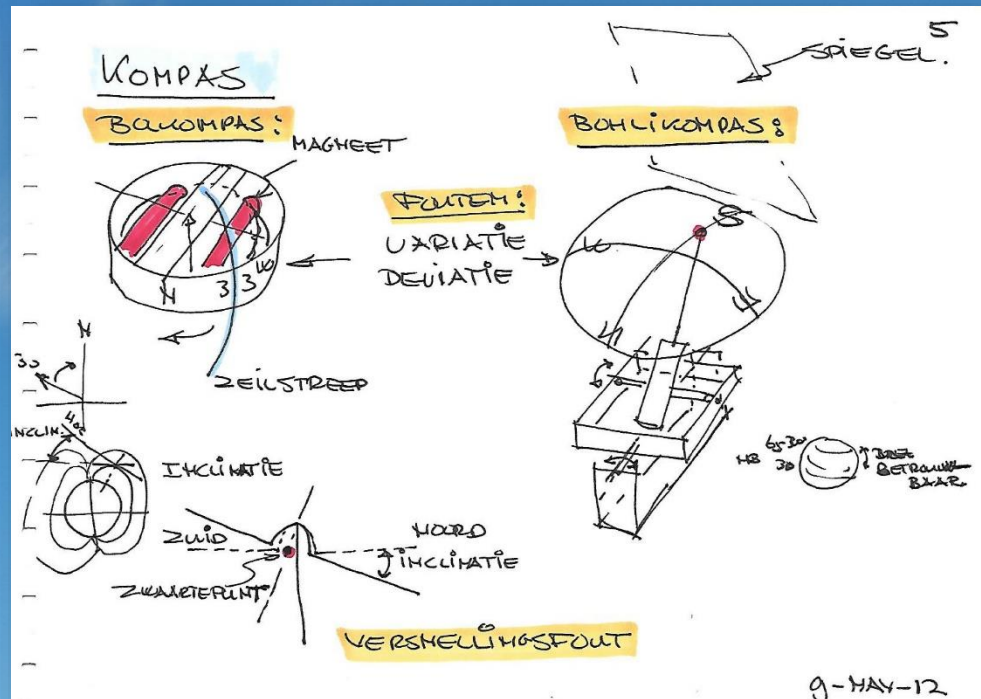


Theorie van het Zweefvliegen

Navigatie



Navigatie

Martin W Smit

9

9

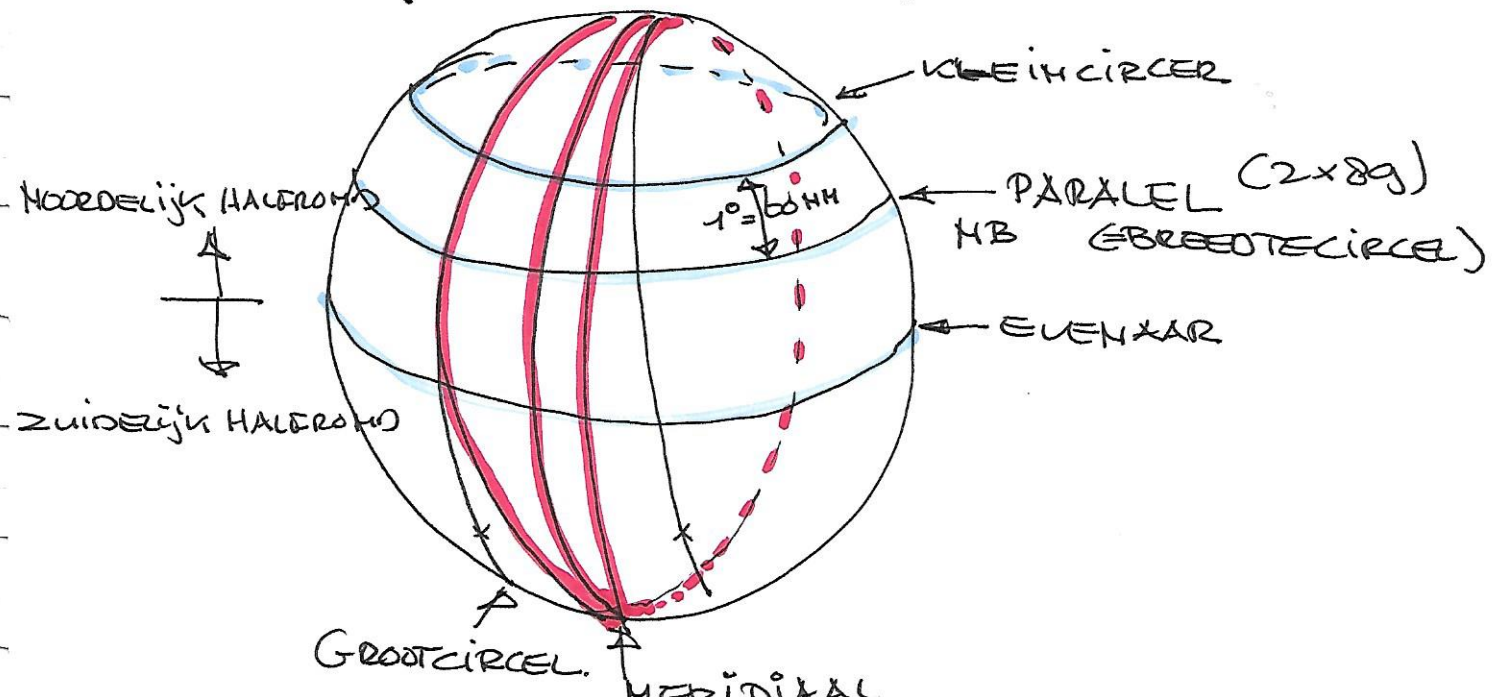
Navigatie

Hoofdstuk indeling

| | |
|----|---|
| 4 | 9.1 Basisinformatie |
| 4 | 9.1.1 Coördinatenstelsel |
| 7 | 9.1.2 Windroos |
| 8 | 9.1.3 Koersbepaling |
| 10 | 9.1.4 Hoogtemeterinstellingen |
| 12 | 9.2 Magnetisme en kompas |
| 12 | 9.2.1 Aardmagnetische veld |
| 12 | 9.2.2 Principes van het kompas |
| 14 | 9.2.3 Kompasfouten |
| 16 | 9.3 Vliegkaarten |
| 16 | 9.3.1 Schalen |
| 16 | 9.3.2 Opbouw en elementen |
| 19 | 9.3.3 Luchtruimtestructuur |
| 25 | 9.4 Deadreckoning |
| 27 | 9.5 Navigatie tijdens de vlucht |
| 27 | 9.5.1 Praktisch kaartgebruik |
| 29 | 9.5.2 Gebruik van vluchtcomputers |
| 31 | 9.6 GPS |
| 31 | 9.6.1 Werking principes van het GPS systeem |
| 32 | 9.6.2 Gebruik van GPS |

AARDBOL

WESTELIJK HALFROND → OOSTELIJK HALFROND



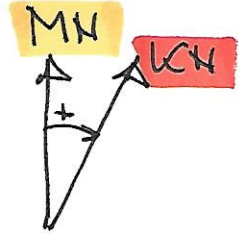
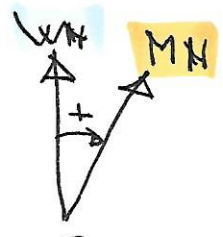
- 1° = 60 NM (= ± 111 km) OL (= LEBTECIRCER)
- 1' = 1 NM (= ± 1,8 km) (2x180)
- 1" = 1/60 NM (= ± 3 m)

9-MAY-14

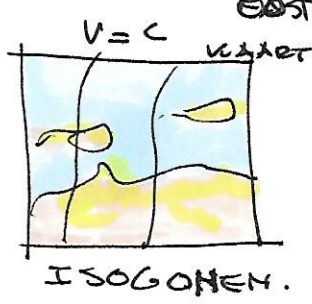
WINDROOS + KOERS CORRECTIE

WAPE N MAGNETISCHE KOMPAS.

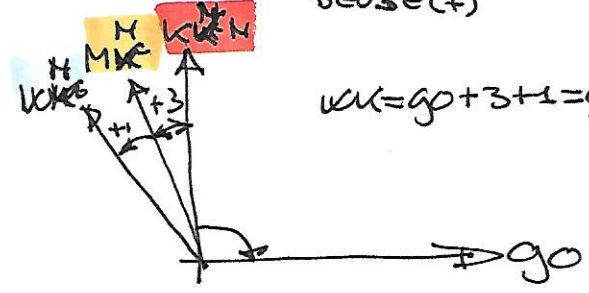
WN $\xrightarrow{\text{VARIATIE}}$ MN $\xrightarrow{\text{DEVIATIE}}$ KN



KOERSER:
 KK $\xrightarrow{\text{VERBETERT}}$ WK
 WK $\xrightarrow{\text{VERSLICHTEREN}}$ KK

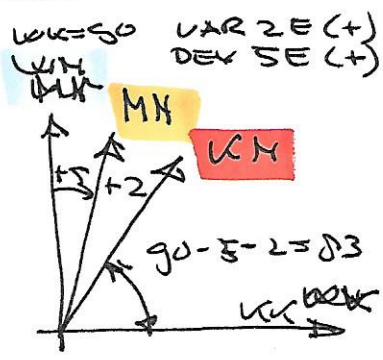


KK $\xrightarrow{+}$ WK:
 KK = 90 VARIE (+)
 DEVIE (+)



WK = 94

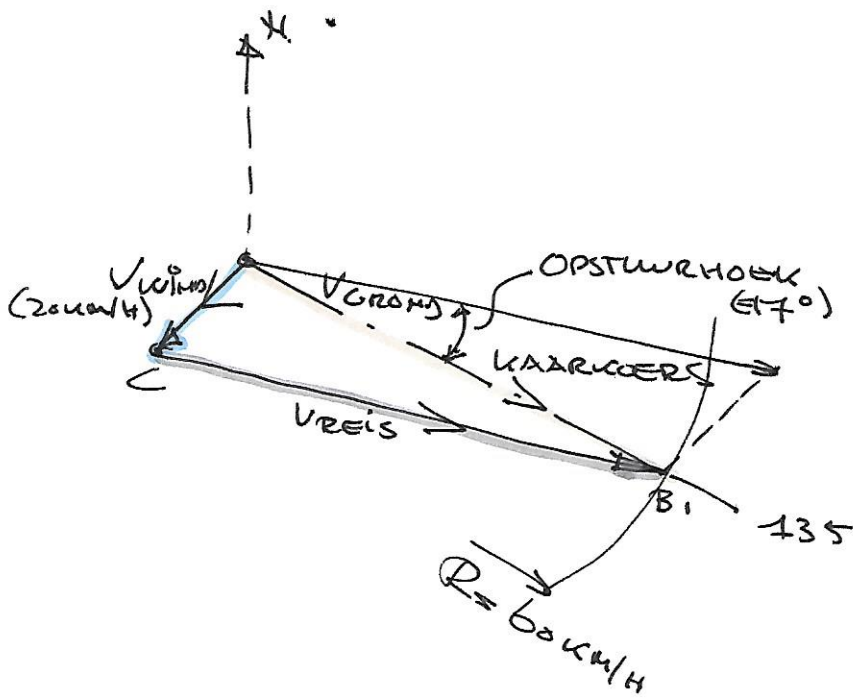
WK $\xrightarrow{-}$ KK:
 WK = 90 VARIE (+)
 DEVIE (+)



KK = 83

9-MAY-7

WINDDRIEHOEK

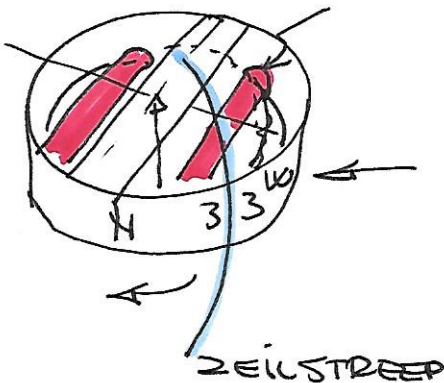


9-MAY-9

KOMPAS

BAUKOMPAS:

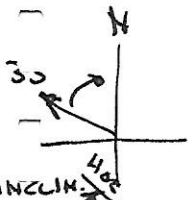
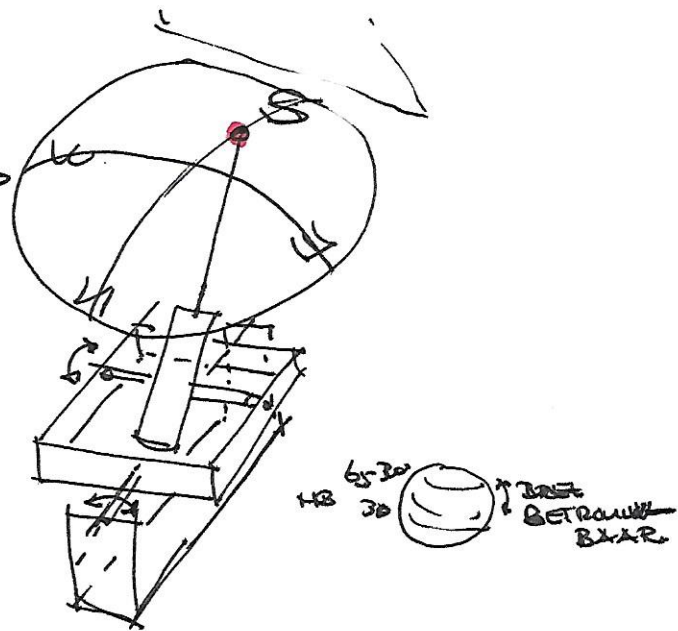
MAGNEET



BOHLIKOMPAS:

FOUTEN:

UXRIATIE
DEVIATIE



INCLINATIE

ZUID

NORD

INCLINATIE

ZWAARTEPUNT

VERSHELLINGSFOUT

9-MAY-12

KAART PROJECTIES

SOORTEN:

- 1 - AFSTANSGETROUW (l)
- 2 - CONFORM (HOEKGETROUW) (ψ)
- 3 - OPPERVAKTE GETROUW (S)

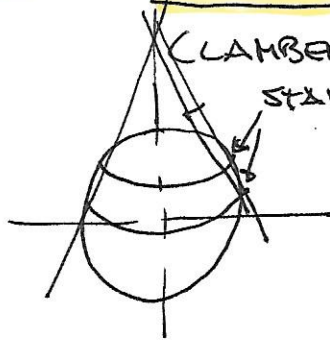
VUUREN 1/3

CILINDER PROJECTIE:

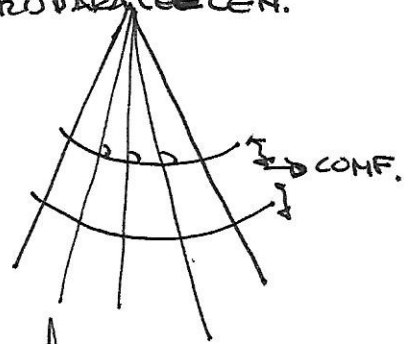


- 1 l ✓
- 2 ~~S~~ ✓
- 3 S ✓

KEGEL PROJECTIE:



(LAMBERT CONICAL PROJECTION)
STRAAKPARALLELEN.



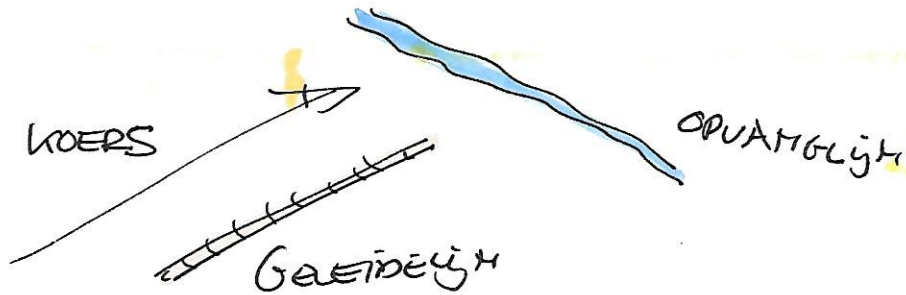
- 1 l ~
- 2 ψ ✓
- 3 S -

9-MAY-16

DEADRECKONING:

(= GEGIST BESTEK)

$$\begin{array}{l} \text{Kuers} \rightarrow +U_{WIEO} \\ \swarrow \quad \searrow \\ \Delta = U_{WIND} \end{array}$$



VEROORZAKEN:

Kuers houden
* BOCHT → KOERS