



For Immediate Release - Contact Stephen Cunningham

National Flight Simulator Acquires a Redbird FMX Simulator (AATD)

National Flight Simulator has just acquired a Redbird FMX motion simulator, according to Stephen Cunningham, Owner/Operator of this sixteen (16) year, premier simulator-based training facility, located at the Manchester-Boston Regional Airport (MHT).

Cunningham continued, "The Redbird FMX with 3 axis motion, forced control feedback, 200° visuals, and much more, adds significantly to the pilot's reality-based training at an affordable price. Simulator-based training offers the pilot increased value for their time and money!" "For example," he added, "one (1) hour in the simulator is equal to two (2) or more hours in the airplane as a learning experience. In the simulator, the pilot has 100% of the instructor's attention, whereas in the airplane the instructor's main attention is on the safety of the flight. Moreover, procedures requiring more attention are easily accomplished by a pause, a mouse click back to the start, and then a repeat. In the airplane, most often you need to be reset by ATC and rerouted back to a start point, resulting in your time & money being used in a less productive manner."

The Redbird currently has the following aircraft profiles.

- Cessna 172 Skyhawk (Garmin G1000)
- Cirrus SR22 (Cirrus Perspective Package)
- Cirrus SR22 (Avidyne)
- Diamond DA-40 (Garmin G1000)
- Diamond DA-42 (Garmin G1000)
- Piper PA-28 Warrior (Standard 6-Pack Instruments)
- Cessna 206 (Garmin 1000)

Cunningham said we will be adding the following aircraft profiles very soon:

- Baron BE58 (Analog & Glass)
- Piper Seneca
- Beech A36 Bonanza (Garmin G1000)

"We are creating various packages with block time for all our simulators (Elite iGATE AATDs & FlyThisSim (BATD), along with our newest addition to the stable, the Redbird FMX."

Cunningham pointed out that the Redbird, as well as the Elites, have great flexibility in usage. Both the Redbird FMX and the Elite iGATES are authorized for 20 hours toward your Instrument rating; up to 50 hours toward your Commercial certificate; up to 25 hours towards your ATP rating and 2.5 (2- and one-half hours) toward a Private Pilot Rating. Additionally, 95% of your Instrument Proficiency Check (IPC) can be accomplished in these AATDs. "That is an incredible savings when you compare those costs to the

airplane (fuel, oil, time, and wear on the engine & prop). These funds are better saved for your trips and vacations.”

This equipment will be available for pilots to use without an instructor to maintain Instrument Proficiency (a.k.a. 6 ‘n 6) or to just work on a series of practice procedures and emergency prep.

For more information:

<https://www.nationalflightsimulator.com/redbird-fmx>

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