

Aerobatics to Save Your Life

By Harry Kraemer

You are cruising along in IMC conditions. The flight has been routine up to this point. Then all of a sudden, you encounter turbulence, severe turbulence, without any warning. The aircraft is tossed about. You hold on, trying to maintain control. Suddenly, you notice that the attitude indicator has tumbled. You ask yourself, "Could I be upside down? I'm not sure! What happened?"

Yes, you could be upside down. You may have experienced an in-flight upset. You're in an unusual attitude. Now what? Gee, I wish my instructor had spent more time on those unusual attitudes. Thoughts like this are going through your mind.

Remember what your instructor drilled into your head early in your instrument training. *Believe your instruments, they are probably correct.* This cannot be more correct when trying to recover from an unusual attitude in IMC. **Believe your instruments.** Your body signals can and will probably mislead you.

For every unusual attitude, remember these three things; wings, power, and pitch, in that order. Some of these items are completed simultaneously. **First**, level the wings. Leveling the wings accomplishes two things. One, if you are in a nose high attitude and in a bank (nearing stall), leveling the wings will reduce your stall speed. **Second**, if in a nose down attitude and near red line on the airspeed indicator, leveling the wings will reduce the load on the aircraft. Notice I did not specify to use the ailerons to level the wings. Using the ailerons, in some circumstances can aggravate the situation. Remember adverse yaw? In a steep bank to the right, turning the control wheel to the left lowers the right aileron. This lowered aileron has a tendency to pull the aircraft to the right even

more (or increase the bank). So I recommend *step on the sky.* Use the instruments or outside references and step on the rudder pedal closest to the sky. If the sky is out the right window or on the right side of the attitude indicator, step on the right rudder pedal. This will roll the wings towards level. Aileron can be used, however, don't over do it. A combination of both works best. **Second**, on the list is power. Let's go back to the nose high, banking, nearing stall. As you level the wings and **lower the nose through the horizon, add power.** If you are nearing the red line on the airspeed indicator, reduce power. **Third** on our list is pitch. In the nose high attitude, pitch to reduce the angle of attack. In a nose low attitude, slowly pitch for level flight. Recovery from unusual attitudes should be practiced with reference to instruments only as well as using outside references.

The procedures here are general recommendations and the PIC must not operate the aircraft outside the Aircraft Flight Manual. The PIC must be thoroughly familiar with procedures in the Aircraft Flight Manual.

Arrivals and Departures

John Lawson reactivated his membership in February, after what he wrote was, "two long years of written dialogue with the FAA's Aeromedical Certification Division."

Peter Ahlers, Jack Moore, and John Morissette joined the club in April.

Thomas Shamp was a member, a number of years ago, and has re-joined the club in May.

Janine Hamlin left the club in April, as she did not have the time to pursue her interests in flying along with her multitude of other activities.

Transitions

Mark Brockway flew his first solo. His instructor is Harry Kraemer.

New Phone List Now Available

An updated e-mail and phone list of the members is being sent with this newsletter. The information for the newsletter is taken from the Schedule Master data file, so please review your file for accurate and current data, and make corrections as needed.

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