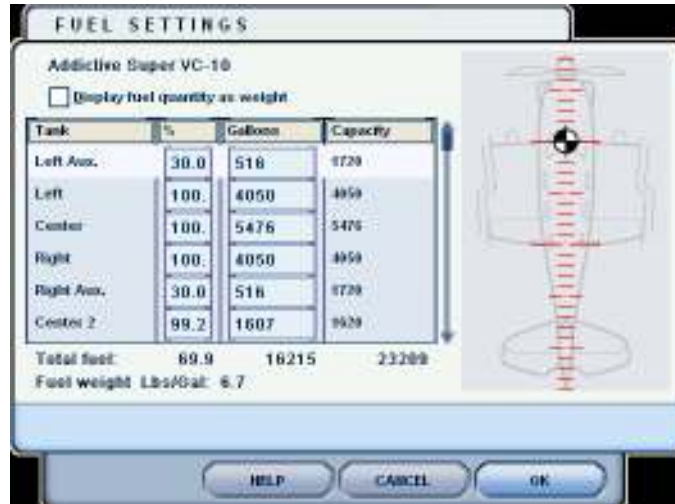


# NAVEX FLIGHT BRIZE NORTON – KINLOSS (EGQK) BRIEFING REPORT – ADVANCED NAVEX

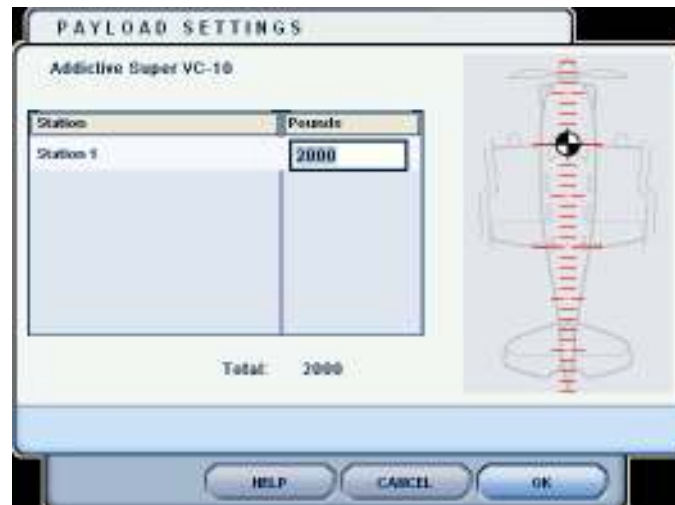
Kinloss has an ILS on RWY 26 – 08. Runway is 7,582 ft / 151 ft.  
Max. fuel load for your Vickers Super VC10 on departure is 70%.  
Gross weight of your VC10 should be around 267,456 pounds = 121,571 Kg

Check your fuel settings

Right and Left tip tanks should be at 0.0%



Payload settings = 2000



Before take-off:

Set NAV1 to 111.90 BZN (Brize Norton) – 111.90 – course 259.  
Set NDB LA to 282.0 (LYNEHAM).

Goal:

Advanced navigation training and the use of intersections (ISEC).

Departing RWY is 26



After take-off:

Gear up and hold 259 heading, FL set to FL100 – KIAS 250 kts.  
Maintain this course until 10nm out of RWY, then inbound on NDB LA – 282.0.

The flight:

During your route to NDB LA, check NAV1 DME LYE – 109.80.  
At 3nm inbound go inbound NDB OF – 325.0, set NAV1 to VOR/DME BCN – 117.45 radial to 302. Go overhead OF, then inbound BCN.  
At 3nm inbound BCN fly outbound BCN radial to 009. Aiming destination is ISEC RADNO.

*Checkpoint radno = you reach the ISEC outbound BCN approx. 30.5nm and NDB SH – 426.0 should point to 094.*

On checkpoint right turn to 045, destination ISEC WAL41.

*Checkpoint wal41 = you reach the ISEC when NAV1 VOR/DME SWB – 116.80 radial to 243 is approx. 19nm and NDB TNL – 327.0 point to 127. But at 16nm begin left turn to 009 for destination ISEC SONEX.*

*Checkpoint = set NDB WFD – 380.0. When NDB point to 099 you should see on the right Woodford field and on the left Manchester (VOR/DME MCT – 113.55 at approx. 3nm), you are then 10nm inbound on the ISEC SONEX.*

Once passing Manchester and Woodford in between, set NAV1 MCT radial to 207. When DME reads approx. 8nm you are at the intersection sonex.

Overhead ISEC SONEX fly inbound to VOR/DME POL – 112.10 radial 016.

At 2nm inbound on POL make right turn to 055. Once stable at 055 heading set NAV1 radial from 235 (or to 055) Keep this outbound course perfect. Reduce speedhold to 150 KIAS and begin descend to 2,000 ft (during descend you speed will be around 220 KIAS).

*Time for a quick checkpoint:*

*When at 2,000 ft you should be 24nm out of POL.*

### **ATTENTION NOW !**

When 28nm outbound make left turn to 030.

Descend to 1,500ft and prepare for touch and go.

Your touch-and-go field will be the nice scenery of Paul Roberts = Topcliffe AB !



If all went well this is what you should see outside

Like the screenshot shows, touchdown point is the very beginning of the RWY

Do not hit the barrels in front !  
(it's concrete)



This is the outside view of previous cockpit screenshot:



Like you see, this will be a tricky one testing all the skills you have.  
If not in perfect position please go around.

If no problem, after touch-and-go climb out runway heading and set DME TOP – 113.70.  
Once 9nm out, make a left turn to 360, climb to FL100. Tune NDB SJ – 292.0

Overhead SJ tune to NDB CIR – 332.0. You will see that this NDB does not respond. So,  
check with NAV1 VOR/DME SAB – 112.50 radial to 326. Watch your DME, when 26nm out  
of SAB you should see this as reference point



When overhead the island



Turn heading to 004 destination ISEC NEXUS

Again we will need to check where nexus is:

Set NAV1 VOR/DME LUK 110.50 radial to 293  
and NDB FP – 205.0.

*When nexus: DME should be 36 nm and NDB should point to 286*



Overhead nexus make left turn to 349, inbound NDB AQ – 336.0.

When the needle comes alive then you are approx. 37nm inbound to AQ. Start stopwatch. *Because this is an important moment, and I do not want you to look only to your ADF, please calculate the checkpoint by setting NAV1 VOR/DME LUK – 111.50 radial to 257.*

After 00:07:20 min you will reach AQ, make left turn to 328, reset stopwatch and start again. Keep an eye on the stopwatch, after 00:03:00 min begin standard descend (descend rate of 1,500 ft/min) to 2,500ft. Stop the clock.

*Checkpoint: set NAV1 VOR/DME INS – 109.20 radial to 272 (31nm out) and NDB KS – 370.0 should point to 294. This means that you are 10nm out of your next turning point.*

Once Lossiemouth



visual like this, reduce to 150 KIAS and make a left turn to 280

Set NAV1 ILS 26 – 109.70, course 259.

Catch the ILS and make a full stop landing



Welcome to Kinloss.

