Postflight report

CRJ1000 Air France HOP! F-HMLH

2026-11-15 UTC · Microsoft Flight Simulator 2024 · 12.2.282174.999 / SimConnect 12.2.0.0

Duration

2:28:03

Distance travelled

763.8 NM

Landing windows

1

Altitude above mean sea level · AMSL

36151.4 ft

Indicated airspeed

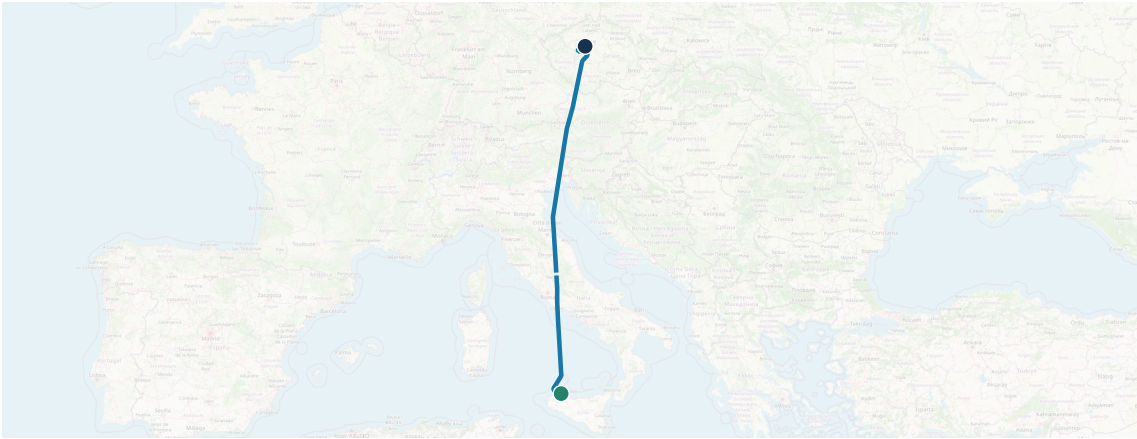
294.0 kt

Capture status

Recording closed

Recorded aircraft positions

Recorded: blue



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Flight phases

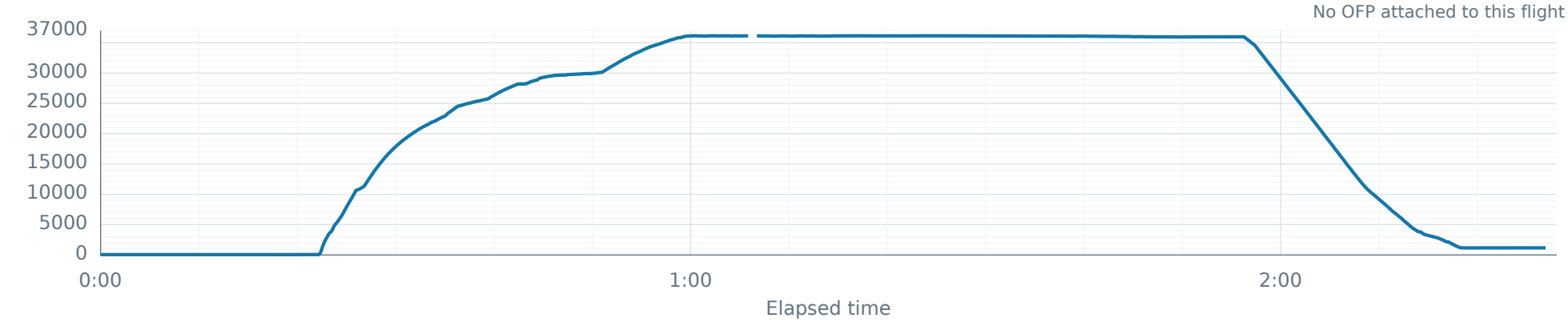
Preflight	Taxi-out	Preflight	Taxi-out	Preflight	Taxi-out	Preflight	Taxi-out	Takeoff	Climb	Cruise	Climb	Cruise	Climb
0:04	17:36	18:15	18:56	19:49	20:55	21:18	21:41	22:10	22:11	42:41	43:11	46:21	47:21

Cruise	Climb	Cruise	Climb	Descent	Go-around	Climb	Cruise	Descent	Cruise	Descent	Approach	Flare	Touchdown
47:43	48:59	49:17	49:57	58:54	59:05	59:05	59:56	1:01:11	1:01:30	1:56:17	2:13:16	2:18:11	2:18:18

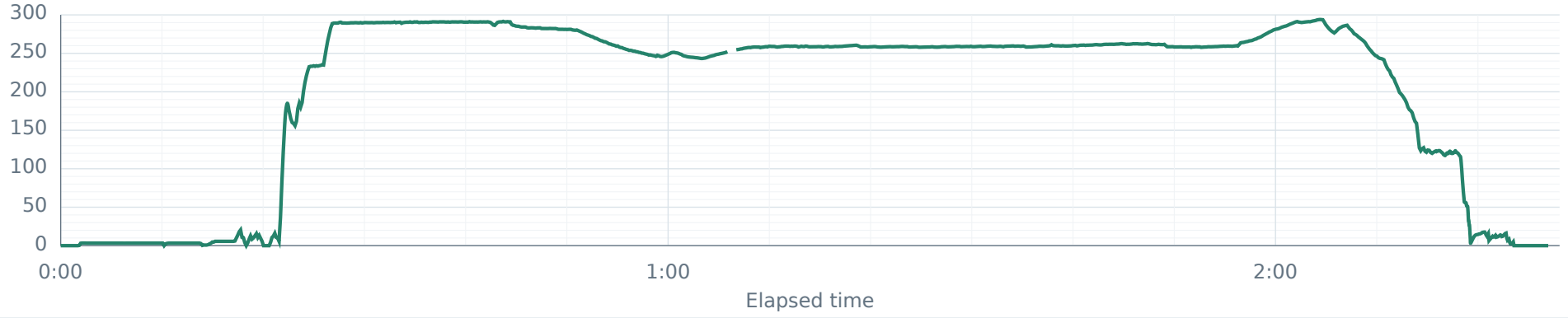
Rollout	Taxi-in
2:18:18	2:19:13

Flight profile

Altitude above mean sea level · AMSL (ft AMSL)



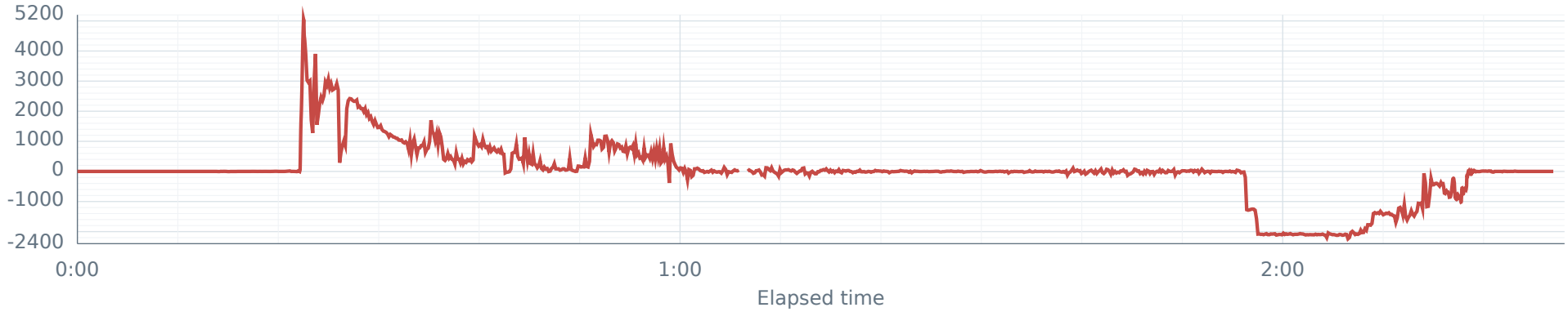
Indicated airspeed (kt IAS)



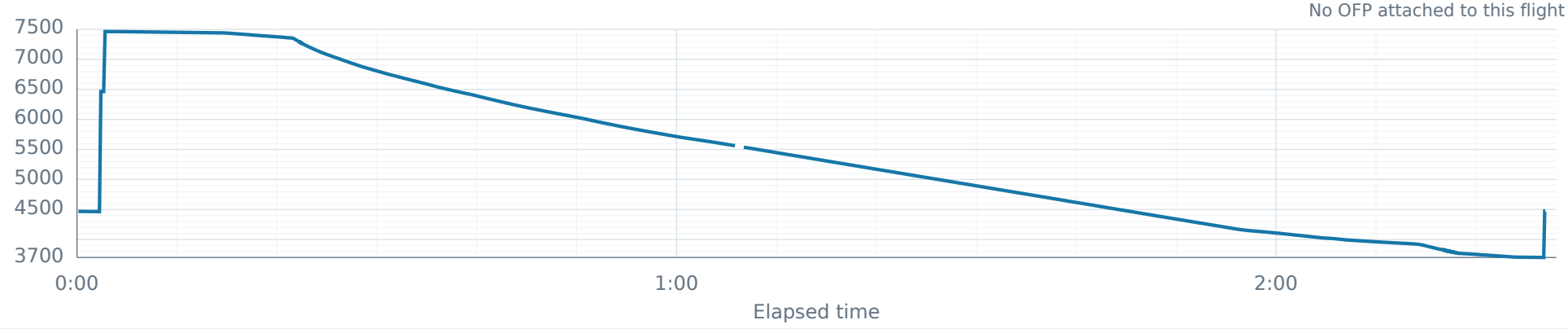
Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Flight profile

Sample vertical speed (fpm)



Fuel remaining (kg)



Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Landing

Landing detected: airborne → sustained ground contact · Moderate

Landing analysis descent rate	Simulator V/S at contact	Load factor
Unavailable	**-478 fpm**	**1.2 g**

Contact count	Time from first contact	Observed rollout distance
1	**2:18:18**	**0.0 m**

Recorded cadence near touchdown: 8.6 Hz · largest interval 0.41 s

Reliable descending altitude fit unavailable: continuous evidence in the last second with gaps at most 0.25 s is required. Simulator V/S is shown separately.

Rollout distance is partial: recording gaps or missing taxi-end evidence prevent a complete measurement.

Wind HDG/KT

130/04 kt



Aircraft heading 067°T

Headwind 2 kt

Crosswind 3 kt from right

Pitch -5.3° · Bank -0.2°

- Gear position 100.0%
- Flaps position 100.0%
- Autopilot Off
- BEACON
- LANDING
- NAV
- STROBE
- TAXI
- WING

Configuration changes

3/3

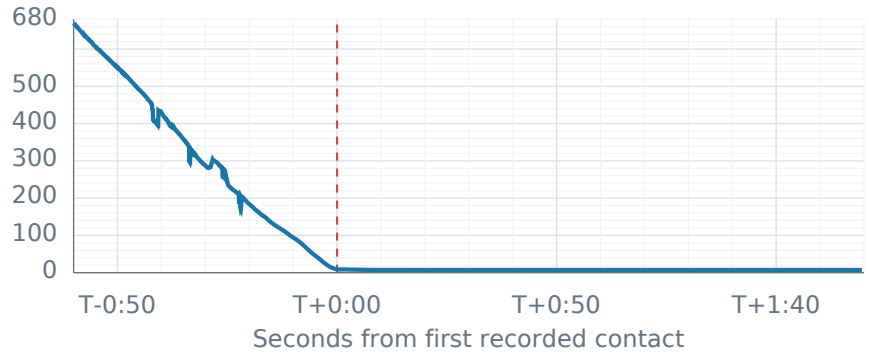
+0.00 s · On ground

+49.43 s · Flaps position 0.0%

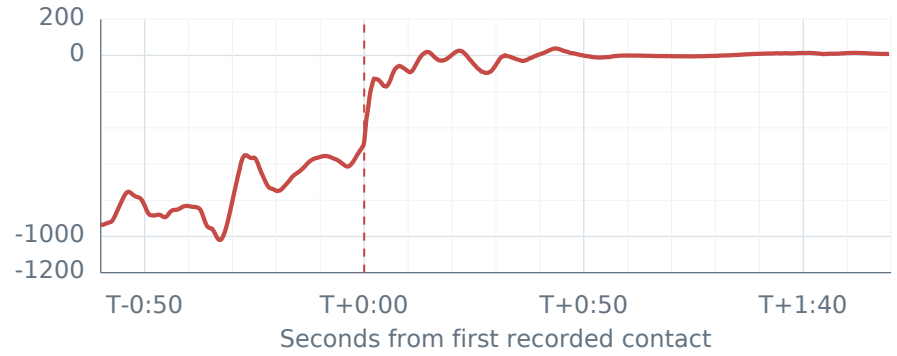
+64.68 s · Light STROBE -

Landing · Approach and rollout

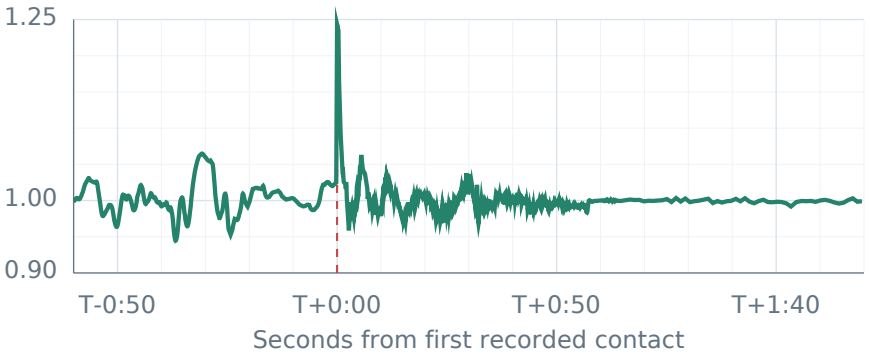
Height above ground · AGL (ft AGL)



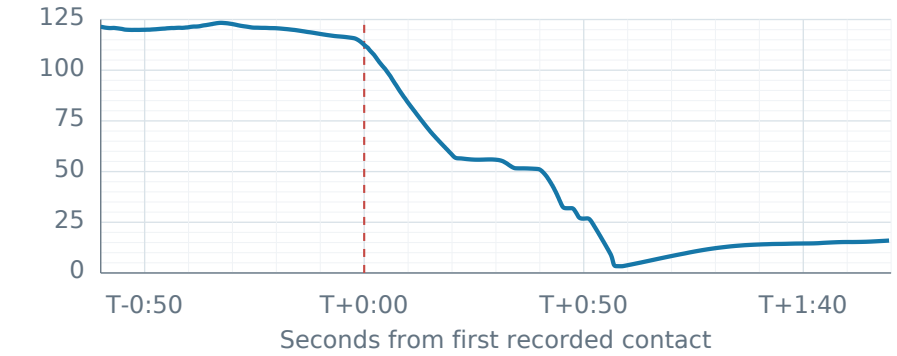
Sample vertical speed (fpm)



Load factor (g)



Indicated airspeed (kt IAS)

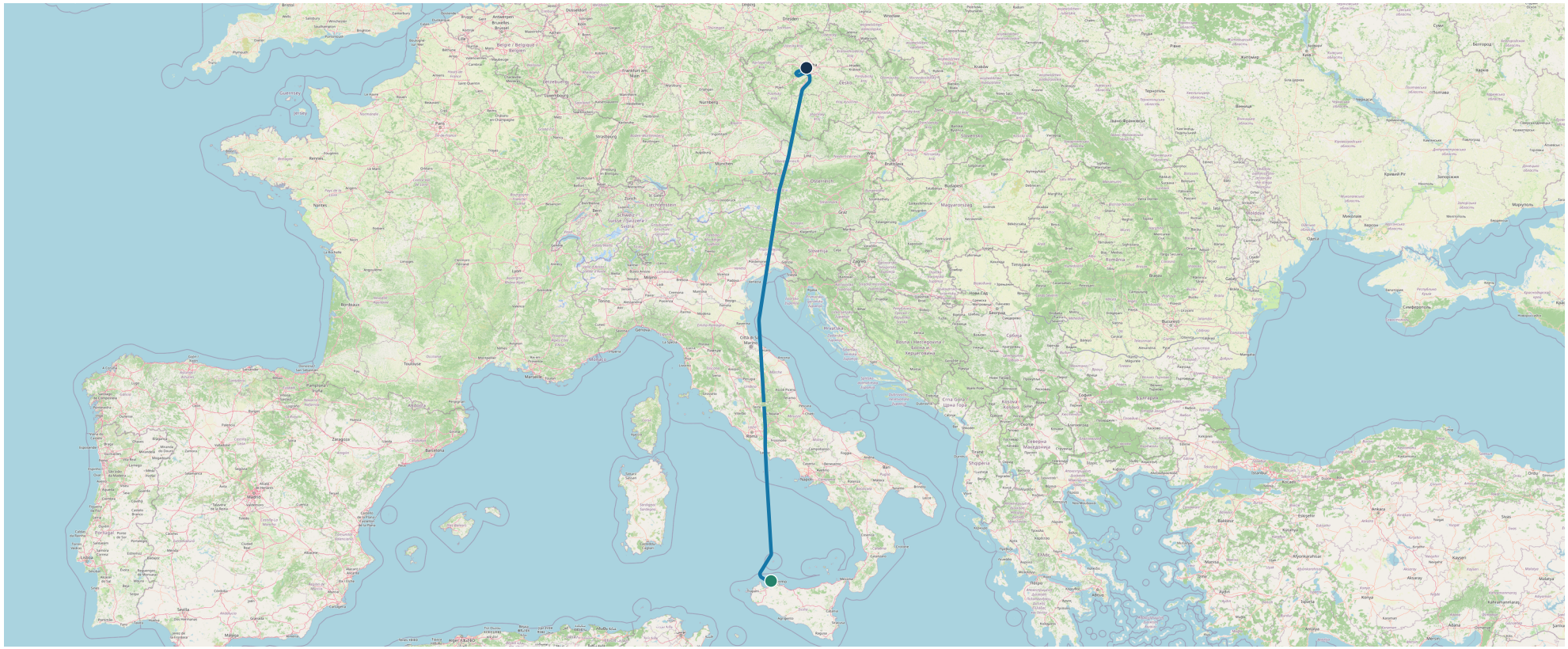


Plot only: gaps up to 5 s are bridged in the series color; 5–300 s estimates are amber/dashed. Reloads, pauses and longer gaps remain breaks. Estimates never enter landing measurements.

Track contains a recording gap. · Some telemetry was unavailable; detailed diagnostics are retained with the recording.

Recorded aircraft positions

Recorded: blue



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