

THE RITE FLYER

MARTIN AIRFIELD

Afraid Of Stalls? Try A Falling Leaf.

Coming Up ...

Meeting :

Monday , February 10th,
7:00 p.m. at Martin Field

Program: EAA Chapter
Video

Next Meeting:

March 9th, Martin Field 7:00
pm

Chapter Website:
www.604.eaachapter.org

2019 Officers

- President
Bill Herrington
ayv8or77@yahoo.com
- Vice President
Torch Davis
sourcer@charter.net
- Young Eagle Coordinator
Susan Chlarson
tdstogether@gmail.com
509 607-1257
- Treasurer
Ron Urban
urban@whitman.edu
509-525-1702
- Secretary/Newsletter
Don Gibbard
gibbdo@pocketinet.com
509-525-9497

By [Colin Cutler](#), 02/04/2020

Afraid of stalls? You're not alone. In fact, nearly every pilot is apprehensive about stalls when they're starting out.

Picture this: your stall warning horn is blaring in the background, your aircraft's nose shudders downward, and a random wing drops. You try to correct, and everything gets worse. It's no wonder nearly every student pilot has sweaty palms when they're practicing stalls.

Rule #1: You're Not Falling Out Of The Sky

The first misconception of stalls is that *you're falling out of the sky*. Your plane is still flying during a stall, it's just not generating enough lift to stay at altitude. In fact, a stall is defined as the point where *"an increase in angle attack results in the decrease in lift."* You still have lift, just not as much of it.

What about the nose of the aircraft pitching down? That's your aircraft's stability at work. Your plane's center of gravity is forward of your wing's center of lift. As you stall, the amount of lift decreases, and the center of gravity pulls the nose down.

Remember, this is a good thing. As your nose drops, your airspeed increases, angle of attack decreases, and your wings can generate enough lift for you to maintain altitude again.

Why Does A Wing Drop?

If you're not perfectly coordinated, your wings will fly at different angles of attack. The wing with the higher angle of attack is in a deeper stall, and generates less lift. That causes

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Calendar Items to share

Week Days Coffee Club, Martin Field Pilot's Lounge, 10:00 a.m.— come see who is there

Feb 22-23 **NW Aviation Conference & Trade Show** , Puyallup WA

Feb 29 Last Saturday Breakfast, Pendleton and Hermiston 8:00 am



Afraid of Stalls? *continued*

it to drop.

But you don't correct with ailerons, that will only make it worse. Trying to raise a wing with an aileron actually increases angle of attack and [deepens the stall](#). Instead, use opposite rudder to raise the wing.

The Falling Leaf: A Great Way To Overcome Your Fears

The "falling leaf" maneuver is a series of full stalls where you never release back pressure on the yoke. During the maneuver, your plane looks like a leaf slowly rolling and falling through the air.

To start a falling leaf, enter a power-off stall just like you normally would. When the aircraft pitches down, continue to hold elevator back pressure, and leave the power at idle. Your aircraft will pitch back up, stall again, and pitch back down. Continue holding the back pressure until you've mastered the art of keeping the plane wings level, or you near your minimum safe altitude. *(Which should be at least 1,500 feet above the ground for a single-engine plane.)*



Four successive stalls in a falling leaf maneuver

The Common Errors

Like any maneuver, the falling leaf has some common errors. If your wing drops and you're reacting too late with rudder, you're probably looking at the aircraft's nose too much. Look up and focus on the horizon. Let your peripheral vision tell you when a wing starts to drop, so you can react with opposite rudder.

Some pilots also punch the rudders too aggressively, and hold the pressure too long. In this case, you'll see the aircraft over-correct, rapidly rolling left and right. Lighten up your rudder pressure, and dance on the pedals. Don't keep pressure in too long, just tap the rudder pedal to raise a wing.

Last off, you might find that your aircraft naturally recovers and doesn't enter a secondary stall. In this case, you're not applying enough back pressure on the yoke. Bring your yoke (or stick) full back.

Try It Yourself, With An Instructor

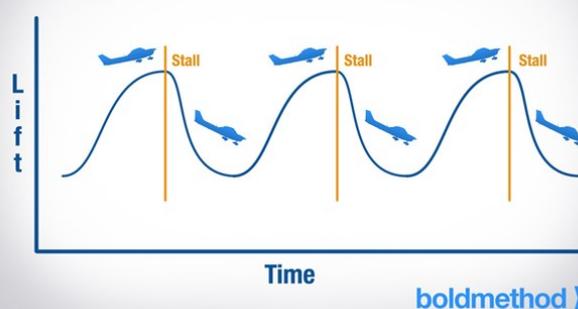
If you're a student pilot, or you've never flown this maneuver before, take an instructor along for your first try. They'll show you how to do it, and they'll help you identify and errors as they occur, saving you frustration.

Bring along some cold water bottle too. The pitching and rolling can be a bit rough, and you may feel a bit sea-sick on your first few tries. The cold water helps.

Even if you're a certified pilot well past your check ride, the falling leaf is a great maneuver to practice. It keeps your legs nimble, and helps you develop a feel for your airplane when you're approaching a stall.

(edited from Boldmethod.com)

Lift During Falling Leaf Stalls



EAA Chapter 604 Minutes, January 13, 2020

The meeting was called to order by President Bill Herrington at 7:03. Leah Miller and Josh Carlile were guest at the meeting. The Minutes were read from our last meeting. A motion was made and seconded to approve with one correction, changing Run to Ron. Motion carried.

The Treasurer's report was given by Ron Urban. He presented both December and January report since we did not have a business meeting in December. He reported income from Dues of \$230 and a donation of \$20. Expenses included our annual Chapter renewal and insurance with EAA, a Banquet Permit, and State Liquor permit for the Christmas party. A motion to approve both reports as made and approved.

Administration: Insurance and Chapter Renewal was complete in December. President Bill H. made a presentation to Dave Cheney with a Life Membership to EAA and the Chapter. This was a long overdue award for the years of service to EAA and Chapter 604.

The 2020 Refreshment signup sheet was passed around for volunteers to bring refreshments at each of our meetings.

Old Business. Projects – The J3 Cub is still in the paint process. The cold weather had made it difficult to move ahead for now. Boyd will keep us informed when he needs help again. Once the paint is complete, we can start assembling the plane.

JJ Harrison purchased the Cessna 120 that Del Sams owned.

Martin Field Issues: Ray Bankes has been cleaning up the airport. He reported that the fuel limit has been raised to \$500 so there shouldn't be an issue with filling our tanks.

There is talk of adding a "tetrahedrane" (lighted wind direction pointer) Travis Chlarson mentioned the use of an old empenage for this had been done before.

New Business: 2020 Young Eagle Planning. Things to include Date, advertising, paperwork, facility prep, pilot prep, key positions/assignments, vendors, safety, side attractions, etc. Bill is looking at additional pilots from Richland, Pendleton, and Hermiston and that we may be willing to trade events. June 7th is the proposed date for 2020. Susan C. suggested some changes which will be discussed in committee.

Pedal Planes need upgrades and repairs. Norm Skiles agreed to look at them.

Airport Event: "Let's Fly Now" program, Classic Car "Fly N Shine" ideas were discussed. These events will require a lot of promotion. We are looking at adding seminars and food to an event. The goal would be to promote Aviation on the community. Flying Start could be worked into a community event. The planning committee is- Matt Harris, Ron Urban, Susan Chlarson, Don Gibbard. It was suggested that we try to include the Antique Airplane Club of Puget Sound into our planning.

The Board of Directors will start meeting separately from the general meeting to handle business and bring back a report to the chapter. This will leave us more time of educational programs and social events as well as project review.

Respectfully submitted,
Don Gibbard, Secretary

2019 REFRESHMENTS

JANUARY	-
FEBRUARY	Skip Wade
MARCH	Matt Harris
APRIL	Charlie Miller
MAY	Ron Urban
JUNE	Del White
JULY	Dave Cheney
AUGUST	Don Gibbard
SEPTEMBER	Travis & Susan Chlarson
OCTOBER	Dave & Leah Miller
NOVEMBER	Bill Herington
DECEMBER	CHRISTMAS PARTY

Proceed With Caution! By David St. George

As a thought experiment, imagine you are at a food buffet with a wide variety of options freely available to you. The only problem is half are nourishing and good for you and the other half will make you sick and might even kill you. And the most attractive might be the most poisonous. Welcome to the world of YouTube (and the internet) as “aviation education!” The internet is a great tool to disseminate valuable information but we have to continuously remind ourselves it is also very good at propagating myths and fallacies. And as humans we are often too willing to believe and reinforce our own personal biases – just look at our current political climate?

On a check ride a while back, a CFI applicant terrified me with a monster *skid* turning base to final and described it as a “slip to landing” – Game over, no replay! (Can you imagine him spreading this error to 20 new people a month?) His source was a 30K airline pilot online who very clearly described this erroneous maneuver as “an easy way to slip to final” – “just add bottom rudder and hold aileron out of the turn.” ([Please don't try this!](#)) The source seemed valid with credentials and lots of other useful information. But this totally wrong and dangerous information was a “poison pill” mixed in with useful hints. The result was a very unhappy (and unsuccessful) applicant.

In another case, I recently watched a well-credentialed online CFI from a bigger school (with a pretty well-

produced series of training videos) teach and simultaneously perform a chandelle (presumably to help commercial applicants). This maneuver was so far from correct it was embarrassing. It really could have been a perfect demonstration of “common student errors” instead. And guaranteed some unfortunate student is going to believe this video and show up for a flight test and fly this procedure as a model (it happens). Game over!

Your pilot knowledge and skills should be a protected vault of trusted learning and techniques that has to be verified and correct. It should never be a public thoroughfare of opinions, but firewalled from everyday casual inputs. It is essential to suspiciously examine and test every opinion or recommendation you take in against known valid sources before importing it into your operating system. Bad information is like malicious computer code in a system -it can fire off an inappropriate or dangerous action at the worst time. And once you acquire and reinforce a bad habit it is very difficult to eradicate.

As a CFI and examiner, I see bad techniques and erroneous ideas way too often – this is both online and elsewhere given as advice or “education.” Personal online sources are just the easiest “vector for the virus” – **clicks are dollars and truth is rare!** Everyone with a GoPro is an “expert.” Unfortunately, being able to tell good from bad in “aviation truth” almost presupposes a certain advanced level of skill and knowledge – coupled with a discerning bull\$hit detector. So step one is carefully verifying every source and “fact.” Choose your reliable, trusted providers and verify the information against known industry “references.” For aviators, these are the [FAA Airplane Flying Handbook](#) or [Pilot's Handbook of Aeronautical Knowledge](#). All the FAA manuals and handbooks are [available FREE](#) and you can take that knowledge to the bank. Peer review and careful screening ensure good content.

The danger of questionable safety culture and errors is largely found in the Vlog “home movie” crowd trying to be exceptional and stand out with some unique perspective or exciting angle. Remember, homebrew YouTubers create content to be sensational and attract attention solely for fame and profit; “pimp my channel.” They are not necessarily intended as good guides for safe procedures or standard acceptable practices.

(from SAFE Society of Aviation and Flight Educators)

2020 Northwest Aviation Conference & Trade Show

February 22 & 23, 2020
WA State Fair Events Center, Puyallup WA

ATTENDEE Information

Admission \$5/day; Parking
FREE

We are working on the 2020
Schedule and still have
limited spots open-- please let
us know if there is a dynamic
aviation speaker you would like
us to reach out to. *Thank you!*

