



INADVERTENT IMC CHECKLIST

- **Level The Wings**—Stop any turns. Let the airplane stabilize. Start your instrument scan.
- **Center The Ball**—An airplane in coordinated flight may stall, but it won't spin.
- **Stop The Rate Of Climb Or Descent**—Put the nose on the horizon. Then set power for normal cruise, or less. As the altimeter and VSI stabilize, only small corrections should be necessary to correct deviations from straight and level.
- **Climb**—If already higher than surrounding terrain, you can skip this step. VFR charts include obstruction elevations, and IFR charts have minimum safe altitudes, both by sector. If in doubt, keep climbing!
- **Confess**—Once the airplane is under control, you've established an instrument scan and you're at a safe altitude, it's time to get ATC's help. Squawking 7700 usually will get a controller's immediate attention and is easier than looking up the local Tracon's frequency. Tune your comm radio to "Guard"—121.5 MHz—and communicate your location, situation and other information ATC may want. Comply with ATC instructions.