Stall/Spin Awareness **Quiz**

SOURCE: General Aviation Pilot Stall Awareness Training Study (Report No. F **AA-RD- 77-26) complements of Charley Kohler**

Most stall/spin accidents occur
a) during practice of intentional spins.
b) in the traffic pattern (takeoff, approach and landing, go-around).
c) when practicing intentional spins in aircraft not certified for them.
d) when practicing stalls.

2. A significant factor which may cause inadvertent stalls IS
a) distraction.
b) too lean mixture
c) instrument failure
d) darkness.

3. About what percentage of fatal or serious accidents involve a stall/spin?
a) 2%
b) 5%
c) 25%
d) 60%

An aircraft wing will always stall when
4. a) the indicated airspeed is below the power off stall speed.
b) the angle of attack is greater than the stall angle of attack.
c) the calibrated airspeed is below the power-off stall speed.
d) the pitch attitude is nose-up.

A stall can occur under all conditions except which of the following?
5. a) **In** a dive
b) Inverted
c) At high airspeed
d) At zero angle from zero lift (angle of attack)

An increase in aircraft weight
a) causes the stall speed to increase.
6. b) causes the stall speed to decrease.
c) will not aff:ect the stall speed unless the center of gravity moves.
d) *will* not affect the stall speed except with the flaps down.

A spin
a) is a maneuver similar to a spiral in that it occurs at high airspeed in a steep bank and with a high rate of
7. turn.
b) never occurs when full power is being used.
c) requires about the same altitude as a stall for recovery.
d) is a complex motion in which a stalled airplane is rotating and losing altitude rapidly.

8. Which of the following is true? In a spin,
a) the airspeed will be near the stall speed.
b) the turn needle will indicate opposite to the direction of the spin.
c) the ball indicator will always deflect in the direction of the spin.
d) the engine will stop.

Which of the following are necessary to enter a spin? a) Full rudder and aileron
9. b) Full back elevator and full aileron
c) A stalled wing and a yawing moment
d) A stalled wing and full power

Spin recovery is made by
a) applying full power and forward wheel.
10. b) reducing power to idle and rudder against the rotation neutralize the aileron, followed by forward wheel.
c) applying forward wheel followed by aileron against the spin.
d) applying full forward wheel followed by coordinated rollout.

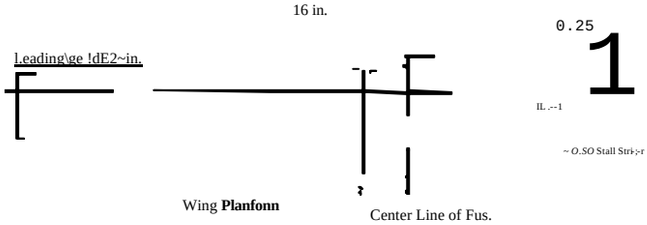
answers:

I. *b*	3. *c*	5. *d*	7. *d*	9. *c*
2. *a*	4. *b*	6. *a*	8. *a*	JO. *b*

Lancair IV and IVP Stall Strips

Editor's note: Martin Hollman provided the following information and highly recommends with emphasis a stall strip that should be on each wing. (See LNN #30, *p.* 389- 90.) *Below is the latest recommendation for positioning and length. Should anybody install the strips, please report the results. There should be no speed reduction. Remember, no intentional spins! Did you note the strips on the Columbia? Martin's Stallion (almost identical airfoil to the IV) also has strips positioned as shown below.*

Stall Strip Wing Section



Wing **Planfonn** Center Line of Fus.