

WHICH WAY TO STEER?



THE LANGUAGE OF NAVIGATION

OBJECTIVE

Understand navigation terminology and discriminate between similar terms.

PROCEDURE

Divide into pairs and match the following terms with their definitions. When you are finished, share your insights with the rest of the class related to which terms were intuitive and which ones you may have found confusing.

QUESTIONS

True North (TN)	True Course (TC)	True Heading (TH)
Magnetic North (MN)	Magnetic Course (MC)	Magnetic Heading (MH)
Magnetic Variation (MV, Var, or Mag Var)	Compass Deviation (DEV)	Compass Heading (CH)
Groundspeed (GS)	Gallons Per Hour (GPH)	Wind Correction Angle (WCA)
Track (TRK)		

1. The compass direction that points to the geographic North Pole, which is the physical location on the earth where lines of longitude intersect:

True North (TN)

2. The path between two points expressed in degrees measured relative to geographic north. This is measured directly off a VFR sectional chart:

True Course (TC)

3. The compass direction that points to the magnetic north pole, which is the location determined by Earth's magnetic field and is approximately 300 miles away from the geographic North Pole:

Magnetic North (MN)



4. The direction the nose of the aircraft points while it is flying the True Course. When there is no crosswind, this is equal to the TC:

True Heading (TH)

5. The path between two points expressed in degrees on a compass measured relative to magnetic north:

Magnetic Course (MC)

6. The path of the aircraft across the ground:

Track (TRK)

7. The error in a magnetic compass caused by the installation of the compass in a specific aircraft's panel:

Compass Deviation (DEV)

8. The direction the nose of the aircraft points while it is flying in relation to magnetic north:

Magnetic Heading (MH)

9. The direction the nose of the aircraft points, as indicated on the compass, when it is flying the magnetic heading corrected for compass deviation:

Compass Heading (CH)

10. The aircraft's speed across the ground:

Groundspeed (GS)

11. Unit of measure for rate of fuel used:

Gallons Per Hour (GPH)

12. The angle between the aircraft's nose and the true course which compensates for drift caused by wind:

Wind Correction Angle (WCA)

13. The difference between true north and magnetic north:

Magnetic Variation (MV, Var or Mag Var)