

Spin Training

Your instructor may have recommended spin training as part of your lesson progression to solo or your license, or perhaps you would like to pursue this training on your own initiative. Regardless of the reason, we want to make this lesson both informative, skill building, and fun.

Loss of control in-flight, especially stalls leading to spins remains near the top of the listed causes for fatal general aviation accidents. The purpose of spin training is to help you from being one of these statistics.

**Spin training is not to make you good at doing spins,
it's to make you good at *not* doing spins!**

While we will cover recovery from an incipient and fully developed spin, the lesson will start with a briefing session where we'll discuss what a spin is, how does it occur, and some examples of spin accidents in real life. We'll consider the increase stall speed with load factor and how that applies to bank angles and situations we encounter regularly while flying the glider.

We'll be wearing parachutes for the session, So your instructor will review the proper wearing, operation, of the parachute, as well as bailout and landing procedures. While not strictly required by FAR 91.307 it's better to have them and not need them, than need them and not have them.

The flight portion will typically use a glider that is less forgiving and easier to spin when compared to the standard SGS-233 trainer.

After an orientation to the aircraft, the flight will usually consist of:

- a climb to about 5000 feet AGL.
- Some turns to familiarize yourself with the feel of the glider
- Slow flight at minimum controllable airspeed
- Imminent and full stalls with prompt recover "the right way" (not using aileron to pick up a dropped wing)
- Stall recovery "the wrong way" allowing use of aileron to attempt to pick up a dropped wing – and experiencing the poor performance of that recovery
- A demonstration (if not already covered in flight training) of the predictable increase in stall speed with bank angle/G-load of

approximately 20% at a 45° bank angle while at a constant vertical speed.

- Spin entry induced by skidding the turn
- Proper spin recovery as the spin first develops
- Full spin entry and recovery from an established spin (typically about 2 turns), additional spins altitude permitting.
- Stall with a slipping turn – demonstrating a resistance to spinning (indeed slipping turns are often used safely in the traffic pattern)
- Steep spiral entry and recovery (60° + high G load , high speed maneuver)
- Additional maneuvers altitude permitting
- Completion of the before-landing checklist
- Accuracy landing

At the completion of the training, you should have a new appreciation for the need maintain adequate airspeed, for proper turn coordination (no skidding of turns!), and that a spin can easily require more altitude to recover than is available anywhere in the traffic pattern.

While you are encouraged to practice stall recognition and recovery on your solo flights, as you will be tested on them during any checkride, you are not expected or authorized to practice spins without additional training.

Fly Safe

