

“...direct to the Martha’s Vineyard 359 radial 35 DME fix, direct MVY...”

In Part I of this installment, we learned how to create a user waypoint at the intersection of two radials – useful for flying a radial to join an airway. This month, let’s look at creating a user waypoint with another common method – a radial and distance from a known waypoint. A common time to use such a method is the clearance given above. As the fix does not exist as a named waypoint, one would need to create a user waypoint there.

Let’s step through the actual waypoint creation process with a different, slightly trickier, example:

“...after takeoff, fly heading 360, intercept the LWM 290 radial outbound, expect vectors to CON then as filed...”

Here, ATC’s intention is to “park” us outbound on a radial until we are far enough away from the terminal area to clear us on course. We could comply with this clearance by using the VLOC or OBS mode on our Garmin, but both have the disadvantage of not

Use Your User Waypoints

PART II

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drawing the desired course line on our MFD.

So we create a flight plan and insert the LWM VOR followed by a point we’ll call LW290. When we hit ENT, we will be told this WPT does not exist, and asked if we’d like to create it (Figure 1). ENT again will take us to the User WPT creation page. Setting the fields (as shown in Figure 2) tells the GPS to create the point on the LWM 290 radial, 100 miles from the VOR. (Note that the distance we pick doesn’t matter, as long as it’s far enough away from the VOR that we’ll never get to it.)

Before you can move the cursor to the next field on the User WPT page, you must hit ENT to exit the field you just altered. Ignore and skip the second REF WPT and RAD fields (we don’t use them for this example). Once all three fields are entered correctly, move the cursor to “CREATE?” and hit ENT. You’ll be transported back to the flight plan, and by activating the leg between LWM and LW290, you’ll be ready for flight, with a magenta line drawn on the MFD and GPS showing the position of the 290 radial (Figure 3).

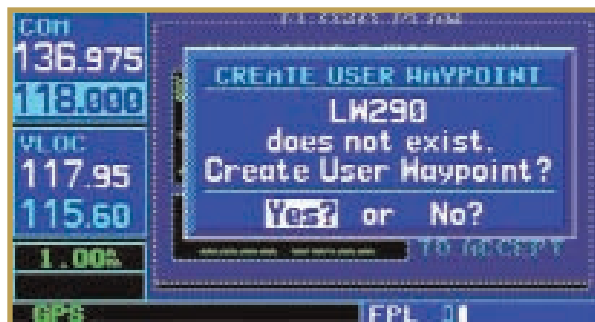


FIGURE 1



FIGURE 2



FIGURE 3

About the Author: Neil Singer spent over five years as a charter and airline pilot before deciding to return full-time to flight instruction. A NAFI Master CFI and Cirrus Standardized Instructor, Neil specializes teaching in owner-flown TAA. His website is www.njsflight.com