



Figure 12.11 Adverse yaw has been eliminated. Here the aircraft is rolling to the left without adverse yaw. The ball's position "in the middle" shows that the aircraft is in balance.

In short wing-span, high-powered aircraft, **adverse yaw** is not very pronounced, but pilots must be ready to balance rolling movements with coordinated aileron and rudder, as required. In long-wing span, low-powered aircraft such as motor-glanders, **adverse yaw** is very pronounced and a high level of aileron and rudder coordination is required, to eliminate **adverse yaw**.

### USE OF THE FLYING CONTROLS IN TURNING FLIGHT.

Having learnt what are the primary and secondary effects of controls, this is a convenient point for you to consider how the flying controls are used to enter, maintain and exit a turn. Before continuing, you may wish to read again the section on turning flight in Chapter 9.

You will recall that, in order to turn, the pilot applies an appropriate amount of bank in the direction in which he wishes to turn.



Figure 12.12 A PA28 established in a turn to the left, with the ailerons centralised.

Adverse yaw is eliminated by coordinated use of rudder and aileron. That is, applying rudder in the same direction as aileron.

