

Crosswind Circuit

CIRCUIT TRAINING

Objectives

- To correctly position the aeroplane controls while taxiing.
- To compensate for drift throughout the circuit.
- To takeoff and land in crosswind conditions.

1. Considerations

On the Ground

- Aeroplane has tendency to weathercock into wind
- Position controls to compensate for wind

On Takeoff

- Allow for drift to track along the runway centreline

In the Circuit

- Allow for drift and headwind/tailwind on each leg
- Base leg will be affected the most

On Landing

- As crosswind increases amount of flap used decreases – to improve directional control
- More airspeed needed if gusty conditions
- Need to consider overall suitability of runway on crosswind conditions

Maximum Demonstrated Crosswind

- In Flight Manual
- Limited by ability of rudder to control aeroplane
- For this aeroplane is _____ kts

Calculating Crosswind Component

- Need W/V from TAF or METAR
- Convert the direction to Magnetic – apply variation

Vector Diagram

- Need pencil, paper, ruler and protractor

Flight Manual Graph

Nav Computer

Windsock

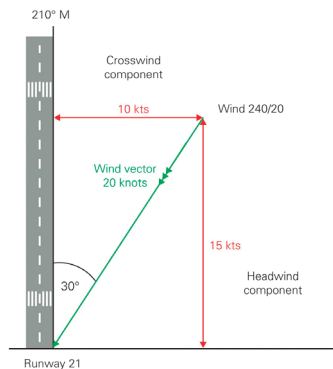
Tower

Formula

- Angular difference between wind and RWY

Plot on watch face

- Percentage of distance around watch face x wind strength = X/W component
- 30° = half wind strength, 60° = full wind strength



2. Airmanship

- Making the calculations improves SA
- Max crosswind is a recommendation, but may be other limits

3. Aeroplane Management

- Control position on ground wrt wind
- May need to use brakes

4. Human Factors

- Assessing runway suitability improved ADM

5. Air Exercise

Takeoff

- Line-up, adjust reference point for drift
- Ailerons fully into wind, elevator neutral
- During takeoff roll reduce aileron to neutral by rotate point

- Lift off at slightly higher speed than normal
- After lift-off make a gentle balanced turn into wind

Circuit

Climb-out

- Wings level, in balance
- Adjust heading to track extended centreline

Crosswind

- Reference heading allows for drift
- Expect some headwind or tailwind

Downwind

- Allow for wind on downwind turn
- Track parallel to runway
- Assess runway and decide on speeds and flap setting to use
- Check downwind spacing

Base

- Allow for drift and headwind or tailwind
- Extend all the landing flap
- Anticipate turn onto final

Final

- Track extended centreline
- Power controls rate of descent

Landing

- Combination of kick straight and wing down methods

Kick-straight

- Crab into wind
- Just before touchdown, kick straight, aileron to keep on centreline

Wing-down

- From short final
- Wing held down, rudder to keep aligned with centreline – Sideslip
- Land on into wind wheel first

Combination

- Crab into wind on final
- During round-out switch to wing down method,
- Aileron to stay aligned with centreline, rudder to stay straight
- Into wind wheel touches down first

