Performance

Chapter 10

Questions

1. To what station and frequency should you tune your NAV radio?
2. How would you ensure you are receiving the correct station.
3. To what heading should you set the OBS?
4. If, once tunes, identified, and a course selected, you see the CDI indication in the figure to the right, where are you in relation to `V4`? Which way would you turn to intercept `V4`?

5. How would you identify `JAWBN`?
6. How would you identify `LEION`?
7. Why are T-routes easier and generally safer to fly than V-routes?
8. Assuming all of the equipment in the plane is working, which can you not fly a T-route?

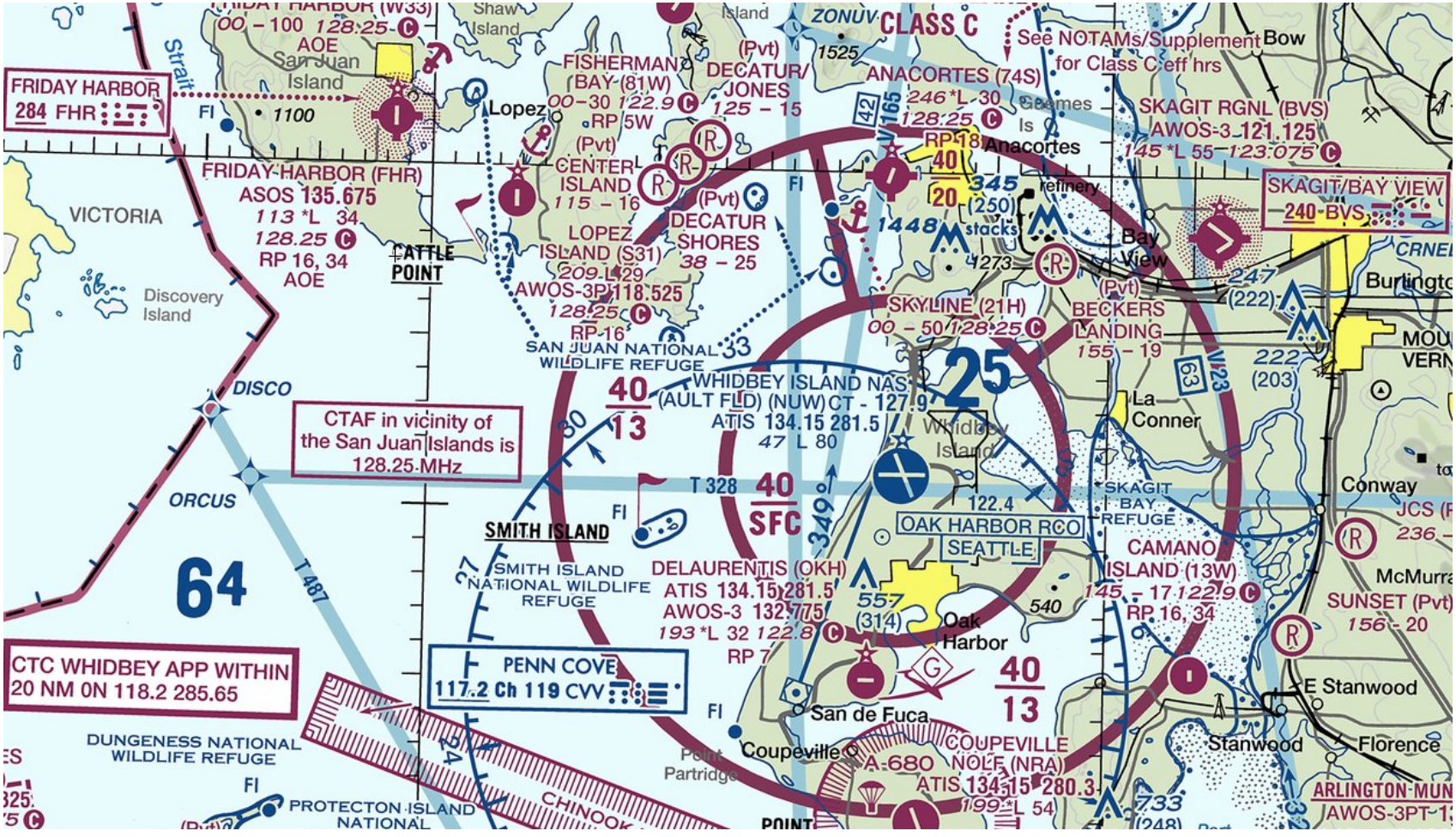
JAWBN and LEION

https://skyvector.com/?ll=47.991886888426194,-122.8648116154701 3&chart=1&zoom=3

Navigation

- NDB
- VOR
- DME
- GPS

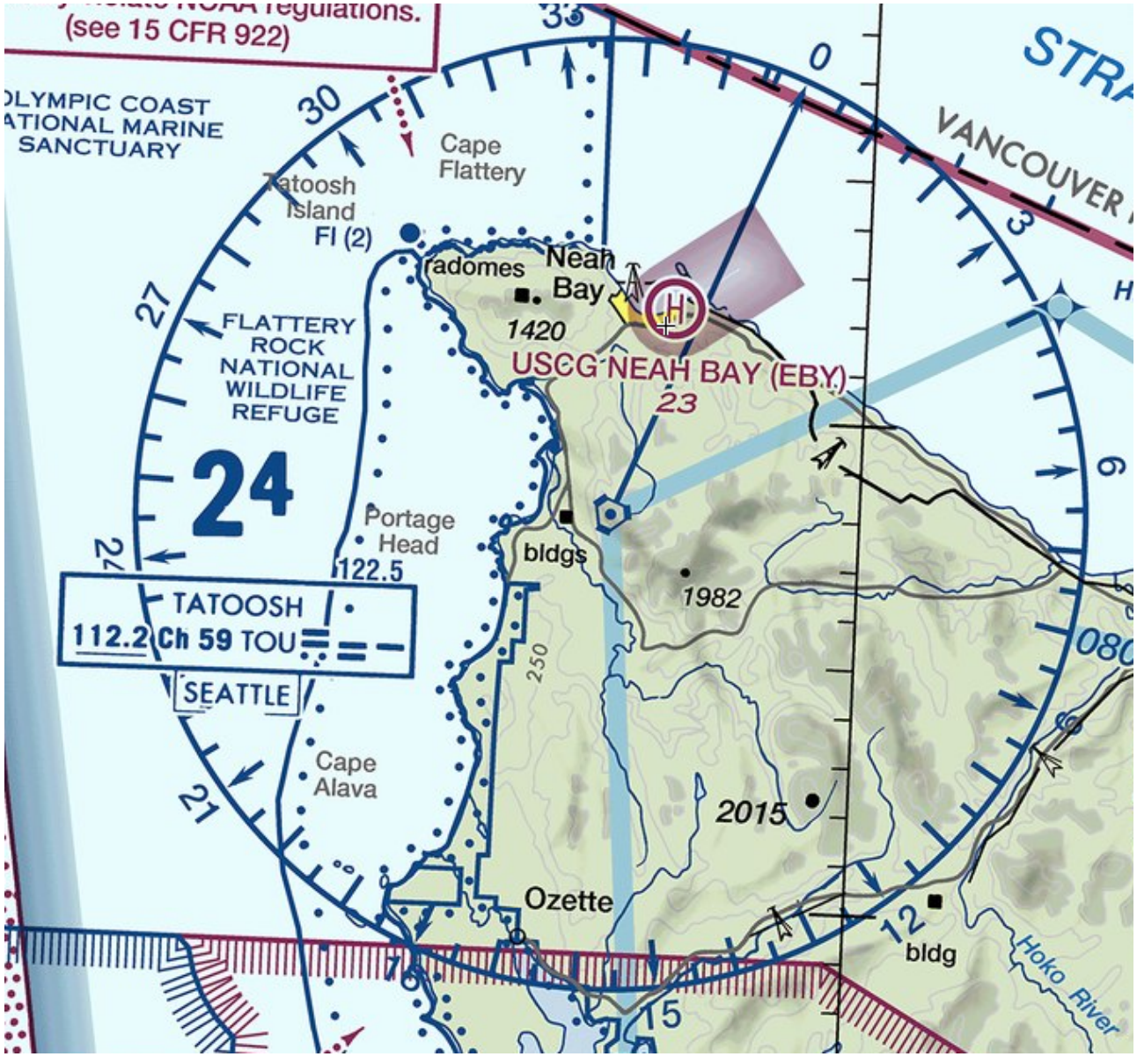
NDB


FRIDAY HARBOR
284 FHR
FRIDAY HARBOR (FHR)
ASOS 135.675
113 *L 34
128.25 C
RP 16, 34
AOE
VICTORIA
Discovery Island
CATTLE POINT
DISCO
ORCUS
64
CTAF in vicinity of the San Juan Islands is 128.25 MHz
CTC WHIDBEY APP WITHIN 20 NM 0N 118.2 285.65
DUNGENESS NATIONAL WILDLIFE REFUGE
PROTECTON ISLAND NATIONAL
Strait
San Juan Island
Shaw Island
Lopez
FISHERMAN BAY (81W)
CENTER ISLAND
LOPEZ ISLAND (S31)
AWOS-3P 118.525
SAN JUAN NATIONAL WILDLIFE REFUGE
DECATUR/ JONES
DECATUR SHORES
ZONUV CLASS C
See NOTAMs/Supplement for Class C eff hrs
ANACORTES (74S)
Anacortes
refinery
stacks
SKAGIT RGNL (BVS)
AWOS-3 121.125
SKAGIT/BAY VIEW
240-BVS
Bay View
SKYLINE (21H)
BECKERS LANDING
WHIDBEY ISLAND NAS (AULT FLD) (NUW)
ATIS 134.15 281.5
CT - 127.9
La Conner
Whidbey Island
SKAGIT BAY REFUGE
OAK HARBOR RCO
SEATTLE
SMITH ISLAND
SMITH ISLAND NATIONAL WILDLIFE REFUGE
DELAURENTIS (OKH)
ATIS 134.15 281.5
AWOS-3 132.775
CAMANO ISLAND (13W)
RP 16, 34
Oak Harbor
PENN COVE
117.2 Ch 119 CVV
San de Fuca
Coupeville
COUPEVILLE NOLF (NRA)
ATIS 134.15 280.3
Conway
E Stanwood
Stanwood
Florence
SUNSET (Pvt)
ARLINGTON-MUN
AWOS-3PT

NDB

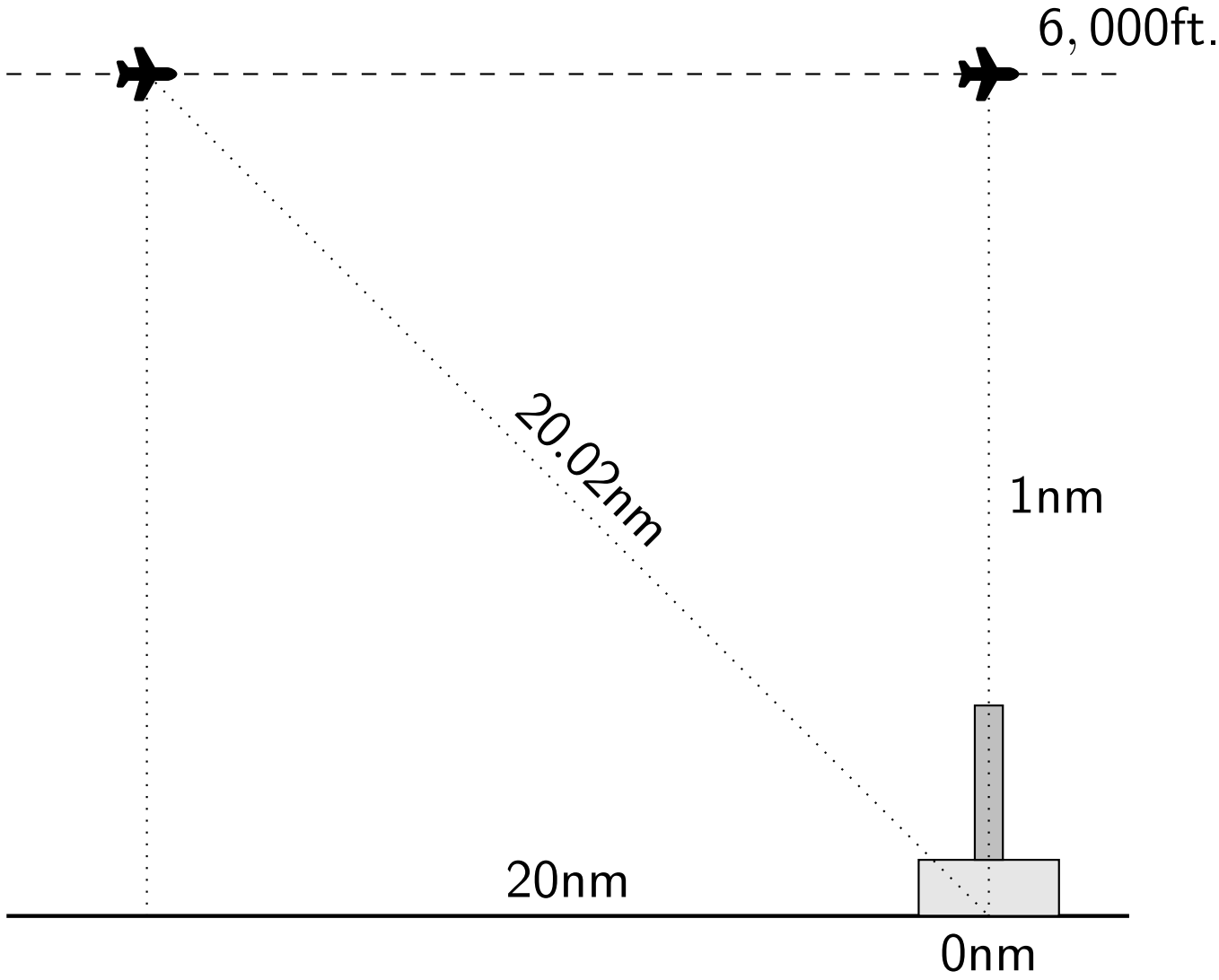

N
33
3
6
E
12
15
S
21
24
W
30
HDG
ANT
ADF
323
BFO
FRQ
231
FLT
LT
STEP/TIMER
ADF
ADF
BFQ
FRQ
ST/TI
OFF

VOR

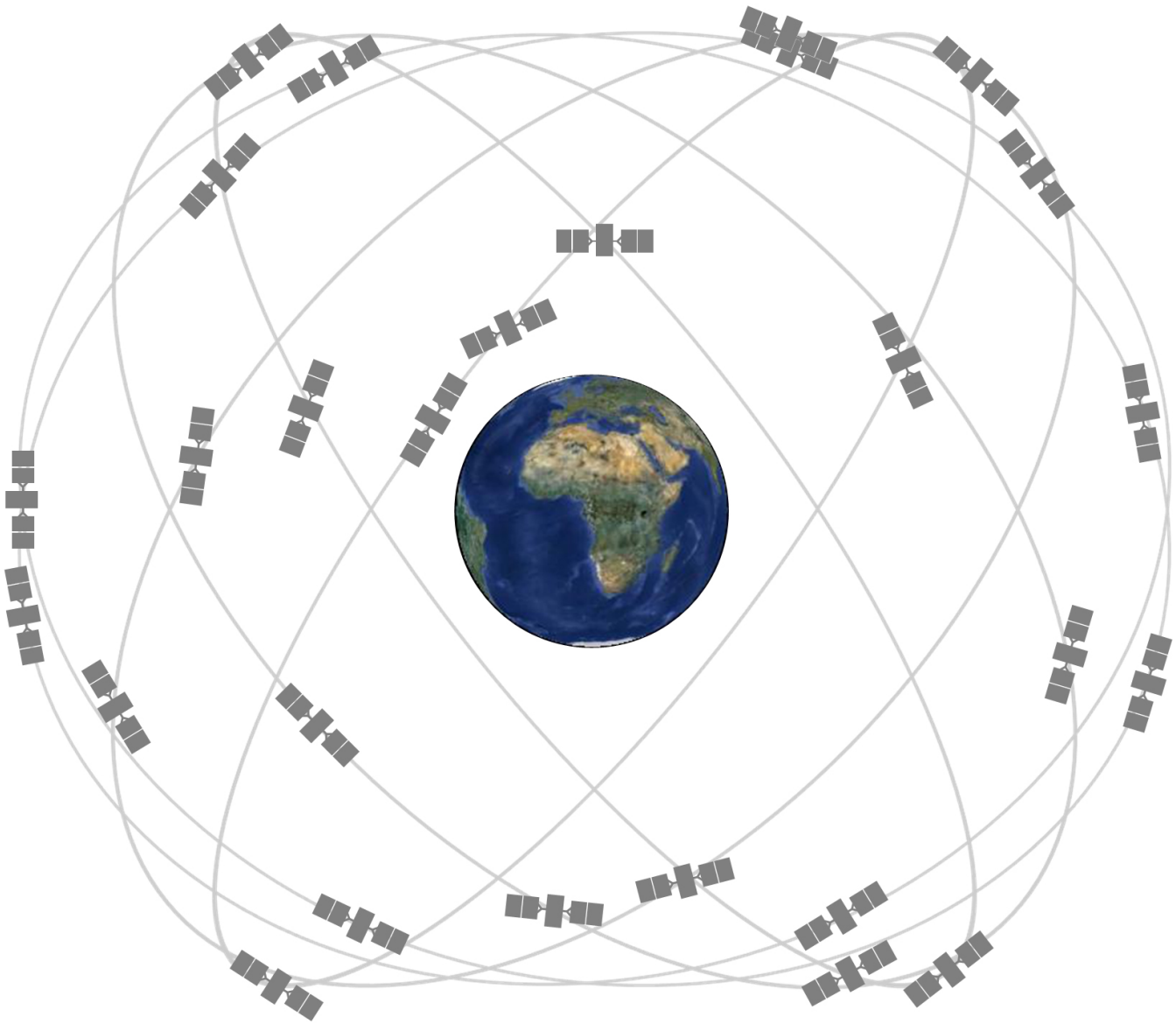

(see 15 CFR 922)
OLYMPIC COAST
ATIONAL MARINE
SANCTUARY
Cape
Flattery
Tatoosh
Island
Fl (2)
radomes
Neah
Bay
1420
USCG NEAH BAY (EBY)
23
FLATTERY
ROCK
NATIONAL
WILDLIFE
REFUGE
24
Portage
Head
122.5
bldgs
1982
TATOOSH
112.2 Ch 59 TOU
SEATTLE
Cape
Alava
2015
Ozette
bldg
Hoko River
VANCOUVER
STRA
30
27
24
21
18
15
12
6
3
0
33
080
250

VOR

DME: Slant Distance



GPS



1) Which pilot action is most likely to eliminate large fluctuations on the VOR course deviation indicator during flight?

A Recycle the ON-OFF switch.

B Disconnect the microphone.

C Change the engine RPM.

2) How can a pilot determine when a particular VOR is unreliable?

A A recorded voice stating "VOR shutdown for maintenance."

B A continuous series of dashes replacing the coded identification.

C An absence of the coded identification or TEST (– · ··· –) in Morse Code.

3) You want to track inbound on the 50° radial of a VOR station. The recommended procedure is to set the corse selector to

A 50° and make heading corrections toward the Course Deviation Indicator (CDI needle).

B 50° and make heading corrections away from the Course Deviation Indicator (CDI needle).

C 230° and make heading corrections toward the Course Deviation Indicator (CDI needle).

4) After selecting the frequency of a VOR station, you rotate the omni-bearing selector until the needle centers. The OBS reads 120° and the TO-FROM indicator shows TO. The airplane heading is 270°.

A You are southeast of the station.

B You are northwest of the station.

C You are west of the station.

5) You are flying from Seattle (KSEA) to Wenatchee (KEAT) with your VOR receiver tuned to 116.8MHZ and the omni-bearing selector on 72°. Directly over the north end of Kachess Lake, you notice that the course deviation indicator needle is

A deflected to the right of center. You should change heading to the left to center the needle.

B deflected to the left of center. You should change heading to the left to center the needle.

C not centered. You should rotate the moni-bearing selector until the TO-FROM indicator changes to TO and the needle centers.

6) You have become disoriented and want to use your VOR to establish your general position. You tune and dentify a VOR station and rotate the OBS until the needle centers with a TO indication. The OBS reads 285°.

A You are northwest of the VOR and should turn to a heading of approximately 285° to fly to the station.

B You are southeast of the VOR and should turn to a heading of approximately 285° to fly to the station.

C You are southeast of the VOR and should turn to a heading of approximately 105° to fly to the station.

7) Distance Measuring Equipment (DME) is least accurate

A at low altitude, far from the station.

B at high altitude, close to the station.

C when heading directly toward the station.