Spitfire Pilots Notes

The Pilot's Operational Handbook (POH) is available here:

 http://home.clara.net/wolverine/BOB/misc/Spit_Hurri_Manuals.zip

Read it - the simulator is pretty close.

Additional and Changed Keyboard Bindings.

D/d opens and closes the door to the 'half cocked' position
Ctrl D opens and closes the door fully
F/f opens and closes the canopy. Has drag associated
H/h opens and closes the radiator flap. Has lift and drag associated
K/k toggles the gear warning klaxon
L/l raises and lowers the seat. Ctrl L resets it to the default position
C indexes the Coffman starter cartridge (you have 6)
N/n and M/m control the propeller advance and mixture respectively. You don't have to use them, but if you do they work as per the POH
Space fires the Coffman starter. Hold it on 'til the engine catches.
</> Left and Right rudder trim (use to trim in roll)
{/} toggle the magneto switches
(/) toggle the lower and upper fuel cocks
O operates the priming pump

Recent Additions (02/08/04)

A fuel system, fuel gauge, priming pump, and fuel cocks have been added. All work as per the POH. With the existing fuel handling script (~/data/nasal/fuel.nas) with both fuel cocks open, the engine will stop when the upper fuel tank is exhausted, but with fuel remaining in the lower tank (this is a bug). It will also stop if at any time both fuel cocks are closed. Re-opening the cocks will not restore the situation. (This is a feature, rather than a bug.)

A further problem exists in that fuel tanks are deselected when they are empty by both scripts. This is a feature of the logic, and is not a bug. Thus the position of the fuel cock levers does not necessarily reflect the state of the tanks. Moving them through their range will restore the situation. To correct this will require a major rewrite of the scripts, and is not intended at this time.

Recent Additions (16/08/04)

All the problems outlined above have been solved. Blow-in flaps and fuel cut-off under –ve G have been added, together with further cockpit detail. A dedicated electrical system has also been added.

Recent Additions (18/10/04)

A Seafire LIIIc has been added. This is not just a re-liveried Spitfire IIa. The aircraft modeled is the Fleet Air Arm's version of the Spitfire V, with folding wings, arrester hook, and strengthened fuselage. Of course, its all up weight was greater, and it was equipped with the Merlin 55 with increased power, optimized for low level operations. You can read more at:

http://www.fiddlersgreen.net/AC/aircraft/Supermarine-Seafire/sea-info/sea_info.htm

The new model has additional keyboard bindings:

CTRL F – toggles wingfold.

CTRL H – releases arrester hook (it cannot be retracted once lowered – as in the real aircraft).

The engine start is electric, so the Cofman starter cartridge indexer has been deleted.

The Merlin 55 was fitted with a negative G carburetor, so the fuel does not cut off under –ve G.

Recent Additions (11/10/05)

The YASim config files have been updated to the latest YASim standard. Performance is very close to the published contemporary figures.

Boost control cutout has been added. When the throttle is moved to full open the boost control cutout operates to give combat boost. The cutout should be restored by the use of CTRL B to give rated boost.

Ground handling has been improved (a bit) - it isn't easy and it wasn't!

Some eye candy has been added in the form of spinning wheels and castering tail wheel.

Aircraft Help has been amended.

To get all the operational features you will need to download and apply the YASIM diff at:

ftp://ftp.abbeytheatre.dyndns.org/fgfs/Spitfire/

TODO

Pilot Animation, flap operating lever