

Chapter Two

is simply accelerating toward the east. For the opposite reason, deceleration causes the card to tilt in the opposite direction and rotate toward the south. The way to remember this error is through the acronym ANDS: Accelerate North, Decelerate South. The only compensation is to assure you are in fact not changing your heading by closely monitoring the D.G., if operative, or the turn and attitude indicators.

Variation, though not actually a compass error, is still something to be considered. Figure 2-20 shows that magnetic and true north are not the same. Therefore, a correction must be applied to the true heading to navigate by a magnetic compass. This is because charts are laid out according to true north. One of the reasons for that is because the magnetic north pole shifts continuously. Even instrument charts are laid out according to true north, but the airways are depicted as magnetic because they emanate from the navaids, which are laid out magnetically.

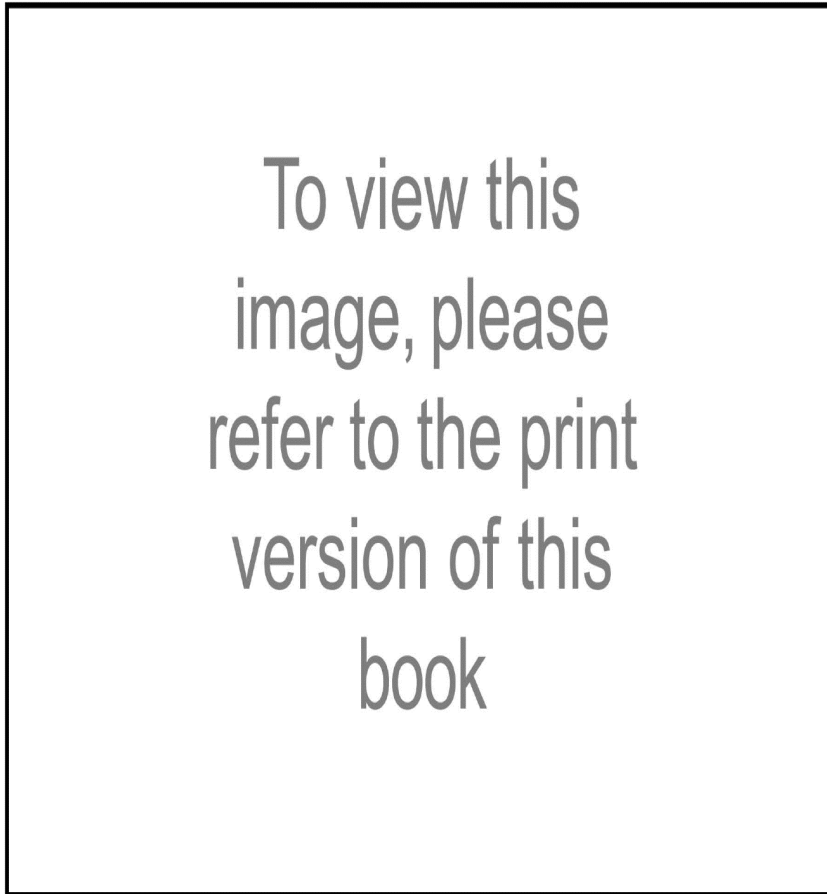


Fig. 2-20. *Lines of variation.*