Knots vs MPH

Have you noticed in Blue Bird the "big" numbers on the airspeed indicator is in MPH and in Tweety its knots (kts). Not sure why this is, but it is. Probably has something to do with when the planes were built and the rules in force at the time. For us it's important to know there's a difference and not get ourselves too confused.

The POH for Blue Bird says 65 – 80 mph is the recommended IAS on final depending on wind, flaps and what you're trying to do, etc. In most conditions for a regular landing at Hicks 70 mph (with, or without flaps), works ok.

One (1) knot is equal to 1.15 mph, so 70 mph is the same as 61 kts.

In Tweety the big numbers on the airspeed indicator is in knots. The POH says the normal approach speed on final is 60 – 70 knots. Again, depending on some things 65 kts on short final works ok. But, it's not the same 65 IAS as in Blue Bird. 65 kts in Tweety is like 75 mph in Blue Bird.

I bring Blue Bird in at 70 mph (61 kts) and Tweety at 65 kts, so what does that mean to you. Not much, other than I land Blue Bird at a slower speed than Tweety. All this is a whole-lot-to-do-about-nothing, as long as you realize the difference and when you're dealing with stuff that includes speeds you don't get confused.

One place where this can happen is cross country planning. When doing the planning you'll be measuring distances, calculating true airspeed and ground speed, etc. Make sure you don't mix the units of measurements. You won't get the right answer if some of the measurements are in miles & mph and others in nautical miles & knots.