



## X-wind Rudder Corrections: Half Cuban Turnaround

In this section: E-54 illustrates how by looking at a windsock and discerning all that it can tell us, we can be reasonably assured of the kinds of x-wind rudder corrections we will need to achieve a high degree of accuracy right away.

In contrast to a *reactor*, who, when a deviation appears—with no time to think about it—will often do nothing or make the wrong correction, rudder proficiency requires anticipating the correction before an obvious deviation. Developing the confidence to commit to the rudder inputs that you anticipate is strengthened by visualizing them beforehand using a small hand-held model airplane. Templates for building your own simple hand-held stick model can be acquired at [www.rcflightschool.com](http://www.rcflightschool.com)

E-55 & 56 stress the importance of targeting a pre-determined amount of rudder input based on the strength of the wind. Note: The amount of rudder your airplane will require may vary slightly from the stock examples provided in this section. The importance of our providing specific inputs is to establish what it is you are going to improve upon. (When you commit this program to practice, you will be amazed by how much was eluding your comprehension when you were flying only the basic maneuvers, as well as by how much easier it is to refine your anticipated rudder corrections than it is to try to correct x-wind deviations after the fact.)

E-57 & 58 explain how the left turning tendency of P-factor will either be assisting you in correcting wind drift, or working against you — and thus why different amounts of rudder are typically needed at opposite ends of the flying field to prevent wind drift. Knowledge is power; and everything happens for a reason: The seemingly irregular pattern that causes *reactors* to take a wait and see approach when it comes to rudder, you will learn to anticipate, and in doing so join an elite group of *controllers* in our sport capable of staying ahead of the airplane in all conditions!

E-59 through E-61 illustrate several stock x-wind rudder corrections, with allowances for P-factor, that you can anticipate using in different x-winds.

With all the radio capabilities and new gadgets at our disposal, sometimes the most effective solutions are so simple that they are overlooked: If you experience an overly sensitive or dull rudder response, before you start adding things, why not simply change the total rudder travel to suit your comfort level and start getting good with the rudder right away?

