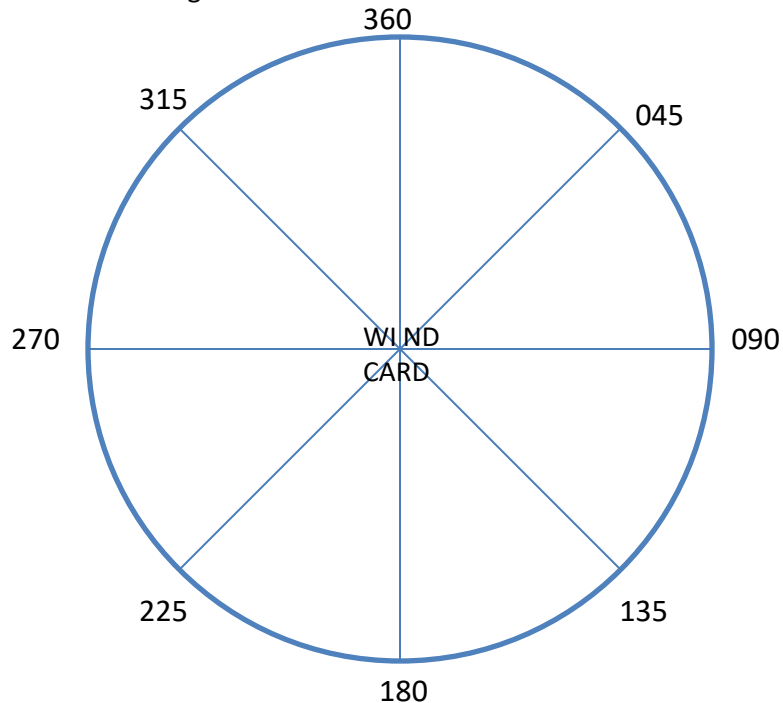


Get Winds Aloft from FlyQ Pocket or any other weather source that will give you Winds Aloft, and choose KAFW, Alliance (Closest to T67 Hicks TX).

Choose WEATHER and scroll down to WindsAloft.

Select 3000' and 6000'. If at 3000' 180 degrees at 11 KTS and at 6000' 160 degrees at 9KTS then extrapolate for your altitude i.e 4500' = 170 degrees 10 KTS



On a DIVERSION, questions to be answered: 1) What Heading should I fly, 2) How long will it take me, 3) Will I have enough fuel to get there?

REMEMBER: 1) FLY the airplane, 2) Guestimate the compass direction to the Diversion Airport, 3) and then do HDG /GS, LEG TIME, FUEL.....

Using an E6B do the following:

- 1) Do Heading / Groundspeed calculation (**HDG/GS**)
- 2) Do **LEG TIME**
- 3) Do **FUEL** calculation to determine what is onboard versus what is needed to reach NEW Destination

EXAMPLE: For KAFW Winds Aloft are 170 degrees, 10KTS, TAS 85 KTS (C150) and we will calculate GS for each of the cardinal points on the WIND CARD.

E6B requires 1) Wind Direction, 2) WSPD, 3) Course direction in degrees, 4) TAS

SO HDG/GS for 360 degree heading = GS is 94.8 KTS

For 045 degrees = GS is 90.3

For 090 " = GS is 82.7

For 135 " = GS is 76.6

For 180 " = GS is 75.1

For 225 " = GS is 78.9

For 270 " = GS is 86.2

For 315 " = GS is 93.0

WRITE ALL THE GS ONTO THE WIND CARD HEADINGS PRIOR TO DEPARTURE AND HAVE HANDY IN COCKPIT

For **LEG TIME** the **E6B requires:** 1) an APPROXIMATE distance to diversion point (say 65 NM), GS (say 76.6KTS from above) and the E6B answer should be some 51 minutes to get to the diversion point

For **FUEL** the **E6B requires LEG TIME** (use 51 minutes from above), **FPH** (Fuel Per Hour – 5 Gallons per hour in C150) and the E6B return a Fuel Burn of 4.2 Gallons to reach the diversion point

Soooooo, Looking at fuel remaining in aircraft tanks determine if you have enough fuel onboard to reach you're your Diversion Location