

**RECOVERY FROM UNUSUAL ATTITUDES:**

Once you have analyzed the situation and verified the attitude, take immediate action to correct it!

First, take control of the aircraft. If it is on autopilot, disconnect it and apply controls to initiate the recovery. Remember, the recovery control inputs should be compatible with:

- The severity of the unusual attitude,
- Limitations of the aircraft, and
- Altitude of the aircraft

In most cases, the unusual attitudes are mild enough to recover by establishing the proper attitude for the desired flight conditions and resuming a normal cross-check. It might be as easy as directing the pilot-not-flying to take the controls and recover.

**Simultaneous and coordinated input of power, pitch, and bank is best to recover.**

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- Get the airspeed under control  
Quickly move the throttles to make the necessary power adjustment. Nose low attitudes with high airspeed will rapidly accelerate if power is not reduced. Nose high attitudes with slow airspeed will rapidly lead to a stall if power is not added.
- Bank control is the key to recovery  
If nose low, immediately return to zero degrees of bank by rolling the aircraft. Rolling toward the bank pointer, to place it in the upper half of the case, will correct an inverted attitude. **ROLL FIRST** - then **PULL**. **DO NOT** pull until you have the aircraft right side up.  
  
If nose high, add some bank until the nose approaches the horizon. Then roll out to maintain level flight.
- Coordinated pitch corrections will assure the best recovery  
If nose low and less than 90° of bank, initiate back pressure immediately to prevent the airspeed from building. Use only the amount of back pressure necessary to return to straight and level flight without over-stressing the aircraft.

If nose high, use just enough back pressure to keep you in your seat.