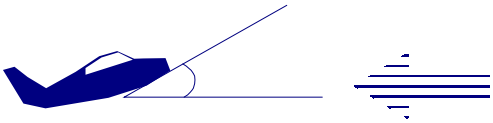
Secondary Stalls. Secondary stalls occur after recovery from previous stalls. They result from overcorrection during stall recovery. The prevention is to apply only enough control to recover, then avoid the conditions that caused the first stall.



Stalls result from too much angle of attack.
They can happen at any pitch, bank, airspeed and altitude.

Figure 8-A: Stalls

Desired Stalls

Although stalls should be avoided most of the time, some stalls are useful for training and landing.

Stalls for Training. Good pilots practice stalls to learn how to prevent them whenever possible and to recognize and recover from them if they occur. To develop recognition, recovery and prevention skills, practice stalls at safe altitudes such as 5,000 feet (1,524 meters) AGL. Climb to your chosen altitude, induce a stall, then recover from it. Check your altitude and heading before and after the stall and compare the differences to see the effects. Practice power-on and power-off stalls several times to understand what induces them and how to recover. Record what happens during those stalls for better understanding and future reference.

Stalls When Landing. Some pilots seek to stall their aircraft just before touching down on the runway. Others say that although stalling might make nice landings it is not necessary for good landings. Because aircraft are very close to stall speed during the flare and just before touching down, the stall horn sometimes sounds at this moment. Neither this “warning”

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