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QUESTIONS FOR USAIR STANDARDS/TRAINING

QUESTION : What are the recommended procedures for where the pilots rest their feet during routine flight? For when a pilot places his feet on the rudder controls during descent?

RESPONSE: There is no recommended procedure for where the pilots should rest their feet during routine flight. USAir requirements for rudder pedal usage, include, but are not limited to the following phases of flight; Takeoff, Approach, and Landing. Additionally, the rudder pedals are to be utilized at any time aircraft yaw correction is required.

QUESTION; What is the recommended procedure for how the rudder is used during normal approaches and landings?

RESPONSE: The rudder is used to align the longitudinal axis parallel to the desired track.

QUESTION: What is the recommended procedure in the event of wake turbulence encounter? Would pilots normally hand-fly, or use autopilot in response to wake turbulence? At what point would hand-flying be appropriate?

RESPONSE: To maintain desired aircraft flight by use of appropriate control surfaces ie. roll control surfaces moved by rotating either control wheel, pitch control surfaces moved by elevator displacement, and yaw control surfaces moved by rudder pedal deflection. If the autopilot is engaged prior to wake encounter, the autopilot would be normally left on, provided appropriate corrections are being made. Conversely, hand-flying would be appropriate when appropriate and/or adequate corrections are not being made.

QUESTION: What is recommended procedure for recovery from excessive/severe roll? What is proper rudder input, power setting, and control column position?

RESPONSE: Opposing roll control activated thru control wheel rotational movement, adverse yaw correction thru rudder input. Correct rudder pedal displacement to counteract adverse yaw, power used to maintain existing airspeed, and counter adverse roll by rotating control wheel to maintain desired aircraft attitude.

QUESTION: What is the recommended response to stickshaker activation? Stickshaker activation in a dive?

RESPONSE: Initially, verification of the the warning's validity needs to be made. If a stall condition exists, the wings will be rolled level, application of full power, and the nose will be lowered slightly. If in response to a windshear encounter, after rotation to the proper pitch attitude and power application has occurred, the stick shaker would be respected as the upper limit of pitch. If the stick shaker was in response to a dive, no specific procedure is recommended.

QUESTION; What is the recommended transfer of control procedure in the above situations when the first officer is the flying pilot?

RESPONSE: Flight Operations Manual states that transfer of control will be initiated by the controlling pilot, and then acknowledged and verified by the receiving pilot.

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