

VOR Tracking and VOR Approach

practical one—would be to fly one leg of a triangle with the VOR as its apex. As shown in Fig. 7-2, if you were on to a radial 60 degrees away, and you turned 80 degrees with the radial you started from, it would get to the new radial as it would later when you were on all these problems the no-wind condition, a simple



Fig. 7-2



Fig. 7-3

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the procedure shown in the diagram would be foolish because you would be flying twice as long and twice as far as if you had flown directly to the VOR in the first place. But by applying simple trigonometry a simple procedure can be followed. A right triangle containing a 10 degree angle and an 80-degree angle has its perpendicular sides in the ratio of 1 to 1. (See Fig. 7-3). To reduce the procedure to a handy and simple one doesn't require trigonometric tables or computer work, this ratio is 1 to 1. Therefore, as the diagram shows, if you turn 80 degrees from the radial you're on, and fly to a radial that is 10 degrees away, that flight will be one-sixth as long as the subsequent flight to the VOR.

Here is the actual procedure:

1. Determine what radial you are on in the usual way by centering the needle with the indicator in the FROM position.
2. Turn to a heading 100 degrees greater or less than the bearing of the radial, whichever is the shortest turn to the new heading.
3. As you roll out on the new heading, center the needle again, quite gently. Then rotate the OBS exactly 10 degrees in the direction that will make the needle point toward the station, i.e., left if the VOR is to your left or right if it is to your right.
4. Start timing the moment you set the OBS. You are now set up as for an intersection. The needle points toward the station until you reach the intersection, then centers at the intersection. The "intersection" in this case is the point where your course crosses the radial that is 10 degrees from the radial you started on. Continue timing until the needle is again centered, concentrating all the while on holding your heading, by looking on the index of the AI, and monitoring the DG.
5. Note the elapsed time in seconds, and also note the actual time on clock in minutes past the hour.
6. Before you do any calculating, the moment you complete the turn, rotate the OBS until the needle centers again with the indicator in the TO, and turn to fly directly inbound to the VOR.
7. Divide the elapsed time (in seconds) by 10, to get the time in minutes to the station. This simple rule results from multiplying the elapsed time in seconds times 6, as described earlier, and then dividing by 60 to get time in minutes: $\text{seconds} \times 6 \div 60 = \text{seconds} \div 10$. Add the estimate of time to station to the actual time you noted in step 5, to obtain an estimated time of arrival at the station.

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