

Index



100-HOUR INSPECTION 7-7

A

ABBREVIATED WEATHER BRIEFING 11-4

ABSOLUTE ALTITUDE 6-4

ACCELERATE-GO DISTANCE 9-32

ACCELERATE-STOP DISTANCE 9-32

ADF 14-22

ADIABATIC COOLING 10-12

ADIABATIC HEATING 10-12

ADJUSTABLE-PITCH PROPELLER 5-4

ADVERSE YAW 4-2

AERODYNAMIC FORCES IN FLIGHT

MANEUVERS 3-17

climbs 3-19

descents 3-19

turns 3-17

AERONAUTICAL DECISION MAKING 16-1

origins 16-2

process 16-2

factors 16-5

AILERONS 4-1

differential 4-2

coupled with rudder 4-3

Frise-type 4-2

AIR CARRIER OBSTACLE CLIMB

REQUIREMENTS 9-36

AIR DENSITY 2-2

AIR MASSES 10-18

AIR TRAFFIC CONTROL RADAR BEACON

SYSTEM 12-11

AIR TRAFFIC CONTROL SERVICES 12-10

AIRCRAFT 1-1

AIRCRAFT MAINTENANCE 7-7

AIRCRAFT REGISTRATION 7-5

AIRFOIL 1-3, 2-4

camber 2-4

chord line 2-4

ice controls 5-28

laminar flow 2-5

leading edge 2-4

pressure distribution 2-6

trailing edge 2-4

AIRMAN'S METEOROLOGICAL
INFORMATION 11-12

AIRMET 11-3, 11-12

AIRPLANE 1-1

AIRPLANE FLIGHT MANUAL 7-1

use of 14-13

AIRPORT ADVISORY AREA 13-4

AIRPORT BEACON 12-5

AIRPORT FACILITY DIRECTORY 12-1

use of 14-13

AIRPORT LIGHTING 12-5

control of 12-7

AIRPORT MARKINGS 12-3

runway 12-3

taxiway 12-3

AIRPORT SIGNS 12-3

AIRPORTS

controlled 12-1

uncontrolled 12-1

AIRSPACE

Class A 13-1

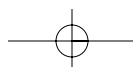
Class B 13-1

Class C 13-1

Class D 13-3

Class E 13-3

Class G 13-3



controlled 13-1
 uncontrolled 13-3
AIR SPEED
 calibrated 6-6
 groundspeed 6-6
 indicated 6-6
 limitations 6-7
 true 6-6
AIR SPEED EQUIVALENT 9-18
AIR SPEED INDICATOR 6-6
 markings 6-6
AIR WORTHINESS CERTIFICATE 7-6
AIR WORTHINESS DIRECTIVES 7-10
ALCOHOL 15-8
ALERT AREA 13-4
ALTIMETER 6-2
 operation 6-4
 setting 6-3
ALTIMETER SYSTEM INSPECTION 7-8
ALTITUDE
 absolute 6-4
 density 6-5
 indicated 6-4
 pressure 6-4
 true 6-4
AMMETER 5-20
ANNUAL INSPECTION 7-7
ANTISERVO TAB 1-4, 4-8
APPROACH LIGHT SYSTEMS 12-6
AREA FORECAST 11-10
ARM 8-3
ASOS 11-1
ASYMMETRIC LOADING 3-25
ATIS 6-3
ATMOSPHERE 10-1
ATMOSPHERIC CIRCULATION 10-5
ATMOSPHERIC PRESSURE 2-2, 9-1, 10-3
 effect of differences in air density 10-5
 effect on altitude 10-4
ATMOSPHERIC STABILITY 10-12
ATTITUDE INDICATOR 6-12
AUTOKINESIS 15-11
AUTOMATED SURFACE OBSERVING SYSTEM 11-1
AUTOMATED WEATHER OBSERVING SYSTEM 11-1
AUTOMATIC DIRECTION FINDER 14-22
AUTOMATIC TERMINAL INFORMATION SERVICE 6-3
AUTOPILOT 5-23
AVIATION ROUTINE WEATHER REPORT 11-4
AWOS 11-1
AXES OF AN AIRPLANE 3-8

B

BALANCE 8-2
 adverse effects 8-2

BALANCE TABS 4-8
BALANCED FIELD LENGTH 9-32
BASIC EMPTY WEIGHT 8-3
BEACON 12-5
BERNOULLI'S PRINCIPLE 2-3
BIPLANE 1-3
BOUNDARY LAYER 3-36
BRAKE HORSEPOWER 5-31, 9-10
BRAKE SPECIFIC FUEL CONSUMPTION 9-10
BRAKES 5-23
BUS BAR 5-20

C

CALIBRATED AIRSPEED (CAS) 6-6
CANARD 4-5
CARBON MONOXIDE POISONING 15-6
CARBURETOR 5-5
 air temperature gauge 5-8
 heat 5-7
 icing 5-6
CEILING 10-17
CENTER OF GRAVITY (CG) 2-7, 8-2, 8-3
 determination 8-6
 limits 8-4
 range 8-4
CENTER OF LIFT 2-7
CENTER OF PRESSURE 2-7
CENTRIFUGAL FORCE 3-17
CENTRIPETAL FORCE 3-17
CHANDELLES 3-30
CHARTING A COURSE 14-14
CIRCULAR ARC AIRFOIL 2-5
CLASS A AIRSPACE 13-1
CLASS B AIRSPACE 13-1
CLASS C AIRSPACE 13-1
CLASS D AIRSPACE 13-3
CLASS E AIRSPACE 13-3
CLASS G AIRSPACE 13-3
CLEARING PROCEDURES 12-14
CLIMB PERFORMANCE 9-6
CLIMB REQUIREMENTS, TRANSPORT CATEGORY
 first segment 9-35
 fourth or final segment 9-35
 second segment 9-35
 second segment climb limitations 9-35
 third or acceleration segment 9-35
CLOUDS 10-15
COLD FRONT 10-20
COLLISION AVOIDANCE 12-14
COMBUSTION 5-12
COMPASS ERRORS
 acceleration/deceleration 6-16
 deviation 6-16, 14-5, 14-12
 magnetic dip 6-16
 turning 6-16
 variation 6-15
COMPASS HEADING 14-12

COMPRESSOR STALL 5-33
 CONDENSATION 10-13
 nuclei 10-15
 CONTINUOUS FLOW OXYGEN SYSTEMS 5-27
 CONTROLLED AIRPORT 12-1
 CONTROLLED AIRSPACE 13-1
 CONTROLLED FIRING AREA 13-4
 CONVECTIVE CURRENTS 10-7
 CONVECTIVE SIGMET 11-3
 CONVECTIVE SIGNIFICANT METEOROLOGICAL
 INFORMATION 11-12
 CONVENTIONAL GEAR 1-4
 COOLING SYSTEMS 5-18
 CORKSCREW EFFECT 3-24
 CREW RESOURCE MANAGEMENT 16-1
 CRM 16-1

D

DATUM 8-4
 DEAD RECKONING 14-10
 DECIDE MODEL 16-4
 DECISION-MAKING
 process 16-2
 resources 16-7
 DEHYDRATION 15-7
 DENSITY ALTITUDE 6-5, 9-3
 DEPOSITION 10-13
 DETONATION 5-12
 DEVIATION 6-16, 14-5, 14-12
 DEW 10-14
 DEWPOINT 10-13
 DIHEDRAL 3-14
 DILUTER DEMAND OXYGEN SYSTEMS 5-27
 DIRECT USER ACCESS TERMINAL SERVICE 11-2
 DISTANCE 14-12
 DISTANCE MEASURING EQUIPMENT 14-21
 DIVERSION 14-27
 DME 14-21
 DRAG 3-1, 3-3
 DRUGS 15-8
 DUATS 11-2
 DUTCH ROLL 3-16
 DYNAMIC STABILITY 3-11

E

EDDY CURRENT DAMPING 6-17
 EFAS 11-2
 effect on flight 10-4
 effect on wind 10-5
 ELECTRICAL SYSTEM 5-19
 ELEVATOR 4-3

EMPENNAGE 1-4
 EMPTY-FIELD MYOPIA 15-10
 ENGINE
 altitude 5-10
 cooling system 5-18
 pressure ratio (EPR) 5-32
 reciprocating 5-1
 sea-level 5-9
 turbine 5-29
 ENROUTE FLIGHT ADVISORY SERVICE 11-2
 EQUILIBRIUM 3-10
 EQUIVALENT AIRSPEED 9-18
 EQUIVALENT SHAFT HORSEPOWER 5-31
 ERROR CHAIN 16-1
 ESTIMATED TIME EN ROUTE 14-12
 ETE 14-12
 EVAPORATION 10-13
 EXHAUST GAS TEMPERATURE 5-32
 EXHAUST SYSTEMS 5-19
 EXPLOSIVE DECOMPRESSION 5-25

F

FAA FLIGHT SERVICE STATION 11-2
 FALSE HORIZON 15-11
 FATIGUE 15-7
 FILING A FLIGHT PLAN (VFR) 14-16
 FIREWALL 1-4
 FIXED LANDING GEAR 5-23
 FIXED-PITCH PROPELLER 5-3
 FLAMEOUT 5-33
 FLAPS 4-6
 FLIGHT COMPUTERS 14-8
 FLIGHT CONTROLS 4-1
 FLIGHT DIVERSION 14-27
 FLIGHT PLAN FILING (VFR) 14-16
 FLIGHT PLANNING 14-13
 FLIGHT WATCH 11-2
 FLOOR LOAD LIMIT 8-4
 FOG 10-14
 FOREIGN OBJECT DAMAGE (FOD) 5-32
 FORM DRAG 3-3
 FOUR STROKE CYCLE 5-2
 compression 5-2
 exhaust 5-2
 intake 5-2
 power 5-2
 FRONTS 10-18
 cold 10-20
 occluded 10-22
 stationary 10-22
 warm 10-19
 FROST 10-14
 FSS 11-2
 FUEL
 contamination 5-15

drains 5-14
 gauges 5-14
 grades 5-15
 injection 5-8
 load 8-4
 primer 5-14
 pumps 5-14
 rate 14-12
 selectors 5-14
 strainers 5-14
 sumps 5-14
 systems 5-13
 tanks 5-14
 FUSELAGE 1-2

G

GAS DECOMPRESSION SICKNESS 5-26
 GLOBAL POSITIONING SYSTEM 14-26
 GPS 14-26
 GRAVITY 3-5
 GROUND ADJUSTABLE TABS 4-9
 GROUND EFFECT 3-7, 9-10
 GROUNDSPEED 6-6, 14-12
 GYROSCOPIC
 action 3-24
 flight instruments 6-9
 principles 6-9
 rigidity in space 6-9

H

HAZARDOUS ATTITUDES 16-6
 HAZARDOUS IN-FLIGHT WEATHER ADVISORY
 SERVICE 11-3
 HEADING INDICATOR 6-12
 HEATSTROKE 15-7
 HIGH ALTITUDE PERFORMANCE ENGINE 5-11
 HIGH-SPEED FLIGHT 3-35
 controls 3-40
 HIWAS 11-3
 HOT START 5-33
 HUMAN FACTORS 16-1
 HUMIDITY 2-2
 HUNG START 5-33
 HYDRAULIC SYSTEMS 5-22
 HYDROPLANING 9-14
 HYPERVENTILATION 15-3
 HYPOXIA 15-2
 histotoxic 15-2
 hypemic 15-2
 hypoxic 15-2
 stagnant 15-2
 symptoms 15-2

I

IAS 6-6, 9-18
 I-BEAM 1-4
 ICE CONTROL SYSTEMS 5-28
 airfoil 5-28
 propeller 5-29
 windscreen 5-29
 IGNITION SYSTEM 5-11
 ILLUSIONS 15-4
 INCLINOMETER 6-11
 INDICATED AIRSPEED 6-6, 9-18
 INDICATED ALTITUDE 6-4
 INDUCED DRAG 3-3
 IN-FLIGHT WEATHER ADVISORIES 11-12
 INOPERATIVE EQUIPMENT OPERATIONS 7-8
 INSPECTIONS
 100-hour 7-7
 aircraft 7-7
 altimeter system 7-8
 annual 7-7
 preflight 7-8
 transponder 7-8
 INTERCOOLER 5-10
 INTERFERENCE DRAG 3-3
 INTERPOLATION 9-20
 INVERSION 10-13

L

LAMINAR FLOW AIRFOIL 2-5
 LAND BREEZE 10-7
 LANDING GEAR 1-4
 fixed 5-23
 retractable 5-23
 tailwheel 5-23
 tricycle 5-22
 LANDING PERFORMANCE 9-17, 9-37
 LATERAL STABILITY 3-14
 LATITUDE 14-2
 LAZY EIGHTS 3-30
 LEADING EDGE DEVICES 4-7
 LICENSED EMPTY WEIGHT 8-4
 LIFT 3-1, 3-6
 LOAD FACTORS 3-26
 flight maneuvers 3-29
 stalling speeds 3-28
 steep turns 3-27
 LOADMETER 5-21
 LONGERON 1-2
 LONGITUDE 14-2
 LONGITUDINAL STABILITY 3-11
 LORAN-C 14-24

LOST COMMUNICATION PROCEDURES 12-9
 LOST PROCEDURES 14-27
 LOW-LEVEL WIND SHEAR 10-9

M

MACH BUFFET BOUNDARIES 3-39
 MACH NUMBER 3-36
 MAGNETIC BEARING 14-23
 MAGNETIC COMPASS 6-14
 MAGNETIC DIP 6-16
 MAGNETIC HEADING 14-12
 MAGNETO 5-12
 MAGNUS EFFECT 2-3
 MANIFOLD ABSOLUTE PRESSURE (MAP) 5-4
 MASTER SWITCH 5-20
 MAXIMUM LANDING WEIGHT 8-4
 MAXIMUM RAMP WEIGHT 8-4
 MAXIMUM TAKEOFF WEIGHT 8-4
 MAXIMUM WEIGHT 8-4
 MAXIMUM ZERO FUEL WEIGHT 8-4
 MEAN AERODYNAMIC CHORD (MAC) 2-8, 8-4
 MEDICAL CERTIFICATE 15-1
 MEL 7-8
 MERIDIANS 14-2
 METAR 11-4
 MICROBURST 10-10
 MIDDLE EAR PROBLEMS 15-3
 MILITARY OPERATION AREA 13-4
 MILITARY TRAINING ROUTE 13-4
 MINIMUM EQUIPMENT LISTS 7-8
 MIXTURE CONTROL 5-5
 MOA 13-4
 MOMENT 3-9, 8-4
 MOMENT INDEX 8-4
 MONOCOQUE 1-2
 MONOPLANE 1-3
 MOTION SICKNESS 15-6

N

N_1 INDICATOR 5-32
 N_2 INDICATOR 5-32
 NACELLE 1-5
 NATIONAL SECURITY AREAS 13-5
 NAVIGATION
 calculations 14-8
 measurement of direction 14-3
 wind effect 14-6
 NDB 14-22
 NEGATIVE ARM COMPUTATIONS 8-8
 NEGATIVE STATIC STABILITY 3-10
 NEUTRAL STATIC STABILITY 3-10

NEWTON'S LAWS OF MOTION 2-2
 NIGHT VISION 15-10
 autokinesis 15-11
 false horizon 15-11
 illusions 15-11, 15-12
 NITROGEN 2-1
 NONDIRECTIONAL RADIOBEACON 14-22
 NOTAM 12-3
 NOTICES TO AIRMEN 12-3

O

OBSTRUCTION LIGHTS 12-8
 OCCLUDED FRONT 10-22
 OIL SYSTEMS 5-16
 OPERATIONAL PITFALLS 16-9
 OUTLOOK WEATHER BRIEFING 11-4
 OUTSIDE AIR TEMPERATURE GAUGE 5-8, 6-17
 OVERBOOST 5-11
 OWNER RESPONSIBILITIES 7-11
 OXYGEN 2-1
 OXYGEN AND THE HUMAN BODY 10-2
 OXYGEN MASKS 5-27
 OXYGEN SYSTEMS 5-26
 continuous flow 5-27
 diluter demand 5-27
 pressure demand 5-27
 servicing 5-28

P

P FACTOR 3-23, 3-25
 PAPI 12-6
 PARACHUTE JUMP AREAS 13-4
 PARALLELS 14-2
 PARASITE DRAG 3-3
 form 3-3
 interference 3-3
 skin 3-3
 PAYLOAD 8-4
 PERFORMANCE 9-4
 climb performance 9-6
 landing 9-17, 9-37
 range 9-8
 straight and level flight performance 9-5
 takeoff 9-15
 PERFORMANCE CHARTS 9-19
 climb and cruise charts 9-23
 crosswind and headwind component chart 9-28
 density altitude charts 9-20
 landing charts 9-29
 stall speed performance charts 9-30
 takeoff charts 9-22
 PILOT SELF-ASSESSMENT 16-5
 PILOT WEATHER REPORT 11-7

PILOTAGE 14-10
 PILOT'S OPERATING HANDBOOK 7-1
 use of 14-13
 PIREPS 11-7
 PITCH 3-9
 PITOT-STATIC FLIGHT INSTRUMENTS 6-1
 blocked 6-8
 PLOTTER 14-8
 POWER 9-6
 POWERPLANT 1-5, 5-1
 PRECESSION 6-9
 PRECIPITATION 10-18
 PRECISION APPROACH PATH INDICATOR 12-6
 PREFLIGHT INSPECTIONS 7-8
 PREIGNITION 5-13
 PRESSURE ALTITUDE 6-4, 9-2
 PRESSURE DEMAND OXYGEN SYSTEMS 5-27
 PRESSURIZED AIRPLANES 5-24
 PREVENTIVE MAINTENANCE 7-9
 PRIMARY RADAR 12-10
 PROHIBITED AREA 13-3
 PROPELLER 5-2
 adjustable-pitch 5-4
 fixed-pitch 5-3
 ice control 5-29
 principles 3-21

R

RADAR OBSERVATION 11-2
 RADAR SUMMARY CHART 11-16
 RADAR TRAFFIC INFORMATION SYSTEM 12-11
 RADAR WEATHER REPORT 11-8
 RADIO COMMUNICATIONS 12-8
 RADIO EQUIPMENT 12-8
 RADIO LICENSE 12-8
 RADIOSONDE 11-1
 RANGE PERFORMANCE 9-8
 RECIPROCATING ENGINE 5-1
 REFUELING PROCEDURES 5-16
 REGION OF REVERSE COMMAND 9-12
 REIL 12-6
 RELATIVE BEARING 14-23
 RELATIVE HUMIDITY 9-4, 10-13
 REPAIRS AND ALTERATIONS 7-9
 RESTRICTED AREA 13-3
 RETRACTABLE LANDING GEAR 5-23
 RIB 1-3
 RIGIDITY IN SPACE 6-9
 RISK
 assessing 16-5
 management 16-4
 RNAV 14-21
 ROLL 3-9
 ROUGH AIR 3-30
 RUDDER 4-5

RUNWAY CENTERLINE LIGHTS 12-7
 RUNWAY EDGE LIGHTS 12-7
 RUNWAY END IDENTIFIER LIGHTS 12-6
 RUNWAY INCURSION AVOIDANCE 12-14
 RUNWAY MARKINGS 12-3
 RUNWAY SURFACE AND GRADIENT 9-13
 RUNWAY VISUAL RANGE 11-1
 RVR 11-1

S

SCUBA DIVING 15-9
 SEA BREEZE 10-7
 SECTIONAL CHART 14-1
 SELF ASSESSMENT 16-5
 SEMI-MONOCOQUE 1-2
 SHOCK WAVES 3-37
 SIGMET 11-3, 11-12
 SIGNIFICANT METEOROLOGICAL
 INFORMATION 11-12
 SIGNIFICANT WEATHER PROGNOSTIC
 CHARTS 11-18
 SINUS PROBLEMS 15-3
 SITUATIONAL AWARENESS 16-8
 SKIN FRICTION DRAG 3-3
 SPAR 1-3
 SPATIAL DISORIENTATION 15-4
 SPECIAL FLIGHT PERMITS 7-9
 SPECIAL USE AIRSPACE 13-3
 alert areas 13-4
 controlled firing area 13-4
 military operation area 13-4
 prohibited area 13-3
 restricted area 13-3
 warning area 13-4
 SPINS 3-29
 SPIRAL INSTABILITY 3-16
 SPOILERS 3-40
 SPOILERS 4-7
 STABILATOR 1-4, 4-4
 STABILITY 3-10, 8-2
 atmospheric 10-12
 dynamic 3-11
 lateral 3-14
 longitudinal 3-11
 static 3-10
 vertical 3-15
 STABILIZER, ADJUSTABLE 4-9
 STALLS 3-20
 high speed 3-29
 STANDARD EMPTY WEIGHT 8-4
 STANDARD WEATHER BRIEFING 11-3
 STANDARD WEIGHTS 8-4
 STARTING SYSTEM 5-16
 STATIC STABILITY 3-10
 negative 3-10

neutral 3-10
 positive 3-10
 STATION 8-4
 STATIONARY FRONT 10-22
 STRAIGHT-AND-LEVEL FLIGHT
 PERFORMANCE 9-5
 STRESS 15-6
 STRESS MANAGEMENT 16-6
 STRINGERS 1-3
 SUBLIMATION 10-13
 SUPERCHARGERS 5-9
 SUPERCOOLED WATER DROPLETS 10-15
 SUPERSONIC FLIGHT 3-35
 SURFACE ANALYSIS CHART 11-14
 SURFACE WEATHER MAPS 10-11
 SWEEPBACK WINGS 3-38

T

TACHOMETER 5-3
 TAF 11-9
 TAS 6-6
 TAILWHEEL LANDING GEAR AIRPLANES 1-4, 5-23
 TAKEOFF PERFORMANCE 9-15
 TAXIWAY LIGHTS 12-8
 TAXIWAY MARKINGS 12-3
 TEMPERATURE/DEWPOINT SPREAD 10-13
 TEMPORARY FLIGHT RESTRICTIONS 13-4
 TERMINAL AERODROME FORECAST 11-9
 TERMINAL RADAR SERVICE AREAS 13-5
 THRUST 3-1, 3-2
 THRUST 9-6
 THRUST HORSEPOWER 5-31
 TIBS 11-2
 TIME ZONES 14-2
 TORQUE 3-23
 TORQUEMETER 5-32
 TOUCHDOWN ZONE LIGHTS 12-7
 TRANSCRIBED INFORMATION BRIEFING
 SERVICE 11-2
 TRANSCRIBED WEATHER BROADCAST 11-3
 TRANSPONDER 12-11
 inspection 7-8
 phraseology 12-12
 TRANSPORT CATEGORY AIRPLANE
 PERFORMANCE 9-31
 TRICYCLE LANDING GEAR AIRPLANES 1-4, 5-22
 TRIM TABS 4-8
 TRUE AIRSPEED 6-6, 9-18
 TRUE ALTITUDE 6-4
 TRUE COURSE 14-12
 TRUE HEADING 14-12
 TRUSS 1-2
 T-TAIL 4-3
 TURBINE ENGINE 5-29
 turbofan 5-30

turbojet engines 5-30
 turboprop engines 5-30
 turboshaft engines 5-31
 TURBINE ENGINE INSTRUMENTS 5-31
 TURBOFAN ENGINES 5-30
 TURBOJET ENGINES 5-30
 TURBOPROP ENGINES 5-30
 TURBOSHAFT ENGINES 5-31
 TURBOSUPERCHARGERS 5-10
 TURN COORDINATOR 6-11
 TURN-AND-SLIP INDICATOR 6-11
 TWEB 11-3
 TWIST 3-23

U

UNCONTROLLED AIRPORT 12-1
 UNCONTROLLED AIRSPACE 13-3
 URGENT PIREP 11-3
 USEFUL LOAD 8-4

V

V SPEEDS 6-7, 9-18
 VARIATION 6-15, 14-4, 14-12
 VASI 12-6
 VECTOR ANALYSIS 14-10
 VERTICAL CARD COMPASS 6-17
 VERTICAL SPEED INDICATOR 6-5
 VERTICAL STABILITY 3-15
 VERY HIGH FREQUENCY OMNIDIRECTIONAL
 RANGE 14-18
 VFR ROUTES, PUBLISHED 13-4
 VFR TERMINAL AREA CHART 14-1
 VFR WEATHER MINIMUMS 13-2
 VG DIAGRAM 3-30
 VISIBILITY 10-18
 VISION IN FLIGHT 15-9
 VISUAL APPROACH SLOPE INDICATOR 12-6
 VISUAL GLIDESLOPE INDICATORS 12-6
 VOR 14-18
 tracking 14-20
 use of 14-19
 VOR/DME RNAV 14-21
 V-TAIL 4-6

W

WAC CHARTS 14-1
 WAKE TURBULENCE 12-12
 WARM FRONT 10-19
 WARNING AREA 13-4
 WARREN TRUSS 1-2
 WASTE GATE 5-10

WEATHER BRIEFING

- abbreviated 11-4
- outlook 11-4
- standard 11-3

WEATHER DEPICTION CHART 11-15**WEATHER MINIMUMS 13-2****WEIGHT 3-1, 3-5****WEIGHT AND BALANCE**

- computations 8-4
- effect of load distribution 3-33
- effect on airplane structure 3-32
- effect on performance 3-32
- effect on stability and controllability 3-33
- management 8-3
- terms 8-3

WEIGHT CONTROL 8-1**WEIGHT SHIFT 8-9****WIND 10-5**

- effect of obstructions 10-8
- patterns 10-6
- shift 10-21

WIND CORRECTION ANGLE 14-12**WIND DIRECTION INDICATORS 12-8****WIND PATTERNS 10-6****WIND SHEAR 10-9****WIND SHIFTS 10-21****WIND TRIANGLE 14-10****WINDS AND TEMPERATURE ALOFT****FORECAST 11-13****WINDSCREEN ICE CONTROL 5-29****WING DIHEDRAL 3-14****WINGS 1-3****WINGTIP VORTICES 3-6, 12-13**

- avoidance procedures 12-13
- vortex behavior 12-13
- vortex generation 12-13
- vortex strength 12-13

WORK 9-6**WORKLOAD MANAGEMENT 16-8****WORLD AERONAUTICAL CHART 14-1****Y****YAW 3-9****YAW STABILITY 3-15****Z****ZERO FUEL WEIGHT COMPUTATIONS 8-9**