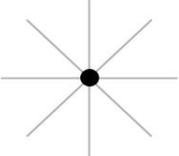
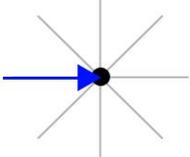
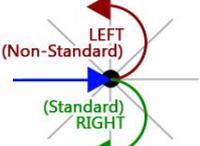
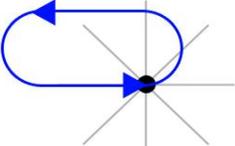
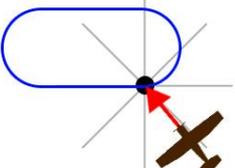
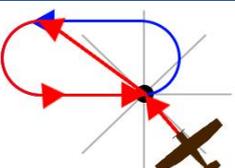
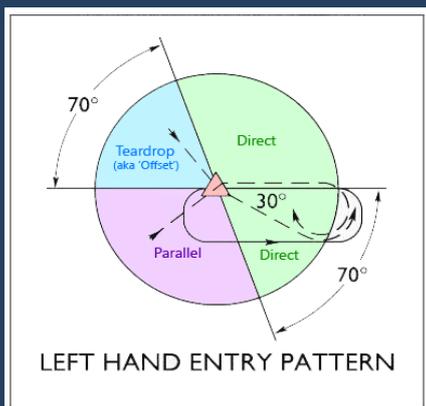


The "Dirty Dozen" Method of Hold Visualization

Do you remember that movie *The Dirty Dozen* where the heroes are so prepared for their mission that they have each step of their plan sequenced such that they could, on command, name each step individually? By memorizing the steps below, you can similarly be prepared for IFR holds to help ensure that you can perform them safely and effectively. The formulation of these seven steps is based on the premise that good holds start with good visualization. Each of the seven steps below has a four-syllable "tag phrase" attached to it as well as a pictogram of the essentials of that step. In our experience, if you can learn the seven steps such that if somebody says "four," you think "which way to turn," you can learn to perform holds correctly and effectively.

1		<h2>THE POINT TO HOLD</h2> <p>Visualize the point in space where you have been assigned to hold (holding fix) as a dot. This dot will typically represent a VOR, NDB, or intersection.</p>
2		<h2>THE ASTERISK (alternately, "the compass rose")</h2> <p>Mentally draw an asterisk (or compass rose) around your point. Think about where North, South, East, and West are.</p>
3		<h2>THE RADIAL</h2> <p>Translate your holding instructions into a radial as if you were just asked to identify the radial of a VOR. "Hold West" or "Hold on the 270 radial" mean the same thing. Here's the crucial part: imagine an arrowhead on your radial going INTO the point.</p>
4		<h2>WHICH WAY TO TURN</h2> <p>Very simply, think whether you were told "left turns" or not. If so, visualize a turn to the left from your inbound radial. If not, visualize a turn to the right. Standard turns are right turns!</p>
5		<h2>THERE'S THE HOLD</h2> <p>With the inbound radial and direction to turn visualized, you now have a clear picture of the holding racetrack pattern.</p>
6		<h2>MY POSITION</h2> <p>What is your position with regards to the holding point? If you're heading to the fix, look at your DG or compass for a wind-uncorrected approximation. Think of your position as a vector heading towards the point.</p>
7		<h2>THE ENTRY IS ...</h2> <p>When you have properly visualized your inbound vector compared to the racetrack you are to fly, you can determine an appropriate entry by picturing the most natural way to get on that inbound radial.</p>



Visit us on the web at www.checkride.com for more neat aviation stuff, including the world's best FAA test preparation software and apps. We have found that this method of learning holds works for our students, but nevertheless, use this at your own risk. You may distribute/post this document freely if and only if it is unmodified state as found on our website. COPYRIGHT © DAUNTLESS AVIATION.

