

This flight originates at the Dade County Training Facility, KTNT, 32 NM west of Miami Int'l airport, Fla., KMIA. The ILS approach is to Runway 9R. The flight-information package is in tnt-mia.zip. The zip-file includes the IFR chart, the approach plate for ILS Rwy 9R at Miami, and this text description of the flight.

Here you will be introduced to the "Might is Right" rule.

You fly this ILS approach into Miami Int'l, intermingled with the big iron and their 160 kts approach speed, twice that of the Saab. The controller has asked you to maintain 120 kts. until glide slope intercept, a routine type of request at many very-busy airports. You're not obligated to comply, but if you don't the controller may ask you to do a "left 360 for spacing, and report over Atlanta for additional advisories before returning to the final approach course."

You see, the 767 and 747 drivers can get a little testy when asked to line up over Mexico for their turn inbound behind you while you lollygog in at 80 kts. from 20+ NM out.

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 400 ft overcast, cloud tops at 10,000 ft., and one-mile visibility. The wind is calm.
- Move the aircraft to Dade County's Runway 9, airport KTNT, and retract the flaps to 0°.
- Tune the Nav-1 receiver to the Homestead VOR, 108.2 MHz., ident HST.
- Set the VOR-1 OBS to 133°.
- Tune the Nav-2 receiver to the Virginia Key VOR, 117.1 MHz., Ident VKZ.
- Set the VOR-2 OBS to 096°.
- Turn on Nav-1 Ident, and leave it on, to recognize when that VOR becomes "active," which will be about 1500 ft. MSL.
- Fly Nav-1. Takeoff from Runway 9 with a right turn-out to 133°.
- Intercept Homestead's 133° radial when the VOR gauge becomes "active,"—hear ident and OFF flag no longer visible.
- ATC has cleared you to 5000 ft. Climb at 90 kts., then cruise at 110 kts. after reaching

your assigned altitude.

- Fly Nav-2. When VOR-2 centers turn left to track VZK's 096° radial.
- Change Nav-1 to Miami's Runway 9R Localizer, 110.9 MHz., Ident I-BUL.
- Set the VOR-1 OBS to 090° as a reminder of the runway heading.
- Switch the DME to Nav-2.
- Fly Nav-1. When VOR-1 centers turn left to 090° to track the Localizer to Miami's Runway 9R.
- You are about 15 NM from the FAF.
- Begin descent to 3000 ft.
- Maintain 110 kts. and 3000 ft. until glide slope intercept.
- Change Nav-2 to the Dolphin VOR, 113.9 MHz., ident DHP.
- The VOR-2 indications are unimportant. The only interest here is the DME distance to that VOR, so it must be tuned in.
- Drop one notch of flaps at the glide slope intercept and slow to 75 kts.
- Reduce power and stay on the glide slope while bleeding off speed.
- Stay on the glide slope and localizer until you reach your DH of 209 ft. Don't look away from the gauges until very shortly before reaching the DH, about one-half mile from the runway.
- DH is 209 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.
- Miami's Runway 9R TDZE, Touch Down Zone Elevation, is 9 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.
- Flight time: About 24 minutes.