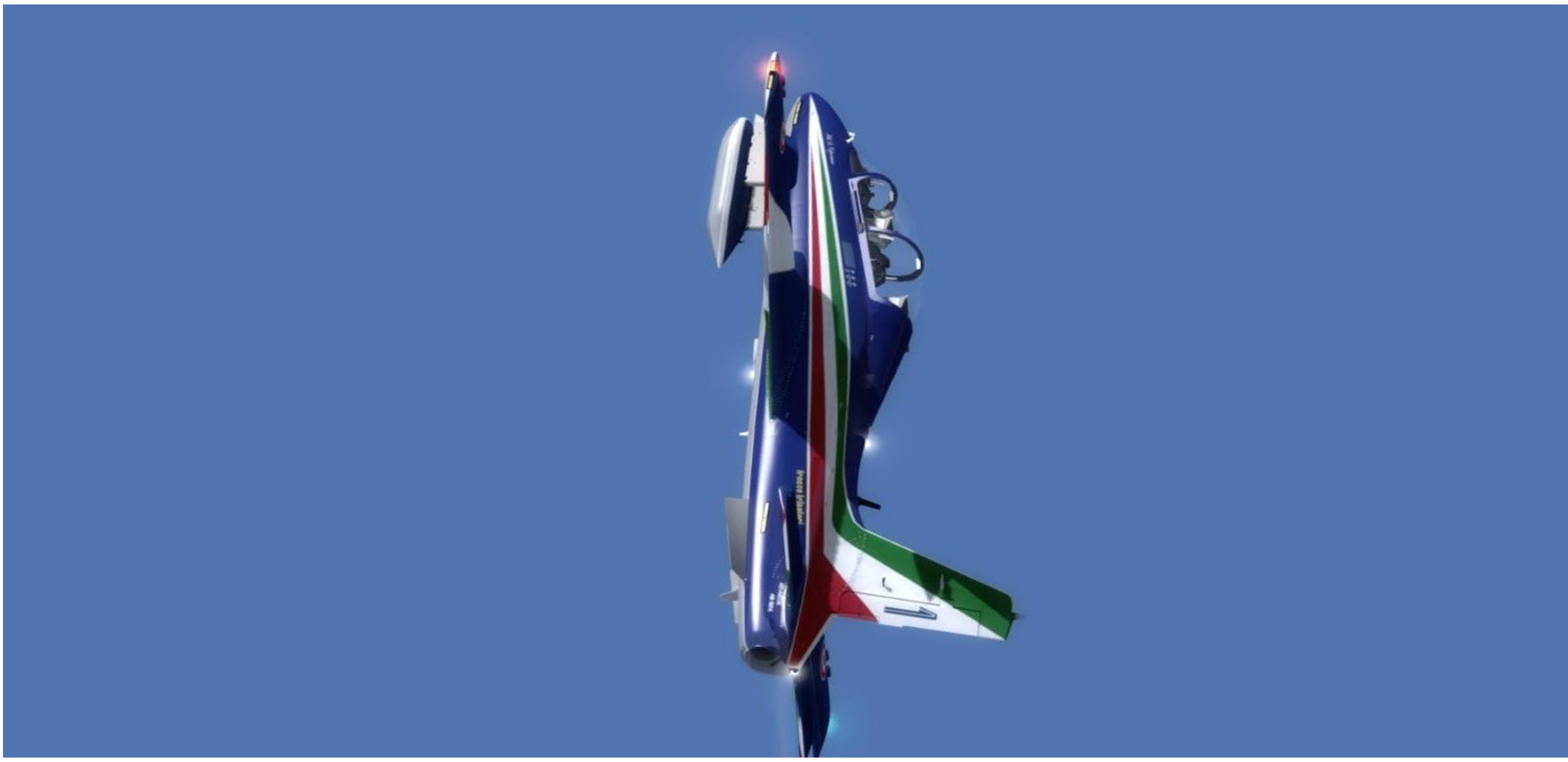
ERECT SPIN MANEUVER

Aermacchi MB339A/PAN
(Prepar3d v 4.x version)



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MB339A PAN MLU - MANEUVER - ERECT SPIN

A spin may be described as an aggravated stall that results in what is termed "autorotation" wherein the airplane follows a corkscrew path in a downward direction. Both wings are in a stalled condition but one wing continues to produce some lift resulting in a roll. The airplane is forced downward by gravity, wallowing and yawing in a spiral path.

It is very important for the flight instructor to demonstrate spins and spins recovery. Fear of and aversion to spins are deeply rooted in the public's mind and many pilots have an unconscious aversion to them. If one learns the cause of a spin and a proper techniques to prevent and/or recover from the spin, mental anxiety and many causes of unintentional spins may be remowed.

Pre-aerobatics Checks :

-Altitude and position;
-Fuel;
-TACAN,VOR,ILS RNAV;
-FLT DIR: STBY
- Landing Gear, Speedbrake, wing flaps: UP and OK;
-Harness tightened, shoulders restrained;
- Engine instruments: OK
-No loose objects in the cabin

- Perform initially a clean stall to evaluate stall IAS;
- 250 KIAS, 15000ft pre-acrobatics checks accomplished;

- Check that tip tanks are empty and trim for the line of flight;

- Select power at 60% and speed brake out;
- at 120 KIAS speedbrake in and hold altitude;
_ Check for visual reference to count during turns

- 5-10 kt before stall speed:

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stick full aft and full rudder. Do not use the trim.

The aircraft falls, moves forward, turns, dives, rolls and yaw simultaneously.

-check IAS, vertical velocity indicator, turn needle on turn and bank indicator;

- after third turn or beyond perform recovery :

stick neutral to break the stall and opposite rudder, 60% rpm .
As rotation stops, rudder at neutral and pull up gently...

- Post aerobatics checks :

- Landing Gear, Speedbrake, wing flaps: UP and OK;
-HSI consistent with standby compass;
-ADI consistent with STBY attitude indicator;
-Engine instruments: OK within limits;
-Fuel;
-Position and altitude

*** WARNING***WARNING***

- Students Pilots are not allowed to perform intentional spin with fuel in the tip tanks.

-at 6000 ft if recovery is not completed EJECT !