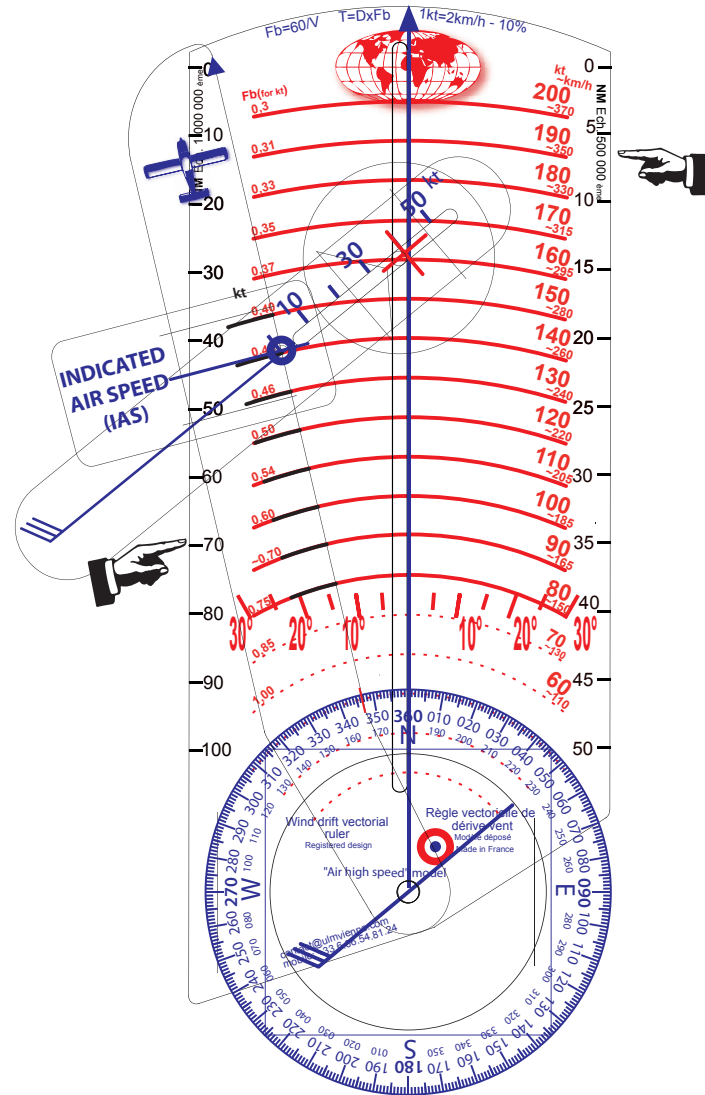
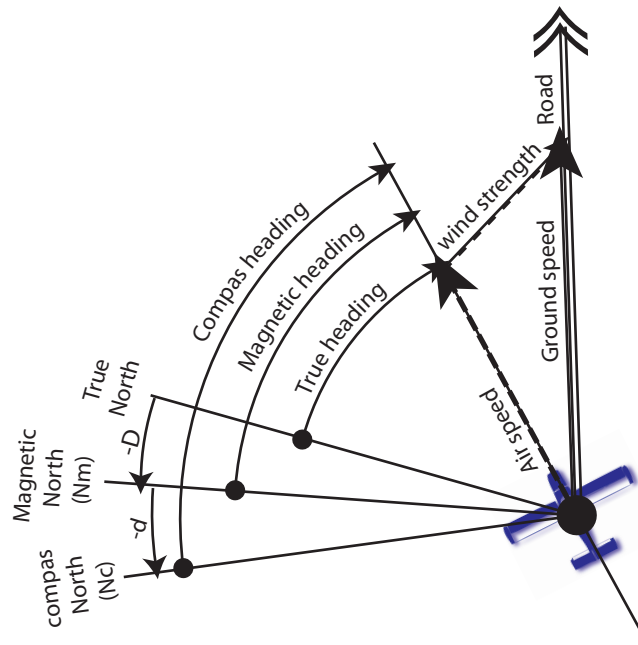


Distance scales

On each edge of the ruler there is a distance scale (1:1 000 000 and 1:500 000 maps)



Vectorials principles, declination, deviation.

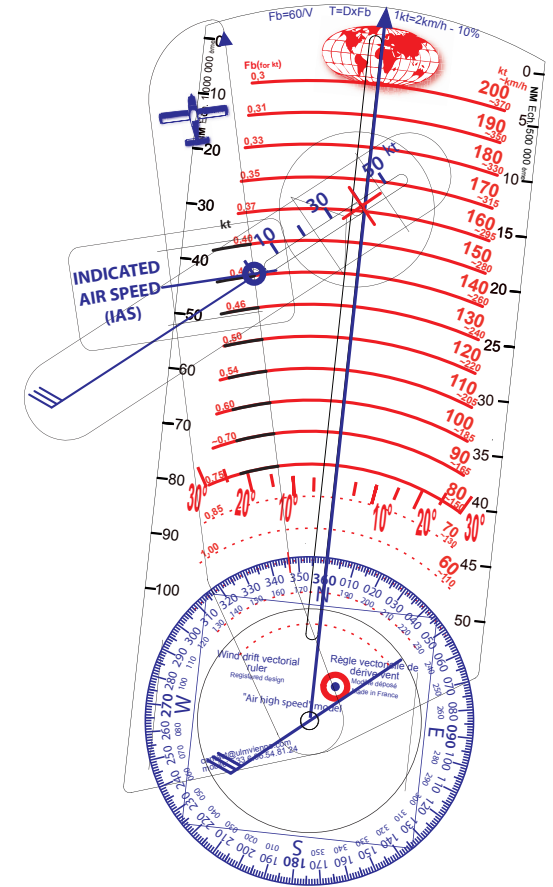


NB: This tool does not shows the declination and compass deviation

Your comments on <http://ulmvienn.com>
Non contractual drawings or photos.

WIND DRIFT VECTORIAL RULER

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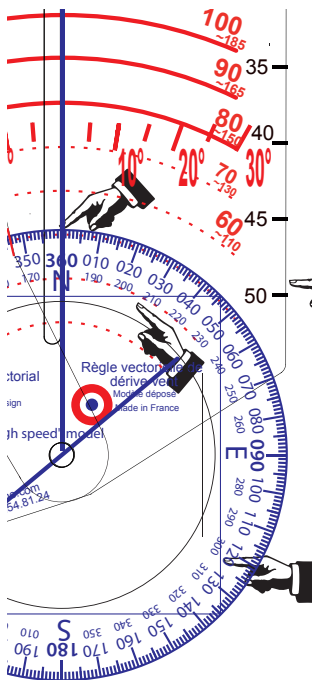
— Protactor function,
— Shows wind drift and heading,
— Easy to set oil quantity,
— distances scales

...That's easy!

MANUAL

«High Speed» and «Low Speed» models

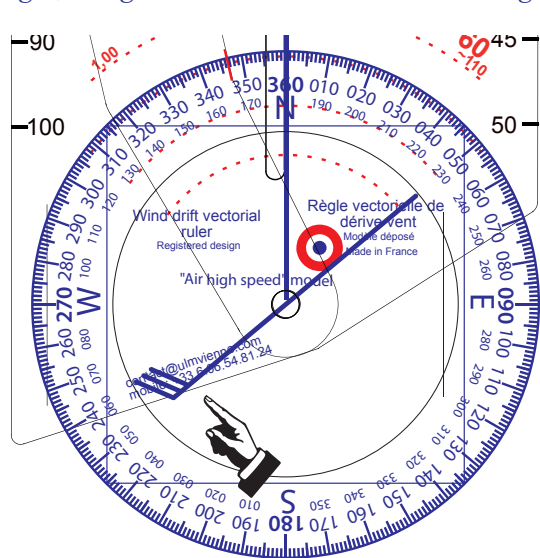
Protactor function



Set the braked protactor on North (360°) and put the ruler on the map, taking care that the edge of the ruler (or the square designed in the protactor), is parallel to a meridian or a parallell.

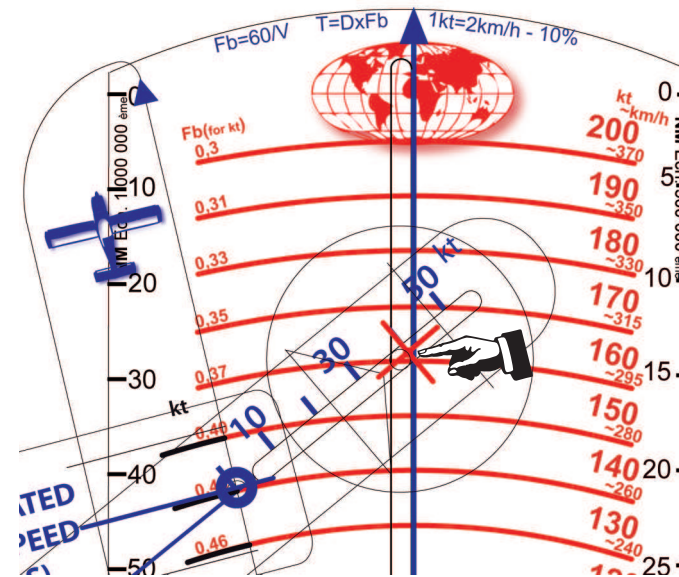
Lock the protactor on the map and guide the ruler axis to your destination. Trace (or not, with the slot) your road on the map, and read the heading on the protactor.

Guide the wind reference (small braked disk) to the wind origin, and guide also the wind ruler accordingly to make them parallel.



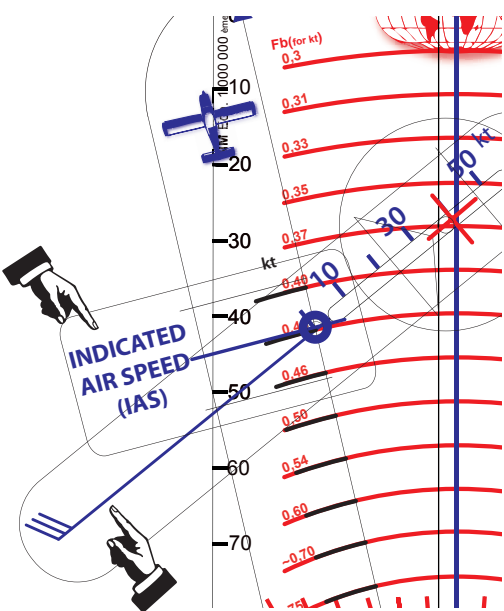
them parallel.

Your ground speed...



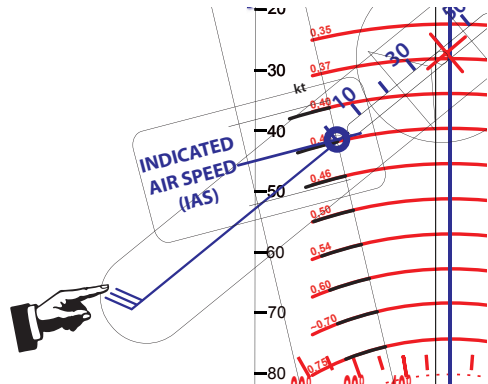
Wind drift and heading ...

Once the heading set, slip the IAS cursor to set the speed you will read in cabin.



speed you will read in cabin.

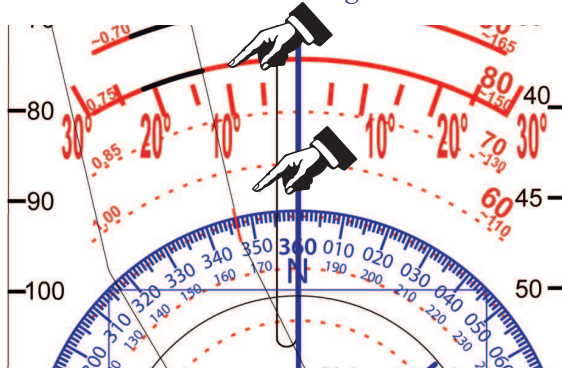
Slip the braked wind ruler to set wind strength.



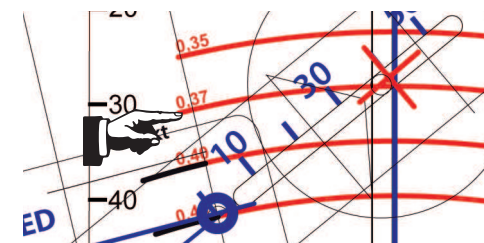
NB: Take care to set the wind origin on disk and on ruler on the same side.

A color code (red) allows you to read results.

The value of drift and heading...



The base factor (Fb).



Determination of oil quantity

Knowing the ACTUAL base factor BEFORE FLYING allows you to precisely determine the necessary time to cover each branch of your navigation ($T \text{ en mn} = D * Fb$), and then to precisely determine the oil quantity.

And if my plane flies faster than the scale on the ruler?

It easy! Divide all speeds by 2, BUT NOT THE DRIFT AND THE HEADING