

Klagenfurt 2(e) (V2.0)

Flight created 14.01.2020 (08.12.2023 English)

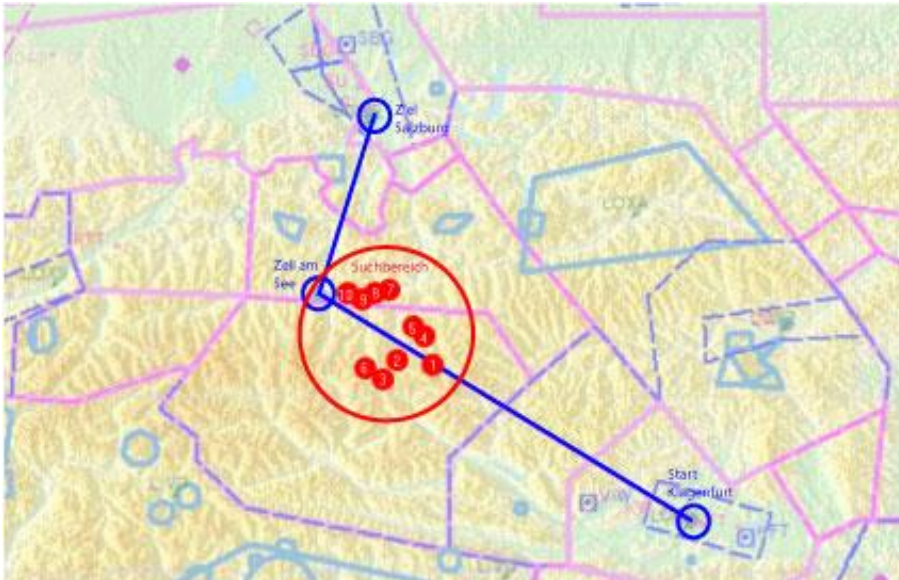
Estimated flight time 1.5-3h

Difficulty level difficult

Task: Rescue a colleague who has gone missing on the way to his destination during a fireworks delivery.

Introduction

You are at Klagenfurt Airport in Austria.
Your boss wants you to find the missing colleague who was supposed to deliver fireworks to Salzburg.



The blue line shows the regular route, the red circle the suspected crash area, red dots possible landing sites...

Task

(Boss) Your colleague failed completely on the last flight, he and the expensive fireworks are missing!
You will have to search for your colleague.

Take off and follow the route your colleague flew.
After about 20 minutes you will reach the place where I lost radio contact with him.

From then on you have to keep your eyes open and search the huge area up to Zell am See.
I try to help as best I can.

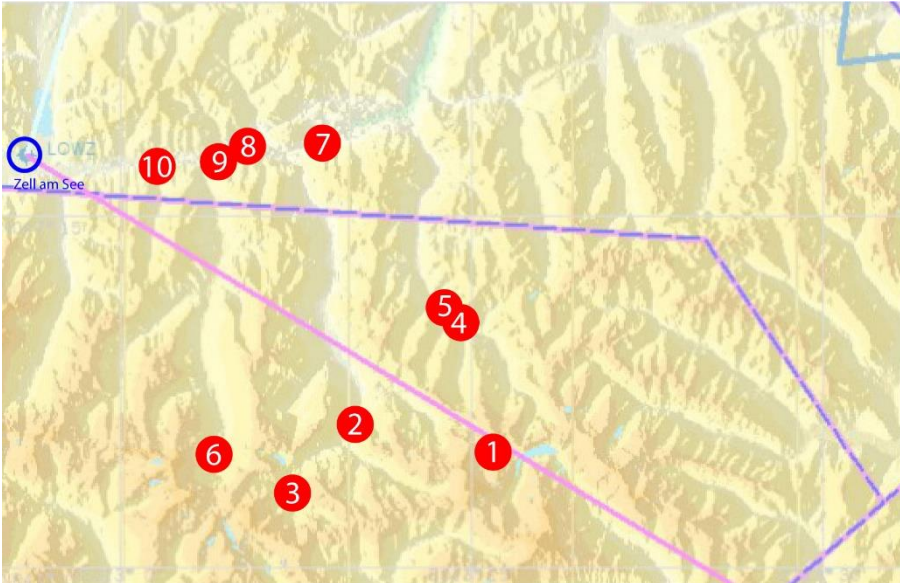
Start

At the beginning you can choose whether you want a fixed or random crash location (default is random crash location).

- With a random crash location, the search help is activated after about 1h20min. which narrows down the search area.

- With a fixed crash location, it is easier to find the colleague: The search help is activated 1 hour after the start.

If the crash location is fixed, you can also use the map below to estimate approximately where your colleague has landed.



Don't worry, you will find your colleague in any case. The boss will analyze the flight data and narrow down the search area further until you find your colleague.

Help

You will always get help on power, mixture, propeller speed, flaps, sky and route.

You cannot deactivate this, but you can ignore the tips (with the exception of Sky) if you want to use better/other settings.

The flight is difficult enough despite this help:

1) Finding your colleague in the large area is not easy with 10 possible crash sites (in random mode).

2) Landing is difficult at all 10 emergency landing sites, not to mention the subsequent take-off with an overloaded aircraft.

In the mission compass, the landing sites are named L1 to L10, so you can see that your landing at L4 (landing site 4) has failed. So you can repeat the flight and select this particular crash site at the beginning to practise landing and take-off there.

3) After rescue and take-off, you must fly gently, more than 2G is not good for your colleague, at 2.5G you will only bring a corpse home...

You can make the flight even more difficult by switching off the mission compass (standard keyboard layout "K").

Found

After you have spotted the colleague, look for a suitable landing site, the boss will help you.

Land and taxi to the plane. Open the door to rescue your colleague.

I'm sure you know how to open the door from my previous missions, if not, have a look at the keyboard layout.

Rescued

Colleague and fireworks are loaded, so take off again and fly to the target.

Attention, the aircraft is overloaded. You will not be able to climb as smoothly and quickly as usual. So climb very slowly and follow the valleys to your destination.

Return flight

After take-off, it is decided at random whether you will fly to Salzburg or (because your colleague is unwell) whether an emergency landing in Zell am See is necessary.

So always pay attention to the displayed texts! If you are flying without a mission compass, the GPS may have the wrong destination. If necessary, you must switch the destination from "Zell am See" to "Salzburg". How to do this? Click through the buttons, I found out at some point. If it doesn't work write me an e-mail.

About the Maule

You should know most of the instruments, so here are just the special ones:

Overview 2D-Cockpit



Overview 3D cockpit



1) Heading indicator:

This display shows you whether you are on course in GPS and NAV mode.



More detailed description of this advertisement:



- The button at the bottom right sets the HDG course, the arrow of the same color shows the set course (north in the picture).
- The button at the bottom left sets the NAV course, the yellow arrow in the center of the instrument shows the set course (here in picture 340).
- The yellow line in the middle area also shows whether you are deviating to the left or right of the course. This applies to 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.
- In addition, yellow markings appear to the left and right under the "GS" lettering 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 to fly horizontally until the arrows go down. (ILS approach always starts with horizontal flight below the approach path).

2) Fuel flow:

The right-hand half of this display is interesting, as the fuel flow is a good indicator of whether the mixture is properly leaned. The higher the value, the more optimal the mixture setting.



The left half shows the manifold pressure.

3) Propeller speed (RPM)

After the climb, reduce the propeller speed to 2400 RPM.



Presumably the Maule was originally designed with a 2D cockpit only and the 3D cockpit was added later. Some errors have crept in, which nobody has fixed yet:

4) GPS switch:

This is not labeled on the 3D cockpit:

2D



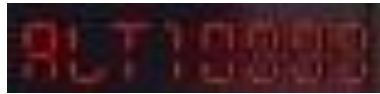
3D



5) Autopilot console:

Altitude above 9900 feet is not displayed correctly in the 3D cockpit:

2D, at set 10000 feet everything is ok.



3D, everything OK at 9900 feet.



3D, at 10000 feet overlapping ALT and 10000.



6) If the aircraft ices up, the de-icing system is usually activated.

These three defrosting functions are available:

- "Pitot Heat": Is responsible for altimeter, airspeed indicator and variometer; if these instruments fail, this switch is activated.
- "Alternate Static Source": In aircraft without a pressurized cabin, there is often another alternative static port in the cabin. If the altimeter, airspeed indicator or variometer fail, activating this switch often helps.
- "Engine Alternate Air": If the engine loses power, this is usually due to icing of the carburetor. So you activate this switch.

(Not every aircraft has such de-icing switches, or not all of the functions mentioned).

"Pitot Heat" works in 2D and 3D:

2D



3D



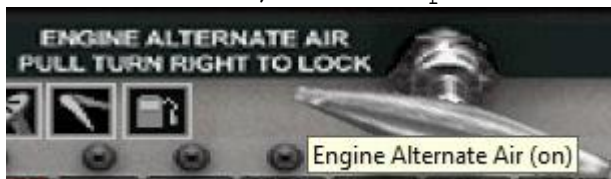
The Maule has no "Alternate Static Source", only "Engine Alternate Air".

Unfortunately, these two functions were mixed up when building the 3D cockpit:

"Engine Alternate Air":

2D:

It works here, Tool-Tip is also correctly labeled.



3D:

Although the switch is labeled "Engine Alternate Air", Tool-Tip shows "Alternate Static Source".

The "Alternate Static Source" is actually activated with this switch, but it does nothing because the Maule does not support this function.



The engine still has no power, so you have to activate the "Engine Alternate Air" in the 2D cockpit, or use this keyboard command:

"H" = "Engine Alternate Air"

(By the way, you can activate "Pitot Heat" with "shift+H"...)

7) Ski in/out:

2D:

There is a switch and a display here.

Ski up



Ski down



3D:

There is no switch or display here.

The skis are retracted/extended with the "landing gear lever", so if you have the appropriate hardware, use the landing gear lever, or use the keyboard command "G".

To see if the skis are up/down, look out of the left window:

Ski up



Ski down



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.