

Last night in Belgrade I had the opportunity to test the TWX670. It really was extremely helpful. Depiction is much more accurate and reliable than anything on the stormscope. I was lucky to make it. The next airport with immigration was out of fuel range! Here is the report:



about 130nm before Belgrade color crosses appear directly on my flight path and it looks dark up front. As I continue they move to the left. I discuss deviating to the right to get behind the front and am told that I would have to fly 150nm to get behind it. With 27g left at the destination not an option. If I had had weather radar I might have come to that conclusion myself. So I do a 30° deviation to the left, hoping that the front would spare Belgrade until I get there.

60nm before Belgrade a direct line to the destination is almost free of the crosses, many of which have turned red, however. ATC also advises to deviate a bit longer.

30nm out a direct line to the outer marker is clear, I have a visual to it. IAF is in the thunderstorm, ILS approach is impossible. I have a dark front on my right wingtip and can see the flashes pretty exactly in those locations where my display shows crosses. Very precise depiction! I fly to the centerline and land visual without any problems (not even gusts). 45 minutes later the storm is directly over Belgrade and the airport and stays there for at least 2 hours!