



**S**EBRING *FLIGHT ACADEMY*.com



THE LANDING DOCTOR<sup>com</sup>

## **SPINS....What you need to know**

**You cannot SPIN if you do not stall!!!!!!**

## **How to avoid a stall and a Spin**

### **Take off:**

**Do not let the plane fly off the runway until it is ready. Do not look at the airspeed indicator. Add full power, verify proper RPM, add some back pressure and wait for the plane to fly.**

### **Climb:**

**Accelerate to  $V_y$ , best rate of climb before you start the climb. On climb out**

**YOU MUST SEE OVER THE NOSE**

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### **The turn onto Crosswind Leg:**

**Do not initiate the turn onto Crosswind until you are within 300 feet of the downwind leg altitude. Before turning, lower the nose and establish  $V_y$ , best rate of climb, plus 10 mph. We call this Maneuvering Climb Speed,  $V_{mcs}$ .**

### **Downwind:**

**Use a crab to keep from getting too close to the runway.**

**Lower the nose before turning onto base leg.**

**Base Leg:**

**Am I too low, too high, just right...DO SOMETHING!!! You should be 500' AGL when turning final. Adjust your power and flaps to arrive at the correct altitude on final.**

**Lower the nose before turning onto final approach.**

**Final Approach:**

**If you overshoot the final, usually from a tail wind on base leg, do not enter a steep turn to get back in line with the runway....GO AROUND!!!**

**Short Final:**

**Maintain some power and half flaps for a shallow approach attitude. Keep the nose down, to maintain energy and stay safe, until you are the height of a car. Fly level down the runway and asses for a crosswind. Reduce the power a little and let the plane settle towards the runway. Fly the plane onto the runway in the proper landing attitude.**

**Follow these tips from Lou Mancuso, “The Landing Doctor”, and stay safe.**