REPLY TO: Yufeng Sun

SUBJECT: Airspeed Calibration, Czech Sport Cruiser C0483

TO: Professor Black

1. Attached please find a system airspeed calibration (Knots Indicated Air Speed vs. Knots Calibrated Air Speed) for the Czech Sport Cruiser. *Attachment 1: Airspeed Calibration.docx*.

2. The airspeed calibration flight for the Czech Sport Cruiser was performed on 16 July 2014. Standard test methodology for GPS-based airspeed calibration was employed. Data were collected using the aircraft's Dynon Skyview avionics system. Data collected and used for analysis are presented as *Attachment 2: Data Collected for Analysis.xlsx*.

3. Standard data reduction methodology for GPS-based was utilized. These are detailed in *Attachment 3: Data Reduction.docx*. Since all true airspeeds were below Mach 0.2 conversion directly from Knots True Air Speed to Knots Calibrated Air Speed were performed without utilizing any compressibility correction.

(Yufeng Sun)

3 Attch:

1. Airspeed calibration.docx

2. Data Collected for Analysis.xlsx

3. Data Reduction.docx

**Report**

* The local maximum of rate of climb curve is at speed of KCAS 66.555 with the maximum climb ratio of 726.573 ft/min.
* Best angle of clime ratio is at speed of KCAS 49.576 with climb ratio of 620.340 ft/min.