

Flight Analysis Report



Aircraft : Cessna Skyhawk 172Sp G1000 ... Airline :
Tail Number : FsQC Flight Number :
Airport ICAO Departure : EHRD - Rotterdam The Hague Air Airport ICAO Destination : EHRD - Rotterdam The Hague Air
Date and Time : 2026-10-16 - 22:41 Distance Destination Airport : 0 Nm. 0 Km.
FS Date and Time : 2026-10-16 - 13:40 Cruise Altitude Flightplan : 2,100 Ft. 640 M.
Loaded Flight : CustomFlight
Loaded Flightplan : Rotterdam-EHRD -- Rotterdam-EHRD - IFR 0Nm 2100Ft (FsQC)

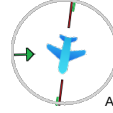
Departure



Wind at RW

Engine Started at : 12:56:46
Taxi Out at : 12:57:59 Gate : 3
Wind at Runway : 268° 1 Knt. 15 °C
Flaps at Takeoff : No Flaps Set
TakeOff Thrust Set at : 12:59:34 Thrust : 100%
Start Rolling at : 12:59:34 Runway : 06
Airborn at : 12:59:55 69 Knt. 128 Km.
TakeOff Weight : 2,193 lbs. 995 kg.
TakeOff Roll : 479 M. 1,572 Ft. 5 ft. off
Landing Gear Up at : Fixed
Flaps Up at : No Flaps Set at TakeOff
Auto Pilot On at : 13:00:39 495 Ft. 97 Knt.
Auto Speed Hold On at :

Climb, Cruise & Descent



Avg. wind at cruise

Cruise Alt and Course : 2,100 Ft. 179° 359°
Avg. Wind at Cruise : 268° 002 Knt.
Avg. Track at Cruise : 190° Hdg 187° Trk
Climb Duration : 31 Min.
Cruise Duration : 4 Min.
Descent Duration : 4 Min.
Avg. Gsp at Climb : 123 Knt. 228 Km.
Avg. Gsp at Cruise : 102 Knt. 189 Km.
Avg. Gsp at Descent : 82 Knt. 152 Km.
Cruise Alt Reach at : 13:30 10 Nm. 11 °C
Start Descent at : 13:34 6 Nm. 11 °C
No Leveling : CDA

Approach

Flaps 1 : 10° at: 1,778 Ft. 90 Knt.
Flaps 2 : 20° at: 1,346 Ft. 88 Knt.
Flaps 3 : 30° at: 519 Ft. 77 Knt.
Flaps 4 :
Auto Pilot Off at : 463 Ft. - 74 Knt.
Auto Speed Hold Off at : ---
Landing Gear Down at : Fixed
At 10,000 Ft : 0 Knt. Vs : 0 Ft/m
At 5,000 Ft : 0 Knt. Vs : 0 Ft/m
At 2,500 Ft : 0 Knt. Vs : 0 Ft/m
At 1,000 Ft : 82 Knt. Vs : -447 Ft/m

Pitch :	Hdg :	Crs :	Wind :	Distance to TD :
.....				
.....	000°	000°	000° 0 Knt.	0 Nm.
.....	000°	000°	000° 0 Knt.	0 Nm.
.....	000°	000°	000° 0 Knt.	0 Nm.
-1.4°	237°	235°	266° 2 Knt.	3 Nm.

Landing

Flaps : 30°
At 500 Ft : 75 Knt. Vs : -474 Ft/m
At 300 Ft : 66 Knt. Vs : -329 Ft/m
At 100 Ft : 65 Knt. Vs : -452 Ft/m
At 50 Ft : 65 Knt. Vs : -379 Ft/m
Idle at : 65 Knt. 26 Ft.
Landing Speed : 47 Knt. 87 Km. IAS

Pitch :	Hdg :	Crs :	Wind :	Distance to TD :
-2.0°	236°	234°	274° 2 Knt.	1.66 Nm.
0.0°	237°	236°	266° 1 Knt.	1.02 Nm.
0.0°	237°	236°	267° 1 Knt.	0.39 Nm.
0.0°	235°	234°	268° 1 Knt.	0.25 Nm.
0.1°	237°	236°	268° 1 Knt.	0.20 Nm.
4.3°	236°	236°	268° 1 Knt.	

On The Runway

Wind at 50 Ft.



Vertical Speed at TD : -128 Ft/m 1 Ft. off CenterLine
G-force at TD : 1.07 Pitch: 4.3° Bouncing: No
Bank and Gear at TD : 0.1° Both
Nose Down at : 54 GSP 12 M. 0.43 s.
Landing Weight : 2,151 lbs. 976 kg.
Reverser Set at : Not Equipped
Reverser Cancelled at : -
Spoilers Armed : Not Equipped
Spoilers Deployed at : -
Flaps : 30°
Toe Brakes at : 29% 30 Knt. GSP
Landing Roll : 727 M. 2,384 Ft. 4 ft. 35.9 s.
Flaps Up at : 12 seconds after Touchdown.
Spoilers Retracted at : -
Runway Cleared at : 13:39:09 46 s.
Engine Shut Down at : 13:40:35 Gate : 3

Fuel Consumption

Taxi Out	:	1 Lbs	in:	2 Min.	0.3 Nm.
Climb	:	39 Lbs	in:	31 Min.	63 Nm.
Cruise	:	2 Lbs	in:	4 Min.	6 Nm.
Descent	:	2 Lbs	in:	4 Min.	5 Nm.
Taxi In	:	0 Lbs	in:	2 Min.	0.3 Nm.
TOTAL	:	44 Lbs	in:	43 Min.	76 Nm.
Remaining	:	123 Lbs	and	111 Min.	212 Nm.

Forces & Controls

Max. Bank : 25.4° at: 990 Ft. 124 Knt.
Max. Pitch Up : 8.2° Max. Vs : 1,007 Ft/m.
Max. Pitch Dn : 2.9° Min. Vs : -644 Ft/m.
Max. AOA : 1.9 52 Knt. AGL: 3 Ft.
Max. G-Force : 1.17 G
....
Min. G-Force : 0.87 G
....

Schedule

Departed : 12 : 59 At the Gate : 13 : 40
ETA at Departure : 13 : 13 Landed : 13 : 38
ETE at Departure : 00 : 14 Flight Duration : 00 : 39

Overspeed : No
Stall : No
Landing Attempts : 1



Flight Info:

Flight Debrief

Aircraft Cessna Skyhawk 172Sp G1000 Kenmore Livery with Flight Number (unknown) ready at Gate 3 on Airport Rotterdam The Hague Airport, Rotterdam, Netherlands, recieved taxi clearance at (unknown) local time for runway 06. The engines were started at 12:56:46, the aircraft arrived after 2 Minutes at runway 06. TakeOff clearance was given at 12:36:05 and the aircraft took off at 12:59:55 with Destination Rotterdam The Hague Airport, Rotterdam, Netherlands. Distance 0 Nm. Cruise Altitude 2,100 Ft. At (unknown) landing clearance was given, and the aircraft landed at 13:38 on runway 24 at Rotterdam The Hague Airport, and was parked at gate 3. * The Flight was Uneventful.

Taxi Out

Lights On : BEA TAX NAV WIN
Taxi Out at : 12:57:59
Maximum Taxi Speed : 16 Knt.

Remarks:

None

TakeOff

Lights On : STR BEA LND NAV WIN
Take Off at : 12:59:55
Flaps Up at : No Flaps Set at TakeOff
Gear Up at : Fixed
Speed Max, Min : Gsp 103 77 Ias 99 70
Vertical Speed Max, Min : 1007 9 Ft/m.
Pitch, Bank and G Max, Min : 8° 5° 14° 1.07G 0.94G

Remarks:

None

Climb Out

Lights On Above FL100 : Plane was not above FL100
Speed Max, Min : Gsp 131 101 Ias 128 96
Vertical Speed Max, Min : 918 -151 Ft/m.
Pitch, Bank and G Max, Min : 7° -1° 25° 1.13G 0.91G

Remarks:

None

Cruise

Lights On : STR BEA LND NAV WIN
Speed Max, Min : Gsp 126 93 Ias 123 88
Vertical Speed Max, Min : 753 -644 Ft/m.
Pitch, Bank and G Max, Min : 5° -2° 25° 1.17G 0.87G

Remarks:

None

Descent

Aircraft was not above FL100, Maximum altitude was: 2,104 Ft.

Approach

(Below FL100)

Lights On : STR BEA LND NAV WIN
Maximum Speed : 94 Knt. IAS
Gear Down : Fixed
Speed Max, Min : Gsp 98 87 Ias 94 83
Vertical Speed Max, Min : -343 -550 Ft/m.
Pitch, Bank and G Max, Min : 0° -3° 1° 1.06G 0.93G
Cleared for Landing at : (unknown)

Remarks:

None

Landing

Lights On : STR BEA LND NAV WIN
Speed Max, Min : Gsp 86 56 Ias 82 48
Vertical Speed Max, Min : -19 -524 Ft/m.
Pitch, Bank and G Max, Min : 6° -2° 3° 1.12G 0.93G

Remarks:

None

Taxi In

Lights On : BEA TAX NAV WIN
Taxi In at : 13:39:09
Maximum Taxi Speed : 22 Knt.

Remarks:

None

At the Gate

Lights On : WIN
At the gate : 13:40:22
Engines Shut Down at : 13:40:35

Remarks:

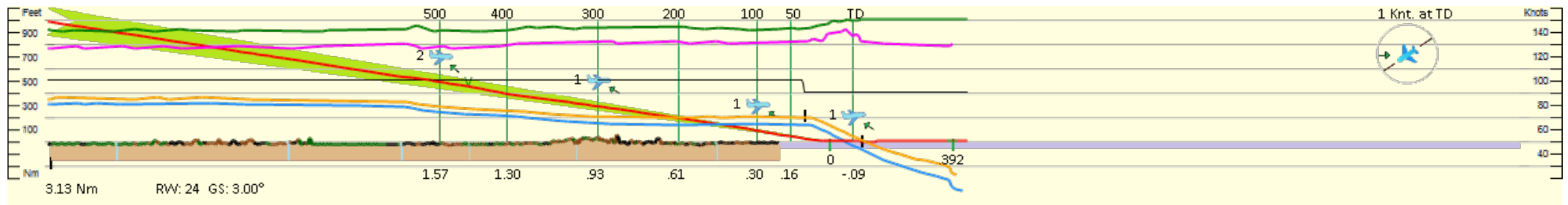
None

Flight Result:

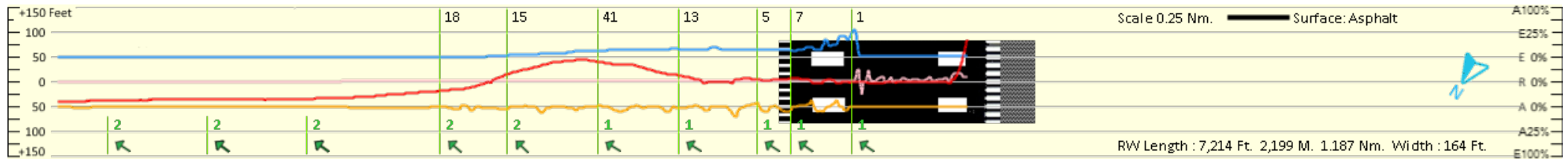
You did an absolutely Fantastic job. The performance of this Flight was Excelent.
The Landing was in the TouchDown Zone, ~173 M. ~566 Ft. from Aiming point. TouchDown was soft -128 Ft/m.

Your score for this flight is: 100%.

Landing Chart Vertical Path



Landing Chart Horizontal Path



Landing Chart

Green line : Brakes and Vertical speed in Ft/m, 1000 Ft. line = 0 Ft/m --- 800 Ft. line = -1000 Ft/m
 Black line : Power in percent, 600 Ft. line = 100% --- 400 Ft. line = 0%
 Magenta line : Pitch in degrees, 1000 Ft. line = 10° up --- 800 Ft. line = 0°
 Red line : Altitude in feet AGL (RW), MSL in Flight Chart & Deviation Centre Line in feet (Horizontal Path)
 Blue line : Indicated Air Speed in Knots & Elevator Light blue in % (Horizontal Path & Flight Chart)
 Orange line : Groundspeed in Knots & Aileron in % (Horizontal Path & Flight Chart)
 Pink line : Reverse thrust set & Rudder in %, 100 Ft. line = 100% (Horizontal Path)
 Brown : Terrain height
 Green vertical line (long) : Altitude in feet AGL (Runway) and Deviation Centre Line in feet
 Green vertical line (short) : Aiming touchdownpoint or Start of Threshold & end of landingroll (< 25 Knt.)
 Black vertical line (short) : Decision height and idle
 Green V : Autopilot- and Autospeed Hold- OFF
 Magenta V : Autopilot- and Autospeed Hold- ON

Flight Chart

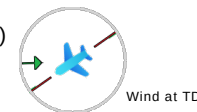
Dark Thrust line : Auto Speed on
 Dark Blue IAS line : Overspeed
 Dark Red Altitude line : Auto Pilot On
 Blue Wind line : 0 to 40 Knots
 Green G-Force line : 1 to 3 G
 Blue AOA line : 1 to 10, Red is Stall
 Bank & Rudder line : 0° to 45°, 0 to Maximum, Rudder Dark: GearUp
 Flap & Spoiler line : 0° to 40°, 0 to Fully Deployed, Green Armed
 Pink Color Areas : Above Speed Limit, QNH false Above FL 180
 Magenta Temperature line : Outside temperature in C°
 Blue Visibility line : More then 6 Nm. Light Blue: Less then 6 Nm.
 Light Blue Elevator line : 0% to 50%
 Blue Elevator trim line : 0% to 50%
 Orange Aileron line : 0% to 50%
 Light Green two Fuel lines : Fuel Flow per Hour, Burned Fuel in Units and in % from amount of Fuel at the start
 Pink Arrow : Course
 arrow up = North
 Black Arrow : Wind
 Green Arrow : Wind
 arrow to left = Head



Aircraft : Cessna Skyhawk 172Sp G1000 Kenmore Livery
 Airport Departure : EHRD - Rotterdam The Hague Airport, Rotterdam, Netherlands - Elevation: -14 Ft. 15°C 59°F
 Airport Destination : EHRD - Rotterdam The Hague Airport, Rotterdam, Netherlands - Elevation: -14 Ft. 15°C 59°F
 RW Id, Length and Elevation : 24 - Heading 238° - 7,214 Ft. 2,199 M. -13 Ft. -4 M.(TouchDown Zone)
 Glideslope : 3.00° - ILS Freq: 110.90 - ILS Id: - Approach Type: Visual

Weather at Touchdown : Few Clouds Wind: 268° 1 Knt.. Visibility: 40+ Km. 22+ Nm.
 Precipitation : None DewPoint: 10°C 50°F Temperature: 15°C 59°F
 Condition Runway 24 : Dry QNH: 1013 (inHg: 29.91) Altimeter: 1013 (inHg: 29.91)

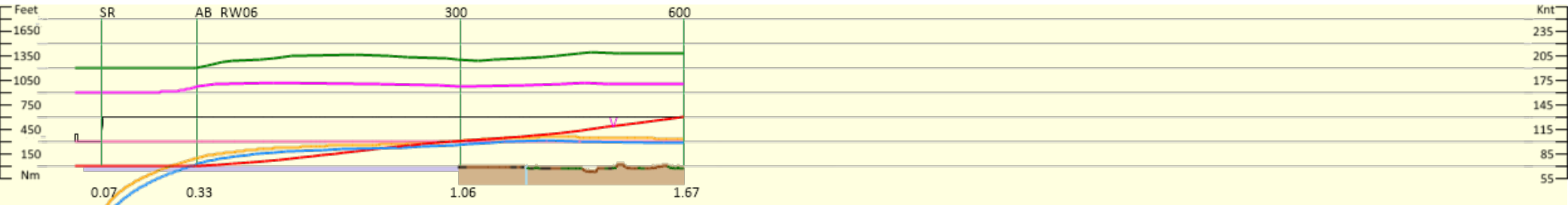
Vertical Speed at Touchdown : -128 Ft/m 1 Ft. off CenterLine G-Force: 1.07 Pitch: 4.3°
 Speed at Landing : 47 Knt. 87 Km. IAS GSP: 55 Knt. 102 Km.
 Nose Down at : 54 Knt. GSP & 0.43 Seconds, 12 M. 39 Ft. 0.006 Nm. after Main Gear
 Bouncing : Not Bounced
 Landing Roll : 727 M. 2,384 Ft. 4 ft. off CenterLine 35.9 s.
 QNH at Reaching Cruise ALT : Correct
 Landing Attempts : 1 Touch&Go: 0 Go Around/Missed Approach: 0 Temperature at 500 Ft. : 14°C 57°F
 Estimated Flown Distance : 75 Nm. 139 Km. Distance Flightplan: 0 Nm. 0 Km. Visibility at 500 Ft. : 40+ Km. 22+ Nm.
 Maximum IAS Below 10,000 Ft. : 128 Knt. Maximum GSP: 131 Knt. 243 Km. Fuel Consumption: 7 Gal 25 Liter 44 Lbs 20 Kilo



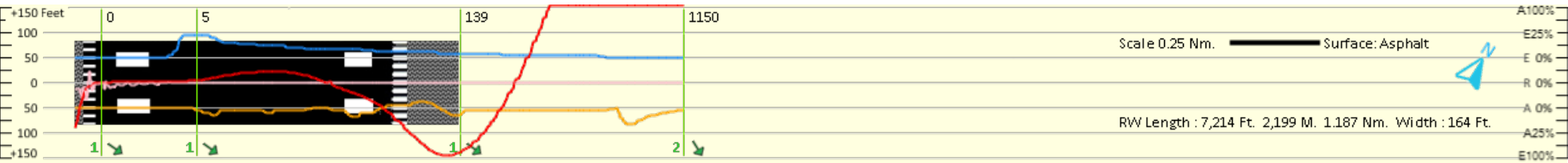
METAR Destination

METAR EHRD 162025Z AUTO 35005KT
 300V030 9999 FEW015CB 12/10 Q1022
 NOSIG

TakeOff Chart Vertical Path



TakeOff Chart Horizontal Path



TakeOff Chart

- Green line : Vertical speed in Ft/m, 1200 Ft. line = 0 Ft/m --- 1800 Ft. line = +3000 Ft/m
- Black line : Power in percent, 600 Ft. line = 100% --- 300 Ft. line = 0%
- Magenta line : Pitch in degrees, 1200 Ft. line = 10° --- 900 Ft. line = 0°
- Red line : Altitude in feet AGL (RW), MSL in Flight Chart & Deviation Centre Line in feet (Horizontal Path)
- Blue line : Indicated Air Speed in Knots & Elevator Light blue in % (Horizontal Path & Flight Chart)
- Orange line : Groundspeed in Knots & Aileron in % (Horizontal Path & Flight Chart)
- Pink line : Rudder in %, 100 Ft. line = 100% (Horizontal Path)
- Brown line : Terrain height
- Purple line : Flaps in degrees, 300 Ft. line = 0° --- 0 Ft. line = 40° and Gear Up, Light Purple = Gear Down
- Green vertical line : Altitude in feet AGL (Runway) and Deviation Centre Line in feet
- Green V : Autopilot- and Autospeed Hold- OFF
- Magenta V : Autopilot- and Autospeed Hold- ON



Failure Occurrences

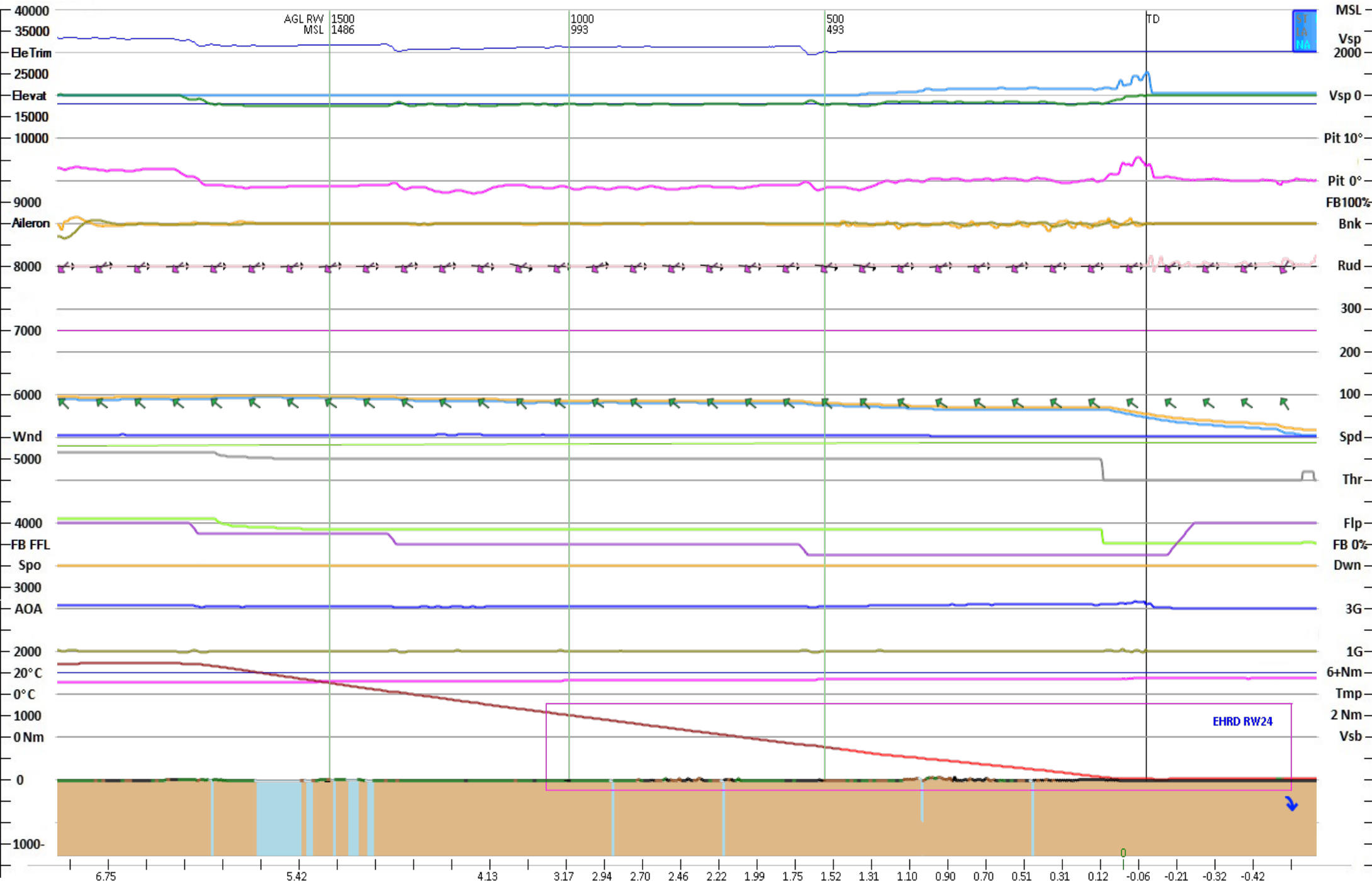
- Fuel leak : NO
- Gear : NO
- Flaps : NO
- Engine Nr : NO
- Heading : NO
- Altimeter : NO
- Verticalspeed : NO
- Attitude : NO
- Airspeed : NO
- Pitot : NO

Taxi Out at : 12 : 57 : 59
Weather at TakeOff : Sky Clear Wind: 268° 1 Knt. Visibility: 40+ Km. 22+ Nm.
Precipitation : None DewPoint: NA Temperature: 15°C 59°F
Condition Runway 06 : Dry QNH: 1013 (inHg: 29.91) Altimeter 1013 (inHg: 29.91)
TakeOff Thrust Set at : 12 : 59 : 34 Thrust: 100%
Start Rolling at : 12 : 59 : 34
Airborn at : 12 : 59 : 55 69 Knt. 128 Km. GSP: 77 Knt. 143 Km.
Flaps at Takeoff : No Flaps Set
TakeOff Weight : 2,193 lbs. 995 kg.
TakeOff Roll : 479 M. 1,572 Ft.
Deviation TakeOff : Airborn: 5 Ft. Maximum Roll: 5 Ft. off Centerline
Landing Gear Up at : Fixed
Flaps Up at : No Flaps Set at TakeOff
Auto Pilot On at : 13 : 00 : 39 495 Ft. 97 Knt.
Auto Speed Hold On at :

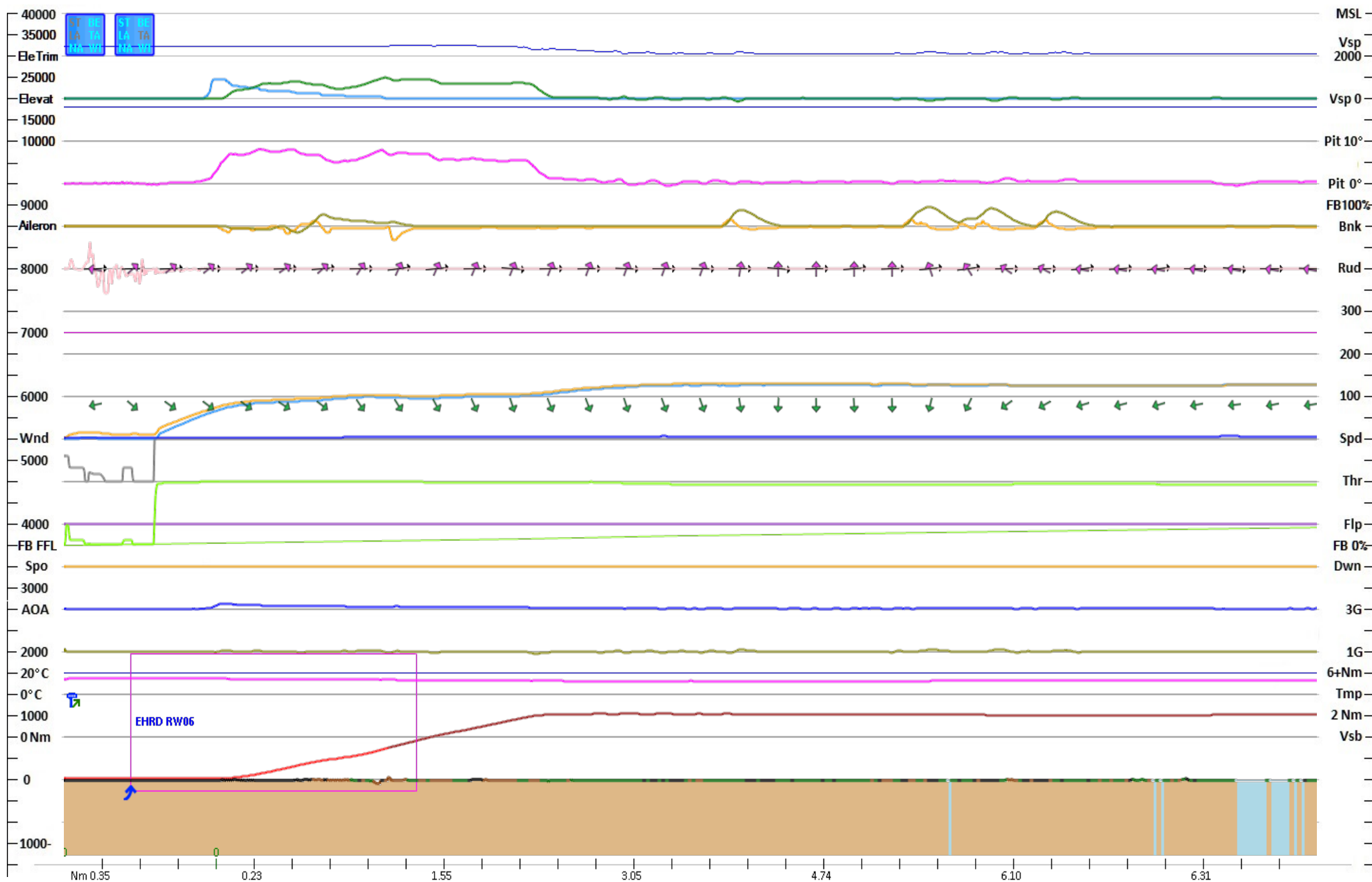
METAR Departure

METAR EHRD 161955Z AUTO 34006KT
290V030 9999 NSC 12/10 Q1022 REDZ
NOSIG

Approach Chart



TakeOff Chart



Full Flight Chart

