

Hunting. Movement of a blade with respect to the other blades in the plane of rotation, sometimes called leading or lagging.

In ground effect (IGE) hover. Hovering close to the surface (usually less than one rotor diameter distance above the surface) under the influence of ground effect.

Induced drag. That part of the total drag that is created by the production of lift.

Induced flow. The component of air flowing vertically through the rotor system resulting from the production of lift.

Inertia. The property of matter by which it will remain at rest or in a state of uniform motion in the same direction unless acted upon by some external force.

Isogonic line. Lines on charts that connect points of equal magnetic variation.

Knot. A unit of speed equal to one nautical mile per hour.

$L_{D_{MAX}}$. The maximum ratio between total lift (L) and total drag (D). This point provides the best glide speed. Any deviation from the best glide speed increases drag and reduces the distance you can glide.

Lateral vibration. A vibration in which the movement is in a lateral direction, such as imbalance of the main rotor.

Lead and lag. The fore (lead) and aft (lag) movement of the rotor blade in the plane of rotation.

Licensed empty weight. Basic empty weight not including full engine oil, just undrainable oil.

Lift. One of the four main forces acting on a helicopter. It acts perpendicular to the relative wind.

Load factor. The ratio of a specified load weight to the total weight of the aircraft.

Married needles. A term used when two hands of an instrument are superimposed over each other, as on the engine/rotor tachometer.

Mast. The component that supports the main rotor.

Mast bumping. Action of the rotor head striking the mast, occurring on underslung rotors only.

Navigational aid (NAVAID). Any visual or electronic device, airborne or on the surface, that provides point-to-point guidance information, or position data, to aircraft in flight.

Night. The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

Normally aspirated engine. An engine that does not compensate for decreases in atmospheric pressure through turbocharging or other means.

One-to-one vibration. A low frequency vibration having one beat per revolution of the rotor. This vibration can be either lateral, vertical, or horizontal.

Out of ground effect (OGE) hover. Hovering a distance greater than one disk diameter above the surface. Because induced drag is greater while hovering out of ground effect, it takes more power to achieve a hover out of ground effect.

Parasite drag. The part of total drag created by the form or shape of helicopter parts.

Payload. The term used for the combined weight of passengers, baggage, and cargo.

Pendular action. The lateral or longitudinal oscillation of the fuselage due to its suspension from the rotor system.

Pitch angle. The angle between the chord line of the rotor blade and the reference plane of the main rotor hub or the rotor plane of rotation.

Pressure altitude. The height above the standard pressure level of 29.92 "Hg. It is obtained by setting 29.92 in the barometric pressure window and reading the altimeter.

Profile drag. Drag incurred from frictional or parasitic resistance of the blades passing through the air. It does not change significantly with the angle of attack of the airfoil section, but it increases moderately as airspeed increases.

Resultant relative wind. Airflow from rotation that is modified by induced flow.

Retreating blade. Any blade, located in a semicircular part of the rotor disk, in which the blade direction is opposite to the direction of flight.