# IFR Kronoberg Part2 (V1.6)

Flight created on 05.02.2022 (15.10.2023 V1.5 English)
(Amended on 20.01.2024, V1.6: Many untranslated and incorrect texts corrected.)

Estimated flight duration 1.5 - 2h

Difficulty easy-difficult (depending on flight mode)

Task: Fly IFR from Kronoberg to Rostock-Laage.

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## Introduction

The boss wants you to pick up the colleague who has been "on Swedish vacation" for 3 years.
You have just flown the outbound flight (flight: **IFR Kronoberg**).

Now you are standing at the gas station waiting for your colleague.

Because of bad visibility, all takeoffs/landings are stopped.

As soon as the weather improves, you can ask for permission to take off. Unfortunately, it is already late afternoon. The landing will take place at night.

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## The flight

Because the flight ends at darkness, you have to fly according to IFR rules (IFR = Instrument Flight Rules).
So that beginners can cope with it, there are several flight modes:

With help (Easy):
- The mission compass shows you the current destination.
- Help to propeller, mixture, altitude, flaps, landing gear, etc.
- Help on radio (COM), NAV, HDG and GPS.
- Help to air traffic control (reply, switch frequency, etc.).

Without help (medium):
- All of the above help is disabled. You can surely do it by yourself!

Without autopilot (Hard):
*Imagine that you are doing a test flight for instrument rating. The examiner wants you to fly everything yourself without using the autopilot.*
- All autopilot switches are prohibited (AP, HDG, NAV, ALT, etc.).
- So set COM, NAV frequencies correctly.

- Set HDG and NAV heading correctly and follow GPS, or ATC required heading as needed.
- Keep to the specified altitude (+/-300 feet).

Real (speak English with air traffic control):
- In the above flight variants, German is spoken. In this flight the "Real air traffic control" (of the flight simulator) is used, so everything is in English.
- Attention: Sometimes you don't have to climb to 12000 feet immediately, so read carefully what altitude the air traffic control gives.

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**Start**

Folge den Anweisungen der Flugsicherung.

Starte, steige auf 12000 Fuss und folge vorerst dem GPS.

Sobald du Reiseflughöhe erreichst, reduziere die Leistung auf etwa 80% und reduziere die Propellerdrehzahl auf 90%.

Wichtig:
Nach Landung und verlassen der Landebahn musst du anhalten und Rollerlaubnis zur Tankstelle anfordern.

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**Help**

Here you get extended help:

- Activate GPS in the menu Vehicle/Instrument/Panel.
- Also activate the Overhead Panel, because only here you can switch on the instrument illumination.
The same switch in the Virtual Cockpit does not work.



Cockpit overview:

Cockpit details:
The NAV/GPS-Switch is set to GPS during takeoff, for the ILS approach it must be set to NAV.

Full-Flow-Indicator (Treibstoffflussanzeige) is helpful when climbing.
As altitude increases, you must lean the mixture.
The higher the full-flow values, the smoother the engine will run.

Detail Altimeter:



During this flight, the weather changes and so does the air pressure.
You will have to adjust the setting on instruction of the air traffic control.
Rectangle = current setting (2992).
The circle shows the adjustment knob.

Here are details of the Course position indicator:



- The button at the bottom right sets the HDG course, the arrow of
the same color shows the set course (here in the image to the
north).
- The button at the bottom left sets the NAV course, the yellow
arrow in the middle of the instrument shows the set course (here
in picture 340).
- The yellow line in the middle area also shows whether you are
deviating left or right from the course. This is valid for GPS and
NAV mode. In this picture, the line is to the left of the yellow
arrow, so you have to correct to the left.

- To the left and right, below the "GS" text, yellow markers
appear during the ILS approach, which show whether you are too
high or too low on the approach path. In this picture the markings
are at the top, so you are flying too low. However, you should not
climb to get on the correct approach path, but continue flying
horizontally until the arrows are lowered. (ILS approach is always
started with horizontal flight below the approach path).

The radio group is used intensively in this flight, therefore more
detailed explanations below:
(Com2/NAV2 is not used in this flight).

Com1/NAV1

Com2/NAV2

NAV Ident

Autopilot

Detail Com1/NAV1:
The active frequency cannot be changed.
So set standby frequency first, then
press the changeover switch.



Detail Nav-Ident:
The air traffic control gives you a squawk.
Set this number here, so that the
air traffic control can identify you unambiguously.

Autopilot detail:
Click on the numbers at altitude or climb rate,
to enter the desired value.
Below are the buttons to activate
Autopilot, HDG, NAV, APR and Altitude.



Autopilot main switch

HDG Switch

NAV Switch

APR switch (approach course)

REV switch (opposite course)

Höhe Switch

I hope you enjoyed this flight, if so please give feedback to
p3d@andi20.ch . Also send error messages (spelling mistakes, wrong
information, etc.) to p3d@andi20.ch, I appreciate any feedback.