Civil Aviation Authority

SAFETY NOTICE

Number: SN–2011/08

Issued: 13 July 2011

STALL RECOVERY TECHNIQUE

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	*Not Primarily Affected*
Air Traffic:	*Not Primarily Affected*
Airspace:	*Not Primarily Affected*
Airworthiness:	*Not Primarily Affected*
Flight Operations:	All AOC Holders and General Aviation Pilots
Licensed/Unlicensed Personnel:	All Aeroplane Examiners and Instructors All Aeroplane Flying Training Organisations, including Type Rating Organisations & Registered Facilities

1. Introduction

1.1 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 being taught 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. Scope

2.1 It could be argued that at low to medium altitudes, and 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. 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.

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 1: 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.

NOTE 2: Crews may be unused to recovering from a stall following an autopilot disconnect. Typically they can expect high stick forces and a requirement to trim in order to regain effective elevator authority.

3. Compliance/Action to be taken

3.1 All training providers are requested to review their syllabi and instructor/examiner procedures to ensure that this guidance is being followed.

4. Queries

4.1 Any queries as a result of this Safety Notice should be addressed to Head of Flight Crew Standards at the following e-mail address: flightcrewstandards@caa.co.uk.

5. Cancellation

4.1 This Safety Notice replaces Flight Crew Training Notice 01/2010 and shall remain in force until further notice.