

Specialized Aero works, LLC
Bend Municipal Airport (KBDN)
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Part 141 Training Catalog

Veterans Information Bulletin

Instructors

In accordance with FAR §141.55 the experience and qualification requirements for instructors teaching 141 flight and ground courses and a list of those personnel and relevant qualifications is listed in Annex A to all 141 Training TCO's, Personnel and equipment. Annex A is to be submitted upon any updated revisions.

The following pilots can help with your training questions and needs.

Mike Kloch – CEO & Chief Instructor Pilot
Andrew Reiscauer – Assistant chief Pilot

Policies

Specialized Aero Works, LLC (SAW) provides part 141 training courses for Upset Prevention and Recovery Training (UPRT), Spin and Tailwheel endorsements. These courses are graded on a pass/fail basis.

Enrollment is based on “as-available” basis. Contact SAW to schedule your training dates.

To graduate, one must adequately complete the course which one is enrolled in. Specific passing criteria are listed in each course’s Training course Outline (TCO). Grading is on a Pass/fail basis.

Attendance. Pilots in Training (PT) must complete all pre-course assignments and attend all lectures, as well as complete all course flights in order to complete a course.

Satisfactory Academic Progress (SAP) policy: PTs must have completed at least 20% in one month, with all training completed within 6 months.

Courses shall be completed within 6 months, but completion in a short time period (1-2 weeks) is highly recommended for proficiency. Academic probation occurs if a PT does not comply with the SAP policy. At 6 months PTs will be placed on academic suspension from any courses until they establish a plan with SAW to complete their course(s).

SAW keeps **training records** for a minimum of 3 years. If you need a replacement certificate, we can email them to you.

No prior credit is allowed as our courses are short and custom-designed, requiring full completion of course requirements.

Conduct: Students are expected to behave in a professional manner. SAW reserves the right to refuse service to anyone based on inappropriate behavior.

Facilities: SAW is located in “The Red Hangar”. This hangar houses our airplane(s) and has 4 offices, including a larger multi-purpose room that can hold groups of up to ~15 people. The main training room can comfortably hold 4 students and an instructor.

Refunds: courses are pre-paid. Incomplete courses with unused credit can receive a pro-rata refund. A \$10 refund fee will apply.

General Prerequisites: All courses require individuals to hold at least a first or second class medical certificate valid for second class privileges and a Commercial Pilot Certificate, airplane single-engine land. Demonstrated ability to read, write and understand the English language. Any additional prerequisites are listed with individual courses.

Personal Equipment: Headsets are personal equipment and the only thing needed for the courses. If you need to borrow a headset, check with SAW as we can likely provide one.

Instructional Schedule

Flight and Ground training is conducted Monday through Sunday (except national holidays unless prior arrangement made) from sunrise to sunset.

Pilots in Training (PT) who successfully complete SAW courses earn a course completion certificate and a letter that describes the training received.

Make	Model	Hourly Rate	
American Champion Aircraft (ACA)	8KCAB Super Decathlon	\$260	
AATD (VR trainer)			
Custom	Desktop + Oculus	\$30	
Instruction Rates			
UPRT		\$200	

Spin training		\$130	
Tailwheel		\$90	

List of Courses

UPRT courses prepare pilots to maintain or regain control of airplanes. This training will greatly increase a pilot's abilities and safety margins. UPRT trained instructors will have more tools to provide quality instruction, to include; a better understanding of upset prevention, stalls & stall recoveries, energy management, spatial orientation, stall/spin awareness and instructional capabilities, CFI defensive techniques, and more. UPRT trained

UPRT Pro/CFI Course

Training times: 6.3 hours of ground, 9 flights and .5 sim flight

Description: This course is for the individual who wants the highest level of initial training available. The Pro/CFI course starts with one (optional) virtual reality training device flight and then the course's 9 flights include 4 flights focused on UPRT, 3 flights of spin training, 1 upset recovery under instrument conditions flight, and 1 final training flight that will provide a review of all skills learned. Detailed pre/post instruction is provided on each flight.

This course will prepare the PT for upset prevention and recoveries from all attitudes, spin prevention and recoveries from many scenarios (both upright and inverted) and upset recoveries while in Instrument Meteorological Conditions (IMC). An advanced level of aerodynamics understanding will be learned along with proper energy management using extended envelope training and all attitude maneuvering. The PT will learn the causes of airplane upsets and how to prevent or reduce the likelihood of upsets. Stall and spin awareness, prevention, and recovery will be taught well beyond the minimum CFI requirements and those who complete the training can earn the spin endorsement required for certification as a CFI. The result should be a pilot with greatly increased capabilities and confidence in all-attitude flight.

Recommended additional qualifications: Commercial Airplane License and completed Fundamentals of Instruction (FOI) written test.

Flights: VR1, UR1, UR2, UR3, IR1, SF1, SF2, SF3, UR4, FTF

UPRT Pro Course Cost:

9 hours airplane	x \$260 =	\$2,340
9 hours instructor flight time	x \$200 =	\$1,800
6.3 hours ground	x \$200 =	\$1,260
.5 hours VR sim + instructor	x \$230 =	\$115

8.2 hours pre/post*	x \$200 =	\$1,640
TOTAL COURSE COST	=	\$7,155

*Preflight briefings and postflight critiques (pre/post) - must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Extensive learning is gained by our comprehensive briefs and debriefs.

UPRT Enhanced Course

Training times: 6.3 hours of ground, 5 flights and .5 sim flight

Description: This course is for pilots of any skill level and includes all 3 UPRT flights along with 2 spin recovery training flights. Basic all-attitude maneuvers are included to help develop recovery skills. This course will prepare the PT for upset prevention and recoveries from all attitudes, spin prevention and recoveries from many scenarios (upright and (optionally) inverted). An advanced level of aerodynamics understanding will be taught along with proper energy management using extended envelope training and all attitude maneuvering. The PT will learn the causes of airplane upsets and how to prevent or reduce the likelihood of upsets. Stall and spin awareness, prevention, and recovery will be taught well beyond the minimum CFI requirements and those who complete the training can earn the spin endorsement required for certification as a CFI. Includes comprehensive ground, pre and post flight instruction. Great for single-engine GA pilots. Detailed pre/post instruction is provided on each flight.

Flights: VR1, UR1, UR2, UR3, SF1, SF2

Enhanced UPRT Course Cost:

5 hours airplane	x \$260 =	\$1,300
5 hours instructor flight time	x \$200 =	\$1,000
6.3 hours ground	x \$200 =	\$1,260
.5 hours VR sim + instructor	x \$230 =	\$115
4.7 hours pre/post*	x \$200 =	\$940
TOTAL COURSE COST	=	\$4,615

*Preflight briefings and postflight critiques (pre/post) - must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Extensive learning is gained by our comprehensive briefs and debriefs.

UPRT Basic Course

Training times: 7 hours of ground, 3 flights and .5 sim flight

This is a great course for pilots of any skill level who wish to learn about UPRT. Includes comprehensive ground, pre and post flight instruction. This course typically takes 2 days to complete. This course will give the PT the fundamental recovery skills needed, but it has been found that 4 or more flights are needed to truly learn and retain the skills taught. This course will prepare the PT for upset prevention and recoveries from all attitudes, spin prevention and spin recoveries. An advanced level of aerodynamics understanding will be taught along with proper energy management using extended envelope training and all attitude maneuvering. The PT will learn the causes of airplane upsets and how to prevent or reduce the likelihood of upsets. Detailed pre/post instruction is provided on each flight.

Flights: VR1, UR1, UR2, UR3

Basic UPRT Course Cost:

3 hours airplane	x \$260 =	\$780
3 hours instructor flight time	x \$200 =	\$600
4.3 hours ground	x \$200 =	\$860
.5 hours VR sim + instructor	x \$230 =	\$115
2.7 hours pre/post *	x \$200 =	\$540
TOTAL COURSE COST =		\$2,895

*Preflight briefings and postflight critiques (pre/post) - must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Extensive learning is gained by our comprehensive brief and debriefs.

Virtual reality 1 (VR1) profile

- Sight picture familiarization
- Practice upset recovery and spin recovery profiles before UR1

UPRT flight profiles (Each flight approx. .8 - 1 hour)

Upset Recovery 1 (UR1)

- Aircraft handling
- Adverse Yaw demonstration
- Dutch rolls
- Slow flight
- Stalls

- Steep Turns & wingovers
- Flight below 1-G
- Intro to all attitude maneuvers
- Intro to recovery from all attitudes
- Recognition and control of G forces
- AOA management

Upset Recovery 2 (UR2)

- Accelerated stalls
- Uncoordinated flight and high AOA
- Roll Stability Demonstration
- Lift vector orientation
- Cross-controlled turning stalls
- Recovery from all attitudes
- Split S type maneuver to demonstrate improper recovery
- Inverted flight

Upset Recovery 3 (UR3)

- Review of all attitude recoveries from various scenarios
- Spiral dive recovery
- System component failures
- Basic all attitude maneuvers
- Introduction to spins

Spin Flight 1 (SF1)

- Incipient spin recoveries from various scenarios
- Normal upright spin prevention, entries, and recoveries
- Integration of upset recovery skills
- Basic all attitude maneuvers

Spin Flight 2 (SF2)

- Normal upright spin prevention, entries, and recoveries
- Incipient and developed spins
- Aggravated spin entries and recoveries
- Inverted spin recoveries (optional)
- Basic all attitude maneuvers
- Integration of upset recovery skills

Spin Flight 3 (SF3)

- Review incipient and developed upright & inverted (optional) spins
- PT practices teaching spins with instructor injecting PT errors
- Aggravated spin recoveries
- Review upsets

- Basic all attitude maneuvers

Instrument Recovery Flight 1 (IR1)

- Simulated IFR instrument full-panel recoveries
- Stall prevention in the instrument environment
- Partial-panel IFR recoveries
- Limitations of flight instruments
- Physiological factors
- Spiral dives and recoveries
- Spin recoveries

Upset Recovery 4 (UR4)

- Review of all upset recovery techniques
- Basic all attitude maneuvers practice

Final Training Flight (FTF)

- Review of all previous maneuvers and techniques learned
- Final evaluation and course completion

Enhanced Spin Endorsement Course

Training times: 2.8 hours ground and 2.5 hours flight (2-3 flights)

Description: This course is for flight instructor candidates who require a spin endorsement or have not received in-depth and adequate spin instruction. This course provides training well above the national average of training given and meets and exceeds all FAA regulations for a spin endorsement found in FAR 61.183 (i)(1), the Airplane Flying Handbook, and AC 61-67. Pilots in training will attend a 2-hour lecture detailing many aspects of spins, including aerodynamics, physical effects, spin dynamics, procedures, common mistakes, spin instruction, and more. Detailed pre/post instruction is provided on each flight.

Spin Endorsement Course Cost:

2.5 hours airplane	x \$260 =	\$650
2.5 hours instructor flight time	x \$130 =	\$325
2.8 hours ground	x \$130 =	\$364
1.2 hours pre/post*	x \$130 =	\$156
TOTAL COURSE COST =		\$1,495

*Preflight briefings and postflight critiques (pre/post) - must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Extensive learning is gained by our comprehensive brief and debriefs.

Spin Endorsement Flight 1 (SE1) (~1.2 hrs.)

- Dutch roll/adverse yaw exercise
- Box the Sky
- Slow flight
- Falling leaf stall
- Power off & on stalls (straight & turning)
- Accelerated stall
- Skidding turn stalls (Slow & fast entries)
- Slipping stall
- 60/90 maneuver (optional)
- Unusual attitude recoveries (NH & NL)
- Intro to spins (Demo)
- Normal upright incipient spin entries, & recoveries

Spin Endorsement Flight 2 (SE2) (~1.3 hrs.)

- Incipient spins
- Developed spins
- Aggravated spins
- Steep spiral recovery
- PT practices instructing spins
- PT (acting as instructor) managing spin recovery errors
- Inverted flight (optional)
- Inverted spins (optional)

Tailwheel Endorsement Course

Description: This course meets and exceeds the requirements of FAR 61.31(i), Additional training required for operating tailwheel airplanes. The course begins with a 2-hour lecture on tailwheel airplane physics, operations, hazards and more. Detailed pre/post instruction is provided on each flight.

Tailwheel Endorsement Course Cost:

10 hours airplane	x \$260 =	\$2,600
10 hours instructor flight time	x \$90 =	\$900
2.3 hours ground	x \$90 =	\$207
3.7 hours pre/post*	x \$90 =	\$333
TOTAL COURSE COST =		\$4,040

*Preflight briefings and postflight critiques (pre/post) - must be conducted in conjunction with an actual flight that is reimbursable for VA education benefits in order to be certified for reimbursement by VA. Extensive learning is gained by our comprehensive brief and debriefs.

PROOF OF ISSUE

I have received a copy of the Veterans Information Bulletin VIB effective 30 Jul 2026, containing the rules, regulations and costs for flight courses and a copy of the FAA approved Training Course Outline for the specific course in which I have enrolled.

Course: _____

Student Name: _____

Student Signature: _____ Date: _____

SAW Representative: _____ Date: _____

(Must be signed by student and a copy retained in training file)