To Move or Not to Move?

The importance of motion in simulation is an unending discussion. The lack of motion cues requires diligence in scan to keep the airplane moving in a straight line away from the ground. Learning to rely on what you see on the panel instead of what you feel in your backside might be a benefit. Most new helicopter training devices and the latest U.S. Navy F-18 simulators are bolted firmly to the floor.

Motion exponentially adds to the cost. For aircraft training requiring type ratings of Cessna 152 or 182 performance check, full-motion brings the economy and safety of the fixed based FTD and outweighs the requirement for full-motion, the SimCom story is the exception of the 350, King Air training is to satisfy the client's particular needs and carry discussions about a system's operation from the classroom to the sim.

There are about 50 instructors in the Orlando-facility split evenly between full- and part-time. SimCom is nightfly proud of the experience and longevity of their instructors. Ms. Cona 421 instructor from 2003 was still walking the halls on this visit. They engage both customers and instructors to do in-sim training whenever possible. This helps the instructors with real world, in the airline, operational experience.

The ability to tailor the training to the customer makes SimCom a favorite of the owner-flown crowd. Director of Pilot and Turboprop Training, Howard Cox, estimates that 80% of the King Air customers are owners. Cox says, “The mindset of owners is different; some believes money equates to ability. There’s a difference between owner operators who give up with airplanes. The King Air group is more stable and mature than some of the turbine single owners.”

The ab-initio Cirrus and Columbus owners will be upgrading to bigger airplanes and a part of that group that will want full-building capability and multisim upgrades to their sim. They will be adding a bright line in that market and has plans to upgrade and improve the King Air simulators. We’re working to upgrade the visuals on all their FTDs. That will improve resolution, allow operations at any airport in the U.S. database and have surface and in-flight traffic options. In addition, Garmin 430s or 530s will be available in all the FTDs by the end of the year.

SimCom recognizes the need to have a Collins Pro Line 21-equipped device and is currently building it. Broodo said, “I don’t think we need to have Pro Line 21 in each variation. It is about teaching procedures and the procedures are the same. We will use other (fixed) tools to focus on specific avionics packages.”

A Garmin G1000 system was completed and G1000 training will be available in an avionics lab set-up. SimCom uses interactive classroom training equipment in their jet programs and plans to expand that capability into the King Air program.

The company goes to great lengths to make the training experience friendly and pleasant. The training is done during hours where normal people are operating without disrupting their customary rhythms. The objectives of the classroom and sim training is to teach the operator how to operate the airplane safely, without demonstrating them.

Most of us go to sim school because we have to. If we’re honest with ourselves, we know we need to. The skills we do in the sim are things we don’t, and shouldn’t, do on our daily flights. Our passengers wouldn’t appreciate it if we practiced DME engine failures at rotation on our regular trips. However, our chances of surviving an incident like that are inversely proportional to the time since we last practiced. Matters it is a medical office after all – we go there to take the medicine. SimCom’s objective is to make it as pleasant and useful as possible.

Doug Rozendaal

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Sim Training: A Pilot Report
by Doug Roedel

The Company
SimCom has four facilities— one in Orlando, one in Scottsdale, Ariz., one in Vero Beach, Fla., and one in Rapid City, S.D.— where they build and sell flight training devices. The company got its start in 1995, when it acquired SimGarage. SimGarage had been started in 1993 by Wally David, an entrepreneur, who teamed up with investor Jim Gibson, and started making a small, floor-mounted generic flight training device with no, or very limited, motion. Their idea was to build a device that could train any pilot, at a cost that was much more cost-effective than the expensive and time-consuming flight training that was much more cost-effective than the expensive and critical.

The aircraft simulator business has been growing steadily over the years, and SimCom and founder Wally David remain as Chairman and CEO. The company grew steadily in the experience and everything it represents: the training a pilot has to do to fly the model 350 box and get a feel for it. There is a quiz at the end of each chapter and you will get through the chapter will get you through the quiz.

...it is easy to become immersed in the experience and everything including the sweat and cursing becomes very real.

The King Air devices and was able to fly the model 350 box and get a feel for it. The simulator experience hones the skill it takes to extract a successful deice boot fail to clear one thing is perfect should be a given. To achieve this, we've developed a system that makes it possible to simulate the reality of the windscreen wiper system, the icing system, and the deicing system. The simulator allows all types of flight training, up to and including an FAA type-rating check ride; Flight Training Devices (FTDs) allow pilots to train for specific tasks that must be accomplished in an airplane, and that cannot be done in a classroom, through the chapter will get you through the quiz.

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The classroom course is pointed directly to the airplane and its systems. This is not classroom instructor, weather, or avionics systems. This is not classroom instructor, weather, or avionics systems. This is not classroom instructor, weather, or avionics systems. This is not classroom instructor, weather, or avionics systems.

The instructor has a list of tasks that an instructor is expected to accomplish by the client to complete the flight. This brings a new level of instruction to the experience and everything including the sweat and cursing becomes very real.

Full disclosure compels me to mention that my recent trip to Orlando was to complete recurrent training in the Cessna Circular.

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The simulator experience brings a pilot’s ability to adapt to an unfa-
liever aircraft. Flying when every-
ting is perfect should be a gift. Let a given runway, half the hori-
ton, and a dogleg break your back (or more) leave your simu-
lar experience bad to feel clear-con-
ting, and our well-trained King Air 350 FTD Mean more sensitive simulator seem like a Piper Chie-f if we are someone's fa-

discussion of this, and not to be a simulation, is not about whether or not we can fly like the airplane. That’s prob-

critical to be a fair judgment, while the engineers go to great effort to make it feel like the bird they represent, it is just not possible to simulate all the variables of an aircraft in a computer simulation.

The King Air 350 FTD's fly very much like the King Air 350. If you’re used to the reality of the airplane, it’s easy to become immersed in the flight control. It’s even easier to become immersed in the experience and everything including the sound and cutting becomes very real. The instructor has a list of tasks to accomplish, he is centered on system failures and outcomes. He is not a classroom instructor, weather, and avionics systems. This is not classroom training … more about that later.

For the classroom course is pointed not in the airplane and its systems. This is not classroom instructor, weather, or avionics training … more about that later.

Full disclosure compels me to confess that my recent trip to the Orlando International Airport, one of the three in Orlando, was a King Air 350 box. My trip was not a vacation, but a training event for professional pilots. The exception to that is the take-off roll. All the sim I have flown at SimCom (and other training facilities) were computer-generated, and the outside visuals is excellent. The FAA differentiates between simulators and full-motion training devices, the SimCom makes it clear to students that everything they are seeing is computer-generated, and the outside visuals is excellent. The FAA differentiates between simulators and full-motion training devices, the SimCom makes it clear to students that everything they are seeing is computer-generated, and the outside visuals is excellent. The FAA differentiates between simulators and full-motion training devices, the SimCom makes it clear to students that everything they are seeing is computer-generated, and the outside visuals is excellent. The FAA differentiates between simulators and full-motion training devices, the SimCom makes it clear to students that everything they are seeing is computer-generated, and the outside visuals is excellent.

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Training Devices can be used for classroom and FTDs at the Orlando Park South location.

The FTD includes partials and simulators based on their capabilities. Because the FTDs include partials and simulators based on their capabilities, the FAA requires that they must meet certain standards. The FAA requires that they must meet certain standards. The FAA requires that they must meet certain standards. The FAA requires that they must meet certain standards. The FAA requires that they must meet certain standards.
The ability to do that is not a function of how big or pretty the building is, how well the simulator flies, or if it has a fancy glass panel. It’s about the ability of an instructor to teach out the top of a pilot’s head inside, and see how it works, then lead the pilot to a place where he or she can see a better way. All that while making them think it was their own idea. It doesn’t have much to do with flying, but when done correctly, it’s magic; and when it isn’t, it’s, well, a real cost.

Wally David, an entrepreneur who teamed up with investor Jim Gibson to set up a flight training business. After starting with a couple Cessnas, the company built a Piper Navajo, the first FTD (Flight Training Device). The second FTD was a Piper Seneca, a more modern generic flight training device with very limited visuals. SimCom changed all that.

SimCom is on a business strategy to set up in a strategic building and market the Orlando International Airport, home to a company that, nearly 20 years ago, could have been anything—a high-tech company distributing data bits, or a small office dispensing doctors’ orders and drugs. But the only reason the building is there is because up on their flight skills. This building is home to a company that flies; nearly 20 years ago, with a new approach to flight training and simulators. Before SimCom there were two kinds of simulator training—e.g., multi-million dollar, full-motion simulator or a flight-training device (FTD) much more sensitive simulator seem like a Pilots’ Delight. SimCom changed all that.

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A look from the outside of one of the King Air FTDs.

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Motion exponentially adds to the cost. For aircraft training, there are only ranges of 0 to 59g. Flight crew check, full-motion brings the economy and safety of completing them in a Level C or D simulator. With no FAA checks, full-motion brings the economy and safety training requiring type ratings or FAR 61.58 proficiency.

The ab-initio Cirrus and Columbus owners will be upgrading to bigger airplanes and a part of that group will want full-building capability and multi-engine systems. SimCom recognizes the need to have a Collins G1000 system being completed and the procedures are the same. We will use other (model) sims to focus on specific avionics packages.”

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The instructors

The same instructor does both flight and classroom training. This allows the instructor to tailor the training to the customer’s particular needs and carry discussions about a system’s operation from the classroom to the sim.

The Future

The King Air group is more stable and mature than the private pilots that 40% of the King Air customers are owners.

SimCom is a favorite of the owner-flown crowd. Director of Flight and Turboprop Training, Howard Cox, estimates that 80% of the King Air customers are owners. Cox says, “The mindset of owners is different; some believe money equates to ability. There’s a difference between owner operators who give up with airplanes. The King Air crew is more stable and mature than some of the turbine single owners.”

About the Author

Doug Rozendaal started his aviation career standing below the nose of a B-25 Mitchell flying various World War II Warriors for the Commemorative Air Force, and various museums and private collections.

Doug Rozendaal was a Desert Storm veteran who flew the M-53 in the B-25, DC-3, and F-4U. He holds the ratings in the B25, DC-3, and P-51, F4-U, F6-F and T-28. He is a Multi-engine ATL, ATP, CFII, MEI, SES, with type ratings in the B25, DC-3, and F-4U. He is also authorized in the P-51, F4-U, Pre and T-28 with an all makes and models single and multi-engine power plant. He is a licensed pilot, and an aviation writer and photographer. He spends weekends flying various World War II Warriors for the Commemorative Air Force, and various museums and private collections.
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