

PART 1. CORRECTION CHARTS

PART I CORRECTION CHARTS

- 1.1 P.E.C. to I.A.S.
- 1.2 P.E.C. to Altimeter
- 1.3 P.E.C. to Altimeter (*Landing Configuration*)
- 1.4 Conversion chart I.A.S./T.M.N. Subsonic
- 1.5 Conversion chart I.A.S./T.M.N. Supersonic

1. Machmeter calibration

No P.E.C. to the Machmeter has been included. This is because the Machmeter adopted is a special, non-standard instrument graduated to read correctly at 30,000 ft by the incorporation of the P.E.C. at this height. The error at other heights on this special instrument is small and can be neglected. This unusual procedure has been followed in order to simplify planning and control in flight.

2. Figure 1.2 gives the P.E.C. on the altimeter from 0.6M to 1.0M for heights from S.L. to 50,000 ft. At S.L. the P.E.C. has been continued below 0.6 (*which is the lowest speed on the Machmeter*), and expressed in terms of I.A.S.

3. Conversion charts (1.4 and 1.5)

Figures 1.4 and 1.5 give the subsonic and supersonic relation between I.A.S., T.M.N. and indicated height.

For example, 450 knots I.A.S. is equal to 0.9 T.M.N. around 14,000 ft from figure 1.4. As the recommended climbing speeds (*see Part 3*) are 450 knots/.9M, the change over from A.S.I. to Machmeter is therefore around 14,000 ft.

Handwritten:
31 at
26,000 ft

CORRECTION TO
I.A.S. (KNOTS)

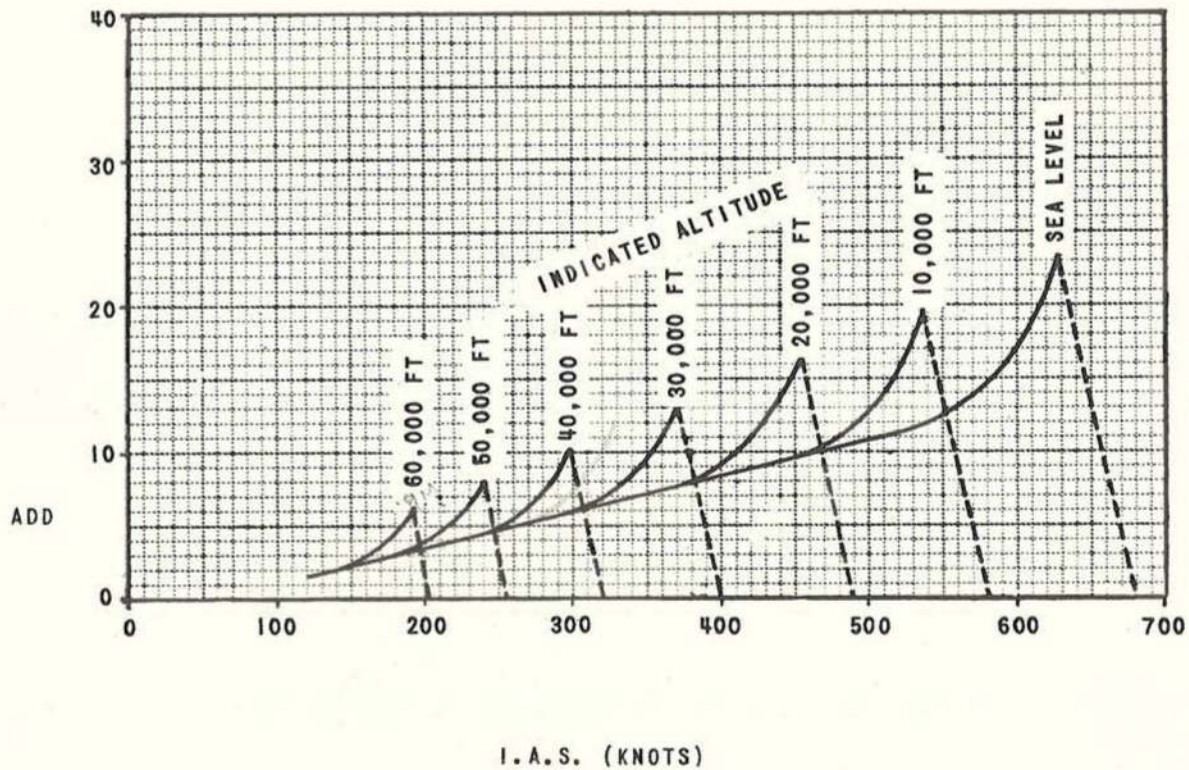


FIG. I-1. P.E.C. TO I.A.S.

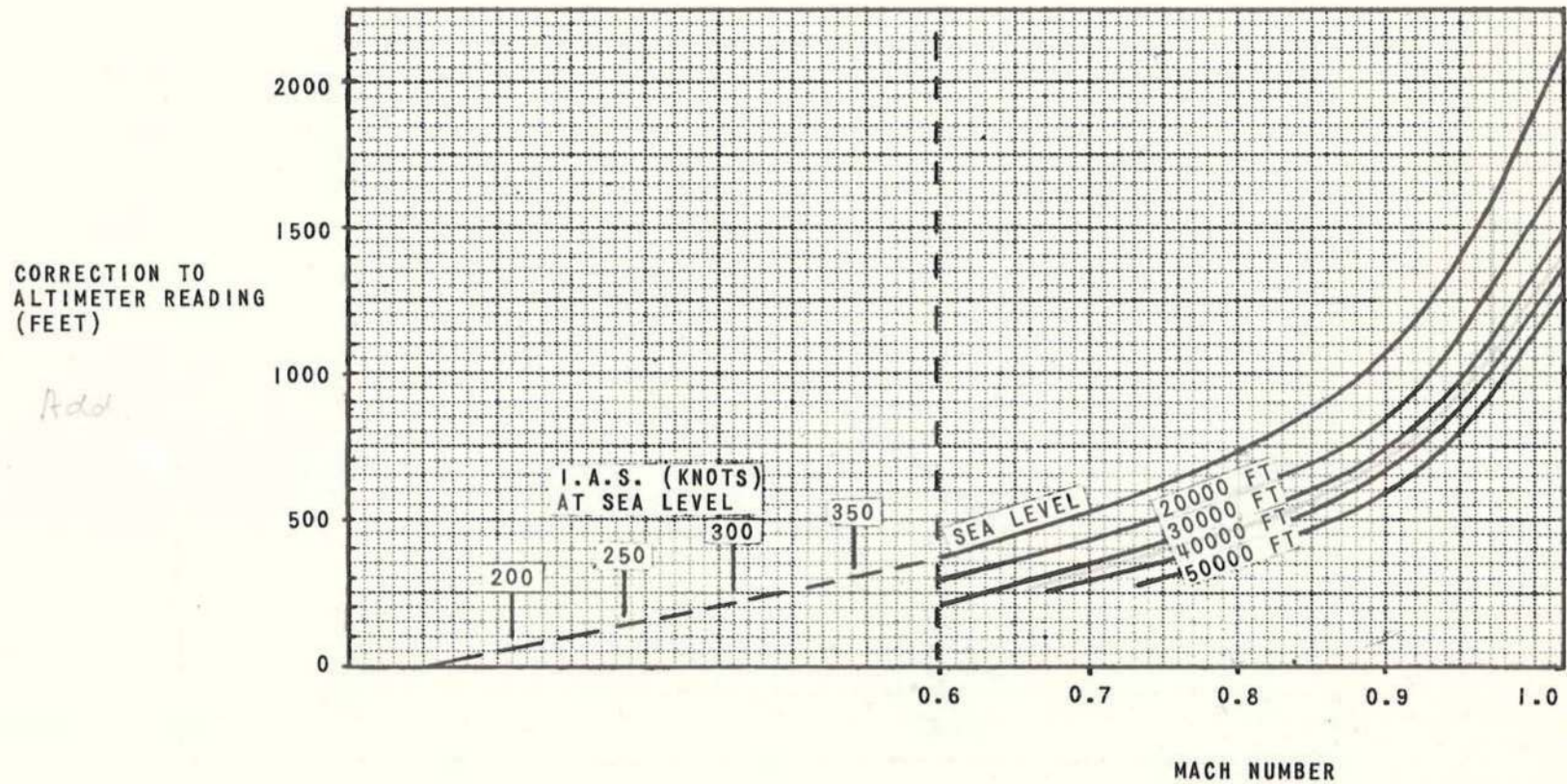


FIG. 1-2. REC. TO ALTIMETER

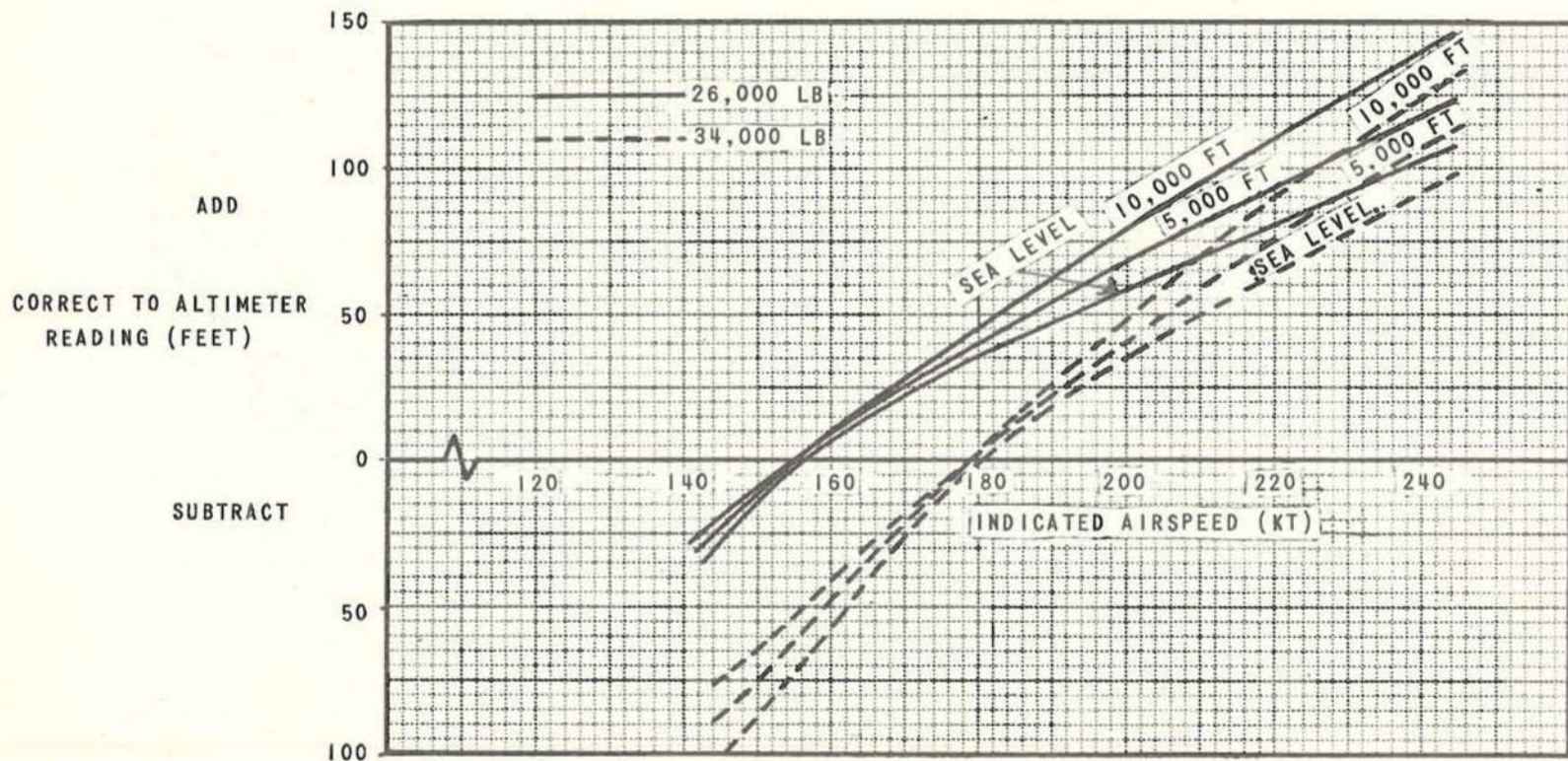


FIG.1-3. REC. TO ALTIMETER LANDING CONFIGURATION

Reference

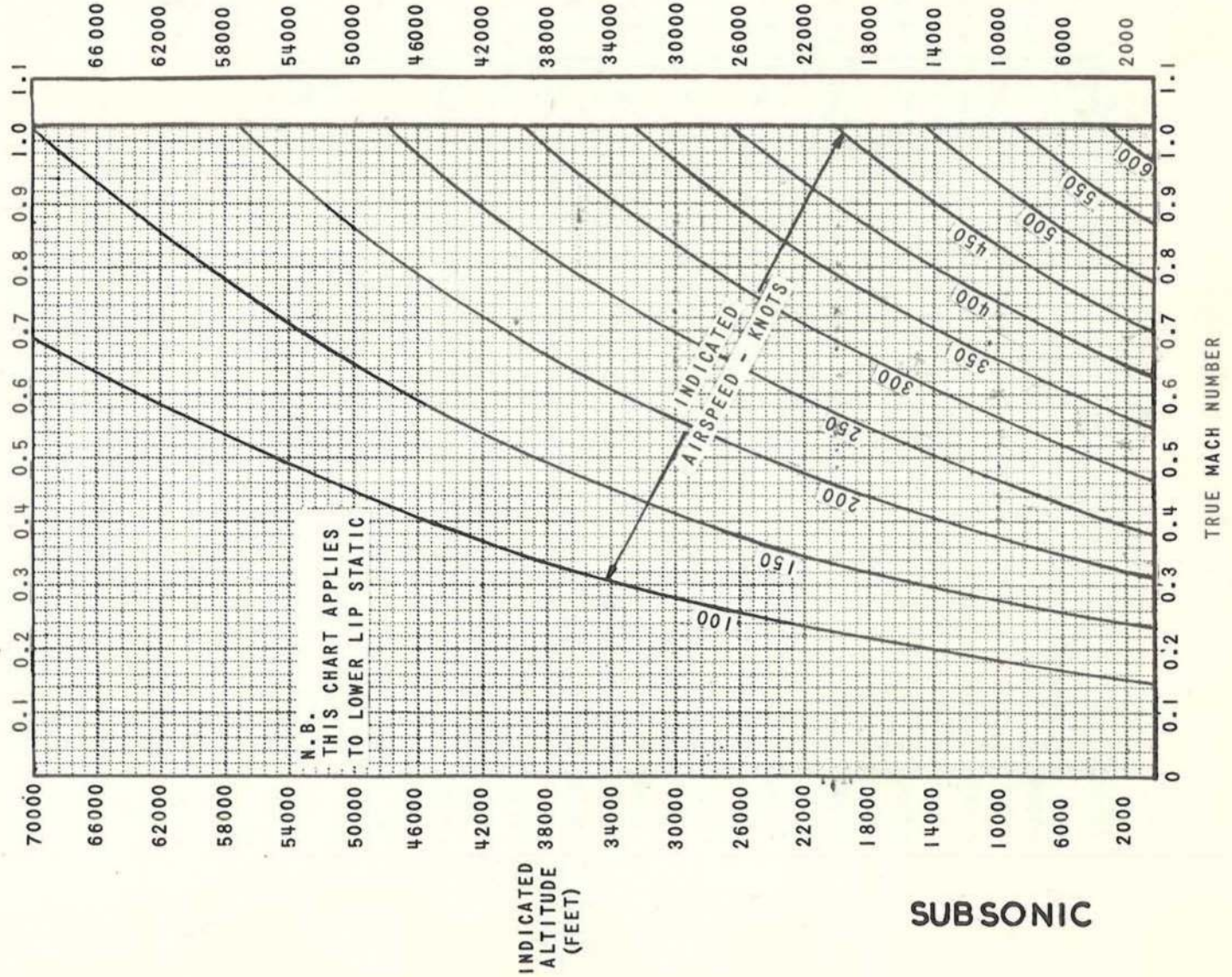


FIG.1-4. CONVERSION CHART I.A.S./ T.M.N.

*altitude
scale above 100*

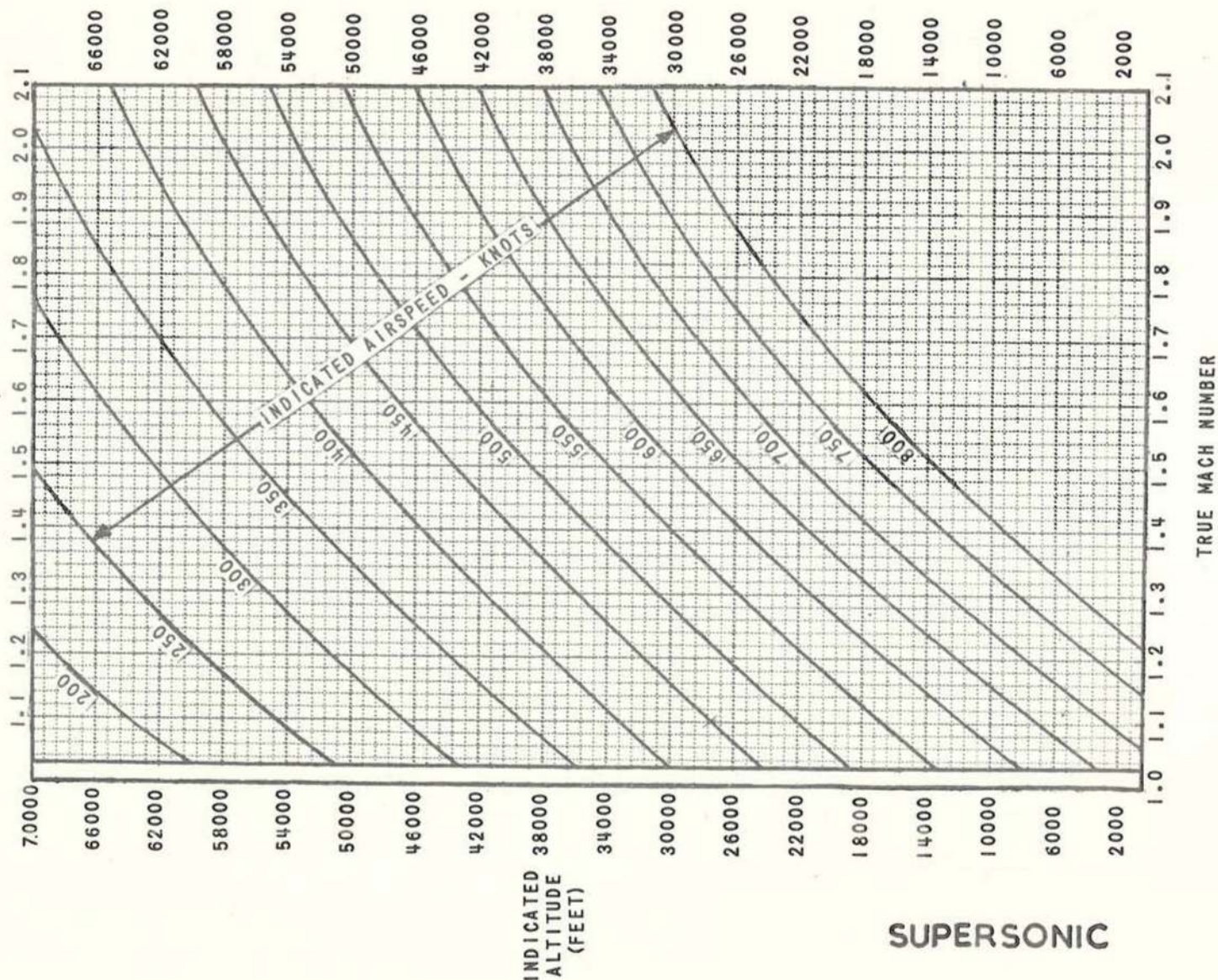


FIG. 1-5. CONVERSION CHART I.A.S./ T.M.N.

Altitude scale approximate to P.E.C. (Universal)

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