Spiral Dive Recovery Template
1. Reduce power (throttle) to idle
2. Apply some forward elevator
3. Roll wings level
4. Gently raise the nose to level flight
5. Increase power to climb power

Figure 4-18. *Spiral dive recovery template.*

5. Increase Power to Climb Power. Once the airspeed has stabilized to V_Y, apply climb power and climb back to a safe altitude.

In general, spiral dive recovery procedures are summarized in *Figure 4-18.*

Common errors in the recovery from spiral dives are:

- Failure to reduce power first
- Mistakenly adding power
- Attempting to pull out of dive without rolling wings level
- Simultaneously pulling out of dive while rolling wings level
- Not unloading the Gs prior to rolling level
- Not adding power once climb is established

UPRT Summary

A significant point to note is that UPRT skills are both complex and perishable. Repetition is needed to establish the correct mental models, and recurrent practice/training is necessary as well. The context in which UPRT procedures are introduced and implemented is also an important consideration. The pilot must clearly understand, for example, whether a particular procedure has broad applicability, or is type-specific. To attain the highest levels of learning possible, the best approach starts with the broadest form of a given procedure, then narrows it down to type-specific requirements.

Chapter Summary

A pilot's most fundamental and important responsibility is to maintain aircraft control. Initial flight training thus provides skills to operate an airplane in a safe manner, generally within normal "expected" environments, with the addition of some instruction in upset and stall situations.

This chapter discussed the elements of basic aircraft control, with emphasis on AOA. It offered a discussion of circumstances and scenarios that can lead to LOC-I, including stalls and airplane upsets. It discussed the importance of developing proficiency in slow flight, stalls, and stall recoveries, spin awareness and recovery, upset prevention and recovery, and spiral dive recovery.

Pilots need to understand that primary training cannot cover all possible contingencies that an airplane or pilot may encounter, and therefore they should seek recurrent/additional training for their normal areas of operation, as well as to seek appropriate training that develops the aeronautical skill set beyond the requirements for initial certification.

For additional considerations on performing some of these maneuvers in multiengine airplanes and jet powered airplanes, refer to Chapters 12 and 15, respectively.

Additional advisory circular (AC) guidance is available at www.faa.gov:

- AC 61-67 (as revised), Stall and Spin Awareness Training;
- AC 120-109 (as revised), Stall Prevention and Recovery Training; and
- AC 120-111 (as revised), Upset Prevention and Recovery Training.