

POST SOLO TRAINING SYLLABUS

<p><u>STALLING IN TURNS</u></p>	<p>Stalling is more likely to occur during a turn rather than when flying straight and level. <u>Likely times to occur</u> - Poor turns. - Slow in turbulence. - Failed launch. - Pilot preoccupied. - Stretching the glide in the circuit (low air speed). - Low final turns. - Under estimating the wind gradient on the base or final turn.</p> <p><u>RECOVERY- STICK FORWARD</u> to reduce angle of attack. Use rudder to reduce yaw.</p> <p><u>AIR EXERCISE</u></p> <ul style="list-style-type: none"> • Stalling with varying degrees of bank in balanced turns (Do the turns at too lower airspeed). Remember that stalling will occur at any time that AOA exceeds 15°. • Stalling from slipping and skidding turns.
<p><u>HIGH SPEED STALLS</u></p>	<p>Explain-The stall speed is higher in a turn due to the increased loading on the wing. <u>Stall speed-varying factors</u>- Turns. - Pulling out of a dive. - Up gusts. - Increased aircraft weight. - Deterioration of the wing surface due to raindrops, dust , frost or ice. - Raised flaps.</p> <p><u>AIR EXERCISE</u></p> <ul style="list-style-type: none"> • Stall in a turn to show that the stall speed is higher than stalling from straight and level. Remember that stalling will occur at any time that AOA exceeds 15°.
<p><u>FULLY DEVELOPED SPINS</u></p>	<p>Must have done Incipient spins and Incipient spins from turns. Try and get the pupil to spin on the same flight to help allay a fear of spinning. During a spin the aircraft is simultaneously Rolling, Pitching and Yawing. <u>The fact that one wing may drop at the stall is the basic cause of spinning.</u></p> <p><u>Aims</u>- The trainee to see that standard spin recovery action is effective in the full spin. -The trainee to get some idea of the height needed for recovery. -The Instructor to ensure that the trainee experiences the sudden disorientation caused by spinning and can handle the unusual sensations.</p> <p>Take the correct recovery action-</p> <ul style="list-style-type: none"> • <u>FULL OPPOSITE RUDDER.</u> • <u>CONTROL COLUMN CENTRALLY FORWARD.</u> • <u>EASE OUT OF THE RESULTING DIVE.</u> <p><u>Symptoms</u> Glider stalled.</p> <ul style="list-style-type: none"> • Normal G loading. • Unresponsive (light control loads). • Low or unreliable I.A.S. • Corresponding sound of the glider.
<p><u>SPIRAL DIVES</u></p>	<p><u>Symptoms</u> Glider not stalled.</p> <ul style="list-style-type: none"> • Increasing G. • Effective and increasing control loads. • Increasing I.A.S. • Corresponding change in sound of glider. <p>THE SPIRAL DIVE IS THE MORE COMMON CHARACTERISTIC OF THE MODERN GLIDER. The rate of rotation in a spiral dive is approx half that of a spin. <u>STANDARD RECOVERY-- UNLOAD, CONSIDER THE USE OF AIR BRAKES, ROLL THE WINGS LEVEL, EASE OUT OF THE DIVE.</u></p> <p>Spiral dives occur when the elevator is unable to keep the wing stalled beyond the incipient stage of the spin. Speed builds up very quickly so use airbrakes if necessary.</p>