ELEMENTS REPEATED WITHIN THIS AREA OF OPERATION (CONTINUED)

A C E	Position the flight controls for the existing wind, if applicable. 7
A C E	Clear the area, taxi into takeoff position ...
A C E N	Maintain directional control and proper wind-drift correction throughout takeoff and climb. 8
A C E N	Maintain V_X or V_Y, as appropriate, +10/-5 knots to a safe maneuvering altitude.
A C E	Configure the airplane in accordance with the manufacturer's guidance ...
A C E	Comply with noise abatement procedures, as applicable.
D F	Scan the landing runway and adjoining area for traffic and obstructions.
B D F M	Select ... a suitable touchdown point considering the wind conditions, landing surface, and obstructions.

Crosswind takeoffs and landings are the least understood and the least practiced skills most applicants demonstrate. No one would go forward with the checkride if there was significant crosswind, so we seldom see skill in this area. You can be a real standout if you demonstrate honest competency in this area—and you won't worry about rescheduling your ride if it's just a bit windy. — Wally Mo. (DPE)

7 | Too Much Crosswind Correction Beats None At All

When I ask how to handle today's crosswind during the ground portion, I often hear, "I'll deflect ailerons fully into the wind and slowly relax much of it during the takeoff roll." I think, "Great!"

My heart sinks when I see the departure commence with neutral ailerons. The CFI has been letting them get away with sloppy takeoffs without crosswind corrections.

CFIs, please help your candidates adjust for even light crosswinds and they'll remember it during the times it really matters. And applicants: **Start every takeoff roll with crosswind correction in.** If it's too much, it's easy to remove the correction as the takeoff roll commences. In fact, you always have to remove some correction because the control surfaces become more effective as airspeed increases. *— Catherine C. (DPE)*

I often witness an applicant take off without any wind correction—even with a windsock in clear view from the cockpit showing a crosswind. It's rarely a disapproval, but it certainly doesn't demonstrate the awareness of wind I'm looking for. *— Doug S. (DPE)*

Most applicants are unaware of any crosswind. Even many of those who position the yoke for a bit of aileron into the crosswind, allow the ailerons to drift back to neutral before they reach full power. The result is an upwind wing that rises first and an applicant who flails about until we get into a climb.

You can **do better by always holding crosswind corrections steady until power is applied and the airplane is accelerating**. Then remove the corrective aileron as necessary. *— Wally Mo. (DPE)*

8 | Hold Your Pitch During Flap Retraction

Do not make the mistake of pitching down to increase airspeed prior to raising the flaps. This will lead to a descent during climb out, negating your climb calculations.

Maintain your pitch attitude as speed builds through the speed where you want flap retraction. Hold that pitch as you retract the flaps. Be patient. You'll notice that once the flaps are retracted, airspeed will build to the next climb speed without an unwanted (if momentary) descent. *— Pete R. (DPE)*

Freeze That Yaw Axis with Rudder

Left-turning tendency is one of my pet peeves. We lump the sources all together and thoroughly confuse people in the process.

On climbout, you just have P-factor and maybe a tiny bit of slipstream effect. *— Name Withheld (DPE)*

Flying in a side slip (some aileron input in one direction and opposite rudder) is a common error on climbout. It's often due to putting the right wing down instead of using rudder to correct for left-turning tendencies.

One excellent way to verify you're *not* doing this is to verify there is equal distance between the bottom of the wing and the horizon for both wings if you're flying a high-wing airplane. In a low-wing, it's equal distance between the horizon and the top of each wing. That's what you should see on climbout. *— Wally Mo. (DPE)*