Chase Gardom and I went out in his 1966 Cessna 172G, N4110L, on August 7th, 2021 to do spin training. Since Chase began his primary training, he expressed interest in doing spin training and interest in being a flight instructor in the future. I told him that we would do spin training with him after he got his license helping him move closer to those goals. Chase had earned his Private Pilot ASEL rating on August 6th 2021.

Chase and I did a preflight briefing on spins. We covered the theory and dynamics of a spin and the requirement of the aircraft to be in the utility category. We reviewed our weight and balance and confirmed that we were in the utility category, we were carrying 22 gallons of fuel at the time of takeoff. We discussed the design maneuvering speed of the aircraft that we must remain under at all times during the spin and recovery which is 122MPH. We discussed the proper spin recovery, in order of operation to safely complete the maneuver. We discussed that I would demonstrate the first spin and recovery, which he would observe, then he would perform the following spins.

We departed the Coeur D'Alene airport and headed Northeast toward Hackney Airpark. We climbed over Hackney Airpark to perform the spins above the runway. I do this as a habit during training with students just in case we need to execute an immediate landing for any reason.

Chase and I climbed to 7,000'MSL over Hackney and began the spin training. Chase and I reviewed the process and procedures for initiating and recovering from the spin after we leveled off. As previously instructed, I began to demonstrate a spin and recovery to Chase. As the spin reached the fully developed stage, I executed the appropriate spin recovery procedure. Power idle, ailerons remain neutral, opposite rudder to stop the turn, then elevator forward. While I performed the recovery, I noted that the airspeed did not exceed 110MPH which is 12MPH below the design maneuvering speed of that aircraft. Simultaneously while I executed the spin recovery, the windshield of the aircraft shattered and I immediately began a landing at Hackney. I saw this as the only proper action to ensure the safe outcome of the flight. I confirmed that Chase was physically okay. Confirming that he was okay, he also said to me "your controls" and I said "my controls" thus further establishing who was landing the aircraft. I then focused all my attention on landing. Again, I confirmed that the airspeed was below maneuvering speed. The aircraft had not exceeded 110MPH. I then pitched the aircraft for its best glide speed of 80MPH and maneuvered the aircraft to enter a left downwind entry, runway 21 at Hackney because the winds were out of the southeast favoring a landing in that direction. I secured the aircraft prior to landing and briefed Chase on our plans for after landing. I landed the aircraft without event and taxied to the south end of the runway where Chase and I parked and exited the aircraft.

I have received spin training in two different aircraft, and I myself have taught spin recovery in 4 different aircraft with over 100 spins and recoveries. I feel confident that I maneuvered the aircraft in an educated and appropriate manner, not exceeding structural limitations. Moving forward I will continue to take extra caution while inspecting all aircraft for any signs of age or stress that would in any way bring into question the integrity of the airframe during maneuvers.

Jonathan Frantz