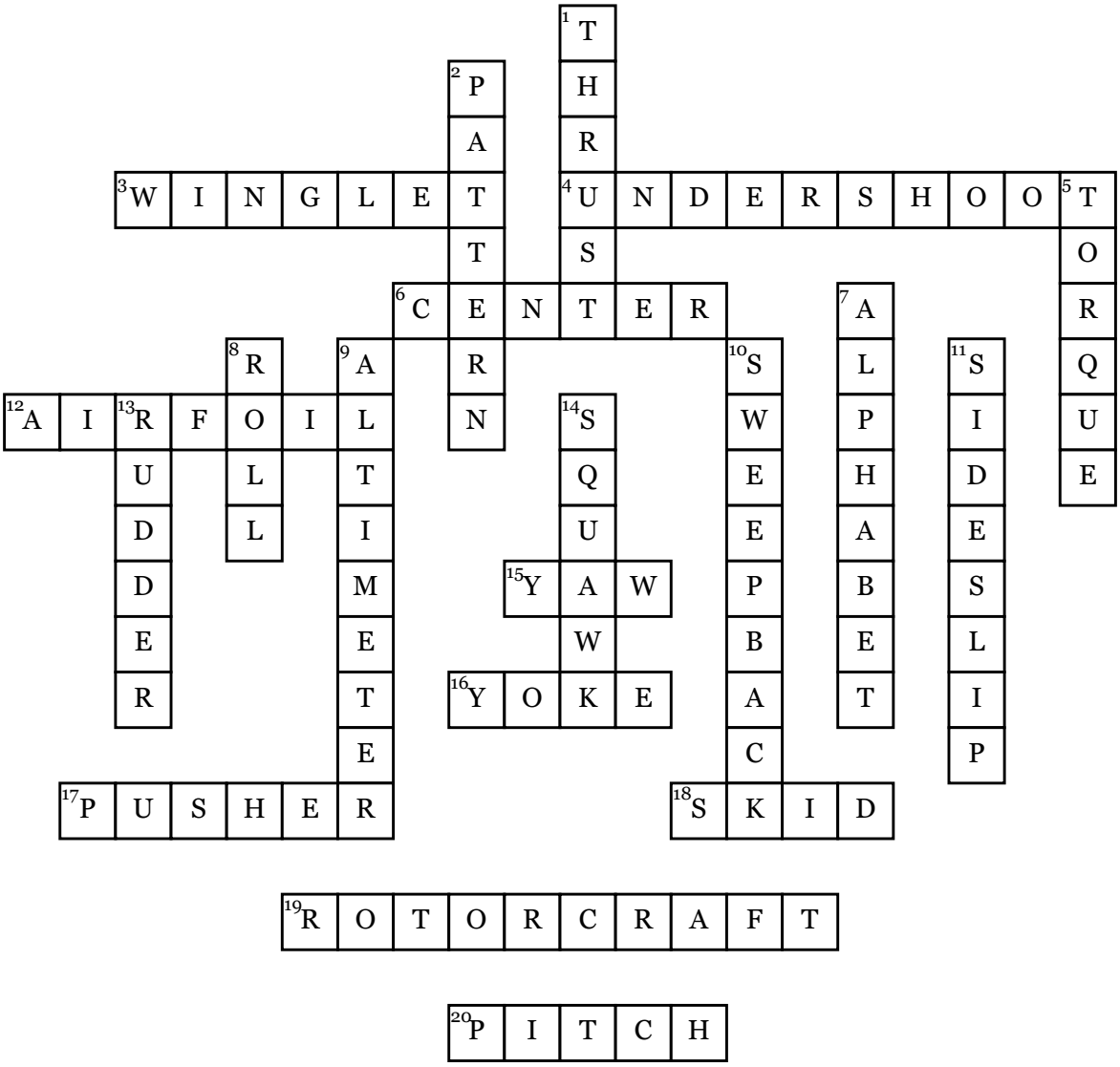
Name: _____ Date: _____

Aviation Terms



Across

3. A small, stabilizing, rudderlike addition to the tips of a wing to control or employ air movement.

4. To land short of a runwway or planned landing spot. Opposite is OVERSHOOT.

6. An Air Route Traffic Control Center (ARTCC).

12. The shape of any flying surface, but principally a wing, as seen in side-view ("cross-section"). Its characteristics are Center of Pressure (CP), DRAG (CD), LIFT (CL), Lift-Drag Ratio (L/D), and Moment (CM).

15. Of the three axes in flight, this specifies the side-to-side movement of an aircraft on its vertical axis, as in skewing. Compare PITCH and ROLL.

16. The control wheel of an aircraft, akin to a automobile steering wheel.

17. A propeller mounted in back of its engine, pushing an aircraft through the air, as opposed to a TRACTOR configuration.

18. oo shallow a bank in a turn, causing an aircraft to slide outward from its ideal turning path.

19. A heavier-than-air aircraft that depends principally for its support in flight on the lift generated by one or more rotors. Includes helicopters and gyroplanes.

20. Of the three axes in flight, this specifies the vertical action, the up-and-down movement. Compare ROLL and YAW. (2) The angle of a propeller or rotor blade in relation to its arc; also the distance advanced by a blade in one full rotation.

Down

1. The driving force of a propeller in the line of its shaft or the forward force produced in reaction to the gases expelled rearward from a jet or rocket engine. Opposite of DRAG.

2. The path of aircraft traffic around an airfield, at an established height and direction. At tower-controlled fields the pattern is supervised by radio (or, in non-radio or emergency conditions by red and green light signals) by air traffic controllers.

5. A twisting, gyroscopic force acting in opposition to an axis of rotation, such as with a turning propeller; aka Torsion.

7. Devised for reasons of clarity in aviation voice radio, this is the current NATO version in global use:

8. Of the three axes in flight, this specifies the action around a central point. Compare PITCH and YAW.

9. An adjustable aneroid-barometric cockpit instrument used to measure an aircraft's altitude.

10. A backward inclination of an airfoil from root to tip in a way that causes the leading edge and often the trailing edge to meet relative wind obliquely, as wingforms that are swept back.

11. A movement of an aircraft in which a relative flow of air moves along the lateral axis, resulting in a sideways movement from a projected flight path, especially a downward slip toward the inside of a banked turn.

13. The movable part of a vertical airfoil which controls the YAW of an aircraft; the fixed part being the FIN.

14. A four-digit number dialed into his transponder by a pilot to identify his aircraft to air traffic controllers