

2017 FSEMC Schedule of Events

In preparation for the annual FSEMC conference, a preliminary schedule of events is presented.

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2017 FSEMC Schedule of Events

Monday – September 18	
1200 - 1900	Early Registration
1300 - 1600	Technology Workshop
1800 - 2000	FSEMC Reception

Tuesday – September 19	
0730	Registration Opens
0830	Opening Session
0930	FSEMC Discussion
1120	Presentation – <i>Interfacing with Reality: Possibilities and Pitfalls</i>
1200	Lunch
1315	Visual Session
	Presentation – <i>Providing Effective Enhanced Flight Vision Systems (EFVS) Simulation For Level D Training Devices</i>
	Visual Questions Discussion
1430	FSEMC Discussion
1520	Presentation – <i>The Factors Influencing the Design of Future Aircraft Manufacturer Simulation Software Packages</i>
1600	FSEMC Discussion
1630	Recess

Wednesday – September 20	
0730	Registration Opens
0830	Industry Session
0930	Presentation – <i>Viral Risk on FSTD Software: Real Case Presentation</i>
1020	FSEMC Discussion
1120	Presentation – <i>Designing for Improved Helicopter Simulation</i>
1200	Lunch
1315	Presentation – <i>The Apparent Vertical Filter – A Novel Motion Drive Filter Concept</i>
1400	FSEMC Discussion
1630	Recess

Thursday – September 21	
0730	Registration Opens
0830	Presentation – <i>Flight Simulator Data Collection Program in China</i>
0900	Regulatory Session
1020	FSEMC Discussion
1120	Presentation – <i>Part 60 Change 2 and Directive 2 – Reality and Challenges</i>
1200	Lunch
1315	FSEMC Discussion
TBD	Open Q&A Session*
TBD	Adjourn

***Open Q&A Session** – Time permitting, on Thursday afternoon FSEMC will include an Open Q&A Session for 30 minutes prior to adjourning the meeting. This is intended to provide an open exchange of information. Since there is no question pre-notification, manufacturers may elect to simply accept an action to respond following the meeting.

Coffee Breaks

ARINC IA will provide coffee breaks daily at approximately 1000 and 1500.

2017 FSEMC Technology Workshop

Monday, September 18, 2017 – 1300-1600

The FSEMC Steering Committee will hold an open forum setting to discuss hot topics in the flight simulation industry.

Panel Participants (expected)	Topics	Place
Sunjoo Advani, PhD. International Development of Technology	Benchmarking Flight Simulator Technologies - Where to Next?	Cook Convention Center Ballroom C,D,E
Bernard Mattos Airbus	Configuration Management – Hardware/Software, Databases, and QTGs	
Rick Lewis Delta Air Lines	Other Training Devices (Everything not an FFS) <ul style="list-style-type: none"> - New technology applications (Virtual/Augmented Reality) - Tailoring training to appropriate levels 	

All participants are welcome to exchange a free flow of ideas and concerns, and to discuss implications of technology facing the industry today and in the near future.

2017 FSEMC Opening Session

Tuesday, September 19, 2017 - 0830

Welcome/Introductions

Marc Cronan
FSEMC Chairman
Rockwell Collins

Keynote Speaker

TBD

FSEMC Awards Introduction

Eric Fuilla-Weishaupt
FSEMC Vice Chairman
Airbus Training

Edwin A. Link Award

FSEMC Vice Chairman to present

Roger S. Goldberg Award

FSEMC Vice Chairman to present

Conference Announcements

FSEMC Chairman

2017 FSEMC Industry Session

Wednesday, September 20, 2017 - 0830

FSEMC Activities Update

Marc Cronan

Rockwell Collins

Technical Workshop Review
 EASA FSTD Technical Group
 Simulator Continuing Qualification
 FSEMC Data Document

Stefan Nowack
 Tom Shaw
 Mike Jackson

Lufthansa
 Boeing
 FedEx

FSEMC Steering Committee Elections Overview

Sam Buckwalter

ARINC IA

FSEMC Social Events

Conference Activities				
Date		Time	Event	Place
Monday	September 19	1800-2000	FSEMC Reception	Ballroom B, Memphis CCV
Tuesday	September 20	1830-2030	Hospitality Suites	To Be Announced
Wednesday	September 21	1830-2030	Hospitality Suites	To Be Announced

Edwin A. Link Award



"Ed" Link was born in 1904 in Huntington, Indiana, but moved in 1910 to Binghamton, New York, where his father purchased a bankrupt music firm. It was here Ed would begin and develop his career as (to quote his friend Harvey Roehl) a "backyard inventor in the finest American sense."

In his early twenties, at considerable expense and some risk, he obtained his pilot's license. While struggling to become a pilot, he began tinkering with parts of organs at his father's factory, trying to develop a training device so that pilots could start learning to fly safely and inexpensively without leaving the ground. Initially his trainer, although successful, was seen as a toy and relegated to the status of fairground ride.

In the mid-1930's, after a series of air accidents, the Army Air Corps ordered six of Link's instrument trainers to enhance its pilot training program. Once public attention had been drawn to this practical device, orders for more came from all over the world. Ultimately Link's invention led to the development of the whole field of flight simulation. With the help of his wife, Marion Clayton Link, whom he had married in 1931, Ed ran a highly successful enterprise, Link Aviation, Inc., throughout World War II and until he sold the company in 1954.



Thereafter Ed's skills and attention focused on underwater archaeology and exploration. In this, his wife Marion became his partner in research, and, with their two sons William Martin and Edwin Clayton, they undertook a number of voyages. During these years Ed worked constantly to improve diving equipment in order to allow divers to go deeper, stay longer underwater, explore more safely and efficiently, and return to the surface with less risk. On one of the sea voyages in 1973, during a routine dive in a submersible, the Links' younger son Clayton and his friend Albert Stover were killed. In a very moving statement to the press, Ed expressed his conviction that their death had not been in vain, but had identified problems that must be solved in order to meet the challenge of safer underwater exploration.

Mr. Link continued actively exploring, tinkering, writing and generally enjoying his many interests until very shortly before his death in 1981. His was an unusually generous spirit: not only did he give tirelessly of his time and energy; he also donated financially too many foundations, scholarships and charitable causes.

FSEMC is pleased to honor **Edwin A. Link** by selecting one individual each year for significant contribution in flight simulator support. On behalf of ARINC and FSEMC, we gratefully acknowledge and offer our thanks to the following individuals and organizations for their support of this award:

- Marilyn Link, Special Advisor, The Link Foundation
- The Link Foundation Board of Trustees
- L3 Communications' Link Simulation & Training
- Binghamton University
- Roberson Museum and Science Center

Edwin A. Link Award – Recipients



2016 – Hong Kong
Bernard Mattos
Airbus



2014 – Tulsa, Oklahoma
Itash Samani
CAE



2012 – Dallas, Texas
Jeff Everett
RSI Visual Systems



2011 – Orlando, Florida
Joe Mays and Richard
Holmes
Barco



2010 – Brighton, England
Dr. David White
Thales



2009 – Cairo, Egypt
Craig Phillips
RSI Visual Systems



2008 – Salt Lake City, Utah
Andy Ramsden
Rockwell Collins



2007 – Montreal, Canada
Joe Biller
Link Simulation



2005 – Seattle, Washington
Jim Governator
Southwest Airlines



2004 – Tulsa, Oklahoma
Stuart N. Wilmott
CAE SimuFlite



2003 – Prague, Czech Rep
Dr. John Hunt
General Precision



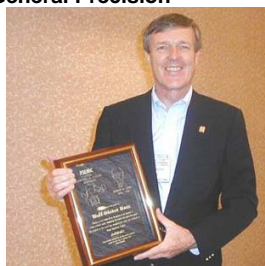
2002 – Tampa, Florida
Kendall W. Neville
The Boeing Company



2001 – Atlanta, Georgia
Stuart Anderson
Evan and Sutherland



2000 – Toulouse, France
Joe Depaola
American Airlines



1999 – Denver, Colorado
Wolf Dieter-Hass
Lufthansa Flight Training

Roger S. Goldberg Award

The FSEMC Steering Committee gives an award each year to a special individual. It is an award for a person that has been extraordinary influence in the flight simulation industry, and has contributed significantly to the FSEMC. The award acknowledges these contributions with special recognition.

The first award was called the FSEMC Service Award. This first award was given to Roger S. Goldberg, posthumously, in recognition of the **Extraordinary ideas, Outstanding service, and Endless passion** he gave to our organization.



In his honor, the award is now named the

Roger S. Goldberg Award

Roger was a unique person in the way he had contact with other people. Always positive and happy, he made everyone feel good after being in his presence.

Roger was one of the cornerstones in the FSEMC Steering Committee. He was a founding member and an expert mediator, always searching for a better way or solution to move forward. He knew what he wanted and how he wanted the proceedings to go. Sometimes without the FSEMC Steering Committee even knowing, he was usually able to steer them positively in that direction. He was a great facilitator, fostering much discussion. He always stated, *It is your conference, and it is what you make of it*. He was an expert on encouraging people to work together, given their different backgrounds and experiences.

Roger S. Goldberg Award - Recipients



2015 - Kip Caudrey
The Boeing Company
Miami, Florida



2014 - Shigeru Otomo
All Nippon Airways
Tulsa, Oklahoma



2013 - Alain Brault
Airbus
Tróia, Portugal



2012 - Sam Buckwalter
ARINC Industry Activities
Dallas, Texas



2010 - Dieter Bunge
Lufthansa Flight Training
Brighton, England



2009 - Ted Weiss
The Boeing Company
Cairo, Egypt



2008 - Lars Gran
Oxford Aviation Academy
Salt Lake City, Utah



2007 - Bob Glenn
The Boeing Company
Montreal, Quebec



2006 - Roger S. Goldberg
ARINC Industry Activities
(Awarded Posthumously)