Practicing at home is a great idea for pilots. You can keep your skills sharp and your mind in the cockpit even when you can’t make it to the airport.

In reality, however, two obstacles deny a majority of pilots effective home flight simulation: purchasing and assembling the right hardware requires a PhD in computer know-how, and after flying around the virtual world for a bit, most pilots get bored. Redbird Flight Simulations, the world leader in FAA-approved flight simulators for general aviation, has addressed both these issues with the Jay.

The Jay contains the monitor, speakers, computer and flight controls—all-in-one unit that is ready to fly right out of the box. It boots up directly to a launch screen where you can select your airplane, airport and weather conditions. Push the green button and you’re on a runway and ready to go.

Scenario-based training? It’s built in.

The Jay is more than a simulator—it’s a flight experience device supporting training, proficiency, and just plain fun! In addition to the free flight mode where you select the aircraft and conditions, the Jay has a scenario mode where you can load a preset scenario and fly it.

A scenario could range from a simple flight challenge to a complex flight with multiple potential outcomes. For example, a magazine article on an aircraft accident could be linked to a mission where the Jay owner flies that scenario. Redbird Media, a company specializing in curriculum for simulation, will create many of these scenarios in partnership with AOPA Pilot and other training outlets and magazines.

The scenario exchange will be open to any company wishing to create scenarios for the Jay, and many are available in the Jay software already. To add scenarios, one must be purchased from Redbird Media, the magazine article mentioned above.

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The Jay chassis is metal, not plastic. Control smoothness is paramount. The parts that last indefinitely. In addition, there are pilot-centric touches. For example, the yoke travel is equivalent to a typical Cessna or Piper aircraft. The one-button update on the Jay will load the latest scenarios available for free or that the owner has purchased.

The Jay home screen also has a built-in web browser to access scenario add-ons, such as video, or download simulator extensions such as additional aircraft or scenery.

The software powering the Jay is Lockheed Prepar3D (pronounced “prepared”). Prepar3D is an evolution of Microsoft’s FSX, enhanced and expanded for professional-level simulation, including Redbird’s full-motion simulators.

This means most of the many plug-ins, aircraft and communities designed for FSX will work flawlessly on the Jay.

Start Up—procedure:

1. Put it on a table.
2. Turn it on.
3. Fly.

Features:

• 90-day warranty with optional 1 or 2-year extended warranty
• Interchangeable instrument panel—traditional or glass configurations
• Complete terrain and airport database
• Equipped with computer, monitor, instrument panel, keyboard and speakers
• Ergonomically correct design which easily slides onto a sturdy, solid table
• FAA Approved BATD with optional rudder pedals
• Failure Hotkeys

Room Requirements:

You will need a sturdy, solid table with a maximum tabletop thickness of 2.25” including any rails and the underlying structure. There should be at least 29" between the legs of the table to allow the TD to slide on to the table smoothly. Please note that you must install the adjustable supporting leg for added stability, if you are not using a Redbird TD table or platform.

The Redbird TD and TD2 are table-mounted flight training devices that are designed with the ergonomics of flight in mind at a price that everyone can afford. Plus, they’re fully packaged and easy to set up and operate, making it the most realistic and effective trainer on the market.

Traditional “desktop” flight training devices sit on top of a table or desk, causing the pilot to reach up for the yoke and to look unrealistically high for the gauges. The TD and TD2’s unique mounting system allows it to be hung under the table, placing the yoke, switches, gauges and visuals in the correct and most realistic position for the pilot. The Redbird TD and TD2 are perfect for flight schools looking to enhance training with simulation, and for individual pilots looking to hone their skills and stay current from the comfort of their home or office.

The newly redesigned Redbird TD & TD2 give you the freedom to fly with interchangeable glass and steam gauges on one device. They represent generic, single engine piston training aircraft. With the TD2, you can fly with or without retractable gear, constant speed prop and or a high performance engine.

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Options:

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Model No.</th>
<th>Description</th>
<th>Starting Price</th>
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<tbody>
<tr>
<td>13-15889</td>
<td>Redbird LD</td>
<td>Wrap around visuals without cockpit enclosure</td>
<td>$29,800.00</td>
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<tr>
<td>13-15890</td>
<td>Redbird SD</td>
<td>Enclosed similar to FMX, but no motion</td>
<td>$39,800.00</td>
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<td>13-15891</td>
<td>Redbird FMX</td>
<td>Full motion, enclosed cockpit, flagship model</td>
<td>$59,800.00</td>
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<td>13-15892</td>
<td>Redbird MX2</td>
<td>Full motion, compact for limited space</td>
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<tr>
<td>13-15893</td>
<td>Redbird MCMX</td>
<td>Full motion, ideal for CFI, CFII, CRM Training</td>
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<td>13-15902</td>
<td>Redbird XWIND</td>
<td>Full motion, teaches cross wing techniques</td>
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<tr>
<td>13-15903</td>
<td>Redbird XWIND SE</td>
<td>Full motion, with more LCD exterior visuals</td>
<td>$29,900.00</td>
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