

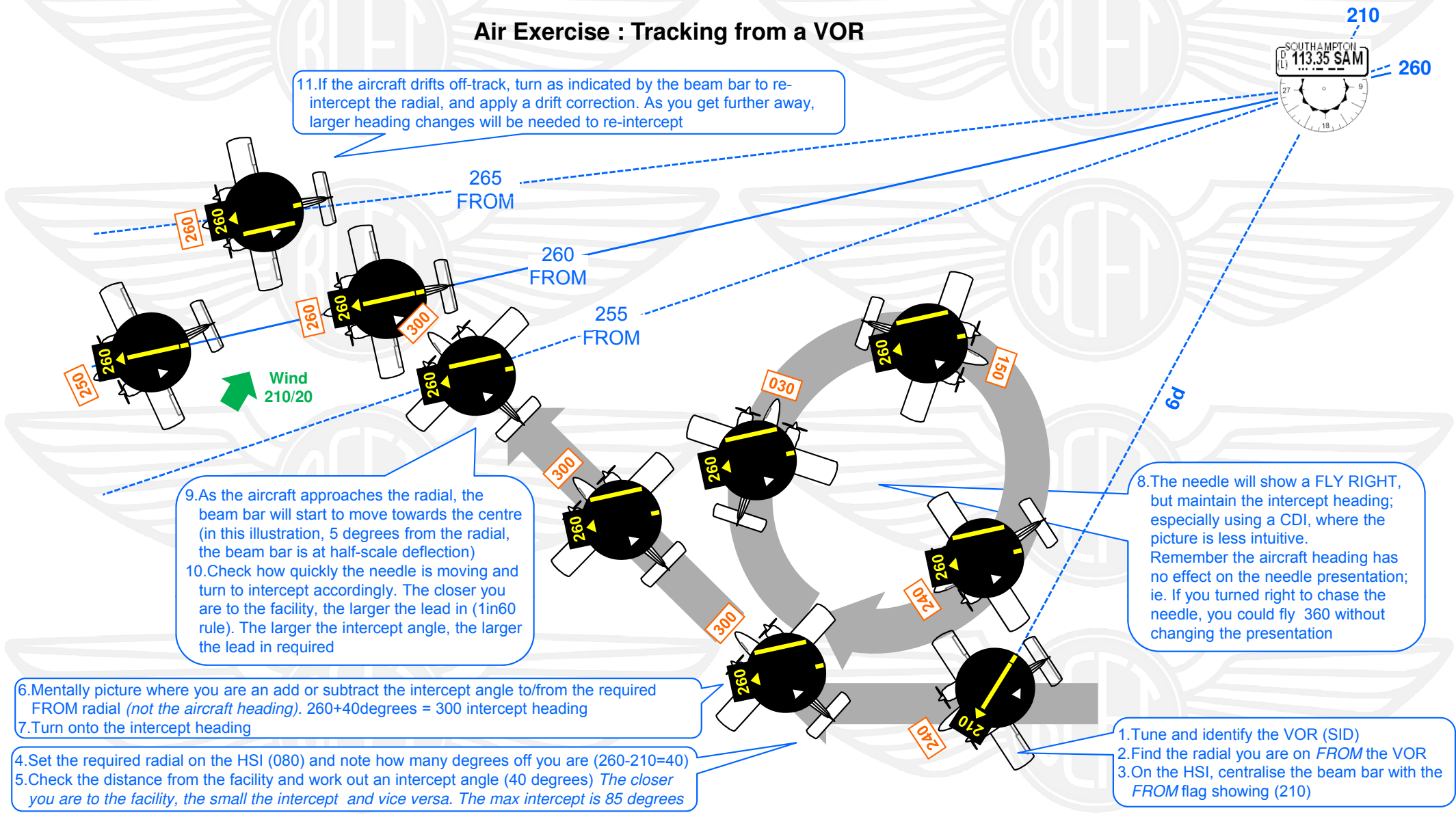
5. VOR, DME and basic procedures



a. VOR tracking from

Aim	<ul style="list-style-type: none"> To intercept a particular track from a VOR 	Airmanship <ul style="list-style-type: none"> Current charts, Instrument ground checks, FREDA, S-I-D, DOCs 	Performance <ul style="list-style-type: none"> +/-5° (1/2 scale deflection) +/- 5kts, +/- 100'
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Air Exercise : Tracking from a VOR



11. If the aircraft drifts off-track, turn as indicated by the beam bar to re-intercept the radial, and apply a drift correction. As you get further away, larger heading changes will be needed to re-intercept

9. As the aircraft approaches the radial, the beam bar will start to move towards the centre (in this illustration, 5 degrees from the radial, the beam bar is at half-scale deflection)
 10. Check how quickly the needle is moving and turn to intercept accordingly. The closer you are to the facility, the larger the lead in (1in60 rule). The larger the intercept angle, the larger the lead in required

8. The needle will show a FLY RIGHT, but maintain the intercept heading; especially using a CDI, where the picture is less intuitive. Remember the aircraft heading has no effect on the needle presentation; ie. If you turned right to chase the needle, you could fly 360 without changing the presentation

6. Mentally picture where you are and add or subtract the intercept angle to/from the required FROM radial (not the aircraft heading). $260 + 40 \text{ degrees} = 300$ intercept heading
 7. Turn onto the intercept heading

4. Set the required radial on the HSI (080) and note how many degrees off you are ($260 - 210 = 40$)
 5. Check the distance from the facility and work out an intercept angle (40 degrees) *The closer you are to the facility, the smaller the intercept and vice versa. The max intercept is 85 degrees*

1. Tune and identify the VOR (SID)
 2. Find the radial you are on FROM the VOR
 3. On the HSI, centralise the beam bar with the FROM flag showing (210)