

## **Belfast, Maine, KBST, to Pittsfield, Maine, 2B7**

Also download the Approach Plate for 2B7 that is linked in the main write-up.

Set your weather to 1000 ft overcast and two miles visibility. The wind is calm.

Take-off from Runway 33 at Belfast Municipal airport and pick up the Burnham Beacon (348 KHz, BUP) 23 nm distant. Track inbound on the 338° bearing. You'll notice that your initial arrival at the IAF is broadly inbound to the airport, the opposite direction to begin the approach procedure.

The teardrop turn was invented for just this situation.

Fill out the Approach Worksheet for Pittsfield. Just writing the numbers on the form will enhance your memory of them later.

Proceed over the NDB on the 338° track established from Belfast. Altitude should be at or above the 2600 ft. listed for the outbound course of the approach. Do not begin your right turn for the tear drop until flying two minutes past the beacon on your 338° course. Note the 777 ft. obstruction very near the flight path. Not a good time to get sloppy on altitude. Drop one notch of flaps and slow to 75 kts.

Don't start the turn back to the NDB so early that you swing too wide. Best to go out a little farther than you think necessary (thus the two minutes above), start the right turn, and continue around, intercepting the 189° bearing from the beacon in the conventional manner. Then track to the bearing and you're in great shape to start the approach on station passage because the aircraft heading is already correct.

The teardrop turn is helpful in another way, too. You can determine the wind-correction angle needed on the way to the beacon, and have that under control, too, as you pass the station.

The flight from Belfast to Pittsfield is very short, so fly that route and approach several times until it is under control and you're satisfied with the results.