



Highlights and Margin Notes in
Wolfgang Langewieshe's

Stick and Rudder: An Explanation of the Art of Flying
Chapter 17 Notes

Perhaps my notes and observations will inspire you to buy your own copy and learn from this classic...or to take the copy you already own off the shelf and revisit its great lessons, just as I am doing again now.

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Continuing my notes on Wolfgang Langewieshe's essential classic, ***Stick and Rudder***.

Part V: Getting Down

Chapter 17: "The Landing Run"

Page No.	Highlighted Text (Langewiesche's words)	My margin notes
312	More airplanes are wrecked during the landing run than during any other maneuver. Just at the time when the pilot tends to think his worries are all over, the airplane is actually in its most vicious mood.	
314	The ground loop is not caused by sideways drift, nor...by the pressure of the cross wind...., such things merely cause the first mild swerve.... The first swerve is only the trigger, as it were, which releases the bigger and more vicious effects of centrifugal force.... Any swerve will always set up forces that will make this swerve worse. The ground loop feeds on itself.	This is why gear ahead of the center of gravity (i.e., tailwheel) makes a ground loop likely
315	Conventional landing gear, in other words, is <i>directionally unstable</i> To keep the airplane rolling straight ahead, the pilot must work.	
317	On the conventional gear, the airplane would really prefer to roll tail first and...the ground loop is really nothing but the airplane's attempt to get its tail out in front.	My Cessna 120: hard to pull forward by struts with both hands, easy to push backwards with one hand on the tail fin.
CHAPTER FINAL COMMENT		Langewiesche ends abruptly with a discussion of landing errors in an Ercoupe-like two-control, direct nosewheel steering aircraft...then suddenly, done!

Secure your own copy of *Stick and Rudder* and make your own notes and observations. Beyond simply reading its words, analyze, criticize, mark up and understand Langewiesche's teachings to, as Adler suggests, **make this book your own**.

I look forward to your comments on these notes and the larger work. Please send your thoughts to me at mastery.flight.training@cox.net. Thank you.



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