Captain Larry Rockliff has been Chief Test Pilot, Production Flight Test in China, since 2010. He joined Airbus Flight and Integration Test department in 2009 following ten years as Vice President, Training for Airbus Americas where he was responsible to lead the operation of all Airbus training and flight operations support for carriers, as well as support Airbus global requirements.

Captain Rockliff first joined the company during 1989 and was responsible for the first Airbus ETOPS training program, involved in the development of the Airbus CCQ program between single aisle and long range fleets, and part of the four person operational team that developed the original expanded Standard Operating Procedures for all Airbus types.

Captain Rockliff’s career began in the Canadian Air Force, where he flew training, fighter and transport aircraft. He was an Instrument Check Pilot in the Air Force, responsible for creating instrument approach procedures for various airports as well as flight checks on ground based aids and procedural compliance criteria. During his time in the Canadian Air Force, he was also was a member of the aerial demonstration team, the Snowbirds.

Larry Rockliff is a past member of the Board of Trustees, for the International Council on Aviation Accreditation, and the Accreditation Board for the Institute of Nuclear Power Plant operators. He is also a member of the President’s Advisory Board for Embry-Riddle Aeronautical University and the President’s Advisory Board for the University of Northern Florida.

The RAeS Flight Simulation Group holds this annual lecture to mark the contribution made by Capt Ray Jones, one of its founders, to the development of the group, the advancement in the art of and science of flight simulation and to its particular application in the training of civil airline pilots.

Capt Rockliff’s lecture will discuss his near 20 year association with upset recovery and focus on the following themes:

1. Genesis and evolution of the Airplane Upset Recovery Training Aid
2. Positive value versus the limitations of simulators to conduct Upset Recovery Training
3. The risk of negative training

VENUE
Royal Aeronautical Society
No.4 Hamilton Place
London
W1J 7BQ

17:30 - Refreshments
18:00 - Lecture starts
19:00 - Reception

FREE TO ATTEND
Visitors Welcome
RSVP of attendance is appreciated

RSVP:
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