

P-51H

P-51 MUSTANG™

AIRCRAFT FACTORY



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AIRCRAFT FACTORY

AIRCRAFT FACTORY P-51H "HIGH PERFORMANCE" MUSTANG
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AIRCRAFT FACTORY P-51H "HIGH PERFORMANCE" MUSTANG.
- THE AIRCRAFT FACTORY TEAM**

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RISKS AND SIDE EFFECTS

ERGONOMIC ADVICE

- 1) Always maintain a distance of at least 45 cm to the screen to avoid straining your eyes.
- 2) Sit upright and adjust the height of your chair so that your legs are at a right angle. The angle between your upper and forearm should be larger than 90 degrees.
- 3) The top edge of your screen should be at eye level or below, and the monitor should be tilted slightly backwards, to prevent strains to your cervical spine.
- 4) Reduce your screen's brightness to lower the contrast and use a flicker-free, low-radiation monitor.
- 5) Make sure the room you play in is well lit.
- 6) Avoid playing when tired or worn out and take a break (every hour), even if it's hard ...



CONTENTS

EPILEPSY WARNING

Some people experience epileptic seizures when viewing flashing lights or patterns in our daily environment. Consult your doctor before playing computer games if you, or someone of your family, have an epileptic condition.

Immediately stop the game, should you experience any of the following symptoms during play: dizziness, altered vision, eye or muscle twitching, mental confusion, loss of awareness of your surroundings, involuntary movements and/or convulsions.

ADDITIONAL INFORMATION

Check for the latest information at www.a2asimulations.com

SYSTEM REQUIREMENTS

In order to play Aircraft Factory you must have an Intel PC compatible computer, which meets the following requirements:

MS Flight Simulator X.

Windows XP - 7 - 8 Pentium IV or faster

Hard drive space: at least 300 MB, CD ROM drive, 3D Graphics Card, Direct X 9c or higher

TECHNICAL SUPPORT

At A2A simulations we are very proud of our community forums which have bloomed into a great community of like minded people. We use our forums for our support and all the latest news and updates can found within them. We encourage all of our customers to sign up to our forums for quick support.

www.a2asimulations.com

SETUP

DESIGNERS NOTES

OVERVIEW

VISUAL EFFECTS AND SOUND

AIRCRAFT FACTORY P51H MUSTANG

REFERENCES

CREDITS

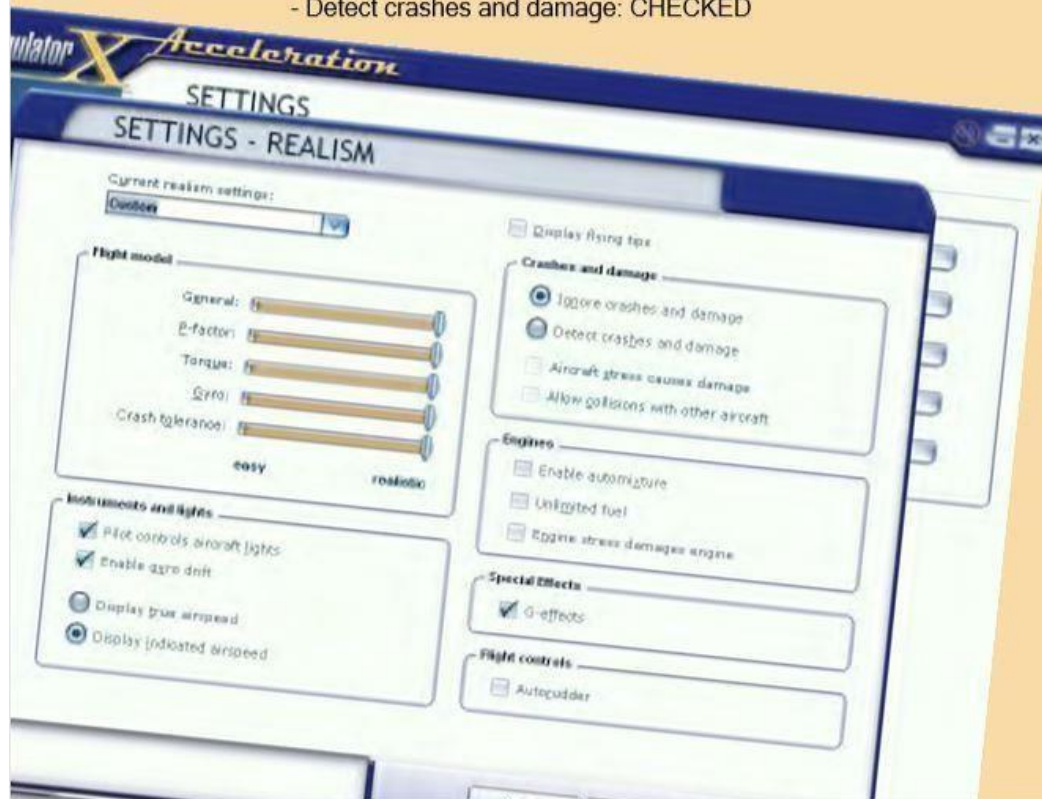
SEE THE REAL THING

SETUP

SYSTEM CONFIGURATION

To make sure you are getting the most out of your Aircraft Factory P-51H, please verify that your FSX realism settings are set to the following;

- Current realism settings: HARD
- Detect crashes and damage: CHECKED



FEATURES

- **EXPERIENCE THE HIGHEST PERFORMANCE P-51 MUSTANG EVER PRODUCED**
- **BUILT USING THE MICROSOFT FLIGHT SIMULATOR SDK FOR MAXIMUM COMPATIBILITY**
- **FLIGHT MODEL PERFORMS TO THE PILOT'S TRAINING MANUALS**
- **INCLUDES DETAILED STALL AND SPIN CHARACTERISTICS**
- **GORGEOUSLY CONSTRUCTED AIRCRAFT, INSIDE AND OUT, DOWN TO THE LAST RIVET**
- **HIGH RESOLUTION, SMOOTH 3D GAUGE TECHNOLOGY**
- **DROPPABLE EXTERNAL FUEL TANKS**
- **WORKING 3D CULMINATING GUN SIGHT (ANOTHER A2A FIRST)**
- **AUTHENTICALLY RECORDED AND REPRODUCED MERLIN ENGINE SOUNDS**
- **DESIGNING TO BE 100% COMPATIBLE WITH A2A ACCU-FEEL**

P-51H MUSTANG

HIGH PERFORMANCE HISTORY

Aircraft Factory is our budget line of products. So far only for FSX we created this line with one simple idea. Great simulated aircraft at a great low price. With realistic modelling they are aimed at the get up and go flyer whilst keeping the basic checklists and systems in place to keep all flyer's happy. Ideal for your first payware for the Microsoft flight simulator series, and a great jump of point to the more systems intensive aircraft from the Wings of Silver, Wings of Power and ultimately Accu-sim aircraft.

The flight model was very carefully researched and we used the actual P-51H pilot's training manual and technical orders to ensure our procedures and performance matched the real thing as closely as possible.

The P-51H differs from the P-51D primarily in performance. The procedures are identical in many cases to the P-51D, and aircraft handling is very similar, with the "H" model having greater agility and a higher roll rate due to its substantially lighter weight and larger ailerons. The fuel capacity is lower on the "H" model because the fuselage tank was made smaller to reduce the negative impact on weight and balance from the excess weight being so far aft from the centre of gravity. However, the "H" model has a range similar to the "D" model because its airframe has slightly less drag, and the aircraft weighs considerably less than the "D" model. The P-51H was conceived and manufactured during WWII and would have seen combat had the war not ended in September, 1945. It was developed on a time line that was roughly concurrent with that of the Focke-Wulf Ta 152, and its performance was similar to the German aircraft. However, the P-51H, with its top speed of 487 mph at 25,000 feet, was substantially faster than either the Ta 152C or H models, by at least 15 mph. In addition, the P-51H incorporated many of the automatic features common to late-war German aircraft. It used a Simmonds control unit to maintain a constant manifold pressure relative to throttle position, eliminating the need for the pilot to "chase" the throttle lever to maintain manifold pressure as the aircraft gained altitude. The supercharger switch from low to high speed was fully automatic, as were many of the controls related to the water injection and war emergency power.

Perhaps the greatest advantage the P-51H would have had over the Ta 152 is the fact that the Mustang remained a superlative dog-fighter despite achieving parity of power and speed with the Ta 152. If anything, the P-51H was a nimbler, better-handling aircraft than the P-51D, and its lighter weight would have allowed a tighter turning radius at high altitude than the German plane. In a dive or level flight, the P-51H was as fast or faster than any single-engine, propeller-driven Axis fighter ever built. The P-51H, although not well-known, was probably the finest piston-engined fighter to emerge from WWII in every respect and was likely the fastest propeller-driven aircraft in the world at the close of WWII.



COCKPIT - HIGH



COCKPIT - LOW



NAVIGATION

PANELS

The Aircraft Factory North American P-51H Mustang is equipped with several panels which can be very helpful during the flight. Those are:

1) Radio Panel (accessible by pressing "shift + 1" keys)

The Radio Panel installed in the P-51H is a default FS radio stack which consists of (from the top): radio which allows you to change and swap COMM and NAV frequencies; Distance Measuring Equipment (DME); autopilot and transponder. The panel has also NAV/GPS switch which allows the plane to follow the GPS data.

Note: to achieve a desirable heading when you are in HDG autopilot mode, you have to operate the Heading Hold Selector on your Compass (below the Airspeed gauge).

2) Default FS GPS (accessible by pressing "shift + 2" keys)

3) Trim Panel (accessible by pressing "shift + 3" keys)

The Trim Panel allows you to set a desired trim for the ailerons, rudder and elevator. Their settings can be changed by pressing left mouse button or by mouse wheel when hovering a cursor over a selected trim.

The Trim Panel has also a flap lever at the bottom which allows you lower or raise the flaps in your plane.

RADIO PANEL (SHIFT +1)



TRIM PANEL (SHIFT +3)

