

## **Great Barrington Airport to Chester VOR, KGBR to CTR VOR**

The first flight will be from Great Barrington, Mass. to the Chester VOR, 21.2 nm distant. Chester VOR is 115.10 MHz. Tune the Nav receiver to the CTR VOR before takeoff and turn on the ident switch to permit hearing the Morse code identifier when the Omni is received (Click center-portion of radio face). Depart from Runway 11 and climb to 5500 ft. After receiving and verifying the ident signal (Click center-portion of radio face) rotate the OBS until the needle centers and the TO-FROM flag is in the TO position. The flag may not appear until a few seconds after hearing the ident.

Turn to the heading shown on the VOR index card and fly to the station, keeping the needle centered with only an occasional correction of heading, if needed. Don't chase the needle! Monitor the Nav Trainer's digital heading readout to more accurately set and track the radial.

As the aircraft nears the Chester VOR the needle will become more sensitive and may swing farther off center. Continue to resist the urge to chase the needle. Maintain the correct heading until station passage, indicated by the TO-FROM flag switching to the FROM position.

Repeat this flight once more, then reverse to runway 29 for another two flights. Fly this route twice more from Rwy 29, but set in a 24 kt wind from 005° to practice tracking a radial with a crosswind. Follow the same technique of "bracketing" that you used for NDB flights.

Recall that FS98 aircraft "weather-vane" on the runway in the presence of a crosswind, i.e., turn and point into the wind. Either let it happen and takeoff with whatever heading the wind has forced and return to the runway heading immediately on lifting off, or disable the crosswind until the early climb-out and then turn it on. This is not a significant problem with FS2000 or FS2002.