

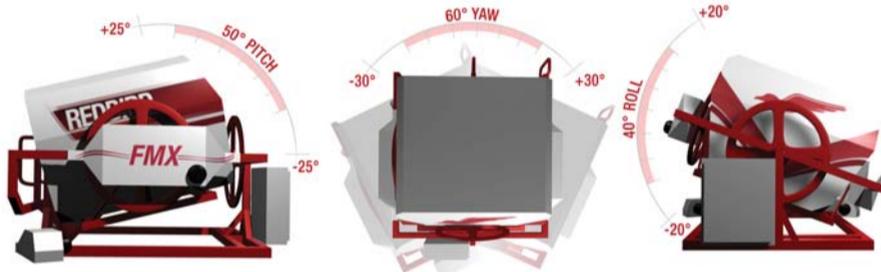
Redbird Flight Simulations

- a key changer in flight simulation.



Redbird Flight Simulator

Redbird Flight Simulations was established in 2006 with the specific purpose making simulation more accessible to the general aviation industry. Today, there are over 700 Redbird simulators operating in 29 countries and on every continent except Antarctica. (Although the company has considered dropping one there so every continent is covered.) The Redbird FMX line of full-motion simulators has certification as a FNPT-II device in Belgium, Germany and Poland. Certification is pending in additional countries including the U.K., Denmark and Greece, as well as other locations worldwide.



Redbird Simulator Movements

Motion without Millions

Redbird's primary mission is "delivering fully capable and comprehensive flight training devices at prices that every flight school can afford." This means delivering motion- something no other simulator in its class offers -while simultaneously remaining one of the least expensive simulators in its class. The result is flagship Redbird MCX, with three-axis motion, wrap-around cockpit visuals, side-by-side seating with full dual controls, and a variety of cockpit configurations.

Redbird also offers the FMX, providing the same two-seat motion platform and visuals, but with only

a single control yoke and rudder on the left side as the. Control-loading yokes for a physical feedback give a fully immersive experience to either platform.

Despite offering motion through 40 degrees of roll, 50 degrees of pitch and 60 degrees of yaw, the MCX and FMX fit in a space less than five meters on each side and 2.5 meters tall.

The running unit draws less than 800 watts, so it easily plugs into a single wall outlet. Platform construction is steel and honeycomb aluminum, and internal parts are designed to take day after day of flight-training abuse.



Cockpit Redbird Cessna Caravan

Full-motion simulation can fit in an even smaller footprint with the single-seat MX2. It fits completely in any cubic of space 2.5 meters high, wide and deep.

This robust design and unsurpassed capability comes with one of the lowest prices in the industry. The FMX systems start at € 99,000.

More Options, More Details

Most simulators in this class represent only a single cockpit. The few that can be reconfigured, usually only offer two or three options with hours required to make the switch.

The FMX and MX2 simulators can represent any of 22 single-engine and seven multi-engine aircraft. The MCX offers 15 single-engine and seven multi-engine options. Any cockpit can be changed out for any other in a matter of minutes by replacing screen modules and any changed controls such as the throttle quadrant. These modules are small enough that they easily hang on the wall in the same room as the simulator. Aircraft expansion modules for the FMX, MCX or MX2 include both traditional instruments with popular avionics, as well as the most popular glass panels.

Redbird also produces full-motion cockpits representing specific aircraft types for customers needing even greater cockpit fidelity. Current models include the Cessna Caravan, Cessna Mustang, and Beech King Air 350. Additional models are in development. (Just for fun, there's also a J-3 Piper Cub.)

Greater Realism through Simulation

While Redbird is known for its simulation platforms, the company sees simulators as the vehicle for its greater mission of delivering the best aviation training possible.

A perfect example of this is Redbird Cygnus. Cygnus allows up to five iPads to connect wirelessly to the simulator so Cygnus can drive the GPS position and speed of the iPad as if it were actually in the air. Combine Cygnus with the crew environment of a Redbird MCX and you can train crew resource management in immersive situations with the same portable tools airlines and individuals use in the cockpit today.

Additional products include: Parrot, a communication trainer fully integrated into the cockpit simulation, and Insight, which adds cockpit video and external views of the virtual aircraft for the most complete flight analysis possible.

Join the Migration

Redbird is taking immersive training even farther with its own training system, called Migration. Migration is a complete training philosophy integrating all Redbird technologies with a simulation-centric syllabus for sustained pilot training and life-long proficiency. At the heart of Migration are simulator-led scenarios, the first of which are being pioneered or Redbird's latest device, the Jay. The Jay takes a simple tabletop simulator capable of presenting dozens of aircraft types, and supercharges it with



Cockpit Redbird King Air

For customers needing wrap around visuals but without motion, Redbird offers its SD and LD models, as well as the tabletop TD simulators. The TD-series offers a single forward view, but with complete cockpit avionics for traditional instruments or a glass panel, yoke, throttle quadrant and cockpit switches.

As flexible as Redbird devices are, sometimes a purpose-specific device is the only way to truly get the right pilot experience.



The Redbird XWind SE is unique in the industry as a trainer specifically for crosswind landings.

The most common contributing factor in weather-related accidents is crosswinds. In fact, crosswinds and wind gusts cause more landing accidents than fog, thunderstorms, and icing combined. The XWind SE has demonstrated with hundreds of pilots how specific training can lead to skill mastery virtually overnight.

scenarios for the pilot to fly, learn from and simply enjoy. These scenarios might hone a particular skill, such as crosswind takeoffs and landings, or offer a flight challenge, such as formation flight, or present a complex situation testing the pilot's decision-making skills. Migration will take these situations and combine them with the full range of current and future Redbird technologies to bring comprehensive aviation training to a level never before possible.

Redbird even hosts its own flight training conference, now in its third year and open to anyone, at its Texas headquarters.

More in the Pipeline

Redbird continues to innovate, looking for new ways to leverage its current technology and broaden the resources available to customers at affordable prices. Whatever the company offers today, it's just the beginning.

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