

## TAILDRAGGER AND FREE-CASTERING NOSEWHEEL PILOTS TAKE NOTE

You know what happens when wind blows on your aircraft from the side during takeoff or landing. Things get interesting, don't they? For you who fly taildraggers or airplanes with free-castering nosewheels, you should understand your crosswind limitation is key to safe taxiing, takeoffs and landings.

These aircraft want to weathervane into the wind at every turn, and must be steered using differential braking against the crosswinds. Cirrus SR20 and SR22s, with their tightly cowled mains, have been plagued by wheel-pant fires started by overheated brakes, and taildraggers in general have an abysmal accident record that cannot be blamed on the aircraft (if the pilot hadn't put the aircraft into those conditions there would have never been an accident, I maintain).

If you must operate in high winds, heed the rule: no significant crosswind component for you. Your airplane and your insurance company will thank you.

