

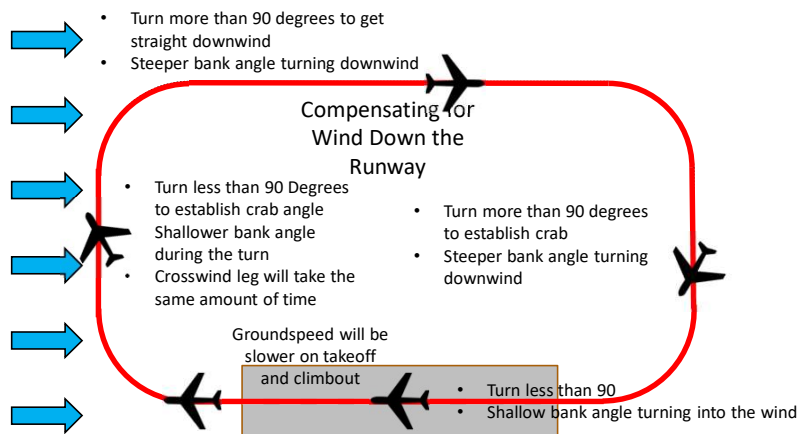
Tips for Flying in the Wind

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Pattern Corrections for Headwind:



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Pattern Corrections for Crosswind:

Compensating for a Direct Crosswind

- Turn less than 90 degrees to establish crab angle
- Shallower bank angle turning into the wind

- Turn less than 90 Degrees for crosswind leg
- Shallower bank angle turning into the wind
- Crosswind leg will take longer
- Hold aileron into the wind on take-off

- Turn more than 90 degrees to establish base leg
- Steeper bank angle turning downwind
- Base leg will happen quickly

- Turn more than 90
- Steeper bank angle turning with the wind

Establish crab angle

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Myths about flying in wind:

Many of the myths we hear and believe come from what we see...
BECAUSE OF the difference between Airspeed and Groundspeed.

- MYTH: The airplane flies faster/slower when flying upwind/downwind
- MYTH: The wind stopped the airplane
- MYTH: The wind made the plane stall in the turn.
 - We were most likely turning the airplane differently to compensate for the wind's effect on the ground path.
- Any others??

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Tips In the Air:

Wind down the runway:

- Resist the temptation to slow the airspeed on downwind
- Resist the temptation to speed up the airspeed on upwind
- Use crab angles on crosswind and base legs to keep a good pattern

Crosswind:

- Anticipate the crab angles to maintain a good pattern
- Anticipate shorter turns into the crosswind, and longer turns away from the crosswind

Wind comes with turbulence. Try to ride it out. Make your corrections small when the plane is upset by turbulence.

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Landing Tips:

Headwind:

- The landing approach will take longer if you positioned the approach over the “no-wind” landmarks. Anticipate having to maintain more power during the approach
 - Never extend the landing approach with elevator! Use power to do this.
- The landing approach and touch-down will have a slower ground-speed. You still want to land at the best *airspeed* for the airplane.

Crosswind:

- Crab – don’t Slip
 - A crab angle is MUCH easier to fly than a slip
 - Most model aircraft’s landing gear can easily handle the side load on touchdown.
 - As your skills progress, you can “kick out” the crab angle with rudder, just before touchdown

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General Wind-flying Tips:

- Get to know the airplane in calm conditions
 - Throttle settings for cruise, approach, landing
 - Fly using those settings when it's windy, rather than trusting the speeds you see
 - Aileron sensitivity: This will help you judge how much aileron to hold into a crosswind.
 - Rudder authority: Note how much rudder authority you have on the ground. Your crosswind takeoff ability will be limited by rudder authority.

- Think through the flight before you take-off. Anticipate:
 - Take-off cross-control
 - Crab angles
 - Ground speeds
 - Approach power