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F1 Spielberg

**Start and landing zone for
Helicopters**

Styria / Austria

Version 1.0

by oe3gsu



Austrian X-Plane Design Group

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1. The Original

The Red Bull Ring is a motor sport circuit in Spielberg, Styria, Austria. The race circuit was founded as Österreichring and hosted the Formula One Austrian Grand Prix for 18 consecutive years, from 1970 to 1987. It was later shortened, rebuilt and renamed the A1-Ring, it hosted the Austrian Grand Prix again from 1997 to 2003. When Formula One outgrew the circuit, a plan was drawn up to extend the layout. Parts of the circuit, including the pits and main grandstand, were demolished, but construction work was stopped and the circuit remained unusable for several years before it was purchased by Red Bull's Dietrich Mateschitz and rebuilt. Renamed the Red Bull Ring the track was reopened on 15 May 2011 and subsequently hosted a round of the 2011 DTM season and a round of the 2011 F2 championship. Formula One returned to the circuit in the 2014 season.

History

The old Österreichring was more often referred to as being located at Zeltweg, which is bigger and better known. However, the circuit was never relocated, only modified. In addition, the one-off 1964 Austrian Grand Prix was held at Zeltweg Airfield, so this name was already known.

Originally built in 1969 to replace the bland and bumpy Zeltweg Airfield circuit, the Österreichring track was situated in the Styrian mountains and it was a spectacular, scenic and unique circuit.



1977–1995 Streckenführung vor dem Umbau, grau die Hella-Kurve - Streckenführung 1969-1977



Streckenführung von 1995 und 1996 im Vergleich



1996–2004 Streckenführung als A1-Ring



Planungsentwurf von 2005



seit 2010 wiederaufgebaute Streckenführung als Red Bull Ring



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The track was very fast, every corner was a fast sweeper and was taken in no lower than 3rd gear in a 5-speed gearbox and 4th in a 6-speed gearbox and the track had noticeable changes in elevation during the course of a lap, 65 metres from lowest to highest point. Like most fast circuits it was a hard circuit on engines but more difficult on tires, because of the speeds being so consistently high. Many considered the Österreichring to be dangerous, especially the Bosch Kurve, a 180-degree downhill right-hand corner with almost no run-off area which, by 1986 when turbos pushed Formula One engine power to upwards of 1,400 bhp (1,044 kW; 1,419 PS) in qualifying, had cars approaching at well over 320km/h (200mph). There were other testing corners such as Voest-Hugel, which was a flat-out 180 mph right hander that eventually led to the 150 mph Sebring-Auspuff Kurve (this corner had many names over the years, Dr. Tiroch and Glatz Kurve were others) which was an essential corner to get right because of the long straight afterwards that led to the Bosch Kurve.

Some of the track was just road with little to no protection at all, even up to the final Austrian Grand Prix there in 1987, a race that had to be restarted twice because of 2 progressively more serious accidents both caused by the narrow pit straight in a similar manner to the 1985 race when the race was stopped after one lap following a start line shunt that had taken out three cars including championship leader Michele Alboreto's Ferrari and local driver Gerhard Berger's Arrows-BMW. In practice for the 1987 race McLaren's Stefan Johansson narrowly avoided serious injury or worse when at over 150 mph he collided with a deer that had made its way onto the track while Johansson was cresting a blind brow before the Jochen Rindt Kurve behind the pits.

Increasing speeds were also a concern at the Österreichring; during the final Grand Prix there in 1987 pole-sitter Nelson Piquet's time for the 5.942km (3.692mi) of 1:23.357 set an average speed record for the circuit of 159.457 mph (255.756 km/h). At the time it was second only in F1 average speed to Keke Rosberg's 160.9 mph (258.9 km/h) pole lap of the Silverstone Circuit set during the 1985 British Grand Prix. Interestingly, both times were set using a turbocharged Williams-Honda.

American driver Mark Donohue died after crashing at the Vost-Hugel Kurve in 1975. In 1976, the Vost-Hugel Kurve was tightened and made into one right hander rather than 2 right-handers with a small section between, and in 1977 it was slowed down and became the Hella-Licht chicane, going from the fastest to the slowest corner on the track. It is also known that four-times World Champion Alain Prost often said that all tracks can be changed but that the Österreichring should remain unchanged, just adding run-off areas would be fine, which eventually did happen up until the original track's final year in 1995. The track was known for having many crashes at the start of races (especially 6-foot-wide [1.8 m] Formula One cars at the Austrian Grand Prix) because the start finish was very narrow (about 30 feet wide [9.1 m], most start finish straights on other tracks were 60 to 80 feet wide [18 to 24 m]) and it did not provide enough space for cars attempting to pass others, especially cars that stalled or broke at the start.



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Motorcycle rider Hans-Peter Klampfer died after a collision with another rider at the Bosch Kurve (where most fatalities happened) and 29-year old Hannes Wustinger was also killed after a crash at the Tiroch Kurve (the part that was left out of the present circuit) at a race for the Austrian Touring car championship and this sealed the decision to build a new circuit.

Triple World Champion and long time hero of the home crowd Niki Lauda is the only Austrian driver to win his home Grand Prix. He won the 1984 Austrian Grand Prix at the Österreichring driving a McLaren-TAG Porsche. Lauda went on to win his third and final championship in 1984, beating his team mate Alain Prost by the smallest margin in F1 history, only half a point. He announced his permanent retirement from driving at the circuit before the 1985 race.

A1-Ring (1996–2004)

The Österreichring's safety concerns had reached a head in the mid 1990s, and in 1995 and 1996 it was totally rebuilt, at the same site, by Hermann Tilke. Its length was shortened from 5.942 km (3.692 mi) to 4.326 km (2.688 mi), and the fast sweeping corners were replaced by three tight right-handers, in order to create overtaking opportunities. Its three long straights, as well as a twisty infield section, asked for a setup compromise.

As much of the construction work was paid for by the mobile phone provider A1, the track was renamed the A1-Ring. It proceeded to host seven Formula One Austrian Grands Prix between 1997 and 2003, as well as several DTM races and Austrian motorcycle races in 1996 and 1997.

Red Bull Ring (2011–present)

The grandstands and pit buildings were demolished in 2004, rendering the track unusable for any motorsport category.

In late 2004 and early 2005, there were intense discussions concerning whether the owner of the circuit, Red Bull, would find another use for the site, or return motor sports to the venue. There was a circuit extension proposal using part of the old Österreichring. As of January 2005, return of motor sports seemed more unlikely than ever, as Dietrich Mateschitz publicly announced that he had no intention of wasting money on a deficitary circuit.

In 2006, Austrian racing driver Alexander Wurz claimed he would buy the circuit and have it renovated, but the idea never came to fruition.

Throughout 2005, there was speculation of Red Bull Racing renovating the track to use it as a test venue.

In 2007, talks involving Red Bull, KTM, VW and Magna International for a *neuer Österreichring* failed, after VW pulled out.

Late in 2008, Red Bull began their €70m reconstruction of the track and DTM chiefs considered a return to the circuit in 2009.

In September 2010, it was confirmed that the circuit would host a round of the 2011 DTM season, now known as the Red Bull Ring.



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In November 2010, F2 announced that Round 6 of the 2011 F2 championship would take place at the Red Bull Ring.

The circuit was reopened at a special event over the weekend of May 15 & 16 2011, which included displays of various Red Bull sponsored teams including Red Bull Racing. The FIA Historic Formula One Championship was invited to provide the headline race attraction with a race on each day for Formula One cars from the 3 litre period.

In December 2012, Red Bull contacted the FIA to say the track would be available to host a round of the Formula One World Championship in 2013, after a slot became available following the postponement of the Grand Prix of America.

In July 2013, Red Bull announced that the Austrian Grand Prix would return as a round of the Formula One World Championship in 2014. The Austrian Grand Prix was held on 22 June 2014.



(Source: http://en.wikipedia.org/wiki/Red_Bull_Ring)



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2. The Scenery

The scenery is based on official information and photos. It shows the temporary start- and landing zones for helicopters during the use of the racetrack in 2014.

All objects are build from scratch.

Charts

included

3. Functions (summary)

- Photorealistic scenery
- Compatibel to "OSM+autogen" or "Osm_Austria_beta6.0" of PilotBalu
- Realistic Groundtexture on the airfield and vicinity
- Parkpositions, according to the charts
- Realistic markings on the helipad and the apron

4. Installation

Simply copy the folder "F1_Spielberg 1.0" from the depacked file into the "Custom Scenery" folder of your X-plane.

Folder structure:

```
<X-Plane-Folder>/
  Custom Scenery /
    F1_Spielberg 1.0/
      Earth nav data and others
```

Don't forget to restart X-Plane before use.

5. Recommended settings

To visualize all light effects, HDR should be activated. The higher the settings for "texture resolution" and "airport detail" the better the quality of the scenery but the more affect on the FPS ratio.



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6. Necessary software

X-Plane® Version 10.30+ or 9.7

7. Used Libraries

none

8. Recommended addons

Although the scenery will work without any addons, we recommend to use the following ones for the whole experience (pictures taken with addons installed):

OSM Europe osm+autogen by PilotBalu,

Download from: http://simheaven.com/?page_id=23

to show streets and houses from OSM and from autogen in regions where no OSM data is available

or

Osm Austria beta6.0 by PilotBalu

Download from: <http://simheaven.com/experimental/>

HD Mesh Scenery v2 by alpilotx

Download from: <http://www.alpilotx.net/downloads/x-plane-10-hd-scenery-mesh-v2/>

Europe Library von LyAvain,

Download from: http://simheaven.com/?page_id=14

to see European buildings instead of US ones.

9. Credits

LAMINAR RESEARCH®

Ben Supnik

marginal

uwespeed

AndrooC

chris noe

X-Plane®

[WED](#) (Version 1.2.1r3 used)

[Sketchup-Plugin](#)

Ground traffic

European vehicles

F1-Cars

Flags of the World

10. Betatest team

All members of AXDG.



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11. License

This scenery is freeware and stays in the possession of the developers. Upon installation of the freeware the user accepts the terms of use. It is not allowed to upload the scenery or parts of it to other websites without the explicit permission in writing of the developers. Furthermore it is forbidden to use the scenery or parts of it on a commercial basis without the explicit permission in writing of the developers. Changes and modifications for the private use are allowed. But it is not allowed to share such changed or modified versions without the explicit written permission from the developers.

Apart from that the respective terms of copyright law are applicable.

The developers are not responsible for any malfunctions or possible failures of hard- or software in connection with this scenery. Under <http://forum.aerosoft.com/index.php?forum/621-freeware/> the developers are available for questions or remarks regarding this scenery but cannot give the guarantee that this scenery will work on all computer systems.

Have fun with arrivals and departures at the racetrack in Spielberg!

oe3gsu, Gerhard

