SIMULATION

Swissair

re-orders

Bestview
GENEVA ~~

Swissair has again ordered a
Hitachi Bestview visual sys-
tem, this time to go with the
CAE Fokker 100 simulator it
ordered late last year. It is the
only airline so far to buy
Japanese visuals, which it says
offer the highest reliability of
any system it has studied.
Swissair also ordered Best-
view for its DC-9-81, Boeing
747-300, and Airbus A310
machines, the latter two being
mated to Reflectone simu-
lators.

Chief competitor for the
visual system contract was
McDonnell Douglas' Vital V
or VI. According to Swissair
neither had the flexibility of
the Hitachi system and was
not offered to suit the airline's
particular requirements. It
says that Hitachi was entirely
willing to customise its visuals
to Swissair's needs, which
included its requirement for
an SEL computer instead of
the Japanese product. This
meant that interface problems
with the SEL 97/80 computer
simulator would be elimi-
nated, since a shared memory
could be used.

The Hitachi system chosen
is an improved version of the
Hivis-IlA already in use at
Swissair's training base. The
Hivis IIIA features textured
daylight visuals, and displays
6,000 light points on 1,000
scan lines (previously 4,000
points on 875 lines). Four-
channel image generation is
displayed on six windows in
the Swissair system.
Swissair will use its Hivis
IIIA in dusk/night mode
initially, but asked for the full
daylight capability to cater for
a possible future requirement
to train pilots to FAA Phase
III standard. It says that
Hitachi's system has ex-
tremely good visual quality
owing to the 600Hz refresh
rate, which eliminates flicker.
Swissair also compliments the
manufacturer on the generally
high standard of finish of its
image generators, and on the
"greater than 99 per cent"
availability. Its DC-9 machine
is in use 20hr per day, it says,
and requires the minimum of
maintenance.

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Swissair is so far the only airline to have bought Hitachi's Bestview visuals

Swissair has worked hard
with Hitachi to get the system
it wanted, and will not
disclose the price it paid the
Japanese manufacturer.
Hitachi says the contract was
worth 600 million yen (£1-81
million), but whether this is
for the basic system or for the
entire package, is not known.
Delivery of the Hitachi
equipment to Montreal for
integration with the CAE
simulator is set for mid-1986.

Simuflite success

DALLAS ~

Singer-Link subsidiary Simu-
flite has won unconditional
Phase II approval for its BAe
125-700 simulator. It is the
company's sixth simulator so
approved, allowing total tran-
sition by a captain from one
aircraft to a different, but
similar type.

"Excellent" year for CAE
MONTREAL

Simulator business at CAE
improved dramatically last
year, the company achieving
record orders after the market
depression of the last two
years.
Highlight of the year was
CAE's largest ever flight
simulator order, which came
from United Airlines Aircrew
Training, selected to provide a
complete training system for
the Lockheed C-5. CAE was
chosen to supply six weapons
system trainers and software
and computer systems for four
cockpit procedures trainers in
a deal worth $45 million (£33
million). Another possible
teaming arrangement with
United will materialise if the
pair, along with IBM are
chosen, to provide a training

system for the US Air Force's
Night Hawk search and
rescue helicopter.
Also during the year CAE
sold three full flight simu-
lators to Fokker and Swissair
for two Fokker 100 and one
Fokker 50 machines

respectively. Alitalia ordered
a Boeing 747 simulator, and
recently Boeing selected CAE
to develop and build a Boeing
737-300 machine.

During the year CAE deliv-
ered a C-130 simulator to the
Canadian Air Force, the fifth
of seven Tornado machines to
West Germany, and the
second of two simulators
ordered by the Italian Air
Force. An MD-80 machine for
Flight Safety International
and a Boeing 727 simulator
for the FAA were also
shipped.

Image HIT
selling well
Singer Link-Miles has sold
nine simulators equippe quipped d
with its new textured
Image HIT visual system
since introduction six
months ago. Latest
customer is American
Airlines, for its third
MD-80 simulator. Link-
Miles is discussing adding
texture to the Image II and
Ill-equipped simulators of
five customers. First
Image HIT into service
will be on one of American
Airlines' MD-80 machines
later this year.

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