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**FLYING the Skies of Long Island, NY © 2009 David Rosenthal**

www.thewharvesproject.org

[drosen@citysoftinc.com](mailto:drosen@citysoftinc.com)

**Here's a taste of flying a small plane As of today (June 18, 2009) Flying the Skies of Long Island, NY and 9/11 My Story I have done 80 landings. Many of them on my own, some with instructor's tense directions, and even a few where the instructor took over at a critical moment and basically saved us!**

**The fear of flying....**

Flying the Skies of Long Island, NY and 9/11 My Story I have been thrown to the ground and had a gun pointed to my head.

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Anxiously awaited the results of medical tests, sure they would indicate cancer.

I have been entangled in lines scuba diving deep inside a shipwreck and bumped by hungry sharks looking for their next meal..

I have been surrounded by an angry milling mob; a motorcycle gang that pointed to me and said "Get him!"

But nothing has been as anxiety producing or frightening as when I know I am flying on a commercial jet. It's irrational, but just the same, I've had what I thought was a fear of flying for many years.

As I approached my 50<sup>th</sup> birthday I decided that as I can see the end of the road a couple of decades ahead that there is no time like the present to do certain things that if I wait too long it may be too late. Confronting my fears of flying and mastering it was one of these certain things.

***Here are some of my more interesting adventures so far.....***

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## March 21. 2009 Stall Practice

Today's flight was interesting.

A little background.... My Mom, who has been ill the past couple of years and lives on Long Island was taken to Mather Hospital yesterday for breathing difficulty. She's got more problems than the US economy – some quite serious. I was going to visit her at Mather later this morning and it was weighing heavily enough on my mind this morning that I mentioned it to my instructor. He said 'Are you sure you want to fly today?'

"I'm OK.", I said

He added 'I won't yell at you today...'

I smiled and said 'Good' and we took off for the South Practice area to Flying the Skies of Long Island, NY and 9/11 My Story do some approach stalls at 2000 feet over the Atlantic near Smith's Point. A stall is when the angle of attack of the wing becomes such that the wing no longer provides lift and the plane starts to plummet like a rock. These angles of attacks should not be encountered but during very slow flight, such as on final approach to the runway when landing if you get distracted.... An easy way to remember the concept is 'Stalls rhymes with Falls'. (I thought of that one.) So better to practice the recovery procedure which could entail a sudden 200 foot or more loss of altitude 2,000 feet up rather than on real Final Approach Flying the Skies of Long Island, NY and 9/11 My Story – a few hundred feet above the ground.

Flying the Skies of Long Island, NY and 9/11 My Story I was fine with the stalls. I had read about needing right rudder during the recovery to prevent incipient spins.

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We did some really slow flight with Bob having me demonstrate that the plane could stay at 2000 ft at a REALLLLY slow speed. Not much over 40 KPH !

Now it was time for our first stall. He took control to do the first recovery. Throttle to 1500 rpm, add flaps, slower, now add full flaps, throttle to idle. (That's like throwing your car in 'Neutral'.

Now, see how long you can keep her at 2,000 feet. With no power the yoke has to come back bringing the nose up. Stall Flying the Skies of Long Island, NY and 9/11 My Story warning horn starts blaring, back more on the yoke.... Sudden Nose Drop. AND sickening twist to the left.

Some right rudder, full throttle and we recovered. I knew what had happened but I asked him anyway....

"That sudden bank to the left.... What was that!"

" He looked me right in the eye and said. "Oh, I didn't give it right rudder."

He continued to look at me, his expression saying "Any Flying the Skies of Long Island, NY and 9/11 My Story further questions?"

I had none. But it left enough of an impression that on my stall recovery five minutes later, I gave a bit too much right rudder lurching the plane a bit in the other direction. In any event, I did not Flying the Skies of Long Island, NY and 9/11 My Story ask him if he had done that rudder thing intentionally on his stall to make sure I remember to give right rudder on stall recovery but I think I will remember it.

We did three stalls today, I did two of them. On one, we lost 150 to 200 feet. That's falling the height of a 20 story building! Split second. Had no sense of falling at all, just the nose dropping. Even sort of fun....

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So now it was time to do some landings at Islip. I had been a bit 'off' the whole lesson so far, slower than usual to notice when I was going off heading or altitude. While I wasn't conscious of worrying about my Mom, I was in a bit of an emotional bad place and it was affecting me.

The plan was to do a few 'touch and goes' on Runway 6. That's a landing followed by an immediate take off without stopping. We have been doing left (counter-clockwise) landing patterns until now. Here we were approaching Islip on a 45 degree angle to final instead of my more 'normal' 45 to the downwind leg of the pattern. No flying the Pattern, The Tower had us coming right in for our first touch and go. As we approached the runway, I could see two Southwestern 737s getting ready to take off Runway 6. One pulled onto the runway and took off as we were on straight final. Hopefully, the second airliner knew we were about to land. I said to Bob "How do we really know that he knows we are about to land?" Bob said, "Tower hasn't cleared him for take off yet..." Well, Bob didn't seem worried so I was ok....

On Short Final approach, Flaps, reduce Throttle to idle, Down we went for Flying the Skies of Long Island, NY and 9/11 My Story a mediocre landing, I ballooned a bit but I guess it was ok.

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Flying the Skies of Long Island, NY and 9/11 My Story Because it was a 'Touch and Go' and not 'Full Stop', no brakes applied. Now, flaps Up. Turn your head to confirm they are up, Full Throttle and take right off again.

We're in the air again!

I feel a little resistance on the yoke, so I apply more pressure to continue on the runway heading once in the air. "Don't fight me on the controls!" Bob says sharply.

I realize then that he has taken control of the plane and we are making a sharp bank to the left as if we are avoiding something!. Once we settle on this new heading he says 'Your control. If you feel me doing something let Flying the Skies of Long Island, NY and 9/11 My Story me do it. "  
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Multitasking during the take off I had not heard the tower call us and direct us to immediately turn 90 degrees to the left; apparently to allow the Southwest Airliner 737 behind us to take off sooner.

I was a bit annoyed with Bob. I told him that with all the stuff I have to do and being a student, if I feel pressure on the controls the last thing I do is to assume that he is overriding me. I generally think that I am doing something wrong like not applying enough pressure etc. and that he MUST say Flying the Skies of Long Island, NY and 9/11 My Story 'My Control' so it's absolutely clear who is piloting the airplane. I think he saw my point and he agreed to make that clear when he takes control. He did in a diplomatic tone, add that he HAD Flying the Skies of Long Island, NY and 9/11 My Story said 'My Control' when he took control.... I just

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hadn't heard him...

But I realized that on another day my general Flying the Skies of Long Island, NY and 9/11 My Story awareness would have been better and I might have heard the tower telling us to 'turn now' Flying the Skies of Long Island, NY and 9/11 My Story or, I might have realized that Bob was turning us to get us out of the way of the big jet and I was not fighting some invisible turbulence.

I decided that because of my preoccupation mentally/emotionally with my mom, to end the lesson so I brought us back to final for Runway 6 and then said ' Bob, please you land us this time- I'm just not 100 % today, I have to go visit my Mom in the hospital after Flying the Skies of Long Island, NY and 9/11 My Story the lesson. Lets do a full stop and call it a day. "

Just like a good dive master, he agreed, encouraged my good decision and said "We can always fly another day." Even after we landed I let him taxi us back to the hanger.

So there were a couple of lessons today for me. I am looking forward to next week' lesson where I will probably ask Bob to redo today's entire lesson including the stall training.

**Flying Lesson "First Crosswind Landing" Friday March 27, 2009**

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I really like flying in a small plane. In a large commercial jet, you can convince yourself you are in a bus, train; maybe even a movie theater that you get in at one location and out at the other. With your window closed you can even get yourself to believe that the turbulence is just Flying the Skies of Long Island, NY and 9/11 My Story a bumpy road that the bus is on.

In a small Flying the Skies of Long Island, NY and 9/11 My Story plane though, there is no question that you are flying! Every sense is constantly assaulted with the evidence...Some turbulence, a bump, a drop, the view out of the cockpit is suddenly skewed! The plane is tilted!

## **Flying The Skies Of Long Island Flying the Skies of Long Island, NY and 9/11 My Story NY And 9 11 My Flying the Skies of Long Island, NY and 9/11 My Story Story**

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