

## **Chester, Conn. to Bridgeport, Conn.**

This third flight will be easy. You've been through a host of new procedures up to this point and it's time for a VOR approach that's "fun." The flight begins at Chester airport, 3B9, in Chester, Connecticut with a destination of Igor Sikorsky Memorial airport, KBDR, in Bridgeport, Connecticut. The approach will be to Runway 24. The flight-information package is in chstr-bdr.zip.

The zip-file includes the IFR chart, the approach plate for VOR Rwy 24 at Bridgeport, and this text description of the flight.

This is another VOR approach not requiring a procedure turn and also one where the FAF is a VOR intersection. We proceed from Chester airport to the Madison VOR, then to the BAYYS intersection, inbound to the MILUM intersection, the FAF, and then to the airport with a straight-in landing to Runway 24. Again, you'll use your DME.

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.

**NOTE: Fly the Instrument Approach portion with your Nav-2 Receiver for better needle visibility.**

- Set the flight simulator weather conditions to 700 ft overcast, cloud tops at 10,000 ft., and one mile visibility. The wind is calm.
- Move your aircraft to Chester's Runway 17, airport 3B9, and retract the flaps to 0°.
- Tune the Nav-1 receiver to Madison VOR, 110.4 MHz., ident MAD. Fly the first leg with Nav-1.
- Set the VOR-1 OBS to 258°. Reset the timer to zero.
- Switch the DME to Nav-1 receiver.
- Tune the Nav-2 receiver to 108.8 MHz., the Bridgeport VOR, ident BDR.
- Set the VOR-2 OBS to 234° for the BAYYS intersection and the approach heading for Rwy 24.
- Fly Nav-1. Takeoff from Runway 17, Chester airport, with a climbing left turn over the airport to intercept and track 258° to MAD VOR. ATC has cleared you to 4000 ft.
- Climb at 90 kts., then cruise at 110 kts. after reaching 4000 ft.

- MAD VOR is 9 DME from Chester Airport.
- On station passage at MAD VOR, when the FROM flag appears, turn right to magnetic course 276° and set the VOR-1 OBS to 276°.
- When the two VOR needles center you are at BAYYS Intersection, the Initial Approach Fix, IAF, for this approach.
- BAYYS Intersection is 12.7 DME from MAD VOR.
- Descend to 3000 ft. after passing MAD VOR.
- Fly Nav-2. When the VOR-2 needle centers at BAYYS, turn left and track TO the BDR VOR on the 234° heading.
- Descend to 1800 ft.
- Tune Nav-1 receiver to CMK VOR, 116.6 MHz; ident CMK.
- Set VOR-1 OBS to 110°.
- Drop one notch of flaps and slow to 75 kts.
- MILUM intersection, the FAF for the VOR approach to Runway 24, is the intersection of the 110° radial from CMK VOR.

It's vital to stabilize the approach well before beginning your descent to the MDA.

- On reaching the MILUM intersection and FAF, start the timer and descend to 460 ft.
- Continue tracking inbound TO the Bridgeport VOR and Runway 24.
- At 75 kts., 3 min., 45 secs. will elapse to fly the 4.7 NM. to the MAP or Runway 24 threshold.
- With one-mile visibility, Runway 24's threshold or approach lights should become visible in 2 min., 58 secs.
- Bridgeport's field elevation is 10 ft., so you will have 47 seconds to descend 450 ft. for touchdown. Slow the aircraft for a normal landing by reducing power and further lowering the flaps.
- Flight time: about 20 minutes.