AEROPLANE HEAVEN

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deHavilland FB4 MOSQUITO

COCKPIT AND FLYING GUIDE

FOR SIMULATOR USE ONLY

deHavilland Mosquito MkIV

The deHavilland Mosquito was born out of wartime necessity, when Britain's metal resources were under extreme pressure. Designers took an unconventional approach by building much of the aircraft from multi-layered plywood, making use of the underutilised furniture industry and readily available raw materials. This innovative thinking allowed production to continue despite shortages and led to a highly efficient manufacturing process.

The Mosquito's fuselage was made from cold-molded plywood formed in concrete molds, allowing wiring and equipment to be installed before final assembly, speeding up construction. Most of the aircraft, including its one-piece wings, used laminated plywood and hardwood, with metal reserved only for critical structural components. This method resulted in a strong but lightweight airframe.

The reduced weight, combined with two Rolls-Royce Merlin engines, gave the Mosquito exceptional speed and performance. It was produced in 43 variants, with the Mk VI Fighter Bomber being the most common. Specialised versions served with the Royal Navy and the RAF, including night fighters and Pathfinder aircraft that relied on speed and low-level flying to mark targets ahead of bomber formations.

Because of its speed and versatility, the Mosquito was used in many daring and covert missions, including famous raids such as Operation Jericho and attacks on Gestapo headquarters. It served with around 20 air forces and remained in action until the 1950s. Several are under restoration and the aircraft remains admired for its beauty, innovation, and remarkable wartime legacy.

Dimensions:

Wing span	54 ft 2 in
Length	44 ft 6 in
Height	17 ft 5 in
Wing area	454 sq ft
Empty weight	14,300 lb
Max weight	18,100 lb

Performance :

Max speed	380 mph (@14 000 ft)
Service ceiling	37,000 ft (11,000 m)

Powerplant :

2 × Rolls-Royce Merlin V-12 liquid-cooled piston engine, 1,430 hp

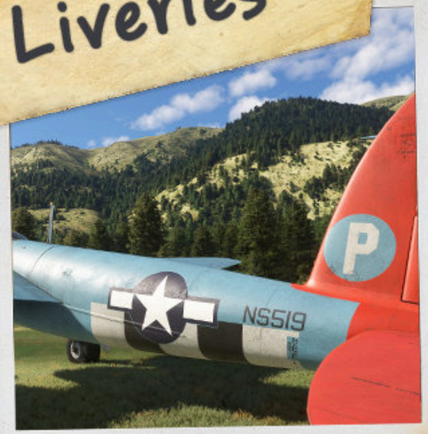
Armament :

Bombs:
4,000 lb bomb loadout

USE THIS MENU TO NAVIGATE THE MANUAL

Liveries

Liveries



Special DIY

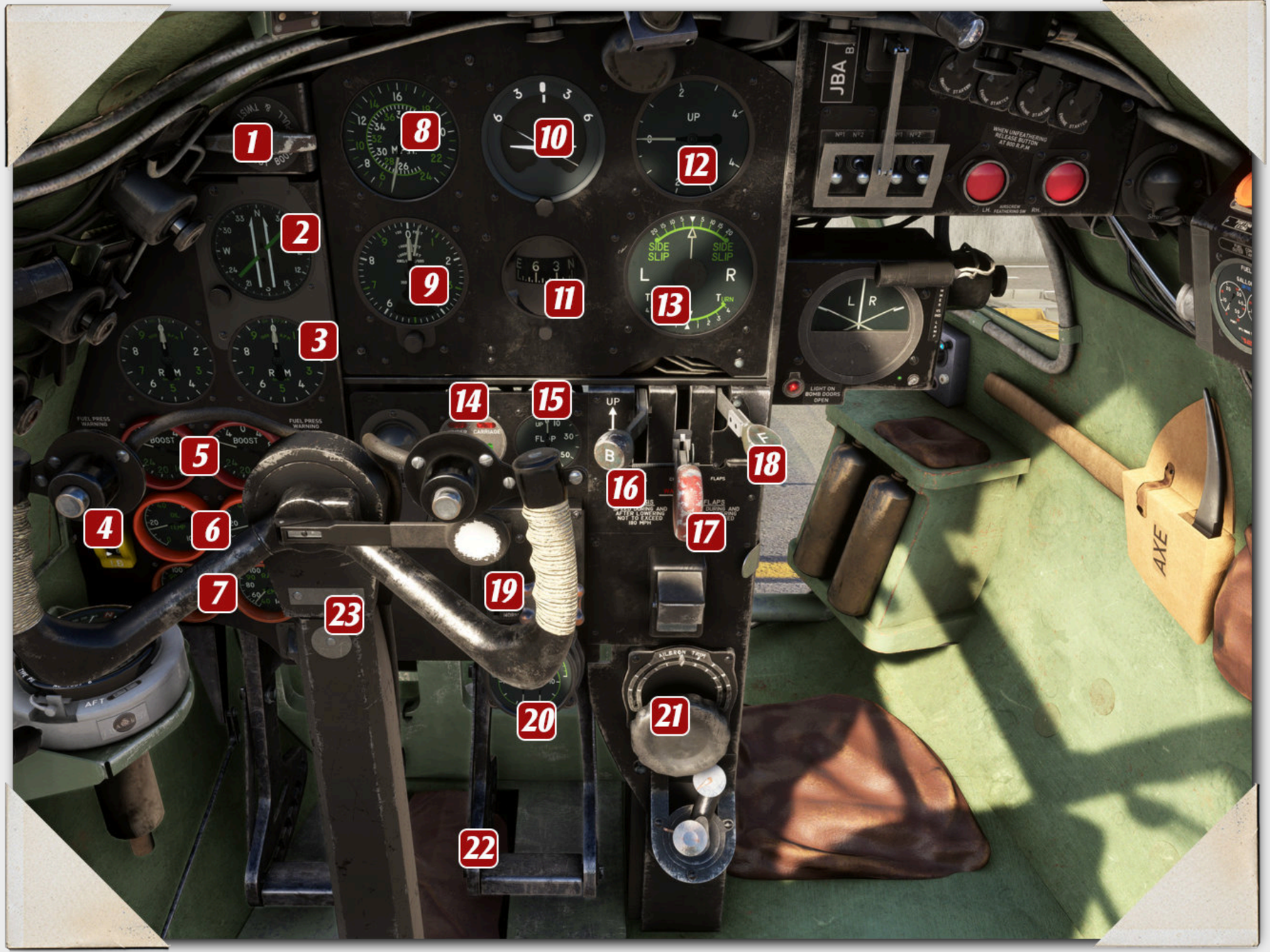
The special DIY mosquito is a variant that gives you control over the serials and squadron identifiers and the roundels on the plane. Please see the relevant section in the features section of this manual. There is also a handy video that you can refer to as well.

Features


COCKPIT
FAMILIARISATION GUIDE
Duxford

Cockpit - main instruments

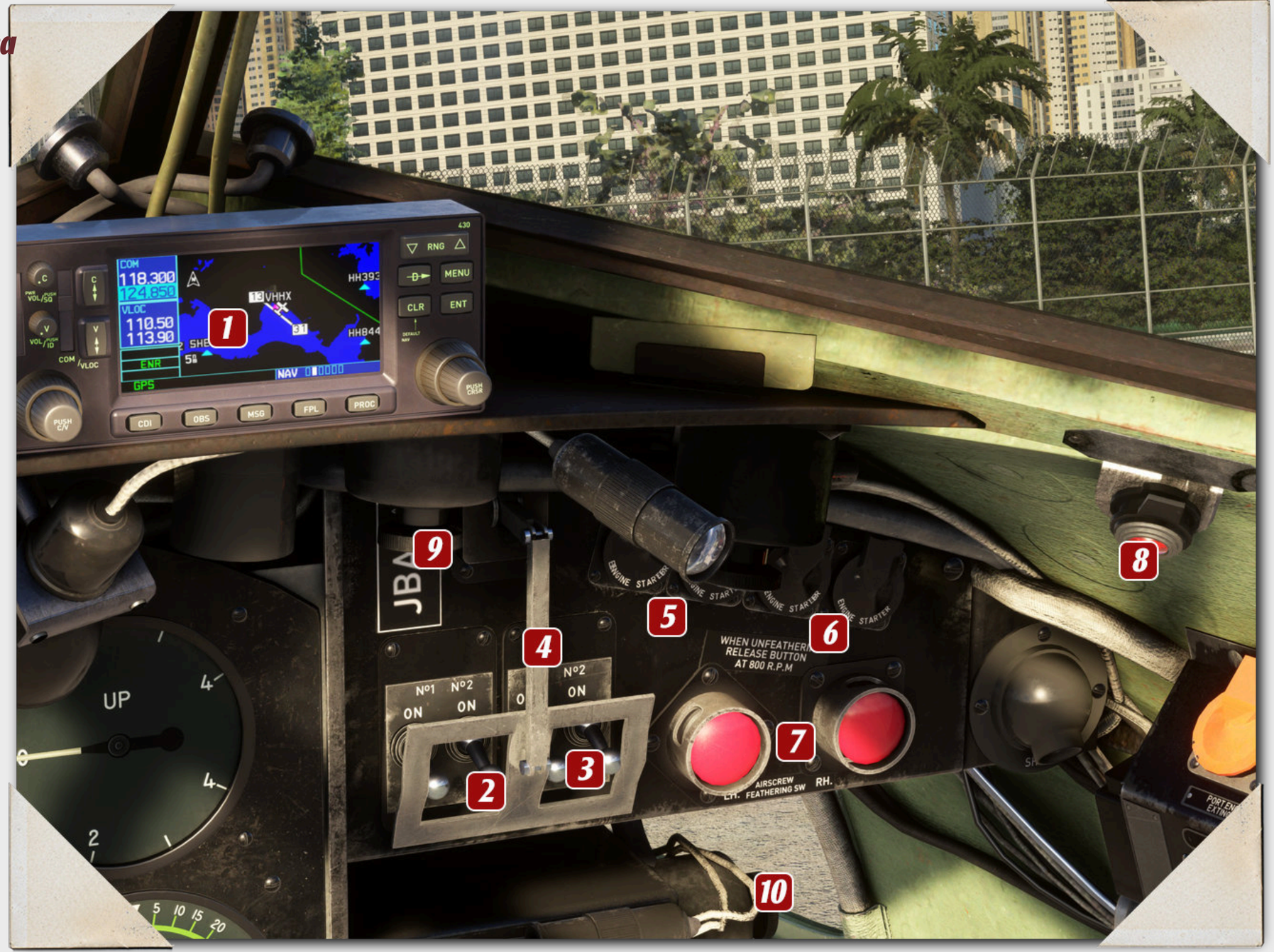
1. Boost control lever
2. Compass with desired heading
3. Eng RPM X 2
4. Oil pressure gauges X 2
5. Boost gauges x 2
6. Oil temperature gauges X2
7. Radiator temperature x 2
8. Airspeed indicator
9. Altimeter
10. AHI
11. Directional gyro compass
12. Vertical speed indicator
13. Turn and slip indicator
14. Gear indicator annunciators
15. Flap position indicator
16. Bomb door lever (spoilers see features)
17. Gear lever
18. Flap lever
19. Oxygen control (see features)
20. Brake pressure gauges
21. Aileron trim
22. Rudder pedals.
23. Land lights. (hidden by yoke)



Cockpit - Front - starter area

Shown with optional GPS and modern radio.

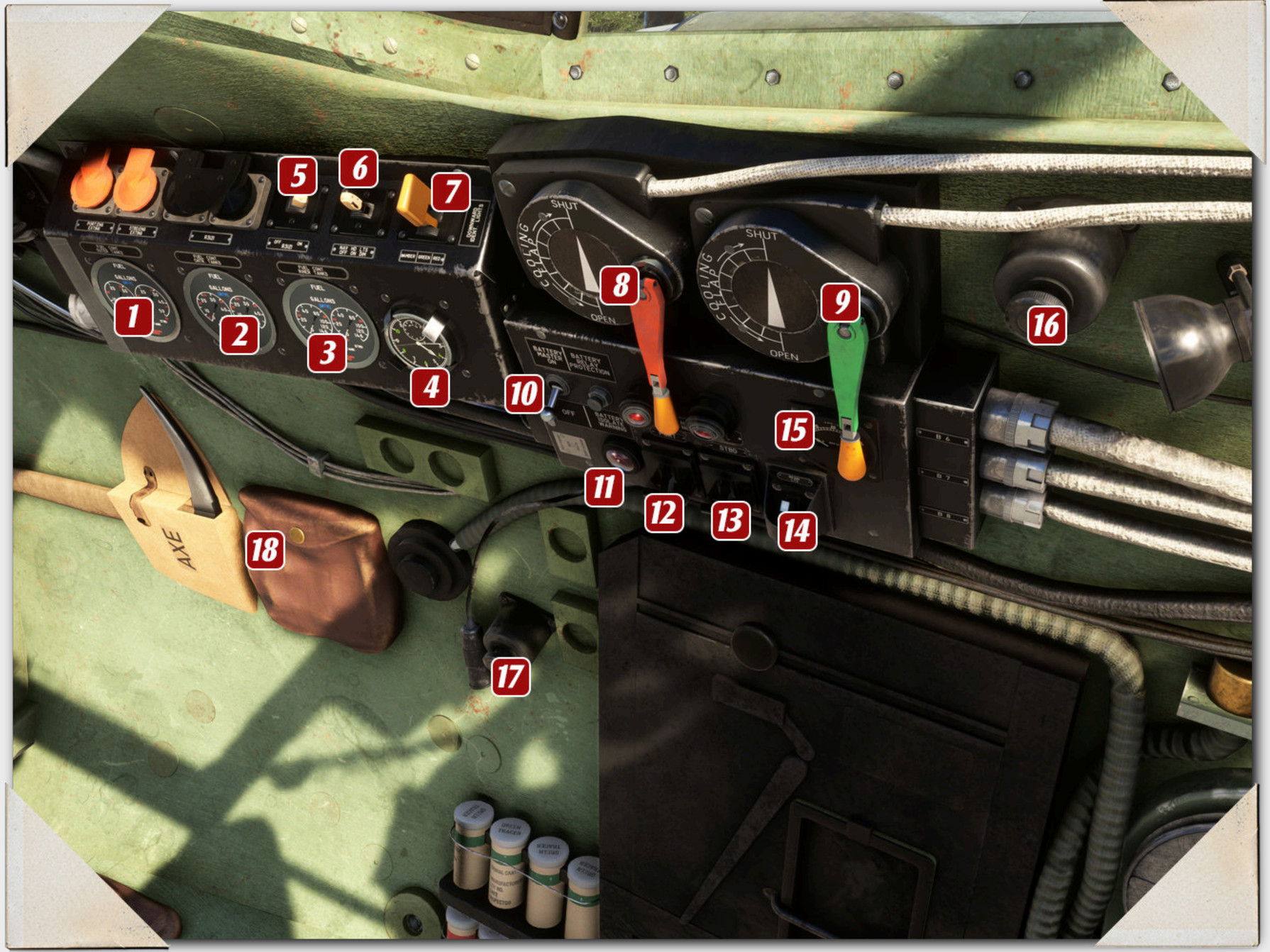
1. Optional GPS radio
2. Engine 1 magnetos
3. Engine 2 magnetos
4. Magneto gang lever.
5. Engine 1starter and booster
6. Engine 2 starter and booster
7. Prop 1 and prop 2 feather switches
8. Modern radio toggle button
9. Right side facing backwards light dimmer and control
10. DF Gauge / CDI gauge light dimmer and control



Cockpit - right side

1. Outer tanks fuel gauge
2. Inner tanks fuel gauge
3. Central tanks fuel gauge
4. Clock
5. Formation light switch (turn off before switching the colour)
6. Nav light (bright - off - dim)
7. Downward ident lights colour
8. Port cooling flaps lever
9. Starboard cooling flaps lever
10. Battery switch
11. Battery isolation switch
12. Port alternator
13. Starboard alternator
14. Resin lights switch (see lighting)
15. Voltmeter
16. Flood light dimmer and switch
17. Entrance flood light dimmer and switch
18. Bombardier view control.

Please note the fuel gauges indicate IMPERIAL gallons and not U.S gallons.



Cockpit -Downwards

1. Door opens Beware of the prop.
2. Yoke hider toggle

Not shown on left is the elevator trim wheel.

PC - owners
We have set up a number of camera angles that are available to you via the ALT + number shortcut keys for quick movement around the cockpit.

Alt + 1 - fuel Cocks and selectors

Alt + 2 - bombardier front nose area

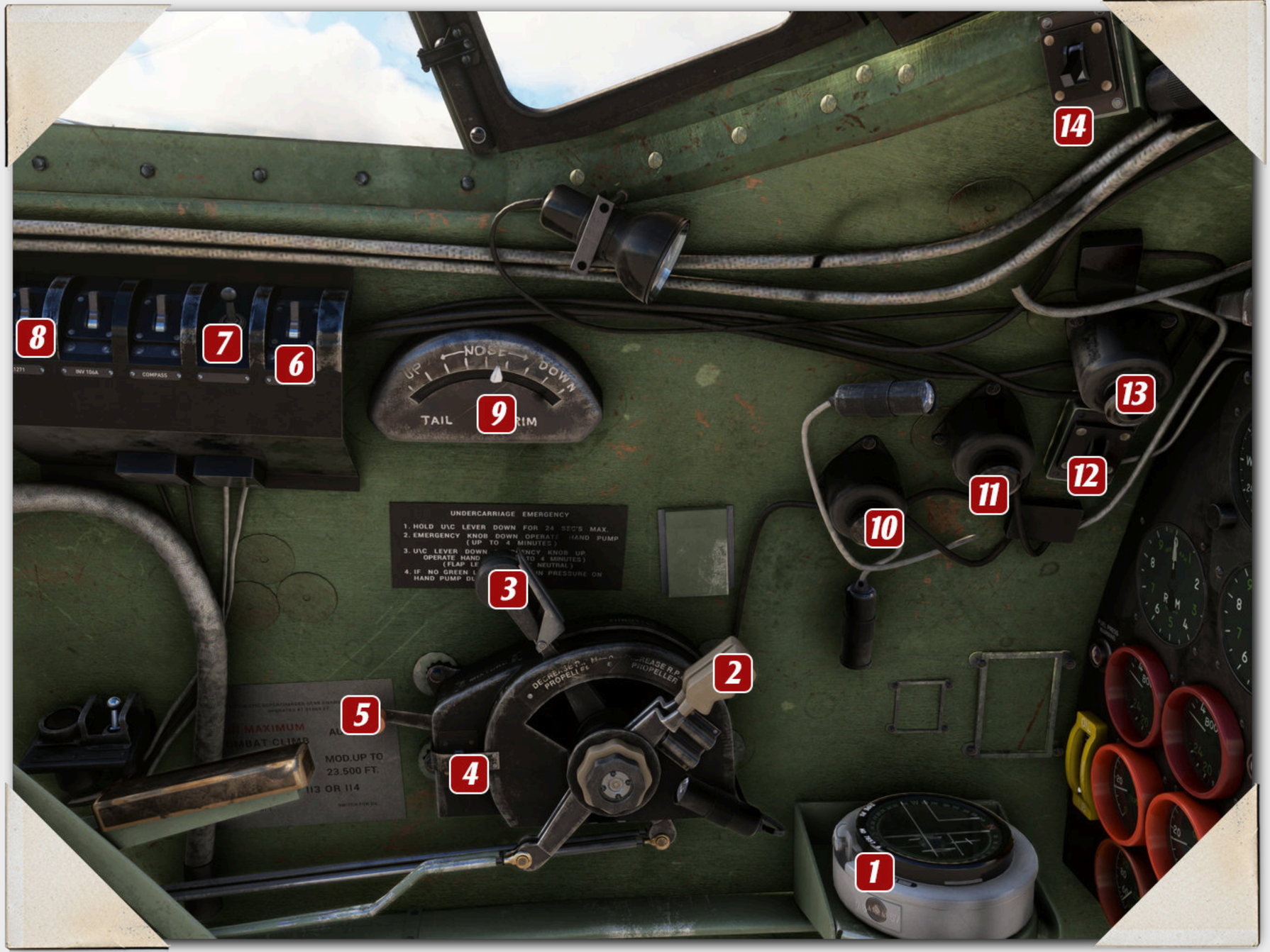
Alt +3 - Right side focused on the electrics and fuel gauges.

Alt+4 - directly in front of the radio stack (non GPS based radio).

Xbox - owners . This is also available under the instrument views tab on the camera views.

Cockpit - Right side

1. Compass with desired setting ring.
2. Prop levers
3. Throttle lever
4. Supercharger switch
5. Mixture switch (see feature section for more information)
6. DF Gauge/CDI gauge switcher (see feature section for more information)
7. Options switch (see feature section for more information
8. Pitot heat switch
9. Pitch indicator
10. Front panel left flood light control and dimmer
11. UV lighting dimmer
12. Compass light switch
13. Central panel flood light control
14. UV light switch.



Cockpit - Rear

1. Port and starboard fuel cocks.
2. Fuel shut off valves
3. Fuel pressurisation switch
4. Handle to lower armour plate.
5. Radio switch (see feature section for more information)
6. Main flood light dimmer and control.
7. Radio flood light dimmer and control

PC owners .

As a reminder ALT + 1 will quickly get you to the fuel selector and the valves.

ALT+4 will get you to a really nice view of the radio for use.

Rear Radio options

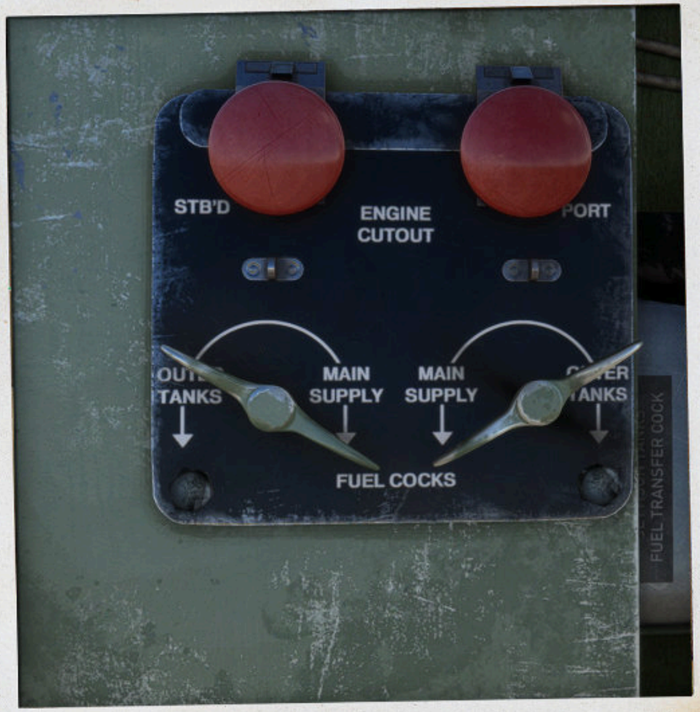
Whilst the radio is correctly modelled (and the side one as well) the code and WASM required to make them work as they should is beyond the scope of this addon. So instead we have added the ability to show and hide a bendix based radio stack

Once you set the radio you can hide them. This does not turn off the radios or the settings. Useful for navigating within the game.

Please note these refer the stock Asobo Bendix radios. Should you have modified them then they may look different to you.


STARTING
STEP-BY-STEP GUIDE

Starting a Mosquito MK IV



STEP 1.

As with all aircraft ensure that you have enough fuel in all tanks. Please note the fuel is imperial gallons and not U.S gallons

Set the 2 fuel selectors to outer tanks. Though we will be starting engine 1. We will be readying what we need for engine 2 here.

Pc users : ALT+1 will get you this view

STEP 2.

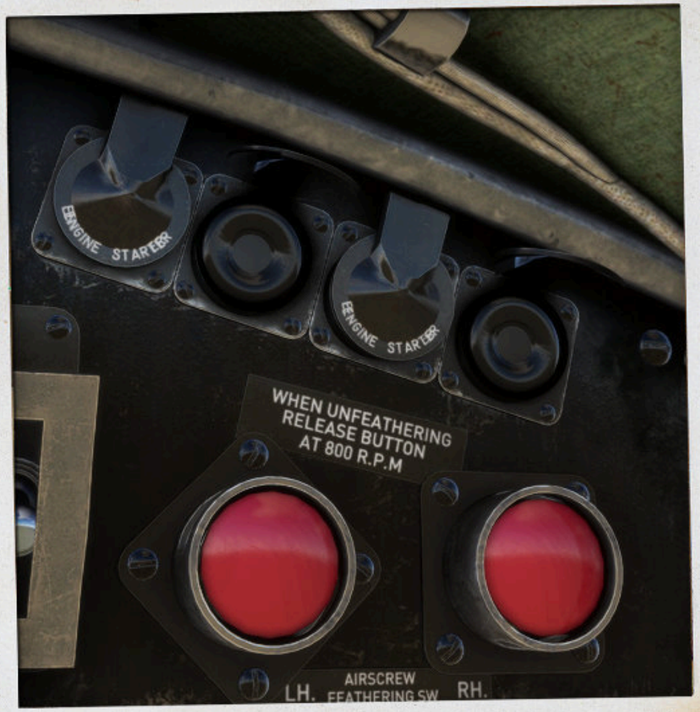
Set the fuel transfer cocks to the off position. Just below this ensure that the oil dilute switches are also off. We will set the specific engine oil dilution system to on when we are ready to start that engine.

STEP 3.

Ensure the fuel valves are off as well for both engines.

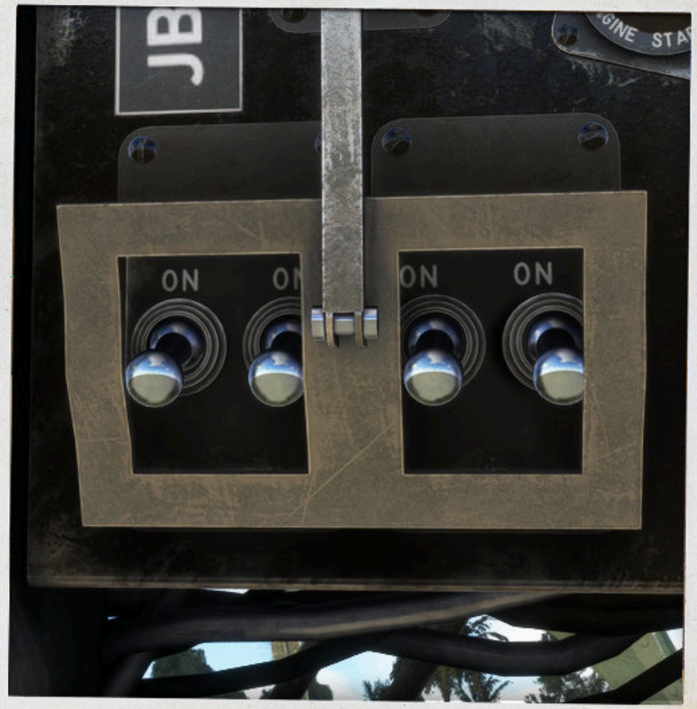
Starting video.

Starting a Mosquito MK IV



STEP 3.

Ensure both engines boosters are in the off position. These are required to start but can and should be turned off once the engine is starter



STEP 4.

Set all the magnetos to off. The Merlin engine has separate control for each of its magnetos , hence the 4 switches. The gang lever will turn all on and all off.

Selecting within the window of the gang lever will interact with the port or starboard magneto. You will need to do this for the magneto check once the engines are started.

STEP 5.

Parking brake should be set to on. This lever is the brake lever on a Mosquito. For the use of the game and to remove distractions this lever is a parking brake only.

Obviously if you are running the plane without the yoke showng you will need to show the yoke.

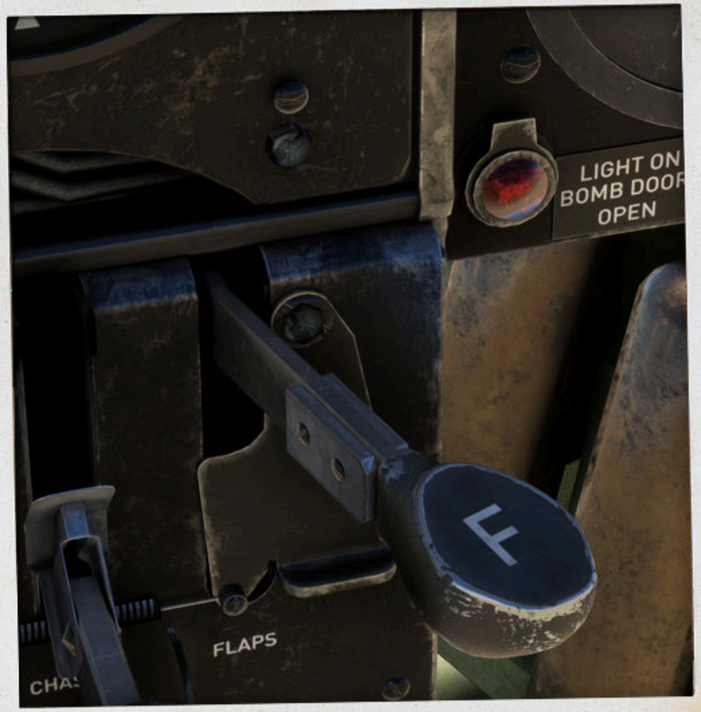
STEP 6.

Bomb doors are to be closed for start and taxying. Please note the bomb doors are twinned to the spoiler key. This allows you to use the keyboard shortcut for spoilers to open from the exterior.

This has the added effect of affecting the aerodynamics of the aeroplane.

STEP 7.

Set the radiator coolant flaps to shut. This allows the engine to warm up quickly. These are cowl flaps for people wanting to use their keyboard shortcuts or people with external peripherals.



STEP 8.

Flaps set to up.

STEP 9.

Set the battery to on. Further to the right on this side panel is a volt meter. Check that the voltages are within specification.

The Mosquito features 2 batteries, but one switch. We have twinned both batteries to the one switch.

STEP 10.

Check the fuel amounts on the outer fuel gauge. It is important to ensure there is enough fuel inthe tanks for take off.

Also another reminder about the fuel is in imperial gallons (UK) rather than in U.S gallons. The amounts **will not** match the weights table in the weights window.

STEP 11.

Open the port side (we will be starting the port side first) window and shout out " Clear prop" .

If you are playing the game at night and dont wish to wake up your neighbours or other people in your home it is fine to whisper this but it is vital that people know to clear the prop .

STEP 12.

We are going to start just the port engine. The starboard engine is a repeat of the port procedures.

Set the alternator on. If like me you ALWAYS forget to set the alternator then do the starboard one as well. Whilst not realistic believe me it helps with the " I have run out of battery power " issues.

STEP 13.

Fuel valve for the port side to on. Same deal with the fuel valves as the alternators. We havent coded any problems into the fuel system if you were to turn on the starboard side on at the same time.

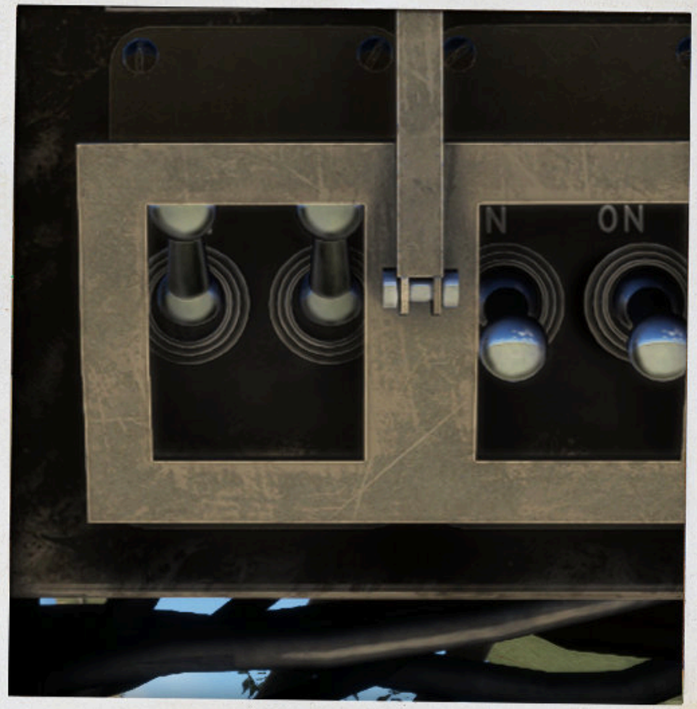
STEP 14.

Crack the throttle open a little. One issue we get through to the help desk is a problem starting. It has been our experience that a lot of peripheral owners arent properly setting their sliders to be the full range of the throttle position.

In this case the cracked open throttle helps with initial starting.

STEP 15.

Propeller to full RPM.



STEP 16.

Port engines to all on. If you use the magneto gang lever to turn them all on the starboard side would also be in the on position. There is nothing wrong in doing that.

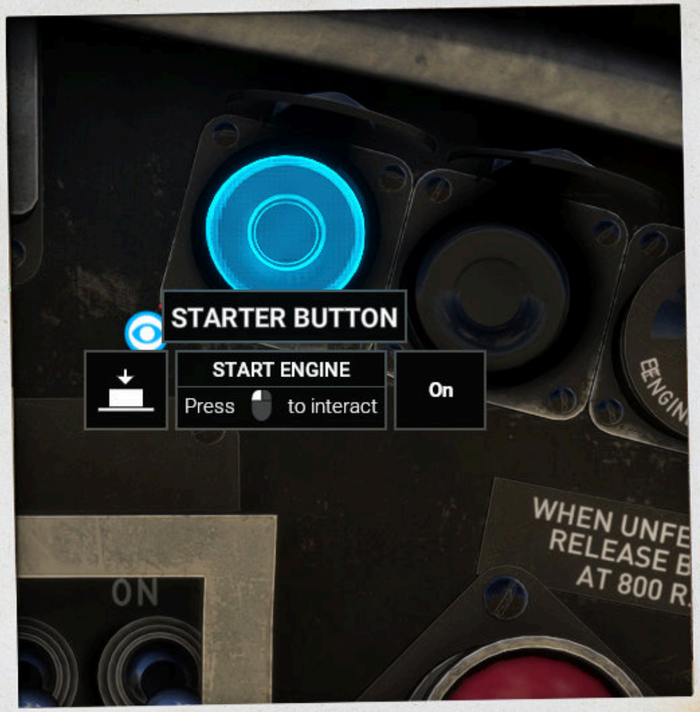
Please remember that in most RAF planes up is ON and down is off . US aircraft were often the other way around.

STEP 17.

Start the port boost could. Please note these are actually fuel pumps for the purpose of the game. They do draw electricity and therefore we use the boost coil function as few times as possible.

For the peripheral users Port = fuel pump 1 and starboard = fuel pump 3.

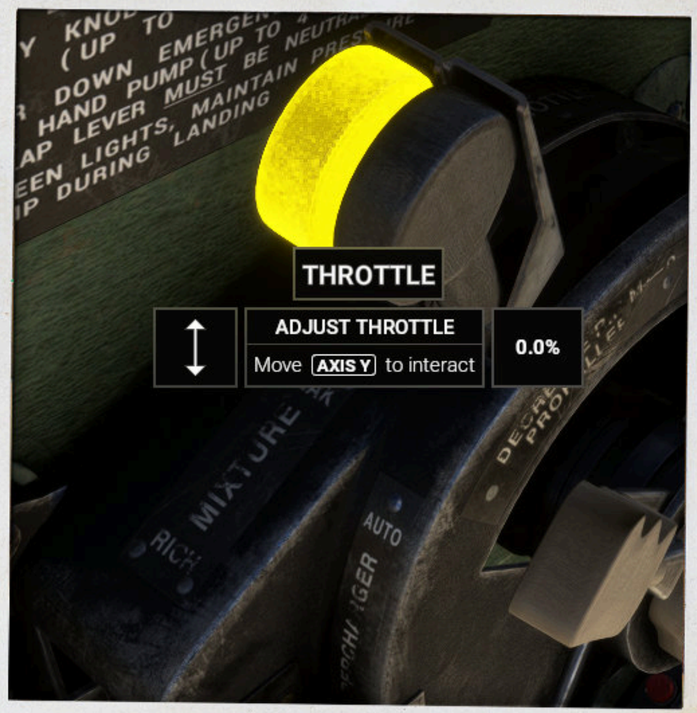
Starting a Mosquito MK IV



STEP 18.

Press the starter button. Keep holding it till you hear the engine combustion. Let go once combustion has been achieved .

Should the engine not combust , Check your fuel , fuel selectors and valve , battery switch position , throttle position , boost coil button.



STEP 19.

Bring the throttle back to idle. Shut off the fuel booster and put the guards back down for the starter and the boost coil on the port engine.

Repeat the process for the starboard engine. Once both engines are started then comes the checks for magneto drop.

NOTE.

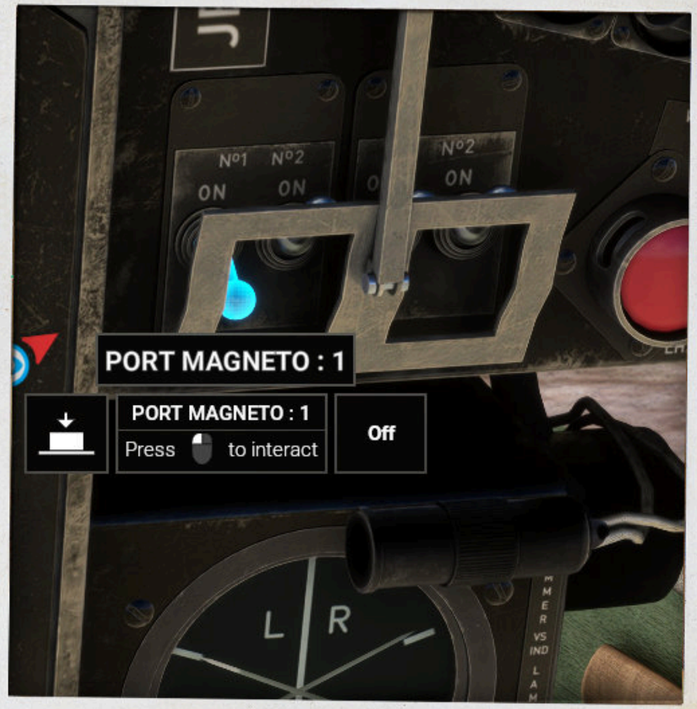
Whilst there is a mixture lever modelled. The Merlin as found in the MK4 mosquito was auto controlled. This control on the side of the throttle quadrant is inoperable.

Peripheral users. Ensure that your peripheral will allow for auto mixture and that you understand this. There is provision for a more realistic auto mixture setting at height and pressure altitude.

STEP 20.

We are going to start to check for magneto drop on the port engine. The starboard engine is a repeat of the process.

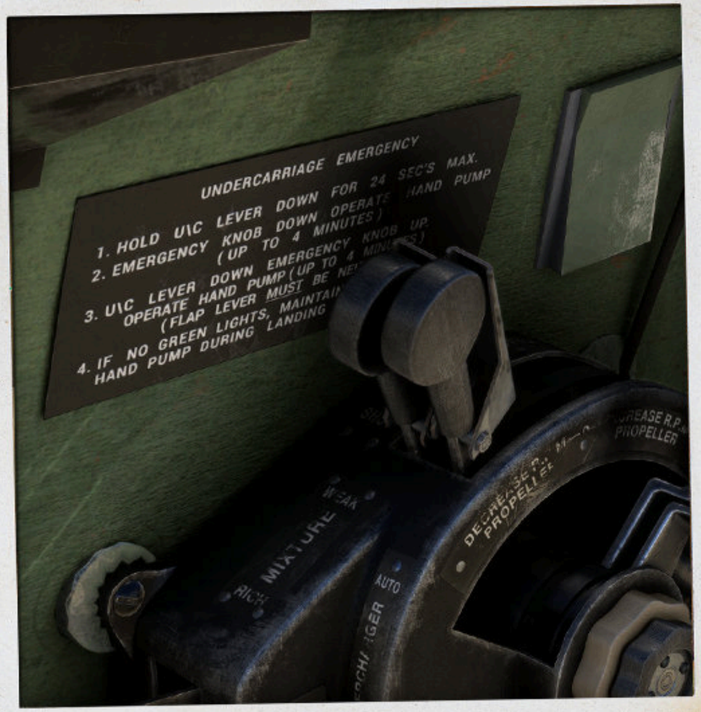
Push the throttle forwards to achieve around 9 PSI of boost. Please note we have worked on the boost code so the amount shown in the shot above might not be the same for you should you be flying from a different airport



STEP 21.

Drop the first magneto by switching it off and confirm that you are seeing a 150 rpm drop from running on only one magneto. Switch the first magneto back on and repeat for the second magneto.

Once the drop has been confirmed make sure both switches are in the up position.



STEP 22.

Bring the throttle back to idle position. Repeat step 20 and step 21 for the starboard engine.

Ensure all throttles are at idle and all magneto switches are in the up position (on) .

You have successfully started a mosquito, lets go!


TAXI & TAKEOFF
STEP-BY-STEP GUIDE

Taxiing

STEP 1.

Before you release the park brake ensure your throttle is around 10 percent. Any less and you may shut the engine down.

If you have your game set to turn off park brake with a tap of the brakes then do this other wise use the keys or the parking brake on the yoke.
Apply brakes

STEP 2.

As you taxi you will need to utilise the S turn method as she's quite a big plane to look over nose

Once you have reached the point at which you want to take off set the parking brake to on

We now need to set the trim controls and then await clearance to launch into the skies. brake.

STEP 3.

To counter the torque effect from the engines you might need a little amount of rudder. Its a very small amount required so make sure your sensitivity settings are set correct. Or use the auto rudder functionality of the game.

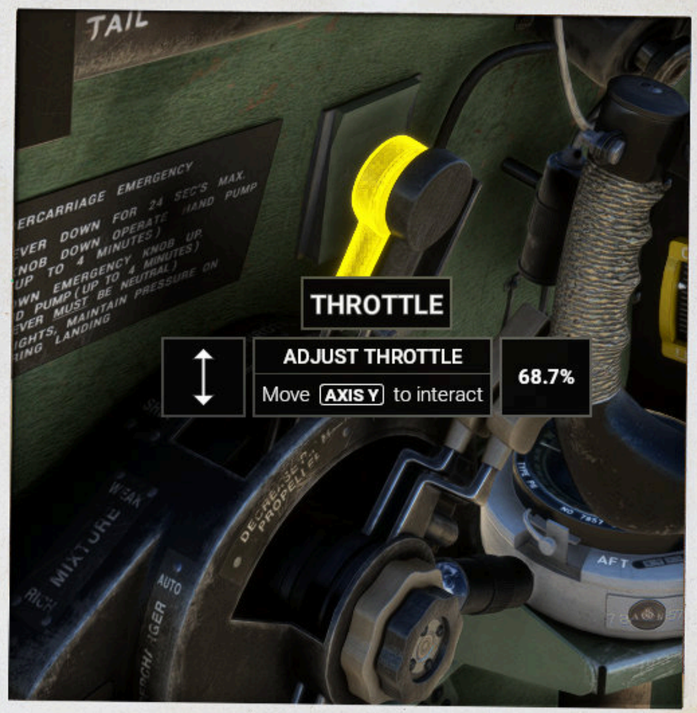
Xbox users we have found that the triggers are pretty good at this you might not need as much help here.

Takeoff

STEP 4.

Once you are lined up on the runway (you have ensured that ATC has been notified right ?) Ensure the supercharger switch is in the low mode .

The way it has been coded this doesnt matter too much but if you follow the correct procedure and keep the supercharger in low for as much of the flight you wont get a sudden jump at 14,000 ft.



STEP 5.

Increase the throttle to achieve 260 Rpm. Small amounts of rudder input might be required. Or we have found 0.1 - 0.2 degrees on the rudder trim control found on the central window dividing pillar

v Wait for the rear of the aircraft come up.

STEP 6.

As the rear tail comes up you need very little and precise movements on the rudder at this point. We recommend that you check your sensitivity settings in game .

Once speed reaches around 100 mph push forward slightly on the stick and then rotate.

Raise the gear and enjoy the flight.

The supercharger

Because a supercharger requires engine power to spin, using the high gear consumes more power than low gear. Therefore, the general rule is to remain in low gear whenever possible and only switch to high gear when the engine can no longer produce the required power in low gear. In the game, the supercharger can be set to low or auto, with auto automatically switching from low to high gear at around 14,000 feet. We have overcome the issue of not being able to manually switch this on with some code from our hard working flight model developer.

Maximum climb power for most Merlin-powered British aeroplanes is around +9 boost and 2850 RPM, while maximum cruise power is +7 boost and 2650 RPM. The mixture is automatically controlled based on boost pressure: above +7 the mixture becomes rich, while below +7 it becomes lean. Because of this system, the aeroplane does not have a manual mixture control. Instead of a mixture cutoff in American aeroplanes, British aeroplanes use “slow running cut-outs” behind the pilot to shut down the engine.

For maximum-range cruising, the recommended setting is no more than +7 boost with low RPM (around 1800–2000 RPM) to keep the mixture lean and improve fuel efficiency, with an optimal speed of roughly 190–210 mph IAS (we like 200 for ease of use and we are lazy). If the aeroplane cannot maintain this speed at +7 boost, you should increase RPM while keeping boost constant. Only if maximum cruise RPM (around 2650 RPM) is reached and speed still cannot be maintained should the supercharger be shifted to high gear. The code also models ram air effects, meaning higher speeds increase the effective altitude where full power can be maintained.

Overall, the systems interact—boost pressure, RPM, airspeed, and ram air—but the key principle remains: use high supercharger gear only when low gear can no longer provide sufficient power.

Hey if that was too much to read please click the link below where the flight model developer himself will essentially take you through the above.

Supercharger information.

LANDING

STEP-BY-STEP GUIDE

Landing

STEP 1.

So now that you have completed your flight and mission you now need to get the plane into landing configuration.

Reduce your speed to around 150 mph IAS via the use of the throttle.

STEP 2.

Set the radiator flaps to open ensuring cooling for the engine as you are moving slower.

These are twinned to cowl flaps for the use of game and for peripheral users and keyboard shortcut users.

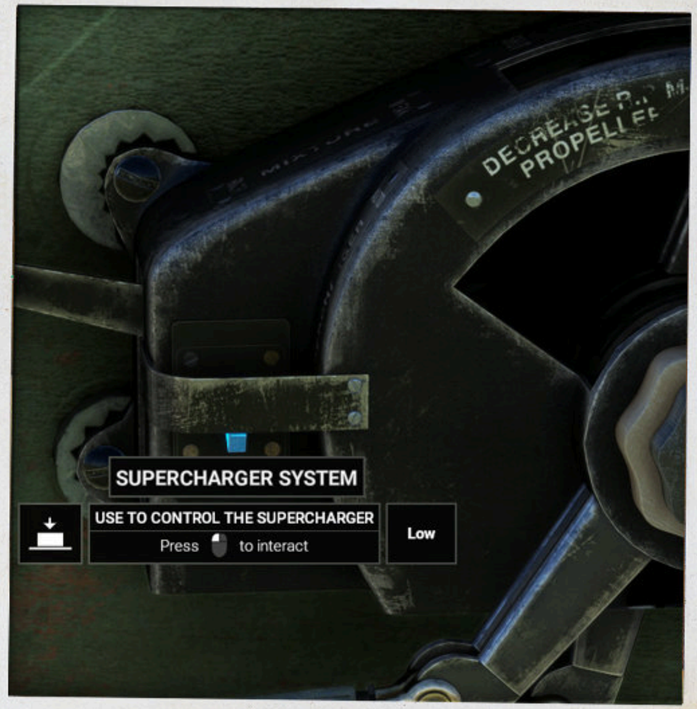
STEP 3.

We like to turn the boost coils back on. This is not a normal “Realistic “ mosquito step. However as we have said earlier in this manual these boost coils are in fact fuel pumps so this is ensuring that the fuel flow is adequate for your engine.

Landing

STEP 4.

Undercarriage down . Check this with the indicators lights. Or go to the external camera view. Thats cheating but no one will know.



STEP 5.

You don't need to worry about the mixture due to it being auto controlled however you do need to ensure the super charger is in the MOD mode (down) At the height you are at the supercharger effects are negligible but you may find it difficult to maintaining the speed you need.

Someone will try this we are sure of it !

STEP 6.

Ensure the flaps are down. Check with the flap indicator or while you are checking the gears using the external camera check that the flaps are also down.

Landing

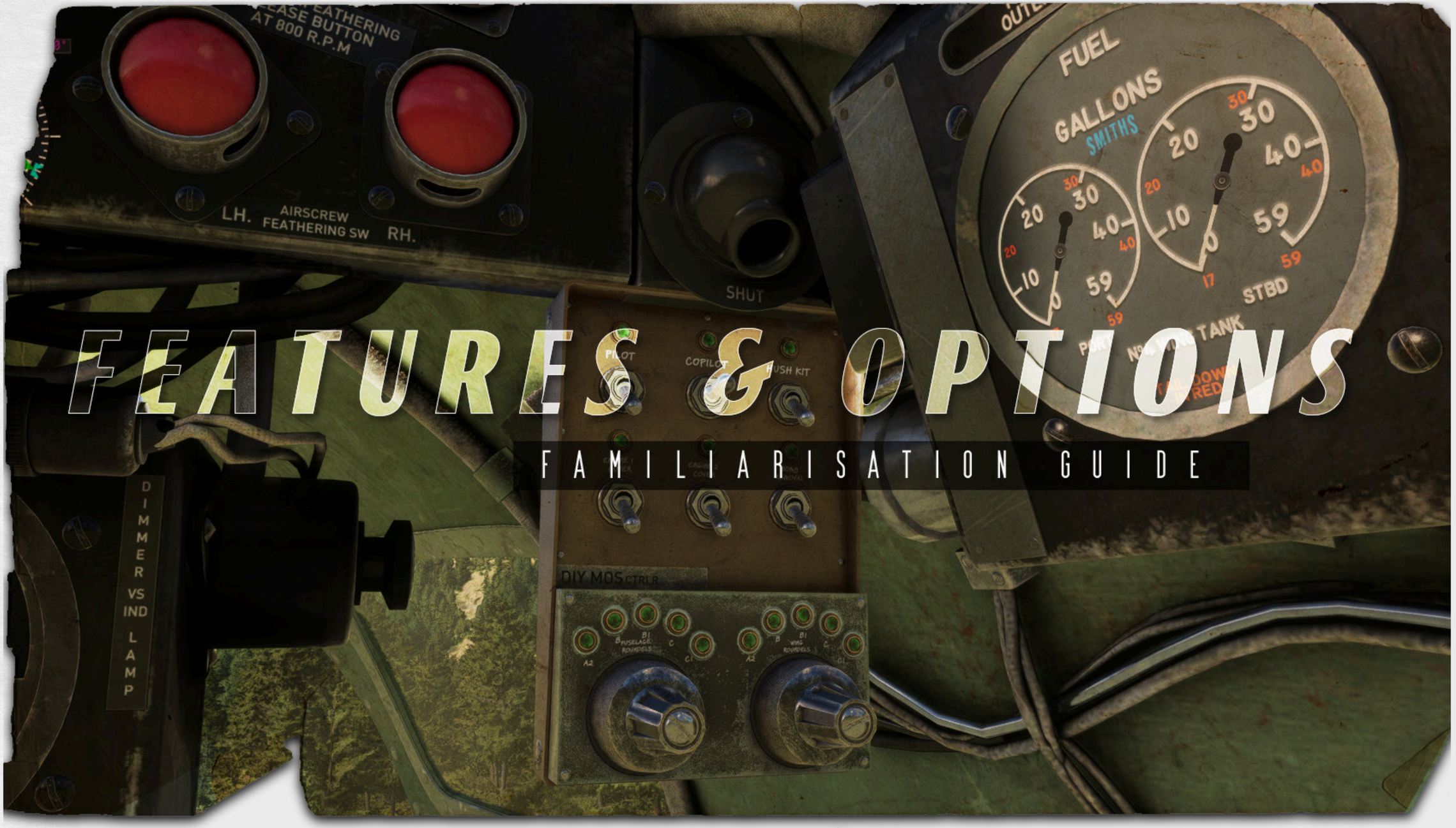
Approach speeds for a mosquito are

- Engine assisted 125 m.p.h IAS
- Glide 140 m.p.h IAS
- Engine assisted with flaps up 135 m.p.h IAS

Please note that when you flaps are lowered and you are at approach speed the tail is very heavy. This may mean a slight requirement of forward pressure on the stick OR your trim. However usually a little pressure on the stick is all that is required.

Try for a 3 point landing if not a little push back on the stick will plant the rear end.

With luck and skill on your side you should now be down on the ground. The brakes can easily tip you over some bucket loads of back pressure on the stick will help you plant the plane. As soon as you slow down to a manageable taxi get off the airfield as quickly as you can, there are other fliers wanting to land !



FEATURES & OPTIONS

FAMILIARISATION GUIDE

Features : DF gauge /CDI gauge

The switch found on the radio panel controls holding the options switch and the pitot heat switch on the left hand side of the cockpit has the DF gauge switch

This switches the navigation instrument under the starter panel from the DF loop gauge to a more modern implementation which is the CDI gauge.

1. DF loop which shows ADF and NAV based directions.
2. Light for the gauge
3. Control for the light for the gauge
4. Switch to toggle between ADF 1 and NAV 1
5. Light to warn of the bomb doors being open .
6. CDI gauge.
7. Switch for the DF LOOP gauge. Obviously doesnt work on a CDI instrument.

How does the DF Loop gauge work ?

Essentially it points to your desired and tuned station. As the arrow (in the screenshot the power is off) starts to move towards the centre lubber line , you are also turning towards the station. There is no to or from on this gauge. Its super simple for an " at a glance navigation "
Please be aware there are only a few ADF signals in FS now, but using the switch (4) it converts this to using NAV1. Whilst this is not accurate it lets you sample the style of navigation.

Features :Options panel

Found quite close to the DF gauge switch is the in game options panel switch. Toggling this switch shows the options panel which is tucked under the starter panel.

This options panel allows you to set up the plane how you wish and with the DIY mosquito section further in this manual , will also allow you to choose what roundels you wish to feature on your mossie. We wont judge.

1. Pilot removal
2. Navigator removal / bombardier position.
3. Hush kit (flame guard removal)
4. Engine 1 engine cover removal
5. Engine 2 engine cover removal
6. Bomb removal
7. Fuselage roundel selector (DIY only)
8. Wing roundel selector (DIY only)

Once used the plane will be back on the ground and ready for you to get back into the plane (via the switch or weight settings) and then close the canopy.

Notes on the DIY mosquito appear further in this manual.

Features

Features : Pilot removal

Clicking the pilot removal button removes the pilot.

So if you dont know one of the more famous movies about the mosquito is the 633 squadron. We watched it a few times , and we even brylcremed our hair ! .

One fact that was interesting for us was that one of the actors, Cliff Robertson, who was a real world pilot, wanted to buy one of the mossies after filming because he was so impressed with it . The government said no but later he bought a Spitfire Mk IX.

We might be biased but thats an 'OK' replacement . :)

Features

Features : Navigator options

The navigator switch (referenced as copilot because Tarquin who is a pilot as well didnt want to be referred to as just a navigator - not because we made an error on the texture) is a 3 position switch.

In the up position the Navigator is removed.

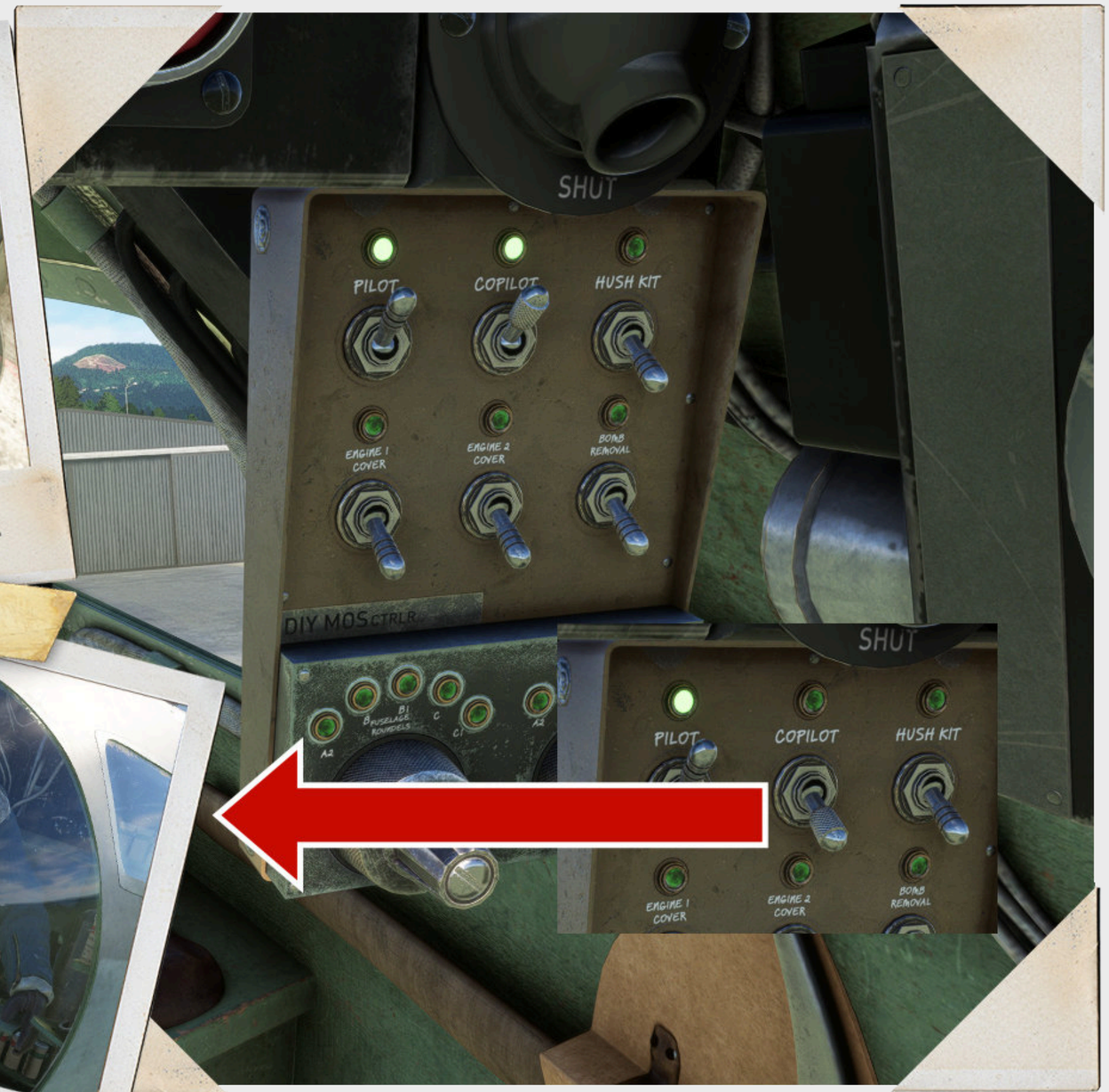
In the middle position (stock position) the navigator is in the navigator position.

In the down position the navigator is in the bombardier position.

Some notes for content tourists (people that like to nose around !)

He should be kneeling in that position however the rig for the skeleton for the pilot completely broke so pretend that the navigator has hip flexor issues and needs to extend into the cockpit a bit.

You do not have the option to see these pilots from the VC



Features

Features : Hush kit removal

This switch removes the flame guards often referred to as hush kits. At night these were installed to hide the flames that would sometimes appear in the exhaust from unburnt fuel igniting post combustion.

In this game we have tried to simulate that with random flame effects. Random effects being random their visibilities will be random.

Hush kits removed

Daylight

Night time.

Features

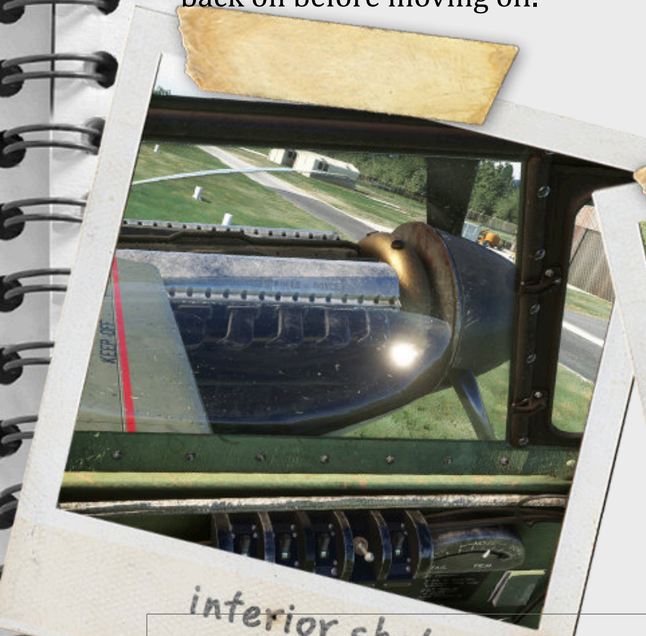
Features : Engine Cover removals

Using the engine cover removal switches you can remove the engine covers. This would be useful in a scenario where you are back from a sortie. Each engine can be affected separately to each other.

We have coded it so should you start to move or slew up in the air the covers come back on . This however means should you land and the stop the covers will come off again.

So best bet ? Put the engine covers back on before moving off.

board engine cover



interior shot

carefully stored covers

Features

Features : Bomb removal

Using this switch removes the bombs from the bomb bay. Please note this does not drop the bombs.

Useful if you wish to come back from a successful sortie.

The bomb door opening lever is next to the gear lever in the cockpit. Alternatively you can use the spoiler key on the exterior to open them.

In FS20 the default assignment is the NUMPAD / button.

bombs loaded

bombs removed

Remember to open bomb doors

Features

Features : DIY MOS

This section will look a little different to others. The concept makes sense once you get the concept but first ... you have to get the concept.

The DIY MOS idea is to give you the control over squadron identities and/or fill out missing squadrons. In multiplayer this is quite handy. To that end we have also allowed you to control the roundel choice. More on that a little later.

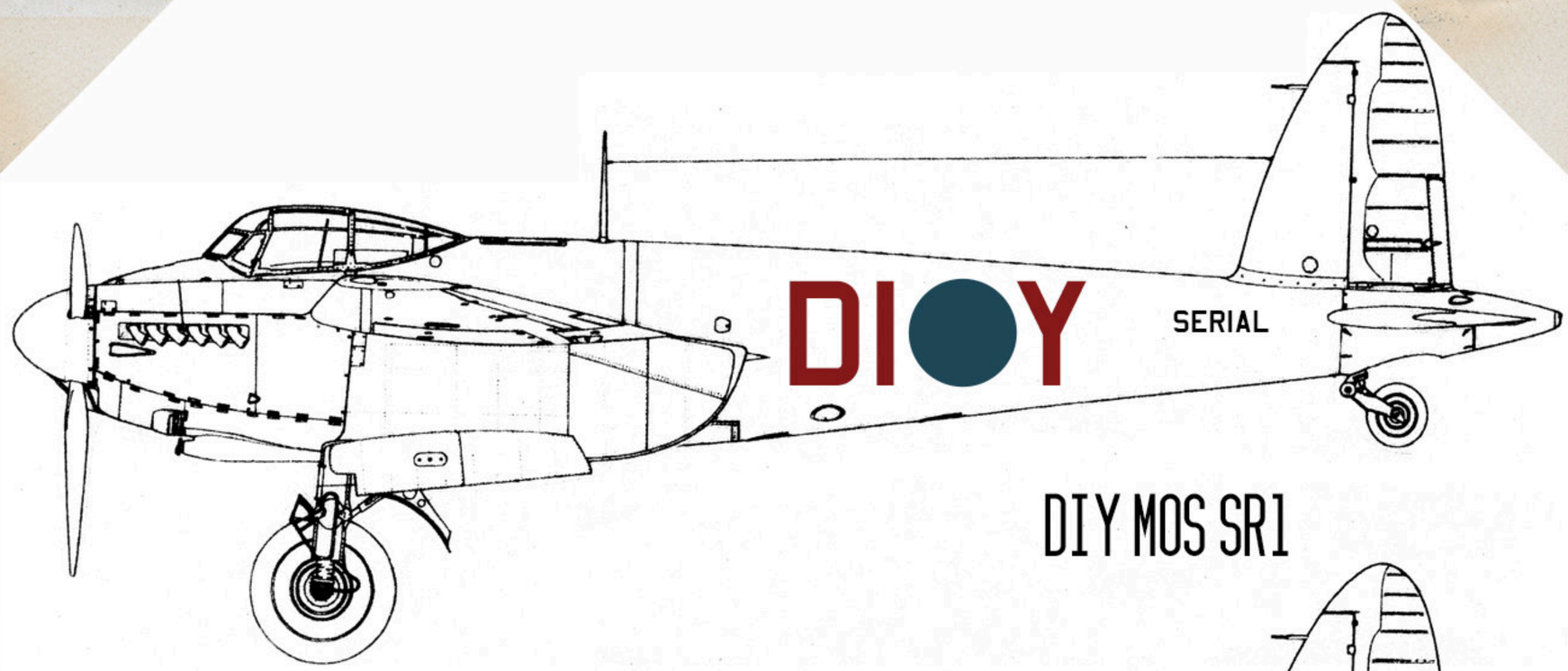
So which one do you need ? Down to the livery you are replicating.

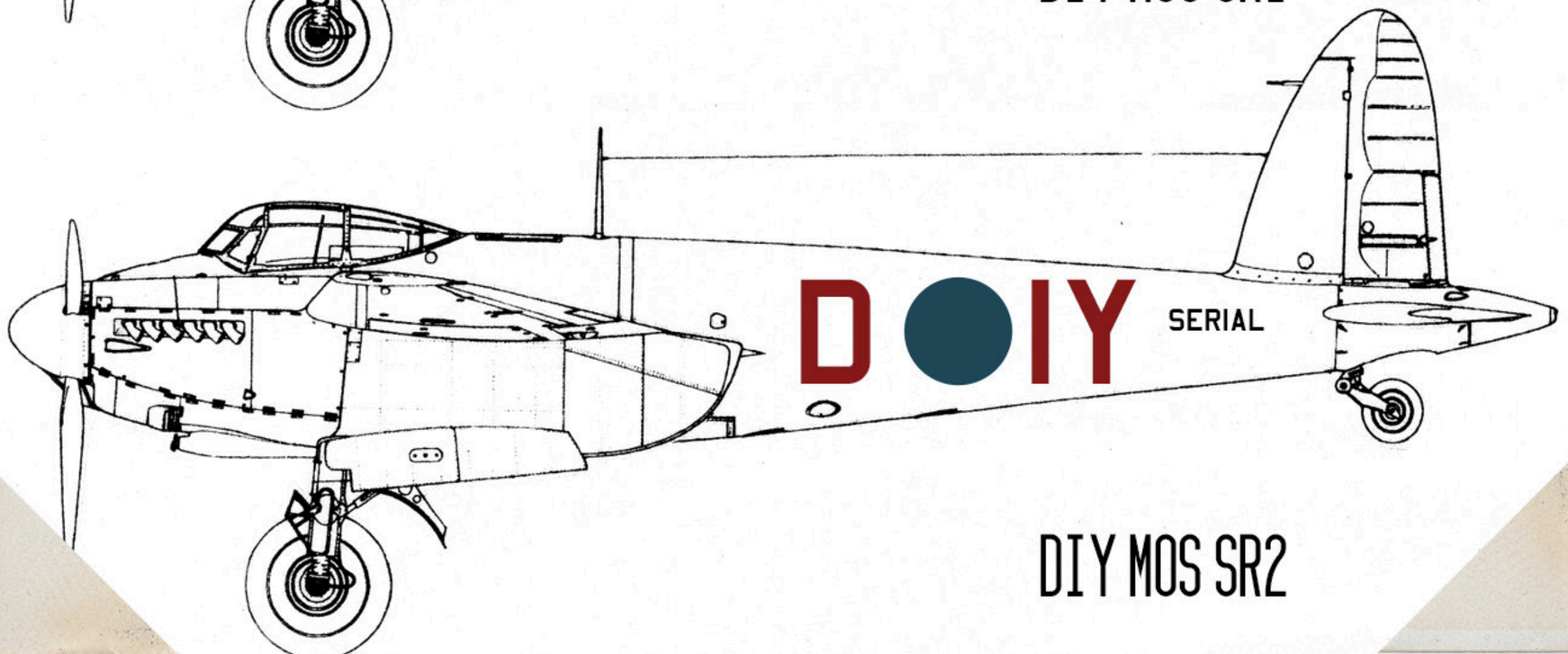
You will find at the end of the livery list 2 entries named DIY SR1 and DIY SR2. The differences between the 2 are illustrated to the right.

SR1 refers to the amount of letters after the roundel on the left side of the fuselage. SR1 is one letter (Y)

SR2 is the same however in this case it is 2 letters (IY) .

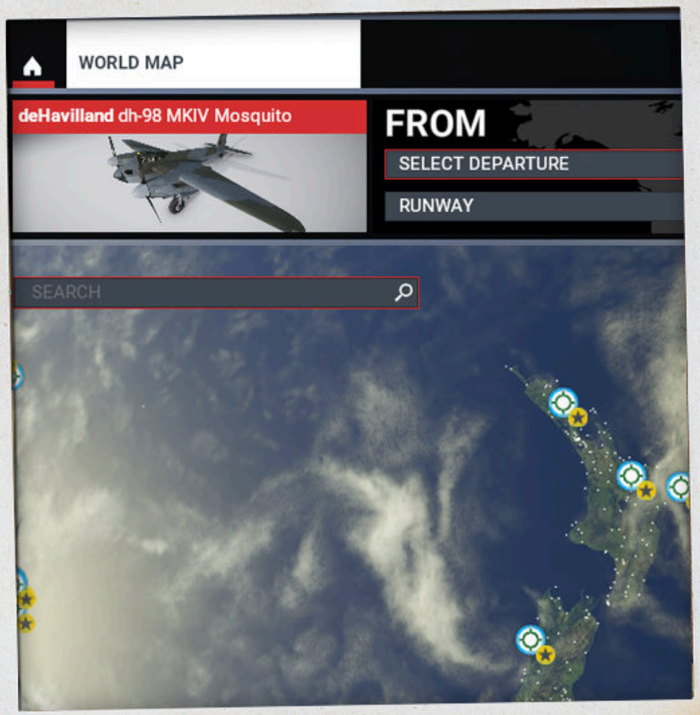
Most Mosquitos in the war were of the type SR2 but there were some of SR1. In this case we are going to choose SR2.



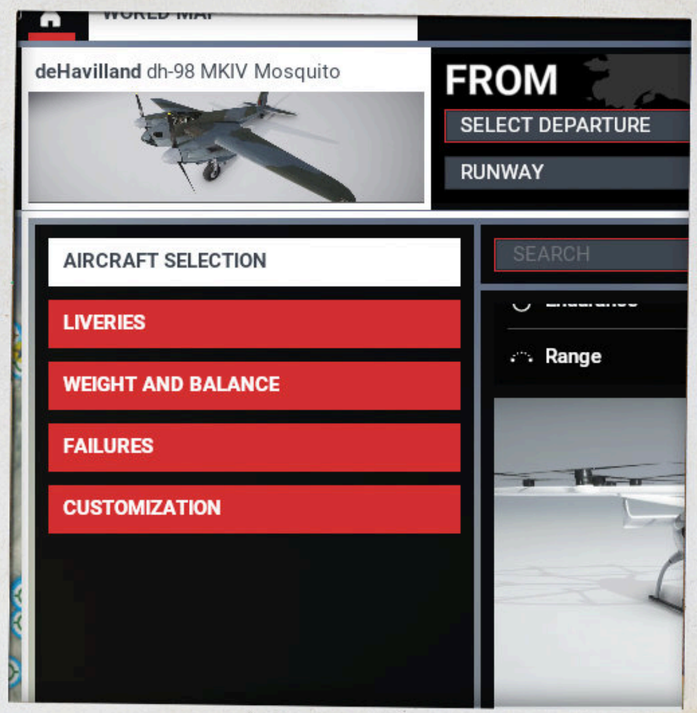


Features

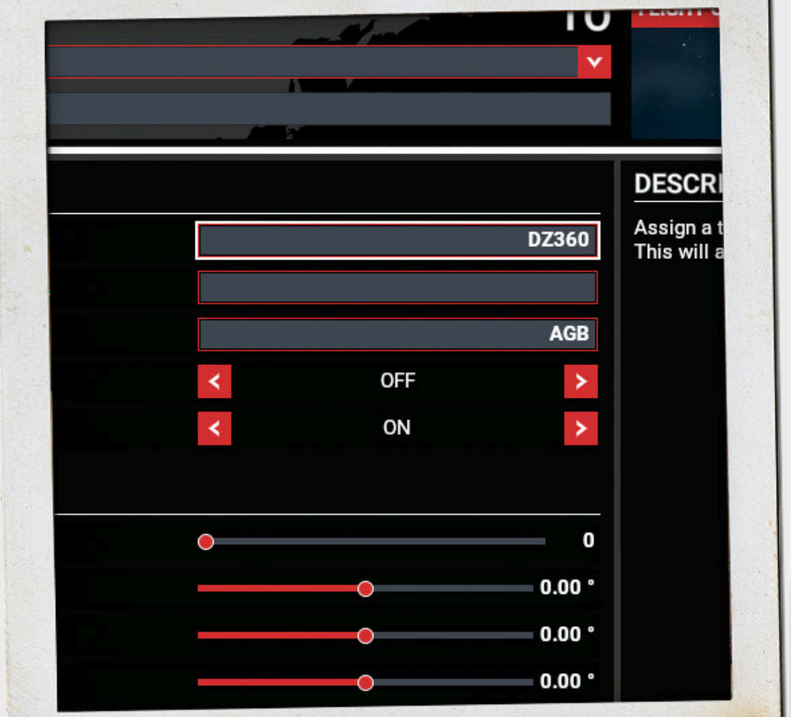
Features : DIY MOS



Once selected move to the world map. Before you start to work out where you are flying from you need to click the thumbnail of your selected aircraft.



Once the menu appears you need to click the customisation option. Yes it's spelt incorrectly.



In this option you need to assign the tail number in this case DZ360 (which is the black serial as seen on the previous pages) and the squadron ID as seen from the left of the plane.

In this case it is a squadron mate to EGB a plane that already has a livery. Use your common sense here. Longer IDS will break the world... game.

Features

Features : DIY MOS

Once the flight starts you will see that the squadron Identifiers are there as well as the serial but no roundel.

This as designed.

Using the 2 knobs below the 6 switches in the options panel will allow you to cycle through 5 roundel options.

These options are the main roundels used by the RAF during the second world war.

Yes there are some that the mossie never was painted with. This is your choice

Roundel controls

The indicators are all off in the picture above that is because you have the choice to run no roundels completely. The indicators are named with a convention that historians after the war came up with to describe the roundels. We found this on wikipedia. If you want to read more about that here is the link.

https://en.wikipedia.org/wiki/Royal_Air_Force_roundels

Features

Features : DIY MOS

As you can see the roundels have been applied. These DO NOT remember what you have chosen across the play throughs.

This ability to do that relies on Localvariables which whilst sound like they are local to you, have been coded by the game developers to be global.

Which means you choice would affect other players planes should we allow you to save your settings.

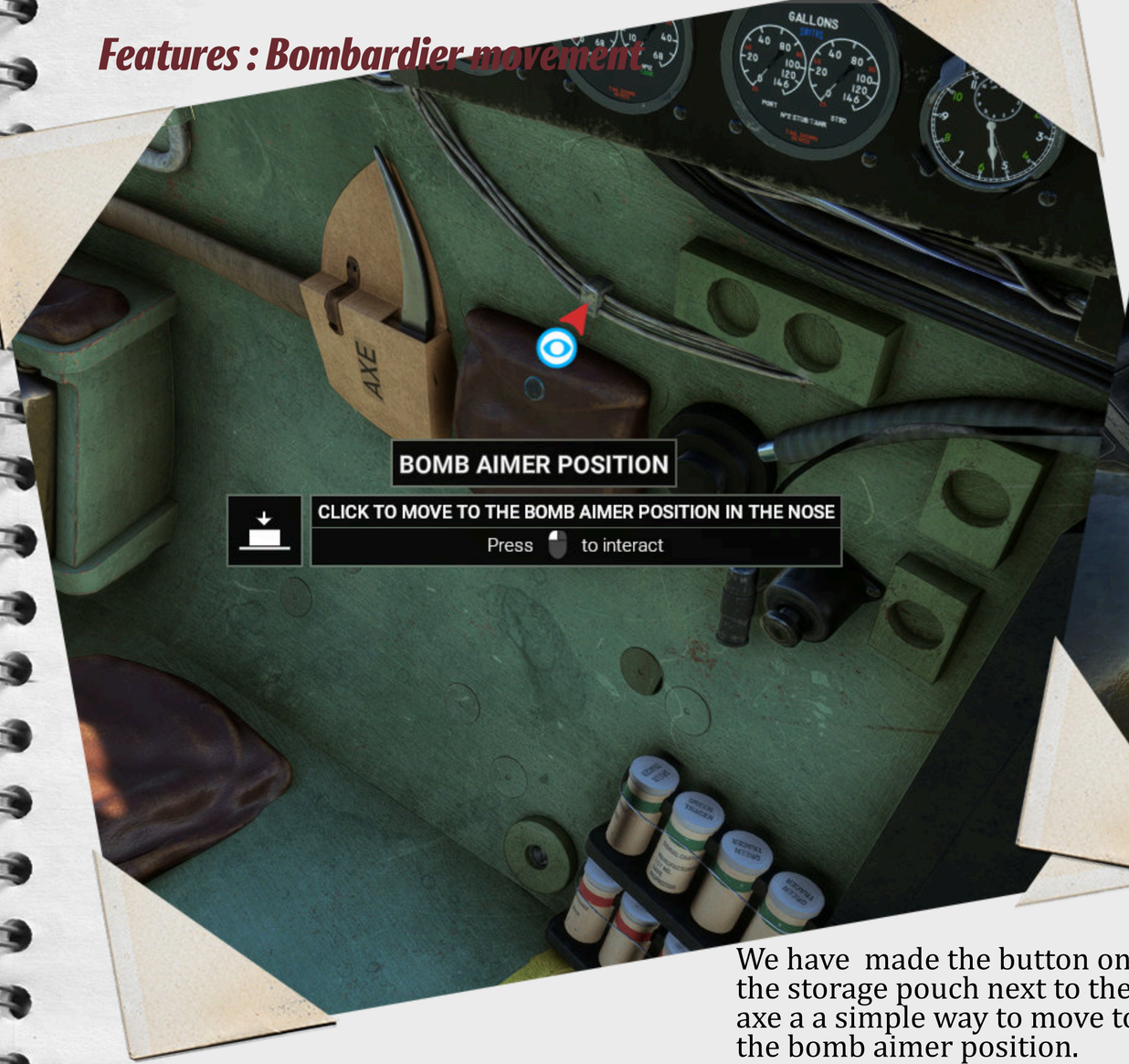
Multiplayer notes.

As alluded to above your choice of squadron ID and tail number does not affect another person who has chose the SR1 or SR2 plane. Neither does your roundel choice. The intention is that you could if you have the squadron mates - fill out a squadron.

Yes we know the font is wrong. The correct font refused to render in game.

Features

Features : Bombardier movement



We have made the button on the storage pouch next to the axe a a simple way to move to the bomb aimer position.

This is the equivalent of using the bombardier camera entry or ALT+2 on pc Keyboard.

Once in the bombardier position using the release button will take you back This is the equivalent of the pilot camera entry or ALT + 2 again on the keyboard on pc.

Xbox users this is how you can quickly get to the station.

Features

Addendum - Limitations - tips - contact

FS24 - Issues

Please note this is an FS20 plane first and foremost.

The only issue we have found so far is that the camera shortcuts for pc users seems to be advanced by 1 . EG ALT 1 for radio is ALT 2 in FS24, because of course it is.

If running DX12 you might want to set the bloom amount down a little. Its fine in FS20 but in FS24 it can be a little “vaseline on the camera “ look.

Other tips.

1. Re-painters should probably use the textures found in the SR2/SR1 textures. They are both the same the magic is happening via decals and html gauges.

2. Remember to close the bombdoors as soon as possible. They are acting as the spoiler key. This induces drag in the aerodynamics.

3. Remember a smidgeon of rudder to counter the torque.

4. You find deHavilland mosquito at the end of the manufacturers list down to the way FS20 handles capitalisation.

5. Watch 633 Squadron. The acting is wooden by todays standards but it is the wooden wonder after all..... Dad jokes FTW

Limitations - Information.

1. The supercharger and ram air functionality is as close as we can get without getting too far into systems. A careful balance has been achieved between miles per hour and smiles per hour.

2. Whilst some of the liveries are for the slightly later variants we felt the changes are so minor we might be able to get away with this.

3. The sounds have been made to our expectations. They are loud. These planes are loud. You might want to drop the engine sounds. No we will not lower the sounds. The ability to use a volume knob is within your capability as a human being.

4. We have decided that the GNS430 is a fine modern instrument should you want to use that form of navigation. There will not be an autopilot.

Contact

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Facebook : www.facebook.com/Aeroplaneheaven

Flight model : Wells Sullivan (thanks mate!)

Sounds : Echo 19 (Thanks for a great job fellas !)