



# **FLYING LESSONS for July 4, 2018**

by **Thomas P. Turner**, Mastery Flight Training, Inc.  
National Flight Instructor Hall of Fame inductee

*FLYING LESSONS* uses recent mishap reports to consider what *might* have contributed to accidents, so you can make better decisions if you face similar circumstances. In almost all cases design characteristics of a specific airplane have little direct bearing on the possible causes of aircraft accidents—but knowing how your airplane's systems respond can make the difference as a scenario unfolds. So apply these *FLYING LESSONS* to the specific airplane you fly. Verify all technical information before applying it to your aircraft or operation, with manufacturers' data and recommendations taking precedence. **You are pilot in command and are ultimately responsible for the decisions you make.**

*FLYING LESSONS* is an independent product of MASTERY FLIGHT TRAINING, INC. [www.mastery-flight-training.com](http://www.mastery-flight-training.com)

Pursue ***Mastery of Flight***

## ***This week's LESSONS:***

**It's the fourth of July**, Independence Day here in the United States. No matter where in the world you fly (and with apologies to my friends in the United Kingdom), today is all about *life, liberty and the pursuit of happiness*. What better exemplifies these ideals than personal flight?

**To celebrate these freedoms** I'm changing gears this week with a short, hopefully inspiring piece. Instead of reviewing accident scenarios I'm going to quote a FaceBook post by my friend and *FLYING LESSONS* reader Ken Rogers, who was in turn quoting a friend of his. Despite its third-handedness it is a great expression of the freedom of flight attributed to Peter Rafle, Assistant Chief Pilot at Princeton, New Jersey Airport (39N):

Richard Bach wrote, "The airplane is just a bunch of sticks and wires and cloth, a tool for learning about the sky and about what kind of person I am, when I fly. An airplane stands for freedom, for joy, for the power to understand, and to demonstrate that understanding. Those things aren't destructible."

Antoine de Sainte-Exuprey wrote, "I fly because it releases my mind from the tyranny of petty things."

My aviation career has been a continuing learning experience. It has been very satisfying to really learn so many things deeply. All the insights that developed by paying attention to the airplane (each and every one) gave me confidence and real pleasuring in piloting.

This process was expressed so well by Wolfgang Langewiesche, who wrote: "There is a little electric spark that jumps, someplace inside you, the moment you really understand something. It feels good. Watch for it!"

Another quote from Richard Bach is, "For pilots sometimes see behind the curtain, behind the gossamer velvet, and find the truth behind man, the forces behind the universe."

And then there is safety. Stephen Coonts, in his book about Navy A-6 operations in Viet Nam, *The Intruders*, wrote: "This thing we call luck is merely professionalism and attention to detail; it's your awareness of everything that is going on around you; it's how well you know and understand your airplane and your own limitations. Luck is the sum total of your abilities as an aviator. If you think your luck is running low, you'd better get busy and make some more. Work harder. Pay more attention. Study your NATOPS [handbook and procedures]. Do better preflights."

Go out and enjoy your flying and fill in your aviation education with some good reads. Keep learning, because as Edward Gibbon said, "The winds and the waves are always on the side of the ablest navigators."

**Enjoy the independence** that flying an airplane brings. And never stop learning to fly—keep your little electric spark igniting.

Comments? Questions? Let us learn from you, at [mastery.flight.training@cox.net](mailto:mastery.flight.training@cox.net)



# How Much Flight Risk Should You Accept?

[Watch this video](#) for a thought-provoking answer to this important question.



See [https://www.pilotworkshop.com/how-much-risk?utm\\_source=flying-lessons&utm\\_medium=banner&utm\\_term=&utm\\_content=&utm\\_campaign=risk&ad-tracking=fl-risk](https://www.pilotworkshop.com/how-much-risk?utm_source=flying-lessons&utm_medium=banner&utm_term=&utm_content=&utm_campaign=risk&ad-tracking=fl-risk)

---

Please help cover the costs of providing *FLYING LESSONS* through the secure **PayPal donations button** at [www.mastery-flight-training.com](http://www.mastery-flight-training.com).

Or send a check to **Mastery Flight Training, Inc.** 247 Tiffany Street, Rose Hill, Kansas USA 67133.  
Thank you, [generous supporters](#).

---

We'll get back to the usual format, including a first-person account of an engine failure and landing on a busy highway and selections from a large amount of reader Debrief email, next week.

Share safer skies. [Forward FLYING LESSONS to a friend](#)



### **Pursue Mastery of Flight.**

Thomas P. Turner, M.S. Aviation Safety  
Flight Instructor Hall of Fame 2015 Inductee  
2010 National FAA Safety Team Representative of the Year  
2008 FAA Central Region CFI of the Year  
Three-time Master CFI

---

*FLYING LESSONS* is ©2018 Mastery Flight Training, Inc. For more information see [www.mastery-flight-training.com](http://www.mastery-flight-training.com), or contact [mastery.flight.training@cox.net](mailto:mastery.flight.training@cox.net).