



Lauderback Offers Jet Upset Training

The objective is learn and live.

Famed airshow pilot Lee Lauderback, head of Unusual Attitude Training LLC (Booth 3731), is introducing military-inspired VFR and IFR unusual attitude recognition and recovery training in a specially configured Aerovodochody L-39 Albatros jet trainer.

Lauderback believes that business aviation operators have been “lax about unusual attitude training.” The former chief pilot for Arnold Palmer is capitalizing on his 25 years of offering high-performance safety training in TF-51 aircraft at Stallion 51 Corp., the parent company of UAT LLC based in Kissimmee, Fla.

“FAA defines an unusual attitude as anything

greater than 25 degrees nose up or 10 degrees nose down, or more than 45 degrees angle of bank,” Lauderback says. “Corporate pilots spend well over 99% of their time” inside of those boundaries, he adds.

Safety experts recognize that lack of upset training is a significant liability for business and general aviation pilots, but few firms offer

anything other than simulator training to fill the gap. Such flight training devices have a severely restricted attitude and G operating envelope.

“UAT training in a simulator isn’t real,” Lauderback says. “There’s nothing like the real world to emphasize points of training.”

The L-39 offers speeds, G forces and wing loading similar to many corporate jet aircraft. The tip tanks have been removed to improve responsiveness and raise allowable G loads to +8/-4 to provide generous safety margins.

The UAT program has been five years in the making. “Some people accuse me of moving at the speed of a glacier,” Lauderback concedes. But it took his firm three years to modify the L-39 and recondition it to assure optimum safety margins.

The aircraft was fitted with Garmin G600 PFDs and MFDs including Garmin’s latest virtually crash-proof, all-attitude AHRS. During the IFR training portion of the course, a fully enclosed instrument hood seals off the back cockpit from the outside world, forcing students to use only the G600 instrumentation for reference during usual-attitude training. This replicates the IFR operating environment in which corporate pilots spend most of their flying time.

The two-day \$7,500 program includes ground school, one VFR upset-training flight, and one IFR upset-training flight.

—Fred George