

TIME	DMU GROUND SPEED (KNOTS)	WIND COMPONENT DOWN THE RUNWAY	TAS (KNOTS)	(1) CAS (KNOTS)	SHIP'S IAS (KNOTS)	(2) SHIP'S AIRSPEED INSTRUMENT CORRECTION	CORRECTED SHIP'S IAS	(3) GROUND AIRSPEED ERROR	
07:00	:09	48.0	3	51.0	50.1	49	0	49	+1.1
	:10	52.8		55.8	54.8	54		54	+0.8
	:11	56.8		59.8	58.7	59		59	-0.3
	:12	61.0		64.0	62.8	63		63	-0.2
	:13	64.2		67.2	66.0	68		68	-2.0
	:14	67.3		70.3	69.0	71		71	-2.0
	:15	70.9		73.9	72.5	75		75	-2.5
	:16	74.0		77.0	75.6	78		78	-2.4
	:17	77.2		80.2	78.7	82		82	-3.3
	:18	80.7		83.7	82.2	83		83	-0.8
	:19	83.9		86.9	85.3	87		87	-1.7
	:20	87.0		90.0	88.3	89		89	-0.7
	:21	90.6		93.6	91.9	92		92	-0.1
	:22	93.8		96.8	95.1	95		95	+0.1
	:23	96.9		99.9	98.1	101		101	-2.9
	:24	100.3		103.3	101.4	103		103	-1.6
	:25	103.6		106.6	104.7	106		106	-1.3
	:26	106.6	∇	109.6	107.6	110	∇	110	-2.4

Test Conditions:

Pressure Altitude - 1240 ft.  
 Temperature - 52 °F  
 $\sqrt{\sigma}$  - 0.982  
 Runway - 1  
 Wind - 350/3

Notes:

1. CAS = TAS( $\sqrt{\sigma}$ )
2. Obtain from instrument calibration
3. CAS minimum corrected Ship's IAS
4. Corrections must be added

**TABLE A9-3 - SAMPLE GROUND AIRSPEED CALIBRATION USING A DISTANCE MEASURING UNIT**

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