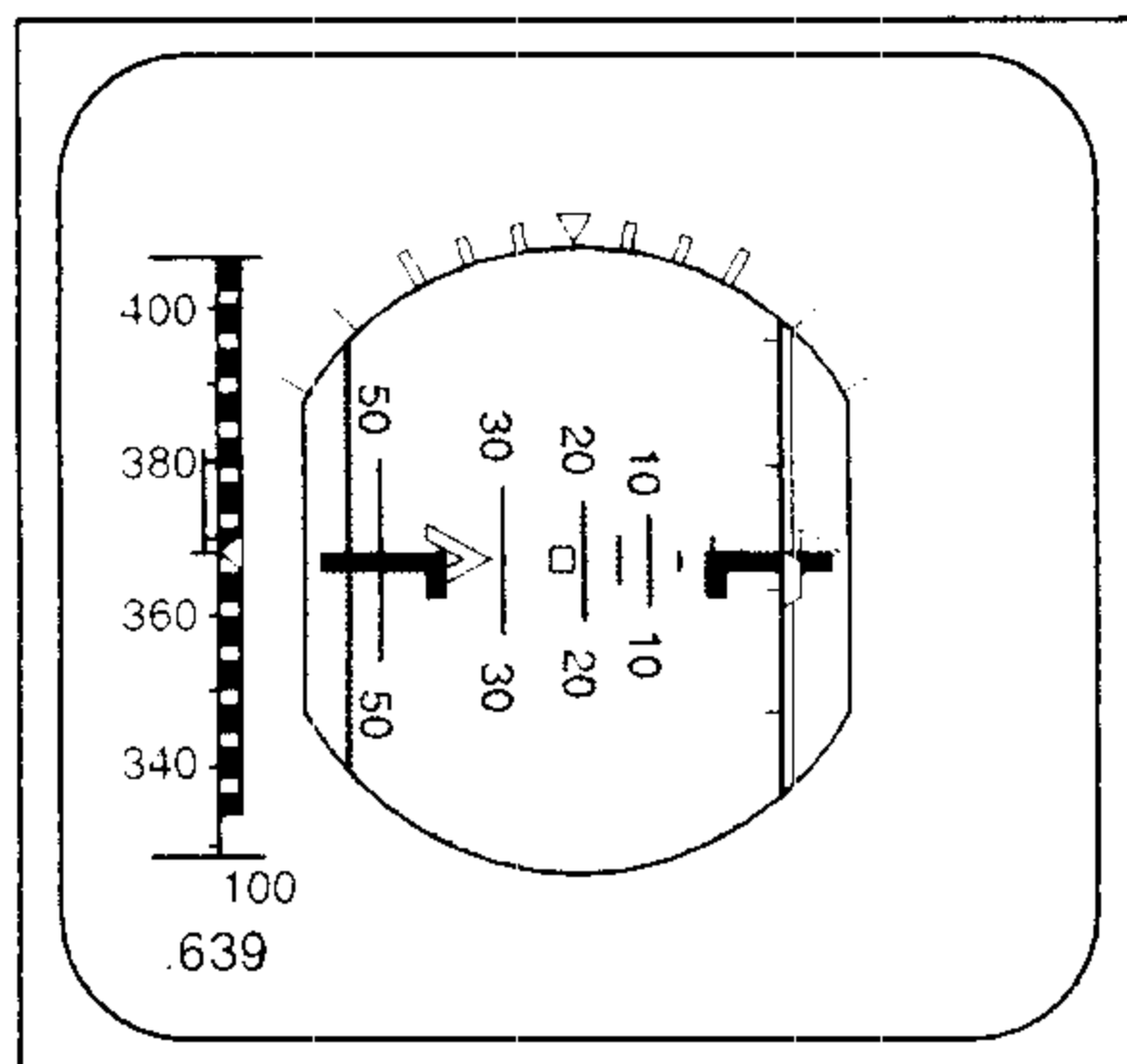


Unusual Attitudes

Recovery from an unusual attitude is accomplished by recognizing airplane attitude and maneuvering the airplane to recover.

Recognition



- Locate sky pointer.
- Determine pitch attitude.
- Locate horizon line (or use pitch ladder).

Recovery

Autopilots / Autothrottles..... DISCONNECT

CAUTION

If roll rate exceeds 45° per second, SGU's will fault and diagonal line will be displayed on both PFDs and both NDs for three seconds.

Accomplish the following procedures to the extent necessary to effect recovery.

Nose High

- Unload with forward yoke pressure toward "0" g force.
- Roll the airplane toward the nearest horizon - limit bank angle to approximately 60°.
- Increase thrust in most nose high recoveries.
- As airplane symbol approaches the horizon, make a coordinated roll to wings level with a slight nose down attitude.
- Adjust airspeed, thrust, and pitch as necessary.

Nose Low

- Roll the airplane in the shortest direction toward the sky pointer.
- If bank angle is greater than 90°, maintain neutral to forward yoke pressure.
- Coordinate rudder with the roll.
- With bank angle less than 60°, increase back pressure on the yoke.
- Adjust airspeed, thrust, drag devices, and pitch as necessary.

Inverted - ROLL FIRST THEN PULL

END