Federal Aviation Administration
FAAST SAFETY TEAM

Teaching Stalls:

Awareness / Recoveries

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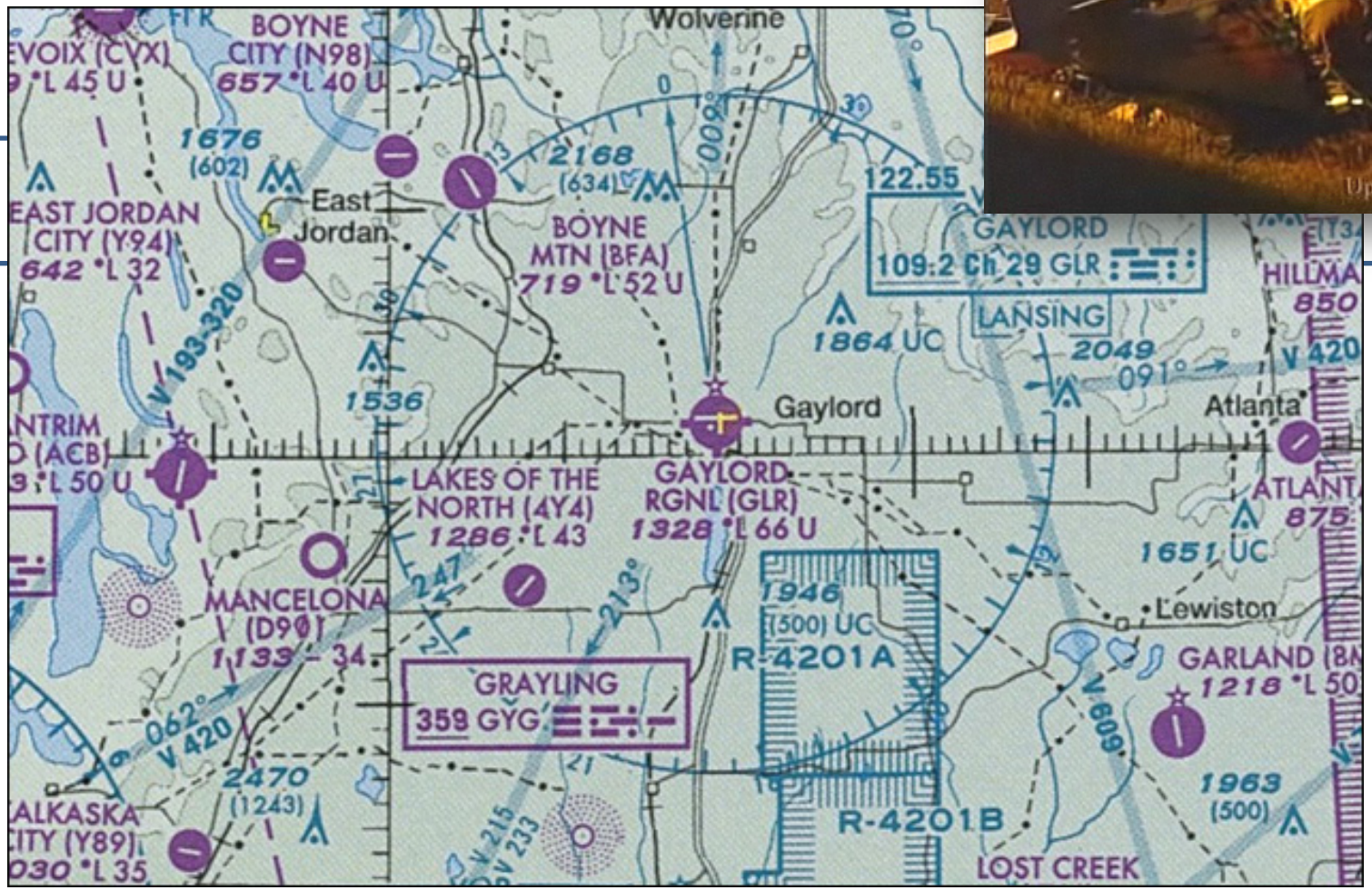
Case Study



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Two Fatalities

- GPS track data depicted the airplane entering a descending right turn about 40 seconds prior to the accident.
- The turn continued through approximately 450 degrees.
- Two state police troopers . . . stated that the airplane made several "abrupt" turns as low as 200 to 300 feet above the ground. At one point, the "plane's wings were dipping slightly back and forth, as well as the tail of the plane was swaying slightly from side to side; however, the plane remained level and did not appear erratic."
- The airplane completed another "very abrupt" right turn when "the nose dropped straight down and the plane rolled to the right and corkscrewed into the ground."

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Discussion

- What are your thoughts about the accident?
- What are some possible causes?

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Discussion

- If your client made a general statement saying, "The aircraft must be prone to stalling", how would you respond?

Discussion

- If your client made a general statement saying, "Aircraft are unpredictable near stall speed", how would you answer?

Trained and Tested

- Maneuvering During Slow Flight
- Proficiency Stalls
  - Power-On (straight ahead & turning)
  - Power-Off (straight ahead & turning)

Discussion

- Where in the syllabus do you demonstrate a stall for the first time?
- Do you feel the need to complete the entire stall series as part of your initial stall lesson?

Discussion

- When you teach stalls and stall recovery the first time, how do you coordinate the demonstration with the verbal description?
- Do you talk all the way through the maneuver?
- Is it effective to describe the particular stall and recovery before the demonstration?

Demonstrated - Not Tested

- Crossed-Control Stalls
- Elevator Trim Stalls
- Secondary Stalls
- Accelerated Maneuver Stalls

Discussion

- How do you employ demonstration stalls in your own teaching?
- What effect does a demonstration stall have on client anxiety?

Discussion

- How do you handle the fear of stalls?
- Have you had to retrain a client who was severely frightened by a previous instructor's attempt to teach stalls?
- Describe what you did to solve the problem.

Discussion

How do you correct these common student errors?

- Improper pitch, heading, and bank control during straight ahead and turning stalls
- Failure to recognize the first indications of a stall
- Failure to achieve a stall
- Improper torque correction
- Poor stall recognition and delayed recovery
- Excessive altitude loss or excessive airspeed during recovery
- Secondary stalls

Summary

During this workshop, we discussed:

- An avoidable stall accident with two fatalities
- Proficiency stalls in the course of training
- Demonstration stalls in the course of training
- Teaching techniques for anxious clients
- Common student errors when demonstrating stalls

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