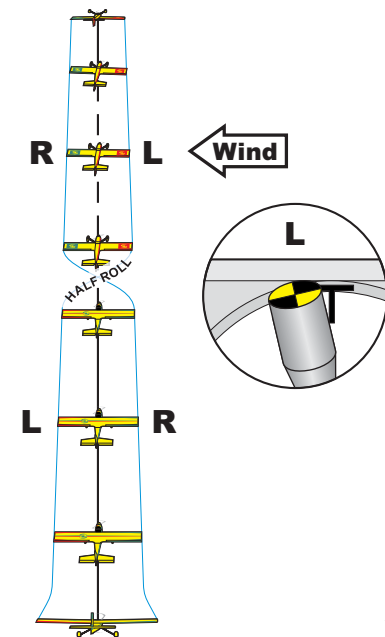
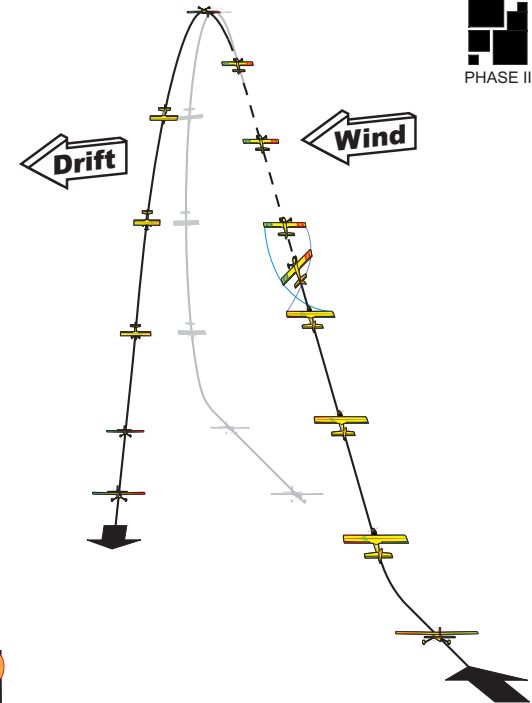


Rudder Applications



Reverse Cuban
Turnaround X-wind
Rudder Corrections

Left Turning Influences



X-wind Rudder Correction in Reverse Cuban Turnaround

In this section: E-64 illustrates how a x-wind rudder correction becomes *reversed* from the pilot's perspective after rolling upside-down on the 45 degree upline in a reverse Cuban.

E-65 illustrates where you will likely need to apply and take out your x-wind correction in a reverse Cuban depending on the strength of the wind.

E-66 illustrates the thought process used to determine the proper direction to apply your wind correction in a reverse Cuban. I.e., recall which way you would have gone in your well practiced regular Cuban, and *reverse* it. Note: While it does not take long to decide the direction to apply your wind correction, it does require a moment of undivided attention. Therefore, a pilot must be able to perform the basic Phase I reverse Cuban without much thought before he'll be able to apply the proper wind corrections to it on a consistent basis

E-67 & 68 illustrate the process of thinking through your x-wind rudder correction beforehand, with consideration for the engine/propeller left turning tendencies, in order to determine the rudder input needed to correct a typical 10 mph x-wind blowing IN.

Thinking your wind correction through beforehand establishes a mental blueprint for what is going to happen, and enhances the *situational awareness* to understand what's happening when things are committed to practice. Should something not go as planned, the idea that "practice makes perfect" is not necessarily true if one keeps practicing the same mistake(s). Thus, the most effective thing that you can do to enhance your success, or to pinpoint what's needed to permanently correct a mistake, is to think your wind corrections through on the ground where you have time to consider all that they entail.

E-69 through E-71 reinforce the process of thinking through your wind corrections in reverse Cubans to achieve a high degree of success right from the start, in a variety of wind conditions. Note that a pilot actively thinking through his wind corrections before and during is ultimately programming his mind to achieve automatic responses to wind whenever and wherever wind corrections are needed!



KPTR: It is not how many hours you fly that determines whether you master the rudder, but how you spend those hours!