
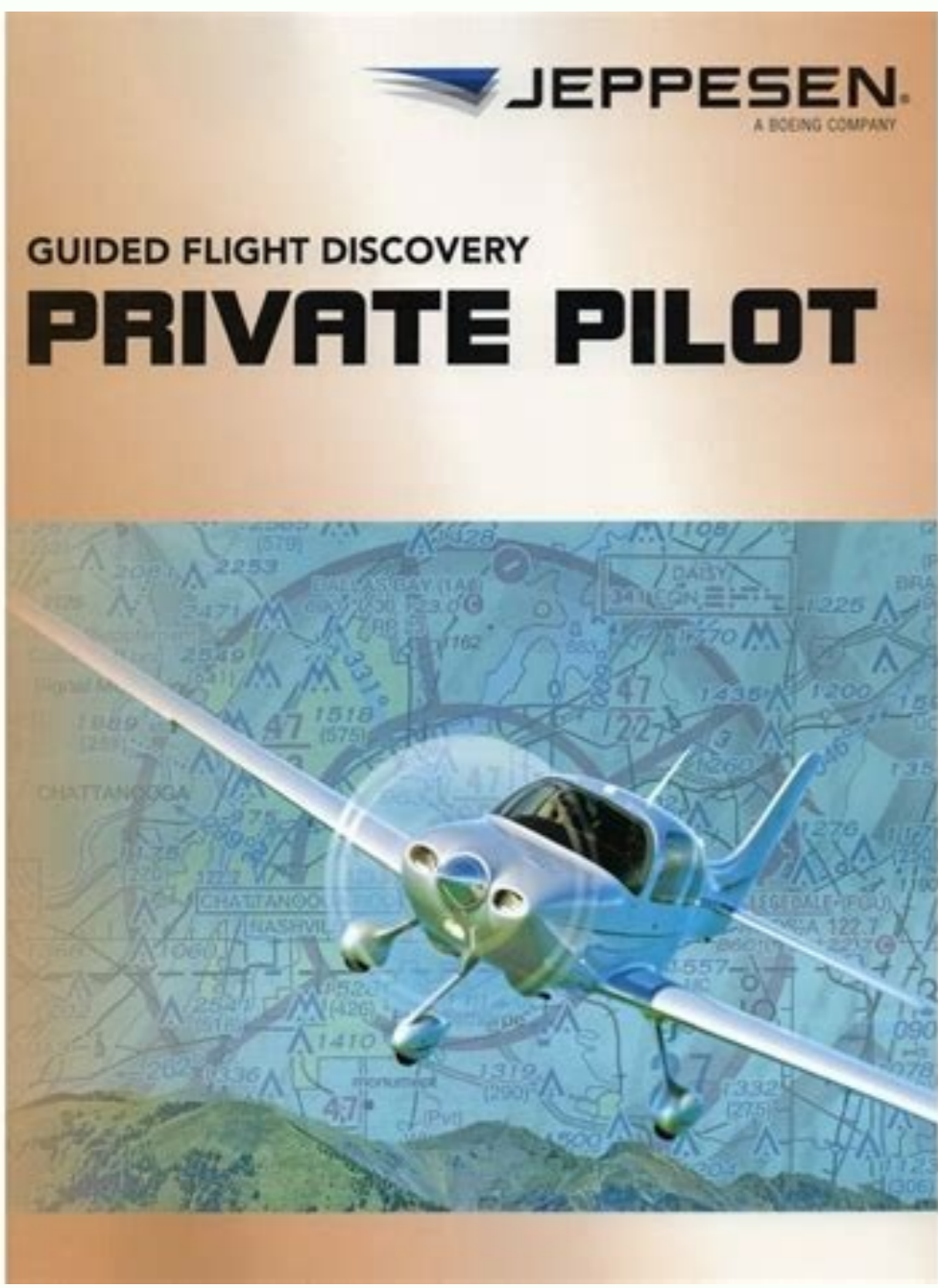


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114 **Red Machado's How to Fly an Airplane Handbook**

**Wing Low Method of Crosswind Correction**

Does this sound challenging? Well, it is. It can even be challenging for experienced pilots, but it's a perfectly acceptable way to handle a crosswind. While I certainly introduce the crab method to my students, I usually prefer that they use what's called the wing low method of crosswind correction. So what's the low down on the wing low method? Let's find out.

**The Wing Low Method**

Remember that the wing low method of landing was created on the back of a napkin at a dingy Chinese restaurant one night many years ago. The restaurant was not dingy. The same restaurant was the ground school of a Midwest Cessna 441 and the home of the Jeppesen flight simulator. Call it whatever you like, but we're calling it the wing low method of crosswind correction. This method of crosswind correction is a simple method of generating crosswind drift just prior to touchdown. It's the crab method, and from our side that "crab" is better. We can conclude that it is the better choice.

With this method, you use the rudder pedals to keep the airplane's longitudinal axis aligned with the runway centerline while deflecting the ailerons to correct for wind drift. This allows you to slip sideways into the wind while not exposing the main landing gear to excessive sideways stress at the moment of touchdown. It is also called the sidestep crosswind technique, too. Yes, you'll touch down on one wheel like a crab, which you'll gently lower the other main gear wheel to the ground (followed by the nose gear) while maintaining directional control of the airplane. Let's take a closer look at this maneuver, which has you slip sideways.

Up to a point before the rudder begins to even a little before that, if you like you're maintaining the required crosswind correction by banking into the wind. Now you activate the wing low method. As you begin the rudder and the subsequent flow, apply whatever rudder is needed to stay the original longitudinal axis (the airplane's nose with the runway centerline, and centered for drift) to wing the airplane (figure 6).

If the drift resulting from the aileron matches the amount of wind drift, the airplane remains directly over and tracks the runway centerline. So deflect the yoke into the wind until the airplane



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