

Airfreddy's Guide on Learning To Fly

Step-by-Step Guide On the Private
Pilot License From Start To Finish



Unusual Attitude Recovery

[Airplane Flying Handbook Chapter 4](#)

UNUSUAL ATTITUDE RECOVERY: Unusual attitude recovery is one thing that you will have to do on your flight test. There are two cases that you will need to get proficient in. You will be expected to recover from nose high attitudes and nose low attitudes. Most people will initially look at the attitude indicator. I remember on my private pilot practical test the examiner asked me this question and I said the attitude indicator. He said, “No I am going to tumble that so you won’t be able to use it.” The correct answer is the airspeed indicator. I also tell students to back everything up with what you are hearing.

HIGH AIRSPEED: If you have a high airspeed you are headed down to the ground. You can also hear the wind blowing across the airframe when you start to gain airspeed. Remember in landings I mentioned that if you hear the wind **HOUWLING** you are going too fast. The same is true for unusual attitude recoveries.

LOW AIRSPEED: When you have a low airspeed you are concerned about stalling the airplane. Once again you can hear if the plane is going slow. If you can’t hear a lot of wind blowing over the airframe, then you are going slowly.

RECOVERIES: The first thing you want to get into your head is **IMMEDIATE ACTION**. The next thing you want to get imbedded into your brain is **WHAT ACTION**.

There are two that I have students memorize, You should be able to repeat these when you closing the bar.

HIGH AIRSPEED:

1: POWER OFF IMMEDIATELY

2: WINGS LEVEL

3: ONCE THE WINGS ARE LEVEL GET YOUR ATTITUDE TO LEVEL FLIGHT ATTITUDE.

4: ONCE YOU HAVE THE PLANE UNDER CONTROL YOU CAN BRING THE POWER BACK IN

LOW AIRSPEED:

1: NOSE FORWARD

2: WINGS LEVEL

3: POWER IN

4: THEN MAKE SURE YOU GO TO LEVEL ATTITUDE

5: ADJUST THE POWER



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