

ACCELERATED STALLS

2,500 AGL MINIMUM ALTITUDE

Goals:

Simulate an inadvertent stall while maneuvering and “pulling G’s”
Learn to recognize aircraft “feel”, sounds and other hints of an incipient stall.
Learn the control inputs required for effective recovery.
Demonstrate the fact that a stall can occur at an airspeed above the 1-G stalling speed.

Procedure:

Select an entry altitude per Airman Certification Standards (ACS)
Perform clearing turns
Configure the aircraft – mixture rich
Apply carburetor heat
Reduce power to approximately 1500 rpm
Establish an airspeed of roughly 1.3 Vs (78 MPH)
Establish a bank angle of at least 45 degrees (60 preferred)
Increase pitch to maintain altitude
Be alert to indications of a stall (warning horn/light, buffeting, and loss of control effectiveness)

At the stall break, recover by simultaneously:

- Decreasing angle of attack (releasing back pressure or pushing the yoke forward)
- Leveling the wings
- Applying rudder to maintain coordination
- Adding full power

Transition to a normal cruise flight

Note the indicated airspeed at the time of the stall

Common Mistakes:

Abruptly increasing back pressure
Failing to apply enough back pressure
Reacting too slowly, allowing the stall to develop further
Overcompensating during the recovery and putting negative G-loads on the aircraft