

## STALL RECOGNITION

The worst-case scenario of an LOC accident is a stall/spin too close to the ground to allow for recovery. If, after eliminating distractions, flying coordinated controls and maintaining airspeed, you still risk stall, maybe a refresher on stall recognition will help, thanks to the FAA's *Airplane Flying Handbook*, FAA-H-8083-3A:

### VISION

This sense can only be relied on when the stall is the result of an unusual attitude of the airplane. Since the airplane can also be stalled from a normal attitude, vision in this instance would be of little help in detecting the approaching stall.

### HEARING

In the case of fixed-pitch propeller airplanes in a power-on condition, a change in sound due to loss of rpm is particularly noticeable. The lessening of the noise made by the air flowing along the airplane structure as airspeed decreases is also quite noticeable, and when the stall is almost complete, vibration and incident noises often increase greatly.

### KINESTHESIA

The ability to sense changes in direction or speed of motion, is probably the most important and the best indicator to the trained and experienced pilot. If this sensitivity is properly developed, it will warn of a decrease in speed or the beginning of a settling or mushing of the airplane.

### FEEL

As speed is reduced, the resistance to pressures on the controls becomes progressively less. Pressures exerted on the controls tend to become movements of the control surfaces. The lag between these movements and the response of the airplane becomes greater, until in a complete stall all controls can be moved with almost no resistance, and with little immediate effect on the airplane.

