

Going With The Wind

Applying control-surface deflection during taxi operations—and sometimes at the beginning of a takeoff roll and end of a landing—will help steady the airplane and prevent a wind gust from lifting a wing, possibly causing a loss of control. The diagram at right, which should be familiar to anyone who survived primary training, highlights how the flight controls should be deflected, depending on the wind's direction.

Basically, you want prevent a stiff tailwind from lifting the tail, so deflect the pitch control nose-down, which helps prevent the wind from getting under the tail. the same is true for the wings, so aileron deflection with a tailwind or quartering tailwind will be to lower the aileron on that side, or turn away from the wind. With the wind on the nose when taxiing, ideal control deflections will be the opposite of with a tailwind. The only real trick here is when turning and needing to reposition the controls.

Next time you're flying on a windy day and before you even start the engine, place the controls in various positions and notice the way the airplane responds, even without the engine running. You'll quickly figure out correct control deflection and it'll soon be second nature.

