

Summary Report for Individual Task
011-218-1245
Perform Unusual Attitude Recovery
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: In a C-12 series airplane, with an IP/IE/SP, underIMC (day only), with an emergency or full-panel configuration.

Standard: 1. Correctly recognize and confirm aircraft attitude.

2. Without delay, use the correct recovery procedure (sequence) for aircraft attitude.

Special Condition: None

Safety Risk: Medium

MOPP 4:

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: None

Performance Steps

1. Crew actions.

a. The IP, IE, or SP will assume control of the aircraft, clear the area, and establish the unusual attitude. After a positive transfer of the controls, the instructor/evaluator will assume the normal role of the P. In the P role, the IP, IE, or SP will monitor aircraft and engine instruments closely and provide adequate warning for corrective action if operating limitations may be exceeded and assist the P* by performing the requested actions.

b. An alternate method is to have the P* fly the aircraft with his eyes closed. The IP, IE, or SP will then direct turns, climbs, descents and rollouts. When an unusual attitude is reached, instructor/evaluator will direct the P* to open his eyes and recover.

c. The P*'s main focus will be inside the aircraft. The P* will acknowledge transfer of controls, analyze the condition and attitude of the aircraft, and take corrective action.

2. Procedure. Upon detecting an unusual attitude, the P*, assisted by the P, will immediately initiate a recovery to straight-and-level flight. While these procedures are categorized into two basic situations, the P* must determine what course of action will be taken to recover the aircraft safely and with minimal altitude deviation and gravitational (G) loading. These maneuvers should be flown smoothly and deliberately in order to

a. Recover from nose-high unusual attitude; airspeed decreasing:

(1) Increase power as necessary (up to the MAX power available) and increase angle of bank, not to exceed 45 degrees in the same direction as the turn. If the aircraft is not in a turn or bank then the P* will initiate a bank not to exceed 45 degrees prior to pitching the aircraft nose to the horizon to prevent "unloading" or experiencing negative gravity and to change some of the vertical component of lift to a horizontal component.

(2) As the nose of the aircraft pitches to the horizon, decrease bank to wings level.

(3) Adjust pitch to reverse the airspeed trend and return to a level flight attitude.

(4) Adjust power to cruise setting.

(5) Cross-check the slip indicator and trim the aircraft.

b. Recover from nose-low unusual attitude; airspeed increasing:

(1) Smoothly adjust power as required.

(2) Level the wings.

(3) Adjust the pitch up to the horizon.

(4) Adjust power to maintain desired airspeed and altitude.

(5) Cross-check the slip indicator.

(6) Trim the aircraft for normal flight.

Note:

Instrument cross checks must be through so as to avoid improper inputs based on faulty attitude information. In the absence of properly operating attitude instruments, attain straight-and-level flight by centering the turn needle, adjusting pitch to stop the altimeter, and using power to reverse the indications of the airspeed indicator until level flight airspeed is stabilized. The P* may use alternate flight instruments, if installed.

(Asterisks indicates a leader performance step.)

Evaluation Guidance:

Evaluation will be conducted in the aircraft or in an approved FS.

Evaluation Preparation:

Training will be conducted in the aircraft or in an approved FS.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Correctly recognized and confirmed aircraft attitude.			
2. Without delay, used the correct recovery procedure (sequence) for aircraft attitude.			

Supporting Reference(s): None

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None