

“These Things We Do That Others May Live”



THE SORTIE

FALLBROOK SQUADRON 87

Capt. James Pedersen- Editor



Photo - LtCol Ron Goins left seat while LtCol Jerry Jones flies. LtCol Kurt Schiller looks on.

On Tuesday 12 March 10 members of Civil Air Patrol Fallbrook Squadron 87 spent 2 hours flying a MCAS Miramar MV-22 Osprey flight simulator courtesy of the VMM-165 White Knights Commander LtCol Kurt Schiller.

Attending the event were LtCol Jerry Rohles, LtCol Ron Goins, LtCol Jerry Jones, Maj Roy Knight, Maj Jim Redmon, Maj John Genduso, Maj Capt Stu Oster, Capt James Pedersen, Capt Chris Stevens, and SM Kurt Stevens.

The 3 simulators at Miramar, officially known as Containerized Flight Training Devices, cost \$65 million each according to Commander Schiller, and are designed to be mobile but are stationary at the base. He noted that while the actual MV-22 aircraft was in the development phase, the test pilots successfully rolled the Osprey in flight.

The military considers the simulators to be a safe and cost-effective training device where pilots sit in an Osprey cockpit that allows them to experience and respond to almost any flight situation. Commander Schiller suggested to the CAP pilots that only a slight touch was required on the simulator controls when each took over.

As the squadron Public Affairs officer sitting in the right seat, the moving view on the simulator windscreen feels like the device is actually tilting in flight, while the angle of rotation of the engine nacelles can be observed in the propeller arch out the side screens. The throttle and stick had adjustment wheels that move the engine nacelles and apply other trim settings for the pilots. All flight orientation instruments in the cockpit are glass with regular gauge redundancy of some readouts. The shadow of the Osprey image is realistically superimposed on the runway as you make your landing approach or when taking off. According to Commander Schiller, the simulator motion allows a maximum bank of 30 degrees up and 60 degrees down. However, though the simulators offer a unique, and valuable opportunity for pilots, it is important to understand that virtual flight hours are no replacement for the critical training and experience that real-life flights provide. According to Commander Schiller “ I require my aircrews to train twice a week in either the simulators, in the actual aircraft, or in a combination of both”. Understandably so, as in the real world mistakes can cost lives and damage equipment. Ultimately, practicing emergency procedures and specific flight patterns in the simulator allows the aircrews to pilot the Osprey more effeciently, as it simulates situations that pilots may encounter from enemy threats to friendly maneuvers, to unpredictable and inclement weather conditions. Commander Schiller noted that the simulator has the ability to practice using the aircraft auto-hover feature needed in certain situations. Also, as most real world flight operations are conducted in a two-aircraft formation the simulators can be linked together to conduct air –to-air refueling and practice various flight formations. The pilots can now conduct missions and rehearse communications procedures over the radios in the presence of flight instructors who can give them instant, direct, and invaluable feedback while they train. The simulator gives pilots a chance to think through what action they would take in a variety of scenarios virtually before they encounter them physically. That approach to training ensures that almost every conceivable ‘what if ‘ scenario is identified and properly delt with before ever strapping into the actual cockpit.



Photo – The Crew!