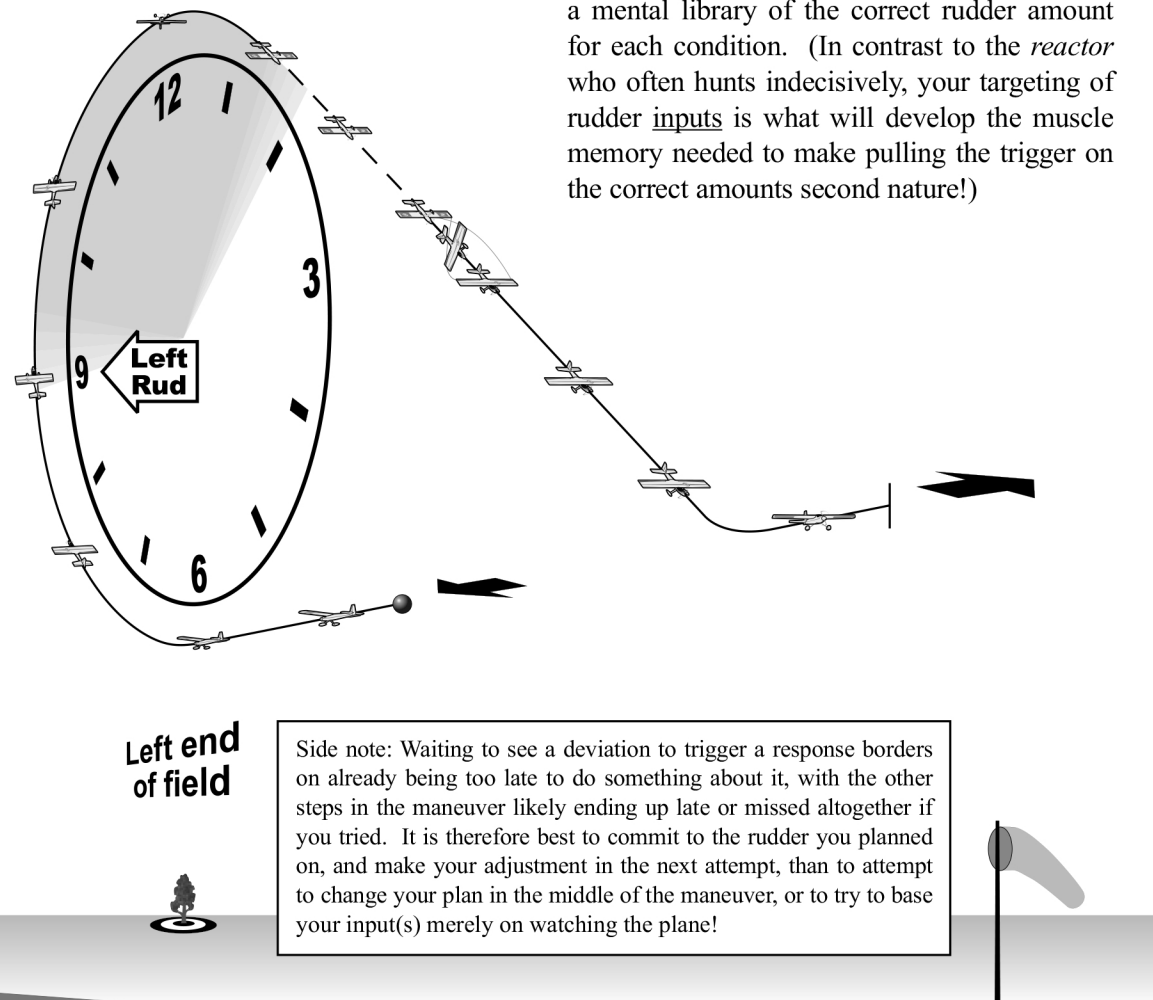
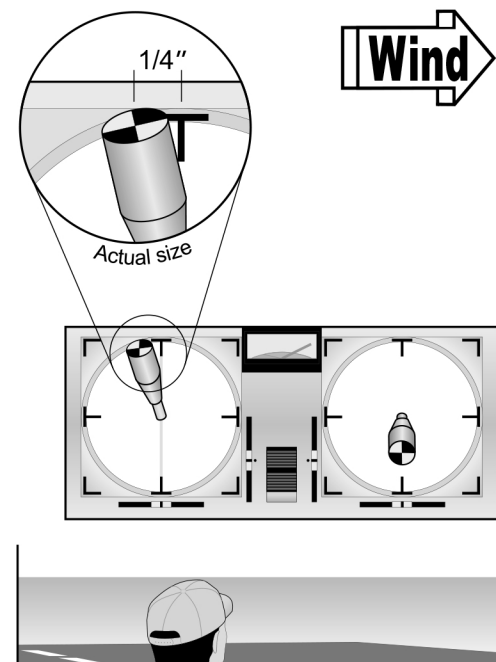


Committing X-wind Rudder Corrections to Practice

After deciding how much rudder you are going to apply and where to apply it, commit that plan to practice, complete the maneuver, and then *reflect* on whether or not your plan needs to be modified.

Along with targeting a specific point in the loop to apply the rudder, target a specific input amount as well, e.g., 1/4" for a med. x-wind (assuming a reasonable rudder travel of around 20° w/full stick deflection, and nothing interfering with normal linear movement).

Once you initiate that amount, it is then fundamentally crucial that you focus on the rest of the steps that complete the maneuver.



Committing to a specific input produces the consistent results needed to make accurate assessments, as well as helping to quickly build a mental library of the correct rudder amount for each condition. (In contrast to the *reactor* who often hunts indecisively, your targeting of rudder inputs is what will develop the muscle memory needed to make pulling the trigger on the correct amounts second nature!)

Side note: Waiting to see a deviation to trigger a response borders on already being too late to do something about it, with the other steps in the maneuver likely ending up late or missed altogether if you tried. It is therefore best to commit to the rudder you planned on, and make your adjustment in the next attempt, than to attempt to change your plan in the middle of the maneuver, or to try to base your input(s) merely on watching the plane!

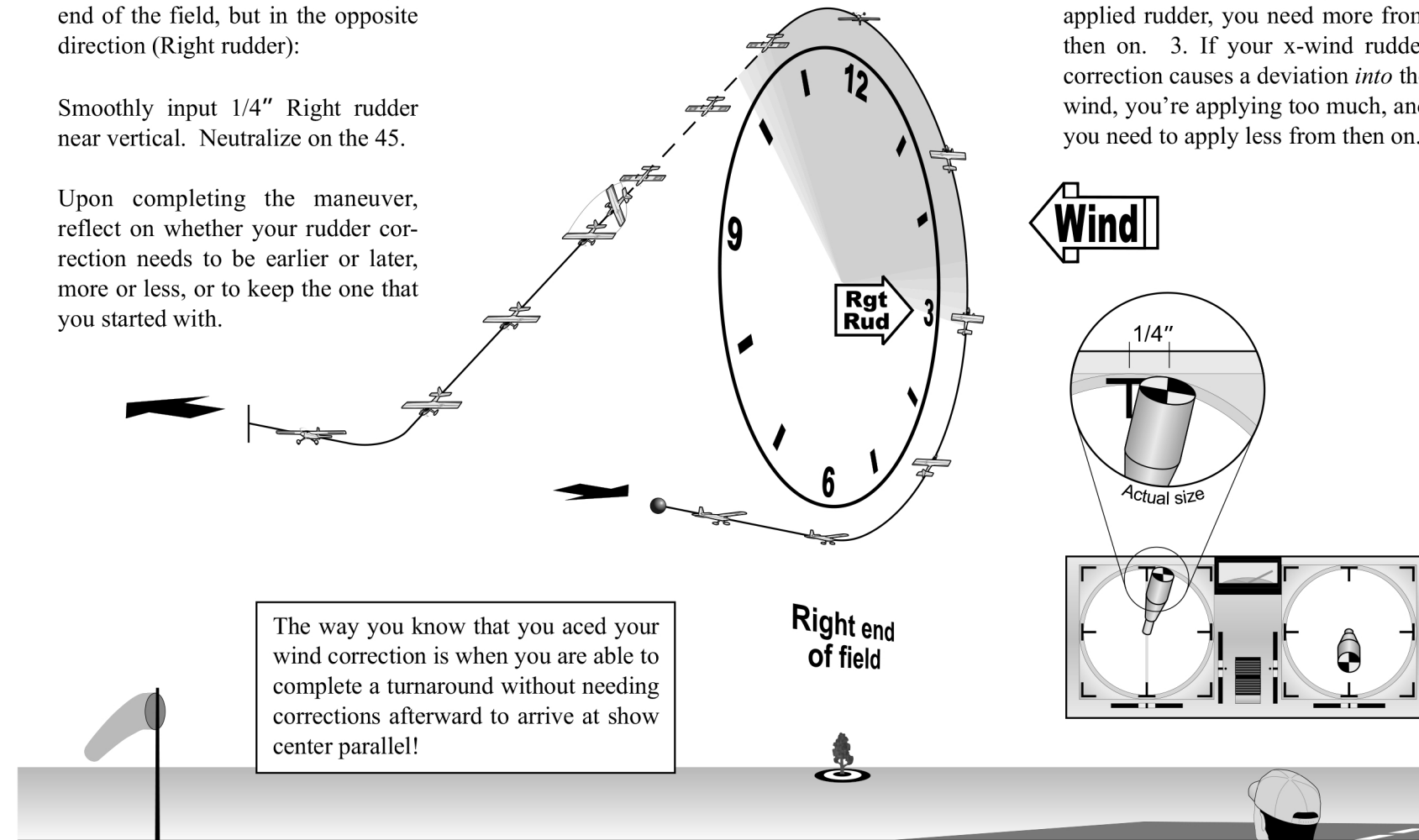
X-wind Rudder Corrections at the Other End of the Field

Having gained a good feel for making x-wind rudder corrections at one end of the field, it should now be much easier to apply wind corrections at the other end of the field.

Staying with the familiar half Cuban turnaround, commit to applying the x-wind rudder correction used at the left end of the field to the right end of the field, but in the opposite direction (Right rudder):

Smoothly input 1/4" Right rudder near vertical. Neutralize on the 45.

Upon completing the maneuver, reflect on whether your rudder correction needs to be earlier or later, more or less, or to keep the one that you started with.



The way you know that you aced your wind correction is when you are able to complete a turnaround without needing corrections afterward to arrive at show center parallel!

Example: 1. If wind drift is visible before you get to the rudder, you need to input it earlier from then on. 2. If wind drift occurs despite having applied rudder, you need more from then on. 3. If your x-wind rudder correction causes a deviation *into* the wind, you're applying too much, and you need to apply less from then on.