

# ***Northern Indiana***

**Release 1.1**

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and  
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© August 1995

## **FREWARE**

This scenery may only be distributed where no fees other than the normal membership fees for network connections, are charged.

I did not pay for the software used in the creation of this scenery.  
I was not paid to create it.  
And no-one has permission, implied or otherwise, to obtain a profit from it.

Have Fun, Enjoy It,  
and feel free in helping me to improve it.  
I do not profess to be an expert, in-fact these are the first....

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# Fun Before Seriousness

Evolution and Acknowledgments: With the advent of somewhat real scenery (a.k.a. MS5.0 and 5.0a) I again found myself yearning to play with the empty fields where airports should reside. Through CIS Flight Sim Forum, I found the tools were there to play with, all I had to do was learn how to use them; yah, right!!!

The first target of destruction or improvement, depending upon your viewpoint, was the old Baer Field in Fort Wayne, Indiana. This gives away my age a bit, Baer Field hasn't been the Ft Wayne Airport for more than a couple of years. Then again, my first commercial flight from the old Allegheny County Airport in Pittsburgh to Baer Field upon a Vickers Viscount (Capital Airlines) was in the early 50's (as was the return flight aboard a Super 'G' Constellation (TWA) through Cleveland's Lake Front Airport). Thus, Baer Field or Ft Wayne International became the first target. It also provided a close place to fly to from Chicagoland.

French, was not my choice of second language, spoken Japanese was, and even that was over 30 years ago. The sample files and manual for my new find in the Design Library were in French. AIRPORT V1.12 was a honest test on my desire to learn this art. What I saw however was a gem in the making. AIRPORT had the ability to tie in BGLGEN (by Enno Borgsteed) and the ability to easily move structures around. The learning curve was not smooth, the French was rough, and if you note that Ft Wayne appears better in structure than Gary or Michigan City, it is because I felt to do it justice, a Release 2.0 was in order.

The next city to have their airport modeled was Gary, Indiana. Why Gary? Because I opened my big mouth one night teasing and joking with a local resident there (John Watkins CIS 73540,473). Gary is a suburb of the city of Chicago, Illinois. At times they dis-associate themselves with Chicago, but then we all do (I live in a suburb of Chicago also)... The questionably beloved mayor of Chicago would like to build Chicago's next airport in Gary. The Governor of Illinois appears to have a more than a slight problem with that, as do many of the citizens of Chicago (because all of the work and money would go to out of town / out of state companies). What John had said was true, there was grass where airplanes ought to be.. John, I hope this improves the view a little.. I wasn't real sure about the terminal, but figured when Daley becomes the mayor of Gary also, you can name it after him.....<G>

About the time Gary was finished, Christmas came early and AIRPORT V 1.17 was released, with many new toys and dynamic scenery too. The manual had an English translation that had to take Michael Aackermann (CIS 100344,3457) weeks to translate and retype. With such a toy in my hands, I had to play; what the heck... Thus, Michigan City was born. It would be unfair to go further without a one man standing ovation for the Pilotes Virtuels de France for the outstanding program for scenery design. I only hope I can learn to use all of it. Manfred Moldenhauer (CIS 100117,1465), thank you sir, for the dedication and expertise that you have rendered to the Flight Sim community in you SCASM compiler. Without your assistance, we would still be looking at grass fields in lieu of airplane parking lots. And last, but certainly not least, Pascal Meziat (CIS 100606,100) thank you so much for bringing this to us. I hope that your scenery improves a hundred fold.

The next was South Bend, but I cannot figure out how to put a gold dome (local joke) on that one building over there. Notre Dame domers would go ballistic without it, and no rendition of South Bend could ever be complete without it. Any of you Valpo - Alpo's or Purdue Boilermakers have input, just in case there are no flying - engineering students at Domer' U.?

Let's make this a first come, first serve challenge situation. I'll set up South Bend - SBN. The first student or alumni that submits a legitimate useable rendition of ND campus (SCASM compatible file) [with a dome] will have it included in the final release. I will place this challenge on the Flt Sim Forum so that everyone has a fair shot. And you may construe that word SHOT, any way you desire. Hey DOMER's, this is a wake-up callllllllllll.

ACCURACY: Where information is available, it is used. NOAA (National Oceanic & Atmospheric Administration) Sectional Aeronautical Charts have been and will be used along with NOAA/U.S. Government Flight Information Publications (Approach Plates). Calculating precise latitude and longitude locations from paper is not perfect. I cannot say exactly what margin of error exists, except, if it is wrong, it is only a short walk to the correct spot. I will promise that it is a lot closer than a lot of “professionally released, high priced (even with a rebate offer)” locations. I like accuracy and do not want to offend anyone by placing a white hangar where a red one should be, but like Ft Wayne, I haven’t been there for years. Constructive criticism is welcome.

## **SPECIAL NOTE on DYNAMIC SCENERY**

With AIRPORT 1.17 came the ability to place both static and mobile dynamic scenery at the fields being created. What a joy it is to see someone else flying at the same time you are. What a joy it is to weave among the parked aircraft at the FBO in hangar row. What a shame it is that the originator of Flt Sim blocked out such a huge area for their own scenery, and literally make it a “No Fly Zone” for dynamic scenery. Such is the case at Gary, Michigan City and Valparaiso. Michigan City may or may not have dynamic scenery from one time to the next. THIS IS NOT A BUG.... I have left the dynamic scenery parked, in hopes that the future will be brighter. If it is there, be thankful that you are not alone, if not, assume that they all got to the field before you and that rush hour has begun.

If the urge gets great enough, rename CHICAGO.BGL in the SCENERY Sub-Directory, then start Flight Sim and look around. Gary even has commercial flights..... DO NOT delete CHICAGO.BGL

A special thanks to Pascal Meziat (CIS 100606,100) and Manfred Moldenhauer (CIS 100117,1465) for their assistance in trouble-shooting the problem. The unfortunate part about it is that nothing can be done to correct the problem and still have Chicago active. Maybe in Flt Sim 6, 7. 8 or 9, but not before the “No Fly Zone” is lifted for dynamics.

## FILE LISTING

GYI_.BGL	Gary Indiana Synthetic Ground Scenery
MGC_.BGL	Michigan City Synthetic Ground Scenery
FWA_.BGL	Fort Wayne Synthetic Ground Scenery
SBN_.BGL	South Bend Synthetic Ground Scenery
OAV-NIND.BGL	SCASM compiled BGL file for Gary Regional
OAV-MGC_.BGL	SCASM compiled BGL file for Michigan City
OAV-FWA_.BGL	SCASM compiled BGL file for Fort Wayne
OAV-SBN_.BGL	SCASM compiled BGL file for South Bend Regional Trans Center
OAV-PORT.BGL	AIRPORT 1.19 compiled file for Porter County Ind. by Bryan A. Heline
NORIND.WRI	This file in Windows Write 3.1 format.

The following file is not being transmitted with the package. It will be available on the forum if you desire to download it by itself. The file contains cover pictures which consume bytes. It looks nice but not everyone has Microsoft WORD 6.0 and would be downloading data that was not needed.

NORIND.DOC This file in Microsoft WORD 6.0 format.

All of the above files are individually copyright protected and shall not be used for profit in any manner, including CD-ROM.

## **DIRECTIONS**

Move the BGL files to you SCENERY sub-directory

Print the DOC or WRI file so that you have airport information

Play with the source code files to improve them any way you can

**FLY - FLY - FLY**

# FORT WAYNE INTL

( FWA )

FORT WAYNE, INDIANA

N 40:59 - W 85:12

ELEV - 815 FT

ATIS 121.25 349.0

FT WAYNE TOWER 119.1 257.8

GROUND CONTROL 121.9 348.6

CLNC DEL 124.75

RUNWAY 5 / 23

12,000' X 150'

RWY 5 HAS A STOPWAY 937' X 300'

Rwy 5 Heading 047.7

Rwy 23 Heading 227.7

RUNWAY 14 / 32

8,500' X 150'

Rwy 14 Heading 138.2

Rwy 32 Heading 318.2

**RUNWAY 9 / 27**

**CLOSED**

# FWA

## ILS - RWY 5

Localizer 111.9 I-HVD

Base leg approach from South at 2600 FT on Muncie (114.4 Chan 91 'MIE' ) Radial 003 to Ft Wayne (117.8 Chan 125 'FWA') Radial 225 for FINAL

Cross OM at HOONS INT [FT Wayne R-225 ] and Wolf Lake (110.4 'OLK') Radial 158 --- FWA + 6.5 NM.

Begin descent (Decision height 1015 MSL 200 AGL) to field

Minimums :	Alt	Vis	Cat
S-ILS 5	1015' / 1800		A,B,C,D
S-LOC 5	1260' / 2400		A,B
	1260' / 4000		C
	1260' / 5000		D

CAT II ILS Available but with different minimums and DH's

Missed Approach: Climbing to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER/FWA 22 DME and hold (OSBER = FWA 22 DME & MUNCIE R-044)

## ILS - RWY 32

Localizer 109.9 I-FWA

Fly BASE leg approach on heading of 273 at 2400'.

Join FINAL on FWA (117.8 Chan 125 ) approx. 10 NM Southeast of field heading 318

Descend to 2200 before LOM/IAF HOAGY 251 'FW'. LOM FWA 4.3 NM

Cross HOAGY on 318 at 2160 and continue decent ( DH 1001 MSL 200 AGL) to field.

Minimums :	Alt	Vis	Cat
S-ILS 32	1001' / 4000		A,B,C,D,E
S-LOC 32	1160' / 5000		A,B,C
	1160' / 6000		D,E

Missed Approach: Climb to 3000 via NW course FWA LOC, then left turn via FWA R-279 to TELEY Int and hold ( TELEY = FWA R-279 17.5nm & Marion R-012 )

# **GARY REGIONAL**

( GYY )

GARY, INDIANA

N 41:37 - W 87:25

ELEV - 591 FT

CHICAGO APP CONTROL 133.1 285.6

GARY TOWER 125.6 (CTAF) L

GROUND CONTROL 121.9

## **RUNWAY 2 / 20**

3603' X 100'

## **RUNWAY 12 / 30**

7000' X 150'

## **RWY 12 LANDING 6285'**

GYG

## **ILS - RWY 30**

Localizer 108.3 I-GYY

NOTE: When control tower is closed - and for the purpose of this program, it is - use Chicago Midway altimeter setting.



BASE leg approach at 2400' on heading of 261 and intercept Localizer heading 306 for FINAL

Cross LOM / IAF (GARIE 236 'GY') at 2000' on heading Localizer (heading 306)

Continue descent to DH 841' MSL - 250' AGL

Minimums :		Alt	Vis	Cat
	S-ILS 30	841' / 1000	1000	A,B,C,D
	S-LOC 30	1020' / 1000	1000	A,B,C,D

Chicago Midway Altimeter Setting Minimums - see note above

Minimums :		Alt	Vis	Cat
	S-ILS 30	906' / 1000	1000	A,B,C,D
	S-LOC 30	1080' / 1000	1000	A,B,C,D

Missed Approach:

Climb to 1500' then climbing left turn to 2400' direct CGT VORTAC and hold

(Chicago Heights 'CGT' 114.2 Chan 89 )

# MICHIGAN CITY

( MGC )

MICHIGAN CITY, INDIANA

N 41:42 - W 86:49

ELEV - 655FT

SOUTH BEND APP CONTROL 118.55

CLEARANCE DELIVERY 134.8

UNICOM 122.7 (CTAF) L

RUNWAY 2 / 20

4100' X 75'

VOR or GPS-A

Maintain 3000' on GIPER 115.4 Chan 101 'GIJ' Radial 260 to MAHER INT - GIJ + 17 NM (GIPER R-260 & KNOX 115.6 Chan 103 'OXI' R-355) - MAHER INT is 5.8 NM from field.

Descend to DH of 1540' MSL - 885' AGL crossing field at mid-point.

Turn DOWNWIND leg.

Minimums: 1540' 1-1/4 Mile Cat A/B

**SOUTH BEND / MICHIANA  
REGIONAL TRANSPORTATION CENTER  
( SBN )  
SOUTH BEND, INDIANA**

N 41:43 - W 86:19  
ELEV 799 FT

SOUTH BEND APP CONTROL 118.55  
CLEARANCE DELIVERY 121.9  
UNICOM 122.95  
ATIS 118.15

SOUTH BEND TOWER 118.9  
GROUND CONTROL 121.7

**RUNWAY 27L / 9R**

7099' x 150'

**ILS - RWY 27L**

Localizer 109.3 I-SBN

Fly BASE leg approach at 2400' on Goshen (113.7 Chan 84 'GSH') R-345 to intercept of I-SBN Localizer ( 109.3 ) 11.3 miles from Goshen. After turn descend to 2200'. Fly heading 272 and cross LOM ( MISHA 341 SB ) at 2100' Continue descent to DH.

Minimums:

200' & 1/2 Mile ILS  
500' & 1/2 Mile A/B - LOC  
500' & 3/4 Mile C - LOC  
500' & 1 Mile D - LOC

Missed Approach: Climb to 1200 then climbing right turn to 2300 direct Giper (115.4 Chan 101 GIJ ) VORTAC and hold.

## **SBN**

### **ILS - RWY 9R**

Localizer 109.3 I-SBN

Fly BASE leg approach from South at 2400' ( NoPattern Turns ) on Knox (115.6 Chan 103 'OXI') R-008 to intercept of I-UXW Localizer ( 109.3 ) 22.9 miles from Knox. After turn to 092 descend to 2600'. Fly heading 092 and cross OM at 2600' Descend to DH.

Minimums:

300' & 3/4 Mile ILS

500' & 3/4 Mile A/B - LOC

500' & 1-1/4 Mile C/D - LOC

Missed Approach: Climb to 2600 direct to MISHA LOM ( 341 SB ) and hold.

**“Porter Co. (VPZ)”**

Version 1.0

VALPARAISO, INDIANA

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N 41:27:30 - W87:00:30

ELEV- 770 FT

CHICAGO APP CONTROL 133.1 285.6

ATIS/UNICOM 122.8

**RUNWAY 09 / 27**

6,000' X 150'

**ILS - RUNWAY 27**

Localizer 109.7 I-VPZ

BASE leg approach at 2600' on heading of 002 and intercept Localizer change heading to 272 for FINAL.

Cross LOM / IAF (SEDLY 212 'VP') at 2600', ILS FINAL APPROACH heading 270.

Begin descent to 770' MSL - 1120' AGL

Minimums:

200' & 1 Mile ILS

400' & 1 Mile Cat A/B/C/D - LOC

Missed Approach:

Climb to 1200' then climbing right turn to 2600' direct VP LOM