# Operating SLOsim

Startup

Ensure the left seat will not block yoke movement during yoke calibration.

Power ON the surge protector, **Switch ON** the CPU, **insert Pilot Key** in CPU. Let sim cycle thru self–tests — takes less than a minute.

The sim is ready when the screen displays "Connect to this Redbird on your wireless device". Using the Wi–Fi network on your iPad, iPhone or laptop select the Redbird Navigator FMX 634 network, password is **navigator123.**

Using any browser, go to **sim.redbirdflight.com.**
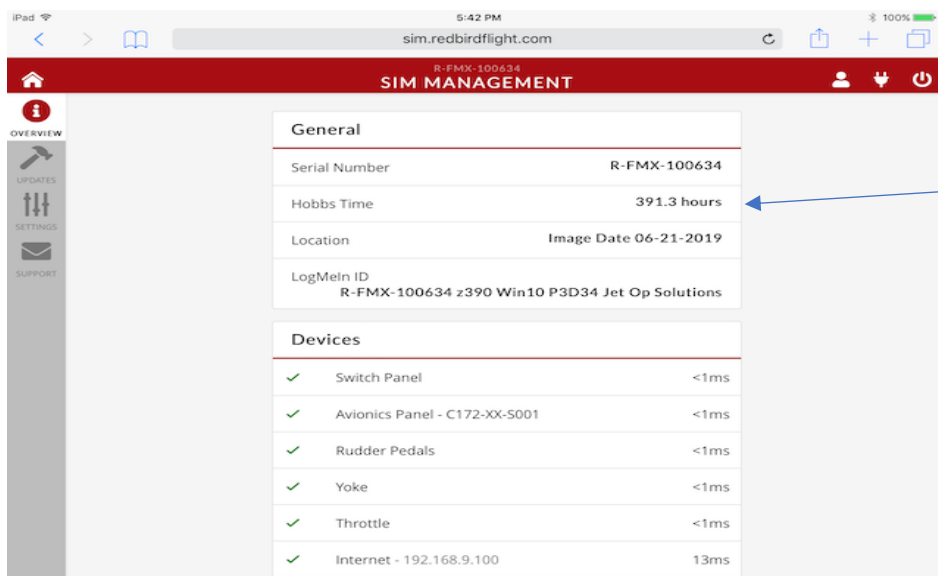
Go to Sim Management and check sim Hobbs – it should match the previous Hobbs, if not note it and proceed to the **Home button** in the upper left to display all available controls; select the **Dispatch function.**
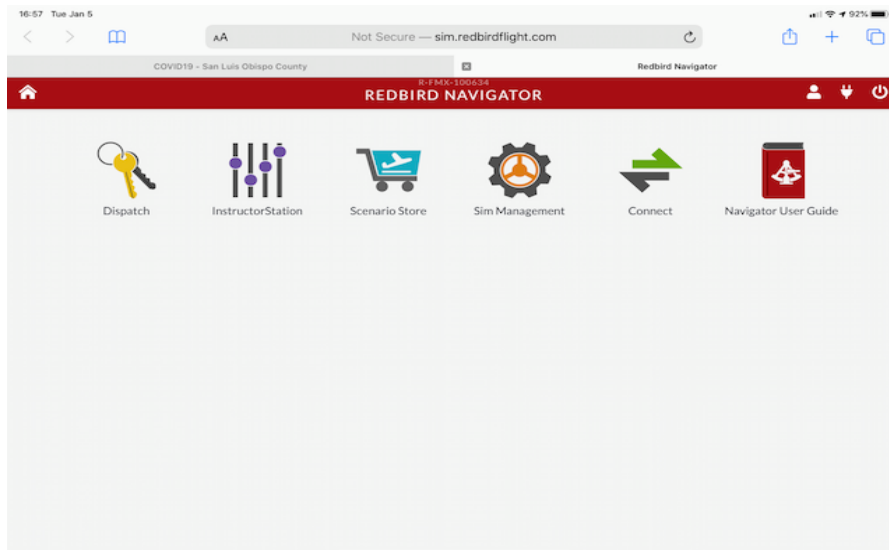
On your device enter your **PIN** and you are ready to select a scenario or start your own Free Flight. If you want **ownship** position to display on your device you will need to pair to the **Bad Elf GPS** using Bluetooth on your first use. Subsequently it will connect automatically.

Pause buttons

On start-up, the sim is paused, use the **Pause** button on panel to un-pause the sim. You must un-pause to start engine(s) and avionics; if you're not ready to fly just press pause again and get setup. When paused a message (red box) appears in the lower left corner of screen #3. You can Pause and Un-Pause at any time.

Just like an aircraft, if you are on battery power without power from the alternator — you will deplete the battery.

End Flight

When finished with the sim note the Hobbs and then press the **End Flight** button. If the session ended on its own (a crash) – or you forgot to note the Hobbs – go to the **Sim Management** tab on your device and note the Hobbs.

Shutdown or Restart

The virtual **Shutdown or Restart** button on the navigator screen is the preferred way to do either. Shutdown when done for the day, or Restart to reset sim after a crash.

Both virtual buttons are displayed when you tap the **POWER** icon (a circle open at top with line, not the power plug symbol). Turn the **Surge Protector** off before leaving sim room.
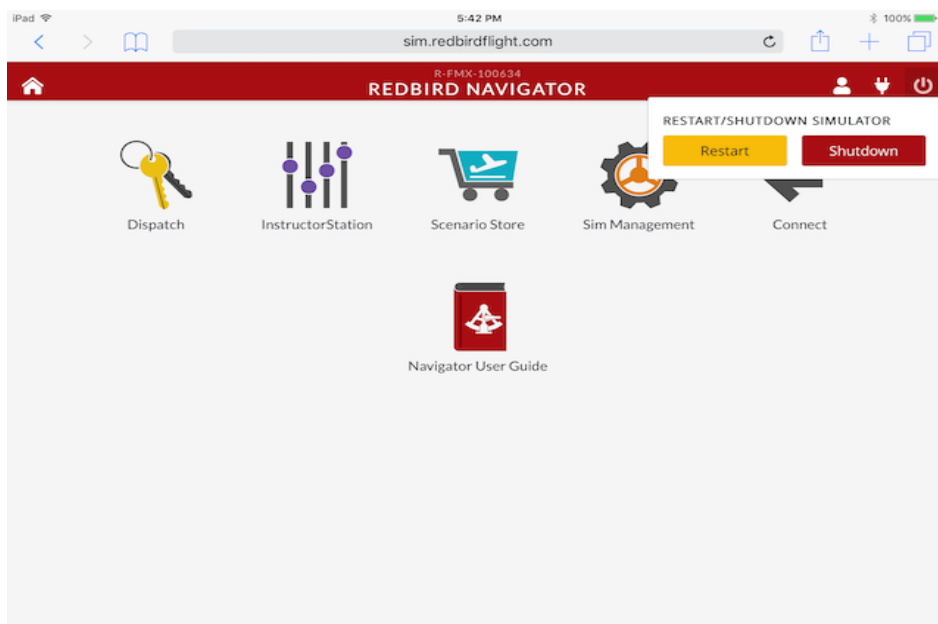
Alternatively, If you lose wifi contact from your device to control the sim use the momentary contact **CPU power switch** to **Shutdown** or the **CPU Reset button** to **Restart**.
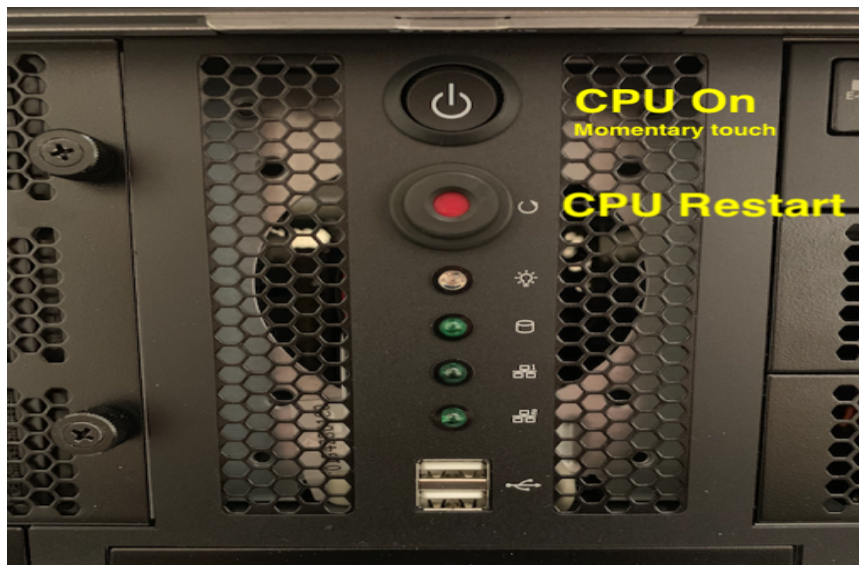
Sim Log

Complete the **Sim Log**: month & day; the hour the session was scheduled to begin (no minutes); begin Hobbs; end Hobbs; total time.

Logging sim time

It is suggested to use a different logbook or area of your logbook to log sim time. Foreflight will automatically make the correct entries in the FF logbook. Log **AATD** as the type of sim and **FMX634** is the ID for this sim ("registration number").

Total **Simulated flight**, **Dual Received** and **Simulated Instrument** are the only entries to be made if using the sim for training purposes. No need to enter departure or destination airport. FAA AC61-136B appendix D.3 covers this in detail (see attached).

If using sim for instrument currency, log the specific approaches and any holds. Note for instrument currency the Sim must be configured for IMC, which is any condition less than MVFR, and selectable on the Free flight or Instructors Station: **IFR, LIFR or CAT-I** or appropriate ceiling and visibility entered in Instructors Station.

Using your iPad

Note: **iOS version 12 or later** is required to control all sim functions with the Instructors Station.

Set the Auto-lock feature to **Never** while using it to control the sim: >Settings> Display & Brightness> Auto-Lock> Never. You can also tap the refresh button in Safari -TWICE. **If you experience problems controlling the sim it is most probable your iPad went into sleep mode.**

Sim Anomalies

Move throttle full in and out to calibrate the throttle(s) and **ensure RPM is as expected**. Check to **ensure pitch trim is appropriate** (usually neutral). If the autopilot is used below its minimum speed it will leave the sim in extreme nose up position.

If you were in cloud with temperature below freezing you have ice (airframe, prop and engine inlet). Ensure the pitot heat is ON and descend to warmer air or warm the OAT with the instructors' station.

If the abnormal is other than above – **restart the sim**.

Failed to Launch

If you see this message, ensure your pilot key is in place. If it is and you see this message press End Flight, remove and reinsert Pilot Key, and restart scenario on the Navigator dispatch page. If still invalid, you will need to *generate and download a fresh Pilot Key* .rbpk file from your account at account.redbirdflight.com. Move the new .rbpk file to USB stick and delete old .rbpk file from USB stick.
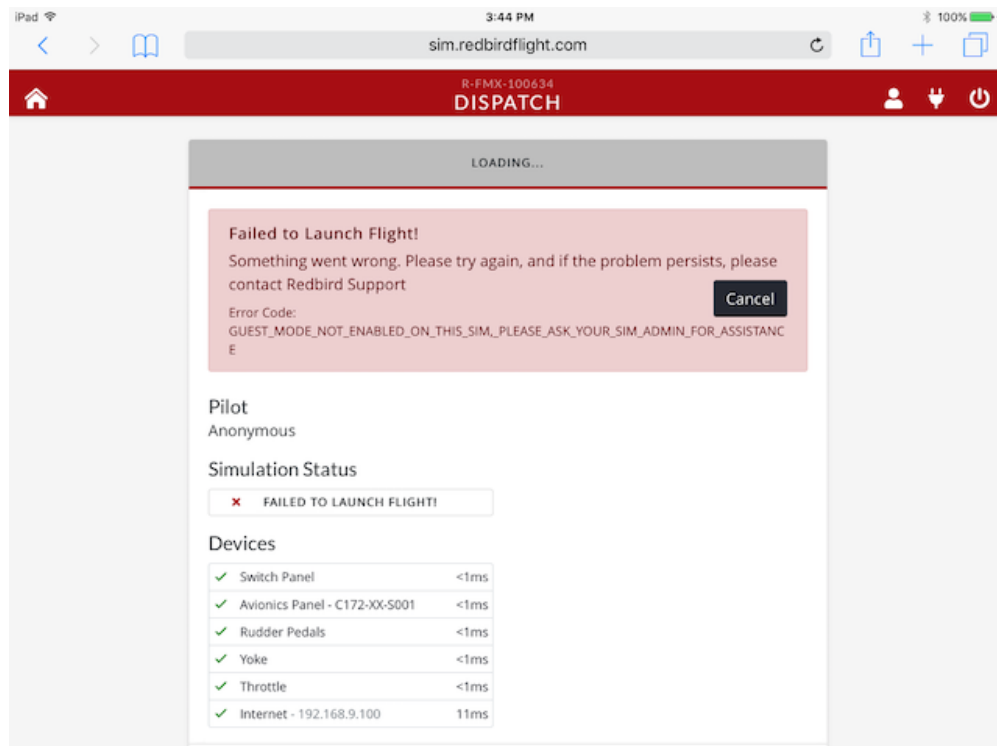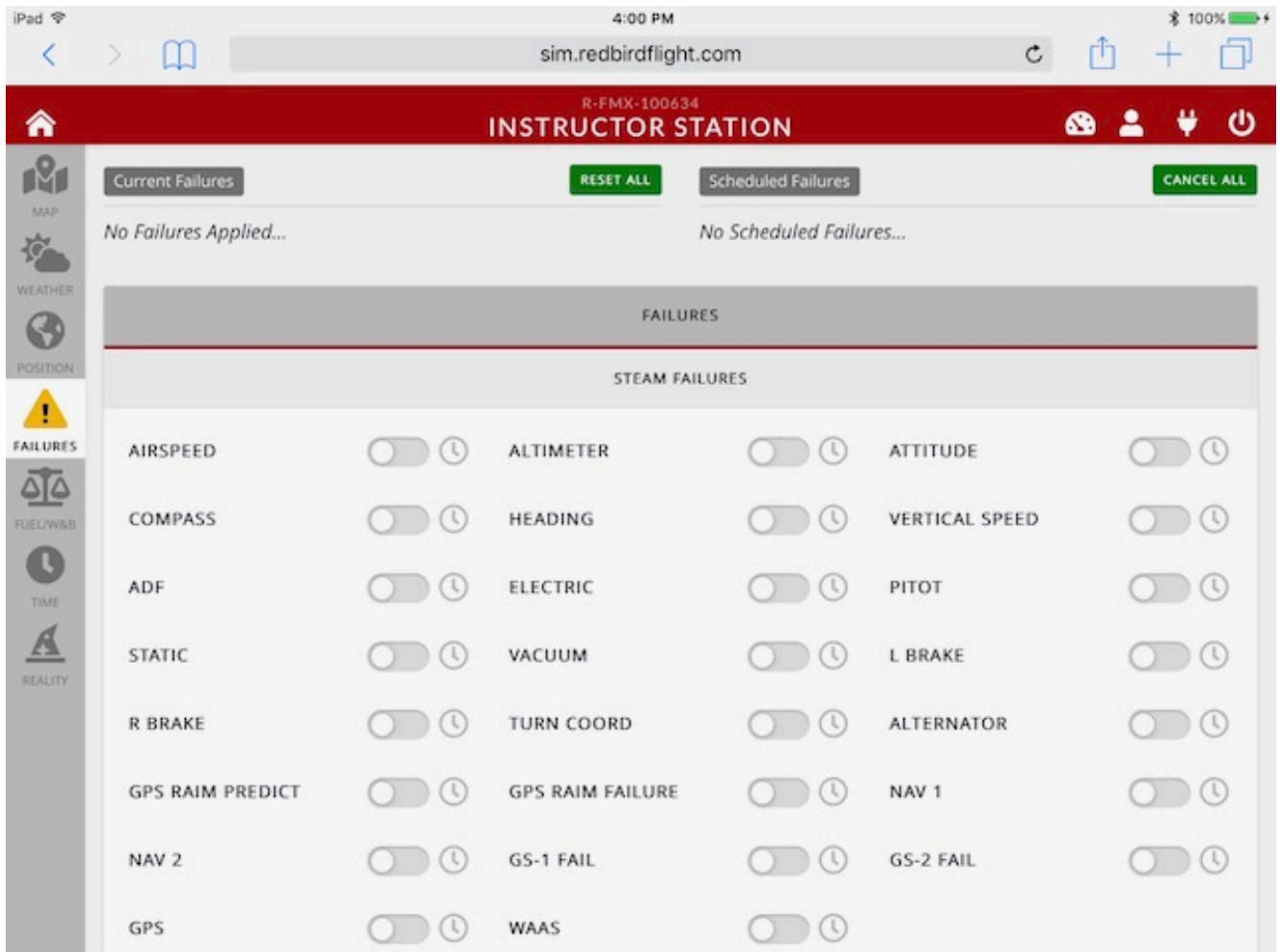
Images of the Failure panel
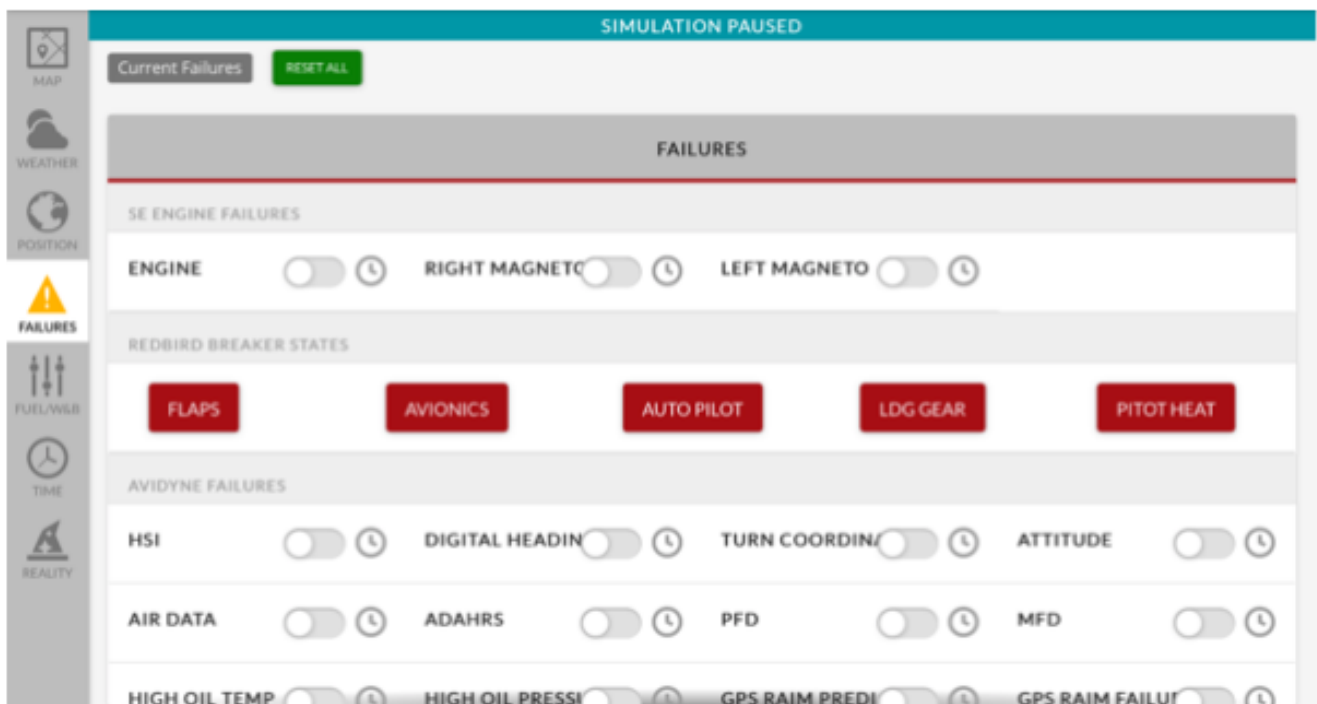
SLOsim **805‑215‑5581**
support@slosim.com

Redbird support **512‑301‑0718** (advise then you are in FMX 634). The sim is online with Redbird at all times, they will be able to see your issue.

From FAA AC 61-136B appendix D

D.3 Logging Training Time and Experience. Authorized instructors utilizing an FAA-approved ATD for airmen training, pilot time, and experience requirements are required to log the time as dual instruction and as basic aviation training device (BATD) or advanced aviation training device (AATD) time appropriately. Any columns that reference flight time should remain blank when logging ATD time. ATD time can only be logged as Instruction Received (Dual), Instrument Time, or Total Time as reflected on the pilot time section of FAA Form 8710-1, Airman Certificate and/or Rating Application. Simulated instrument time can be logged in an ATD, but only during the time when the visual component of the training session is configured for instrument meteorological conditions (IMC) and the pilot is maintaining control solely by reference to the flight instruments. Logging time in this fashion will allow a pilot to credit this time towards the aeronautical experience and instrument experience requirements as specified in part 61 or part 141. It is required under § 61.51(b)(1)(iv) that the type and identification of the ATD be included when logging pilot time as described in the letter of authorization (LOA). It is the responsibility of the flight instructor, student, or certificated pilot to verify the device is qualified and approved for training or experience requirements. It would be appropriate for the person using the ATD to retain a copy of the LOA. Evaluators such as Designated Pilot Examiners (DPE) are instructed to request a copy of the LOA from applicants logging ATD pilot time, to verify the time acquired in the trainer qualifies for the minimum experience requirements for a certificate or rating.

Note: There are no restrictions on the amount of training accomplished and logged in training devices. However, the regulatory limitations on maximum credit allowed for the minimum pilot certification requirements are specified by parts 61 and 141 and in the LOA. No approvals or authorizations are provided for aircraft type ratings using ATDs.

Additional operating info

Instructors Station Guide https://support.redbirdflight.com/instructor‑station‑user‑guide

Debrief Guide https://support.redbirdflight.com/simulation‑debrief