Thomas P. Turner's
Mastery of Flight®

www.thomaspturner.com

FLYING LESSONS for July 9, 2026

FLYING LESSONS uses recent mishap reports to consider what *might* have contributed to accidents, so you can make better decisions if you face similar circumstances. In most cases design characteristics of a specific airplane have little direct bearing on the possible causes of aircraft accidents—but knowing how your airplane's systems respond can make the difference in your success as the scenario unfolds. So apply these *FLYING LESSONS* to the specific airplane you fly. Verify all technical information before applying it to your aircraft or operation, with manufacturers' data and recommendations taking precedence. **You are pilot in command and are ultimately responsible for the decisions you make.**

FLYING LESSONS is an independent product of MASTERY FLIGHT TRAINING, INC.

Pursue ***Mastery of Flight®***

This week's LESSONS

First, an update: The NTSB Preliminary Report on the 12-fatality skydiving accident at Butler, Missouri is out. You may recall I used first reports of this tragedy as inspiration for one of **Three Most Basic *LESSONS*** in the June 17, 2026 ***Mastery of Flight®***. The *LESSON* from initial accounts of that accident centered on briefing beforehand on where you'll go in the event of engine failure immediately after takeoff and executing your briefed plan immediately when needed. The idea is to **make** these sorts of **decisions when you're on the ground** and not under the pressure of an emergency, so all you have to do is **follow through** in the brain fog of real-time events.

See:
https://thomaspturner.com/wp-content/uploads/2026/07/2026.0614-750XL-MO.pdf
https://thomaspturner.com/flying-lessons-weekly/flying-lessons-for-june-18-2026/

The specific *LESSONS* from the June 17 report inspired by this crash were:

> **Attempting to turn back** to the departure runway following engine failure after takeoff **almost never has a successful outcome** (that's why it's such a big media and chat board deal when someone makes it). **Landing more or less straight ahead** to touch down **wings level, under control at the slowest safe speed**…use[s] the aircraft's structure to protect occupants and provide **the very best chances of survival**.

Those *LESSONS* are no less valid to making us all safer pilots. But the now-NTSB, still-preliminary reports are that the engine was operating normally to the point of impact and (despite some internet chatter that I did not include in my report) the pilot was not inexperienced—the NTSB reports he had over 4100 hours total time and was in his second season with the skydive company, having flown jumpers in a Cessna 182 and Cessna Caravan the year before. Weight and balance appears to have been correct, if the airplane was in fact loaded as entered into the skydiving flight management software.

The Pacific Aerospace Limited 750XL simply entered a left turn before reaching 100 feet above ground level that quickly devolved into a stall and spin. Undoubtedly a whole new set of *LESSONS* may be derived from the NTSB Final Report when it is released.

That still makes committing to land straight ahead if the engine quits immediately after takeoff a valuable reminder of the first-report circumstances of this terribly loss of life.

But now, as promised the last two weeks, on to your comments and insights in the Debrief.

Questions? Comments? Supportable opinions? Let us know at mastery.flight.training@cox.net.

Debrief

Readers write about recent *LESSONS*:

Reader John Majane writes about last week's *LESSONS* on the skills needed to be safe flying into Oshkosh…and for most other flying as well:

> I think the comment about go arounds is very important. We never do them and…it is a very busy time with the trim changes, gear and flaps. People have done **trim tab stalls** in go arounds because they were not ready for it.

The FAA's *Airplane Flying Handbook* Chapter 3 includes this description of **elevator trim stalls**, with my emphasis added:

> The elevator trim stall demonstration shows what can happen when the pilot applies full power without maintaining positive control of the airplane. This is **a demonstration-only maneuver**; **only flight instructor applicants *may* be required** to perform it on a practical test. However, **all pilots *should* be familiar with the situations** that can cause an elevator trim stall, recognize its development, and take appropriate action to prevent it.

Demonstrating and then having a pilot experience the trim effect of a last-minute go-around while trimmed for over-the-threshold final approach speed is something I present to every pilot I fly with for the first time. We (collectively) "never do them," as John accurately states, because they are not ***required*** on any Practical Test and even on the Flight Instructor checkride the applicant is only required to do **ONE** of the following: Cross-Control Stall Demonstration, Elevator Trim Stall Demonstration ***or*** Secondary Stall Demonstration. **"Not on the test" pretty much equates to "not on the training syllabus"**…and this is not a new phenomenon in pilot training. My gut tells me most CFI applicants are asked to demonstrate the secondary stall and the elevator trim stall rarely occurs on a FAA Practical Test.

The traffic pattern stall record, however, suggests power-on stalls during initial takeoff and the early stages of a go-around are by far **the most common fatal stall scenarios**—but the pilot who loses control in one of these scenarios is probably ***seeing it for the very first time*** when it happens. Thanks, John, for reminding readers to **specifically ask an instructor well-experienced in the type of airplane you fly to include the elevator trim stall in your next Flight Review**.

See:
https://thomaspturner.com/flying-lessons-weekly/flying-lessons-for-july-2-2026/
https://www.faa.gov/sites/faa.gov/files/regulations_policies/handbooks_manuals/aviation/airplane_handbook/06_afh_ch5.pdf

Reader, instructor and Air Safety Investigator Jeff Edwards writes about my June 25th *LESSONS*, "**Take the Long Way Home**":

> I attended Archie Trammel's radar seminar at an American Bonanza Society event years ago. He said **when flying around thunderstorms using radar its purpose was to *get our eyes on the cells***. In order to do that you have to remain VMC. I have taken the long way around more than once to avoid bad weather. Look at the weather and pick what state you want to fly through. Dr.

> Scott Dennstaedt's **www.ezwxbrief.com** is a great briefing resource that I have been using for several years to avoid the bad stuff.

I expect many (or even most) of today's readers have not heard of Archie Trammel. For decades he was ***the* authority** on using airborne weather radar and his classes, books and media presentations (starting with VHS tapes) were the industry best-in-class standard, a regular for high-end corporate flight crews and even at time personal aviators like me (I watched a lot of his VHS tapes back in the day). The next generation of weather experts like Scott Dennstaedt build upon Trammel's significant work and add the many new resources available today. Thanks, Jeff.

See:
https://thomaspturner.com/flying-lessons-weekly/flying-lessons-for-june-25-2026/
https://www.avwxtraining.com
https://www.radar4pilots.com

Well-known instructor and author Bruce Williams adds:

> I enjoyed reading about your recent trip around T-storms.
>
> I have had several similar experiences, including one a few years ago on my annual flight across the U.S. to Nashua for Pilot Workshops. I was en route to Sheboygan, Wisconsin (KSBM). My preflight briefing showed a glob of T-storms projected to move basically S-N before my ETA, so I launched out of Aberdeen, South Dakota (KABR).
>
> En route, however, my Sirius/XM NEXRAD display showed **that the storms weren't moving along as quickly as forecast**. As I crossed the MN-WI border, I told ATC that **I'd like a reroute** southeast to Badger (BAE) and then north to KSBM. After a few moments to coordinate, the controller cleared me as requested, and I watched the weather move north. As I arrived at KSBM, the storms had left the area with only a ragged MVFR ceiling and wet pavement behind. Video of that flight on my YouTube channel, here.
>
> Two years ago, again on my trek from Seattle [Washington] to Nashua [New Hampshire], I was on the last leg into KASH when, again, my NEXRAD display showed a vigorous and unforecast blob of T-storms appearing around Nashua. I was still west of Albany, New York, so **I told the controller that I wanted to divert** to KALB to wait out the weather far ahead. I quickly received vectors for an approach and landed at rainy, but not stormy, KALB, where I stayed overnight.
>
> We often rightly emphasize the lag in presenting the radar picture to our panel or EFB displays. But these experiences point out **one advantage of in-cockpit NEXRAD, whether ADS-B or Sirius/XM—the ability to look far ahead** (indeed all around) our present position to see weather that an approach or even center controller working a particular sector may not have readily available. During both of the flights described above (and I think also during the trip in your account) I was able to get the big picture, monitor the general progress of threatening weather, make early decisions, and request specific reroutes and options from ATC. In other words, **use in-cockpit weather as intended—strategically, not tactically.**

That's why, although I fly a very well-equipped company airplane with multiple ways to display ADS-B weather, I still maintain my personal subscription to Sirius X/M weather displayed on my now-old Garmin 796 handheld—**the ability to look not only where I'll be in the next couple of hours, but what is likely to get to my destination by the time I do**. Most importantly, like you I can watch **to see what might impact the next leg after a fuel stop** and make a decision to change course a little now to avoid having to change a lot, or stop altogether, later on. Thank you, Bruce.

See https://www.youtube.com/watch?v=IO3GCMAiZ8s&feature=youtu.be

More to say? Let us learn from you, at **mastery.flight.training@cox.net.**

See my.nafimentor.org

Share safer skies. Forward *FLYING LESSONS* to a friend.

Thomas P. Turner's Mastery of Flight
www.thomaspturner.com

Please help cover the ongoing costs of providing *FLYING LESSONS* through this secure PayPal donations link.

Or send a check made out to **Mastery Flight Training, Inc.** at 247 Tiffany Street, Rose Hill, Kansas USA 67133.
Thank you, generous supporters.

Thank you to our regular monthly financial contributors:

Steven Bernstein, Montclair, NJ. Robert Carhart, Jr., Odentown, MD. Greg Cohen, Gaithersburg, MD. John Collins, Martinsburg, WV. Dan Drew. Rob Finfrock, Rio Rancho, NM. Norman Gallagher. Bill Griffith, Indianapolis, IN. Steven Hefner, Corinth, MS; Ellen Herr, Ft Myers, FL. Erik Hoel, Redlands, CA. Ron Horton. David Karalunas, Anchorage, AK. Steve Kelly, Appleton, WI. Karl Kleiderer. Greg Long, Johnston, IA. Rick Lugash, Los Angeles, CA. Richard McCraw, Hinesburg, VT. David Ovad, Resiertown, MD. Steven Oxholm, Portsmouth, NH. Brian Schiff, Keller, TX. Paul Sergeant, Allen, TX. Paul Uhlig, Wichita, KS. Richard Whitney, Warrenton, VA. Jim Preston, Alexandria, VA. Johannes Ascherl, Munich, Germany. Bruce Dickerson, Asheville, NC. Edmund Braly, Norman, OK. Steven Hefner. Lorne Sheren, New Vernon, NJ. "The Proficient Pilot," Keller, TX. Kynan Sturgiss, Hereford, TX. Bluegrass Rental Properties, LLC, London, KY. John Foster. Joseph Victor, Bellevue, WA. Chris Palmer, Irvine, CA. Barry Warner, Yakima, WA. Todd LeClair, Cadiz, KY. Jim Hopp, San Carlos, CA. Adrian Chapman, West Chester, PA. Ed Stack, Prospect Heights, IL. Robert Finley, Dubois, Wyoming. Robert Finley, John Kinyon, Lawrence Copp, V. Andrew Smith, Kevin Echols. Claude Bundrick, Shreveport, LA. John Croft, Upper Marlboro, MD. Robert Hoffman, Sanders, KY.

Thank you to these 2026 donors:

Robert Sparks, Mark Sletten, Thomas Jaszewski, Douglas Olson, David Field, Michael McRobert, Wayne Colburn. Albert Chaker, Textron Aviation Employees Flying Club, Denny Southard, Henry Fiorentini, Thomas Fankhauser, Rob Humble, Nandakumar Sankaran, Jay Apt, Bill Farrell, Stu Spindel, Robert Holtaway, George Stromeyer, John Whitehead

NEW THIS WEEK: Wayne Colburn, Kevin O'Halloran, Dale Kitchens

Pursue *Mastery of Flight*®

Thomas P. Turner, M.S. Aviation Safety
Flight Instructor Hall of Fame Inductee
2021 Jack Eggspuehler Service Award winner
2010 National FAA Safety Team Representative of the Year
2008 FAA Central Region CFI of the Year