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To whom it concerns

Subject: Incipient spin characteristics of A22 and A32 aircraft

Aircraft Manufacturer Declaration

With this letter Aeroprakt Ltd., manufacturer of Aeroprakt A22 and A32 aircraft, declares the following:

Both A22LS and A32 were tested for spins. A special feature of the A22/A32 wing is such that during a classic method of spin entry when the pitch and yaw controls are deflected fully, simultaneously - the aircraft would spin not more than 180 degrees. After which the aircraft recovers from a spin to a steep spiral dive with increasing speed and normal acceleration (g-factor) in spite of the fully deflected pitch and yaw controls.

If the controls are still kept fully deflected then by the end of the second turn of the spiral dive, the load factor will reach +4.0G's and the speed will increase to V_{NE} .

According to the ASTM (LSA) standard, an airplane may be used for spinning if the limit load factor and V_{NE} are not reached by the end of the 3rd spin turn.

Taking into account the above mentioned we cannot see any problem in permitting the use of our A22 and A32 aircraft for incipient spin recovery training as described in the CASA Part 61 syllabus with the only limitation that not more than 1 spin turn may be done.

Yuriy Yakovlyev

Aeroprakt Ltd.
Chief designer

