

Stick and Rudder

Lots to know about flying, Rules, regulations, procedures, ATC Radio stuff and weather. That is Not what I want you to think about at this moment.

Older text books on flying used to contain a lot on basic flying skills, probably 80 Pct on flying and 20 Pct on rules and stuff. Lately it's just the other way around. Lots of reasons for that, but we don't need to talk about that here either.

I want to ask you to think about your basic skills, stuff we should have learned in the Kindergarten of our flying careers, the stuff that makes flying safe and the fun it can be while continuing to challenge ourselves and grow as pilots.

I hate to tell you how long it took me to figure out that I could keep the airspeed needle inside the case, and on the dial just by looking out the window and holding the right pitch attitude by lining up a particular set of screws in the windshield frame on the horizon.....and how large a part using the trim wheel properly made that possibleWhat a revelation !!!!!

Sight Picture

Chasing the needles, cover the panel and see what happens (With your CFI)

Favorite stories of a student who lost the airspeed just after liftoff when solo.

Know the plane, power and pitch and trim settings with the related airspeeds

Stabilize the aircraft

Smoothness

Four forces, Precession, P factor, Torque and Slipstream

Action and reaction stuff

Total Coordination, not just the rudder and aileron thing.....

Maneuvers, Chandelles, Lazy eight, and Pylon turns

Takeoffs, every takeoff needs to be preceded with an emergency plan.

When is it appropriate to put pressure on the Aileron, Rudder or Elevator and not the other two?

Climbout

Constant pitch attitude, ball centered, runway Track
Pick an object and fly to it

Square turns in the traffic pattern

Close in traffic patterns, not a 2 mile wide downwind leg.

Most of us don't fly B-52s'

Landings

Power off or, low power approaches

Stabilize the descent, trim, sight picture

Side slips, Vs forward slips

Arrival window 80 to 100 Ft. AGL

Landing, no drift, properly aligned at the proper speed and attitude

How far down the runway do you float?

Can't rush the landing

Go around, what's the plan ???

Practice soft field landings

Crosswind landings

Ground protocol, taxiing, runups, right of way stuff

How long can you hold a heading with just your Florsheim or Nike Autopilots ?

Trimming the plane....Hold the attitude and trim off the pressure

What can you accomplish when doing so?

Smooth descents. What is the power setting needed to get the plane you fly to come down 500 FPM without touching the trim?

How many of you have explored the static and dynamic stability of your favorite plane?

Do you ever use foggles or a hood just for the challenge? With a rated safety pilot of course?

How about needle ball and airspeed? Arguably one of the best ways to build smoothness into your routine flying

One of the most reliable ways that I can turn a rough airplane handler into a smooth pilot is needle ball and airspeed.

Do you use your ears? I can hear 3 MPH or 25 RPM

How hard is it to do a steep turn and hold your bank and altitude?

Challenge yourself to practice stalls with the minimum loss of altitude and the most "Under Control" practice possible.

Many accidents happen because the pilot did not continue to fly the plane in a crisis, open door, rough engine, power failure, and flight into weather. This usually happens because the basic skills are not ingrained to the extent that flight continues regardless of the emergency.

Before you get into your favorite airplane again, I'd like you to pick one or a few of these ideas and spend a few minutes getting it into your routine. If you don't get hooked on the idea, I'll be surprised.