



Spin Training Policy:

Intentional spins in LEA aircraft are only authorized under the following conditions:

1. Intentional spins must be performed with an authorized instructor who is employed by LEA and has been approved by the Chief Flight Instructor or an Assistant Chief Flight Instructor.
2. Intentional spins will be performed in aircraft designated for spin training only.
3. Any intentional spin that is performed for reasons other than initial CFI training must be approved by the Chief Flight Instructor prior to that flight activity. This approval will be documented in the Instructor's employee file.
4. Intentional spins are not approved when weather conditions exceed any of the following conditions:
 - Winds aloft 20 knots maximum.
 - Any Airmets, Sigmet, Convective Sigmet, or Pilot Reports indicating turbulence within 5,000' of altitude in the area that the spins are to be conducted.
 - Minimum ceiling at 6'000AGL.
 - Minimum visibility 10sm.
 - Any weather phenomenon or condition deemed unsafe by the Instructor.
5. Intentional spin procedures will comply with the following limitations:
 - Any manufacturer limitation or recommendation regarding spin entry and recovery procedures specified in the Pilot Operating Handbook (POH) for the aircraft being utilized.
 - Any limitation or recommendation specified by a placard in the aircraft being utilized.
 - Spin entry will be conducted at an altitude that will allow recovery no lower than 4,000 AGL.
 - Recovery procedures will commence after no more than 3 rotations.
 - The aircraft must be configured with the wing flaps in the retracted position unless otherwise noted in the Pilot Operating Handbook (POH) for the aircraft being utilized.
6. All weight and balance limitations specified by the manufacturer must be complied with
 - Care should be taken during the pre-flight weight and balance calculations to verify that the aircraft will be within the CG range for the appropriate category at the time of the spin, taking into consideration the effect of fuel burn on CG location.
7. The area around, above, and below the aircraft must be adequately cleared using proper scanning procedures prior to entry to *each* spin entry.
 - When available, it is required that ATC flight following services be utilized while performing spin training.



Spin Training Preflight Discussion

At a minimum, the following subjects will be covered for each spin training flight.

1. What is a spin:
 - a. Are both wings stalled or just one wing
 - b. What causes an auto-rotation around the CG
 - i. How will the position of the CG affect the characteristics of the spin
2. What are the phases of flight that a pilot is most susceptible to a stall/spin scenario
3. What are the different phases of a spin
 - a. Approximately how many second does it take for each rotation during the fully developed phase
 - b. Approximately how many feet in altitude are lost during each rotation during the fully developed phase
4. What is the proper recovery from a spin
 - a. Manufacturer's recommendations
 - b. PARE acronym if no spin recovery is specified
 - i. Why should power be reduced to idle
 - ii. How does aileron deflection affect spin characteristics
 - iii. Why does the rudder remain effective during a spin
 - iv. Why do we apply brisk forward elevator pressure
5. Difference between a steep spiral and spin
 - a. Dangers of a steep spiral
 - i. Exceeding maneuvering speed
 - ii. Increased load factor during recovery
 - iii. Structural damage
 - b. Situations that may result in an inadvertent steep spiral during intentional spins.



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6. Anxiety associated with intentional spins
7. Completion standards: refer to current PTS.



Spin Training Instructor Evaluation

The evaluating instructor must be the Chief Flight Instructor or a flight instructor designated by the Chief Flight Instructor. The evaluating instructor shall verify that the flight instructor exhibits instructional knowledge and ability in the spin entry, spins, and spin recovery by demonstrating the following tasks:

- Ground briefing on spin training
- Determines an appropriate area to perform spin maneuver
- Selects appropriate altitude to begin spin maneuver
- Contacts ATC for flight following, when available
- Performs pre-maneuver CRAGS checklist
- Adjusts power appropriately to slow airspeed while maintaining altitude
- Applies appropriate control input prior to stalling to enter spin
- Maintains proper control input until recovery is initiated
- Initiates spin recovery technique after maximum of three turns
- Utilizes appropriate spin recovery technique
- Identifies a steep spiral condition, if applicable, and initiates prompt recovery procedures
- Maintains a safe airspeed and load factor during spin entry, spin, and spin recovery.
- Demonstrates instructional ability during spin entry, spins, and spin recovery in both directions.

Date: _____

Aircraft Make and Model: _____

Evaluating Instructor's signature: _____

Instructor's signature: _____

This form will be kept in the instructor's employee folder as documentation that the instructor is qualified to perform spin training in Leading Edge Aviation aircraft.