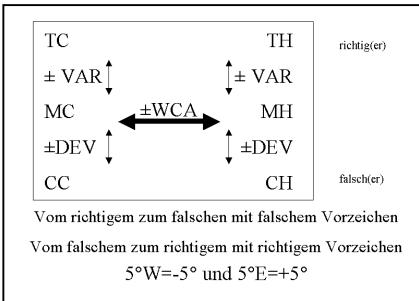


| international | | deutsch | | Beschreibung |
|-----------------------|-----|----------------------------|---------|-----------------------------|
| True North | TN | rechtweisend Nord | rwN | |
| Magnetic North | MN | missweisend Nord | mwN | |
| True Course | TC | rechtweisender Kurs | rwK | |
| True Track | TT | rechtweisender Grundkurs | rwGk | |
| True Heading | TH | rechweisender Steuerkurs | rwSk | |
| Magnetic Course | MC | missweisender Kurs | mwk | |
| Magnetic Heading | MH | missweisender Steuerkurs | mwSk | |
| Compass Course | CC | Magnetkompasskurs | MgK | |
| Compass Heading | CH | Kompasssteuerkurs | Ksk | |
| Wind Vector | W/V | Windvektor | W/V | |
| Wind Correction Angle | WCA | Luvwinkel | l | |
| Drift Angel | DA | Abdrift | a | zwischen Längsachse und TC |
| Wind Angel | WA | Windwinkel | w | zwischen TC und W/V |
| Relative Wind Angel | RWA | Windeinfallwinkel | we | zwischen Längsachse und W/V |
| Variation | VAR | Ortsmissweisung | OM / MW | |
| Deviation | DEV | Deviation | Dev | |
| True Airspeed | TAS | Wahre Eigengeschwindigkeit | Ve | |
| Ground Speed | GS | Geschwindigkeit über Grund | Vg | |

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"If you fail to prepare, then prepare to fail"!!!



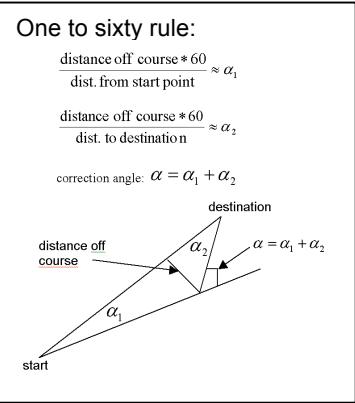
$$TAS \approx CAS + \frac{2\%}{1000 ft}$$

$$WCA \approx \frac{W_{angel} \cdot W_{speed}}{TAS}$$

VFR
 semi-circular cruising levels

| MC = 180°-359° | MC = 000°-179° |
|----------------|----------------|
| FL Alt | FL Alt |
| 65 6500 | 55 5500 |
| 85 8500 | 75 7500 |
| 105 10500 | 95 9500 |
| 125 12500 | 115 11500 |
| 145 14500 | 135 13500 |
| 165 16500 | 155 15500 |
| 185 18500 | 175 17500 |
| | 195 19500 |

Airspace „C“



QDM = MC to Station
 QDR = MC from Station
 QUJ = TC to Station
 QTE = TC from Station

QUJ = QDM \pm VAR
 QTE = QDR \pm VAR
 QDR = QDM $\pm 180^{\circ}$
 QTE = QUJ $\pm 180^{\circ}$
 Intercepten von Radialen (QDR's)
 Soll kleiner Ist heißt kleiner steuern.
 Soll größer Ist heißt größer steuern.

- Rate of Descent for 3° glidepath = Groundspeed (GS) x 5
- Top of Decent (with 3° glidepath) = (CruiseAlt - PatternAlt)/300
- Fuel Weight (AVGas): 1 ltr = 0,26 USGal = 0,736 Kg = 1,62 lbs
- Fuel Weight (Jet-A1): 1 ltr = 0,26 USGal = 0,76 Kg = 1,68 lbs
- Wolkenuntergrenze bei Quellbewölkung (nur Cumulus!):
 (Temperatur - Taupunkt = Spread) x 400FT = Wolkenuntergrenze über Grund
- Temp. Gradient: $2^{\circ}/1000ft$
- Pressure Gradient: 1hP / 30ft

Calc time/distance to station by flying perpendicular to a given bearing (or radial):

$$\text{Distance to station} = \frac{TAS \times \text{minutes flown}}{\text{Degrees between bearings}}$$

$$\text{Time to station} = \frac{60 \times \text{minutes flown between bearing change}}{\text{Degrees between bearings}}$$

| Wolkenuntergrenze über Bezugshöhe in ft | 1,5 | 5 | 8 |
|---|-----|----|----|
| 2000 | M6 | D3 | O |
| 1000 | M7 | D4 | D1 |
| 500 | M8 | M5 | M2 |

X →

Sichtweil in km

"vom Hoch in's Tief geht's schief"
 "im Winter sind die Berge höher.."
 "von warm nach kalt wird man nicht alt"

- Bankangle for standard rate turn = $(TAS / 10) + 7$
- "Red Right Run." (d.h. wenn das rote Navlight rechts zu sehen ist, dann kommt es auf dich zu!)
- "Climb into headwinds, and dive away from tailwinds." For taxiing control positions.

| Transponder Codes | |
|-------------------|-----------------|
| 7000 | VFR |
| 7500 | Hijack |
| 7600 | Lost Radio Com. |
| 7700 | Emergency |

Seven five hijacker with knife
 Seven six ich hör' nix
 Seven seven pray to heaven

"there are *old* pilots and there are **bold** pilots, but there are no *old, bold* pilots"