TABLE OF CONTENTS

INTRODUCTION LIST OF ABBREVIATIONS AND SYMBOLS		
1.2 1.3 1.4 1.5	The nautical mile and a little bit of history The 1 in 60 rule (or 60:1) Speeds and time Angles Conversions Note on the use of autopilot	10 10 13
CHAPTER 2 SPEED, TIME, AND DISTANCE		
2.2 2.3	CTM graph True airspeed (TAS) Mach number and TAS That aircraft ahead of you	17 19 27 23
CHAPTER	3 ANGLES AND GRADIENTS	2

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3.4	Approach, glide path, flight path angle (FPA)	38		
3.5	Radar tilt and beam width	40		
CHAPTER	4 WINDS, COMPONENTS, AND DRIFT	45		
	A little trigonometry and the 1975 rule	45		
4.2	Headwind, tailwind, and crosswind components	47		
4.3	Drift correction angle from XWC and	47		
	vice versa	51		
	Maximum wind effect	53		
	Pythagorean theorem and a simplification The wind diagram on your HSI or ND	54 56		
	Correcting drift during approach	59		
CHAPTER	5 USING NAV/RADIO AIDS	63		
5.1	Time and distance to station without DME	63		
	GPS or IRS and DME distance differences	65		
	Maximum theoretical range of a VHF signal	69		
5.4	Database waypoint naming rules	72		
CHAPTER 6 BANK ANGLE, TURN RADIUS,				
	AND HOLDING	75		
	Bank angle and standard rate-of-turn	75		
	Turn radius	77		
	Lead turns and radial interception angles Holding pattern drift and time corrections	79 82		
	Turn anticipation on large aircraft	89		
CHAPTER	7 GENERICS ABOUT THE ATMOSPHERE	91		
7.1	Pressure, temperature, and ΔISA	91		
7.2	Altimeter setting and true altitude	92		

7.3	Pressure altitude	94
7.4	Density altitude	95
7.5	Relative humidity	96
7.6	Altitude corrections in cold weather	97
7.7	Instant ΔISA temperature reading during	
	climb or descent	99
7.8	Condensation level and cloud base	101
7.9	Ram rise	102

Example 2:

OAT -25°C = 273 + (-25) = 248 K $39\sqrt{248}$ = 614 kt $20\sqrt{248}$ = 315 m/s

So with Δ ISA \pm 0, we have:

- \triangleright at sea level (+15°C) $a \approx 660$ kt
- > at 25000 ft (-35°C) $a \approx 600 \text{ kt}$
- > at 34500 ft (-54°C) $a \approx 576$ kt

As we can see, the results found are too difficult to figure out without a calculator, so there is a third option that can be worked out mentally in a matter of seconds:

LSS (in kt)
$$\approx$$
 643 + (1.2 x T $^{\circ}$ in Celsius)

Here is how this one works:

Starting with 0°C (that's 273 K) we find that LSS is:

- $38.94\sqrt{273} = 643 \text{ kt} \text{ at } 0^{\circ}\text{C}$
- $38.94\sqrt{263} = 631 \text{ kt} \text{ at } -10^{\circ}\text{C}$
- $38.94\sqrt{253} = 619 \text{ kt} \text{ at } -20^{\circ}\text{C}$
- $38.94\sqrt{243} = 607 \text{ kt} \text{ at } -30^{\circ}\text{C}$
- $38.94\sqrt{233} = 594 \text{ kt} \text{ at } -40^{\circ}\text{C}$
- etc.

We can easily see that for every 10°C difference, there is <u>about</u> 12 kt change in the LSS. That is 1.2 times the temperature difference. This is shown in example 3 below. It is reasonably accurate, giving results only 1 or 2 kt off.

Example 3:

OAT **-25°C**
$$\approx$$
 643 + (1.2 x [-25]) = 643-30 = **613 kt**
OAT **-40°C** \approx 643 + (1.2 x [-40]) = 643-48 = **595 kt**

The Mach number (M) is used as a reference mostly for high-altitude and/or high-speed flight, as the airflow around a given airfoil or aircraft (and configuration) will behave in much the same manner for a given Mach number—other variables left aside. M 1.0 represents the speed of sound in given conditions—temperature, pressure, and fluid characteristics. M 0.81 represents 81% of the local speed of sound, as an example.

Since the speed of sound varies with temperature, two aircraft flying on the same route with the same Mach number but at significantly different altitudes—and thus temperatures—will have different true airspeeds. For example, consider aircraft A at 25,000′ (-35°C) at M 0.80 and aircraft B at 35,000′ (-54°C), also maintaining M 0.80. Yet they would have a TAS difference of about 20 kt.

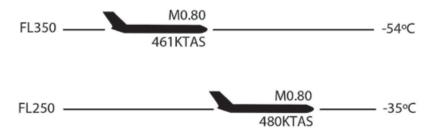


Figure 1.3.2

> 5°C difference \approx 6 kt difference in \boldsymbol{a} , or 1% > 10°C difference \approx 12 kt difference in \boldsymbol{a} , or 2% > 20°C difference \approx 24 kt difference in \boldsymbol{a} , or 4%

The opposite is also true: If two aircraft maintain identical TAS or IAS, the one with a higher FL will have a higher Mach number.

Once the HWC and XWC have been found, all that is required is to **add the greatest component to one third of the smallest component**. If both components are the same, pick your favorite one to divide by three... Yes, it is truly that simple. In the figure 4.5.2 above, the XWC is greater than the HWC, so the total wind speed $\mathbf{c} = \mathbf{b} + (\mathbf{a}/\mathbf{3})$. You can compare the results with a calculator, and will find this simple method to be a reasonably close match.

Examples:

 $\begin{array}{ll} HWC & = 22 \text{ kt} \\ XWC & = 10 \text{ kt} \end{array}$

Total wind = $22 + (10/3) \approx 25 \text{ kt}$

(calculator result: 24.17 kt)

TWC = 45 ktXWC = 70 kt

Total wind = 70 + (45/3) = 85 kt

(calculator result: 83.22 kt)

HWC = 30 kt XWC = 30 kt

Total wind = 30 + (30/3) = 40 kt

(calculator result: 42.43 kt)

Now we can leave Pythagoras back in the schoolbooks and enjoy this simplified method without making the brain overheat or wasting precious time.

4.6 The wind diagram on your HSI or ND:

We have just covered how to find HWC, TWC, and XWC, and how we can combine them to figure out the total wind speed.

Reading the wind component on a graph or plotting it on a whiz wheel is all well, but it is not a realistic solution while airborne—especially when flying manually—unless it is a transoceanic flight with autopilot on and time to spare. Most airliners will display the current wind conditions on a screen somewhere, but this feature is often not available for other types in general aviation or regional aircraft.

This is where the HSI or ND can become a very useful tool. What we have seen with the wind graphs above can be mentally superimposed on the HSI or ND, with the radius from the aircraft symbol in the center to the outer edge of the instrument display representing the total wind speed.

The first step in the graphical solution is to find the total wind speed from HWC or TWC and XWC, as described in 4.5. The second step is to plot these components on the HSI or ND right in front of us to visualize the wind direction with reasonable precision, as shown in figure 4.6 below.

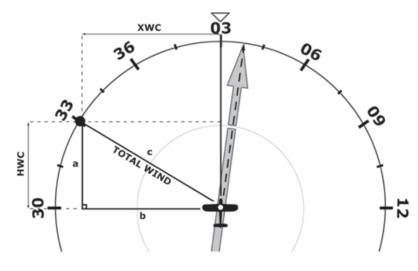


Figure 4.6