



FLYING LESSONS for April 29, 2021

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.**

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This week's LESSONS:

The Rites of Spring

These all have appeared in the FAA preliminary reports in ***just the past two weeks:***

1. An RV-10 landed and veered off the runway, and its left wing struck a runway light....
2. A Just Highlander ground looped during landing....
3. A PA28 landed and veered off the runway....
4. An RV-7 landed and came to rest upside down....
5. A Hawker Hunter left the runway during landing....
6. A Remo GX lost control during landing and incurred a prop strike....
7. A Beech King Air 200 landed and veered off the runway....
8. A PA28 landed and veered off the runway....
9. A C172 landed and veered off the runway....
10. A C172 veered off the runway during landing....
11. An RV-4 lost control during landing and flipped over....
12. A C185 pulled to the right during landing and then flipped....
13. A Lear 35A landed hard and incurred a right wing strike....
14. A C170 landed and veered off the runway....
15. A GC-1B Swift ground looped and its gear collapsed....
16. A Long EZ bounced on landing and its nose wheel separated....
17. A Lancair 360 landed hard and its gear collapsed....
18. A C182 landed and veered off the runway, striking a taxi light....
19. A Lancair IVP scraped both wings after a hard landing due to a wind gust....
20. A C180 hit a tree with its left wingtip during landing in a crosswind....
21. A C172 veered off the side of the runway during touch and goes....
22. An RV-8 veered off the runway during landing....
23. A C182 landed and veered off the runway, striking a parked aircraft....
24. A Swearingen Merlin lost control on landing and veered off the runway....
25. A Cirrus SR22 landed and veered off the runway....
26. A Cessna Citation 750 landed hard and bounced, damaging both wingtips....
27. A C172 veered off the runway into a ditch during landing
28. An Aeronca 7AC landed and then ground looped....

29. A Boeing A75 veered off the runway and flipped over....
30. A C182 on landing rollout veered off the runway....
31. A DA20 veered off the runway....
32. A C172 landed and veered off the runway....

It might be the springtime winds. It might be the result of pilots who have not flown much in the past few months. Some of these events may have a mechanical failure as its cause—although I've omitted any preliminary reports that suggest a systems failure. It may simply be a fluke... except **I've written lists just like this one several different years about this time.**

Regardless of the cause, loss of directional control on the runway (LODC-R) represents one of the most common causes of airplane damage...which are increasingly expensive to repair, raise insurance costs for us all, and means the pilot may even be less experienced in runway directional control when the airplane is fixed and the pilot is again able to fly.

The first—but certainly not the only—reason LODC-R occurs is improper aircraft control in adverse winds. The two-week record, however...one repeated almost annually...reminds us that crosswind control is one of the major skills we can maintain and improve, and thereby significantly reduce the total accident rate and its negative fleetwide outcomes.

Most airplanes have a maximum demonstrated crosswind component. But experience shows ***the true crosswind limitation is not with the airplane, it's in the hands (and feet) of the pilot.*** In almost all reported cases of loss of directional control on the runway, the crosswind component is less than half the airplane's published crosswind "limitation."

Some time in the next month, make a special effort to practice crosswind takeoffs and landings. Focus on keeping the runway stripe between the main wheels at all phases of the takeoff and landing. Start with a slight crosswind component, working your way up to the airplane's maximum demonstrated crosswind component (or more) as your proficiency builds.

You may want to find a flight instructor or pilot mentor to help you expand your crosswind envelope. Definitely engage a good CFI if you're unable to maintain runway alignment, with the runway stripe between the wheels. When you're planning your next Flight Review or other recurrent training, defer a couple instrument approaches or a review of engine management and spend some time in the traffic pattern perfecting your runway directional control.

Recall that your new crosswind personal limitation comes only after focused practice. Reduce the maximum crosswind you will accept for takeoff or landing as time passes since your last practice session.

Don't accept a runway if the attempt exceeds your current crosswind limitation. Question ATC if you need to. Don't use a runway just because it's aligned with your arrival or departure, or because someone else used that runway before you. Take care to deconflict yourself with other airplanes, adhere to standard patterns so others will know where to look, and announce your intentions on the traffic advisory frequency. Exercise your pilot-in-command authority to avoid "veering" onto the accident record.

Questions? Comments? Relevant experience? Send them to mastery.flight.training@cox.net.

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See <https://pilotworkshop.com>

Debrief:

Readers write about recent *FLYING LESSONS*:

Frequent Debriefer and retired TWA captain Tom Rosen writes about the [April 15 LESSONS, Mastery in Action](#), that celebrate a great example of airmanship caught on video. Tom writes:

I've been thinking about that video... So many pilots don't understand and appreciate the importance of "slot recognition." That video is a GREAT example of a stabilized slot. I would guess that it's more than a 3-degree slot because it looks like 3 degrees, but it's such a short runway. Very good choice of video to support your topic.

See <https://www.mastery-flight-training.com/20210415-flying-lessons.pdf>

Reader Kent Krizman adds his persons insights:

I enjoyed your article on stabilized approaches into the island of Saba. I've spent a bit of time flying in the Caribbean and actually have authorization to fly into St. Barth's (TFFJ) from the FDAC (French FAA). While training for St. Barth's, my French CFI took me on a ten-minute flight to Saba, where we did a low approach and go around without touching down. We were not allowed to land as the Winair Twin Otters and another small cargo carrier are the only approved operators with landing authorization. As an aside, if you procure a local aeronautical chart for the Windward Islands, which includes Saba, you will notice that the Saba Airport is *not* even diagrammed as an airport on the sectional chart. I believe this is to discourage pilots from even attempting to land there.

Reader and Beech Bonanza pilot Lorne Sheren expands on the theme of **Mastery in action**:

Several years ago I did a [BPPP](#) [training flight] with [instructor] Waldo Anderson. He demonstrated lazy eights for me, with the touch of a surgeon on the yoke, never moving the ailerons more than, maybe, 5 degrees. Like a ballet dancer on her toes. The Bonanza clearly enjoyed being pampered rather than being thrown around. And it showed. I'll never forget this demonstration of **how to fly smoothly and effortlessly**. You're right: mastery is obvious when you see it. It's also rare. I'm still looking. Maybe I'll apply to Winair.

See <https://www.bonanza.org/training/pilot-training/>

Thank you, readers, and thanks also to the many whose Debrief comments are still in my inbox waiting for their turn to appear here.

Questions? Comments? Send them to mastery.flight.training@cox.net.

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Now is the time

If you're even considering flying to Oshkosh for AirVenture 2021, **now** is the time to begin preparing yourself for the arrival. Sean Elliott, EAA Vice President of Advocacy and Safety (and *FLYING LESSONS* reader), wrote this week:

With AirVenture on hiatus last year, it is more crucial than ever to thoroughly *read and understand the 2021 AirVenture NOTAM* to ensure safe operations on arrival and departure for this year's event. We also urge all pilots to *log appropriate cross-country time prior to* their trip to *Oshkosh* so they have the proficiency and confidence to fly safely in conjunction with a thorough knowledge of this year's NOTAM.

For many years I've published a **six-part series** on **flying into AirVenture**. The purpose is to help prepare you for your Oshkosh arrival...and even if you're not going to EAA this year, the preparation steps will make you a better pilot. With Sean's advisory, and the incredibly long list of landing accidents just in the past two weeks, we can probably all use the focused landing refresher.

Get started

To get started, this week review the first three Oshkosh *LESSONS*:

- *FLYING to AirVenture #1*: [Know the NOTAM](#)
- *FLYING to AirVenture #2*: [Have a Backup, and Fill 'er Up](#)
- *FLYING to AirVenture #3*: [Airspeed Control](#)

See:

<https://www.mastery-flight-training.com/airventure-arrival-part-1-2.pdf>
<https://www.mastery-flight-training.com/flying-to-osh-2backup-and.pdf>
<https://www.mastery-flight-training.com/flying-to-osh-3airspeed.pdf>

The little things

“Because the minor things so rarely cause accidents, there is tendency to ignore them to the point of complacency.”

- AVweb editor Paul Bertorelli, in his article this week “[This is Why We Can't Have Good Things](#),” an excellent commentary on engine maintenance and pilot preparedness.

See https://www.avweb.com/insider/this-is-why-we-cant-have-nice-things/?MailingID=596&utm_source=ActiveCampaign&utm_medium=email&utm_content=Bye+Aerospace+Introduces+Eight-Seat+eFlyer%2C+EAA+Announces+AirVenture+NOTAM+Changes&utm_campaign=Bye+Aerospace+Introduces+Eight-Seat+eFlyer%2C+EAA+Announces+AirVenture+NOTAM+Changes+-+Friday%2C+April+23%2C+2021

My *LESSONS* this week were originally going to surround the notion that **personal minimums are worthless if you abandon them when they become inconvenient** and succumbing to the temptation to act against your better judgment when presented an opportunity to demonstrate your superior skill.

A recent, high profile event widely reported this week put my essay into an unplanned hold while I process the latest and (hopefully) do the entire topic justice. It may be next week's *LESSON* or it may take more time. As they say, thanks in advance for your patience.

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



Pursue Mastery of Flight.

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