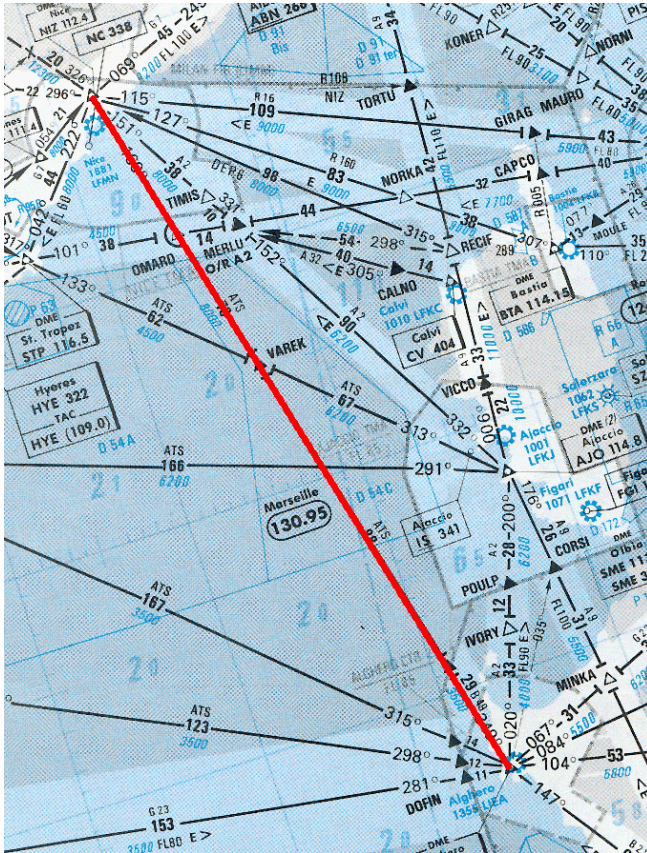


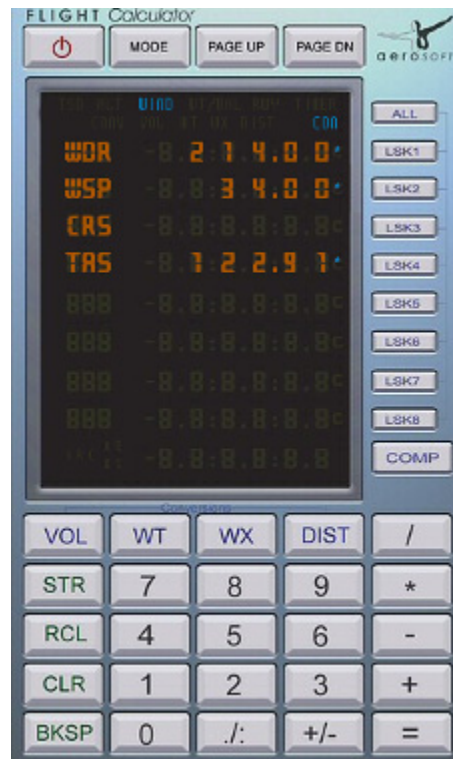


We got to fly an old Beaver from Saint Tropez (France) to Sardinia (Italy). We decide to fly to over Nice because we can then we get a good idea if the old aircraft is reliable enough to make the 193 mile sea crossing. We want to get a good planning for the crossing. On the charts we plot the crossing and we will use a standard routing from VOR NIZ (112.4) to VOR ALG (113.2). On the chart we see the course as 169° and the distance 193 miles.

After we taken off from Saint Tropez and reached cruise altitude we are now close to Nice and about to start for our crossing. We asked Nice Control for the wind situation over the area and will use that information to find the heading to steer, our ground speed. When we got that we'll calculate the time enroute and the amount of fuel we expect to use.

So we open the calculator and select the Wind | Ground Speed mode. We do that by clicking on the [MODE] button and selecting WND and GS by clicking on the corresponding [LSK] key.

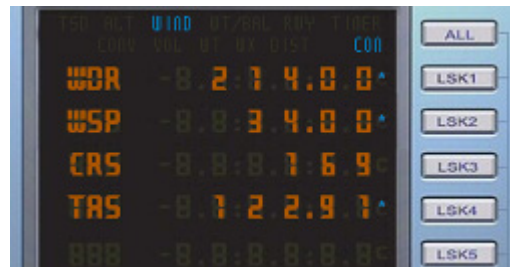
As you will see it needs information on the wind. We can enter that manually, but as long as the Calculator is connected to FS it can take that information directly from FS. You see the calculator is connected because a blue [con] icon is seen on the screen. All information that can be received from FS is indicated by blue stars. Just click the [Get All] button and all information will be available. We see that the wind direction is 214°, the wind speed is 34 knots. Also our True Airspeed is available, it's 123 knots. It is clear that we will have to steer a heading into the wind a bit to stay on course.



Now we only need to enter the course we took from the charts. So we enter 169 on the keypad. We'll see that appear on the scratchpad, the bottom most line of the screen. If you make a mistake just use the [BKSP] to clear the display.



Now we click on the [LSK3] key to copy the data from the scratchpad to the CRS line.



With all data entered we press the [COMP] key to do the calculations. We see the results appear on the [LSK5] and [LSK6]. We now know that we will have to fly a heading of 180° to stay on the 169° course (the wind is on our right front). We'll end up with a ground speed of 96 knots. So we'll lose a lot of speed due to the wind. But this is an old lady and we can't go faster. As long as we got enough fuel we'll be fine.

Better make a note of the Speed and Heading. You notice that the calculated values are marked with a blue **C**?



As we need the Ground Speed for the other calculations we copy that back to the scratchpad by clicking the [LSK5] line. Now we have to select a new mode, so we click [MODE], and select TSD (Time/Speed/Distance) and TPS (Time/Speed).

The screen we see asks us for the distance and the speed. We got the speed still on the scratchpad so we just copy that to the SPD line by clicking the [LSK2] line. We also type in 193 for the distance and copy that to the DST line. After that click [COMP] and we see the result as 2 hours and 37 seconds. Let's forget those seconds. So we know we'll be over water for two hours.



Let's find out when we will arrive. Of course with a time of 2 hours that is not difficult, but when it is 15:51 and you will be flying for 6 hours and 39 minutes it will not be that easy. First we copy the time to the scratchpad by clicking [LSK3].

We now select the Time mode via the [MODE] key and selecting TMR with [LSK7].

We see the Time screen, it has the time in FS and GMT time. When FS would not be connected we would see the time reported by Windows.



We copy the time enroute from the scratchpad to the ENR line. We now enter the exact time we were over the NIZ VOR and copy that to the DEP line. We anticipate that at 11:20.

Click [COMP] and we will see the Arrival time displayed at [LSK3].



As we like to know how much fuel we will use we copy the time enroute to the scratchpad and select the TSD (Time/Speed/Distance) mode and the F (Fuel) sub mode. It's clear that we need the time enroute and the fuel flow.

The Time we still have so enter that in the TIM line. We know the Beaver will use 21 gallons per hour, so we enter 21 on the FLO line.

Pressing [COMP] we see that we'll use 42,22 gallons.



Let's show one more trick. Copy the fuel load to the scratchpad and click on the [VOL] button. This will open the Volume Conversion screen.

Now copy the scratchpad to the GAL line and press [COMP]. You'll see the Gallon value converted into Liters and Imperial Gallons. You understand how the whole system is set up in such a way that the result of one calculation is used as the start for the next calculation.

In this step by step process ALL the information you need for a flightplan will be calculated.



Now we have all the information we need for this sea crossing. We know what heading to fly with the wind we know of, we know when we should arrive and we know how much fuel we'll be using. That is enough information to work with. As we turn a heading of 180° we open the thermos and pour ourselves a cup of coffee.

It will be a boring two hours. We might even try to use the 1960 nav radio to reach NDB ALG (382) to confirm our calculations!