

Carrier-based F-18 simulator succeeds on *Independence*

GRAHAM WARWICK/WASHINGTON DC

BOEING REPORTS THAT an F-18C flight simulator installed on the US Navy aircraft carrier USS *Independence* is "performing well" in the first test of a carrier-based weapon system trainer (CVWST).

The simulator supplied by Boeing has been in operation since mid-January and may be transferred to another carrier or to a shore base when the *Independence* proves of concept trial ends.

Keith Hertenberg, general manager of training and support systems at Boeing's aerospace support unit, admits that the installa-



Tight space aboard the carrier made installation a challenge

tion of the CVWST in a ready room on the carrier was a "challenge". The device had to be broken down, fitted through the ready room door, and re-assembled, but has operated "nearly flawlessly"

since being installed, he says.

The availability of a simulator has allowed crews to perform weapon tactics training "...which there is no other way to do while under way", Hertenberg says. The CVWST includes a simulated F-18 cockpit and compact Boeing developed visual system. The device is less than 2.4m tall and occupies only 6.1 x 4.6m of floor space, running off normal power.

The concept demonstration was intended to show "...we could install a device in a compact area, provide the weapons training and rehearsal necessary and prove that the device was hardy enough [for shipboard use]", says Hertenberg. □

FSI plans two more ERJ-145 simulators

FLIGHTSAFETY International (FSI) has announced plans to build two additional full flight simulators for the Embraer RJ-145 regional jet. The US company is the official training organisation for the ERJ-145 and has so far completed two simulators.

One ERJ-145 simulator has entered service at FSI's Houston, Texas, centre, where it is being used to provide training for Continental Express. A second machine is operational at FSI's Tulsa, Oklahoma, simulator manufacturing plant, where it is being used by American Eagle, but will be relocated closer to an ERJ-145 operator. Both have Level D training approval.

The two new simulators will be delivered in 1999, six months apart, to locations that will be decided by Embraer. The training company already operates several simulators for the Brazilian manufacturer's EMB-120 regional turboprop.

FSI also plans to build a third simulator for the Bombardier Canadair Regional Jet. The first two Level D devices are in service at the company's Cincinnati, Ohio, and Wilmington, Delaware, training centres. □

BA cadets start US training

PAUL RICHFIELD/BATTLE CREEK

THE FIRST CLASS of British Airways cadets has begun training at Western Michigan University (WMU) as part of the airline's drive to take on some 2,500 pilots over the next decade.

A second group of BA trainees will arrive at Michigan in May under the two year \$6 million deal signed by BA last December. An optional third class is due in the fourth quarter. Two UK flight schools - Cabair College of Air Training and Oxford Air Training School - also provide *ab initio* training for BA.

Two-thirds of the 2,500 new hires will be "direct entry pilots", with the rest trained as cadets. The initial group of 16 arriving at Battle Creek, Michigan, in March will cost £65,000 each to train.

WMU has invested heavily in its

aerospace sciences programme to attract customers, receiving \$8.2 million in grants from the Kellogg Foundation - set up by the area's largest employer. Following UK Civil Aviation Authority approval of its programme last July, the school began training 16 self-sponsored students from the UK and Ireland. In January, 24 Aer Lingus cadets entered *ab initio* training at WMU.

Of the 33 flight instructors on the WMU payroll, nine are UK citizens dedicated to the CAA training curriculum. The 56-week course runs from 141h primary training in Cessna 172Rs through to aerobatics, simulator training and 10h of cockpit resource management.

BA cadets will complete four weeks of jet transition training at British Aerospace Flying College in Prestwick, Scotland, before joining the airline as first officers. □

Schreiner adds Belgium's EATC to portfolio

SCHREINER Luchtvaart Groep of the Netherlands, which owns Schreiner Airways, has acquired European Aviation Training (EATC) at Brussels Airport through its newly founded Simubel subsidiary.

EATC has six flight simulators for

the Airbus A310, Boeing 727-100, and 727-200, McDonnell Douglas DC-10 and MD-80 and Lockheed Martin C-130. EATC gains 85% of its Bfr200 million (\$5.3 million) turnover training pilots from 34 countries, and in 1997 made a net profit of Bfr18 million. □

NEWS IN BRIEF

■ FSBTI PICKS CAE

FlightSafety Boeing Training International (FSBTI) has selected CAE Electronics to supply a Boeing 737-700 Level 5 flight training device for delivery to its Seattle simulator centre in August, where it will be used as a classroom-based maintenance trainer.

■ TTS UPGRADES C-5

The first of seven Lockheed C-5 weapon system trainers upgraded with flight management/global positioning systems by Thomson Training & Simulation (TTS) has been delivered to Flight-Safety Services, which operates the C-5 aircrew training system for the US Air Force.

■ SEOS FITS DISPLAYS

SEOS Displays is completing a £3 million (\$5 million) contract to install 220°-wide Panorama displays on four flight simulators at the US Air Force's special-operations training base at Kirtland AFB, New Mexico. MC-130P, MH-53J and MH-60G simulators have been upgraded and the final, TH-53A, device will be ready for training in May.

■ FIRST FOR DUTCH ATC

The Netherlands has accepted into operation the FIRST air traffic control (ATC) tower simulator supplied by Raytheon Systems UK and installed in a new training centre at Amsterdam Schiphol-East. Controller training is scheduled to begin in the third quarter.

■ DHFS GETS TWIN SIM

The UK Defence Helicopter Flying School (DHFS) has taken delivery of a Frasca built Bell 412 flight training device for multi-engine training. The device is fitted with a full flight package, complete aircraft systems modelling and a Frasca FVS-200 visual display.