Microsoft Flight Simulator

Learn To Fly

Flight Lesson 7

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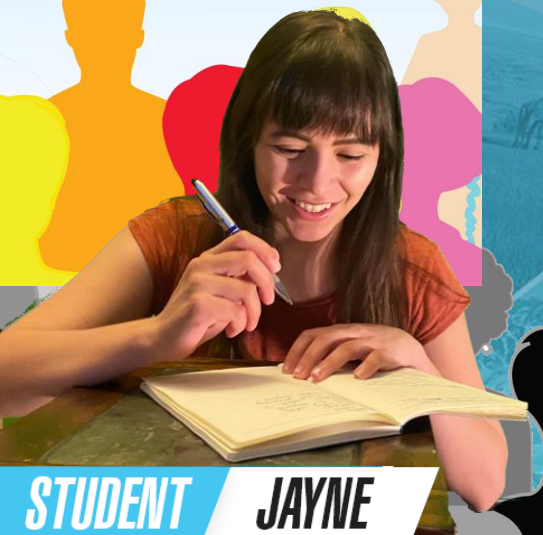
For entertainment purposes only. Not to be used for real flight lessons.



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Flight Lesson 7

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Introductions

Instructor	Students	Airplane	Airfield

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Cessna 152 N67991

PAINE FIELD
SNOHOMISH COUNTY AIRPORT

KPAE, Everett, WA

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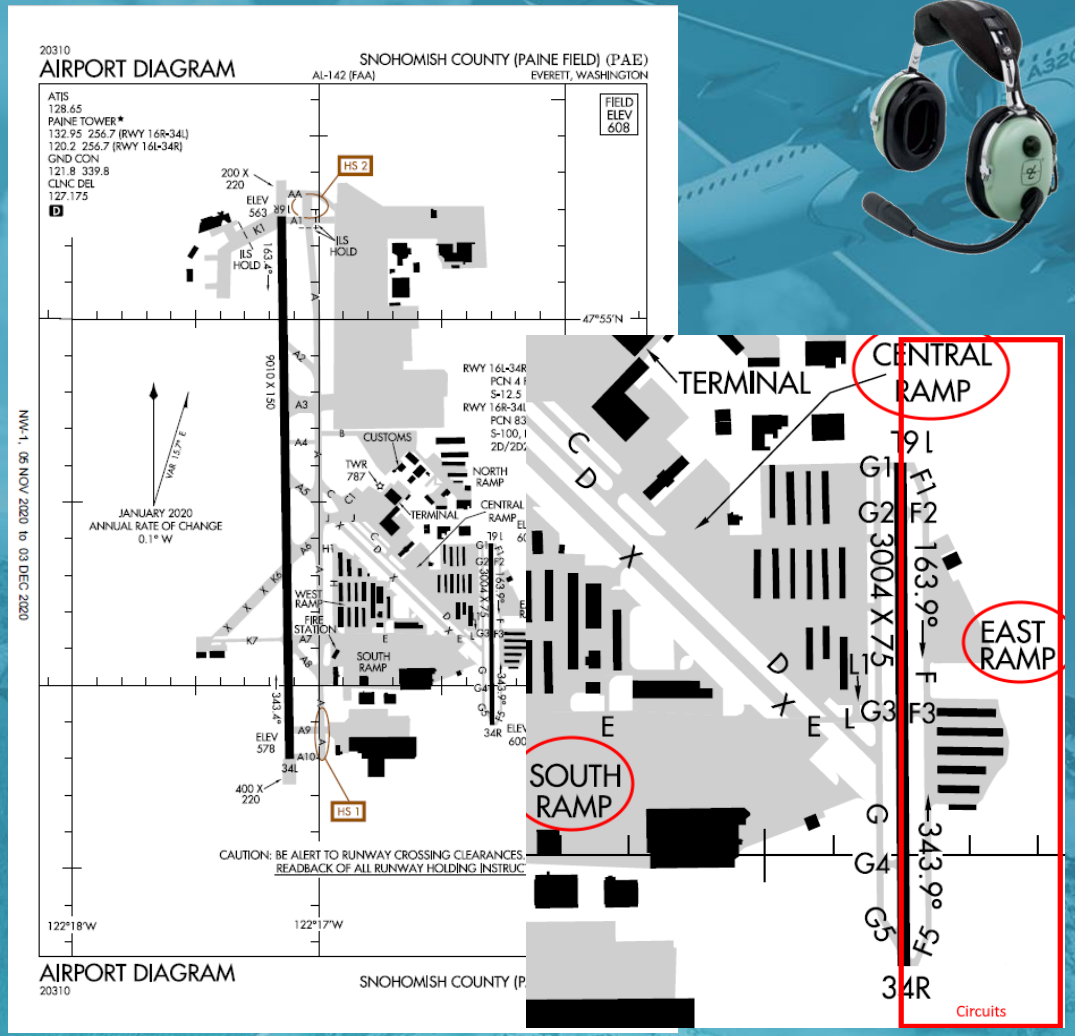

Flight Preparation

Ensure you grab your student training materials kit with the links in chat. Includes your checklist.

One link for a group of materials: **!studentkit**

The URL of the important flight training material: **!material**

7th Flight Lesson Briefing

Skills to learn in the seventh flying lesson:

Crosswind Take offs and Landings

Crosswind Handling

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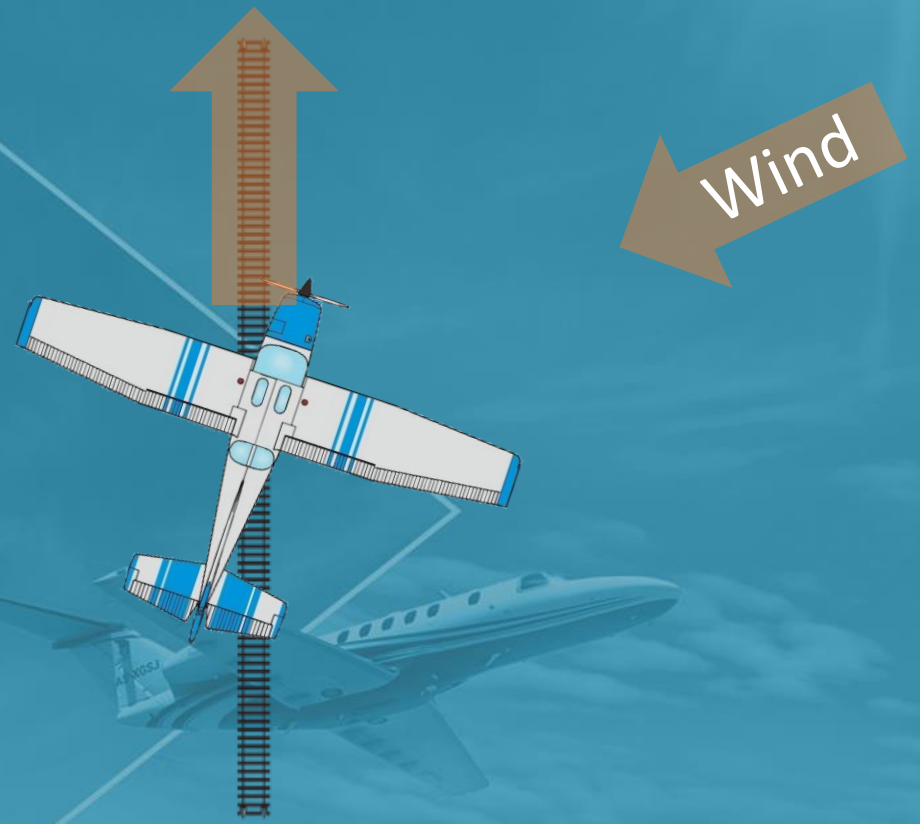
Wind correction:

When correcting for wind drift while flying, we use a technique called “crabbing” into wind.

Simply put, we turn the plane partially into wind to counteract the effect of drift.



We still track our intended heading even if not pointed straight at it.

Crosswind Circuits

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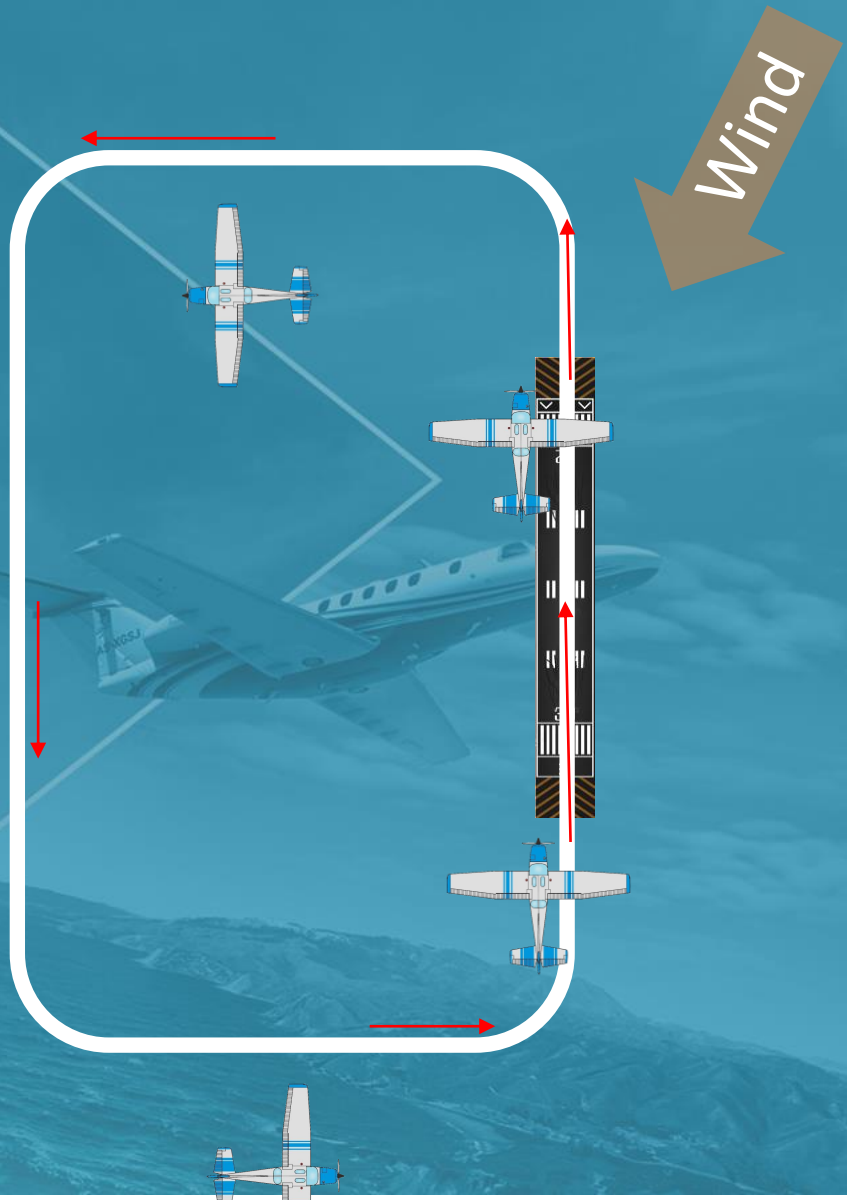
Wind correction:

Without wind correction in the circuit, your plane will be blown out of proportion and possibly unable to glide to the airport if engine troubles.



Crosswind Circuits

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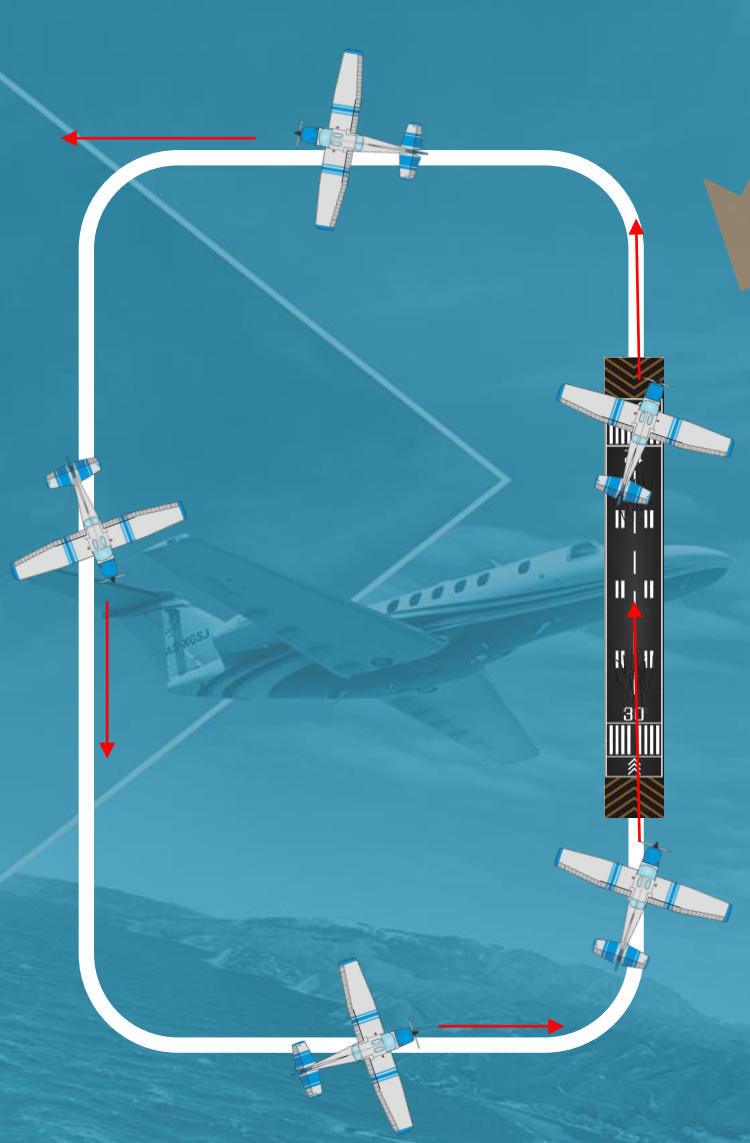
Wind correction:

When correcting for wind drift in the circuit, you try to square the circuit with crab.

On take-off, wind is in front of you. On crosswind and base, on your side and downwind behind you.



Crosswind Landing

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<u>One Method</u>:

You typically crab all through the circuit legs, but abruptly use course rudder to align the wheels with the runway on touchdown.

This takes split-second timing!

Crosswind Landing

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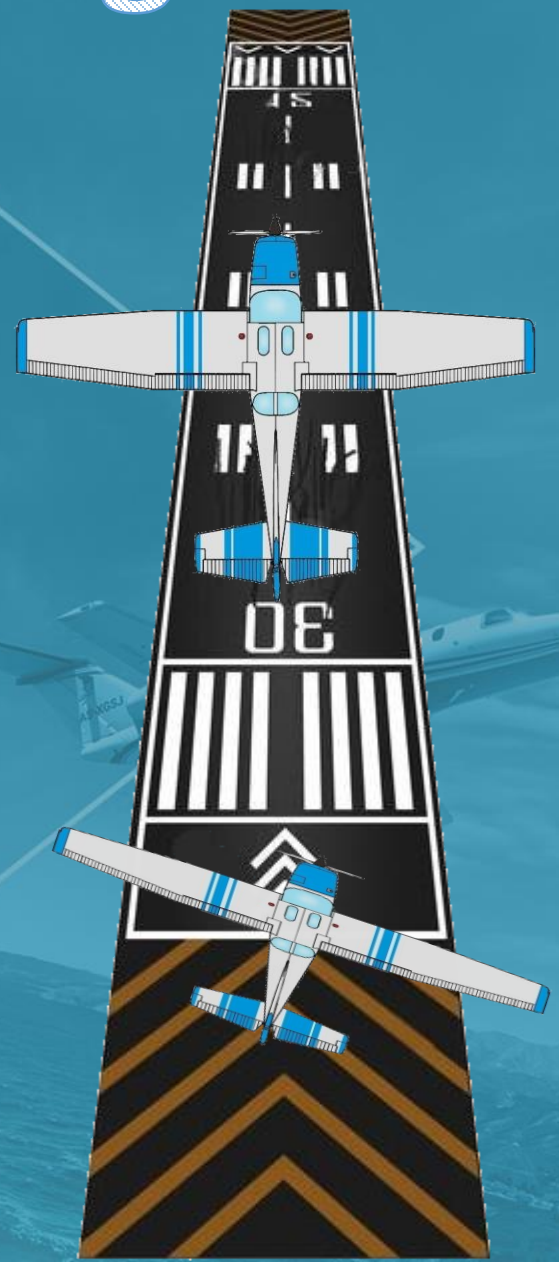
<u>Second Method</u>:

You crab all through the circuit legs, but use a low wing to the wind and rudder to align your flight path with the runway.



This is the best way to avoid drift on landing.

Crosswind Landing

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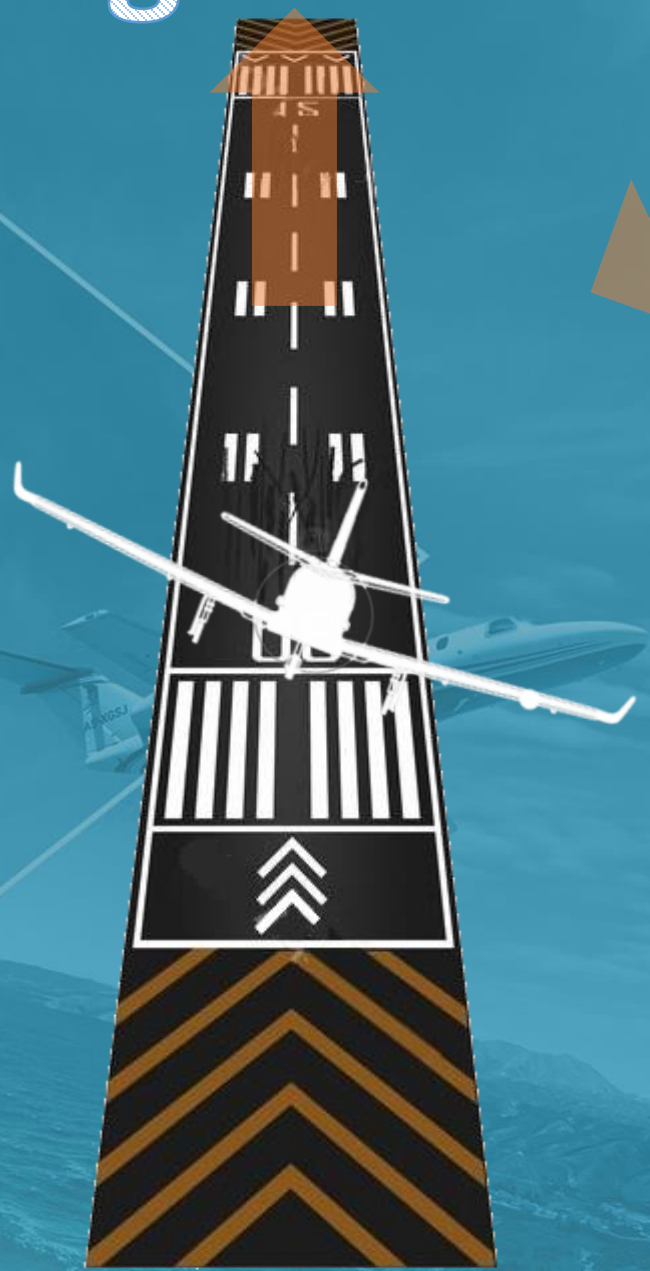
Wind correction with wing low:

On final approach, dip a wing into wind and align your flight path with the runway with rudder.

This way reduces any sideslipping during touchdown. One wheel will touch before the other.



Crosswind Landing

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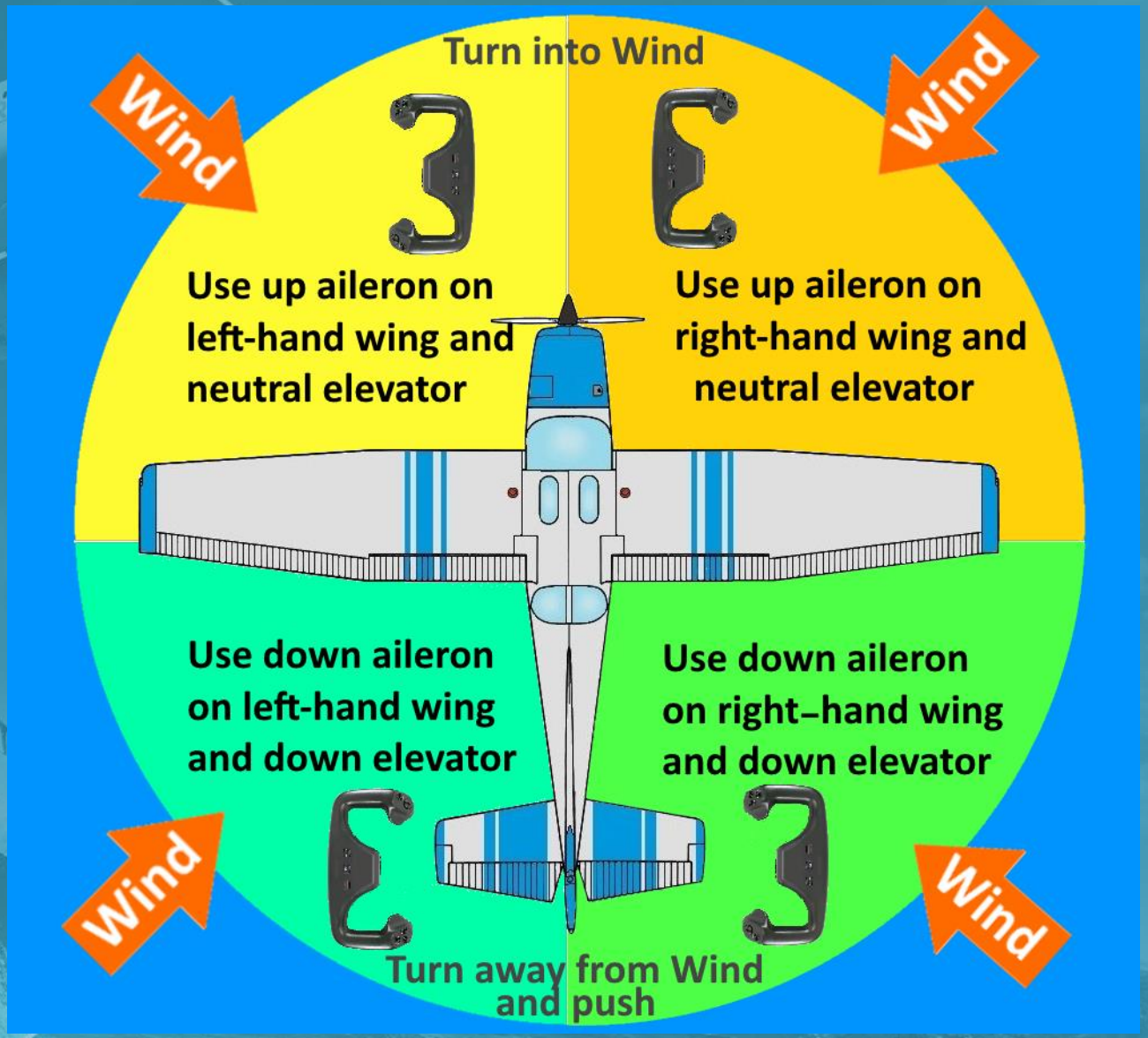
Taxiing From Lesson 4

Correcting for wind on the ground while we are taxiing.

Put your heading bug where the wind is coming from.



Crosswind Take Off

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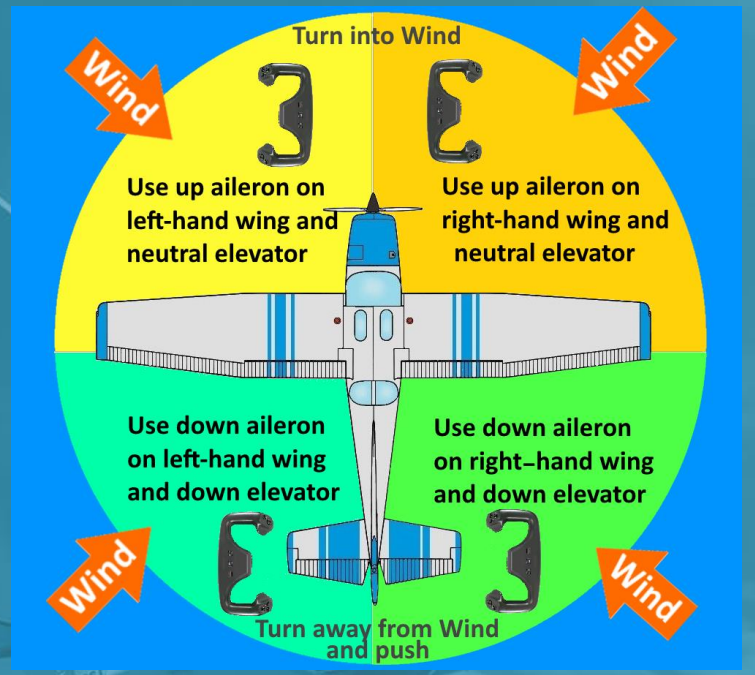
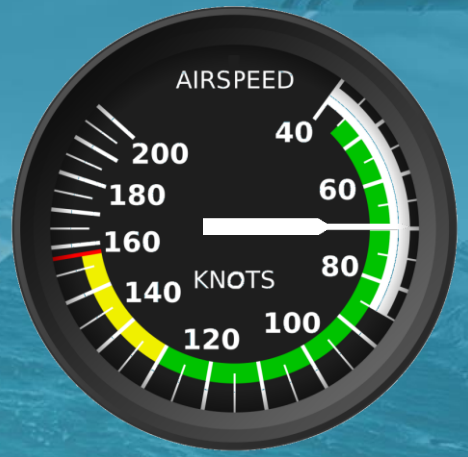
1. While taxiing, use the same crosswind correction with the yoke.

2. Minimum or no flaps to minimize drift after takeoff.

3. Rotate speed slightly higher than normal, then pull off abruptly to prevent possible settling back while drifting.





Crosswind Take Off

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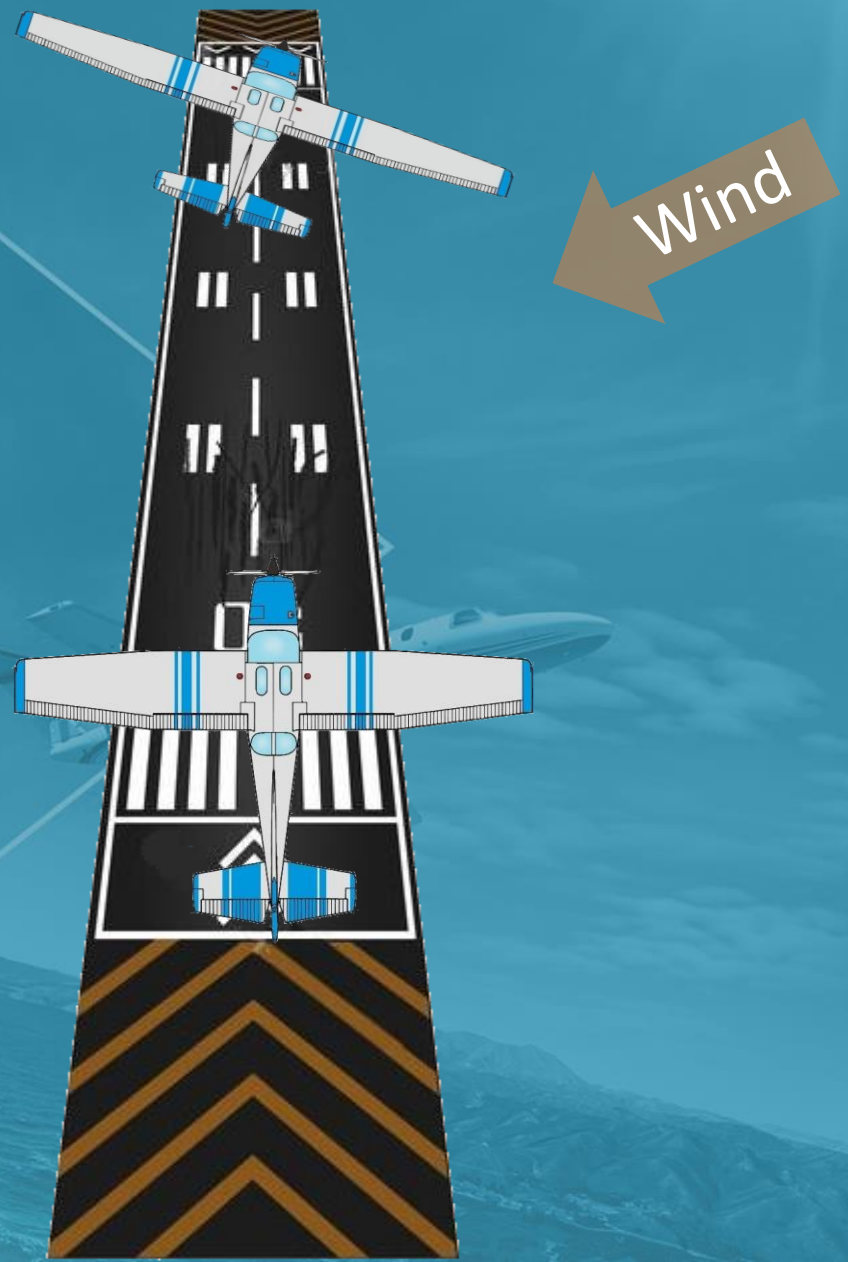
<u>As you Accelerate down the runway</u>:

1. On rollout, gradually remove the aileron correction before rotate.

2. Crab into wind once you are airborne.

3. Try to keep runway centerline to correct for wind.



7th Flight Lesson Briefing

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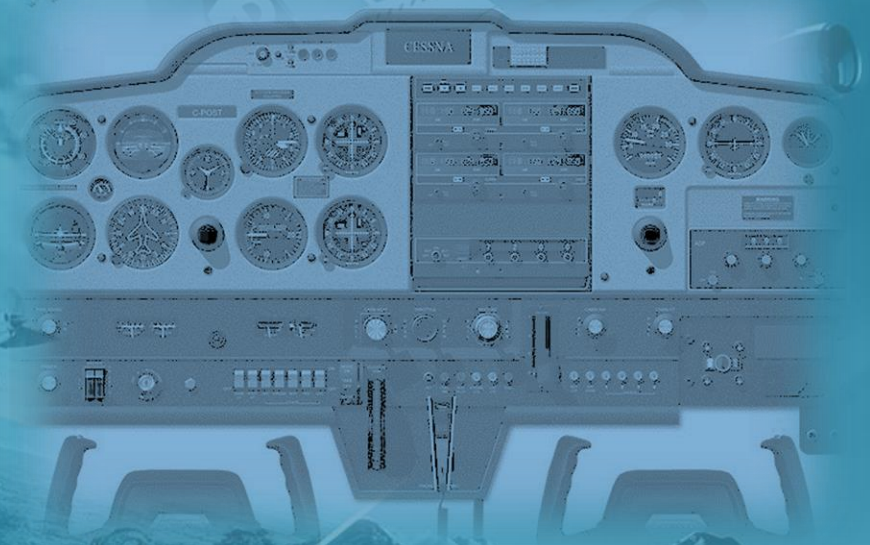
YOUR CONTROL



A 3rd party free download to pass control of the airplane back and forth.

Let's go Flying!

While Jayne and Howard head out to the airplane please direct your questions in chat to her fellow students on live mics.

They will convey your questions upon their return.

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The Walkaround

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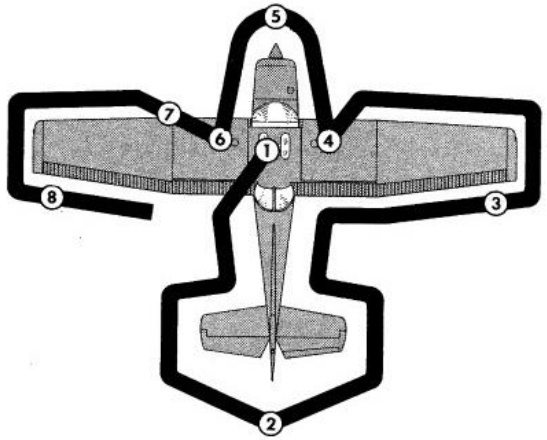

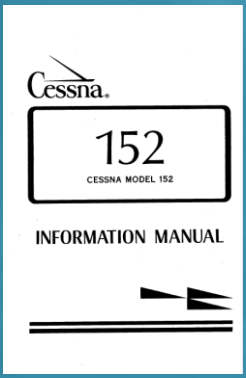

Jayne has done the runup too to save us some time in the stream.

See lessons 2,3 or 4 for full runup

A 152

TAXI (or Run up first)

Brakes Check
Instruments Check while turning

RUN UP (into wind)

Parking Brake — **ON**
Fuel Quantity — **CHECK**
Elevator TRIM check set for **T/O**
Throttle to **1700**
- Mags CHECK - not to exceed 150 rpm on either or 50 between both
Carb Heat — ON (small rpm drop)
Engine Instruments & Ammeter CHECK
Suction Gage CHECK green
Idle RPM, then 1000
Radios and Avionics SET
Controls Free

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-Crosswind techniques

-Landings

-Take offs

-Circuit work

-Cruise/enroute

Review Lesson

Chapter 3: Basic Flight Maneuvers
Chapter 8: Approach & Landing

!Manual (FAA online docs)

POST FLIGHT

(1) Review Lesson, re-brief as necessary.
(2) Assign reading for next lesson

Flight Lesson 7

Summary Questions

1. Where is “crabbing” best used when flying?

These are directed questions at the 6 student pilots in this session.

Chat questions will be addressed after this.

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Summary Questions

2. Why do we use wind correction while taxiing?

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Summary Questions

3. Why can’t you use side-slip for your cruise/enroute trip?

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Summary Questions

4. Why shouldn't you use full flaps AND side-slip?

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Summary Questions

5. What is the safest way to practice crabbing with a crosswind?

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Summary Questions

6. Is there any danger in not correcting for wind in the circuit or landing?

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Summary Questions

7. How would you know there is too much wind for a safe landing?

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Homework

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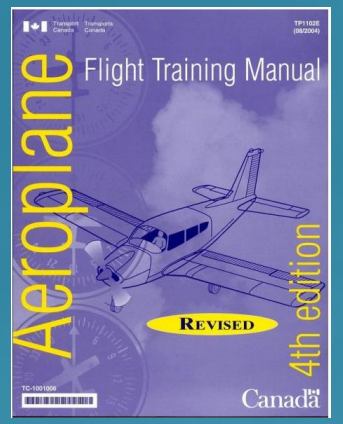

If you have access to the Canadian Flight Training Manual, you can easily find these topics. Alternatively get the link to the FAA online reference material that anyone can access.

!Manual

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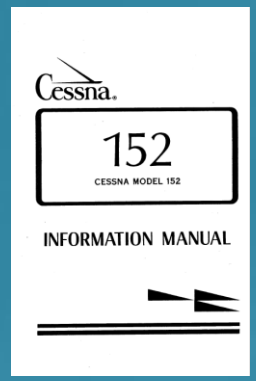
Homework

For Lesson 8



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1. Pre-read the “Emergency Procedures” section of your POH.
2. Off-airport forced landings procedures.
3. During the walkaround, why do we move the ailerons and the elevator surfaces?

!Manual

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Homework

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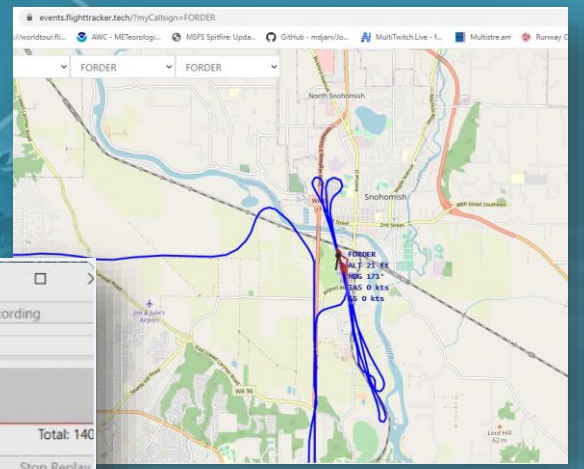
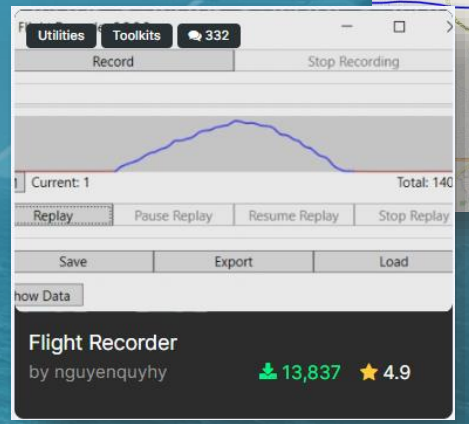
4. Use **Skyvector.com**, focus on KPAE, learn “obstructions”.
5. Use **Flight Events** to see your aircraft trail after circuits to learn.
6. Use **Flight Recorder** to watch your performance from any angle, outside or in.





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