

# Aerodynamics – Part 3

## Wings and Stalls

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*Wings when they're naughty.*

(Continuing from Part 2) Speaking of stalls ...

1. What is a stall (no, not the stall you are doing right now trying to answer this questions, and certainly not the stall that is suggested by those who sing out the classic Mondegreen for the line in the CCR song: “There’s ... a bathroom on the right”)?
2. What aerodynamic condition is required to trigger the stall warning horn? (Looking for a bit more than just “entering a stall” here)?
3. What condition(s) is/are required for an airfoil to stall?
4. What happens to stall speed when you are in a turn?
5. How does stall speed vary with weight for a given aircraft or does weight not change stall speed at all?
6. Why do we use calibrated airspeed to determine the stall speed for conditions that change stall speed from the published speed?
7. And – what are the common V-speeds used for stall speed and what does each mean?
8. Is the only airfoil that can enter an aerodynamic stall on an aircraft the wing? If so, name one.