

# Glider Compass Calibration Log

Aircraft Type: \_\_\_\_\_ Aircraft Serial No: \_\_\_\_\_ SNOW: \_\_\_\_\_ Sheet No: \_\_\_\_\_

Variation: \_\_\_\_\_

Place of Swing: \_\_\_\_\_

Reason for Swing: \_\_\_\_\_

Wing Speed: \_\_\_\_\_

IC Swing: \_\_\_\_\_

Standard Swing						Calibration Swing					
Approx Heading	Datum Heading	Compass Heading		Diviation		Approx Heading	Datum Heading	Compass Heading		Diviation	
		Front	Rear	Front	Rear			Front	Rear	Front	Rear
<b>N</b>						<b>N</b>					
<b>E</b>						<b>45</b>					
<b>S</b>						<b>E</b>					
<b>W</b>						<b>135</b>					
<b>Residual Coefficients:</b>  $B = \frac{\text{Dev E} - \text{Dev W}}{2}$  $C = \frac{\text{Dev N} - \text{Dev S}}{2}$						<b>S</b>					
						<b>225</b>					
						<b>W</b>					
						<b>315</b>					
						<b>Note:</b> Datum headings Obtained from Medium Landing Compass					
Coefficient B						Coefficient A = $\frac{\text{Total Dev}}{4}$					
Make Compass Read											
Coefficient C						To remove + A: Turn Lubber Line or Detector Unit Clockwise					
Make Compass Read						To remove -A : Turn Lubber Line or Detector Unit Anti-Clockwise					

**To Correct large errors:** Turn on to North. Adjust Compass to read North.  
 Turn on to East. Adjust E/W to read East.  
 Turn on to South. Note error, adjust N/S to read 1/2 Error.  
 Turn on to West. Note error, adjust E/W to Read 1/2 Error.

See over for instructions for use

# MOD Form 712A(Gliders) Instruction For Use

## **Requirement for Compass Swings**

1. The requirement for standard compass swings is detailed in MAP-01, Chap 12.9. A standard compass swing is to be carried out when the compass error is greater than the allowable error defined in the AMM.

## **Authorizations**

2. Supervisors of aircraft compass adjustment are to be authorized as detailed in MAP-01, Chap 12.9.

## **Compass Swing Procedure**

3. The procedure for compass swings is contained in either the AMM or the Topic 2(R)1.

## **Compass Base**

4. Standard or calibration swings are to be carried out on either a Class 1 or Class 2 compass base or, where this is not practicable, a compass base authorized i.a.w either 3FTS Flying Orders and Guidance(FOG) may be used.