

SPI N TRAI NI NG

GROUND INSTRUCTION

Item TOPIC Supporting documentation

1. INTRODUCTION (1:00)

Review of regulations:

2.
 - training area (south-west of KHKY);
 - positive exchange of flight controls;
 - importance of ensuring the area is clear and constant vigilance about other airplanes;
 - parachute and emergency evacuation. FAR 91.301
3. Review of "V-speeds" in MPH and computation of WEIGHT-AND-BALANCE. N6146F – POH
4. Discussion of limit load factors (g's) of normal (+3.8,-1.52), utility (+4.4,-1.76), and aerobatic (+6.0,-3.0) airplanes. Why aerobatics should not be done in normal or utility airplanes.
5. Aerobatic Flight:
 - Effects on the pilot during aerobatics AIM 8-1-7
 - A hazard in aerobatics: effects of g-forces on pilots FAA AM-72-28
 - G incapacitation in aerobatic pilots: A Flight Hazard FAA AC 91-61 FAA AM-82-13
6. Acrobatics: precision flying with a purpose FAA AC 91-48

1. SPIN TRAINING (0:30 minutes)

2. Review of the STALL AND SPIN AWARENESS TRAINING AC 61-67C
3. Why SPIN TRAINING? When pilot can inadvertently enter a spin?
Show examples of when pilot can enter a spin.
4. Review of POH spin procedure in Cessna Aerobat N6146F – POH
5. Differences between a SPIN and a SPIRAL

FLIGHT INSTRUCTION

Item TOPIC

1. INTRODUCTION (1:00-3:00)

Review of following web-sites (student can benefit if he reviews the training prior to lesson):

2. <http://flightraining.aopa.org/magazine/2010/October/spincycle.html>
- <http://www.bruceair.com/stall-spin/stall-spin.htm>
- <http://www.richstowell.com/stalspin.htm>

3. CHECKLIST. Preflight: verify that RUDDER KIT is installed and functioning properly.

4. Clear the area during flight and while climbing.

5. Skid-stall with power and proper recovery (P.A.R.E. method for recovery) while climbing.

Spin entry and recovery (use **N6146F POH**):

- Minimum altitude: 6,000feet MSL;
- remember to enter a spin in **SLOW DECELERATION**;
- 6. - POWER always OFF;
- Flaps always UP;
- Mixture RICH;
- Recover within 3 g. P.A.R.E.

After recovery phase (use **N6146F POH**):

7. - ADD power when speed is in the white arc;
- Straight flight when climbing;
- Remain in the practice area using shallow banks (remember this is not an F15)

Post flight:

8. - After flight inspection;
- Debrief and review of the spin training including critique;
- Spin endorsement, if necessary (Spin training endorsement.doc);
- Brief discussion of the next lesson.

A good spin training always include: good plane properly maintained and safe to perform spins; good instructors; a good flight plan (including preflight discussion); adherence to the flight plan and a thorough debrief of the flight.