



AircraftEditor Users Manual



inhand AVIATION AircraftEditor Users Manual

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The AirCalc System



Applications displaying the **AIRCALC SYSTEM** logo, contain common user interface elements that make it easy and intuitive to operate programs within the system. **AIRCALC SYSTEM** applications also make use of common aircraft data. For instance, an aircraft defined using the AircraftEditor can be used with *E6B*, *Weight&Balance* and *FlightPlanning* programs from **inhand Aviation**.

The following user interface elements are common within the **AIRCALC SYSTEM**.

Input Boxes: All numeric values are entered and displayed in input boxes. An input box typically has three parts: 1) *label* in the example shown, the label is the word *Weight*. 2) *input box* is the rectangle where values are displayed and entered. 3) *units labels* are optional. A *units label* is commonly found to the right of the input box but can also appear at the top of a column of input boxes. An input box has two states. In the example, the top input box is in a *ready* state. This means the box can be targeted for input. In the example, the bottom input box has been targeted for input. Tapping within the bounds of the rectangle will target the box. The target input box has a thicker border (as shown). There is only one target input box at a time.

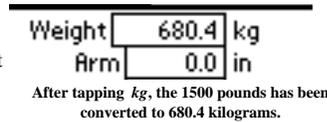
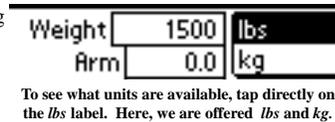
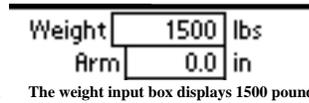


The targeted input box receives digits from the **Onscreen Keypad** (See below). You can also use Graffiti, the virtual keyboard (from the Edit menu) or any built in device keyboard.

Onscreen Keypad: Any screen that contains input boxes will also display a keypad for entering numeric data into the boxes. The target input box receives the keystrokes from the keypad. Besides digits 0 through 9 and decimal point, the keypad contains a change sign, backspace and enter key. The change sign key is used to change a values sign from + to - or - to +. This key is also used to change latitude values from E to W and longitude values from N to S (and vice versa). The backspace key is used to delete the last digit entered. After keying in a value, use the enter key to set the value.



Point-Of-Use Unit Conversion: If an input box offers a units label, this signifies the input box value can be converted to other units. To see what units are available, tap directly on the units label. A list will popup showing the available units. Tap the units you wish to use. The value will be automatically converted to those units. In the example, the top image shows the *Weight* input box value is currently in *lbs* (pounds). Tapping directly on the *lbs* label displays a list offering *lbs* and *kg* (kilograms).



Range Errors: Each input box has a minimum and maximum range of values that can be entered. Should you exceed this valid range, a warning dialog will appear displaying the legal value range. After clicking OK, a safe value will be automatically be entered. A valid number can then be reentered.

Menus: AIRCALC SYSTEM applications make use of the PalmOS™ menu system. To use the menus, tap the menu button located to the left of the Graffiti™ text input area.



Common Aircraft Data: The *AircraftEditor* is used to create and edit aircraft. Aircraft are used by other AIRCALC SYSTEM applications such as *E6B*, *Weight&Balance* and *FlightPlanner*.

Aircraft are automatically backed up to your desktop computer hard disk when you HotSync™. If you are interested in finding these files inside the Palm directory on your hard disk, they are named AC1000.PDB, AC1001.PDB, AC1002.PDB, etc. for each aircraft you have defined.

Support For Removable Media: If your PalmOS™ device supports removable media (such as cards or sticks), you can store data (aircraft, flights, routes, etc.) to either the devices internal memory (handheld) or cards/sticks (removable). AIRCALC SYSTEM applications that store or retrieve data will offer the ability to select a storage type from their respective data browsers.

AircraftEditor Overview and Manual Conventions

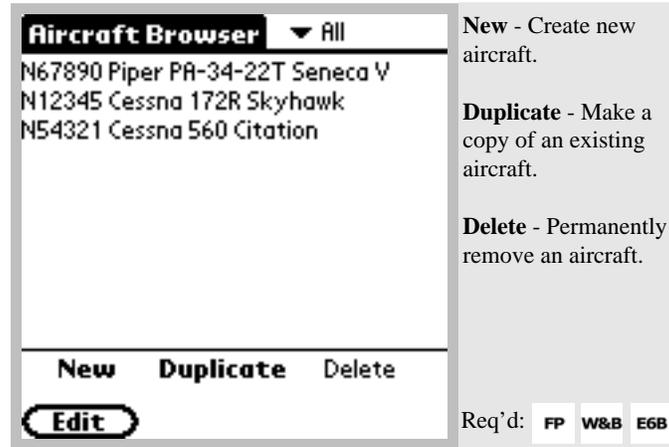
The *AircraftEditor* allows you to create, edit and view aircraft data. Aircraft are required by other applications in the **AIRCALC SYSTEM** to function properly. Aircraft data consists of performance, limits, weights and preference information.

Not all aircraft data is needed for each application. For example, if you are only using *Weight&Balance* the performance data is not needed. To designate which data are required for each application, every manual screen page contains a **Req'd** (required) section.

Data required for <i>E6B</i> will be marked with:	E6B
Data required for <i>Weight&Balance</i> will be marked with:	W&B
Data required for <i>FlightPlanner</i> will be mark with:	FP

You can always enter aircraft data that is not required for your **AIRCALC SYSTEM** application(s). This is a good way to be prepared should you add other **AIRCALC SYSTEM** applications in the future.

Aircraft Browser



The Aircraft Browser screen displays a scrolling list of aircraft available for edit and use with any application that supports the AirCalc System (see previous pages).

To create a new aircraft, tap **New**. See the additional screen descriptions in this manual for how to enter aircraft data.

To **Duplicate** an aircraft, you must first make a selection by tapping on the aircraft description you wish to copy.

To erase an aircraft, make a selection and tap **Delete**.

Support for removable storage: If the PalmOS device supports removable storage (such as cards or sticks) and the media is available, the **Storage Selection Popup (SSP)** will be visible.



Storage Selection Popup

The SSP serves to both filter the displayed list of aircraft and target storage media when creating or duplicating an aircraft. **All** will show all aircraft stored on the handheld device and removable media. **Handheld** will display only aircraft stored on the device. **Removable** will display aircraft stored on removable media. If **All** or **Handheld** is selected, then any aircraft created or duplicated will exist on the device. If **Removable** is selected, any new or duplicated aircraft will be created on the removable media.

Aircraft Edit

Aircraft Edit

Registration N6789

MakeModel Piper PA-34-22T

Name Seneca V

Preferences CG Limits

Seating Stations Weight Limits

Baggage Stations Airspeed Calib.

Tank Stations Performance

Misc. Stations MAC

Compass

Cost

Save Cancel

Req'd: FP W&B E6B

For purposes of identifying an aircraft, enter its **Registration, Make and Model.** and, optionally, a **Name.** Aircraft information is divided into a number of different sections. This screen is the starting point for reaching the different aircraft data sections.

Preferences: Units, Category, Fuel Measurement and CG method.

Seating Stations: Seating configuration, names and arms.

Baggage Stations: Baggage compartment configuration, names and arms.

Tank Stations: Fuel tank(s) configuration, names and arms/moments. Depending upon the setting in Preferences for Fuel CG, Tank Stations will transfer to either the Tanks screen or Fuel Moments screen.

Misc. Stations: Optional stations for weight and balance calculations.

CG Limits: CG envelope.

Weight Limits: Maximum aircraft weights and basic empty information.

Airspeed Calibration: Airspeed calibration table.

Performance: Aircraft climb, cruise and fuel performance data.

MAC: Mean Aerodynamic Chord info.

Compass: Compass deviation cards.

Cost: Aircraft operating costs.

Preferences

Aircraft Preferences

Base English Intl **Cust** Set

Category ▼ Normal

Fuel Measure ▼ Capacity

Fuel CG ▼ Tank Station(s)

Reference By ▼ Registration

Fuel Density 6.00 lbs/gal

7 8 9
4 5 6
1 2 3
0 - +/-
enter <-

Save Cancel

Units Base: Select from English, International or custom units.

Category: Select the category (as defined by the FAA) that applies to this aircraft.

Fuel Measure: Select either capacity or weight. This applies to all fuel quantities and flows.

Fuel CG: Choose a method to set fuel center of gravity. Choices are tank stations or moment table.

Referenced By: Some screens display a reference to the selected aircraft. Choose how you would like to recognize this aircraft.

Fuel Density: Enter fuel density.

Req'd: **FP W&B E6B**

This screen allows certain aircraft preferences to be set or changed. When an aircraft is first created (by tapping the New button on the Aircraft Browser screen), the program will transfer to this screen automatically.

The top part of the screen allows the units for the aircraft to be set. The choices included **English, International and Custom**.

Unit Settings	Current	New
Altitude:	ft	▼ ft
Distance:	nm	▼ nm
Pressure:	"Hg	▼ "Hg
Vert Velocity:	fpm	▼ fpm
Temperature:	°C	▼ °C
W&B Arms:	in	▼ in
Weight:	lbs	▼ lbs
Capacity:	gal	▼ gal
Density:	lbs/gal	▼ lbs/gal
Speed:	kts	▼ kts

English Units

Unit Settings	Current	New
Altitude:	m	▼ m
Distance:	km	▼ km
Pressure:	mb	▼ mb
Vert Velocity:	m/s	▼ m/s
Temperature:	°C	▼ °C
W&B Arms:	mm	▼ mm
Weight:	kg	▼ kg
Capacity:	l	▼ l
Density:	kg/l	▼ kg/l
Speed:	kph	▼ kph

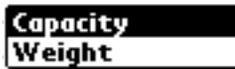
International Units

If neither the **English** nor **International** units match your aircraft, tap **Custom** and then **Set** to choose custom units.

Category: The FAA defines certain categories for aircraft. Select the category that applies to this aircraft. (NOTE: This information is not currently used. It is maintained to provide backward compatibility with older products.)



Fuel Measure: Select how fuel is measured in the aircraft. Capacity refers to **Gallons** and **Liters** for quantity and **Gallons Per Hour** and **Liters Per Hour** for flow. Weight refers to **Pounds** and **Kilograms** for quantity and **Pounds Per Hour** and **Liters Per Hour** for flow.



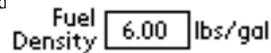
Fuel CG: Fuel tank center of gravity can be set in one of two ways. **Tank Stations** specify that each fuel tank (or group of tanks) have a CG point that remains stationary regardless of fuel level. **Moment Table** allows for a sliding moment depending upon capacity/weight of remaining fuel. The aircraft's operators handbook will dictate which method should be used.



Reference By: Some applications display a reference to the selected aircraft in the upper right portion of the screen. Tapping on this reference will take you to the aircraft selection screen of that program. You can select to display the registration number, make & model or name of the aircraft as the reference. Below is an example of the displayed aircraft reference on a Weight&Balance screen.



Fuel Density: Enter the density of the fuel used in the aircraft. This should be density of the fuel at standard atmospheric conditions.



Seat Arms

Seat Arms		N67890	
Name	Pilot	<	>
	in	<<	>>
Arm	85.5	1 of 6	
Fore Limit	84.0	New	
Aft Limit	87.0	Delete	
Default Weight	lbs 185	7	8
		4	5
		1	2
		0	.
		enter	<-
Save Cancel		Req'd: W&B	

Name: Seats can be named for convenience.

Arm: Enter the arm length (station) aft of the cg datum.

Fore Limit:
Aft Limit: If the seat slides, enter the most forward and most rearward stations.

Default Weight: Initial value for this seat.

The Seat Arms screens accepts arm lengths (stations) for seats within the aircraft. A maximum of 50 seats may be entered.

By default, each new aircraft is created with two front seats named *Pilot* and *Co-Pilot*. You may rename or delete these seats.

-   Use these buttons to move incrementally from seat to seat.
-   Use these buttons to decrement/increment by 10 seats.
- 1 of 6** The index display shows how many seats and what seat is currently being displayed.
-  Use *New* button to add a new seat.
-  Use *Delete* to remove the currently displayed seat.

If the seat can be adjusted, enter **Fore Limit** and **Aft Limit**. (NOTE! These values are not currently used. They are preserved for backward compatibility - and may be used in the future).

If a seat is always to be occupied by the same person, you can use the **Default Weight** feature to automatically set that seats weight to the specified value. If no default weight is specified, the seat weight will be set to zero.

Baggage Limits

Bag Limits N67890

Name Forward Baggage < >

Max lbs **1 of 2**

in

Fore Limit

Aft Limit

Default Weight lbs

Maximum Allowable Combined Weight lbs

Req'd: **W&B**

Name: Baggage areas can be named for quick identification.

Max: The maximum amount of weight this area can hold.

Fore Limit:
Aft Limit: The most forward and most rearward station limits.

Maximum Allowable Combined Weight: The total amount of weight all areas can hold.

The Bag Limits screens accepts arm lengths (stations) for baggage areas within the aircraft. A maximum of 10 areas may be entered.

By default, each new aircraft is created with two baggage areas named *Bag 1* and *Bag 2*. You may rename or delete these seats.

Use these buttons to move incrementally from area to area.

1 of 2 The index display shows how many areas and what area is currently being displayed.

Use *New* button to add a new area.

Use *Delete* to remove the currently displayed area.

If this baggage area is to always hold the same load, set the **Default Weight** to a value other than zero. This value will be set in the appropriate box in the Weight&Balance application.

Fuel Tanks

Tanks		N12345	
Group Number	<input type="text" value="0"/>	<	>
Name	Left Wing.....	1 of 2	
Arm	<input type="text" value="48.0"/> in	New	
	gal	Delete	
Usable	<input type="text" value="26.5"/>	7	8
Max	<input type="text" value="28.0"/>	4	5
Total Usable	53.0	1	2
Total	56.0	0	.
		+	-
Save Cancel		enter	<-

Group Number: Used to link tanks that are expended together.

Name: Tanks can be named for convenience.

Arm: This tanks arm (or station).
Note: If your aircraft has a moment table for fuel, use the Fuel Moment screen, instead.

Usable: Usable amount of fuel in tank.

Max: Maximum amount of fuel in tank (including unusable fuel).

Total Usable: Total usable fuel from all tanks.

Total: Total fuel in all tanks.

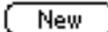
Req'd: **w&b**

Fuel Tanks vs. Fuel Moments: An aircraft can use either the Fuel Tanks or Fuel Moments method of recording fuel tank information. See **Aircraft Preferences** on how to select between the two methods.

The Tanks screen accepts information on each fuel tank. Tanks can be grouped according to how fuel is consumed. For example, some high winged aircraft have a fuel tank in the left and right wing that are interconnected and drain together. Both tanks would be assigned to the same group number (in this example Group 0). If the tanks did not deplete at the same time, each tank could be assigned to separate groups.

For weight and balance purposes, tank fuel is consumed in numerical group order. Example: An aircraft has separate tanks in the left and right wings. Fuel is burned from the left tank first then the right tank. The left tank should have a Group number lower (say 0) then the right tank (say 1).

A total of 8 tanks can be entered.

-   Use these buttons to move incrementally from tank to tank. The index display shows how many tanks and what tank is currently being displayed.
-  Use *New* button to add a new tank.
-  Use *Delete* to remove the currently displayed tank.

Fuel Tank Moments

Fuel Mmnts.		N98765	
Weight	MomentX100		
lbs	lbs in	Usable	
24	4700 14207.2	5814	
25	4900 14822.5	Max	
26	5100 15440.3	5895	
27	5300 16057.9	7 8 9	
28	5500 16676.0	4 5 6	
29	5700 17292.7	1 2 3	
30	5814 17643.2	0 - +/-	
31	0 0.0	enter <-	

Weight Column: Enter fuel weight from weight column of your operators handbook fuel moment table.
Moment Multiplier: Select the multiplier to match the table multiplier of the data you are entering.
Moment Column: enter moments from moment column of your operators handbook fuel moment table.
Usable: Enter total usable fuel on board aircraft.
Max: Enter maximum fuel on board aircraft (at standard conditions).
 Req'd: **W&B**

Fuel Tanks vs. Fuel Moments: An aircraft can use either the Fuel Tanks or Fuel Moments method of recording fuel tank information. See **Aircraft Preferences** on how to select between the two methods.

The Fuel Moment table contains room for up to 60 weight-moment entries. Not all entries need be given values. Since weight and moment values are interpolated at time of use, you may choose to skip every other or every third data point in order to enter less data.

It is important to set the moment multiplier to match the multiplier of the source data table.

Miscellaneous Information

Misc		N12345																
Retracts Moment Change	0.0	lbs	in															
Oil Weight	0	lbs																
Oil Arm	0.0	in																
Temp Probe Recovery Factor	0.00																	
<table border="1"> <tr><td>7</td><td>8</td><td>9</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>0</td><td>.</td><td>+/-</td></tr> <tr><td>enter</td><td><-</td><td></td></tr> </table>				7	8	9	4	5	6	1	2	3	0	.	+/-	enter	<-	
7	8	9																
4	5	6																
1	2	3																
0	.	+/-																
enter	<-																	
<input type="button" value="Save"/> <input type="button" value="Cancel"/>		Req'd: <input type="checkbox"/> FP <input type="checkbox"/> W&B <input type="checkbox"/> E6B																

Retracts Moment Change: For retracts, enter moment change as specified in operators handbook.

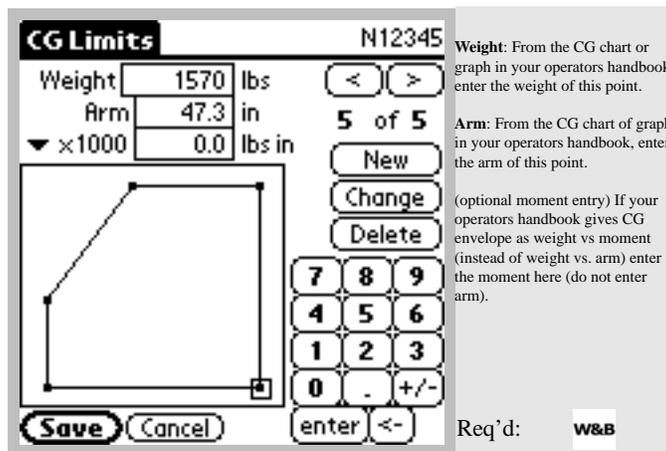
Oil Weight:
Oil Arm: If your operators handbook specified a station for oil, enter weight and arm.

Temp Probe Recovery Factor:
 Enter value between 0 and 1.

Retracts Moment Change, Oil Weight and Oil Arm are required for *Weight&Balance*.

Temp Probe Recovery Factor is used by *FlightPlanner* and *E6B*. This value is used to correct for temperature probe heating (due to air friction) at high airspeed. If the RF is not known, enter 0.

CG Limits



The CG Limits screen allows entry of weight and arm (or moment) points for the purpose of building a CG envelope.

NOTE: YOU ENTER EITHER WEIGHT/ARM OR WEIGHT/MOMENT BUT NOT BOTH. Your operators handbook will provide cg envelope data either as weight vs. arm or weight vs. moment (or both).

For operators handbooks showing weight vs. arm, enter data in the **Weight** and **Arm** input boxes. Leave the moment box at zero. For operators handbooks showing weight vs. moment, enter data in the **Weight** and moment fields. It is important to set the moment multiplier (x1,x10,x100,x1000) to match the source data. Leave the **Arm** box at zero.

Data points should be entered starting from lowest weight, smallest arm (or moment) progressing in a clockwise direction around the envelope.

Entering Data Points:

- 1) Enter Weight
- 2) Enter Arm (or moment, make sure moment multiplier is set to match source)
- 3) Tap **New** button. Repeat for next point.

< > Use these buttons to move incrementally from point to point.

5 of 5 The index display shows how many points and what point is currently being displayed.

New Use **New** button to add a new point. Enter values first..

Change To change a point, enter new values first, then tap **Change**.

Delete Use **Delete** to remove the currently displayed point.

Weights

Weights		N12345	
	lbs		
Max Zero Fuel	2457		
Max Ramp	2457		
Max Takeoff	2450		
Max Landing	2450		
Basic Empty:			
Weight	1600 lbs	7	8
		4	5
Arm	38.0 in	1	2
		0	.
			+/-
		enter	<-
Save	Cancel		

Max Zero Fuel:
Max Ramp:
Max Takeoff:
Max Landing: Enter these maximum weights as specified in your operators handbook or modified weight and balance for the aircraft.

Basic Empty Weight:
Basic Empty Arm: This information can be found in your operators handbook or modified w&b for the aircraft.

Req'd: **w&b**

The Weights screen holds information about the maximum weights and basic empty configuration of the aircraft.

The Basic Empty Weight (BEW) is usually specified in the operators handbook for the aircraft - or, if equipment has been added/removed from the aircraft, the modified weight and balance sheet.

The Basic Empty Arm may need to be computed from Basic Empty Moment, if it is not directly specified. To compute Basic Empty Arm (BEA) from Basic Empty Moment (BEM) use the following formula:

$$BEA = (BEM \times MULTIPLIER) / BEW$$

Where MULTIPLIER is specified along with BEM (if not specified, MULTIPLIER = 1).

Example: **BEW = 1600 lbs., BEM/1000 = 60.7 lbs • in**

$$BEA = (60.7 \times 1000) / 1600 = 37.9 \text{ in}$$

Airspeed Calibration

The screenshot shows a digital interface for airspeed calibration. At the top, it is labeled 'AS Calib.' and 'N67890'. Below this is a table with two columns: 'IAS' and 'CAS', with 'kts' (knots) indicated to the right. The table contains 10 rows of data. To the right of the table is a numeric keypad with buttons for digits 0-9, a decimal point, a sign change button (+/-), an enter key, and a left arrow key. At the bottom left of the interface are 'Save' and 'Cancel' buttons.

	IAS	CAS	kts
1	66	68	
2	80	83	
3	100	103	
4	120	122	
5	140	141	
6	160	161	
7	180	180	
8	200	200	
9	205	205	
10	210	210	

Consult your aircraft's operator manual for Airspeed Calibration chart or graph. Most operators manuals will depict calibration data for various configurations. Reference the normal or cruise configuration for data.

The left column of the table contains the Indicated Airspeed value. The right column holds Calibrated Airspeed.

The Airspeed Calibration table allows for entry of 10 data points. It is important to fill each of the ten points (IAS,CAS pair) with a value. Do not leave any IAS,CAS pair at 0, as this may cause erroneous results.

For Charts:

If your chart has LESS THAN 10 points, you can make multiple entries for the lowest or highest airspeeds.

If your chart has MORE THAN 10 points, make sure you enter the lowest airspeed and highest airspeeds and then pick intermediate points. It is good to pick more intermediate points at the lowest airspeeds (where the error is usually the greatest).

For Graphs:

If you are given a graph with the calibration show as a line or curve, you will need to pick out ten points that cover the airspeed range of the aircraft. To get the most precise results, enter more points from the line/curve area where the error is the greatest.

Performance

Performance			N67890
	TAS kts	VVEL fpm	Fuel Flow gph
Climb	88	1200	50.0
Cruse	150		24.0
Dscnt	145	1000	23.1
Max. X-Wind	15 kts		
Ceiling	12000 ft		
Min. IALT	5000		

Req'd:

Climb: Enter TA (true airspeed), VVEL (vertical velocity) , and Fuel Flow for climb.
Cruise: Enter TAS and Fuel Flow for cruise.
Descent: Enter TAS, VVEL and Fuel Flow for descent.
Max. X-Wind: Enter the maximum demonstrated cross wind speed.
Ceiling: Enter aircraft ceiling or maximum altitude you prefer to fly.
Min IALT: Lowest altitude you prefer to fly.

The Performance screen stores information regarding aircraft speeds, fuel usage and maximum altitude.

For **Climb**, enter the True Airspeed (TAS), rate of climb (VVEL) and **Fuel Flow**. These data should correspond to an average of performance numbers as would be typically expected from the aircraft's normal place of departure.

For **Cruise**, enter the True Airspeed (TAS) and **Fuel Flow** for aircraft at standard conditions at an altitude the aircraft typically cruises.

For **Descent**, enter the True Airspeed (TAS), rate of descent (VVEL) and **Fuel Flow** for typical descent profile.

Ceiling and **Min IALT** Note: These numbers are used by *inhand AVIATION FlightPlanner* and *inhand AVIATION E6B* to determine best altitude to achieve the greatest over the ground speed.

MAC

MAC	N56789	Leading Edge MAC Distance: Distance from reference datum to start of point measuring MAC.														
Leading Edge MAC Distance		MAC Length: Length of Mean Aerodynamic Chord.														
<input type="text" value="281.6"/>																
MAC Length																
<input type="text" value="81.0"/>																
<table border="1"><tr><td>7</td><td>8</td><td>9</td></tr><tr><td>4</td><td>5</td><td>6</td></tr><tr><td>1</td><td>2</td><td>3</td></tr><tr><td>0</td><td>.</td><td>+/-</td></tr><tr><td>enter</td><td><-</td><td></td></tr></table>		7	8	9	4	5	6	1	2	3	0	.	+/-	enter	<-	
7	8	9														
4	5	6														
1	2	3														
0	.	+/-														
enter	<-															
Save	Cancel	Req'd: W&B														

Use of MAC is optional. If your aircraft uses MAC, or you would like percent MAC information displayed in *Weight&Balance*, enter the required Leading Edge MAC Distance and MAC Length.

Compass Deviation

Compass
N56789

Radios On

For	Steer
0	6
30	27
60	57
90	89
120	118
150	149
180	180
210	210

- Conditions -

1 Radios On	2	3	4
2			
3			
4			

7	8	9
4	5	6
1	2	3
0	.	+/-

Save
Cancel

enter
<-

For - Steer: Enter directions as per compass card for the aircraft.

Conditions: There can be up to 4 different conditions for the compass card.

Req'd: **FP** **E6B**

If the aircraft has a compass card, enter corrected steering on the Compass Deviation screen.

You can enter up to 4 different compass cards. Each card is given a Condition name. The selected condition will be applied to *FlightPlanner* and *E6B* calculations.

Costs

Costs N56789

Cost Wet

Per ▼ Hour

7 8 9
4 5 6
1 2 3
0 . +/-
enter <-

Save Cancel

Cost: Enter monetary cost per unit selected. If this amount reflects a "wet" or "with fuel" amount, check the **Wet** checkbox.

Per: Select a unit for applying cost.

Req'd: **FP**

There are 4 different ways to account for aircraft cost, as displayed in the **Per** menu:

Per ▼ **Hour**
Statute Mile
Nautical Mile
Kilometer

The selection made will be used in *FlightPlanner* to track aircraft cost.

Upgrading Aircraft

From AirCalc Pro

If you are upgrading your aircraft from AirCalc Pro, follow the instructions below to ensure that all aircraft information is successfully transferred. Note that you will still be able to use both AirCalc Pro and your old aircraft files after the transfer is complete.

STEP 1: All the aircraft files that you intend to upgrade, must exist on your Palm OS devices' memory. If you have moved aircraft files to removable memory such as a SD Card, MM Card or Memory Stick, you must copy the aircraft files back to the devices memory.

STEP 2: Run *AircraftEditor*. *AircraftEditor* will search for old AirCalc Pro aircraft and convert them for use with the new AirCalc Pro System applications (*inhand AVIATION FlightPlanner*, *inhand AVIATION Weight&Balance* and *inhand AVIATION E6B*).

NOTE! Everytime you launch *AircraftEditor* the program will attempt to convert old AirCalc Pro aircraft files. Therefore, if you intend to keep using AirCalc Pro, you will need to copy the old aircraft files to removable memory, or simply keep copies on your desktop computer.

STEP 3: Use *AircraftEditor* and review each preference setting in the new aircraft. The new aircraft contain fields that did not exist in the old aircraft and therefore you will need to enter this data.

Glossary

Arm	Center of gravity station (used in CG calculation)
Ceiling	Altitude at which climb < 100 ft/min.
CG	Center of Gravity
IALT	Indicated Altitude. Altitude as read from altimeter.
LEMAC	Leading Edge MAC distance.
MAC	Mean Aerodynamic Chord
MACW	Maximum Allowable Combined Weight
Moment	Weight X Arm (used in CG calculation)
RF	Recovery Factor. Used to correct for temp probe error.
TAS	True airspeed.
VVEL	Vertical Velocity. Rate of climb or descent.
W&B	Weight and Balance
X-Wind	Cross Wind component

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