

Walker Bay Radio Flyers – Dead Stick Procedures

Dead-Stick Pilot's Responsibilities

When your engine/motor quits unexpectedly:

1. **Call Out Loud and Clear**
 - Yell **"DEAD STICK!"** immediately — loud enough for everyone on the flight line to hear.
 - Keep eyes on your plane, but be vocal so others can react.
2. **Gain Control and Set Up for Landing**
 - Maintain calm — avoid steep turns that could bleed airspeed and cause a stall.
 - Line up for the **most direct and safest approach** to the runway, even if it's not the usual pattern direction.
 - Glide in — throttle is gone, so use altitude and airspeed wisely.
3. **Land Safely**
 - Priority is to get it down in one piece — you may need to land crosswind or even off the main runway if it's the only safe option.
 - Avoid over-controlling — smooth inputs help preserve airspeed.
4. **Announce When Clear**
 - After touchdown and rolling to a stop, loudly call **"CLEAR!"** so other pilots know they can resume flying or takeoffs.

Correct Procedure When Someone Calls "Dead Stick"

1. **Acknowledge the Call**
 - Other pilots should acknowledge by saying "OK" and checking that other pilots are aware of the situation.
 - This alerts spotters, pilots, and spectators to watch out for an emergency landing.
2. **Clear the Pattern Immediately**
 - If you are flying, **move your aircraft out of the landing approach path** (usually climb, turn away, fly a wider circuit and maintain the pattern).
 - Give the pilot with the dead stick priority over the runway.
3. **Stop Takeoffs and Landings**
 - No one should attempt a takeoff or landing until the dead-stick landing is complete.
 - This avoids potential collisions and allows the pilot a clear path.
4. **Assist if Possible**
 - If you're spotting or standing nearby, help guide the dead-stick pilot by calling out aircraft position, distance, and height if they need assistance.
 - Ensure the pilot has full access to the flight line and landing area.

5. After Landing

- Wait until the aircraft is safely down and clear of the runway before resuming normal operations.
- The pilot should retrieve the plane quickly but safely.

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Signed: Chairman

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Signed: Club Safety Officer

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