



# The choice of the right simulator for the right training – ALSIM

*The high-fidelity flight training devices allow students to learn all the specific procedures and systems associated with the plane and help them develop the muscle memory needed to fly.*

**Q - The AL172 simulator is a replica of a Cessna 172SP Skyhawk with a real Garmin G1000 NXI. Can you tell us the inspiration behind creating the AL172 simulator?**

**A –** ALSIM had a growing number of clients that wanted a carbon copy of their training fleet, especially Cessna 172s in America. The AL172 was developed in 2017 and has been sold across the US from Florida to Hawaii. For over two decades we have had a type-specific Diamond DA42 simulator that was a replica of the popular multi-engine training aircraft. These high-fidelity flight training devices allow students to learn all the specific procedures and systems associated with that plane, as well as

help them develop the muscle memory needed to fly that exact aircraft. Since the AL172 simulator, ALSIM has also built a type-specific Diamond DA40 device and has a replica of a Cirrus Aircraft SR20 G6.

**Q – How does AL172 stand apart from other competitor simulators in the market? Recently, George's Aviation Services in Honolulu Hawaii signed up for the AL172 simulator for enhanced training operations. Can you tell us in brief, how AL172 fit their requirements?**

**A –** With the rising fuel and insurance costs, George knew he needed a business and training solution. He was impressed

Times are changing. The younger generation today prefers used to learn through platforms like videos and interactive gaming. It is time for training schools to update their technologies, practices, and curriculum with changing times to stay ahead in the competition says **Dr. Scott Firsing, ALSIM North America**. He further goes on and hopes and urges that a large amount of recent 'aviation-related retirees continue to mentor and teach today's young generation trying to pursue a career in aviation. In an Exclusive Interview with **Swati. k** Dr. Firsing explains in detail the working of the AL172 simulator, its salient features, and much more...  
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by the button-for-button, full cockpit realism, and build quality of the AL172 simulator. What caught him by surprise was the large wrap-around ALSIM visual graphics, which are done in-house. George said it was like he was truly flying a Cessna 172SP G1000 NXI. He found himself leaning into the turn even though the simulator doesn't move. Then we started to put him in different flying conditions from VFR to IFR, changing the winds and time of day. As each condition changed, George felt his level of flying needed to change to keep up with the situation he was put in, from having fun flying VFR to flying in full IFR conditions. Also, the AL172 allows his students to save money on their flight training, logging hours allowed by the FAA towards their pilot certificate and flight currency for rated pilots.

**Q – Can you tell us about the competitive simulator market and the market trend going ahead?**

**A –** The market is changing rapidly, as



the technology in the cockpit changes, and as new tools like Augmented and Virtual Reality continue to improve (see Airbus maintenance example: [https://www.youtube.com/watch?v=T4kFBP\\_aUDw](https://www.youtube.com/watch?v=T4kFBP_aUDw)). The younger generations are used to learning through platforms like videos and interactive gaming. This opens up a lot of opportunities to develop tools to learn to do certain tasks. Moreover, with the large amounts of data you now receive from simulators, combined with artificial intelligence, we have data-driven training systems that leverage big data analytics. This makes training more efficient and effective. These software tools provide more standardized training and can assess pilot competencies. One trend that hasn't changed is the importance of fine attention to customer service, as well as the build quality of such devices. With the former, I typically apply a no-pressure approach when someone is shopping for a simulator. I thoroughly answer all the prospects questions so they can decide on their own. Sometimes this can take months, like with George in Hawaii, over this process, he has become like family to me.

**Q – According to you, are the aviation training schools today adequately equipped to train the pilots and AMEs?**

**A –** They are. However, many companies and organizations need newer planes and training tools to keep up with the times. Both are not cheap. This is made worse due to the limited supply of air-

planes, especially newer piston training aircraft. However, new players are coming into the market like Elixir Aircraft. Furthermore, electrification could potentially reduce the cost of aircraft/flying, but this needs another five years or so before this will become a reality; like it did with electric cars.

Moreover, it is impossible to replace good, knowledgeable, well-experienced people. Hopefully, the large amount of recent 'aviation-related retirees continues to mentor and teach people interested in the industry.

Tools like the ALSIM AL172 simulator help students in the learning and training process. To reference George again, he feels living on an island where the weather conditions can change in a matter of minutes, the simulator will help save lives by teaching the pilots the knowledge and ability to learn to trust the instruments. It also keeps the skills needed to fly and control the aircraft, interpret the information, and apply the inputs to maintain safe flight, in a safe direction and altitude.

**Q – Currently there is an acute shortage of skilled labor across the globe when it comes to aviation. Lately, many major carriers in the US had to cancel their flights for a shortage of staff. What are your views? How can this problem be tackled?**

**A –** A lack of interest in aviation from younger generations is a big part of this. Little things like the popularity of the recent blockbuster Top Gun Maverick

will help spur interest in the industry. It did for me back in 1986. However, kids as young as middle school age need to be aware of the amazing aviation careers all over the world. It's up to us as parents, the school districts, and others to show these young minds what they're missing. Sometimes it feels like all the kids think they are going to be famous Youtubers or the next Mark Zuckerberg. They are very comfortable on their electronic devices and instead need to put up in the air, or get their hands dirty building things.

On the pilot training side, the airlines are now taking it into their own hands to start their training academies. The United Aviate Academy is an example. Frontier Airlines is starting its own School. Their financial weight, along with the ability to offer money or incentives to pay for such training is very attractive. Then of course we still have the military branches, as well as 100s of aviation-related programs in colleges and universities across the US and the world.

Lastly, we need more women in aviation. Only around 5% of airline pilots are women.

**Q – What advice would you give to the younger generation planning to pursue a career in aviation?**

**A –** You have made the right choice. Human beings are social creatures who want to interact and we are curious, wanting to see places. This requires forms of transportation to get from one place to another. The long distances require flying, which requires a lot of staff in both the air and on the ground. This need will not diminish. It's likely to increase with developments such as 'air taxis' or VTOLs close to an operation. And at the same time, we know global supersonic transportation, and commercial space operations are quite literally taking off.