

L-39 Albatross



The L-39 jet trainer was born in Czechoslovakia and made its international debut at the 1977 Paris Air Show.

Known for being extremely agile and providing a spectacular view from both cockpits, the subsonic L-39 is still used for training by many European air forces.

The single engine trainer / light-attack aircraft features a pressurized cabin, air conditioning and tandem seating. It's rated for +8 / -4 g's and is perfect for performing a variety of aerobatic maneuvers.



800-644-7382
941-346-2603 tel.
941-346-2488 fax

Incredible Adventures markets L-39 flight training on behalf of Aces High Las Vegas.

L-39 Jet Training

For those who were born to fly.



Learn what's involved in flying the incredible L-39 jet trainer.

Climb into the cockpit of the wonderfully aerobatic L-39 for a flight you'll never forget.

You must have a pilot's license. No prior *jet* experience is required.

You'll be accompanied by an authorized L-39 instructor.

800-644-7382

The Flight Instructor



Lt. Col. Fred "Spanky" Clifton is an active-duty, career USAF Fighter Pilot. Spanky started his flying career in the F-15 Eagle and was chosen to fly the F-5E Tiger II in one of the USAF's elite Aggressor Squadrons.

He later transitioned to the F-16 Falcon and graduated from the prestigious Fighter Weapons School. He became the first American fighter pilot to serve in an operational MiG Squadron when he served as an exchange pilot in Germany's MiG-29 Squadron. He has more than 4000 flight hours.

He is a certified flight instructor and is authorized by the FAA to provide L-39 instruction to others. Choose a single introductory flight with Spanky, or complete the training necessary to receive your FAA Experimental Type Rating.

Take Off

What You Can Expect on Day One

- Arrive at Boulder City Airport.
- Meet Lt. Col. Fred “Spanky” Clifton.
- Get fitted for a flight suit, helmet and safety gear.
- Basic ground school.*
- Receive thorough safety briefings.
- Learn physiological effects of “G” forces.
- Learn the basic flying characteristics of the L-39.
- Time to fly! Receive hands-on instruction at the controls of the L-39 jet trainer.

*Additional ground school available at additional cost. *Note: The L-39 was designed as a trainer. This means the pilot in command can override rear-seat controls as necessary to maintain flight safety.*

Boulder City Airport

Aces High flight training operations are based at Boulder City Airport in Nevada.

The airport is located approximately 20 minutes from “The Strip” in Las Vegas. It features two runways in a private setting.

ADVANCE RESERVATIONS ARE
MANDATORY.
CALL 800-644-7382 FOR AVAILABILITY.

What’s Next?

If you choose to continue with your L-39 flight training, you will work with your instructor to customize a training program for you. The amount of classroom and flight time required to prepare for your LOA checkout flight (to get what is now called an Experimental Type Rating) varies according to your prior flying experience.

Estimated Cost to Receive Rating in L-39: \$12,000
Price includes ground training, manual, checklist and seven flights.



Questions & Answers

When is training available? Flights are currently available only on Saturdays and Sundays.

Do I need to be a pilot? Yes. Some exceptions may be made for those currently enrolled in a recognized flight school.

How much does it cost? The first flight, complete with ground school session, is \$2200. Plan to spend approximately one hour on the ground preparing for your flight and an hour in the air. The same training with a 30 minute flight is \$1500. Purchase your own flight manual for \$100. An L-39 checklist sells for \$75.

Is there a discount for multiple flights and additional ground school? Possibly. Contact us.

What physical requirements are there? You must have no known heart problems or medical conditions which may be aggravated by g-forces. Eventually, in order to be certified in the L-39, you will need a current flight medical. If you are taller than 6’6” or heavier than 250 pounds, we may not be able to accommodate you. Please ask before purchasing training.

Is weather a problem? Yes, and no. Rain is rarely a problem. Heat is. During the summer months, you can fly early in the morning, return to the hotel to gamble or relax by the pool, then return for an evening flight.