



NAVIGATION

PILOTAGE

Plot and fly a magnetic course using landmarks to be sure you're on course. Don't forget to factor in magnetic variation (the difference between the heading to True North and the heading to Magnetic North) and the wind correction angle (the adjustment in heading necessary to keep the wind from blowing you off course).

This only works in visual conditions when you can see the ground.

RADIO SIGNALS: VOR (VERY HIGH FREQUENCY OMNI DIRECTIONAL RANGE)

Use VOR radio signals to follow "highways in the sky" between VORs. Are the VORs and the VOR receiving equipment in your plane are working correctly? Identify a VOR by its Morse Code signal to be sure you're following the right one. Stay on a radial and you're automatically adjusting for magnetic variation and the effects of wind.

This is usually not the fastest route between two places, but you can fly in both visual and instrument conditions.

GPS (GLOBAL POSITIONING SYSTEM)

Pick your own route through the sky and let satellites guide you. Your GPS equipment must be able to access signals from at least 5 working satellites at any one time. "Fly the line" and GPS will automatically adjust for magnetic variation and the effects of wind.

GPS enables you to choose your course and fly it in either visual or instrument conditions. Many pilots now prefer to use this system.

THINGS TO CONSIDER IN PLANNING & MAKING A FLIGHT

WEATHER

What's the forecast along your route of flight? Is your plane equipped for that weather? Are you comfortable and qualified to fly in that weather?

TERRAIN & OBSTACLES

How high and where do you need to fly to avoid hitting mountains, buildings and such? Can your plane fly that high? Will you and your passengers need oxygen?

FUEL

How much do you need? How much can you carry? If you need to stop for fuel, where can you?

EQUIPMENT ON BOARD

Is everything working that needs to be working? If your plane uses computer equipment, do the databases have current information?

AIRSPACE RESTRICTIONS

Are there areas along your route where you shouldn't fly or can't fly?

JUST IN CASE

Sometimes things happen while you're flying. Weather might change, an airport you're flying to might have to close, your equipment might malfunction. Are you prepared to navigate to a new place if necessary?

