

M-Nav Cockpit Card.....

When not switched to “Go” for final glide, the M-Nav works like a speed ring based on “Mc” knob, the speed bars tell you to speed up or slow down.

FINAL GLIDE:

1. Enter finish altitude (1,433)

- switch to “A”, use IN +/-

(When switched to “A” finish altitude is shown, when switched to “D” or “Go” readout shows the altitude required to fly a final glide for the distance shown.)

2. Start final glide

- switch to “Go”

3. Enter distance to go from Colibri/GPS

- switch to “D”, use IN +/-

(also adjust distance after course deviations)

4. Enter wind component from Colibri/GPS

- use “Wind” knob

(after being on final glide for awhile, adjust “Wind” until distance to go readout = map/GPS distance, this corrects the wind component for remainder of final glide)

5. Enter average thermal strength

- use “Mc ” knob

(after being on final glide for awhile, adjust “Mc” until altitude readout = altimeter, which corrects glideslope)

6. “Cruise/Climb” switch should be left in “Climb”

(unless cruising on course under 60kts, then switch to “Cruise”)

FIND ALTITUDE REQUIRED TO GET ON FINAL GLIDESLOPE:

1. Enter finish altitude & distance to go

2. Readout shows required altitude to be on glideslope.

FIND DIST. POSSIBLE FROM CLOUDBASE:

1. Switch to “D” then enter a distance much less than you could glide; then increase distance until altitude shown = cloudbase. The distance shown is the max. possible from cloudbase.

FIND HEADWIND COMPONENT on course:

Fly course at steady airspeed (75kts), if GPS groundspeed is less (65kts) the headwind component is (-10kts). If GPS groundspeed is more (85kts) the tailwind component is (+10kts). Set M-Nav wind knob.

Always CRUISE @ 75kts even in heavy sink; slow to 65kts in lift.

On Tow, thermal must last 5-6 sec. to be any good.