



SEBRING *FLIGHT ACADEMY*.com



THE LANDING DOCTOR .com

SPINS....What you need to know

You cannot SPIN if you do not stall.

How to avoid a stall.

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.

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.

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 when turning base leg.

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 centerline and correct 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.