

- The two essential control inputs are forward stick and top rudder. Top rudder is what gets overlooked, yet it's the most important thing to do. **(Dave)**
- In aerobatic flying, it is easier to understand top and bottom vs left and right. Top rudder is the direction that will raise the nose, also known as "step on the sky." **(Dave)**
- The most important action is unloading the wing. This buys you time and adds energy. The worst thing you can do is pull back on the yoke. **(Paul and Catherine)**
- If you try everything and the airplane does not roll back, then the only choice left is continuing the roll. If you can't beat the roll, join it. **(Catherine)**
- The engine is likely to quit when rolling through inverted with the required push. A snap roll would be better—which is a great big pull. **(David)**
- The engine is unlikely to quit and a snap roll is unlikely to work. **(Catherine)**
- Going with the roll with success is probably impossible without extensive training and planning. **(Paul, David, Dave)**

"I found out that the gear retracts really fast when you're upside down." — David

- Without aerobatic or upset recovery experience, the instinctual urge to pull would be unavoidable—and fatal—for many pilots. Get upset training. **(John and JP)**
- Upset training skills are perishable. You need to repeat it periodically. **(Paul)**
- Don't count on ATC to establish wake turbulence separation. There's little about it in ATC manuals. Most controllers don't realize helicopter wake turbulence is a serious hazard, or even how vulnerable small aircraft are. **(John and David)**
- Time is the best way to protect yourself. In calm winds, wait at least 3 minutes before you land behind a bigger plane or helicopter. **(Catherine and Dave)**
- If you get out of this, the next step would be to climb and accelerate to prepare for another disturbance. **(Catherine)**
- Good upset training takes people over the edge so they know what the edge looks like, but it also has the pilot walking away not overly confident. **(Catherine and David)**

EXPERT CHOICES

- 3** Dave, Paul, JP, John, David
- 3** **4** Catherine

1

Hold all controls as is and wait.

2

Pull back on the yoke while maintaining aileron and rudder inputs to climb or turn out.

3

Push forward on the yoke to unload the wings while maintaining aileron and rudder controls. Allow a descent as you try and fly out.

4

Push forward on the yoke and go with the roll through inverted to get back to wings level and then fly out.