SPORTY’S E6B
ELECTRONIC FLIGHT COMPUTER

Sporty’s E6B Flight Computer is designed to perform 23 aviation functions and 14 standard conversions, and includes timer and clock functions.

We hope that you enjoy your E6B Flight Computer. Its use has been made easy through direct path menu selection and calculation prompting. As you will soon learn, Sporty’s E6B is one of the most useful and versatile of all aviation computers.

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Version 08A
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BEFORE USING YOUR E6B

Sporty's E6B Flight Computer requires three 1.5V AAA batteries (not included) for operation. New batteries should be installed in the battery compartment located in the top rear of the computer. Make sure that battery polarity is aligned correctly.

An opaque plastic film has been placed over the display screen to protect your E6B during shipping. This film is easily removed by peeling up one corner and pulling gently.

This manual is designed to offer an introduction to the operation of the E6B. For each calculation, a sample problem has been given.

In order to save power, the display screen automatically turns off approximately 4 minutes after the last keystroke. However, the internal clock and timer will continue to run. If the timer is counting down, it will not shut off for approximately thirty minutes.

This multi-function computer is authorized and acceptable for use during FAA and Canadian written tests. All memory is erased by removing and reinstalling the batteries. NOTE: This also removes clock settings. References: FAA Advisory Circular 60-11B and FAA Order 8081D, Conduct of Airmen Written Tests, April 10, 1989.
The figure above shows all possible displays, prompts and labels on the E6B. The numeric display is surrounded by labels for specific problems. Below this are lines of text representing display prompts, labels, and aviation functions. Aviation functions available on the E6B will remain visible whenever the power is on. The display prompts and labels are only visible when in use.
PROMPTS AND LABELS

WT: Weight
I°C: Indicated Temperature in Celsius
W SPD: Wind Speed
MOM: Moment
RWY: Runway
CG: Center of Gravity
X-WIND: Crosswind
GS: Ground Speed
H-WIND: Headwind
HDG: Heading
W DIR: Wind Direction
P ALT: Pressure Altitude
ARM: Arm
T°C: True Temperature in Celsius
CAS: Calibrated Air Speed
CRS: Course
TAS: True Air Speed
RF: Reduction Factor
MACH#: Mach number
GW: Gross Weight
D ALT: Density Altitude
LEMAC: Leading Edge Mean Aerodynamic Chord
DIST: Distance
ZULU: Coordinated Universal Time Clock Label
PROMPTS AND LABELS (cont.)

%MAC: Percent Mean Aerodynamic Chord
HOME: Home Time Clock Label
FPH: Fuel Per Hour
TIME: Time
I ALT: Indicated Altitude
MAC: Mean Aerodynamic Chord
BARO: Altimeter Setting in Inches (Barometer)
FUEL: Fuel
LOCAL: Local Time Clock Label
°C: Temperature in Celsius Label
FEET: Feet
NAUT: Nautical
CALC: Calculator Function
CONV: Conversion Function
MCLM: Minimum Climb
MROC: Required Rate of Climb
% Climbing Gradient
CRALT: Crossing Altitude
FXDIS: Fix Distance
RQ/DN: Required Descent Rate
SPRING: Specific Range
RATE: Descent Rate
T-DCN: Top of Descent
SPECIAL FUNCTION KEYS

ON  Turns power on and resets E6B to main menu.
OFF  Turns display screen off.
TIMER  Starts and stops timer function.
ENTER  Selects menu function and enters data input.
=  Totals regular calculator functions.
CONV  Converts keys to alternate functions.
CLK  Controls display and setting of clocks.
C  Clears current input line.

Controls function menu cursor. The function on which cursor is located will blink. Arrows return computer to main menu when in an aviation function mode.

+/-  Changes negative to a positive and positive to a negative. A negative number will be denoted by a minus sign near the upper right hand corner of the number. For example, to input -17:

Press 1 7 +/-

And the screen will read 17."
Your E6B performs all of the standard arithmetic functions with the keys shown above, (addition, subtraction, multiplication, and division). These functions as well as any conversions can be performed at any time, even while performing an aviation function. The E6B will display up to six digits of the answer.

The key should be used to compute any arithmetic function.

The aviation function menu is displayed on the bottom of the screen. Your E6B will automatically save computed values from one aviation function to another. To override this option, key in new value when prompted. The E6B will save true airspeed, groundspeed, time, and fuel per hour functions. It will also save cumulative weight and balance totals.
CONVERSIONS

Conversions are displayed above the appropriate key, and are listed on the next page. All conversion functions are keyed into the computer in the same manner. For example, to convert decimal hours to hours, minutes and seconds:

Input 4.2625

Press CONV

Press 6

The answer, 04:15:45, will appear on the display.

There are no conversion keys for kilometers to statute miles or statute miles to kilometers. To convert from kilometers to statute miles, first convert kilometers to nautical miles, then nautical miles to statute miles.

To convert statute miles to kilometers, first convert from statute miles to nautical miles, then nautical miles to kilometers.

NOTE: Conversions may be made at any time and during any other function. For example, if a calculation prompts for temperature in Celsius and only Fahrenheit is available, the Fahrenheit can be entered and converted without exiting the calculation.
<table>
<thead>
<tr>
<th></th>
<th>Conversion</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>pounds to kilograms</td>
</tr>
<tr>
<td>1</td>
<td>kilograms to pounds</td>
</tr>
<tr>
<td>2</td>
<td>feet to meters</td>
</tr>
<tr>
<td>3</td>
<td>meters to feet</td>
</tr>
<tr>
<td>4</td>
<td>Fahrenheit to Celsius</td>
</tr>
<tr>
<td>5</td>
<td>Celsius to Fahrenheit</td>
</tr>
<tr>
<td>6</td>
<td>nautical miles to kilometers</td>
</tr>
<tr>
<td>7</td>
<td>kilometers to nautical miles</td>
</tr>
<tr>
<td>8</td>
<td>decimal hours to hours, minutes, seconds</td>
</tr>
<tr>
<td>9</td>
<td>hours, minutes, seconds to decimal hours</td>
</tr>
<tr>
<td></td>
<td>nautical miles to statute miles</td>
</tr>
<tr>
<td></td>
<td>statute miles to nautical miles</td>
</tr>
<tr>
<td></td>
<td>U.S. gallons to liters</td>
</tr>
<tr>
<td></td>
<td>liters to U.S. gallons</td>
</tr>
</tbody>
</table>
THE CLOCK FUNCTION

The E6B has three clocks that run simultaneously. They are labeled as ZULU (#1), HOME (#2) and LOCAL (#3).

To display clocks (repeat to cancel):

Press \[ \text{CLK} \] then press \[ 0 \]

To set 11:25:00 on ZULU clock:

Press \[ \text{CLK} \] then press \[ 1 \]
Key in 11 then press \[ : \]
Key in 25 then press \[ \text{CLK} \] to start clock

To set hours for HOME and LOCAL clocks:

Press \[ \text{CLK} \] then press \[ 2 \] (for HOME)
or \[ 3 \] (for LOCAL).

To synchronize minutes and seconds on clocks, press:

\[ \text{CLK} \ 1 \ \text{CLK} \]
ADDING AND SUBTRACTING TIME

Time can be entered into the E6B in either decimal hours or as hours, minutes and seconds. To enter in decimal hours, simply key in a normal decimal number. For example, entering 2.75 hours is the same as entering 02:45:00.

To key in time in hours, minutes and seconds mode, the key must be used. For example, to enter 3 hours, 14 minutes and 25 seconds:

Key in 3 then press : and key in 14
Press : and key in 25
The display will read 03:14:25

To key in 5 hours even:
Key in 5 and press :
The display will read 05:00:00

To key in 15 seconds:
Key in 0 then press : twice and key in 15
The display will read 00:00:15

Time can be added in either mode; times from different modes can also be added without converting. For example, to add 3.45 hours and 2:45:00:

Key in 3.45 and press +
Key in 2:45 and press =

The display will read 06:12:00.
TIMER FUNCTION

The timer can be used in either a count down or count up mode.
To enter TIMER mode, press TIMER.
Once in TIMER mode, the TIMER key acts as a start/stop button. The timer is set to count up.
To change counting direction, press CONV TIMER.
The timer can be cleared by pressing:

C CLK TIMER

To input a time other than 00:00:00:
Press C then input a time in hours, minutes, seconds (HMS) or decimal format then press CLK TIMER.
To count up, press TIMER.
To count down, press CONV TIMER.
Upon reaching zero in count down mode, the timer will count time since zero was reached. To denote this, a negative sign will appear to the right of the timer. The count down timer can be used as a reminder of when to switch fuel tanks, to fly a non-precision approach (LEG TIME function) or measuring ground speed from one checkpoint to another checkpoint (GS).

Any function requiring time to be entered, the timer may be used by pressing TIMER ENTER when prompted for time. The timer can be set to 00:00:00 or another time and then count up or down in these calculations.

Activating the count down timer will keep the screen from turning off until approximately thirty minutes without use.
PRESSURE AND DENSITY ALTITUDE
(P-D/ALT)

This function will compute the pressure and density altitude given the indicated altitude, barometric pressure (alimeter setting in inches), and true temperature in Celsius. In this example, indicated altitude is 10,000 feet, the barometer is 29.94 inches, and the temperature is 5°C.

Select P-D/ALT from main menu
Press ENTER and the display will prompt for IALT
Key in 10000 and press ENTER

The display will prompt for BARO
Key in 29.94 and press ENTER

The display will prompt for T°C
Key in 5 and press ENTER

The display will read:

(FLASHING) P ALT 9980.
T°C 5.

10000, I ALT 29.94 BARO
(FLASHING) D ALT 11093.
PLANNED TRUE AIRSPEED
(PLAN TAS)

This function is used to calculate true airspeed for preflight planning. It will compute the true airspeed in knots and Mach number and density altitude, given the pressure altitude, temperature, and calibrated airspeed in knots. In this example, pressure altitude is 10,000 feet, temperature is 2°C, and CAS is 200 knots.

Select PLAN TAS from main menu

Press ENTER and the display will prompt for P ALT
Key in 10000 and press ENTER

The display will prompt for T°C
Key in 2 and press ENTER

The display will prompt for CAS
Key in 200 and press ENTER

The display will read:

<table>
<thead>
<tr>
<th>P ALT</th>
<th>10000.</th>
</tr>
</thead>
<tbody>
<tr>
<td>T°C</td>
<td>2.</td>
</tr>
<tr>
<td>CAS</td>
<td>200.</td>
</tr>
<tr>
<td>(FLASHING) TAS</td>
<td>234.7</td>
</tr>
<tr>
<td>(FLASHING) MACH#</td>
<td>0.36</td>
</tr>
<tr>
<td>(FLASHING) D ALT</td>
<td>10775.</td>
</tr>
</tbody>
</table>
HEADING AND GROUND SPEED
(HDG/GS)

This function will compute heading and ground speed given wind direction, wind speed, course, and true airspeed. In this example, the wind is from 270° at 20, course is 180°, and true airspeed is 185.

Select HDG/GS from main menu

Press ENTER and the display will prompt for WDIR

Key in 270 and press ENTER

The display will prompt for WSPD

Key in 20 and press ENTER

The display will prompt for CRS

Key in 180 and press ENTER

The display will prompt for TAS

Key in 185 and press ENTER

The display will read:

<table>
<thead>
<tr>
<th>W DIR</th>
<th>270.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W SPD</td>
<td>20.</td>
</tr>
<tr>
<td>CRS</td>
<td>180.</td>
</tr>
<tr>
<td>TAS</td>
<td>185.</td>
</tr>
<tr>
<td>(FLASHING) GS</td>
<td>183.9</td>
</tr>
<tr>
<td>(FLASHING) HDG</td>
<td>186.2</td>
</tr>
</tbody>
</table>
LEG TIME
(LEG TIME)

This function computes the time required to fly a particular distance given distance and ground speed. In this example, distance is 25 and ground speed is 185.

Select LEG TIME from main menu

Press ENTER and the display will prompt for DIST
Key in 25 and press ENTER

The display will prompt for GS
Key in 185 and press ENTER

The display will read:

```
  25. DIST
  185. G S
 00:08:06 TIME (FLASHING)
```

After LEG TIME is calculated, the count down timer can be activated starting at the calculated time by pressing

CONV TIMER
FUEL REQUIRED
(FUEL REQ)

Since it is one of the most important aviation calculations, this function flashes on the main menu when the computer is turned on. It calculates fuel requirements given time and fuel per hour consumption. In this example, flying time is 3 hours 15 minutes and fuel per hour consumption is 14 gallons.

Select FUEL REQ from main menu

Press \text{ENTER} and the display will prompt for \text{TIME}

Key in time of 3 hours, 15 minutes and press \text{ENTER}

The display will prompt for \text{FPH} (fuel per hour)

Key in 14 and press \text{ENTER}

The display will read:

\begin{center}
\begin{tabular}{c}
03:15:00 \text{TIME} \\
14 \text{FPH} \\
45.5 \text{FUEL (FLASHING)}
\end{tabular}
\end{center}

\text{NOTE:} The Fuel Required function computes fuel consumption only; it does not take required fuel reserves into account.
CROSSWIND, HEADWIND AND TAILWIND
(X/H-WIND)

This function computes the crosswind component and headwind or tailwind component given wind direction, wind speed and runway number. In this example, the wind is from 270° at 20, and the runway number is 30. Note that the runway number, not heading, is asked for, and therefore 30 should be entered, not 300.

Select X/H-WIND from main menu
Press ENTER and the display will prompt for WDIR
Key in 270 and press ENTER
The display will prompt for WSPD
Key in 20 and press ENTER
The display will prompt for RWY
Key in 30 and press ENTER
The display will read:

| W DIR | 270° |
| W SPD | 20  |
| RWY   | 30  |

(FLASHING) X-WIND 10.°
(FLASHING) H-WIND 17.3°

Right crosswinds are shown as positive numbers, while left crosswinds are shown as negative numbers. A positive
value for H-WIND denotes a tailwind, while a negative value denotes a headwind.

**ACTUAL TRUE AIRSPEED**

*(ACT TAS)*

This function calculates true airspeed, Mach number and density altitude given pressure altitude, indicated temperature in Celsius and calibrated airspeed. In this example, pressure altitude is 10,000 feet, temperature is 3°C, and airspeed is 200.

Select **ACT TAS** from main menu

Press **ENTER** and the display will prompt for **PA LT**

Key in **10000** and press **ENTER**

The display will prompt for **I° C**

Key in **3** and press **ENTER**

The display will prompt for **CAS**

Key in **200** and press **ENTER**

The display will read:
This function calculates wind speed and direction given course, true airspeed, ground speed, and heading. In this example, the course is 355°, true airspeed is 200, ground speed is 170, and the heading is 350°.

Select WIND from main menu

Press ENTER and the display will prompt for CAS
Key in 200 and press ENTER

The display will prompt for TAS
Key in 355 and press ENTER

The display will prompt for HDG
Key in 350 and press ENTER

The display will read:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P ALT</td>
<td>10000.</td>
</tr>
<tr>
<td>CAS</td>
<td>200.</td>
</tr>
<tr>
<td>(FLASHING) TAS</td>
<td>232.</td>
</tr>
<tr>
<td>(FLASHING) MACH#</td>
<td>0.36</td>
</tr>
<tr>
<td>(FLASHING) D ALT</td>
<td>10044.8</td>
</tr>
</tbody>
</table>

WIND SPEED AND DIRECTION (WIND)
This function calculates ground speed given distance and time. In this example, distance is 18, and time is 7 minutes.

Select GS from main menu
Press ENTER and the display will prompt for DIST
Key in 18 and press ENTER

The display will prompt for TIME
Key in time of 7 minutes and press ENTER

The display will read:
NOTE: Times can be imported from the timer for ground speed calculations. This can be done by pressing \text{TIMER ENTER} when the computer prompts for \text{TIme} to use the timer's current value.

**FUEL PER HOUR (FPH)**

This function computes fuel per hour given time and total fuel consumed. In this example, time is 3 hours 15 minutes, and fuel consumed is 45.5 gallons.

Select \text{FPH} from main menu

Press \text{ENTER} and the display will prompt for \text{FUEL}

Key in 45.5 and press \text{ENTER}

The display will prompt for \text{TIme}
Key in time of 3 hours, 15 minutes and press **ENTER**

The display will read:

```
03:15:00  TIME
14.  FPH (FLASHING)
45.5  FUEL
```

**PLANNED MACH NUMBER**

**(PLAN M#)**

This function will compute the true airspeed given the true temperature in Celsius and the Mach number. In this example, temperature is -20°C and the Mach# is 0.85.

Select **PLAN M#** from main menu

Press **ENTER** and the display will prompt for **T °C**

Key in 20 and press **+/-**

Press **ENTER**
The display will prompt for **MACH#**
Key in 0.85 and press **ENTER**

The display will read:

<table>
<thead>
<tr>
<th>T°C</th>
<th>20°</th>
</tr>
</thead>
<tbody>
<tr>
<td>(FLASHING) TAS</td>
<td>527.2</td>
</tr>
<tr>
<td>MACH#</td>
<td>0.85</td>
</tr>
</tbody>
</table>

**REQUIRED TRUE AIRSPEED (REQ TAS)**

Required True Airspeed is a planning function used to maintain a certain ground speed and course in order to arrive at a desired point at a specific time. It will compute true airspeed and heading given wind direction and speed, course, and ground speed. In this example, the wind is from 270° at 15, course is 355°, and ground speed is 225.

Select **REQ TAS** from the main menu

Press **ENTER** and the display will prompt for **WDIR**
Key in 270 and press **ENTER**
Display will prompt for **WS PD**;
Key in 15 and press **ENTER**
Display will prompt for **CRS**
Key in 355 and press **ENTER**
Display will prompt for **GS**
Key in 225 and press **ENTER**
The display will read:

<table>
<thead>
<tr>
<th>W DIR</th>
<th>270.</th>
</tr>
</thead>
<tbody>
<tr>
<td>W SPD</td>
<td>15.</td>
</tr>
<tr>
<td>CRS</td>
<td>355.</td>
</tr>
<tr>
<td>(FLASHING) TAS</td>
<td>226.8</td>
</tr>
<tr>
<td>G S</td>
<td>225.</td>
</tr>
<tr>
<td>(FLASHING) HDG</td>
<td>351.2</td>
</tr>
</tbody>
</table>

**REQUIRED CALIBRATED AIRSPEED (REQ CAS)**

This function calculates the calibrated airspeed, corresponding Mach number, and density altitude given the pressure altitude, true temperature in Celsius, and true airspeed. In this example, pressure altitude is 10,000 feet, temperature is 2°C, and the true airspeed is 200.

Select **REQ CAS** from main menu
Press **ENTER** and the display will prompt for **PALT**
Key in **10000** and press **ENTER**
Display will prompt for \text{T}^\circ \text{C};
Key in 2 and press \text{ENTER}.

Display will prompt for \text{TAS}
Key in 200 and press \text{ENTER}.

The display will read:

\begin{tabular}{|c|c|}
\hline
\text{P ALT} & 10000. \\
\text{T\textdegree} \text{C} & 2. \\
\text{(FLASHING) CAS} & 170.4 \\
\text{TAS} & 200. \\
\text{(FLASHING) MACH\#} & 0.31 \\
\text{(FLASHING) D ALT} & 10774.9 \\
\hline
\end{tabular}

\text{DISTANCE FLOWN (DIST FLN)}

This function calculates for distance given time and ground speed. In this example, the ground speed is 185 and time is 15 minutes.

Select \text{DIST FLN} from main menu.

Press \text{ENTER} and the display will prompt for \text{GS}
Key in 185 and press \text{ENTER}.

The display will prompt for \text{TIME} 27
Key in time of 15 minutes and press ENTER

The display will read:

```
46.3  DIST (FLASHING)
185   G S
00:15:00  TIME
```

NOTE: The time can also be keyed in as 0.25 hours; see "Adding and Subtracting Time".

ENDURANCE (ENDUR)

This function calculates endurance given the total fuel on board and the fuel per hour consumption. In this example, fuel on board is 74, and fuel per hour is 14.

Select ENDUR from main menu

Press ENTER and the display will prompt for FUEL

Key in 74 and press ENTER

The display will prompt for FPH

```
28
```
Key in 14 and press ENTER

The display will read:

05:17:09 TIME (FLASHING)
14 TPH
74 FUEL

ACTUAL MACH NUMBER
(Act M#)

This function calculates true airspeed given the indicated temperature and Mach number. It differs from the PLAN M# function only in that indicated temperature is used instead of true temperature. In this example, the indicated temperature is -17°C and the Mach number is 0.85.

Select ACT M# from main menu
Press ENTER and the display will prompt for t°C
Key in 17 and press +/-
Press ENTER

The display will prompt for **MACH#**

Key in **0.85** and press ENTER

The display will read:

<table>
<thead>
<tr>
<th>°C</th>
<th>17.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>(FLASHING) TAS</td>
<td>494.9</td>
</tr>
<tr>
<td>MACH#</td>
<td>0.85</td>
</tr>
</tbody>
</table>

**WEIGHT AND ARM**

**WT/ARM**

This function is an easy method to compute the proper loading of the aircraft. The E6B will retain and display cumulative totals for center of gravity (CG), gross weight (GW), and moment (MOM). This will allow you to continue keying in weight and arm values for the plane, passengers and baggage to obtain running totals. In the WT/ARM mode, the E6B continuously prompts for new WT and ARM values.

Arm is the distance in inches from the datum line to the center of gravity of an item. The datum line is an imaginary
line established by the manufacturer from which all arm measurements are taken. The moment is the product of arm times weight, divided by the reduction factor. The reduction factor is a constant of 1 for WT/ARM calculations. The computer will always assume RF=1.

In this example, aircraft empty weight is 2467, arm is 76.7", and the reduction factor is 1.

Select WT/ARM from main menu

Press ENTER and the display will prompt for WT
Key in 2467 and press ENTER

The computer will prompt for ARM
Key in 76.7 and press ENTER

The computer will prompt for RF and the computer will assume a value of 1.

Press ENTER

WEIGHT AND ARM (cont.)
(WT/ARM)

The display will read:
After keying in the airplane's empty weight and arm, the next step is to calculate the weight and balance for the aircraft at takeoff. For this example, we'll assume the following load:

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight</th>
<th>Arm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>72.5 gal (6 lbs./gal.)</td>
<td>75</td>
</tr>
<tr>
<td>Front passengers</td>
<td>340</td>
<td>75</td>
</tr>
<tr>
<td>Rear passengers</td>
<td>340</td>
<td>115</td>
</tr>
<tr>
<td>Baggage</td>
<td>18</td>
<td>164</td>
</tr>
</tbody>
</table>

With above display showing, press \[ \text{ENTER} \].

Key in \[ 72.5 \times 6 = 435 \]; Key in \[ \text{ARM} \] of 75; Press \[ \text{ENTER} \].

New totals will appear for MOM, CG and GW. The passengers can be added onto the total in the same manner the fuel was added above. RF will remain the same throughout the problem; therefore, you will only be prompted once for the RF. The final calculations can be used to confirm that the weight and CG are within the airplane's operating limitations.
When finished, the cumulative totals will be displayed. The screen will display:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>WT</td>
<td>18.</td>
</tr>
<tr>
<td>ARM</td>
<td>164.</td>
</tr>
<tr>
<td>(FLASHING) MOM</td>
<td>289395.</td>
</tr>
<tr>
<td>(FLASHING) CG</td>
<td>80.39</td>
</tr>
<tr>
<td>(FLASHING) R F</td>
<td>1.</td>
</tr>
<tr>
<td>(FLASHING) GW</td>
<td>3600.</td>
</tr>
</tbody>
</table>

Weight can also be moved or subtracted. Suppose one of the rear seat passengers can't make the trip:

Press ENTER

Key in WT of 170 and press +/- ; Press ENTER

Key in ARM of 115 ; Press ENTER

The screen will display:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>WT</td>
<td>170.</td>
</tr>
<tr>
<td>ARM</td>
<td>115.</td>
</tr>
<tr>
<td>(FLASHING) MOM</td>
<td>269845.</td>
</tr>
<tr>
<td>(FLASHING) CG</td>
<td>78.67</td>
</tr>
<tr>
<td>(FLASHING) R F</td>
<td>1.</td>
</tr>
<tr>
<td>(FLASHING) GW</td>
<td>3430.</td>
</tr>
</tbody>
</table>
This function is similar to the WEIGHT AND ARM function. However, flight manuals for some aircraft describe weight and balance problems in terms of moments. Spory's E6B will retain and display cumulative totals for center of gravity, gross weight and moment given weight and moment for each item and reduction factor. Reduction Factor is 100. As an example, use the following table for entry:

<table>
<thead>
<tr>
<th>ITEM</th>
<th>WEIGHT</th>
<th>MOM/100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empty weight</td>
<td>3472</td>
<td>1220</td>
</tr>
<tr>
<td>Seat #1</td>
<td>170</td>
<td>63</td>
</tr>
<tr>
<td>Seat #2</td>
<td>160</td>
<td>59</td>
</tr>
<tr>
<td>Seat #3</td>
<td>100</td>
<td>68</td>
</tr>
<tr>
<td>Seat #4</td>
<td>120</td>
<td>82</td>
</tr>
<tr>
<td>Baggage, nose compartment</td>
<td>100</td>
<td>-31</td>
</tr>
<tr>
<td>Baggage, rear compartment</td>
<td>60</td>
<td>74</td>
</tr>
<tr>
<td>Fuel, main tanks</td>
<td>600</td>
<td>210</td>
</tr>
<tr>
<td>Fuel, auxiliary tanks</td>
<td>378</td>
<td>178</td>
</tr>
</tbody>
</table>

Select WT/MOM from main menu

Press ENTER and the display will prompt for WT
Key in 3472 and press ENTER

The display will prompt for MOM
Key in 1220 and press ENTER

The display will prompt for RF
Key in 100 and press ENTER
WEIGHT AND MOMENT (cont.)
(WT/MOM)

The display will read:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>WT</td>
<td>3472.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(FLASHING) MOM</td>
<td>1220.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(FLASHING) C G</td>
<td>35.14</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>100.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(FLASHING) GW</td>
<td>3472.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Press [ENTER] to input remaining weights and moments. Since the RF has already been keyed in, the computer will not prompt for RF after the first entry. The E6B will keep running totals for moment, center of gravity and gross weight. When finished, the display will read:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>WT</td>
<td>378.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(FLASHING) MOM</td>
<td>1923.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(FLASHING) C G</td>
<td>37.27</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>100.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(FLASHING) GW</td>
<td>5160.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Totals for moment, center of gravity, and gross weight should then be checked against the aircraft's approved operating limits.

**PERCENT MAC**

(\%MAC)

This function computes the percent of mean aerodynamic chord, or the percentage distance of the center of gravity from the leading edge to the trailing edge of the wing. Leading edge mean aerodynamic chord, the center of gravity, and the mean aerodynamic chord. In this example, leading edge mean aerodynamic chord (LEMAC) is 22.29, the CG is 37.27, and the mean aerodynamic chord (MAC) is 61.4.

Select %MAC from main menu

Press [ENTER] and the display will prompt for LEMAC

Key in 22.29 and press [ENTER]

The display will prompt for CG

Key in 37.27 and press [ENTER]

The display will prompt for MAC

Key in 61.4 and press [ENTER]

The display will read:
The total for %MAC should be checked against the aircraft's approved operating limits.

**REQUIRED RATE OF CLimb**
*(REQCLIMB)*

This function computes the required rate of climb (common in departure procedures) in feet per minute and provides the climb gradient given groundspeed and minimum climb in feet per mile. In this example, the groundspeed is 80 and the minimum climb is 330 feet per mile.

Select **REQCLIMB** from main menu

Press **ENTER** and the display will prompt for **MCLM**

Key in 330 and press **ENTER**

The display will prompt for **GS**

Key in 80 and press **ENTER**

The display will read:
REQUIRED RATE OF DESCENT
(REQ/DSCN)

This function determines the required descent or climb rate
to arrive at a fix at a specific altitude given groundspeed,
indicated altitude, crossing altitude and fix distance. In this
example, the aircraft is cruising at 14,000 feet with a
groundspeed of 180. ATC assigns a crossing altitude of
8,000 feet for a fix located 25 miles away.

Select \texttt{REQ/DSCN} from the main menu

Press \texttt{ENTER} and the display will prompt for \texttt{GS}

Key in 180 and press \texttt{ENTER}

Display will prompt for \texttt{IALT}:

Key in 14000 and press \texttt{ENTER}

Display will prompt for \texttt{CRALT}:

Key in 8000 and press \texttt{ENTER}

Display will prompt for \texttt{FXDIS}:

38
Key in 25 and press ENTER
The display will read:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GS</td>
<td>180.</td>
</tr>
<tr>
<td>(FLASHING) RQ/DN</td>
<td>720.</td>
</tr>
<tr>
<td>IALT</td>
<td>14000.</td>
</tr>
<tr>
<td>CRALT</td>
<td>8000.</td>
</tr>
<tr>
<td>FXDIS</td>
<td>25.</td>
</tr>
</tbody>
</table>

This ATC crossing restriction will require a descent rate of 720 feet per minute.
A positive value for RQ/DN indicates a descent. A negative value indicates a climb to the crossing altitude.

**TOP OF DESCENT (TOP DSCN)**

This function determines when to begin a descent to arrive at the destination at a desired altitude given aircraft groundspeed, indicated altitude, desired altitude and rate of descent. In this example, our indicated altitude is 11,500 feet. We desire to be at a pattern altitude of 1,500 feet descending at 600 feet per minute with a groundspeed of 140.

Select **TOP DSCN** from the main menu
Press ENTER and the display will prompt for GS
Key in 140 and press ENTER
Display will prompt for IALT:
Key in 11,500 and press ENTER
Display will prompt for DALT

39
Key in 1500 and press ENTER.
Display will prompt for RATE.
Key in 600 and press ENTER.
The display will read:

<table>
<thead>
<tr>
<th>(FLASHING) T-DCN</th>
<th>38.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>RATE</td>
<td>600.</td>
</tr>
<tr>
<td>IALT</td>
<td>11500.</td>
</tr>
<tr>
<td>GS</td>
<td>140.</td>
</tr>
<tr>
<td>DALT</td>
<td>1500.</td>
</tr>
</tbody>
</table>

The descent should begin 39 miles from our destination.

**SPECIFIC RANGE (SPCRANGE)**

Specific range is a planning function used to determine the most desirable altitude for long range flight. Range is calculated in miles given the total fuel, groundspeed and fuel burn. In this example, we will compute aircraft range at 12,000 feet with 140 gallons of fuel. Our fuel burn will be 24 gallons per hour with a groundspeed of 150.

Select SPCRANGE from main menu.
Press ENTER and the display will prompt for FUEL.
Key in 140 and press ENTER.
The display will prompt for GS.
Key in 150 and press ENTER.
The display will prompt for FPH.

40
Key in 24 and press ENTER.
The display will read:

- GS 150.
- FPH 24.
- (FLASHING) SPCRNG 875.
- FUEL 140.

This cruise altitude will yield a range of 875 miles.

Following the same sequence for a flight at 8,000 feet with 140 gallons of fuel, a groundspeed of 165 and fuel burn of 27 gallons per hour, a specific range of 855.6 is calculated. An additional 20 miles of range is available at 12,000 feet.

APPENDIX A
SAMPLE PROBLEMS

TIME
4:45:00 + 2:15:30 = 07:00:30
6.7 - 5:20:00 = 01:22:00

CONVERSIONS
25 pounds to kilograms 11.3398
12 kilograms to pounds 26.4554
30 feet to meters 9.144
100 meters to feet 328.083
32° Fahrenheit to Celsius 0°
100° Celsius to Fahrenheit 212°
100 nautical miles to kilometers 185.2
50 kilometers to nautical miles 26.9978
9.5125 decimal hrs to hrs 9:30:45
12:30:30 hms to decimal hrs 12.5083
87 nautical miles to statute miles 100.117
115 statute miles to nautical miles 99.9324
1 U.S. gallon to liters 3.78541
10 liters to U.S. gallons 2.64172

WT/ARM

<table>
<thead>
<tr>
<th>WT</th>
<th>ARM</th>
<th>MOM</th>
<th>GW</th>
</tr>
</thead>
<tbody>
<tr>
<td>empty</td>
<td>2467</td>
<td>76.7</td>
<td>189218</td>
</tr>
<tr>
<td>RF 1 fuel</td>
<td>444</td>
<td>75.0</td>
<td>222518</td>
</tr>
<tr>
<td>RF 1 front seat</td>
<td>340</td>
<td>75.0</td>
<td>248018</td>
</tr>
<tr>
<td>2nd row</td>
<td>0</td>
<td>115</td>
<td></td>
</tr>
<tr>
<td>3rd row</td>
<td>0</td>
<td>148</td>
<td></td>
</tr>
<tr>
<td>baggage</td>
<td>100</td>
<td>164</td>
<td>264418</td>
</tr>
</tbody>
</table>
CG = 78.91

APPENDIX A (cont.)
SAMPLE PROBLEMS

WT/MOM
Payload computations

<table>
<thead>
<tr>
<th>ITEM</th>
<th>WEIGHT (pounds)</th>
<th>MOMENT /1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic operating weight</td>
<td>8916</td>
<td>2809.0</td>
</tr>
<tr>
<td>Cabin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seat 3</td>
<td>170</td>
<td>37.7</td>
</tr>
<tr>
<td>Seat 4</td>
<td>160</td>
<td>35.5</td>
</tr>
<tr>
<td>Seat 5</td>
<td>190</td>
<td>50.5</td>
</tr>
<tr>
<td>Seat 6</td>
<td>110</td>
<td>29.3</td>
</tr>
<tr>
<td>Baggage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nose</td>
<td>60</td>
<td>4.4</td>
</tr>
<tr>
<td>Tail cone</td>
<td>110</td>
<td>50.8</td>
</tr>
</tbody>
</table>
Zero fuel weight | 9716 | 3017.2
---|---|---
+ Fuel | 5424 | 1644.1
= Ramp weight | 15140 | 4661.3
— Taxi fuel | -200 | -61.8
= Takeoff gross weight | 14940 | 4599.5
— En Route fuel | -2000 | -612.9
= Landing weight | 12940 | 3986.6

<table>
<thead>
<tr>
<th>INPUT</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>%MAC</td>
<td>(use CG from WT/MOM problem)</td>
</tr>
<tr>
<td>LEMAC</td>
<td>285.6</td>
</tr>
<tr>
<td>CG</td>
<td>308.08</td>
</tr>
<tr>
<td>MAC</td>
<td>81.0</td>
</tr>
</tbody>
</table>

APPENDIX A (cont.)
SAMPLE PROBLEMS

<table>
<thead>
<tr>
<th>INPUT</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-D/ALT</td>
<td></td>
</tr>
<tr>
<td>IALT</td>
<td>10000</td>
</tr>
<tr>
<td>BARO</td>
<td>30.00</td>
</tr>
<tr>
<td>T°C</td>
<td>5</td>
</tr>
</tbody>
</table>

| PLAN TAS |
|---|---|
| PALT | 12000 | TAS | 237.7 |
| T°C | 2 | MACH# | 0.37 |
| CAS | 195 | DALT | 13226 |

HDG/GS
W DIR  270
W SPD  20  GS  192.2
CRS    355  HDG  349.1
TAS    195

**LEG TIME**

DIST  25  TIME  00:07:42
GS    195

**FUEL REQ**

TIME  02:45:00  FUEL  38.5
FPH   14

**X/H-WIND**

W DIR 270  X-WIND 10-
W SPD  20  H-WIND 17.3-
RWY   30

APPENDIX A (cont.)

SAMPLE PROBLEMS

<table>
<thead>
<tr>
<th>INPUT</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACT TAS</td>
<td></td>
</tr>
<tr>
<td>PALT 12000</td>
<td>TAS 234.5</td>
</tr>
<tr>
<td>1°C 2</td>
<td>MACH# 0.37</td>
</tr>
<tr>
<td>CAS 195</td>
<td>DALT 1234.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WIND</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CRS  355</td>
<td>W DIR 307.9</td>
</tr>
<tr>
<td>TAS  195</td>
<td>W SPD 27.8</td>
</tr>
<tr>
<td>GS   175</td>
<td>HDG 349</td>
</tr>
</tbody>
</table>
GS
DIST  32  GS  128.
TIME  00:15:00

FPH
FUEL  33  FPH  12.
TIME  02:45:00

PLAN M#
T°C  -45  TAS  482.8
MACH#  0.82

APPENDIX A (cont.)
SAMPLE PROBLEMS

<table>
<thead>
<tr>
<th>INPUT</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Req TAS</td>
<td></td>
</tr>
<tr>
<td>W DIR  270</td>
<td>W SPD  20</td>
</tr>
<tr>
<td></td>
<td>CRS  355</td>
</tr>
<tr>
<td></td>
<td>GS  192</td>
</tr>
<tr>
<td>Req CAS</td>
<td></td>
</tr>
<tr>
<td>PALT  8000</td>
<td>T°C  12</td>
</tr>
<tr>
<td></td>
<td>TAS  185</td>
</tr>
<tr>
<td></td>
<td>T°C  12</td>
</tr>
<tr>
<td></td>
<td>TAS  185</td>
</tr>
</tbody>
</table>

DIST FLN
GS  220  DIST  476.7
TIME  02:10:00

ENDUR
FUEL  70  TIME  05:00:00
FPH  14

ACT M#
I°C  52-  TAS  445.6
MACH#  0.82

REQCLIMB
MCLM  400  MROC  533.3
GS  80 %  6.6

SAMPLE PROBLEMS

INPUT  OUTPUT

REQ/DSCN
GS  220
IALT  20000  RQ/DN  1320
CRAIT  11000
FIXDIS  25

TOP/DSCN
GS  230
IALT  22000  T-DSCN  53.7
DALT  1000
RATE  1500

SPCRANGE
WEIGHT AND MEASURE
CONVERSIONS

<table>
<thead>
<tr>
<th>Conversion</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 inch</td>
<td>2.54 centimeters</td>
</tr>
<tr>
<td>1 centimeter</td>
<td>0.3937 inches</td>
</tr>
<tr>
<td>1 statute mile</td>
<td>1.61 kilometers</td>
</tr>
<tr>
<td>1 kilometer</td>
<td>0.62 statute miles</td>
</tr>
<tr>
<td>1 U.S. gallon</td>
<td>0.833 Imperial gallons</td>
</tr>
<tr>
<td>1 Imperial gallon</td>
<td>1.201 U.S. gallons</td>
</tr>
<tr>
<td>1 liter</td>
<td>0.22 Imperial gallons</td>
</tr>
<tr>
<td>1 Imperial gallon</td>
<td>4.55 liters</td>
</tr>
</tbody>
</table>
BATTERY REPLACEMENT

Your E68 computer requires three 1.5 volt AAA batteries. Heavy-duty or extra heavy-duty batteries are recommended. The life of the batteries depends on the frequency of use and the type of battery used.

To replace the batteries:

1. The battery cover is located on the top rear of the calculator. Slide the cover off in the direction of the arrow.

1 ounce = 28.35 grams
1 gram = 0.035 ounces

1 inch of Mercury = 33.86 millibars
1 millibar = 0.0295" of Mercury
2. Install the negative (-) end of the battery against the spring and the positive (+) end against the contact. Install three batteries. Slide the battery cover back into place.

TROUBLESHOOTING AND CARE

1. Batteries should last from six to nine months depending on use. If your E6B fails to respond or the display becomes dim, replace the batteries. Installation of new batteries should be checked to ensure proper placement.

2. If clocks reset while stored and the computer continues to function properly, or if the batteries discharge prematurely, the batteries may be loose. To correct, remove batteries and gently bend the spring leaf battery
terminal in the battery compartment. The leaf should angle out at approximately 45°.

3. It is possible to inadvertently turn the computer on by bumping the face of the computer when it is in its protective case. Therefore, care should be taken to guard against accidental activation.

4. Improper input of data will cause incorrect answers. Read the operating instructions to ensure that you are entering problems correctly. Also be sure that units agree, i.e., all units in statute miles, nautical miles, or kilometers.

5. Your E6B is designed to withstand a wide range of temperatures. However, exposure to direct sunlight or excessive temperatures for prolonged periods may cause the display to go blank. If this occurs, move the calculator to a cooler place and the display will return.

6. Solvents should not be used to clean your E6B. To clean the display, use a clean eyeglass lens tissue.

7. To conserve battery life, deactivate timer when computer is not in use.

TROUBLESHOOTING AND CARE (cont.)

8. If the computer does not respond to these steps, return it to us with a detailed description of the difficulty you are having. Pack the E6B carefully to prevent damage during shipping. Include your name, address, and phone number, and return it to:

   Sporty's Pilot Shop
   Clermont County / Sporty's Airport
   Batavia, Ohio 45103
SPORTY'S E6B CALCULATOR
FIVE YEAR LIMITED WARRANTY

Our limited warranty is simple. If your E6B fails due to defective workmanship or parts during normal use in its first five years, we will replace or repair it at our option.

This warranty does not apply to units subjected to misuse, battery leakage, neglect or accidents. This warranty does not apply to units damaged by excess moisture or to units repaired or altered outside the factory.

To have your unit serviced under this warranty, return it postage paid with proof of purchase to:

Sporty's Pilot Shop
Clermont County / Sporty's Airport
Batavia, Ohio 45103

NOTE: Sporty's E6B is an instruction and information aid, and is not an avionics instrument.