Upset Prevention and Recovery Training

Presented By,

William Korner
A critical gap has emerged.
What is Loss of Control?
Commercial Jet Fleet Statistics

2003 – 2013

18 Accidents
1,850 Fatalities
General Aviation Statistics

2003 – 2013

7,186 Accidents
1,368 Fatalities
Two to consider

Colgan 3407

Air France 447
Air France 447
Aspen Airport (ASE) – January 6, 2014
It starts and ends with training
Three common threads have created the training gap

- Increasing use of simulators
- Increasing reliance on automation
- Lack of actual upset flight training & realistic emotions in the training experience
Increasing use of simulators
Increasing reliance on automation
Lack of actual upset flight training and realistic emotions in the training experience
The Training Gap

The difference in how a fully competent pilot should be trained, versus the training that is currently required.
Aerobatic Training is not Upset Recognition & Recovery Training
Upset Training Flight Curriculum
Maneuver Examples

• Stalls & Approach to Stalls
• Unusual Attitude Upsets
• Roll Upsets
• Pertinent Aerobatics
• Spins
• Simulated Flame Out Landings
• Stick Shaker Flying
• Unload Calibration
Stalls & Approach To Stalls
Unusual Attitude Upsets
Roll Upsets
Pertinent Aerobatics
Stick Shaker Flying
A more balanced training program is needed to close the gap.
Selection Process

- Ownership and Maintenance of Aircraft
- Student Flies
- AURTA and ICAO Maneuver Practices
- Aircraft Utilized
- Instructor Qualifications
Thank You