



Quest Kodiak
powered by
Reality Expansion Pack

v4.8.9

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AIRCRAFT GENERAL DESCRIPTION

This Operating Handbook provides basic data and information of general interest to the pilot which is useful in loading, hangaring, handling, and accomplishing routine preflight inspections of the airplane.

The Quest Kodiak is an utility aircraft built by Quest Aircraft. The aircraft use an high-wing configuration, it is unpressurized, single-engined turboprop, and has a fixed tricycle landing gear and is suitable for STOL operations from unimproved airfields.

Initial design dates back to 1999. It made its maiden flight on October 16, 2004, and was certified on 31 May 2007 before first delivery in January 2008. By 2018, 250 were delivered.

In 2018, the Kodiak 100 Series II included a Garmin G1000NXi suite. This version is the one depicted by Thranda.

The Kodiak is designed to meet low operating costs requirements. Its PT-6-34 engine uses a single stage turbine, cutting down the overhaul costs if compared to the Cessna 208. The lack of pressurization in the cabin is a design choice made to target the same goal.

What's different from the Kodiak and any other plane in the market is its wing design. The wing is actually made by two different design put together. It features a discontinued leading edge that marks the outboard area of the wing that almost never stalls. This provide good control of the airplane even near the stall speed.

INSTALLATION & CONFIGURATION

System requirements

This software requires X-Plane 11.00 or superior.

The minimum hardware requirements are the same of X-Plane:

- Dual Core, 2.5 GHz or faster
- 2 GB of RAM
- A video card with at least 500 MB of VRAM.

This software is designed to run on Windows, MacOS and Linux.

Linux

If you use REP on Linux, there are some additional requirements:

- libstdc++6
- libgcc6
- libcurl
- libssl
- libcrypto

On Steam: Right-click on X-Plane 12, select Properties, navigate to Compatibility, check the box for "Force the use of a specific Steam compatibility tool," and choose "Steam Linux Runtime 3.0 Sniper" or "Legacy Runtime 1.0" from the dropdown menu.

Mac

REP requires the FreeType library to render fonts and graphics correctly.

FreeType is an open-source software library used to render text in graphics and applications. It is a critical dependency for many programs, including REP. If FreeType is not installed or not detected on your Mac, REP will fail to load properly.

To install FreeType on your Mac, follow these simple steps:

1. Install Homebrew (if not already installed): Homebrew is a package manager for macOS that simplifies the installation of software like FreeType.

Open the Terminal (search for "Terminal" in Spotlight or find it in the Applications > Utilities folder). Run the following command to install Homebrew:

```
/bin/bash -c "$(curl -fsSL https://raw.githubusercontent.com/Homebrew/install/HEAD/install.sh)"
```

2. Install FreeType using Homebrew:

After Homebrew is installed, run this command in the Terminal: bash

```
brew install freetype
```

3. Verify FreeType Installation:

Once FreeType is installed, verify its presence by typing:



```
freetype-config --version
```

In order to install this software, the **Quest Kodiak for X-Plane 11 by Thrandu** must be installed on your system.

Install the software

Note: A video tutorial is available on [our YouTube Channel](#)

To install the software please follow this procedure.

1. Install the Kodiak in your X-Plane.
2. Make sure the airplane is updated to its latest version before installing REP (you can check using the SkunkCrafts Updater plugin)
3. Clone the Kodiak folder and call it "Kodiak REP".
4. Extract the contents of this REP package into a temporary folder
5. Move **the contents** of "**into-aircraft-plugins-folder**" into the "**Kodiak REP/plugins**" folder
6. Move **the contents** of "**into-aircraft-main-folder**" into the "**Kodiak REP**" folder
7. Run X-Plane and load the Kodiak.
8. Follow the onscreen instructions

Automatic Update of the Software

The Reality Expansion Pack support the automatic updates via the [SkunkCrafts Updater](#) plugin. In order to activate the automatic updates you shall:

1. Install the SkunCrafts Updater plugin as stated in its user manual
2. Inside REP's zip, inside the "into-aircraft-main-folder", you find a file called **skun-crafts_updater.cfg**. Copy such file into the Kodiak main folder.

NOTE

- Always install REP's skunkcrafts_updater.cfg file even when the airplane already comes with its own cfg. REP updates will automatically install the base airplane updates whenever available.
- Load a non-REP airplane - such as the default Cessna 172 - before applying the automatic updates. Applying the updates on the aircraft that is currently loaded in the sim will not guarantee a successful update.
- After updating the plane, close and relaunch X-Plane to make sure that all the files are unloaded and updated correctly.

NOTE

The Kodiak already comes with a skunkcrafts_updater.cfg file. You must replace that cfg with REP's one. By replacing it with REP's cfg, **you will still get the plane's updates as well as REP's**. Simcoders and the plane author will coordinate in order to provide updates via REP's skun-crafts_updater.cfg.

Manual Update of the software

NOTE: It is not necessary to remove the older REP files. The software will take care of the update procedure.

1. Copy the "REP" folder contained in this package inside the "plugins" folder of the Kodiak, overwriting the existing one.
2. Run X-Plane and load the Kodiak.
3. Reload the aircraft when the automatic update is finished.

Remove the software

To remove the software follow this procedure:

1. In the menu bar click on "Plugins"
2. Click on "SimCoders.com - REP" and choose "Disable Package"
3. Click "Ok" in the confirmation message



4. Reload the aircraft when the uninstallation procedure ends

At the end of the uninstallation procedure, the original aircraft will be restored to its mint conditions.

Recommended sound settings

To better enjoy the Reality Expansion Pack on the Kodiak, you should setup your sound settings like the following screenshot.

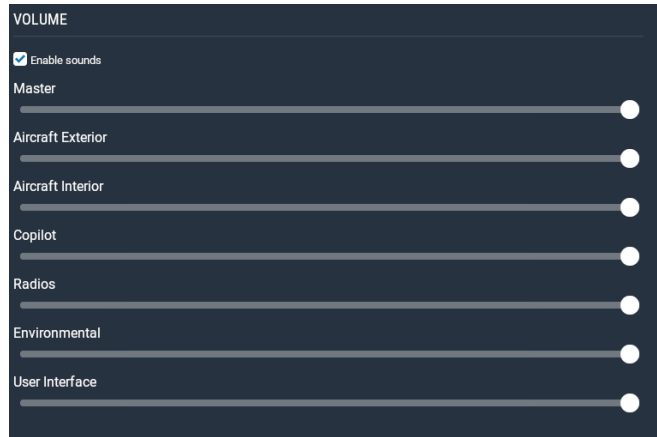


Figure 1: Recommended sound settings

For more information about the sounds, see the [Sounds System](#) chapter.

Recommended control settings

To have a better control over the airplane axis, you should setup your control sensitivity as follows.

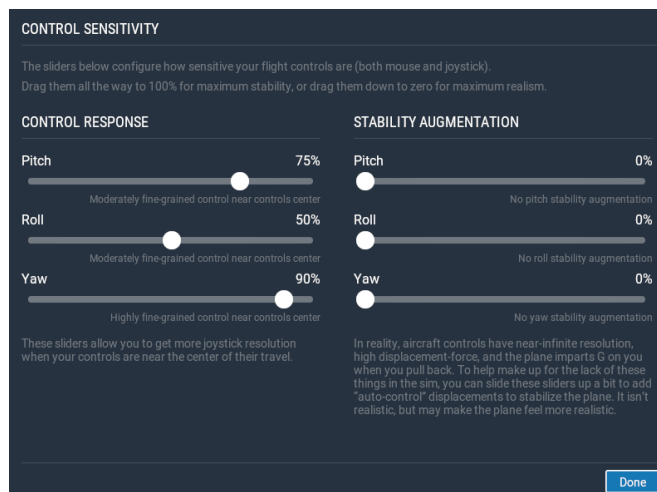


Figure 2: Recommended control settings



HARDWARE & SOFTWARE COMPATIBILITY

Headshake

If [HeadShake](#) v1.5 or higher is installed in your system, it will communicate with REP to improve the simulation realism.

REP will drive HeadShake to simulate the vibrations of the real engine. Using this, you will be able to run the engine at the most comfortable RPMs by simply checking the vibrations it produces.

In the same way, HeadShake will simulate the stall buffeting if the airplane in use shows that kind of behavior.

Saitek Panels

This software is compatible with Saitek Panels. In order to use them, you should install the [XSaitekPanels](#) free plugin from Sparker.

This package already includes a INI configuration file for XSaitekPanels. Make sure you copy it inside the main folder of your Kodiak.

XPREalistic

The Reality Expansion Pack can be used together with XPREalistic.

You might need to disable XPREalistic's wind, touchdown and brakes sound effects as REP already provides them.

Differential and progressive brakes for X-Plane 11

The Reality Expansion Pack detects if [Differential and progressive brakes for X-Plane 11](#) is installed in your system.

If so, REP's differential braking algorithm is disabled in favor of the custom differential brakes algorithm of the third party plugin.

USER INTERFACE

Lateral Menu

When loaded, REP shows a lateral menu on the left-side of the screen. The menu consists of a set of small icons.

By default, the menu partially hides itself until the mouse pointer gets near it.



Figure 3: The menu is partially hidden by default



Figure 4: The menu is shown when the mouse pointer gets closer to it

You can choose to completely hide the menu when the mouse pointer leaves it. To do so, go to “Plugins -> SimCoders - REP -> Settings” menu and tick the “Show side menu on mouse over only” option.

The lateral menu entries are available in the “Plugins -> SimCoders - REP” menu as well.

Maintenance Report

This window is the primary way you have to check the status of your airplane and to fix all the systems that need the mechanic attention.

The report is divided on more pages. Each page relates to a different group of systems.

To act on a system, click on the entry in the "Action" column.

To switch to the previous/next page click over the flipped page corners at the bottom of the report.



Figure 5: The Maintenance Report window

Kneeboard

The software come with a complete kneeboard window that contains the aircraft normal and emergency checklists together with the performance reference tables.

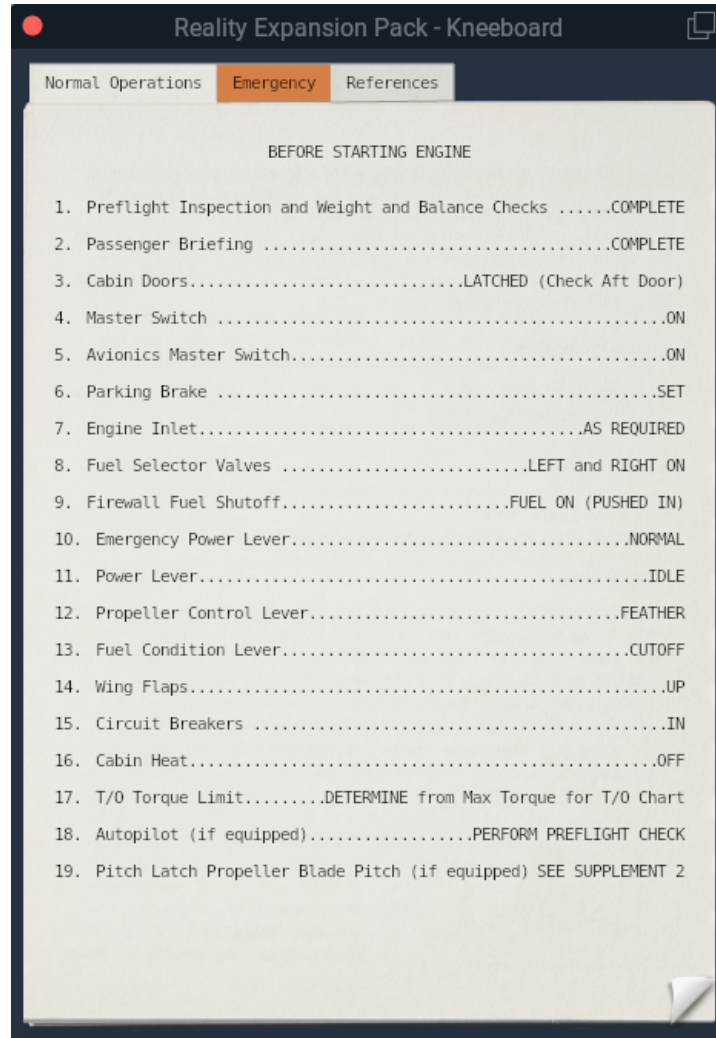


Figure 6: The Kneeboard window



Show the kneeboard using the plugins menu

The kneeboard window may be shown by clicking on the “Plugins” menu, then “SimCoders – REP” then “Show kneeboard”.

Manage the kneeboard using the custom commands

You can also use five different custom commands at which you can assign your custom keys or joystick buttons. The custom kneeboard commands defined by REP are the following:

Command	Description
simcoders/rep/kneeboard/toggle	Show or hide the kneeboard
simcoders/rep/kneeboard/next_section	Show the next kneeboard section
simcoders/rep/kneeboard/prev_section	Show the previous kneeboard section
simcoders/rep/kneeboard/next_page	Show the next kneeboard page
simcoders/rep/kneeboard/prev_page	Show the previous kneeboard page



Mass & Balance

The Kodiak uses the author's mass and balance system as it provides all the necessary features that would be otherwise duplicated by REP. However, the lateral menu provides access to the Fuel Management Window. This window is meant to allow the user to buy and sell fuel at the correct currency change while using REP coupled to an **Economy System**.

Walkaround

Click on the Walkaround icon in the lateral menu to enter walkaround mode. Click again on the same icon on close the walkaround window to return in the cockpit.

During walkaround you can interact with some external systems of the aircraft using the walkaround window. Click the "Next" and "Prev" buttons at the bottom of the pre-flight checklists to move along the different pre-flight stations.

Always do the walkaround and the pre-flight inspection before each flight.

If you do not remove the tie-down and the chocks, you are not able to taxi and takeoff properly.

If you do not remove the pitot cover, you will incur an airspeed indicator failure.

Since version 3.4.5, it is possible to toggle all the static elements - such as the pitot cover and the tiedowns - using a single entry in the plugins menu or a keyboard command.

Since version 3.3, the following keyboard/joystick commands are available to control the walkaround mode.

Command	Description
<code>simcoders/rep/walkaround/toggle</code>	Toggle the walkaround mode
<code>simcoders/rep/walkaround/next</code>	Next walkaround station
<code>simcoders/rep/walkaround/previous</code>	Previous walkaround station
<code>simcoders/rep/walkaround/action</code>	Execute current action
<code>simcoders/rep/walkaround/static_elements/toggle</code>	Static elements toggle

Move the viewpoint while doing the walkaround in 2D

It is possible to move the viewpoint during towing by using the default camera commands of X-Plane. To pan the view using the mouse, keep pressed the **`simcoders/rep/view/pan_with_mouse`** command.

Walkaround in VR

REP provides a series of hotspots around the airplane useful to check the plane during the pre-flight, post-flight and lights-check checklists.

Start the walkaround using the **`simcoders/rep/walkaround/toggle`** command and then move from station to station using your VR controller. Make sure you bring the walkaround window with you while moving from a station to another.

Towing

REP comes with a complete towing simulation. To activate it, click on the towing icon in the lateral menu. Click the icon again to exit from the towing mode.

The towing features a 3D towing bar that will help you driving the airplane on the tarmac.

To move the airplane, push or pull the pitch axis of your joystick. Use the roll axis to turn.



Since REP simulate the force applied by a single man placed in front of the airplane, you may not be able to tow the airplane on the grass, just like in real life.

You won't be able to tow the airplane if it's tied-down or if chocks/brakes are applied.

Move the viewpoint while towing in 2D

It is possible to move the viewpoint during towing by using the default camera commands of X-Plane. To pan the view using the mouse, keep pressed the **simcoders/rep/view/pan_with_mouse** command.

Towing in VR

REP provides an hotspot in front of the airplane (tricycle gear) or close to the tail (taildragger) useful to drive the airplane in VR mode.

Toggle the towing mode using the **simcoders/rep/towing/toggle** command and then move the airplane using your joystick as described above.

Engine Autostart

The Reality Expansion Pack provides you a way to automatically start the engines.

Click on the engine autostart icon in the side menu and wait until the startup procedure is completed.

During the automatic start, REP shows a series of tips that describe the action being done.



Settings Window

The settings windows is shown by clicking over the “Plugins -> SimCoders - REP -> Settings” menu.

Enable the plane damages

When ticked, this option enable the plane damages.

Show generic messages

If ticked, REP will show generic messages related to systems status, when available.

Show failure messages

If ticked, REP will show a message in case of a system failure. The message will explain why the failure happened and what course of action should be taken.

Show tip messages

If ticked, REP will show a tip message. The message will give some hints related to the current pilot actions.

Show side menu on mouse hover only

When ticked, REP will completely hide the **lateral menu** when the mouse pointer leaves it.

Save and restore the plane status between sessions

If ticked, REP will save the airplane status when unloaded. When the same plane and livery are loaded again, the status will be restored.

The status includes all the switches position, the fuel on-board, the loaded weights, the engine fluids quantity and quality and all the possible values that play part to the systems simulation.

The engine temperatures - such CHT and Oil Temperature - are restored accordingly to the elapsed time since the values where stored.

The status files are backed up before being overwritten. You find the backup in the output/preferences/REP folder.

Save and restore the windows position between sessions

If checked, the Maintenance Hangar and the Keyboard windows positions are saved and restored between sessions.

Enable hypoxia effect

When ticked, the default hypoxia effect is replaced by REP's custom algorithm. See the **Hypoxia chapter** to get more information about the custom hypoxia effect.



Roll axis drives ground steering

When ticked, the joystick roll axis will steer the nosewheel on the ground.

Use US Customary

When ticked, REP will use the US Customary units of measure (pounds and inches).

Wind sound level

Control cabin the wind sound setting the level between 0 (mute) and 100 (full).

Main Monitor Index

This option is visible only if X-Plane is running on two or more fullscreen monitors. Type the index of the monitor over which REP must show its menus and windows. The minimum number you can set here is 1. The maximum number is your monitors count. Each number addresses a different monitor.

Use Advanced Steering

Enable this option to use REP's advanced steering algorithm. You may need to disable this option if you have issues with steering with your hardware pedals.

Use Advanced Braking

Enable this option to smooth the brakes and to enable the automatic differential brakes. Instead of applying the brakes all at once, they will go from 0 to 1 in two seconds, smoothing the braking action. Automatic differential braking is applied if brakes are pressed while steering. Disable this option if you use hardware toepedals.

Use VR Walkaround and Towing

When enabled, this option allows to use the new VR walkaround and towing modes.

Wait for real weather at startup

When this options is enabled together with the simulator real weather, REP waits for the real weather to be correctly loaded before loading the plane status and update the systems' temperatures. This option is not needed in X-Plane 12 therefore it is not shown.

In flight tips vertical offset

Set the vertical offset of the in-flight window. By default, the tips are shown at the top of the main screen.

Economy System

The Reality Expansion Pack (REP) introduces a custom Economy System that rewards you for your flight time and allows you to manage maintenance and repair costs for your aircraft.

Modes of Operation

The Economy System offers three modes of operation:

- **Standalone:** Maintains a local bank account and maintenance records on your PC, shared among all your REP aircraft. Rewards are provided for flight time and landing skills.
- **FSEconomy:** Connects to your [FSEconomy](#) account, deducting maintenance costs directly from your FSEconomy balance. Flight time rewards are excluded, as they are handled by FSEconomy.
- **X-CPL-Pilot:** Integrates with your [X-CPL-Pilot](#) account to deduct maintenance costs. Flight rewards are not included, as they are managed by X-CPL-Pilot.

Enabling the Economy System

To activate the Economy System:

1. Open the [Maintenance Report](#) and navigate to the last page.
2. Click the “Enable” button for your chosen system.

FSEconomy: Aircraft Key Setup

If enabling the FSEconomy mode, an **Aircraft Key** is required. This key is a 15-character identifier unique to your aircraft within the FSEconomy environment.

Steps to find your Aircraft Key:

1. Log in to the [FSEconomy website](#).
2. Select the “**Aircraft**” button from the main menu.
3. Locate your aircraft in the list and click “**Edit**” under the “Action” column.
4. Generate or copy the Aircraft Key from the lower-left corner of the page.

When enabled, the Economy System saves your aircraft state to a separate file. This allows for two independent aircraft states—one for when the Economy System is active and another for when it is disabled. Switching between modes will load the corresponding state.

Your bank account is shared across all REP aircraft, enabling you to use funds earned with one aircraft to repair or maintain another.

How It Works

Once activated, the Economy System displays your bank account balance and transaction history (expenses for maintenance and fuel, and income from flights) in the [Maintenance Report](#).

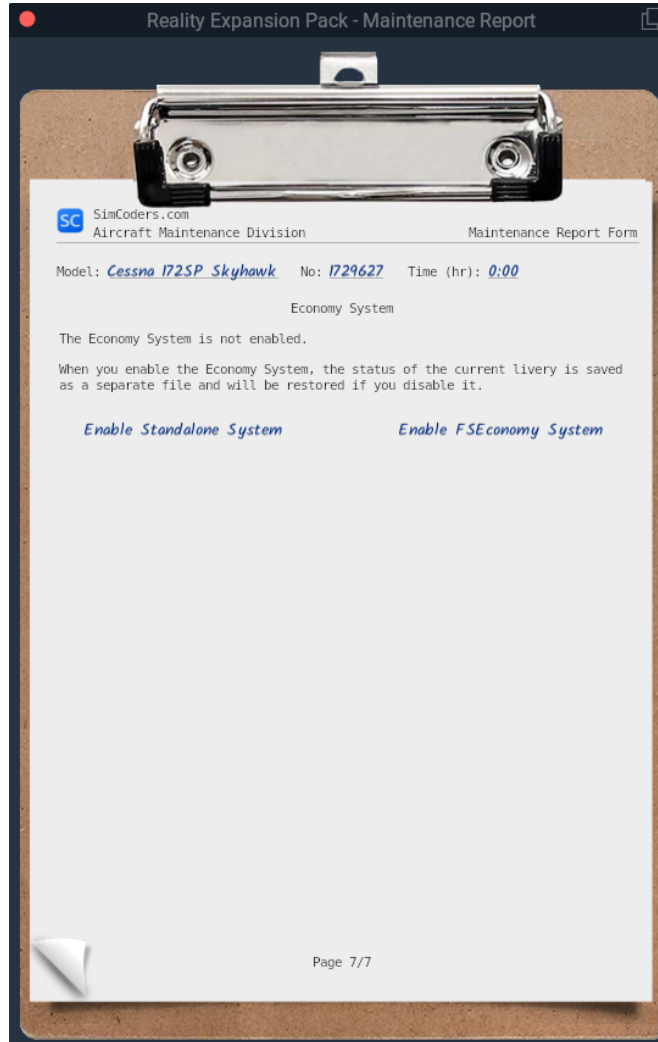


Figure 7: Enable the Economy System

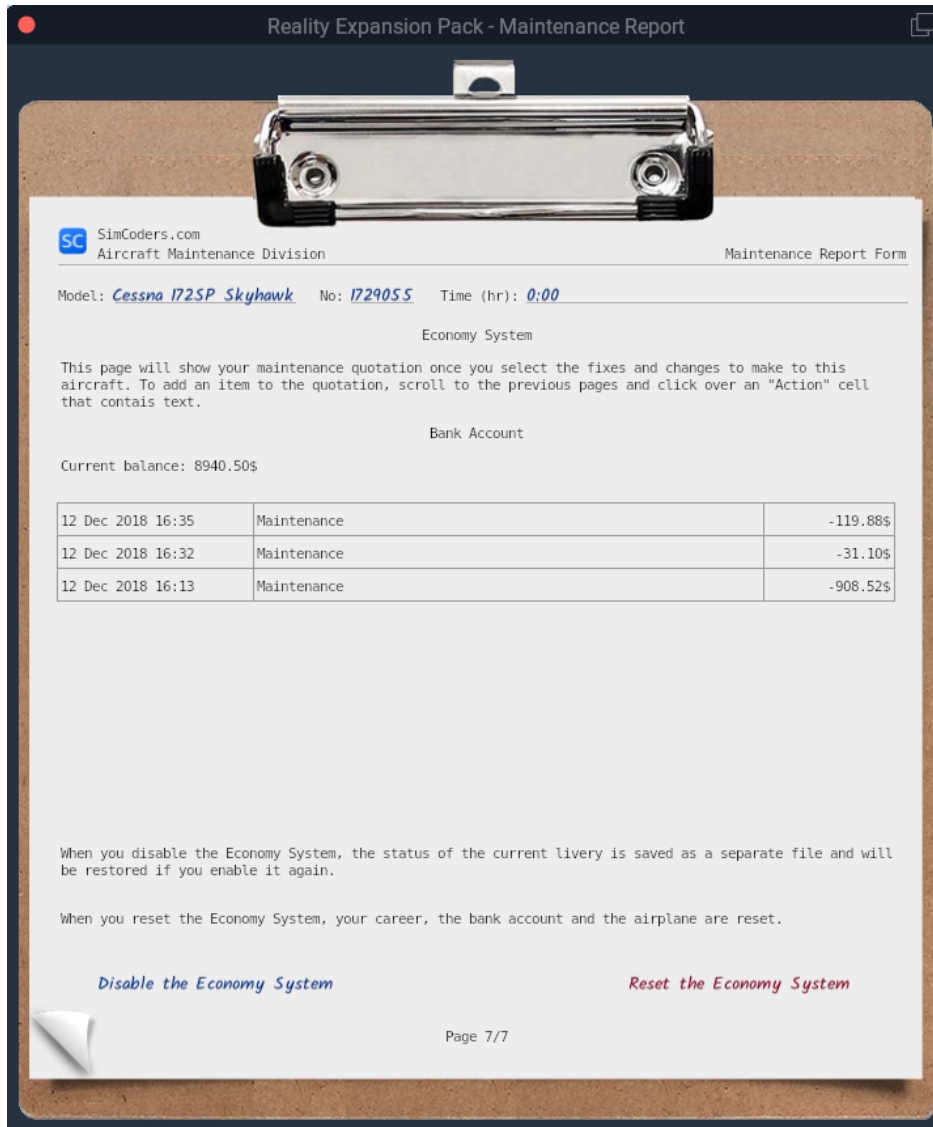


Figure 8: Economy System Overview

Maintenance and Repairs

1. Navigate to the **Maintenance Report** to view available maintenance tasks.
2. For each task, the table lists the cost and required work time.

Reality Expansion Pack - Maintenance Report

SC SimCoders.com
Aircraft Maintenance Division Maintenance Report Form

Model: *Cessna 172SP Skyhawk* No: *1729055* Time (hr): *0:00*

ENGINE STATUS

Model: *Lycoming IO-360-L2A* Time (hr): *00:00/2000*

Item	Status	Action	Price (\$)	Time
Cylinders	<i>OK</i>			
Cyl. Compression (PSI)	<i>80/80 80/80 80/80 80/80</i>			
Oil Fluid	<i>SAE 30, clean, 50 hrs before change</i>			
Oil Fluid Quantity	<i>8/4 USG (5/4 - 8/4)</i>			
Available Oil Types	<i>SAE 20W50</i>	<i>Use</i>	<i>120</i>	<i>1:00 hr</i>
	<i>SAE 30</i>	<i>Use</i>	<i>120</i>	<i>1:00 hr</i>
	<i>SAE 50</i>	<i>Use</i>	<i>120</i>	<i>1:00 hr</i>
Oil Filter #1	<i>Clean, 100 hrs before change</i>			
Oil Pump #1	<i>Ok</i>			
Electric Fuel Pump #1	<i>Ok</i>			
Fuel Filter #1	<i>Clean</i>			
Spark Plugs #1 Type	<i>Fine Wire (More effective)</i>	<i>In Quote</i>	<i>290</i>	<i>20 mins</i>
Plugs tip	<i>Clean</i>			
Starter #1	<i>Ok</i>			
Vacuum Pump #1	<i>OK</i>			
Bank Account (\$): <i>3940.50</i>	View Quotation		Quotation (\$): <i>290.00</i>	

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Figure 9: Maintenance Report Example

3. Add tasks to your **Quotation** by clicking the “Action” cell for each item. The cell will update to show “In Quote”.
4. To remove a task, click the “Action” cell again.

Once you’ve selected the necessary actions, view your Quotation by clicking “View Quotation” or

scrolling to the last page of the **Maintenance Report**.



Figure 10: Quotation Example

The Quotation provides two pricing options:

- **Normal Price:** Maintenance is completed **one task at a time** in real-time, even if multiple aircraft require attention. The mechanic will continue working even if the simulator is closed.
- **Quick Fix Price:** All tasks are completed instantly at a higher cost.

Accept a price to proceed with maintenance, or decline to cancel the Quotation.



Buying and Selling Fuel

Standalone Mode Only

In the Weight and Balance window, you can add or remove fuel:

- **Adding Fuel:** Deducts money from your account based on local prices.
- **Removing Fuel:** Sells fuel back to the airport at a slightly lower rate than the purchase price.

Fuel prices vary by region, airport, and time, but can be customized via the `fuel_prices.cfg` file in the `Output/preferences/REP` directory of X-Plane. Note that custom prices are only applied after the next scheduled recalculation (every 4–8 days).

To check fuel prices at a specific airport, use the plugin menu: `SimCoders - REP -> Check fuel price at an airport`.

Earning Money: Rewards

Standalone Mode Only

Earn money for flight time, with bonus rewards for smooth landings. The softer the landing, the higher the bonus. Flight earnings are logged in your bank account transaction history at the end of each flight.



VR Support

REP supports the native VR implementation since version 3.4.0. VR support was further improved in version 4.5.0.

How to open the plugin windows in VR

REP provides a set of commands to control the plugin windows.

- **simcoders/rep/vr/open_menu**: open REP's main menu
- **simcoders/rep/fuelmenu/show**: show the fuel menu when using the economy system
- **simcoders/rep/maintenancereport/show**: show the maintenance report
- **simcoders/rep/settingsmenu/show**: show the settings menu
- **simcoders/rep/weightandbalance/show**: show the weight and balance (if supported)
- **simcoders/rep/towing/toggle**: toggle the tow mode
- **simcoders/rep/kneeboard/toggle**: toggle the kneeboard
- **simcoders/rep/walkaround/toggle**: toggle the walkaround mode

For more information about how to assign the commands above please read [X-Plane's user guide about assigning commands to buttons](#).

NOTE

Make sure you loaded a REP airplane before looking for the command in X-Plane's settings window.



Figure 11: The Tech Report shown in VR mode

SOUNDS SYSTEM

The Reality Expansion Pack features a custom sound system that provides immersive 3D sounds throughout the entire flight experience.

A custom sounds system has been preferred over the usage of FMOD for the following reasons:

- FMOD could be rather cumbersome from the developer's point of view, requiring more time to produce new features
- A custom engine is more flexible and can be expanded in no time providing new features
- A custom engine is more efficient as it's tailored to our needs

REP's sounds system provides advanced sounds such:

- Engine ignition
- Engine pings
- Engine exhaust effects
- Fuel pumps
- Electric Gyros
- Avionics effects
- Dynamic touch down
- Dynamic ground roll
- Dynamic wind



PERSISTENT AIRCRAFT AND COMPONENTS WEARING

The Reality Expansion Pack features a complete **wearing system** for the **entire airplane**. That is, each component of the airplane wears out when in use and, after a certain amount of time, it may start to show some issues or fail completely.

The status of each component is saved and updated even if the sim is not running.

This is true for things such as engine components, electrical system parts, airframe, and landing gear.

Every component will be affected by time and by **user's handling** in different ways.

If you mistreat the engine by running it above its limits, it will get worn out, showing startup issues, combustion problems and providing less power than expected. It will completely fail over time.

The cockpit instrumentation needles will be more precise in a newly calibrated gauge rather than in an old one.

How to load a worn out aircraft

REP gives you the chance to load an aircraft that is already worn out by its past history.

To do so, go to "**Plugins -> SimCoders.com - REP -> Wear out to >**" and choose one of the following items.

- **Brand New:** this is the status of an aircraft that just left the production line. The engine is brand new and all the onboard systems were just tested.
- **Privately Owned (new):** this is an almost new aircraft that has been privately owned with care. The engine as well as the other systems will have some hours logged but no issues are in place.
- **Privately Owned (old):** this is an aircraft that has been owned privately for years. The engine as well as the other systems will have many hours logged but no issues are in place as the private owner kept the plane with good care.
- **Flying Club:** this plane has been in the hands of many pilots, some of them careless. The systems are wore out quite much and some gauges are not working as good as you would like them to do.

How to check the components status

To check each component and fix/replace/calibrate it, use the **Maintenance Report**.

In there are listed all the aircraft components that can be checked by a mechanic.

Hobbs Time and Tach Time

In the **Maintenance Report** you find the airframe total time (Hobbs Time) and the engine's total time (Tach Time). The two value may slightly differ after loading a brand new airplane and then flying it for a while. This is because there's an important difference in how the two times are calculated.



Hobbs Time

In most planes, the Hobbs clock is started and stopped based on an oil pressure switch, so it starts when the engine starts, and stops when the engine is shut-down. While it's running, it just ticks off a tenth of an hour every 6 minutes, based on "regular wall clock time". So a tenth of idling on the ramp is the same as a tenth at cruise.

Tach Time

The tach clock isn't really a clock at all, it doesn't actually measure time, it really measures engine revolutions. But it's calibrated such that a tenth of an hour of tach time is clicked off when the engine is at cruise RPM for 6 minutes. In other words, if the plane is at cruise RPM, the tach clock will be clicking off tenths of an hour at the same rate as the Hobbs clock. But if the engine is idling at an RPM speed that's half of what cruise RPM is, then the tach clock will be running at half the speed of the Hobbs clock.



SYSTEMS DESCRIPTION

Within the Reality Expansion Pack, each system has its own life-cycle and can be damaged depending on many factors, including the pilot's behavior.

All systems can be fixed individually using the Maintenance Report or all at once using the **simcoders/rep/systems/fix_all** command.

The following is a brief description of each system onboard.

Powerplant

This airplane is powered by the Pratt & Whitney PT6A-34, which is a light weight, reverse flow, free turbine engine. In addition to the gas generator section, the PT6A-34 incorporates a power section with the power turbine and propeller reduction gearbox, an integral oil system, and an accessory gearbox for mountings for various accessories.

The PT6A series engine is a free power, two-shaft turbine engine. The engine uses a three-stage axial and one-stage centrifugal compressor section, an annular reverse-flow combustion chamber, single stage compressor turbine, single stage power turbine. The exhaust gas is directed through an annular exhaust plenum to the atmosphere via twin opposed exhaust ports provided in the exhaust duct.

Throttle System

Power Lever

The power lever is connected, through linkages, to a cam assembly mounted on the fuel control unit at the rear of the engine. The power lever controls engine power through its full range from maximum takeoff to full reverse. The power lever also controls the pitch of the propeller when placed in BETA range. The power lever has MAX, IDLE, BETA and REVERSE range positions. The range from the MAX position through IDLE allows selection of the desired engine power output. The BETA range enables control of propeller blade angle from idle thrust, through a zero thrust condition to maximum reverse thrust.

Propeller Control Lever

The propeller control lever is connected, through linkages to the propeller governor mounted on top of the propeller reduction gearbox. The propeller control lever controls the governor settings from the maximum RPM position to full feather. The lever has two main positions: MAX and FEATHER. The MAX position is used when a high RPM is desired and governs the propeller speed at 2200 RPM. The FEATHER position is used during normal shutdown of the engine to assist in stopping the rotation of the power turbine and front section of the engine. Rotation of the forward section of the engine is not desirable when the engine is shutdown, since lubrication is not available after the gas generator section of the engine comes to a stop. With the propeller feathered when the engine is shut down, propeller windmilling in gusty wind conditions can also be minimized. A mechanical stop built into the pedestal slot of the propeller control lever makes it necessary to move the propeller lever to the left prior to moving the lever into or out of FEATHER. This stop is conveniently positioned for easy selection of 2000 RPM for cruise.



Fuel Condition Lever

The fuel condition lever in the cockpit is connected through airframe linkage to a combined lever and stop mechanism at the top of the fuel control unit (FCU); this is connected by the FCU linkage to the cut-off lever on the side of the unit. The lever and stop also function as a hi-idle stop. The fuel condition lever performs the function of CUTOFF, LOW-IDLE and FLIGHT-IDLE. The CUTOFF position shuts off all fuel to the engine fuel nozzles. LOW-IDLE positions the control rod stop to provide a gas generator RPM of 52% Ng. FLIGHT IDLE positions the control rod stop to provide a gas generator RPM of approximately 68% Ng.

Emergency Power Lever

The emergency power lever is connected, through linkages, to the manual override lever on the fuel control unit and allows manual governing of the engine fuel flow should a malfunction occur in the fuel control unit's pneumatic governing system. When the engine is operating, a failure of any fuel control unit pneumatic governing signal input will result in the fuel flow decreasing to minimum idle (approximately 48% Ng at sea level and increasing with altitude). The emergency power lever allows restoration of engine power in the event of such a failure. NORMAL and MAX positions are provided for the emergency power lever. The NORMAL position is used for all normal engine operations when the fuel control unit is functioning normally and engine power is selected through the power lever. The range from NORMAL to MAX governs engine power and is used when a malfunction has occurred in pneumatic governing system of the fuel control unit and the power lever is ineffective. A mechanical stop in the lever slot requires that the emergency power lever be moved to the left to clear the stop before it can be moved forward, out of the NORMAL (full aft) position, and into the override position.

Engine Care Tips

Avoid a Hot Start

If the ITT goes above the 800°C limitation during engine start, the engine may be seriously damaged and we call it a Hot Start.

To prevent this from happening be sure to:

- Do not introduce fuel until Ng is above 12% (better over 13%)
- Do not move the condition lever from cutoff to flight idle until the engine has stabilized unless the OAT is below 5°C
- Do not introduce fuel if the ITT is above 40°C)
- Do not attempt an engine start if the battery voltage is below 25V. Use external power is available.
- Since the condition lever manipulator is really sensible to mouse movements, it's highly recommended to use keyboard commands or joystick to control it



Electrical Systems & Avionics

The airplane is equipped with a 28-volt, direct-current electrical system.

The system uses a battery as the source of electrical energy. An alternator maintains its state of charge.

Battery

The default battery is replaced with a battery that keeps its charge between sim sessions and discharges at a realistic rate. The battery state is updated even when the simulator is not running. This means that if you leave your battery on, it will discharge even if X-Plane is closed.

In the “Electrical System & Avionics Status” page of the Maintenance Report you can:

- Check the battery **charge**
- **Recharge** the battery
- **Disconnect** the battery poles from the electrical system

If you plan not to fly the airplane for a while, you should disconnect the battery via the Maintenance Window. This will avoid self-discharging and extend the battery life during storage.

Alternator

The alternator switch position is saved through all X-Plane sessions. Make sure it is switched in the correct position according to the checklists throughout the entire flight.

The alternator switch operation may affect the avionics. Check the Avionics paragraph below to get more information.

Lights

The light switch positions are saved through all X-Plane sessions.

If the airplane is not provided with strobe lights fmod sounds, the Reality Expansion Pack adds the strobe lights sounds when the lights are switched on.

Electrical Gyros

The Reality Expansion Pack replaces the default X-Plane electrical gyros with custom ones with a more realistic spin up/down dynamics.

The typical spin up/down sounds are reproduced when the battery switch is turned in the “On” position. The instruments provided with an electrical gyro and therefore depending on the electrical supply are the turn/slip indicator, the standby attitude indicator and the HSI, if they are provided.

Radio Stack

The radio components save their own state - such as frequencies and knobs position - during X-Plane sessions.



In the "Electrical System & Avionics Status" page of the Maintenance Report you can:

- Check the **status** of each radio
 - **Fix** a faulty radio
-

CAUTION

Never turn on or off the engine or the alternator when the avionics switch is in the "On" position. Doing so may trigger a overvoltage spike that could damage one or more avionics components.

The newer avionics such as the Garmin GNS430/530 are better protected from overloads but they are not totally immune from them.

Landing Gear

The airplane is equipped with a tricycle fixed landing gear.

The Reality Expansion Pack introduces the following changes to the default landing gear:

- **Improved ground roll physics:** REP corrects the default behavior of X-Plane on ground in cross wind conditions, when the airplane tended to steer against the wind.
- **Custom touchdown sounds:** The touchdown sounds tone and volume are related to the touchdown speed. A harder touchdown will produce different sounds than a soft landing.
- **Brakes sounds:** Actuating the brakes produces the typical whining sound. Also the classic squeaking sounds are reproduced when the brakes are not in perfect shape.

In the "Landing Gear & Brakes Status" page of the Maintenance Report you can:

- Check the **status** of the landing gear struts
- **Fix** a faulty strut

Tires

The Reality Expansion Pack simulates the tire status and failure based on the landings done in the past.

A flat tire can cause the plane to yaw during the landing run or get it stuck on the ground before taxi.

In the "Landing Gear & Brakes Status" page of the Maintenance Report you can:

- Check the **status** of each tire
- **Fix** a faulty tire

Brakes

The Kodiak has a single-disc, hydraulically-actuated brake on each main landing gear wheel. Each brake is hydraulically connected to a cylinder attached to each of the pilot's rudder pedals.



The brakes are operated by applying pressure to the top of the rudder pedals, which are interconnected. When the airplane is parked the brakes may be activated using the parking brake switch located under the pilot's yoke.

To avoid brake failures, keep the brake system properly maintained and minimize brake usage during taxi operations and landings.

Do not apply the brakes for a long time. If the runway is long, let the plane slow down by itself.

In the "Landing Gear & Brakes Status" page of the Maintenance Report you can:

- Check the **status** of the braking system
- **Fix** a faulty brake



Oxygen System

The plane is equipped with an oxygen system that provides oxygen to the pilot and the passengers through oxygen masks.

The oxygen system is operated using an switch in the cockpit.

An oxygen pressure indicator is placed near the handle.

Above 12000 feet, make sure that the switch is on the pressure indicator reports a positive pressure.

The oxygen flow pressure varies with the oxygen tank pressure.

The oxygen lasts for a different amount of time, depending on how many passengers are on-board. Use Thranda Mass & Balance tool to set the number of people on-board the aircraft. The more people are on-board, the less will the oxygen last.



HUMAN FACTOR

Hypoxia

Hypoxia is a condition in which the body or a region of the body is deprived of adequate oxygen supply at the tissue level.

As altitude is gained, the partial pressure of Oxygen gets lower and lower to the point that the human body is unable to absorb enough quantity of it to sustain life.

The symptoms of hypoxia are:

- Apparent personality change
- Impaired judgement
- Headache
- Tingling
- Increased rate of breathing
- Muscular impairment
- Memory impairment
- Visual sensory loss
- Tunnel vision
- Impairment of consciousness
- Cyanosis
- Unconsciousness
- Death

The Reality Expansion Pack simulates some of the symptoms above, such as the tunnel vision, the increased rate of breathing and the muscular impairment.

TUC & EPT

Time of Useful Consciousness (TUC) is the time available for the development of hypoxia and the pilot to do something about it. It is not the time to unconsciousness but the short time from a reduction in adequate oxygen until a specific degree of impairment, generally taken to be the point when the individual can no longer take steps to help him/herself.

Effective Performance Time (EPT) is always within and shorter than TUC. Its quantification however depends on the individual.

The following is a table that represent the EPT simulated by REP.

Altitude (ft)	EPT
10000	Few hours
15000	40 minutes
20000	10 minutes
30000	30 seconds
40000	15 seconds
45000	1-2 seconds



Figure 12: Hypoxia effect



HOME COCKPITS/CUSTOM DATAREFS

In order to work properly, REP uses a set of custom datarefs instead of default X-Plane ones.

Here you find a list of datarefs that you can use for your home cockpit.

This list includes all REP's datarefs. Some of them might not be present on some REP, depending on the systems depicted by the package.

Dateref: simcoders/rep/stallwarning/on

- Type: int
 - Writable: No
 - Contents: 0 = off, 1 = on
-

Dateref: simcoders/rep/stallwarning/level

- Type: int
 - Writable: No
 - Contents: 1 = low, 2 = high
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/vacuum

- Type: float
 - Writable: No
 - Contents: Vacuum gauge value
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/attitude_indicator_0_pitch

- Type: float
 - Writable: No
 - Contents: Main attitude indicator pitch
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/attitude_indicator_0_roll

- Type: float
 - Writable: No
 - Contents: Main attitude indicator roll
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/attitude_indicator_1_pitch

- Type: float
 - Writable: No
-



- Contents: Stdby attitude indicator pitch
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/attitude_indicator_1_roll

- Type: float
 - Writable: No
 - Contents: Stdby attitude indicator roll
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/airspeed_kts_pilot

- Type: float
 - Writable: No
 - Contents: Pilot airspeed
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/airspeed_kts_copilot

- Type: float
 - Writable: No
 - Contents: Copilot airspeed
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/altitude_ft_pilot

- Type: float
 - Writable: No
 - Contents: Pilot altitude
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/altitude_ft_copilot

- Type: float
 - Writable: No
 - Contents: Copilot altitude
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/vvi_fpm_pilot

- Type: float
 - Writable: No
 - Contents: Pilot VSI
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/vvi_fpm_copilot

- Type: float
-



- Writable: No
 - Contents: Copilot VSI
-

Dateref: simcoders/rep/cockpit2/switches/avionics_power_on

- Type: int
 - Writable: Yes
 - Contents: Avionics switch
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_0

- Type: float
 - Writable: No
 - Contents: Fuel kg in tank 0
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_ratio_0

- Type: float (ratio 0..1)
 - Writable: No
 - Contents: Fuel ratio in tank 0
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_1

- Type: float
 - Writable: No
 - Contents: Fuel kg in tank 1
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_ratio_1

- Type: float (ratio 0..1)
 - Writable: No
 - Contents: Fuel ratio in tank 1
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_2

- Type: float
 - Writable: No
 - Contents: Fuel kg in tank 2
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_ratio_2



- Type: float (ratio 0..1)
 - Writable: No
 - Contents: Fuel ratio in tank 2
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_3

- Type: float
 - Writable: No
 - Contents: Fuel kg in tank 3
-

Dateref: simcoders/rep/indicators/fuel/fuel_quantity_ratio_3

- Type: float (ratio 0..1)
 - Writable: No
 - Contents: Fuel ratio in tank 3
-

Dateref: simcoders/rep/engine/fuelline/electrical_feed_0/switch_on

- Type: int
 - Writable: Yes
 - Contents: L tip pump switch (1 = on)
-

Dateref: simcoders/rep/engine/fuelline/electrical_feed_1/switch_on

- Type: int
 - Writable: Yes
 - Contents: R tip pump switch (1 = on)
-

Dateref: simcoders/rep/indicators/fuel/fuel_flow_0

- Type: float
 - Writable: No
 - Contents: L FF indicator
-

Dateref: simcoders/rep/indicators/fuel/fuel_flow_1

- Type: float
 - Writable: No
 - Contents: R FF indicator
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/engine_0_rpm



- Type: float
 - Writable: No
 - Contents: L RPM indicator
-

Dateref: simcoders/rep/cockpit2/gauges/indicators/engine_1_rpm

- Type: float
 - Writable: No
 - Contents: R RPM indicator
-

Dateref: simcoders/rep/cockpit2/engine/actuators/fuel_pump_0

- Type: int
 - Writable: Yes
 - Contents: L pump (0 = off, 1 = on)
-

Dateref: simcoders/rep/cockpit2/engine/actuators/fuel_pump_1

- Type: int
 - Writable: Yes
 - Contents: R pump (0 = off, 1 = on)
-

Dateref: simcoders/rep/cockpit2/engine/actuators/low_fuel_pump_0

- Type: int
 - Writable: Yes
 - Contents: L LO speed pump
-

Dateref: simcoders/rep/cockpit2/engine/actuators/low_fuel_pump_1

- Type: int
 - Writable: Yes
 - Contents: R LO speed pump
-

Dateref: simcoders/rep/cockpit2/engine/actuators/high_fuel_pump_0

- Type: int
 - Writable: Yes
 - Contents: L HI speed pump
-

Dateref: simcoders/rep/cockpit2/engine/actuators/high_fuel_pump_1



- Type: int
 - Writable: Yes
 - Contents: R HI speed pump
-

Dateref: simcoders/rep/engine/electrical_fuelpump/switch_on_0

- Type: int
 - Writable: Yes
 - Contents: L pump (0 off, 1 LO, 2 HI)
-

Dateref: simcoders/rep/engine/electrical_fuelpump/switch_on_1

- Type: int
 - Writable: Yes
 - Contents: R pump (0 off, 1 LO, 2 HI)
-

Dateref: simcoders/rep/engine/cowl/handle_ratio_0

- Type: float (ratio 0..1)
 - Writable: Yes
 - Contents: L cowl flaps handle
-

Dateref: simcoders/rep/engine/cowl/handle_ratio_1

- Type: float (ratio 0..1)
 - Writable: Yes
 - Contents: R cowl flaps handle
-

Dateref: simcoders/rep/engine/oil/temp_f_0

- Type: float
 - Writable: No
 - Contents: L oil temp (F)
-

Dateref: simcoders/rep/engine/oil/temp_f_1

- Type: float
 - Writable: No
 - Contents: R oil temp (F)
-

Dateref: simcoders/rep/engine/oil/temp_c_0



- Type: float
 - Writable: No
 - Contents: L oil temp (C)
-

Dateref: simcoders/rep/engine/oil/temp_c_1

- Type: float
 - Writable: No
 - Contents: R oil temp (C)
-

Dateref: simcoders/rep/engine/oil/press_psi_0

- Type: float
 - Writable: No
 - Contents: L oil press (PSI)
-

Dateref: simcoders/rep/engine/oil/press_psi_1

- Type: float
 - Writable: No
 - Contents: R oil press (PSI)
-



RESOURCES & HOW-TOs

[SimCoders.com blog](#) contains tons of resources that you will find very useful when using REP.

Moreover, this is a list of How-Tos available.

- [How to lean the mixture](#)
- [How to keep the spark plugs clean](#)
- [How to choose the right oil for your engine](#)
- [How to quickly startup the engine with REP](#)
- [How to manage an emergency](#)
- [How to calculate the required fuel for your flight](#)

SUPPORT & CONTACTS

Before asking for support please read [the FAQs we published on our site](#). They contain information about installation troubles and general usage.

If you encounter any kind of technical problem with our software, please write to support@simcoders.com providing as much information as possible and including your X-Plane's Log.txt file.



VERSION CHANGELOG

V4.8.9

No change for this aircraft



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