

UNITED AIRLINES

ADVANCED MANEUVERS DEMONSTRATION

FALSE STALL WARNING ON TAKEOFF

DISCUSS IMPORTANCE OF NOT TRYING TO ABORT TAKEOFF AFTER ROTATION
INSTRUCTOR INDUCES FALSE STALL WARNING TO OCCUR AT LIFTOFF
PILOT DOES NOT TAKE GEAR UP OR CHANGE FLAP CONFIGURATION
PILOT FLIES AIRCRAFT AT WINDSHEAR RECOVERY ATTITUDE UNTIL CLEAR

FULL STALL (15000 FEET, CLEAN, HOLD FULL ELEVATOR, NO TRIM BELOW STICK SHAKER)

DEMO AILERON AUTHORITY IN B-757/767
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 (TARGET PITCH ATTITUDE)

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 AT LOW AIRSPEED 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

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UPSET RECOVERY (CLEAN, MANEUVER SPEED)

HIGH-BANK UPSET (INDUCED FROM INSTRUCTOR STATION)
AIRCRAFT ROLLS TO 135-DEGREE BANK
PILOT RECOVERS BY FIRST ROLLING UPRIGHT THEN PULLING NOSE UP
DISCUSS HIGH-PITCH RECOVERY/PREVENTION TECHNIQUES
DISCUSS USEFULNESS OF BANK TO CONTROL PITCH
DEMO ROLL INTO HIGH BANK TO ASSIST IN RECOVERY
HIGH-PITCH UPSET (INDUCED FROM INSTRUCTOR STATION)
AIRCRAFT PITCHES NOSE UP TO ABOUT 40 DEGREES
FIRST TIME, PILOT USES ROLL TO HIGH BANK TO RECOVER FROM UPSET
NEXT TIME, PILOT USES ROLL TO HIGH BANK TO PREVENT UPSET