

Safe Flying Tip number seven:

Departure Stalls

I know of two people who have stopped flying because they practiced departure stalls without an instructor on board. In both cases they inadvertently entered a spin. They scared themselves and stopped flying.

My daughter Kari had soloed and was heading to the practice area to do some stalls. She did a departure stall. A lightly loaded Cessna 152 can get very nose high during a departure stall. The Cessna can easily enter into a spin as it did on this particular day. Fortunately Kari began her stall at 3500' AGL. The 152 entered a spin, she did not know how to recover.

She finally let go of the controls and the plane flew itself out of the spin. She was only 500' AGL when the plane recovered. She has not flown by herself since.

My friend Chuck was also practicing departure stalls when he inadvertently entered into a spin. He also gave up flying after that incident.

My thoughts regarding departure stalls are:

- Only practice departure stalls with a CFI on board.
- Practice flight at minimum controllable airspeed until you are extremely competent in flying the plane at just above the stall speed.
- Always lower your nose when making turns below 1000' AGL. Lower your nose when turning base and final.
- Get lessons on spin training in a plane that is certified for spins.