Another example that I am certain many of you have had to respond to is the issue of the stall. Non aviation people associate the word stall with the engine because they have experience with car engines that stall. So you may find yourself telling some story about stalling and spinning (Yikes!) and you are thinking wings, angle of attack, and laminar flow, but your audience is imagining only a dead engine. Be prepared to explain the difference while stressing that stalls can be performed safely, And, that if the engine stalled or quit, a safe landing could be made by gliding the airplane to a suitable landing area.

Many people are surprised that we don’t wear a parachute? To help you respond to this question, refer to FAR 91.307.

91.307, 2c says, “Unless each occupant of the aircraft is wearing an approved parachute, no pilot of a civil aircraft carrying any person (other than a crewmember) may execute any intentional maneuver

that exceeds- 1. A bank of 60 degrees relative to the horizon; or

 2. A nose up or nose down attitude of 30 degrees relative to the horizon.

{However} d. Paragraph c of this section does not apply to –

 1. Flight tests for pilot certification or rating; or

 2. Spins and other flight maneuvers required by the regulations for any certificate or rating

 when given by—

 i. A certificated flight instructor; or

 ii. An airline transport pilot instructing in accordance with 61.67.

We wear parachutes when we fly aerobatics (exceeding the 60 degrees of bank and 30 degrees of pitch) because the risk of structural failure rises when performing such maneuvers. We don’t wear parachutes because we do not exceed those limits of bank and pitch when we are flying a Sky Hawk or Cherokee to lunch at Millville. But, we also don’t wear parachutes when demonstrating or performing spins(exceeding 60 degrees of bank and 30 degrees of pitch) while meeting the requirements for the CFI or other rating because 91.307, 2c does not apply.

Is it any wonder that lay people, and pilots, can be confounded by the rules and regulations applied to aviation? But it can be rewarding to everyone to patiently explain why and how the regulations work, and how we fly our airplanes safely and gain such enjoyment from doing it.