

Avro 504 K.

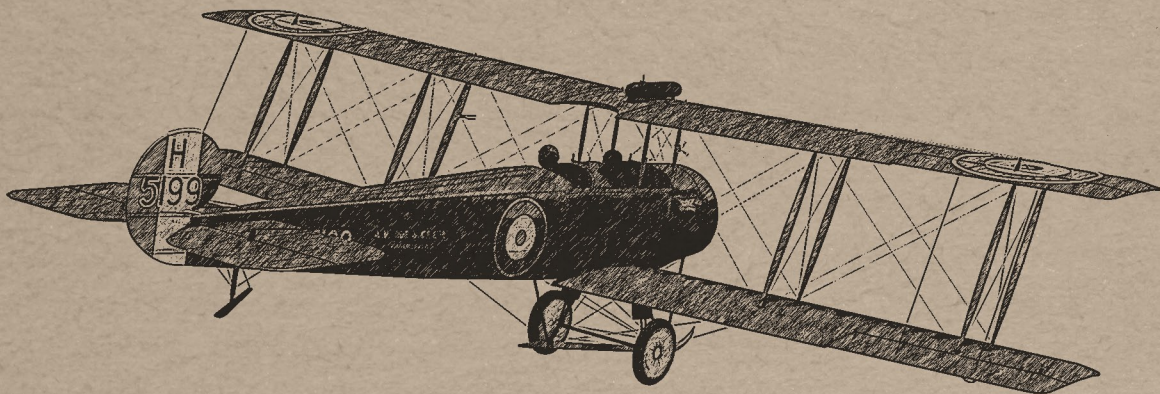
STANDARD TRAINING MACHINE



**AIRCRAFT
FACTORY**

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System Requirements

The Aircraft Factory Avro 504K requires the following to run

Microsoft Flight Simulator X

Service Pack 2 (SP2)

NOTE: The plane has been compiled using the MS FSX Acceleration Toolkit. While the AF Avro 504k may work with SP1 or earlier, some of the features may not work. It is strongly suggest to have SP2 or Acceleration Pack installed (or the MS FSX Gold Package)

Operating System

- Windows XP SP2
- Windows Vista
- Windows 7

Processor

2.0 GHz single core processor (3.0 GHz and/or multiple core processor or better recommended)

Hard Drive

500MB of hard drive space or better

Video Card

DirectX 9 compliant video card with at least

128MB video ram (512MB or more recommended)

Other

DirectX 9 hardware compatibility and audio card with speakers and/or headphones

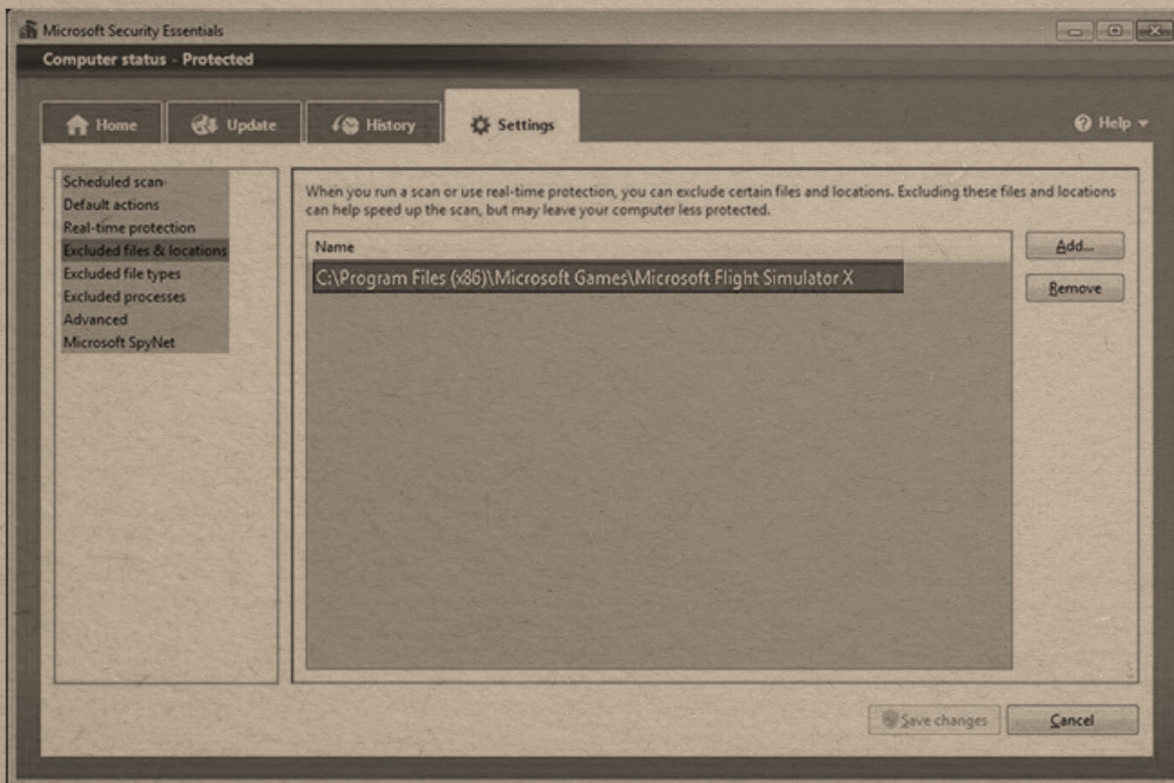
Installation

Upon purchase, you will have been sent a link, enabling you to download a zipped (.zip) file. Once you download and unzip this, you will find an executable (.exe) file, which contains the automatic installer for the AF Avro 504K.

To install, double click on the installer and follow the steps provided. You will be prompted when installation is finished.

Important

If you have Microsoft Security Essentials installed, be sure to make an exception for Microsoft Flight Simulator X as follows

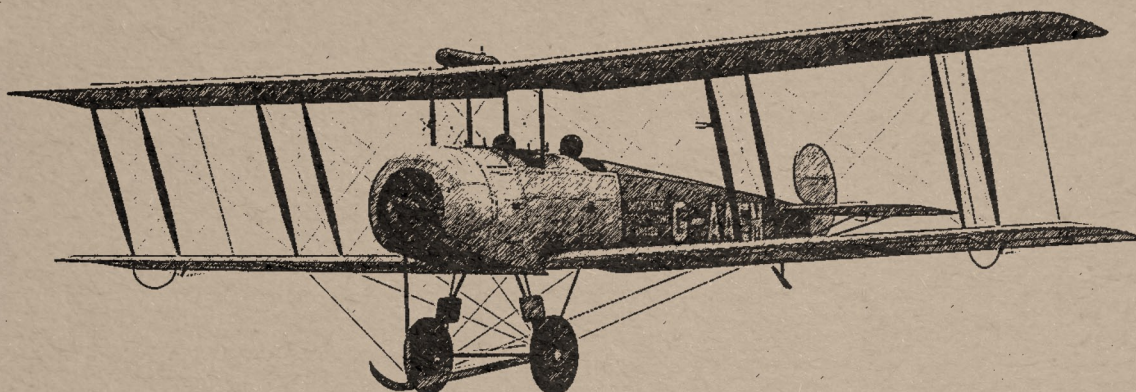


Technical Support

www.a2asimulations.com

Feel free to register and post on our forums. We watch these forums daily and will try to be very quick to answer any of your questions.

Avro 504 K.



A Brief History of the Avro 504K

First flown in 1913, the Avro 504K was to become one of the most famous aircraft of all time. It started its long career in 1914, when 3 504As, of the Royal Naval Air Service, bombed the German Zeppelin sheds in the first planned raid in aerial warfare. The Avro 504K was one of the first aeroplane types used to strafe troops on the ground. It also had the unenviable distinction of being the first Entente aeroplane to be downed by enemy anti-aircraft fire.

In the winter of 1917–18, converted 504Js and 504Ks were given to Home Defence squadrons of the RFC to replace the ageing B.E.2cs. These aircraft were modified as single-seaters, armed with a Lewis gun above the wing on a Foster mounting, and powered by 100 hp (75 kW) Gnome or 110 hp (80 kW), with around 226 still being used as fighters at the end of World War I

Though it was soon obsolete as a front-line aircraft, it came into its own as a trainer, with thousands being built during the war, the major production types being the 504J and the mass produced 504K. Around 8,000 Avro 504s had been produced by the end of the war in 1918.

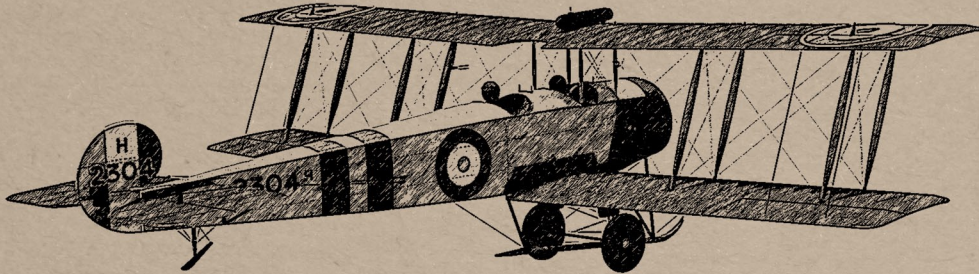
Whilst the aircraft stayed in RAF service after the war, large numbers of surplus aircraft were available for sale, both for civil and military use. More than 300 504Ks were placed on the civil register in Britain. Used for training, pleasure flying, banner towing and even barnstorming exhibitions. Civil 504s continued flying in large numbers until well into the 1930s when aircraft like the DH Tiger moth replaced it.

The 504N, which had a radial engine and a redesigned undercarriage, was produced in 1925 and was chosen by the RAF to replace the 504K. Used to equip the RAF's five training schools, a total of 592 504Ns were produced between 1925 and 1932. The 504N was also used by the armed forces of Belgium, Brazil, Chile, Denmark, Greece, Thailand and South Africa, with licensed production taking place in Denmark, Belgium, Canada and Japan. The Soviet Union produced a copy of Avro 504K under the designation U-1.

The Avro 504 was finally replaced in 1933 by the Avro Tutor, ending the career of this truly remarkable aircraft.

Versions Included In This Package

Trainer



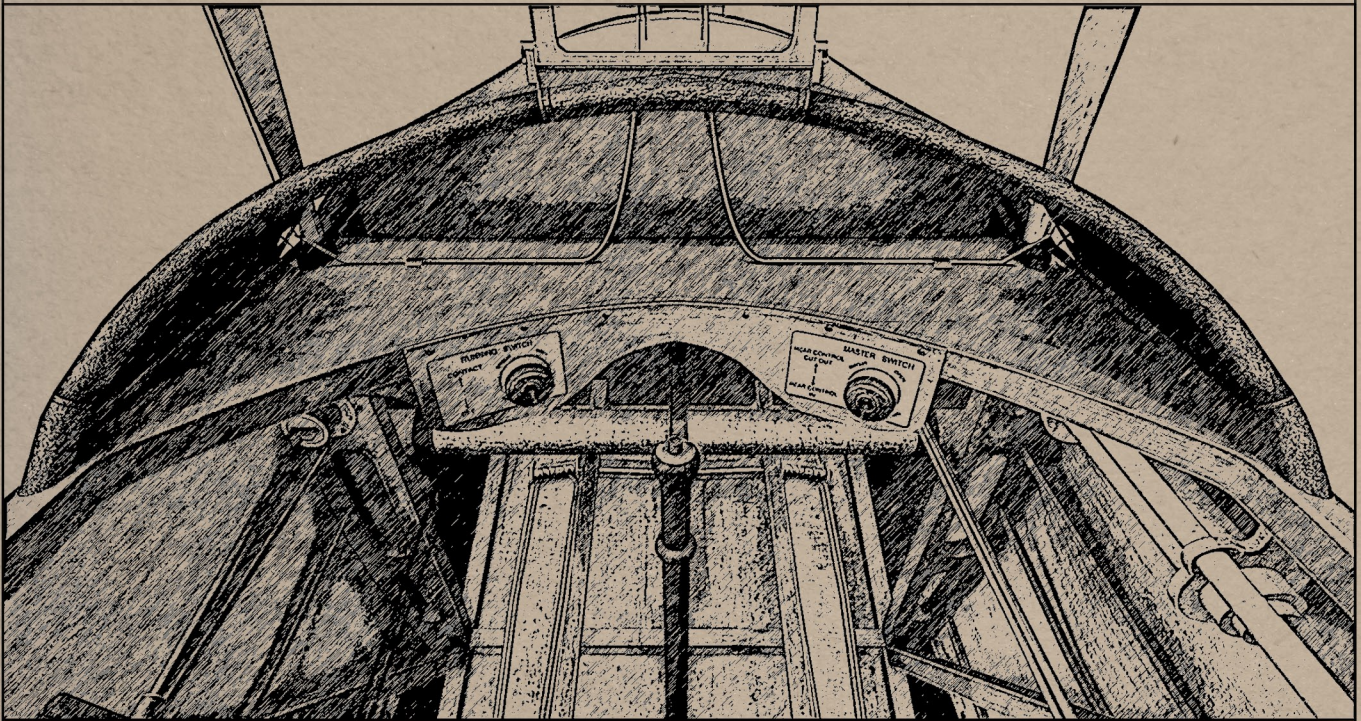
Floatplane



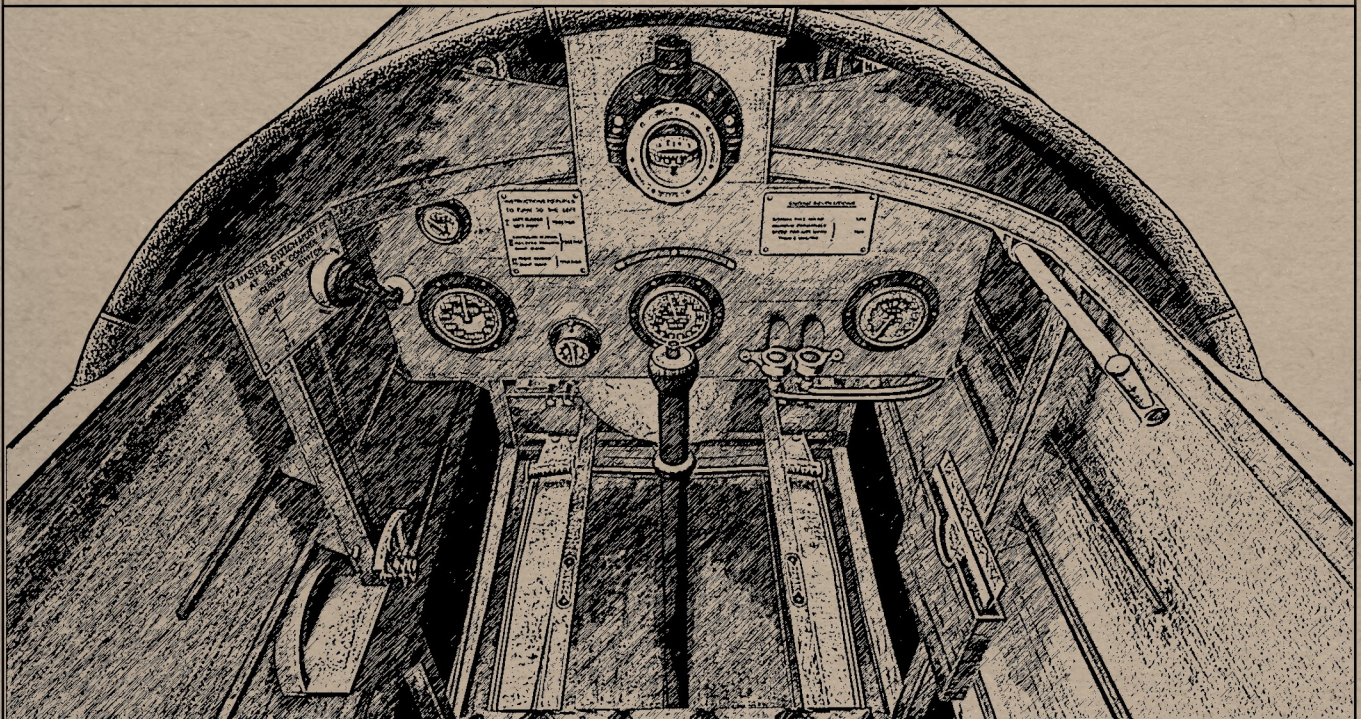
Aircraft Specifications

Lenght: 29 ft 9 in (8.97 m)
Wingspan: 36 ft (10.97 m)
Height: 10 ft 5 in (3.18 m)
Wing area: 330 ft² (30.7 m²)
Empty weight: 1231 lb (558 kg)
Max take off weight: 1829 lb (839 kg)
Engine: 1x Le Rhone 9J rotary engine, 110hp (82 kw)
Maximum speed: 90 mph (145 kph)
Cruise speed: 75 mph (120 kph)
Stall speed: 45 mph (72 kph)
Service ceiling: 16000 ft (4876 m)
Range: 250 mi (402 km)

Avro 504 K.

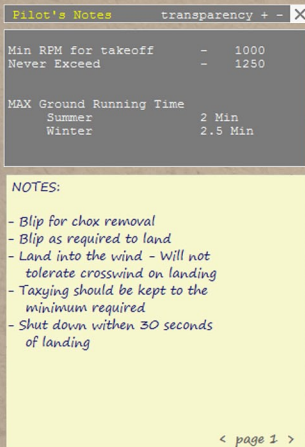


The Pupil's Cockpit (above) consists of: throttle, mixture lever (left), control stick with 'blip' switch, Running and Master Switches (central panel) and air pump (right)



The Instructor's Cockpit (above) consists of: throttle and mixture levers (left), control stick with 'blip' switch, Running Switch (left), map case (right) and air pump lever (right). The following instruments and devices are placed on the panel: magnetic compass, air pressure gauge, airspeed gauge, clock, altimeter, engine RPM gauge, two oil pulsators and fuel tank selector.

Avro 504K 2D Panels



Pilot's Notes (Shift-2)

Important information is readily available on the Pilot's Notes screens. These represent your kneeboard, providing key info and checklists for takeoff, climb, cruise, landings, etc.

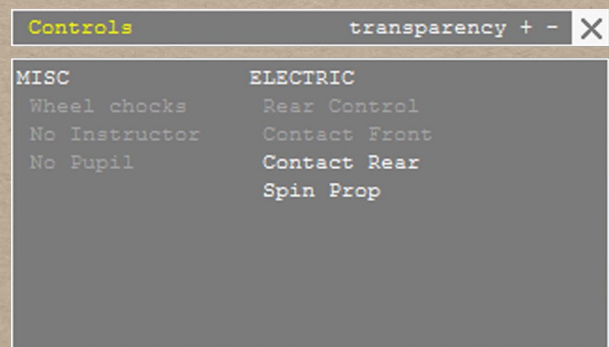
Click on the arrows at the bottom right to browse through the available pages

Controls (Shift-3)

This control panel was initially created to allow you to operate and watch systems while in the the external view. It soon became a nice little place where we could put anything we wanted to have quick access to.

You can

- Put wheel chocks by the wheels
- Turn the pilot and instructor on and off
- Turn the rear control switch from front to rear
- Turn the different contact switches on and off
- Spin the prop to start the engine



Avro 504K 2D Panels



Pilot's Map (Shift-4)

The pilot's map gives full access to similar information to that found on real maps and allows this information to be easily accessed rather than have to use the default map from the upper menus. This is a period aircraft, so we tried to create this in the true light of a pilot, needing to still use visualization to know precisely where the aircraft is over the map, hence we did not include the little aircraft icon in the middle. You can access this map by clicking on the map box in the lower right are of the cockpit

Blip Switch

Because the is equipped with rotary engine, a special device called "Blip Switch" has been installed. The blip switch is a button mounted on the top of the control stick. Once pressed, it cuts the ignition. The "Blip Switch" is very useful during ground operations and final approach. The Aircraft Factory Avro 504K has been equipped with such device. It has been mapped to the "7" key which by default is responsible for the airbrakes in FSX.

To activate Blip Switch, press "7" key once.
To deactivate Blip Switch, press "7" key again.

NOTE: It is important not to engage the Blip Switch for more than 1-2 seconds, because the engine may turn off and the pilot will be forced to perform emergency landing.

1. Engine Start

- Petrol...Main to Carb
- Throttle...Set 3-4
- Mixture...Full
- Air Pressure...Check 2.5 PSI
- Front Cockpit:
 - Left Switch... CONTACT
 - Right Switch...REAR CONTROL IN
- Rear Cockpit Switch...CONTACT
- Swing Prop

2. Before Takeoff

- RPM...800 - 900 for 50 seconds
- Oil...Pulsating
- Air Pressure...2.5 PSI
- Throttle back to 600 RPM, then blip for chocks removal

3. After Takeoff

- Ease back mixture to avoid rich cut
- Oil...Pulsating
- Air pressure...2.5 PSI

4. Before Landing

- Petrol...Main To Carb
- Oil Pulsating
- Air Pressure...2.5 PSI

5. Shut Down

- RPM...800
- Mixture...OFF
- Rear Ignition...OFF
- Petrol...OFF
- Front Ignition...OFF
- Rear Control... CUT OUT

Credits

3D Model/coding, manual - Stephen Barstow

Aircraft textures, flight dynamics, manual, help and advice - Łukasz Kubacki

3D consultant, quality control and additional XML coding - Robert Rogalski

Pilot models - Michał Puto

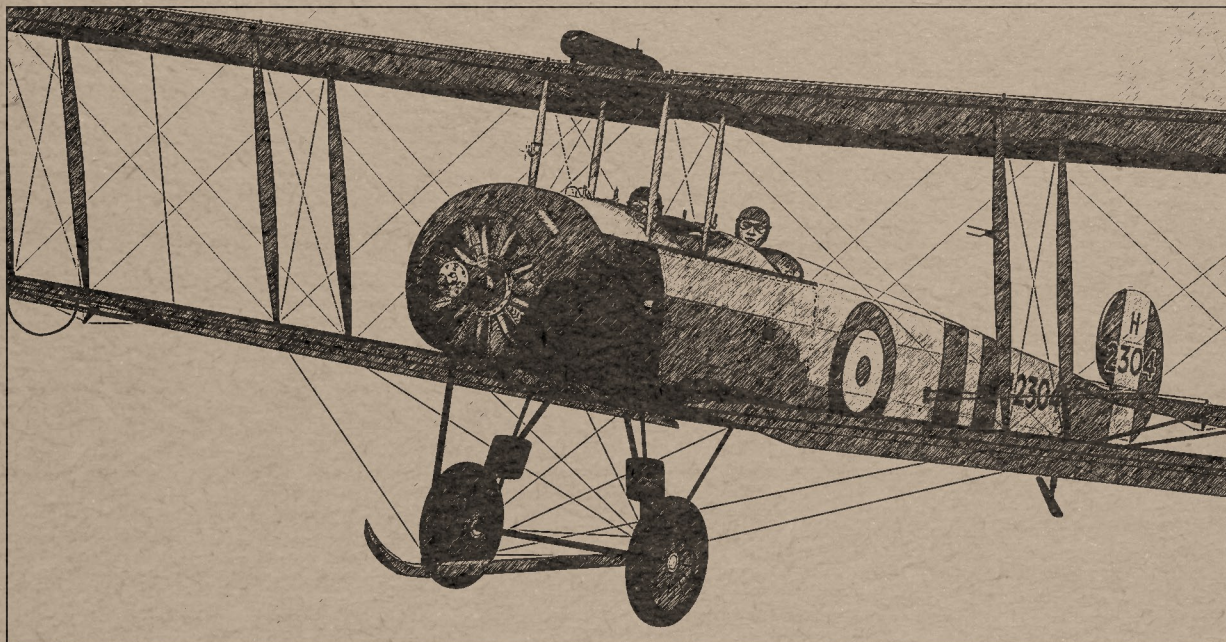
Additional XML coding - Michał Krawczyk

Installer, additional sounds - Scott Gentile

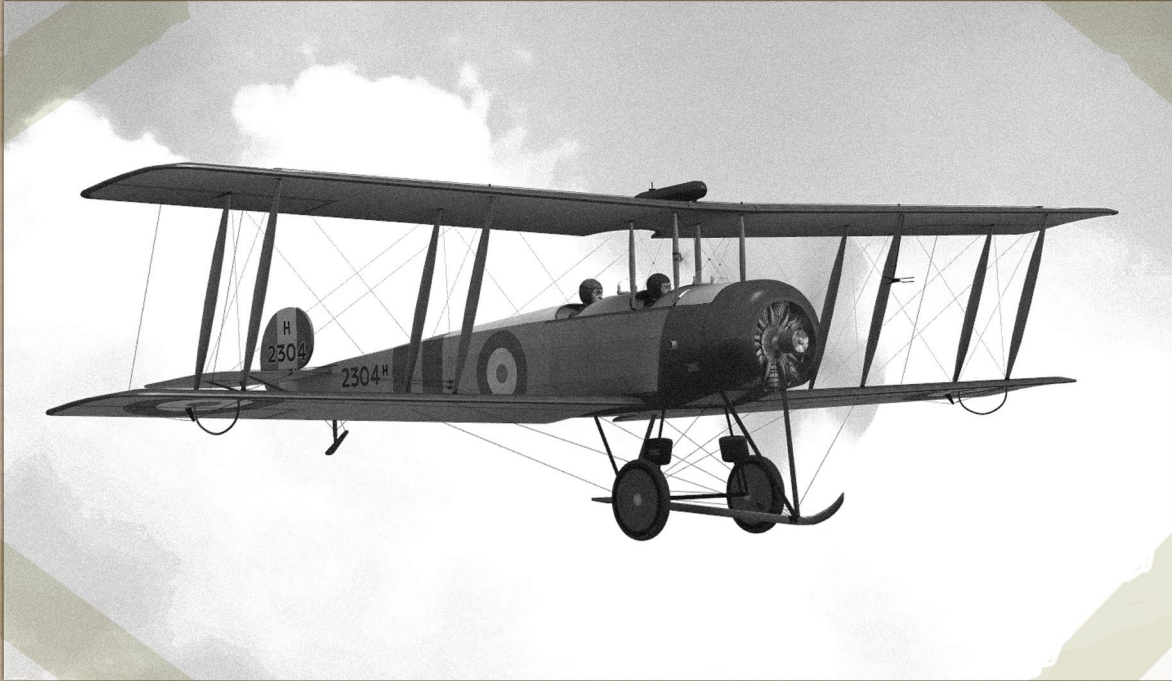
Sounds - Gary Jones

Flight Dynamics - John Cagle

Special Thanks - Our families, A2A Simulations Core Team and quality control Beta Team.
Ian Pearson for impartial and honest opinions, also to all those people who dedicate themselves
to keeping these old planes flying.



Paint Schemes



Avro 504 K, H2304, No 186 Squadron, Royal Air Force.

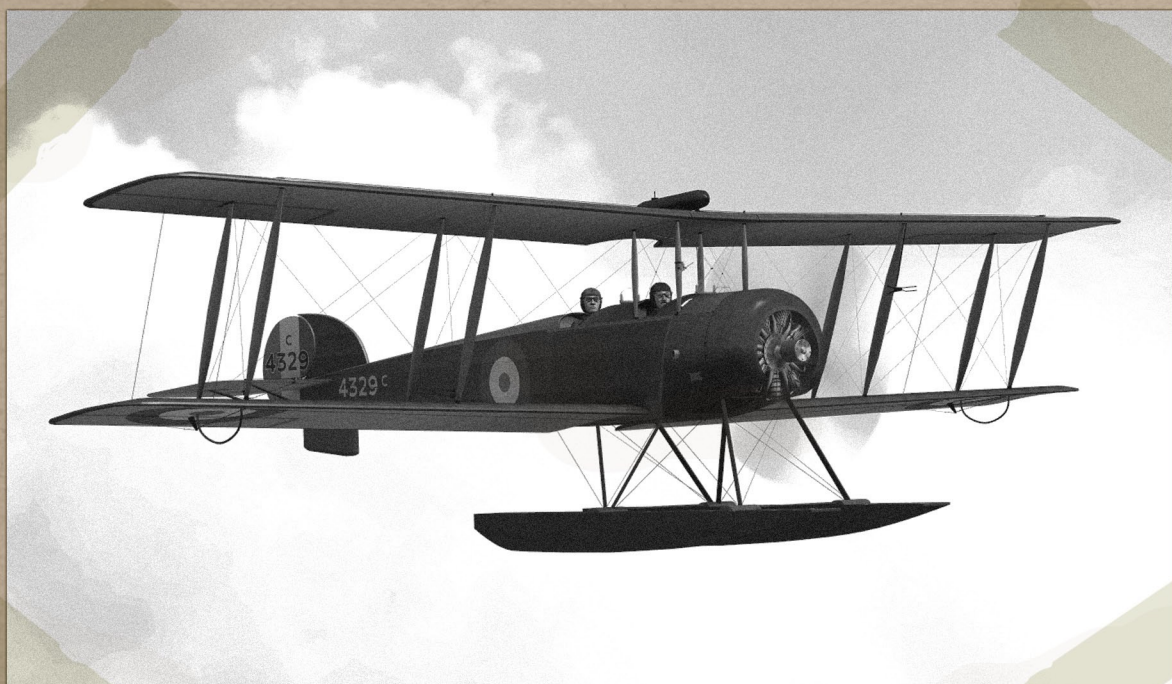


Avro 504 L, H5199, ex-3404, Shuttleworth Collection, Old Warden Aerodrome.

Paint Schemes



Avro 504 K, civ.reg. G-AAEM, Brooklands School of Flying Ltd.



Avro 504 L, C4329, Royal Air Force

Thank you for being our customer!

AIRCRAFT FACTORY

