

*What's wrong with the picture below? Okay, I'm about 20 feet below my assigned altitude (if I told you I was about to dial in an altimeter setting change, would you believe me?). No, look closer. I'll give you a hint—it's a required IFR flight instrument. You probably notice that the slip/skid indicator (née inclinometer's ball) shows a slight deflection. A little right rudder pressure to center the ball, then aileron trim to keep it there (the Beech Bonanza's aileron and rudder are interconnected, so adjusting aileron deflection also adjusts the rudder slightly—there's no separate rudder trim) and the indicated airspeed increased by three knots. This was about four knots of true airspeed increase, free, just by centering the ball with rudder and establishing coordinated flight.*

