

30-DAY CHECK?

What's likely to be one of the most-broken regulations concerning instrument flight? I bet that FAR 91.171 is near the top of the list. You may recall FAR 91.171, which is the rule requiring all instrument airplanes to have a functional test of the VOR equipment no more than 30 days prior to any instrument flight, and for a signed record of that test and its results to be maintained in the airplane.

In the 21st century, GPS-direct world, a required VOR check may appear to be an anachronism. But it's the law...and more importantly, if you find yourself suddenly dependent on VOR navigation for survival, you'll want to know that the needles you're following have been recently tested to be reliable.

