

SECTION 8

Emergency Maneuvers

EMERGENCY MANEUVERS

Title: Unusual Attitude Recovery

Objective: To determine that the pilot exhibits knowledge of the elements related to recovery from unusual attitudes.

Description: As soon as an unusual attitude is detected, a recovery must be made to straight and level flight. After positive control of the aircraft is assured, the original heading and altitude should be established.
To recover from an unusual attitude, correct bank and pitch attitude, and adjust power and pedals to trim the aircraft as necessary. All components are changed almost simultaneously, with little lead of one over the other. For example, if the helicopter is in a steep climbing or descending turn, correct bank, pitch, power, and pedals. The bank should be corrected by referring to the attitude indicator. The pitch attitude should be corrected by referring to the altimeter, airspeed indicator, vertical speed indicator, and attitude indicator. The power should be adjusted by referring to the airspeed indicator and torque meter. Since the displacement of the controls may be greater than those used for normal flight, care must be taken in making adjustments as straight and level flight is approached and the instruments cross checked closely to avoid over controlling.

Standards:

A. Altitude	Return to Specified + 100 Feet
B. Airspeed	Return to Cruise + 10 Knots
C. Heading	Return to Specified + 10°
D. Power	Establishes Proper Power Setting and Pitch Attitude Change to Return to and then Maintain Cruise Airspeed and Altitude
E. Trim	+1/2Ball
F. Attitude	Both Nose High and Nose Low
G. Instrument Cross-Check/Interpretation	Proper with Appropriate Pitch, Bank, Power, and Trim

NVG Considerations: None, the NVG'S are left in the flight (down) position and turned off. This position acts as a view-limiting device.

EMERGENCY MANEUVERS

Title: Inadvertent IMC Procedures

Objective: To determine that the pilot exhibits knowledge of the elements related to recovery from inadvertent IMC Procedures

Description: If inadvertent IMC is encountered the pilot will exercise the proper corrective actions.

- a. Level the wings on the attitude indicator.
- b. Maintain the aircraft heading, turning only to avoid known obstacles.
- c. Adjust engine power to applicable climb power.
- d. Adjust airspeed to climb airspeed.
- e. Brief other personnel on board of situation (if applicable).
- f. Stow NVG'S and configure interior lighting for IFR operations (when conditions permit).
- g. Set transponder to squawk "7700".
- h. Contact ATC and request IFR clearance to nearest appropriate landing facility.

Standards:

If inadvertent IMC is encountered the pilot will:

1. Make the transition to instrument flight immediately.
2. Initiate a climb immediately to a desired altitude.
3. Without error, execute an IFR recovery and contact the appropriate ATC facility.
4. Establish and maintain Heading +/- 5degrees
5. Maintain airspeed +/- 10Kts.
6. Maintain Selected Altitude +/- 100feet
7. Correctly demonstrate effective Crew Resource Management.

NVG Considerations: None, the NVG'S are left in the flight (down) position and turned off. This position acts as a view-limiting device