



Sunny Swift

"Slow flight and stalling. Spin awareness. Part 1"

SUNNY, THE FLIGHT INSTRUCTOR, IS PREPARING A TRAINING SESSION WITH A STUDENT. HE WILL PRACTICE SLOW FLIGHT AND STALL RECOVERY.

IT'S IMPORTANT TO START WITH A DETAILED REVIEW OF THE AIRCRAFT AFM. IS IT SUBJECT TO ANY LIMITATIONS RELATED TO STALLS?

INTENTIONAL SPINS ARE FORBIDDEN

THIS AIRCRAFT MUST BE USED FOR NORMAL OR UTILITY FLYING ONLY IN ACCORDANCE WITH THE APPROVED FLIGHT MANUAL. ON THIS AIRCRAFT, ALL INDEXES, MARKINGS & PLACARDS CORRESPOND TO NORMAL UTILISATION. FOR UTILITY OPERATION, REFER TO THE APPROVED FLIGHT MANUAL.

VA MANOEUVRING SPEED: 116 kt - 215 km/h
NO AEROBATIC MANOEUVRES ALLOWED
APPROVED FOR VFR BY DAY IN NON-ICING CONDITIONS
SPINS PROHIBITED, NO SMOKING

NOW, LET'S REVIEW THE STALL RECOVERY PROCEDURES

THERE IS A PROCEDURE IN CASE OF INADVERTENTLY ENTERING INTO A SPIN

WE NEED TO PERFORM THE EXERCISE AT AN ALTITUDE HIGH ENOUGH TO ALLOW A SAFE RECOVERY OF THE STALL, BUT ALSO, OF A POSSIBLE UNINTENDED SPIN.

3000 FT AGL IS PROBABLY SAFE ENOUGH TO PERFORM SLOW FLIGHT AND STALLS, BUT NOT ENOUGH IF BY MISTAKE, THE AIRCRAFT ENTERS INTO A SPIN

WOULD 4000 FT BE ENOUGH?

YES, IT SHOULD BE

SUNNY AND JAKUB ARE NOW FLYING

WE WILL HAVE A DROP IN ALTITUDE DURING THE EXERCISE. LET'S ASK FOR ATC CLEARANCE

PARDUBICE TOWER, EU-EASA ROBIN DR400, VFR, 5 MILES NORTH EAST OF THE AIRFIELD, 2 000 FT. REQUEST CLEARANCE TO PERFORM AIRWORK BETWEEN 3 000 AND 4 500 FT, AT 5 NM NE OF THE AIRFIELD

EU-EASA. CLEARED TO PERFORM AIRWORK

REMEMBER, NEVER START A STALL TRAINING SESSION WITHOUT GOING THROUGH THE FULL "APOS" SAFETY CHECKS: ALTITUDE, POSITION, ORIENTATION, SKY CLEAR

KEEP THE BALL CENTERED. PITCH UP... PITCH UP... UNTIL YOU HEAR THE HORN

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TWIIII TWIIII

THE HORN STALL WARNING IS ADJUSTED TO START 5 TO 10 KT BEFORE THE STALL

3...2...1...AND THERE IS THE STALL!

THE STUDENT RECOVERS FROM POWERED AND UNPOWERED STALLS IN DIFFERENT CONFIGURATIONS. HE DOESN'T GET INTO ANY UNINTENDED SPINS.

THAT WAS FUN! WILL WE ALSO FLY SPINS?

YES, WE CAN HAVE A DEDICATED FLIGHT, WITH AN AIRCRAFT APPROVED FOR INTENTIONAL SPINS, LIKE THAT CAP 10

You can find links to

-Stall and spin awareness

in the "related content" section

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

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DON'T MISS SUNNY'S NEXT TWO EPISODES! THEY WILL DEAL WITH WEIGHT AND BALANCE, AND SPIN RECOVERY