

The interpretation of the HSI - Horizontal Situation Indicator

The HSI indicates not only the heading but the selected radial as well.

VOR-indication on the HSI



The **lubber line** defines the aircraft's longitudinal axis.

The **heading** is always indicated under the lubber line.

The **CDI** represents the selected radial.

The **TO Flag** shows the direction to the station.

This **fixed aircraft symbol** represents the actual aircraft. It points always straight ahead and is aligned with the lubber line.

Rotating the **OBS** sets the course pointer (arrow) to the selected radial or localizer.

Rotating the **Heading Select Knob** sets the red heading bug. Coupled with the autopilot the heading bug remains under the lubber line.

Basics:

- ◆ The yellow arrow (course pointer) merely indicates the bearing of the radial.
- ◆ The CDI represents the radial.
- ◆ The arrow head has no significance on the VOR. (when turned by 180°).
- ◆ The VOR always has a TO flag.
- ◆ 1 dot on the VOR represents 2° (if 5 dots per side are indicated).
- ◆ The CDI deflects to either side, depending how many degrees the aircraft is off the selected radial (see VOR station).
- ◆ The course to the station is always indicated on the side of the TO flag and the side of CDI.
- ◆ The position of the aircraft is in relation to the station opposite the TO flag and opposite the CDI.

As long as the 360° view is required, mentally position the station in the center of the HSI. (see orientation page 64).

Once you navigate with the CDI, position the VOR-station on the end of the CDI. This will only work within the $\pm 10^\circ$ range on the VOR.