



NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

MENTOR

LIVE



Welcome!

NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

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LIVE

Understanding Stalls and Spins



Mark King, MCFI-A

CP Aviation, Santa Paula, CA

Capt. Brian Schiff

ATP, CFII, MEI



Starts May 18th at 5:00 PM PDT

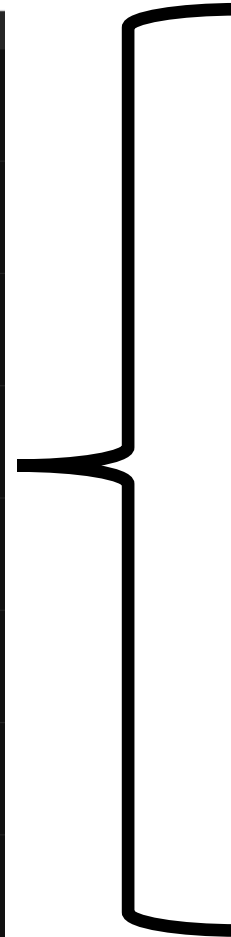
KINGS Discuss "Crash At Gillespie Field"

Live Program Will Appear On This Page At The Scheduled Time



9 Posts

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- About This Course
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1 day ago
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New 2-clicks to quiz

Course Resources

Speaker Biographies

Educational Foundation

MentorLIVE Archives

Course Evaluation



Captain Brian Schiff

- Veteran captain for a major US airline
- More than 20,000 hours
- Active flight instructor since 1985
- Wide-ranging general aviation experience
- NAFI Board Member

Mark King

- Master Aerobatic Instructor
- 3,000 of 8,000 hours dual devoted to emergency maneuver training (UPRT), tailwheel and aerobatics
- Provided training for Federal, State and County agencies in UPRT, has taught UPRT and, aerobatics in Europe

Q&A Break



- Your questions and comments are welcome! You bring extra value to Mentor*LIVE*!
- Join the chat on the right side of your screen and post your questions there
- We will do our best to get as many answered as possible.
- Thank you for joining us tonight

Understanding Stalls and Spins



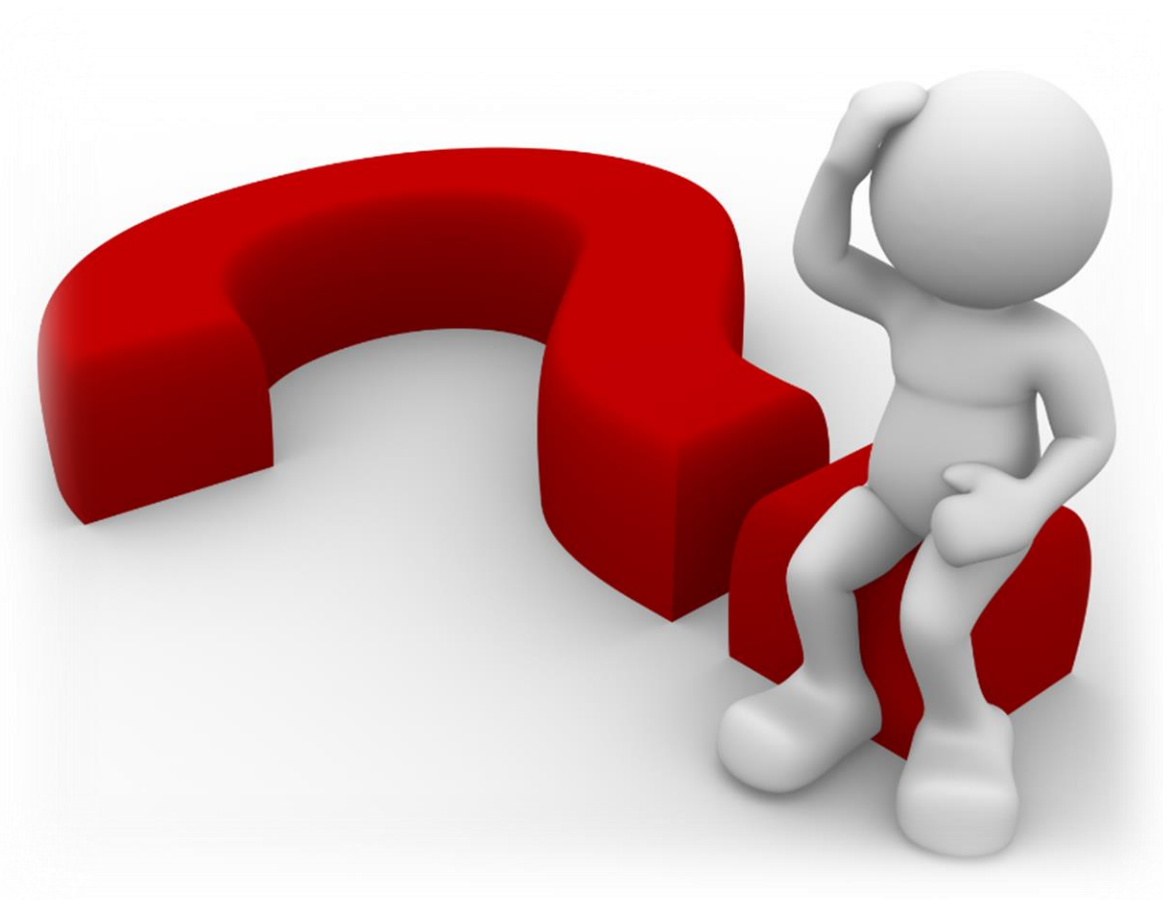
Mark King, MCFI-A

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Why are we talking about this?



Slipping Turn

Uncoordinated turn.

Too much bank for the rate of turn.

Not enough or opposite rudder.



Skidding Turn

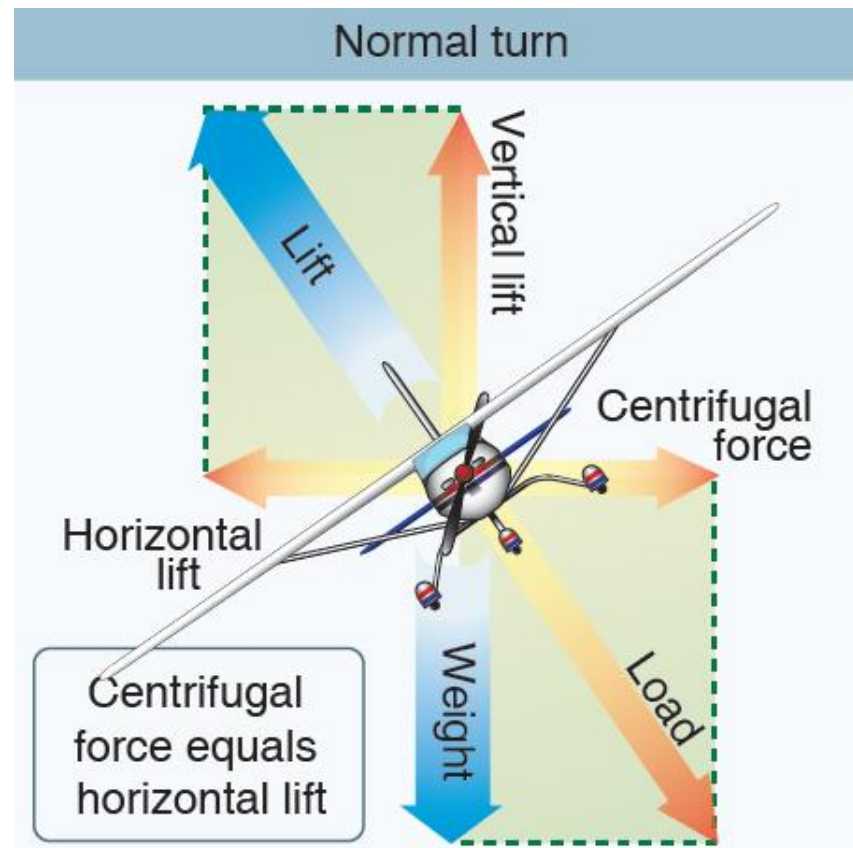
Uncoordinated turn.

Rate of turn too great for bank angle.

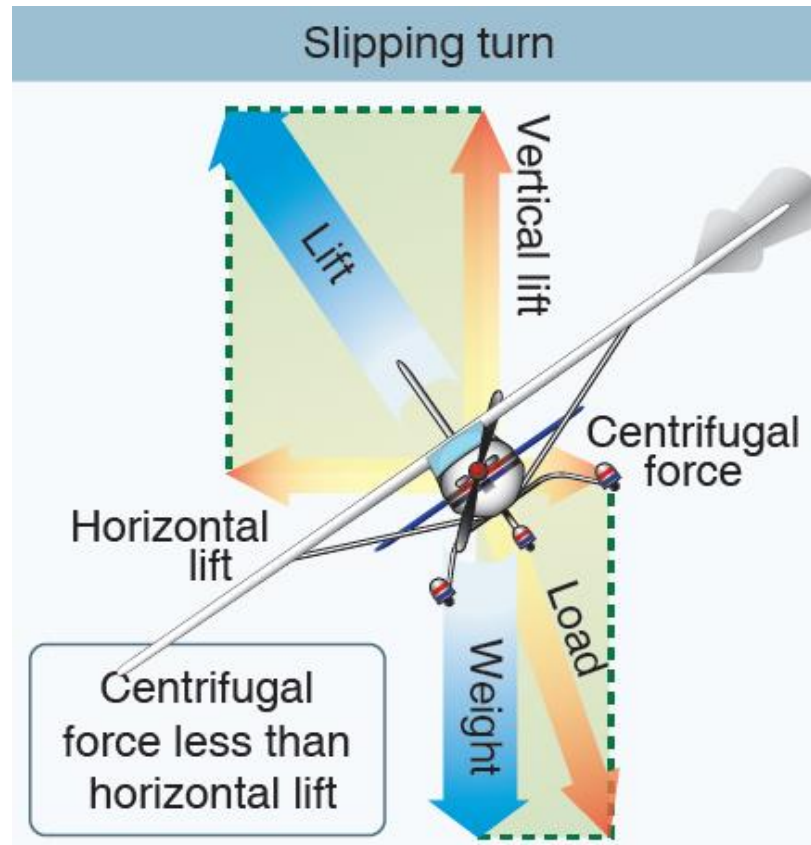
Too much rudder.



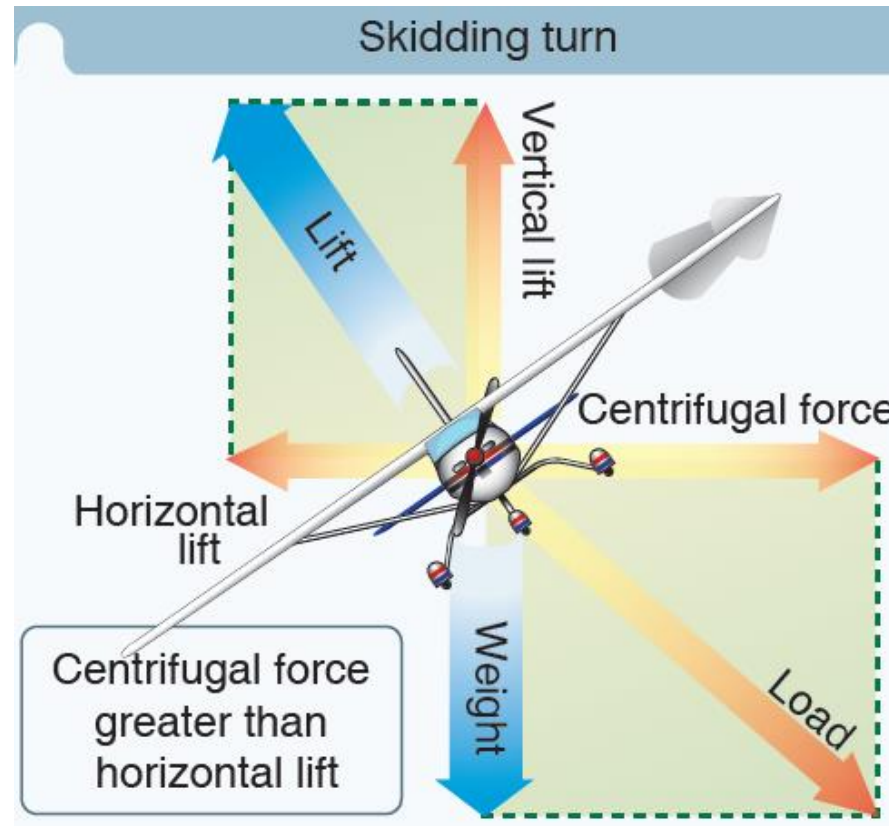
Normal, slipping and skidding turns at a constant altitude.



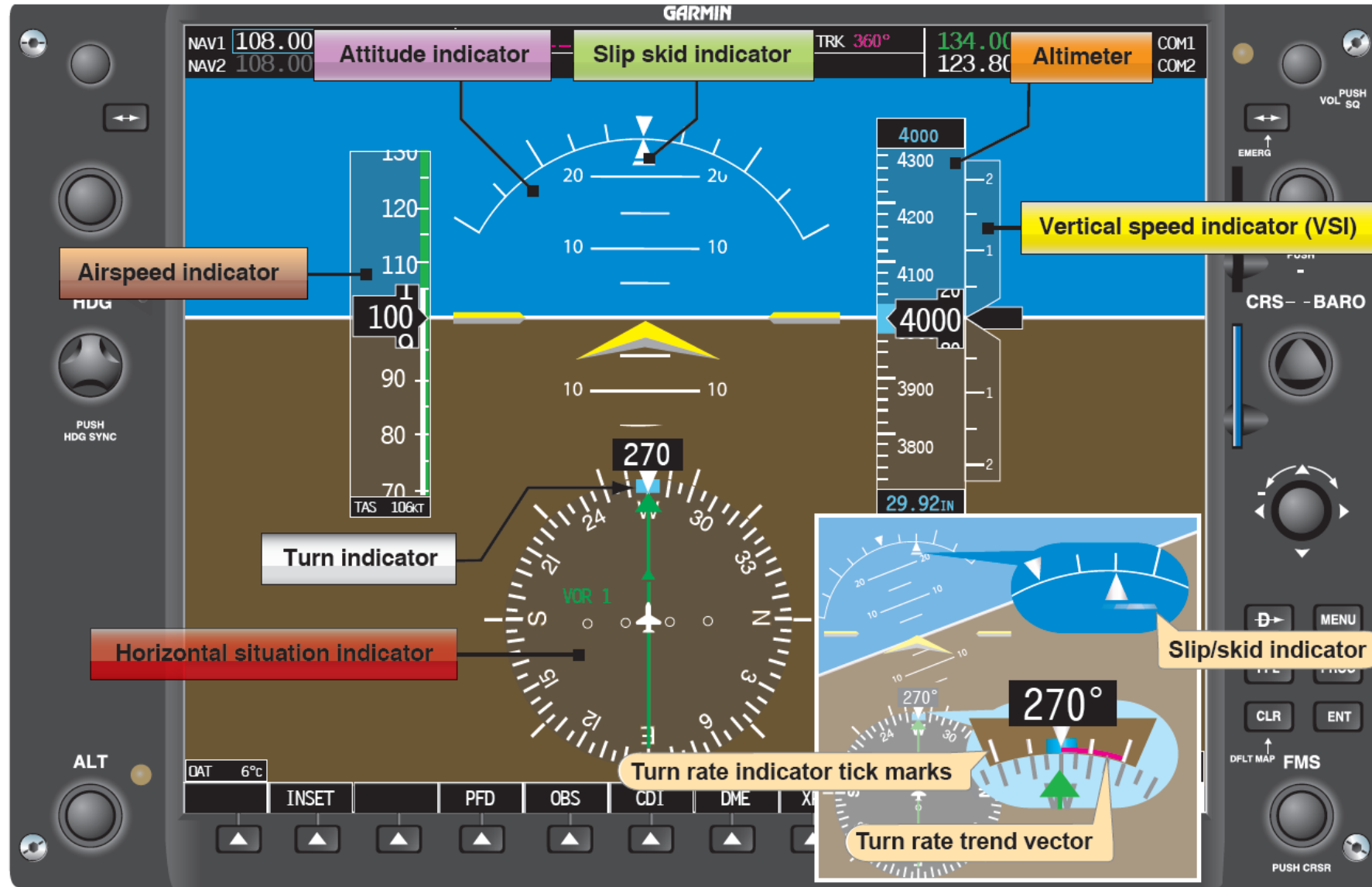
Normal, slipping and skidding turns at a constant altitude.

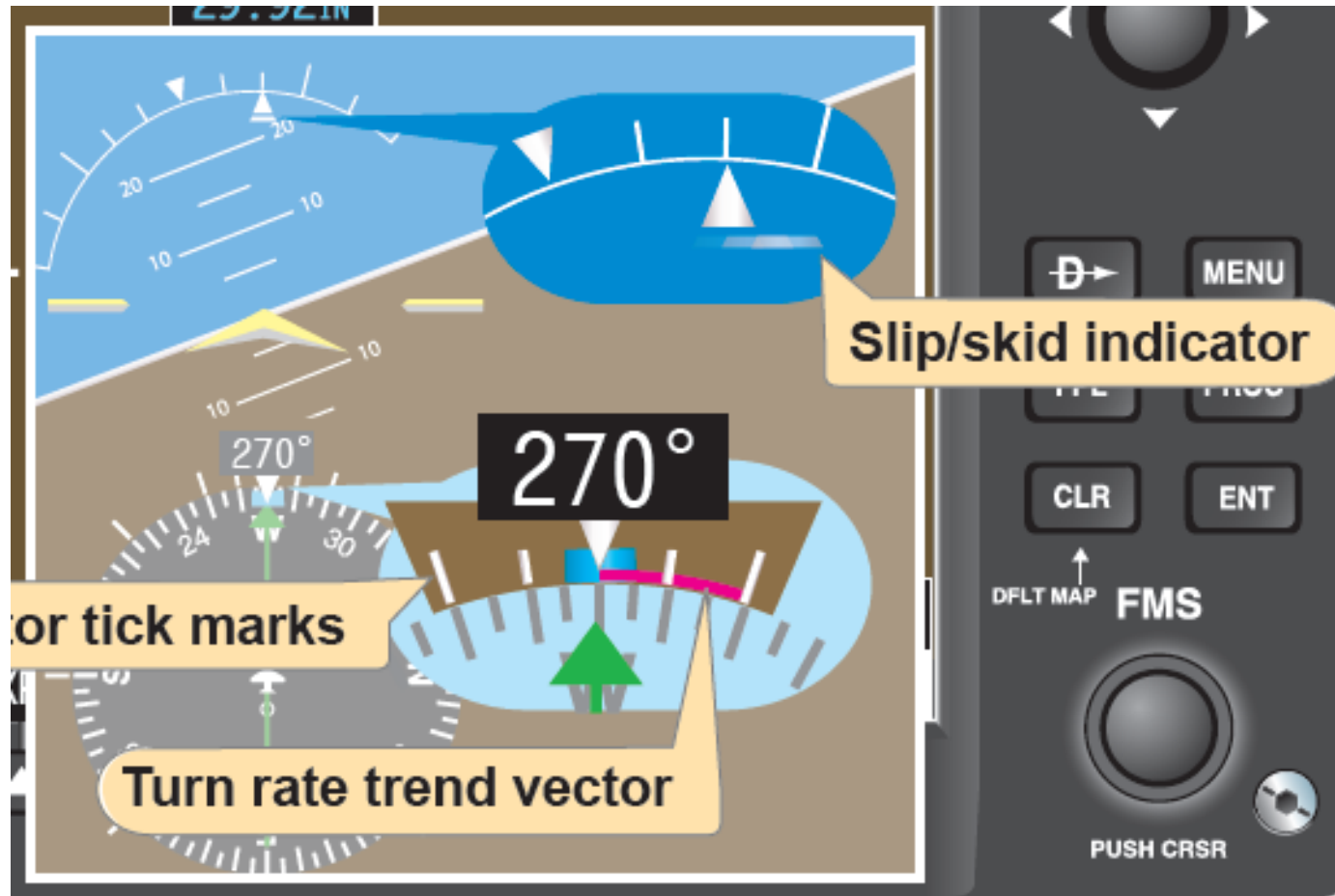


Normal, slipping and skidding turns at a constant altitude.









Which one is:
Coordinated?
Slipping?
Skidding?



?



?

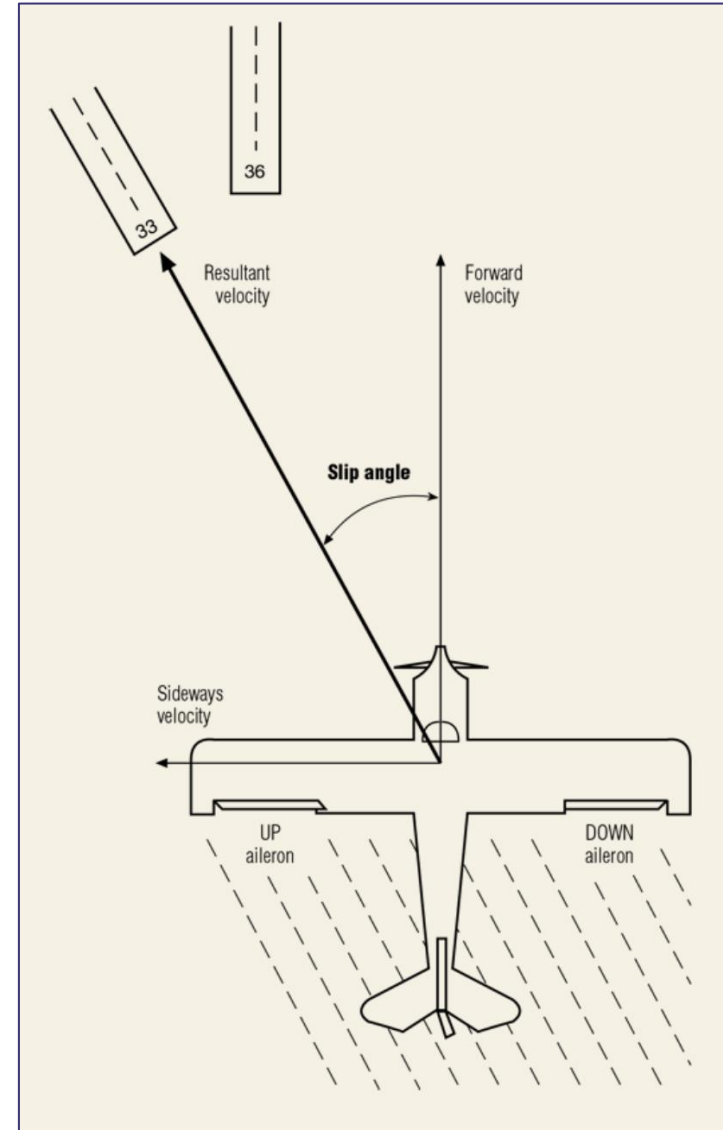


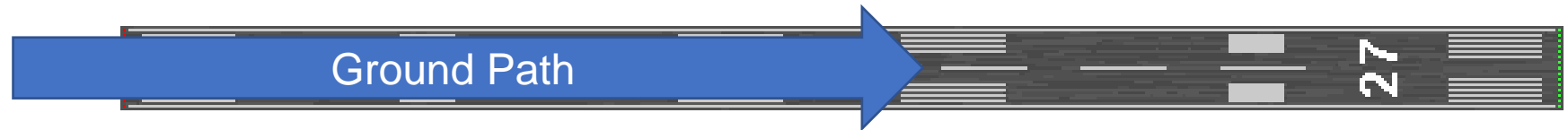
?

Forward Slip vs. Sideslip

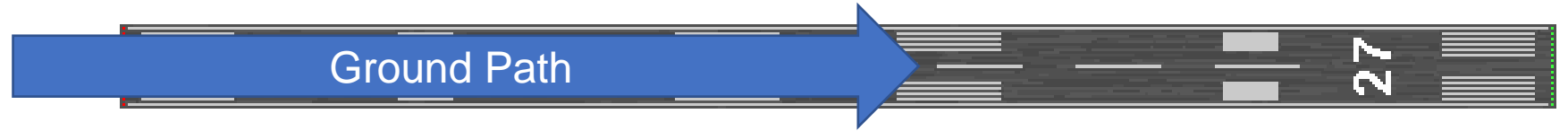
Who cares?

Which do you use when?

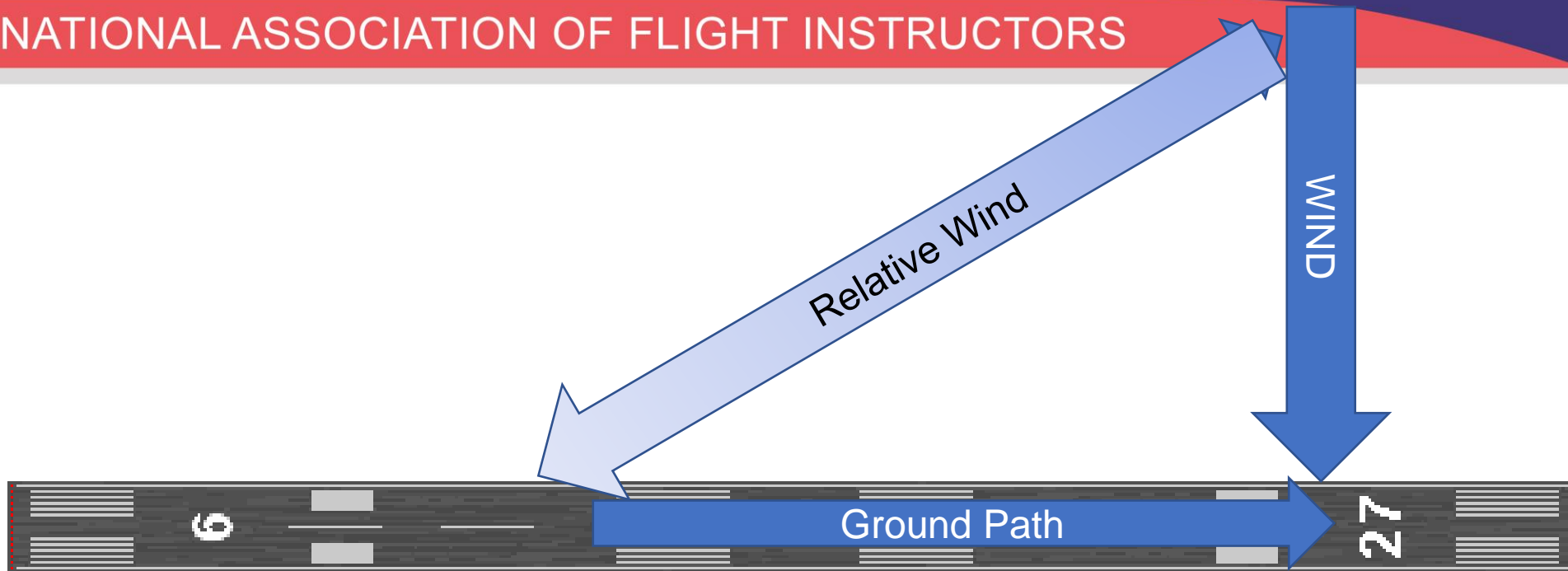




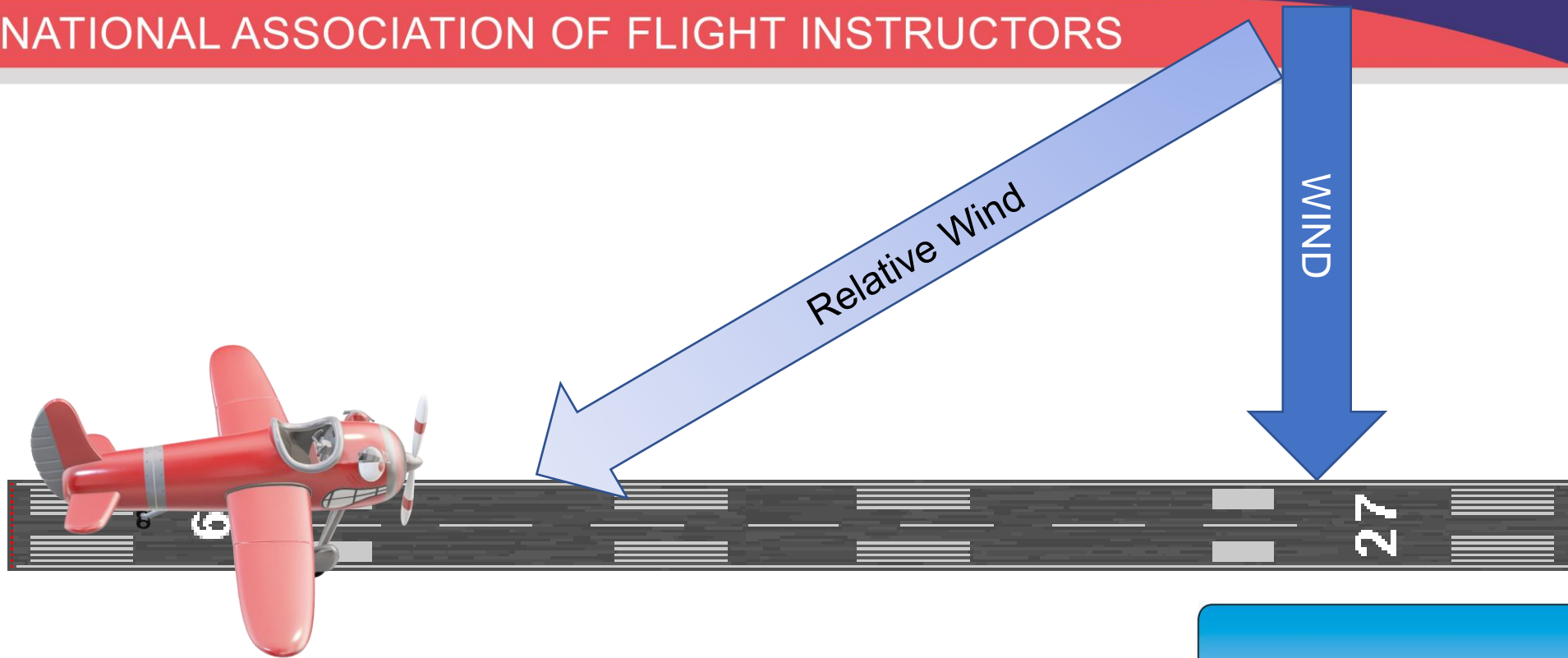
Forward Slip (longitudinal axis angled to runway)



Forward Slip (longitudinal axis angled to runway)



Crab (coordinated flight)



Sideslip (longitudinal axis parallel to runway)

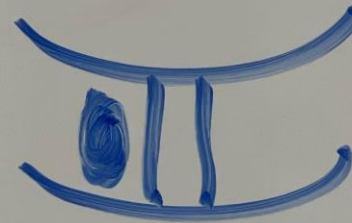


Which one
is a slip?

Airplane
banking left.

LEFT SLIP

1)



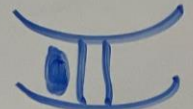
2)




Slip or skid?

Airplane banking left.

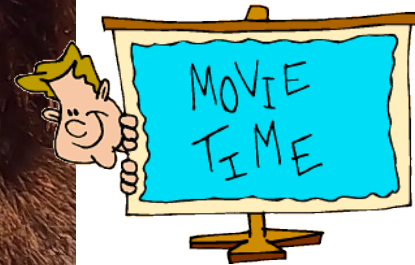
LEFT SLIP

1)  SLIP THE BALL IN

2)  SKID THE BALL OUT



Myth Busted! Stall While Slipping (video)



True or False?

It is permissible to slip a Cessna 172 with flaps extended?

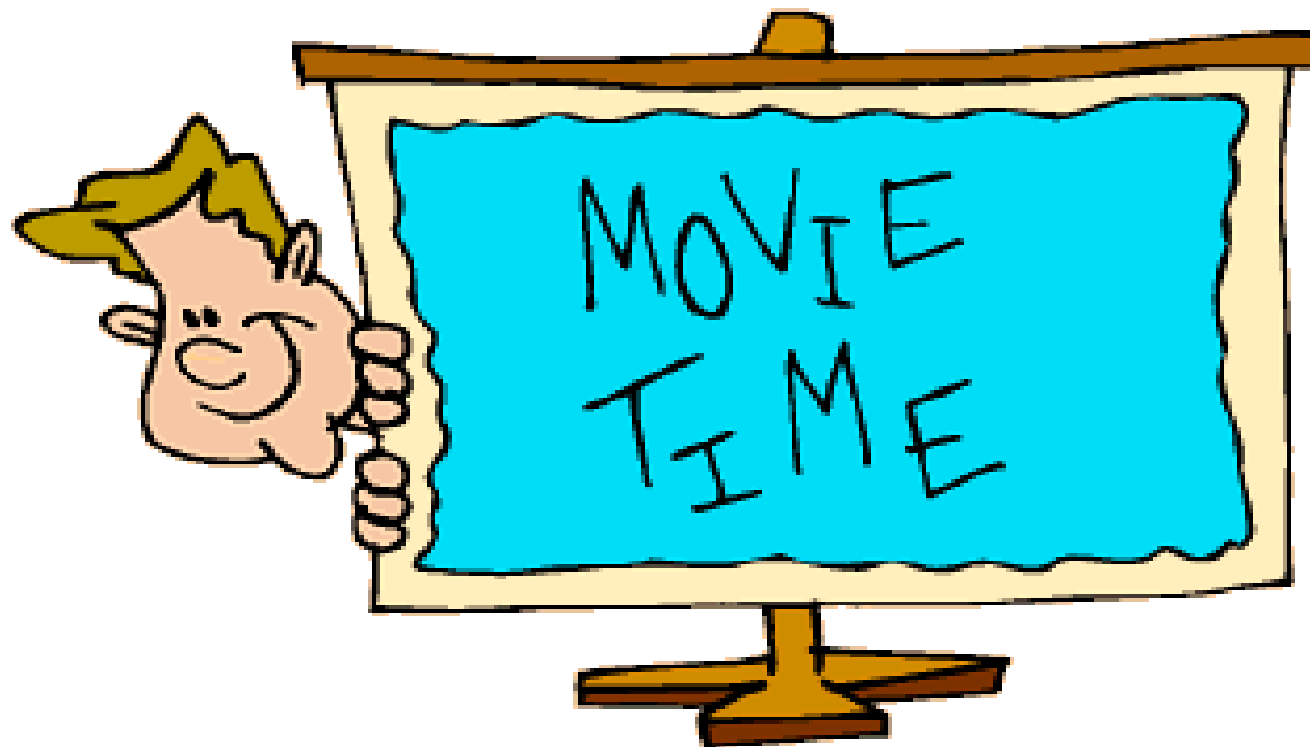
SECTION 2
LIMITATIONS

CESSNA
MODEL 172M

(5) Near flap indicator:

AVOID SLIPS WITH FLAPS EXTENDED

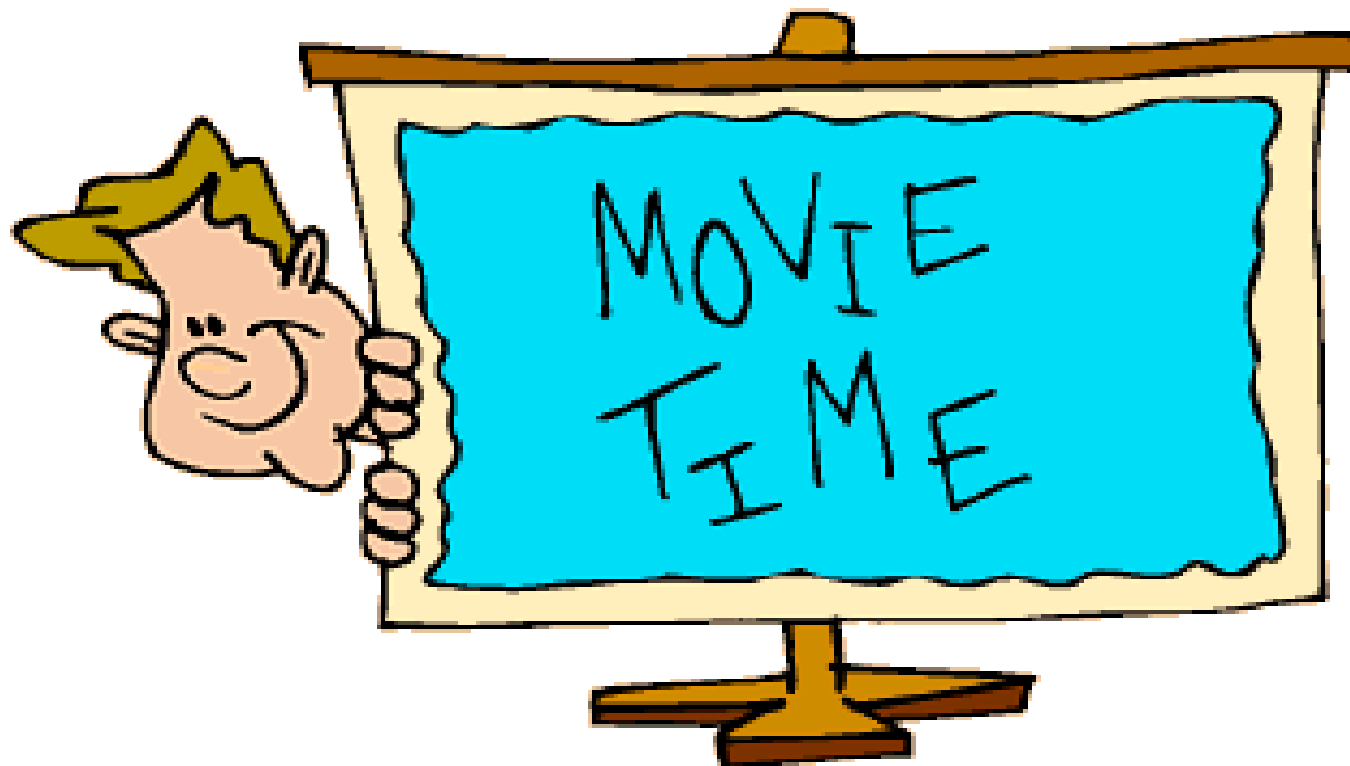
C-172P Stall in a left slip, flaps up



C-172P Stall in a right slip, flaps up

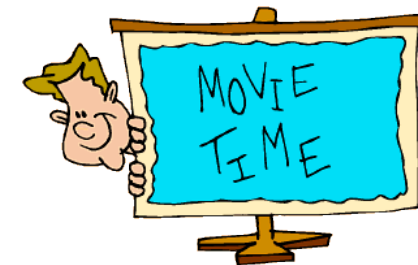


C-172P Stall in a left slip, full flaps (30°)

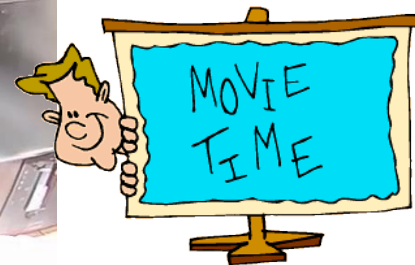




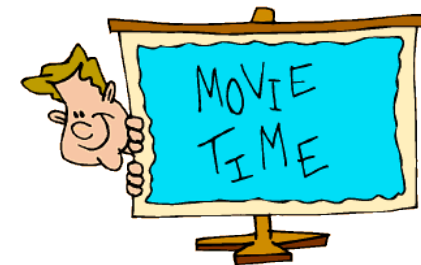
Turn Coordinator Demo 1 (video)



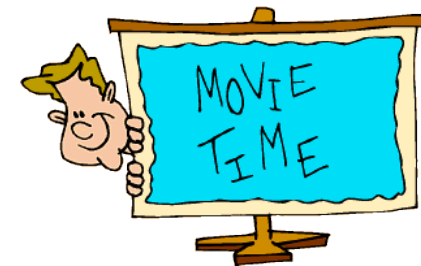
Turn Coordinator Demo 2 (video)



Turn Coordinator vs. Bank Angle



Static Port Demo (video)



NATIO

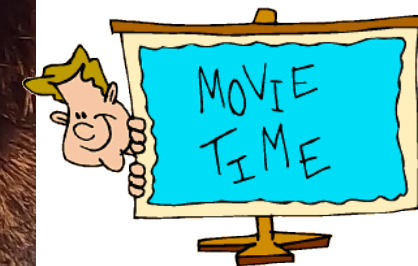
Skid



The Base-to-Final Skidding Turn



Skidding Turn Demo (video)



Loss of Flight Controls

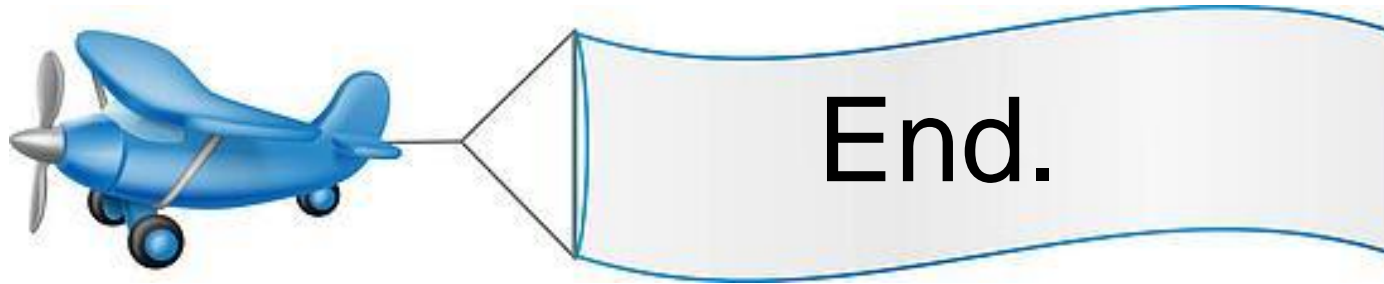
- **[[Mark to provide content here]]**
- Avoid resignation.
- You **can** get control.
- Use secondary flight controls.



“Fly the airplane all the way to the crash.

-- Bob Hoover





Thank you!

Understanding Stalls and Spins



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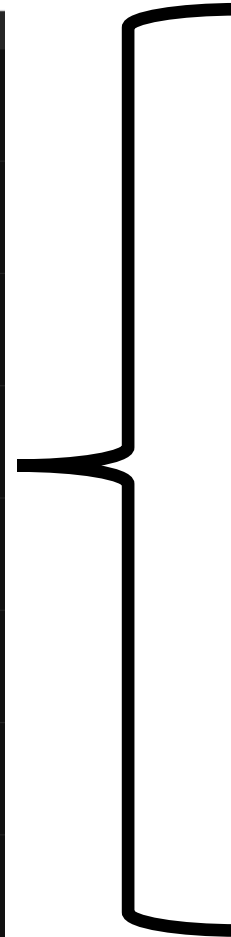
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Save the Date!

Join us for next month's MentorLIVE, July 20 at 8:00 p.m. ET



“Becoming a CFI”

***Presented by Radek Wyrzykowski, CFII, MEI, Author and founder of
Pilot Proficiency Network***



Thanks for Watching!

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