

# FLYMASTER

**Table – Data Fields by Flymaster Model**

		Vario	GPS	NAV	LIVE
A.OverGoal	Altitude over goal is the difference between the current altitude and the goal's altitude based on barometric pressure values.	✗	✗	✓	✓
Above Toff	Altitude above takeoff is the altitude over the flight starting point	✓	✓	✓	✓
Abs. Pressure	Absolute atmospheric pressure value in Pascals.	✓	✓	✓	✓
Active TP	Active turnpoint name.	✗	✓	✓	✓
Alt. Gain	Altitude Gain. Altitude gained in current thermal (see Note 1).	✓	✓	✓	✓
Alt. to CTR	Altitude to CTR shows altitude to controller airspace, a negative number indicates we must sink to come out of controlled airspace.	✗	✓	✓	✓
Altitude	Current altitude. This altitude is calculated based on the barometric pressure, and depends on the QNH value (see Note 4).	✓	✓	✓	✓
Altitude2	Second Altimeter which can be set independently to the main altimeter.	✓	✓	✓	✓
Arrival Goal	Estimated arrival height above Goal. The height is calculated considering the average glide ratio that has being made. This means that wind, day quality and glider performance are used in the calculations.	✗	✗	✓	✓
Arrival Next	Estimated arrival height above the next waypoint. This means that wind, day quality and glider performance are used in the calculations.	✗	✗	✓	✓
Ave.Rot	Average rate of turn in degrees per second.	✗	✓	✓	✓
Ave.Speed	Average ground speed calculated using a filter to show a smoothed speed, eliminating erratic speed changes due to glider pitching, etc.	✗	✓	✓	✓
Ave.Vario	Average Vario calculated using an integration time constant in order to indicate smoother climbing rates.	✓	✓	✓	✓
CTR Status	Airspace related Status messages. This field will show "Violating" when the pilot is inside the controlled airspace, "Imminent Alt" when closer than the "CTR alt. Th." to entering airspace vertically, and "Pos.Imminent" when closer than the "CTR dist. Th" to entering airspace horizontally.	✗	✓	✓	✓
Cur G.R.	Current glide. Ratio calculated using the average vario value, and average ground speed.	✗	✓	✓	✓
Date	Current date.	✓	✓	✓	✓
Dist. CTR	Distance to controlled airspace. When more than one airspace area is in range the closest will be shown. When inside an airspace area the	✗	✓	✓	✓

	distance shown is to the closest edge.				
Dist. Edge	Distance to Edge. Shortest distance to the optimal point of the next waypoint using route optimisation. (see section 5.1.7 )	✗	✗	✓	✓
Dist. Goal	Distance to goal is the total distance from the current position to the goal. The distance is calculated considering that the optimal route is made through all pending turnpoints.	✗	✗	✓	✓
Dist. Line	Distance to Line. Shortest distance to the waypoint line circle. Distance line corresponds to the Distance Next minus the waypoint radius.	✗	✗	✓	✓
Dist. Next	Distance to Next. Shortest distance to the waypoint center. Distance next corresponds to the Distance Line plus the waypoint radius.	✗	✓	✓	✓
Dist. Start	Distance to start. Shortest distance to the start cylinder.	✗	✗	✓	✓
Dist. Thermal	Shortest distance to last thermal core (thermal dot).	✗	✓	✓	✓
Dist. Toff	Distance to take off is the distance between the current point and the flight starting point.	✗	✓	✓	✓
Dur.	Flight Duration. Duration of the current flight.	✓	✓	✓	✓
Flight Level	Current altitude in hundreds of feet.	✓	✓	✓	✓
Fuel Level	Fuel level in liters (available when connected with Flymaster M1).	✓	✓	✓	✓
G.R.Goal	Glide ratio to goal. Necessary glide ratio to reach the Goal considering that the optimal route through remaining waypoints is made.	✗	✗	✓	✓
G.R.M.G	Glide ratio made good. The actual glide ratio towards the active turn point. It is calculated using the integrated vario, and the VMG.	✗	✓	✓	✓
G.R.Next	Glide Ratio to Next. Necessary glide ratio to reach the next turn point.	✗	✓	✓	✓
G.R.Toff	Glide ratio to takeoff. Necessary glide ratio to reach the take off.	✗	✓	✓	✓
Goal close	Remaining time to goal close.	✗	✗	✓	✓
GPS Alti	Altitude reported by the GPS.	✗	✓	✓	✓
Heading	Heading in degrees returned by GPS.	✗	✓	✓	✓
Land in	During competition tasks it is common, usually due to safety reasons, to have a "land by" time. The land by time is defined by adding a waypoint typically the goal to the already defined task, setting it as "Landing" and defining the time. "Land in" shows the amount of time remaining before having to be on the ground.	✗	✗	✓	✓
Latitude	Current position latitude according to the format defined in the settings menu.	✗	✓	✓	✓
Longitude	Current position longitude according to the format defined in the settings menu.	✗	✓	✓	✓
Max.Alti	Maximum altitude reached during current flight. This is based on barometric altitude.	✓	✓	✓	✓

Max.Climb	Once a flight has started, it shows the maximum rate of climb encountered during the flight. This value uses the integrated vario not the instantaneous rate of climb. This provides good indication of the quality of the day's thermals. This value is reset when the instrument is switched off.				
Max.Sink	Once a flight has started shows the maximum sink encountered during the flight. Note that these values are using the integrated vario. When the instrument is switched off this value is reset back to zero.				
Max.Speed	Maximum Speed (returned by GPS) achieved during the flight. When the instrument is switched off this value is reset back to zero.				
Motor Temp.	Motor Temperature (available when connected with Flymaster M1).				
Page Number	Current layout active page number.				
RPM	Motor rotation (available when connected with Flymaster M1).				
Speed	Indicates ground speed in km/h. The speed is only available when the GPS receiver has a valid signal.				
Speed Strt	Speed to Start. The speed at which the pilot must fly in order to reach the start gate exactly at its opening.				
Time	Current Time. This value is automatic revised when the device gets a valid Gps Signal. (see Note 2)				
TTG	Remaining time to Start Opening. (see Note 3)				
Trans.G.R.	Glide ratio during transition. Average glide ratio during transitions between thermals.				
UDF1	User defined field 1. The data shown can be user defined.				
UDF2	User defined field 2. The data shown can be user defined.				
UDF3	User defined field 3. The data shown can be user defined.				
UDF4	User defined field 4. The data shown can be user defined.				
UDF5	User defined field 5. The data shown can be user defined.				
UDF6	User defined field 6. The data shown can be user defined.				
Vario	Numeric value of the instantaneous Vario (shown in vario graph).				
VMG	Velocity made good, is the speed at which the pilot is approaching the active turn point.				
Voltage	Current battery level in Volts				
Wind Dir.	Wind direction in degrees.				
Wind Speed	Calculated wind speed using gps speed.				

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