

# FLIGHT CREW TRAINING NOTICE



01/2010

**Applicability:** RETRE, TRIE, TRE, SFE, TRI, SFI

**Effective:** Immediate

## STALL RECOVERY TECHNIQUE

- 1 Recent observations by CAA Training Inspectors have raised concerns that some instructors (both SFIs and TRIs) have been teaching inappropriate stall recovery techniques. It would appear that these instructors have been encouraging their trainees to maintain altitude during recovery from an approach to a stall. The technique that has been advised is to apply maximum power and allow the aircraft to accelerate out of this high alpha stall-warning regime. There is no mention of any requirement to reduce the angle of attack – indeed one trainee was briefed that “he may need to **increase** back pressure in order to maintain altitude”.
- 2 It could be argued that with all stall warning devices working correctly on an uncontaminated wing, such a recovery technique may well allow the aircraft to accelerate out of danger with no height loss at the lower to medium altitudes. The concern is that should a crew be faced with anything other than this idealised set of circumstances, they may apply this technique indiscriminately with potentially disastrous consequences.
- 3 The standard stall recovery technique should therefore always emphasise the requirement to reduce the angle of attack so as to ensure the prompt return of the wing to full controllability. The reduction in angle of attack (and consequential height loss) will be minimal when the approach to the stall is recognised early, and the correct recovery action is initiated without delay.

**NOTE:** Any manufacturer’s recommended stall recovery techniques must always be followed, and will take precedence over the technique described above should there be any conflicting advice.

- 4 Any queries as a result of this FCTN should be addressed to Head of Flight Crew Standards at the following e-mail address: [flightcrewstandards@caa.co.uk](mailto:flightcrewstandards@caa.co.uk).

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**Head of Flight Crew Standards**

21 April 2010

**Source Reference:** Not applicable

**Publications affected:** None

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