

Lesson 5. Crosswind review and power failures

Ground 1.0 hr | Dual 3.0 hr | 14 CFR 61.31(i) | Est. \$876 member, \$1,165 non-member

Aircraft: Luscombe 8E, N1302B, Salinas (KSNS) 14 CFR 61.31(i) elements: crosswind takeoff and crosswind landing brought to standard. All six elements assessed. The endorsement is issued here on demonstrated proficiency.

STUDENT

DATE

INSTRUCTOR

AIRCRAFT

N1302B Luscombe

Ground only

FLIGHT TIME

GROUND TIME

ON THE GROUND

Risk identification for tailwheel operations. Not a checklist recital. What actually goes wrong, in what order, and where your own decision points are.

Short field with a crosswind, which is two problems arriving together and neither of them giving way to the other.

Power failure in a taildragger. What is different: the glide, the field you can accept, the surface you can accept, and what the landing gear does to a rough surface arrival. The standard is ../standards/EMERGENCY-PROCEDURES.md, briefed in full in L1 and flown here.

Your personal minimums, set with you and recorded. Wind, crosswind, gust spread, ceiling, visibility.

The North Aero operating limits, which are separate and binding: 10 knots crosswind for solo flight, and no passengers until 5 hours solo in type.

What the endorsement is and is not. It is a logbook entry saying you are proficient in a tailwheel airplane. It is not a rating, there is no checkride, and it does not make you current in N1302B, which is what the Checkout is for.

IN THE AIRPLANE

Crosswind takeoffs and landings at the limits of what can be done safely today. This is the one lesson where we deliberately go there, and we go there together.

Short field takeoffs and landings with a crosswind component.

Simulated power failures to a spot landing, in crosswind conditions.

All six 61.31(i) elements assessed, in whatever order the wind gives them to us.

COMPLETION STANDARDS

The first six are the regulation. You have seen all of them before today.

1. You fly a crosswind takeoff to standard, centreline held, aileron managed through the roll.
2. You fly a crosswind landing to standard, wing down, upwind wheel first, no drift at touchdown, aileron continuing in through the rollout.
3. You fly a normal takeoff and a normal landing to standard, still.
4. You fly a wheel landing to standard in a crosswind, which is what the technique is for.
5. You go around to standard, from an approach and from a bounce.
6. You fly a short field takeoff and landing with a crosswind component, arriving on a spot.
7. You fly a simulated power failure to a chosen spot, and you choose the spot out loud, with a reason, early enough that the reason still matters.
8. You state your own personal minimums and they are numbers you would actually hold to rather than numbers you think are the right answer.

Standard 8 carries the lesson, which will surprise you on a day when the flying is the hard part. Everything else here is a skill you have already shown. Standard 8 is the one that governs what happens on the first windy Saturday you fly this airplane alone.

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