***How do I schedule a training course, ride, or flight experience****?*

You can use the contact page on our website, email us directly at [pstavrides@upandreadyflight.com](mailto:pstavrides@upandreadyflight.com), or call Pete at 757-618-3226.

For any of our multi-day training programs, a 10% deposit is required to hold your spot.

***Are gift certificates available?***

Yes, a Warbird or jet ride makes a great gift. Just contact us to purchase and it will be mailed to you. Please allow at least 10 days.

***What type of experimental aircraft requires an FAA issued authorization?***

This information applies to pilots of aircraft to which the FAA has issued Special Airworthiness Certificates for the purpose of Experimental under Title 14 CFR section 21.191 and are one of the following:

* "Large" aircraft (more than 12,500 pounds),
* Turbojet powered, or
* Airplanes that have a VNE (never exceed speed) in excess of 250 KIAS **and** more than 800 HP.

***How do I get an FAA authorization to operate an experimental-exhibition aircraft?***

If you want to add an experimental-exhibition aircraft authorization to your current pilot certificate, you must:

1. Get ground and flight training from an:
   * Authorized Instructor (AI) with a certificate that includes these aircraft, or
   * A Certified Flight Instructor (CFI) with the appropriate pilot certificate.
2. Pass a practical test

***What are the requirements for an L-39/L-29 experimental authorization?***

Below is a link to the FAA 8900.1 which is the governing document for all things experimental. I have provided the basic requirements here as a quick refence.

### https://fsims.faa.gov/PICResults.aspx?mode=EBookContents&restricttocategory=all~menu

### 5-1580    ELIGIBILITY FOR AN AIRCRAFT AUTHORIZATION. Aircraft authorizations may be issued by either an EAE or an ASI (Operations) authorized by AFS‑830 and AFS‑610 (see the note under subparagraph 5‑1578B5). Once an experimental aircraft authorization is issued to an individual, it will be issued for an indefinite period of time without an expiration date.

A.    Former Military Turbojet/Turboshaft‑Powered Aircraft. To be eligible for an authorization to act as PIC of a former military turbojet/turboshaft‑powered aircraft, an applicant must:

1)    Possess at least a U.S. private pilot certificate with an appropriate category and class rating for the configuration of the aircraft;

2) Hold an instrument rating;

3) Possess at least a valid U.S. third class medical certificate or equivalent (U.S. Military Flight Medical or U.S. driver’s license in accordance with the FAA BasicMed process (pilots using BasicMed may not exceed 250 knots indicated airspeed (KIAS)));

4) Have logged a minimum of 500 hours of pilot flight time in the aircraft category and have completed the U.S. armed services qualification checkout described in this section; or have logged a minimum of 1,000 hours pilot flight time, including 500 hours as PIC in the aircraft category, and have completed the training requirements of this section; and

5) If the aircraft is capable of supersonic flight, have a minimum of 250 hours of pilot flight time as PIC of a fixed wing turbojet powered aircraft, in a Group V, VI, or VII aircraft (see Figure 5 173), or present proof of completion of a U.S. military qualification in a supersonic turbojet powered aircraft.

B. Former Military Propeller Driven Airplane. To be eligible to serve as PIC of a former military propeller driven airplane that has a MGTOW exceeding 12,500 pounds, or which has a horsepower rating of more than 800 horsepower and a VNE that exceeds 250 knots, an applicant must:

1) Possess at least a U.S. private pilot certificate with an appropriate category and class rating;

2) Possess at least a valid U.S. third class medical certificate or equivalent (U.S. Military Flight Medical or U.S. driver’s license in accordance with the FAA BasicMed process (pilots using BasicMed may not operate an aircraft with a MGTOW above 6,000 pounds));

3) Have logged a minimum of 500 hours of pilot flight time; and

4) Have completed the training requirements of this section.

C. Turbojet Powered or Rocket Powered Airplane. To be eligible to serve as PIC of a turbojet powered or rocket powered airplane not considered to be a former military airplane, an applicant must:

1) Possess at least a U.S. private pilot certificate with an appropriate category and class rating;

2) Possess at least a valid U.S. third class medical certificate or equivalent (U.S. Military Flight Medical or U.S. driver’s license in accordance with the FAA BasicMed process (pilots using BasicMed may not exceed 250 KIAS));

3) Hold an instrument rating appropriate to the category;

4) Have completed the training requirements of this section; and

5) If the aircraft has a VNE of 250 KIAS or greater, have a minimum of 250 hours of pilot flight time as PIC in a complex, high performance airplane.

***Do I need any special equipment?***

No, everything you will need is provided at our facility.

***How do I prepare for my training program?***

Once a class date is selected and a deposit is made, a password or link to our training materials will be sent to you electronically. The training materials are very complete and will prepare you for the accelerated jet training program.

***What happens if the weather is bad during my training period?***

We pay close attention to forecast weather and there is enough flexibility built into the training plan to work around most weather challenges. Lectures and flights can be moved to accommodate most weather events. In the case that you cannot take your checkride on the scheduled day, arrangements can be made to either try the next day, or in a worst case scenario, you will have to return at a future date. Unfortunately, weather is one thing we cannot control.

***I don’t love aerobatics or high G flying, can I still participate?***

Yes, the flying/training is custom to your requirements and goals. Our jet training program has virtually no aerobatic or high G maneuvers required.

***Is there an age, height or weight requirement to fly?***

Minimum age to fly is 15 years old and a height of 5 feet. Weight limits vary by aircraft but generally up to 275 lbs is not a problem.

***Are there hotels and lodging nearby?***

Chesapeake, VA is a major urban area and has everything you could be looking for. A welcome letter will be provided to you with recommended convenient lodging options.

***Why is jet training so expensive?***

The L-39/L-29 burn around 1000.00 per hour in fuel.

***Where is the best commercial airport to fly into?***

Norfolk International (KORF) is a 20-minute drive from our facility at Hampton Roads Executive Airport (KPVG). If you fly your own plane into KPVG, we will hangar it for you at no charge.