

Question,M Foil1,C,255

VX

True

Steep

True

Add power and increase pitch.

True

True

The wingtip

True

1,000 feet AGL

True

VX

Reducing the angle of attack by raising the nose is the first step in recovering from a stall.

True

Decrease the pitch attitude and add left rudder.

During departure

True

Improperly configuring the airplane for takeoff can cause or contribute to a power-on stall.

At the first indication of a stall, raise the nose to stop your descent.

True

True

Pulling up too quickly during a stall or spin recovery

A secondary stall

True

An accelerated maneuver stall occurs at a lower-than-normal stall speed.

True

Reduce power before increasing back pressure on the yoke.

Decrease pitch and power.

True

At pattern altitude

True

30

Foil2,C,255

VY

False

Medium

False

Add power and decrease pitch.

False

False

The wing root

False

1,500 feet AGL

False

VY

As soon as you recognize the stall, increase back pressure on the yoke and add full power.

False

Increase the pitch attitude and add right rudder.

On final approach

False

The stall warning horn normally begins to sound when the airplane reaches stall speed.

Reduce the power to idle and raise the nose to increase the angle of attack.

False

False

Stalling the airplane with a bank angle greater than 45°

A crossed-control stall

False

An accelerated maneuver stall can occur during a pull-up from a dive, or during a steep turn.

False

Increase power before decreasing back pressure on the yoke.

Increase pitch and power.

False

At or above 1,500 feet AGL

False

45°

Foil3,C,255
1.2VS1

Shallow

Maintain your current power setting and increase pitch.

The leading edge

2,500 feet AGL

VFE

As soon as you recognize the stall, release the back pressure on the yoke and add full power.

Hold a nose-level pitch attitude and neutral rudder.
While performing clearing turns

To perform a power-on stall, add full power during cruise flight and then increase the pitch attitude until the stall occurs.
Release back pressure and decrease the angle of attack by lowering the nose.

Not keeping the airplane coordinated during the stall
An accelerated maneuver stall

You must be performing an aerobatic maneuver for an accelerated maneuver stall to occur.

Reduce the bank angle before increasing back pressure on the yoke.
Decrease pitch and increase power.

At any altitude, provided you clear the area first

60

FeedBack,M CoGraphix,C,12

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