- I would have set up OBS mode before takeoff, and taken a guess at the radial I'd need from downwind. (**Mark**)
- Using a second nav radio for navigating to the VOR is less error-prone for most people. That's especially simple with a bearing pointer. (**Bruce**)
- The moving map is accurate enough and lets me focus on flying the airplane. I can also see the actual VOR station. Slowing down is also important here. (**Elaine**)
- You have 4-mile-wide protected area. The odds of a traffic conflict are zero because no other IFR traffic can be in that protected area, and it's not a terrain or obstacle issue. Maybe delay the turn a bit. (**John** and **Kevin**)
- If you don't understand how to create radial-distance fixes, go old-school and just use a VOR radial and GPS distance. (**Bruce**)
- If you're really confused with this departure, ask for an alternate clearance that's just a heading to fly once entering controlled airspace. That's better than getting it messed up in the box. (**Bruce**)
- Even with a VOR approach, there's enough protected area that turn anticipation isn't an issue with low-speed aircraft. (**Bruce**)

> ***"An ODP is a non-radar procedure. That's probably why it's used here: To get the airplane heading in the right direction before it's radar identified."— John***

- As a controller, I wouldn't trust a pilot to turn at any specific point if a traffic conflict was a possibility. I'd give them a vector. But they must be in radar contact first. (**Kevin** and **John**)
- Traffic pattern rules only apply on arrivals. However, it's best to play nice with VFR traffic in the pattern. It's also Class G airspace to 700 AGL, so ATC has no authority there. (**John** and **Mark**)
- When it's Class E to the surface, ATC must ask if a set of departure instructions will comply with local traffic. (**John**)
- Preparation for a short flight is often more work than for a long flight. (**Tom**)
- Instrument pilots don't practice ODPs enough. They can be more demanding than an approach. Even a basic avionics trainer on your laptop can reveal issues with a departure like this. (**Bruce**)
- Getthereitis seemed to play a part here. The pilot might have been more focused on the interview than the flight. (**Elaine**)

EXPERT CHOICES

1 Kevin, John

3* Elaine

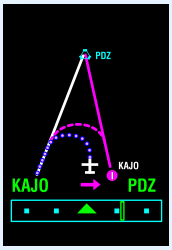
4 Tom, Mark

4* Bruce

** Choice with a caveat*

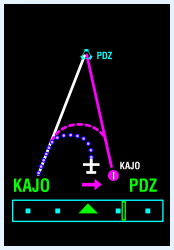
CHOICE 1

Turn when the GPS says to. GPS turn anticipation is accounted for in the departure procedure.



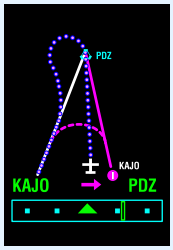
CHOICE 2

Turn when the GPS says to. You climbed way faster than 280' per NM to 1200' and no longer need the departure procedure.



CHOICE 3

Wait until you're past the VOR as shown on the moving map, even though the turn means you'll overshoot the VOR by quite a bit.



CHOICE 4

Switch the GPS to OBS mode and recenter the CDI so you ensure crossing directly over the VOR, even though the turn means you'll overshoot the VOR by quite a bit.