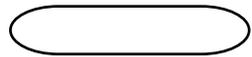


Lesson 7 : X-winds. Ground reference.



Flight: _____ End Hobbs
Flight: _____ Start Hobbs

Date: ___/___/___
Ground: _____
Plane: _____
Landings: _____

Total : _____ + _____ = _____

New :

- Rectangular course (12), (vi)
- Around point (12), (vi)
- S-turns across road (12), (vi)
- Crosswind Takeoff (3)
- Crosswind Landing (3)
- [sim with 'flat' tire if no wind]

@WVI

@OAR

TPA: 1134'
122.7
Runway 29/11
3000x75'

Review:

- Stalls (10)
- Slow flight (9)
- Emergency procedures (11)
- Slips (14)
- Airport traffic patterns (6)
- Approach and landing

Power-off (13)

@MBA sim

@WVI land

Lesson includes: 61.87 (d) (3 ,12, 14), F:61.107(b)(1)(vi)

Notes:

Endorsements Given:

NAME: _____
CFI: _____ Date: ___/___/___

READING

- Jepp. Ch.5
- PHAK Ch.12
- ◇ Jepp.Manuev.: 22,23,24,11,14
- ◇ AFH 5-5 to 5-7 x-wind t/o
- ◇ AFH 6-1 to 6-8 Ground ref.
- ◇ AFH 8-10 to 8-13 Slips, Go-arounds
- ◇ AFH 8-13 to 8-17 x-wind land.

Slips, when to use forward (landing), side (x-wind)

Go-around, why, trim considerations, flaps, gear
When to commit to/change?

In a crab, rwy heading for ground track (not where nose is pointed)

Rwy heading = a/c heading for t/o and land to avoid side loads on gear.

Full to less/less to full aileron control.

Terminology:

- "side" or "forward" is direction of flight, not where the nose is pointed
- Stabilized approach
- Control effectiveness
- "crab"

Discuss:

- POH check for slip restrictions
- Feel in slipping flight
- Being close to the ground (clear area for emerg)
- Why go around?

- IMSAFE**
- MEDICAL**
- ARROW (inspections list)