

A Sectional And A Stopwatch?

In the not-so-distant past, flying an airplane without an electrical system was an exercise in juggling pencil, a paper chart, some kind of written flight log, an E6-B flight computer and a watch. It was the way we were taught (and still is). Even in for-the-time modern cockpits—those with flowing electrons, for example—unless we were equipped with VOR/DME-based RNAV navigation, going direct between two airports without on-field VOR facilities still required drawing a line on a chart. At least for in-cockpit use, those days are long gone (and good riddance).

But with the advent of portable, battery-powered electronics like the Nexus 7 running Garmin's *Pilot* EFB application pictured here, even the pilot of a Nordo aircraft can reliably navigate. And, as this article's main text illustrates, portable communications as well as navigation are much more common and accessible even when flying an aircraft lacking an electrical system.

An article in our February 2013 issue explored the pitfalls of using portable equipment—gadgets—in the cockpit and basically came down to ensuring the pilot is familiar with their requirements and operation before launching any flight during which they might be needed. That's especially true when there's no panel-mounted device on which the Nordo pilot can fall back.



Image courtesy Sporty's