

Lesson 4. Crosswind operations

Ground 1.0 hr | Dual 1.5 hr | 14 CFR 61.31(i) | Est. \$510 member, \$662.50 non-member

Aircraft: Luscombe 8E, N1302B, Salinas (KSNS) 14 CFR 61.31(i) elements: crosswind takeoff and crosswind landing introduced.

STUDENT

DATE

INSTRUCTOR

AIRCRAFT

N1302B Luscombe

Ground only

FLIGHT TIME

GROUND TIME

ON THE GROUND

Ground loop review, with video. Not to frighten you. To make the mechanism concrete before you go and fly the conditions that cause it.

Reading the wind from everything available. The sock. Your crab angle. Your drift over the ground. Smoke and dust. The lettuce fields, which show wind before the sock moves.

Computing the crosswind component, and knowing it before you are on final rather than after.

Windward wing down. Why the wing goes down, why it stays down, and what changes about the takeoff roll when it does: longer roll, reduced lift on that side, and a different sight picture.

Aft centre of gravity awareness on landing. The reason drift matters more in this airplane than in the one you learned in.

Cross-control. The rudder and the aileron are doing opposite things and that is correct.

The preflight weather decision. How to decide not to go, and how it feels to decide it.

IN THE AIRPLANE

Determine the wind from the sock, your crab angle, your drift, and anything blowing, and say the crosswind component aloud before every approach.

Crosswind takeoffs. Aileron into the wind at the start of the roll, reducing as speed builds. Expect the longer roll.

Crosswind landings. Windward wing down, opposite rudder to hold the centreline, touching down on the upwind main wheel first.

Cross-control familiarity at altitude first, so the sight picture is not new on short final.

Drift, recognised and killed. Every approach. The answer to drift you cannot kill is a go-around, and that answer stays available all lesson.

COMPLETION STANDARDS

1. You state the crosswind component before every approach, from more than one source of information.
2. You hold the centreline on a crosswind takeoff with aileron into the wind, reducing it as the airplane accelerates, and rudder holding the nose straight.
3. You fly a crosswind approach wing down and nose straight, without reverting to a crab into the flare.
4. You touch down on the upwind main wheel first, with the airplane tracking down the runway rather than across it.
5. You name lateral drift the moment it appears, before the instructor does.
6. You go around rather than accept a landing with drift you have not killed, at least once, without prompting.
7. You describe how a ground loop begins, in terms of the centre of gravity and the drift you just spent an hour preventing.

Standard 6 carries the lesson. Every other standard here is technique. That one is judgment, and judgment is the thing that keeps this airplane off its wingtip after you stop flying with me.

DEBRIEF AND SIGN-OFF

What went well, what to work on next lesson.

Sign once for the whole lesson. Steps left unchecked above were not completed this session.

INSTRUCTOR SIGNATURE / INITIALS

DATE