Quick Start-up Options

Yes, flying and practising approaches can become a little time consuming. As such in order to practise ILS, VOR, NDB, VASI, PAPI approaches one can actually start the Navigator in the air based on certain parameters.

Unfortunately the original functionality of the menu option “Position In Air” has a few setbacks, such as the aircraft positioned where you want it, however with no configuration like engines running, etc. Moreover it starts unpaused, immediately taking a dive. Not much fun at all.

None the less it still can be useful if you want to start 3 nm out of a VOR or NDB or at a specific location by specifying GPS co ordinates rather then just 10 nm out of airport x runway y.

The work arounds below have been designed for the Navigator and may not work on other aircrafts.

For Non Windows 10 Operating systems you can resort to the option described below, alternatively search for the equivalent of batch files for your operating system.

Windows10

In order to start the Navigator in the dark, in the air or at an airport you desire bypassing the Launcher you need to extract the folder contained in PA28-Warrior/Quick Starts to your desktop.

Having done that, you will find three batch file inside, namely:

LPR17, ***SelectApproach*** and ***StartAtNight***.

LPR17 is designed as a demo illustrating how to use SelectApproach.

Run the file and follow the procedure below to the point...

FG will start up by passing any launcher and at some point the AC Config Welcome Dialog will pop up, simply click the close button.

Flightgear will position the aircraft frozen at 3000 feet 10 nm out of YMML (Melbourne,AU), at a heading of 263 degrees and at 110 IAS.

While still frozen, point and click the hotspot on the headset labelled QS Config, then press F11 to display the ITAF and turn on the AP in HDG mode.

(This will run through the normal startup routine, lights come on, mixture full, throttle set and radio frequencies populated....)

Unpause by pressing p, display the map and you will see you are on the way to runway 27 of YMML just before the NDB, once the GS is captured (green light) switch the AP to approach, reduce your speed a little, flaps out one notch or go down by hand if you prefer.

If you press w, you can switch to IFR conditions with not much to see and a bit of crosswind and you can also decide to turn the wind off it gets a little too strong.

That s for the demo in which relevant radio frequencies are coded into the procedure.

SelectApproach

This file will prompt you to nominate airport, then runway (if runway incorrect, it will default to best), next specify required altitude and distance from airport.

Flightgear starts up, the AC Config Welcome appears, click Close and the Navigator sits frozen where ever you wanted it to be.

You need to click the hotspot on the headset to tun things on and while still frozen you need to enter relevant frequencies applicable to your approach.

Frequencies will always display last entered values.

Activate your autopilot in heading mode and unpause and you are on your way.....

StartAtNight

This will simply prompt you for your airport and runwaay of choice and put the Navigator there sitting in the dark.

Press CTRL L to bring a little light in the cockpit, do your setup and off you go...

Other OS ?

Use the command lines contained in the batch files and put them into the equivalent of your OS exactly as they are, I.e the sequence.

Alternatively with the exception of the LPR17, go to the Location menu and select Position Aircraft in air, nominate
airport, runway, altitude, distance and speed (set it a bit higher then you need) and click ok.

At the AC Config welcome, click close and quickly hit p for pause as the engine is not running.

Add your frequencies as required, turn on AP in HDG mode, unpause, ensure mixture lever set to full and turn the key to turn on the engine.

ALL OS

you can start at a VOR, NDB or GPS coord in which case you also have to provide the heading and you need to start the engine manually.

THIS is still experimental, use at your own risk...