

## Unusually Nose Low Recovery

- Roll the aircraft in the shortest direction toward the sky pointer.
- With bank angle in excess of  $90^\circ$ , maintain neutral to forward yoke pressure.
- Coordinated rudder with the roll (top rudder).
- With bank angle less than  $60^\circ$ , increase back pressure on the yoke.
- Adjust thrust and utilize drag devices as required.
- Any speed above 'corner speed' will result in excessive altitude loss.

**Inverted - ROLL FIRST THEN PULL**

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