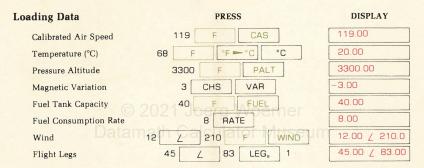
OC-1401 Quick Reference Chart

PREFLIGHT



Recalling Data

| Calibrated Air Speed | F RCL F | CAS 119.00 |
|----------------------|----------|------------|
| Temperature (°C) | F RCL °C | 20.00 |

NOTE: Use the same procedure to recall each of the preflight data.

Standby Mode

Set ON-OFF switch to ON.

Set NORMAL-STANDBY switch to STANDBY

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IN-FLIGHT

Clock Functions PRESS DISPLAY. To set True Time 14 00 14 00 SET 14.00.01 S/S ET 00.00.01 To start/stop Elapsed Time To see True Time displayed CLK 14 05 30 F-1 0.06.45 To see Elapsed Time displayed FT Start ST.LEG, 1 To start Flight Leg 1 127.19 / 84.32 Computing In-Flight Data 134.05 \(\ \ 83.00 GS.TC Ground Speed and True Course LEG. 33.00 / 109.0 Set Computer to flight leg 2 GS TC 128.93 / 109.0 Ground Speed and True Course for flight leg 2 LEG. 45.00 / 83.00 Return to flight leg 1 Fuel remaining FUEL 38.67 Distance and Time to checkpoint 194 0.0840 D/TA Distance and Time to destination 64.1 0.29.50 Estimated Time of Arrival at ETA A 14.30.10 next checkpoint Estimated Time of Arrival at 14.55.00 FTA

Δ

WIND

127.19 / 138.0

16.39 / 243.0

final destination Checkpoint

Wind vector

^{*} True air speed and magnetic heading

NAVIGATION

Distance and Angle from VOR 1 to VOR 2

Radial for VOR 1

Radial for VOR 2

VOR 1 to Plane

Distance and Angle from VOR 1 to checkpoint

Distance and Magnetic Heading

Distance and Angle from

PRESS DISPLAY 244 VR₁₂ 26 26.00 / 244.0 12.00 **Z** 236.0 12 236 RAD 1 270 270.00 35 RAD 2 35.00 DST MH ∠137.3 9.43

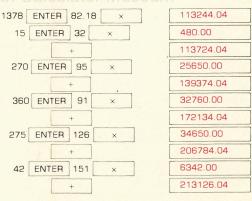
15.39

/ 270.0

VRIP

WEIGHT AND BALANCE CALCULATION

 $Total\ Moment\ (lb\cdot in) = (1378\times82.18) + (15\times32) + (270\times95) + (360\times91) + (275\times126) + (42\times151) + ($



Reciprocals

Square roots

Squaring numbers

Using π Trigonometric Functions $20 \quad F \quad 1/x \quad 0.05$ $9.00 \quad 9.00$ $18 \quad F^{-1} \quad x^2 \quad 324.00$ $12.57 \quad 12.57$

 Sine
 60
 60.

 F
 SIN
 0.87

 Arc sine
 0.7071
 0.7071

 F-1
 SIN-1
 45.00

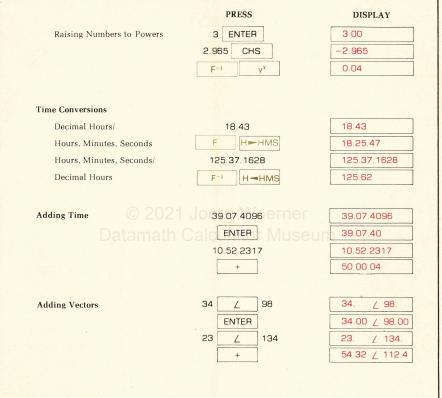
Logarithmic Functions

 Common logarithm
 23
 23

 F
 LOG
 1.36

 Common antilogarithm
 2.45
 2.45

 F-1
 10x
 281.84



(C) 2021 Joerg Woerner Datamath Calculator Museum

APPENDIX

PREFLIGHT KEYS

VAR

RATE

LEG.

LEG,

CAS — Keys in calibrated air speed.

°C — Keys in temperature in °C.

PALT — Keys in pressure altitude in feet.

Keys in magnetic compass variation.

FUEL — Keys in fuel supply on board.

Keys in fuel consumption rate.

Keys in reported wind vector (speed ∠ direction).

Keys in up to nine legs in vector format (distance ∠ heading).

IN-FLIGHT KEYS

— Commands the Computer to start the next (n-th) flight leg. True airspeed and magnetic heading of the flight leg, in vector format, is displayed.

Recalls the n-th leg vector entered in preflight.

 When pressed, after keying in distance and magnetic heading flown from the last checkpoint, the Computer displays the updated wind vector. TAS MH Calculates true airspeed (from preflight data) and magnetic heading (from solving wind triangle). Shown in vector format. FUEL When pressed, shows current fuel supply on board. If you are in a flight leg, display is decrementing. GS TC Calculates ground speed from wind triangle and displays it with current flight leg course in vector format. FTAA Calculates estimated time of arrival at the next checkpoint based on computed ground speed. FTA Calculates estimated time of arrival at the final destination NOTE: This is based on the sum of the estimated time for each of the flight legs entered in the Computer. WIND Recalls current wind vector (speed direction). If winds have not been updated, it would be equal to the entered preflight data. D/T DES Gives dynamic display of distance and time to the end of all flight legs. D/TA Gives dynamic display of distance and time to the next checkpoint. "Tells" the Computer that you have arrived at the checkpoint (end of Λ that flight leg). This commands the Computer to start the next flight leg. The wind vector is now recomputed based on when you arrived at the checkpoint. If you were flying a heading that was different from the magnetic heading in the previous flight leg, the actual heading you were flying may be keyed in and included in the wind update. The Computer displays true airspeed and magnetic heading of the next flight leg in vector format. LASTA Reverts all data present in the Computer to what it was before the \triangle key was pressed prematurely or by accident.

NAVIGATION KEYS

RAD 1

Keys in radial from VOR 1 (from VOR receiver reading).

RAD 2

Keys in radial from VOR 2 (from VOR receiver reading).

VR₁₂

Keys in distance and angle from VOR 1 to VOR 2 in vector format (from charts).

VR₁

 Keys in distance and angle from VOR 1 to checkpoint in vector format (from charts).

VR_{1P}

 Calculates distance from VOR 1 to plane. Displays distance and angle from VOR 1 to plane in vector format.

DST MH

 Calculates new distance and magnetic heading, in vector format, to checkpoint.
 Joerg Woerner

TIME FUNCTION KEYS

SET

 When pressed, with a time format number (two decimal points) in the display, sets the clock to that time and starts the clock.

CLK

Accesses the true time display.

S/S ET

 Starts elapsed time. If the timer is already running, pressing this key stops the elapsed time.

ET

Displays the elapsed time.

CLR

Stops the elapsed time and clears it to zero.