

Spinning Two-Seat Gliders

BGGC Instructing Notes are articles produced and reviewed by experienced Club instructors to support the Club's training syllabus.

Many pilots, experience and novice are reluctant to spin gliders. Some suggestions regarding spin training are as follows:

- Most spin training time should be spent on ensuring that pupils understand and recognise the symptoms of spins so that they can avoid them. This will be best achieved by numerous short (~1 turn) spins. Sufficient must be done to give the pupil enough experience to 'settle down' and properly appreciate what is going on in the spin and understand what they need to do.
- Spinning and recovering must be demonstrated and practiced until the pupil can reliably recognise the point at which the spin stops. It is absolutely essential that the rudder and ailerons are centralised immediately rotation ceases. If the pupil does not do this, the instructor must do so very quickly to avoid overloading the glider.
- The pull out from the dive must be done firmly and smoothly but without excessive G. If the DG 505 is trimmed out at 50 knots it is necessary to push on the stick at 90 knots to prevent it exceeding 3 1/2 G. Again it may be necessary to take over very quickly.
- To teach spinning, you must be in very good spinning practice. If not, don't. Get some practice and if necessary some tuition yourself.
- If the speed is kept below V_A and the ailerons and rudder have been centralised the glider can't be overstressed.
- There have been endless debates about minimum heights for spinning. Gliders can lose 1100 feet from the start of a spin to the bottom of the dive after a one turn spin if the recovery action is less than optimal. Decide what your minimum start height is and stick to it.
- Most common gliders stop spinning almost as soon as recovery action is applied. The DG 505 always needs full rudder and full forward stick to recover when the C of G is near the aft limit. Just occasionally the Grob 103 takes nearly a 360° turn of full rudder and stick fully forward to recover. This can be most unnerving if you are used to the other 364 days of the year when it comes out instantly. Don't fiddle about with the controls trying to invent new recovery methods. Stick central and fully forward with full opposite rudder will work within one turn, otherwise it wouldn't have been certified.