

Block Island, R.I. to Quonset State, R.I.

The flight begins at Block Island State airport, KBID, Block Island, Rhode Island, with Quonset State airport, KOQU, in North Kingstown, Rhode Island the destination. The flight-information package is in file sey-oqu.zip.

You wanted a VOR approach where the Omni was off the field? Well, not only is this VOR some 8 nm. off the field, but it is *past* the field. This approach introduces the concept of an FAF identified by the intersection of two VOR radials. A procedure-turn is not required for our route of flight and entry into the approach.

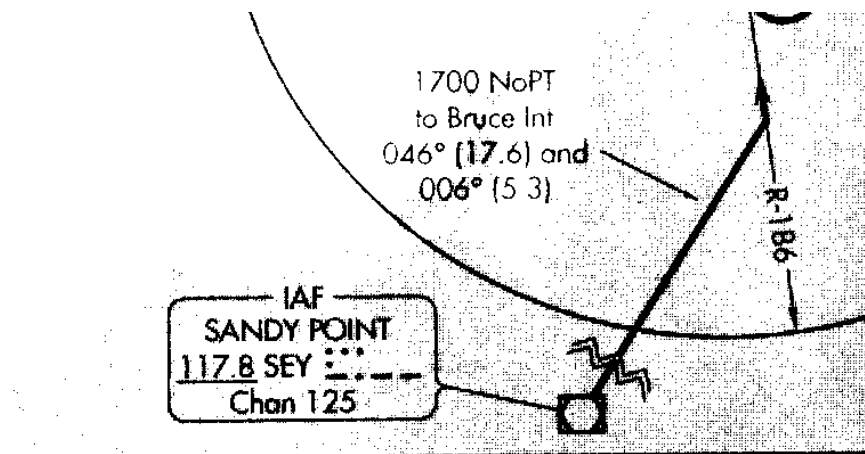
The flight proceeds from the 046° radial of Sandy Point VOR, SEY, at Block Island, intercepts the 186° radial of Providence, PVD, then straight in to Quonset's Runway 34.

You'll be a little busy on this approach, but it's a piece of cake compared to the last one.

As usual, do nothing until you have gone through the step-by-step details of the flight with this text and your charts.

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

- Set the flight simulator weather conditions to 900 ft overcast, cloud tops at 10,000 ft., and two miles visibility. The wind is calm.
- Move the aircraft to Block Island, KBID, Runway 28, and retract the flaps to 0°.
- Tune the Nav-1 receiver to the Sandy Point VOR, 117.8 MHz., ident SEY.
- Set the VOR-1 OBS to 046°. Reset the timer to zero.
- Tune the Nav-2 receiver to 115.6 MHz., Providence VOR, ident PVD.
- Set the VOR-2 OBS to 006°, the inbound course to the VOR and Runway 34 at Quonset State airport.



This note on the approach plate explains that if you fly the SEY 046° radial at an altitude of 1700 ft and intercept the PVD 006° radial TO the station, you may enter the approach procedure without having to perform a procedure turn.

- Takeoff from Runway 28 with a climbing right turn and intercept V268, the 046° radial from SEY VOR. The SEY VOR is the IAF, Initial Approach Fix, for the approach.
- For such a short flight you'll cruise at the 1700 ft. initial approach altitude for Quonset State. Climb at 90 kts.
- When you are satisfied with the VOR outbound track, engage the autopilot heading control to maintain the magnetic course of 046°.
- When the VOR-2 needle centers, indicating an intercept of the 006° radial TO PVD, turn left to 006°.
- When properly tracking inbound on the 006° radial, reengage the autopilot to maintain the heading.
- Tune the Nav-1 receiver to 110.0 Mhz., the Norwich VOR, ident ORW.
- Set the VOR-1 OBS to 110° to identify BRUCE intersection when the needle centers and a FROM flag is showing.
- Reduce your speed to 75 kts., and drop one notch of flaps.

At this point your approach should be stabilized.

- Fly to the BRUCE intersection. Remember, with the needle on the same side of the gauge as the station is to the aircraft—to the left in this case—you have not yet arrived at the intersection.
- BRUCE intersection is the FAF for the approach to Runway 34. When the VOR-1 needle centers, you're there. Start the timer.
- Descend to 660 ft.
- Time to fly the 5.1 nm. from the FAF to the MAP at 75 kts. is 4 min., 05 secs.
- With two-miles visibility you should spot the approach lights or Runway 34 threshold in 2 min., 29 secs.
- On sighting Rwy 34, land normally.

This concludes the session on VOR approaches for the situation where the VOR is located some distance from the field.