

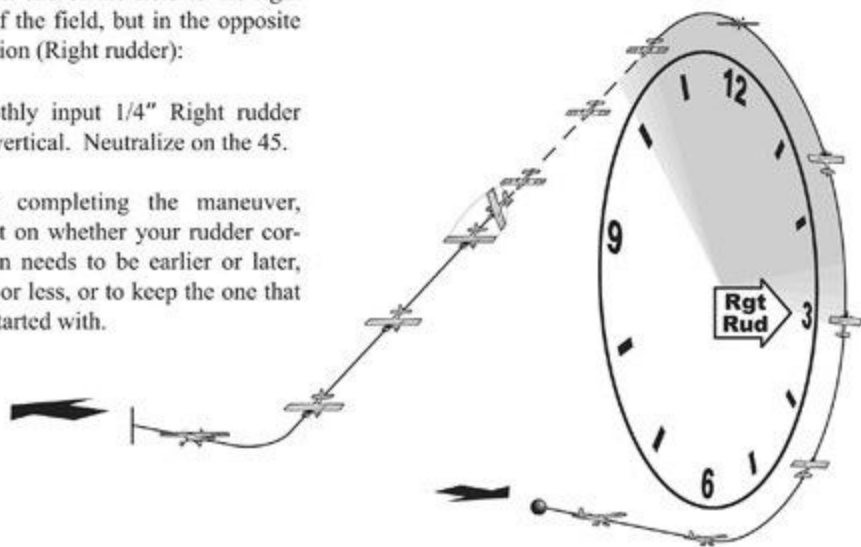
## X-wind Rudder Corrections at the Other End of the Field

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.

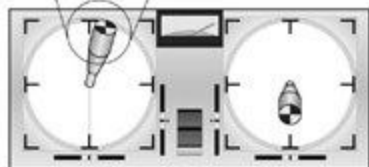
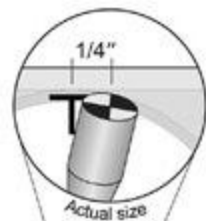
Staying with the familiar half Cuban turnaround, commit to applying the x-wind rudder correction used at the left end of the field to the right end of the field, but in the opposite direction (Right rudder):

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.



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.



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!

Right end  
of field