

Figure 3.2a Measuring the true bearing of a track line from Oxford aerodrome to Ledbury.

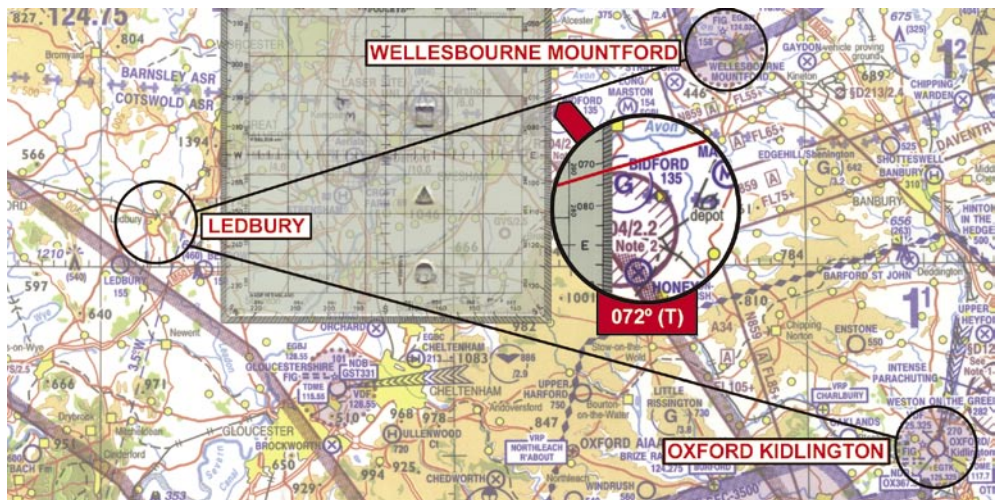


Figure 3.2b Measuring the true bearing of a track line from Ledbury to Wellesbourne Mountford.

In summary, the bearing of any track line drawn on a chart measured with respect to the chart's vertical grid lines is a true bearing referenced to True (Geographic) North.

TRUE NORTH AND MAGNETIC NORTH.

However, the **magnetic compass**, the **primary direction finding instrument** used by the **pilot-navigator** of a light aircraft **does not indicate True North**. The **heading information** given by an aircraft's **magnetic compass** is not referenced to **True (Geographic) North** but to **Magnetic North**. So, if an aircraft's **compass** indicated that the aircraft was **heading** in a **direction** of, say, **270°**, that **heading** would not be **270° True** (which would be due **West**) but **270° Magnetic**, which is quite another thing.

It is of the greatest importance in navigation that the difference between true indications and magnetic indications of direction should always be allowed for.



The Direct Indicating Magnetic Compass

is usually the main magnetic heading reference in light aircraft.