



Sunny Swift

"Slow flight awareness 3/3. Spin recovery"

JAKUB IS GOING TO HAVE AN AEROBATICS LESSON. HE WILL PRACTISE SPIN RECOVERY WITH SUNNY. THE PURPOSE OF THE FLIGHT IS TO FAMILIARISE JAKUB WITH EXTREME ATTITUDES AND PRACTISE THE RECOVERY MANOEUVRE. THEY START WITH THE LEAST DIFFICULT: AN UPRIGHT, NON-FLAT SPIN.

THEY HAVE CHECKED THE AFM LIMITATIONS, INCLUDING W&B (SEE #26). LET'S FOLLOW THEIR REVIEW OF THE SPIN PROCEDURES.

THEY CHECK THAT THE WEATHER CONDITIONS ARE SUITABLE: CLEAR SKY, NO CLOUDS BELOW, HORIZON WELL VISIBLE, AND OFF THEY GO.

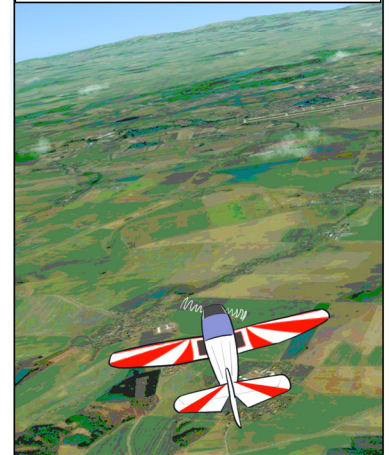
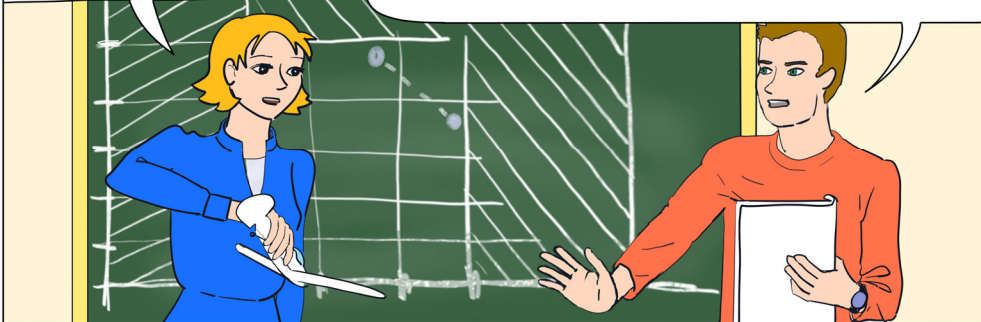
FOR THIS AIRCRAFT, THE ALTITUDE LOSS IS ABOUT 500 FT PER TURN, PLUS THE RECOVERY. WITH 3 000 FT TO BEGIN AN EMERGENCY EVACUATION, HOW HIGH SHOULD WE START?

FOR 2 TURNS AND 1.5 TO STOP, PLUS 1 000 FT FOR RECOVERY, 5 750 FT SHOULD BE ENOUGH

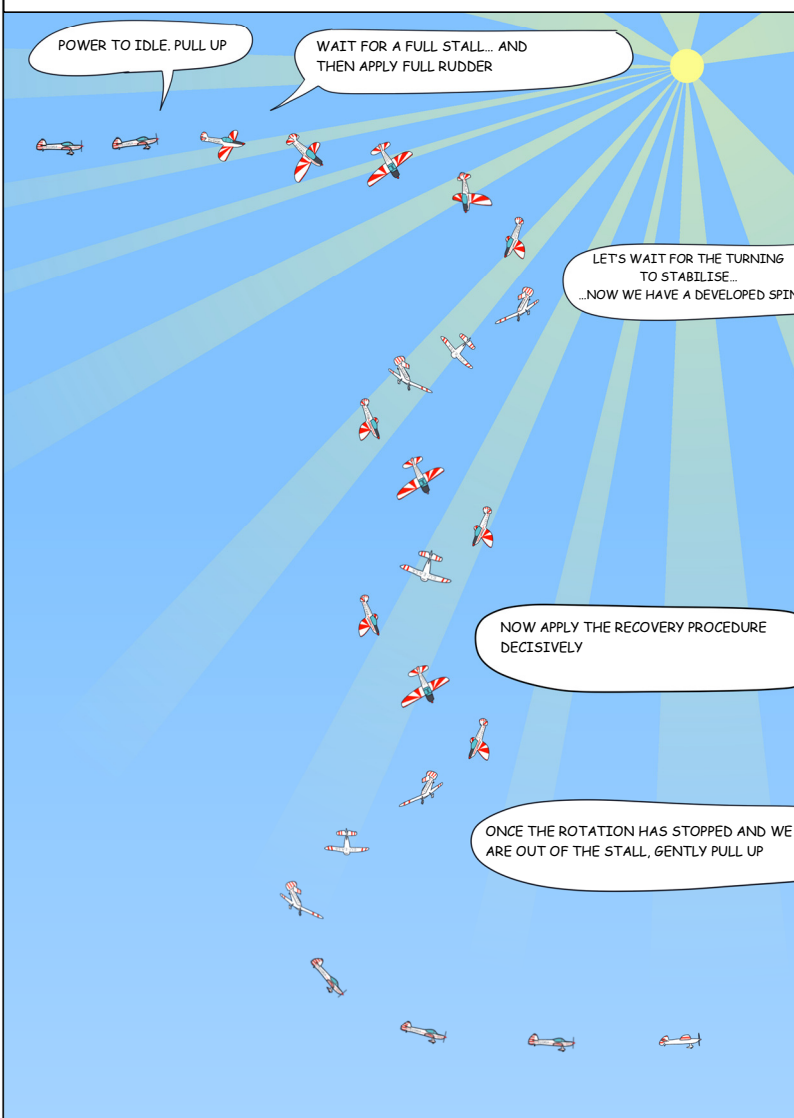
JAKUB REPEATS THE SPIN RECOVERY PROCEDURE THAT HE HAS LEARNT BY HEART ONE LAST TIME. BEFORE WALKING TO THE AIRCRAFT

LET'S RECALL THE RECOVERY ACTIONS

ENGINE AT IDLE, RUDDER FULLY OPPOSITE TO THE ROTATION, ...



WE ARE AWAY FROM POPULATED AREAS. NOW LET'S DO THE SPIN!



POWER TO IDLE. PULL UP

WAIT FOR A FULL STALL... AND THEN APPLY FULL RUDDER

LET'S WAIT FOR THE TURNING TO STABILISE... NOW WE HAVE A DEVELOPED SPIN

NOW APPLY THE RECOVERY PROCEDURE DECISIVELY

ONCE THE ROTATION HAS STOPPED AND WE ARE OUT OF THE STALL, GENTLY PULL UP

WOW! WHAT A RUSH OF ADRENALINE

YOU FOLLOWED THE PROCEDURE VERY WELL.



WE LOST 2 300 FT

YES, BUT THERE ARE MANY THINGS THAT CAN GO WRONG DURING THE ENTRY AND RECOVERY, SO THE HEIGHT LOSS CAN BE MUCH MORE. YOU DON'T WANT TO FIND YOURSELF PULLING UP FRANTICALLY FROM THE APPROACHING GROUND

ALWAYS START WITH A SUFFICIENT ALTITUDE MARGIN

TODAY WE HAVE EXPLORED SPIN RECOVERY. OUTSIDE AEROBATIC FLIGHT, AND ESPECIALLY AT LOW ALTITUDE, THE BEST PROTECTION IS TO PREVENT A SPIN.

DURING LOW SPEED TURNS, AS WHEN TURNING TO BASE OR FINAL, MAINTAIN A MARGIN ABOVE THE STALL SPEED, AND KEEP THE BALL CENTRED. REMEMBER, THE STALL SPEED INCREASES WITH INCREASING ANGLE OF BANK AND LOAD FACTOR

SEE ALSO SUNNY SWIFT ISSUE 25 "SLOW FLIGHT AND STALLING" AND ISSUE 4 "CROSSWIND FINAL TURN"

You can find links to

-Spin recovery references

in the "related content" section

Please send your comments and ideas to generalaviation@easa.europa.eu

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