

## FLIGHT CHARACTERISTICS

The use of ailerons in the direction of roll is favorable to recovery. If the spin shows no sign of stopping, the stick should be moved fully in the direction of roll, in the opposite direction to the turn needle. When aileron is used to assist recovery, the spin develops into a rolling motion with a rapidly increasing airspeed. At this stage the ailerons and rudder should be neutralized. If the deflection is maintained for too long, the aircraft may revert to an inverted spin with a severe flicking motion. It is therefore important to aim for a clean recovery in the first instance, as abortive recoveries can lead to the aircraft spinning in a more determined manner.

Tailplane trim position does not have any marked effect on the spin or the recovery. However, the recovery is improved by having the stick fully forward to reduce the rate of rotation and to avoid blanking as much of the rudder as possible.

### **Out of Control Flight Recovery Actions (Consolidated)**

The recovery actions given below should be taken when loss of control occurs. Landing gear and flaps should be raised if down and engine power reducing to idle, although it is not considered that these factors appreciably affect the recovery.

The actions cover both the upright and the inverted spin:

<b>Actions</b>	<b>Considerations</b>
<b>Immediate Actions</b> Monitor altitude and consider ejecting. At the first indication of loss of control: Positively neutralize the rudder and stick and take no further action until either recovery is achieved or a recognizable spin develops.	The aircraft should generally recover during the first turn of an upright or inverted spin.
<b>Subsequent Actions</b> Monitor altitude and consider ejecting. When the rotation stops, allow the speed to increase to at least 200 knots before recovering from the dive.	
If a recognizable spin develops: Apply <u>full</u> rudder to oppose the turn needle and move the stick to the <u>fully</u> forward position.	Aligning the stick with the white datum ensures that the ailerons are central. The aircraft should normally recover within one or two turns.
When the rotation stops, immediately neutralize all controls and allow the speed to increase to at least 200 knots before recovering from the dive.	After the rotation has ceased, 6000 to 10,000 feet may be required to regain level flight.

### **Inertia Cross Coupling**

Experience has shown that the aircraft is not generally prone to any significant inertia cross coupling effects. The following information is provided to give the conditions under which it may be possible for inertia cross coupling to occur, its effects and the action to be taken in this event.