

**UNITED AIRLINES
B-757/767 PROGRAM DESIGN
ADVANCED MANEUVERS PACKAGE
SIMULATOR DEMONSTRATION**

**FULL STALL (15000 FEET, CLEAN, HOLD FULL ELEVATOR, NO TRIM BELOW STICK SHAKER)
DEMO AILERON AUTHORITY
ADD FULL POWER, DEMO NO RECOVERY WITH POWER ONLY
PUSH NOSE DOWN TO GET OVER STICK SHAKER, AVOID PITCH UP
CLIMB BACK TO ALTITUDE AT 15 DEGREES NOSE UP**

**ROLLS AND RETURNS (AT MANEUVERING SPEED, RETURN TO 15000 FEET EACH TIME)
DISCUSS IMPORTANCE OF SMOOTH AND LARGE CONTROL INPUTS
DISCUSS G-LOAD AWARENESS
PERFORM ROLLS TO 90, 120, AND 135 DEGREE BANKS AND RETURNS
NOTICE NOSE FALL-THROUGH
DISCUSS IMPORTANCE OF RUDDER WHEN ROLLING BACK TO UPRIGHT
STRESS NOT PULLING BACK ON ELEVATOR BEFORE WINGS LEVEL UPRIGHT
DISCUSS RELATIVE VALUE OF NOSE ATTITUDE VS THRUST OR DRAG FOR RECOVERY**

**UPSET RECOVERY (CLEAN, 250K)
HIGH-BANK UPSET
PILOTS LOOK AWAY AND INSTRUCTOR ROLLS TO 135, PILOT RECOVERS
HIGH-PITCH UPSET
DISCUSS USEFULNESS OF BANK TO CONTROL PITCH
PULL NOSE UP TO 40 DEGREES
DEMO ROLL INTO HIGH BANK TO ASSIST IN RECOVERY**

**REDUCED TRIM APPROACH (SET TRIM TO 3.0, TURN OFF TRIM SWITCHES, PUSH FLAP OVERRIDE)
IP TO 9 MILE FINAL, SET GEAR DOWN AND FLAPS 20 TO SIMULATE HYDRAULIC FAILURE.
REDUCED TRIM VISUAL ILS APPROACH AND LANDING (SPEED FLAPS 20 REF + 10K)
TEACH TECHNIQUE AS NECESSARY SUCH AS HAVING PNF ASSIST WITH ELEVATOR USING COLUMN**

