

Gulfstream IV

OPERATING MANUAL

06-03-20: Approach to Stall

1. General:

Perform maneuvers at 15,000 feet or above. Compute shaker and pusher speeds for gross weight and altitude.

A. Procedure:

(See Figure 2.)

For training purposes, accomplish approach to stall series in the following manner:

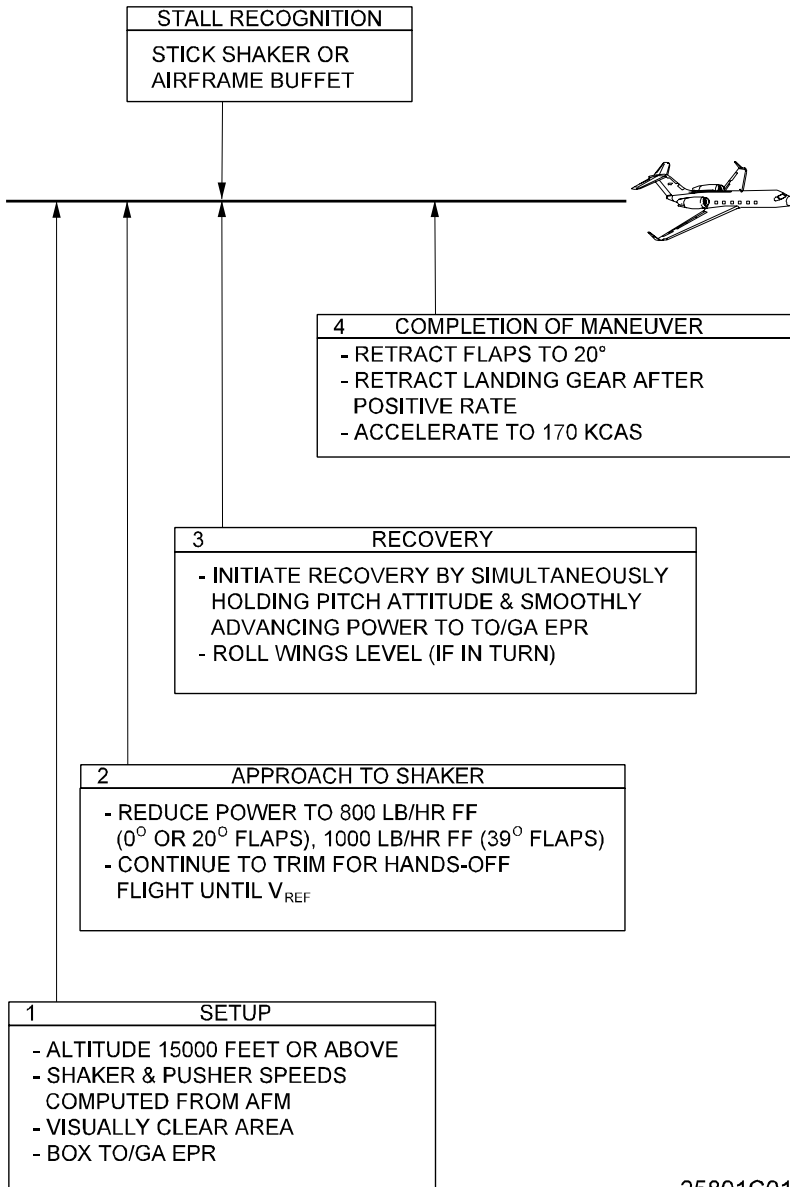
- (1) Visually clear the area.
- (2) Using the display controller, box TO/GA EPR. Reduce power and continue to trim for hands-off flight until V_{REF} .
- (3) Initiate recovery at the first indication of a stall (normally, stick shaker) by holding pitch attitude and advancing power to TO/GA EPR. Use smooth, deliberate power application (not slam), striving for minimum altitude loss.
- (4) Retract flaps to 20°.
- (5) Once a positive rate of climb has been established, retract landing gear.

B. Alternate Procedure:

- (1) Each of the stall series encounters should be Instrument Meteorological Conditions (IMC).
- (2) Recovery from an approach to stall in clean configuration should be initiated, during terminal area maneuvering or vectoring, at the stick shaker. There should be no loss of altitude in recovery to level flight and return to a speed appropriate for the configuration, maintaining original heading of $\pm 10^\circ$.
- (3) Recovery from an approach to stall during the departure phase of flight, after gear-up but prior to flap retraction, should be initiated at the stick shaker with recovery to the appropriate speed for the departure profile without loss of altitude below that at which the stick shaker was encountered.
- (4) Recovery from an approach to landing stall, encountered during a precision approach with gear down and flaps 39°, should be a missed approach initiated at stick shaker with a maximum deviation of \dot{A} below the glide slope.

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Approach To Stall
Figure 2

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GROUND / FLIGHT CHARACTERISTICS AND PROCEDURES

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06-03-30: Stall (Stick Pusher) Recovery

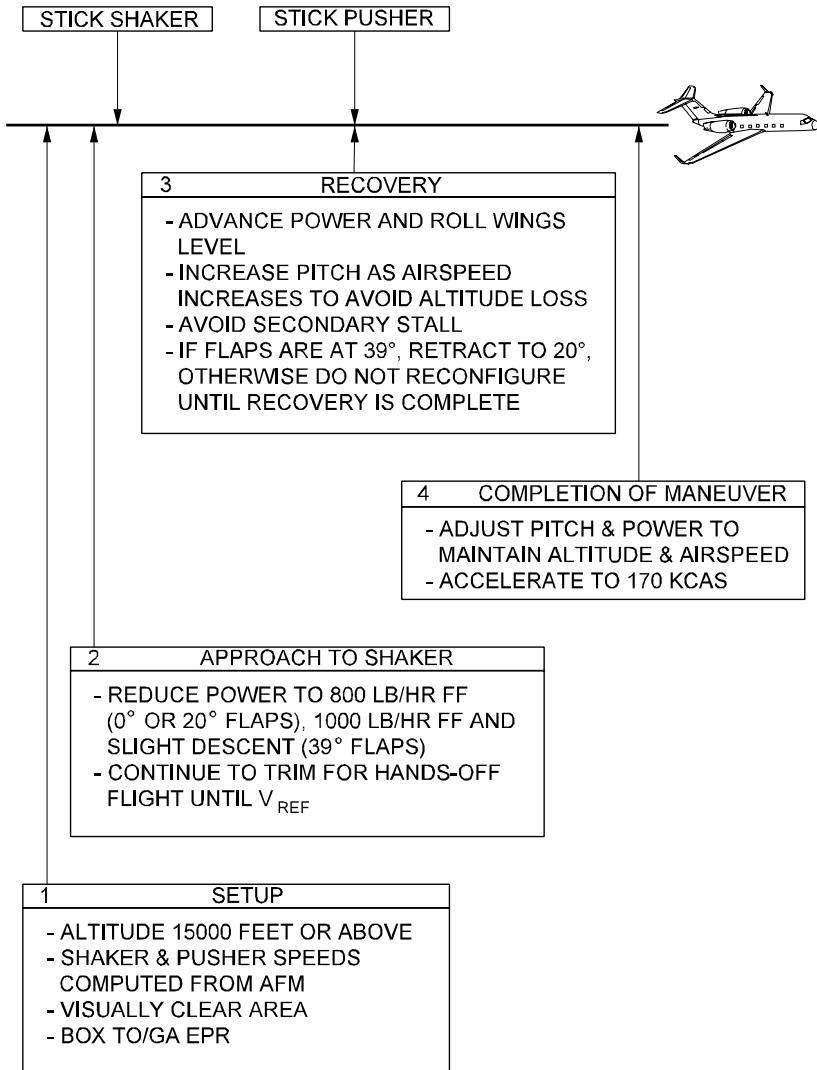
(See Figure 3.)

Stalls accompanied by the stick pusher are a training maneuver in the GIV. However, because of the complexity of the maneuver, they should not be accomplished without the assistance of an instructor. The recovery technique is described in general terms in the following paragraph.

Recovery from stalls accompanied by the stick pusher is accomplished by smoothly advancing power and rolling wings level. As airspeed increases, pitch is increased to reduce altitude loss. Excessive or sudden pitch changes should be avoided to prevent entering a secondary stall accompanied by the stick pusher. If flaps were DOWN (39j), they are retracted to 20j, otherwise aircraft configuration is not changed until stall recovery is complete.

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Stall (Stick Pusher) Recovery
Figure 3

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GROUND / FLIGHT CHARACTERISTICS AND PROCEDURES