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CHANGELOG

V1.1 - 2014/05/20

- Added a Strafer version of B-25J Mitchell (solid nose)
- 3 new liveries for Strafer version :

PBJ-1J Devil Dog # 44-86758

B-25J Betty's Dream # 45-8835

B-25J Hot Gen # 45-88823

- included liveries for Bomber version

B-25J Mitchell "Miss Mitchell" 44-29869

B-25J Mitchell "Apache Princess" 44-28059

B-25J Mitchell "Pacific Prowler" 44-30823

B-25J Mitchell "Briefing Time" 44-29939

B-25J Mitchell "Martha Jean" 44-86777

PBJ-1J Mitchell VMB 611

ACF: minor changes

QUICK START

Installation

To install this aircraft, you simply need to unzip the archive you downloaded and then copy the whole folder in the X-Plane's one. You can put this folder in the "Aircraft" folder or copy it wherever you want, as long as it is contained in the X-Plane main folder. It is generally recommended to have a separate folder for add-on aircraft. It may be the good location for your new aircraft.

Hardware requirements

This add-on has been tested on several configuration, on Windows, Mac and Linux OS. It is designed to work at acceptable frame rate on old configuration, but with the best visual experience. If you have an old graphic card with a low amount of video RAM, you can lower texture resolution in the rendering option menu. It will not affect the cockpit texture so instruments remain perfectly readable even at low resolution.

X-Plane settings

For the best in-flight experience, you may set the lateral field of view (FOV) to 60°. That's a perfect setting for 16/10 screen. You may tune this value a little, depending of you preference and screen configuration. You can set this value in the "Rendering Options" menu.

Manipulators behavior

As all recent aircraft for X-Plane, this add-on intensively use manipulator to enhance flight experience. Use of manipulators allow to smoothly drag levers or click button, depending of the cursor shape. Cursor show cursor while lever need to be dragged and a hand when you need to click (toggle button).

In order to navigate easily in the cockpit, you should map your hat joystick with left/right up/down function. The 3D cockpit mode with mouse in X-Plane is not adapted for instruments tuning, By the way, all efforts has been made so you can use this 3D Cockpit as a 2D one.

Off course, a tracking device like a TrackIr greatly improve the experience.

Frequently asked questions

I got an error message in X-Plane while loading the aircraft :

This add-on has been developed for X-Plane 10.22+. You should update your X-Plane to at least this version. Go to x-plane.com and grab the updater in the download section.

My aircraft has a weird behavior, controls doesn't respond as they would :

It may be caused by plug-in provided with other aircraft. Try to deactivate them in the plug-in menu or move them out of the plug-in folder and then restart X-plane.

My aircraft jerks on the ground, even with engine not running :

Try to adjust the number of flight models per frame in the "Operations & warnings" menu. A good value is within 2 and 3. It has a limited impact on fps and you should always lower rendering setting instead of lower this value to get higher frame-rate.

You can setup some custom functions on keyboard shortcut or joystick buttons. Go to the "Settings => Joystick & Equipment=>Keys or Buttons menu.

Fire guns	weapons/guns
Open Bomb Bay	sim/operation/slider_01
Release bombs.....	weapons/fire_air_to_ground

Support

<http://blog.khamsin.org/contact>

THE AIRCRAFT

Source : Pilot's flight operating instructions for airplanes army model B-25J, Navy model PBj-1J and British Model Mitchell III - AN 01-60GE-1 - 10 July 1944, revised 15 July 1945 - Section 1 - Description

GENERAL

The North American B-25J Medium Bombardment Airplane is a midwing land monoplane powered by two Wright Cyclone R-2600-13 or -29 engines. It has a wing span of 67 feet 7 inches, a length of 53 feet 5 3/4 inches (not including armament) and a height of 16 feet 4 3/16 inches. Characteristic features are a tricycle landing gear and a double fin and rudder empennage. The airplane is armed with twelve (thirteen on late airplanes) .50-caliber machine guns and is equipped to carry bombs or depth charges. Provisions may be made for carrying a torpedo.

DUTIES OF CREW MEMBERS

In addition to flying the airplane, the pilot fires the fixed nose gun and the four blister guns, and operates the command and identification radio equipment. The pilot may also release the bombs. The copilot aids the pilot and navigates the airplane. The bombardier releases the bombs and fires the flexible nose gun. The upper turret gunner is also flight engineer. The waist gunner operates both waist guns, the liaison radio, and the photographic equipment. The tail gunner operates the rear turret.

FLIGHT CONTROLS

The rudders, elevators, and ailerons are controlled by duplicate cable systems, so that the loss of any one control cable will not seriously cripple the airplane. The rudders and ailerons are equipped with combination booster and controllable trim tabs. The elevators have controllable trim tabs which are set for no boost. A bungee installed in the elevator control system reduces stick loads. A locking system affecting all of the control surfaces simultaneously is controlled by a handle on the floor in front of the pilot's control column.

LANDING GEAR

GENERAL

The landing gear is hydraulically operated. The main gear retracts into the engine nacelles, and the nose gear into the fuselage. Doors cover the gear openings in both the retracted and extended positions.

NOSE GEAR

The swivel-type nose gear strut incorporates a centering device which operates when the strut is fully extended (wheel off ground). A hydraulic shimmy damper on the strut resists side loads occurring in taxiing, take-off, and landing, thus preventing a sudden movement of the wheel. The nose wheel may be released from the shimmy damper for towing purposes.

WHEELS AND BRAKES

The wheels are of the smooth-contour type. The nose wheel tire is equipped with a dual-seal inner tube for protection against a blowout or puncture, and on late airplanes, a channel tread tire is mounted on the nose wheel. The main wheels are equipped with dual multiple-disc hydraulic brakes. On early airplanes, an air brake system is provided for use in the event of a complete hydraulic failure. Late airplanes are equipped with an emergency hydraulic brake system.

HYDRAULICS

A single high-pressure hydraulic system operates the tricycle landing gear, wing flaps, engine cowl flaps, bomb bay doors, and brakes. On late airplanes, the carburetor air induction system is hydraulically operated. If one of the engine-driven hydraulic pumps fails, the other will provide sufficient pressure for the operation of the hydraulic system.

POWER PLANT

ENGINES

The airplane is powered by two Wright R-2600-13 or R-2600-29, air-cooled, 14-cylinder engines. Low gear supercharger ratio is 7.06:1 and high gear ratio is 10.06:1. The propeller gear ratio is 16:9. Engine equipment includes a Holley carburetor incorporating an electric primer valve. Individual flame-damping exhaust stacks reduce glare during night flying.

FUEL AND OIL.

Fuel Spec. No. AN-F-28, Grade 100/150
Oil Spec. No. AN-VV-0-446a, Grade 1120

CARBURETOR HEAT

On early airplanes, warm air from around the cylinder heads is utilized for carburetor heat. On late airplanes, the exhaust from cylinders No. 3 and No. 13 may be introduced into the induction system. The carburetor air controls on all airplanes have two positions, "NORMAL" and "ICING." On late airplanes, it is necessary to move the controls back to neutral after the desired amount of heat rise is obtained.

PROPELLER

The Hamilton Standard Hydromatic full-feathering constant speed propellers have a blade diameter of 12 feet 7 inches and are controlled by double-capacity governors which are set by means of levers on the pilot's control pedestal. The electrically driven feathering pumps are controlled by two push buttons on the control pedestal switch panel. Propeller pitch settings are 22° low and 90° high.

FUEL SYSTEM

An independent fuel system is provided for each engine. The main fuel supply is carried in four self-sealing fuel tanks, two located in each wing center section between the fuselage and the engine nacelle. The auxiliary fuel supply consists of six smaller self-sealing tanks installed in groups of three in each wing center section outboard of the main fuel tanks, and a self-sealing tank in the upper portion of the bomb bay. A droppable metal tank may be installed in the bomb bay, beneath the upper tank when no bombs are to be carried,

OIL SYSTEM

Each engine is provided with an independent oil system. A self-sealing oil tank is located in each nacelle. On early airplanes, oil is taken from the circulating oil to supply the propeller feathering system. On late airplanes, a standpipe in the oil tank sump provides a reserve supply of oil for propeller feathering. Scavenged oil flows through two oil temperature regulators in each wing. Air enters a scoop at the leading edge of each wing, passes through the oil radiators, and exits through apertures on the upper trailing edge of the wing.



ELECTRICAL SYSTEM

The electrical system is of the 24-volt direct-current, single-wire type. The structure of the airplane serves as a common ground return circuit. Two engine-driven generators supply the power to charge the batteries and to operate the various electrical units. The batteries are used when the generators are not operating. The generator output is regulated to 28 volts by voltage regulators mounted on the right-hand side of the upper turret compartment. Either battery has sufficient capacity to operate the airplane's electrical system.

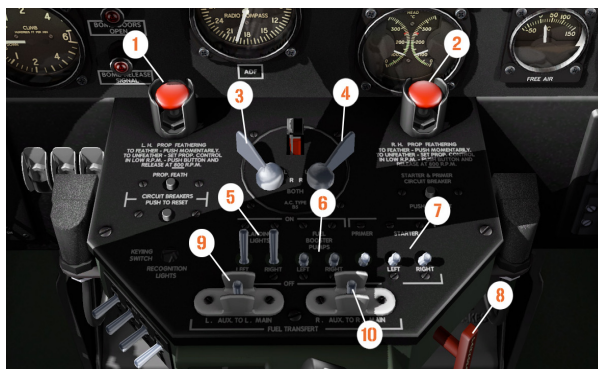
Nota

The batteries are adequate only for a short period of direct use, and then only if they are in a properly charged condition, and if all electrically operated equipment not essential is turned off to conserve battery power.

INSTRUMENTS PANEL

- | | |
|--------------------------------|--|
| 01 - Checklist switch | 24 - Radio altitude range selector |
| 02 - Airspeed Indicator | 25 - Remote-Reading Compass Indicator |
| 03 - Gunsight | 26 - Suction Gage |
| 04 - Altimeter | 27 - Clock |
| 05 - Gunsight switch | 28 - Radio Compass Indicator |
| 06 - Directional Gyro | 29 - Manifold Pressure Indicator |
| 07 - Gyropilot HDG knob | 30 - Oil Pressure Indicator |
| 08 - Magnetic compass knob | 31 - Oil Temperature Indicator |
| 09 - Gyropilot heading mode | 32 - Cylinder Head Temperature Indicator |
| 10 - Altimeter knob | 33 - Tachometer |
| 11 - Bank-and-Turn Indicator | 34 - Fuel Pressure Indicator |
| 12 - PDI | 35 - Carburetor Air Temperature Indicator |
| 13 - Gyropilot VSI knob | 36 - Free Air Temperature Indicator |
| 14 - Gyropilot switch | 37 - Auxiliary Tanks Fuel Level Indicators |
| 15 - Artificial horizon | 38 - Front Main Tanks Fuel Level Indicator |
| 16 - Gyropilot pitch mode | 39 - Rear Main Tanks Fuel Level Indicator |
| 17 - Artificial horizon knob | 40 - Landing Gear lights indicator |
| 18 - Rate-of-Climb Indicator | 41 - Nose Wheel Position Indicator Light |
| 19 - Gyropilot Suction | 42 - Landing Gear and Wing Flap Position Indicator |
| 20 - Bomb Door Indicator Light | 43 - Extinguishers handles |
| 21 - Magnetic compass | 44 - Hydraulic Pressure Indicator |
| 22 - Radio altitude indicator | 45 - Brakes Pressure Indicator |
| 23 - Radio altitude switch | |





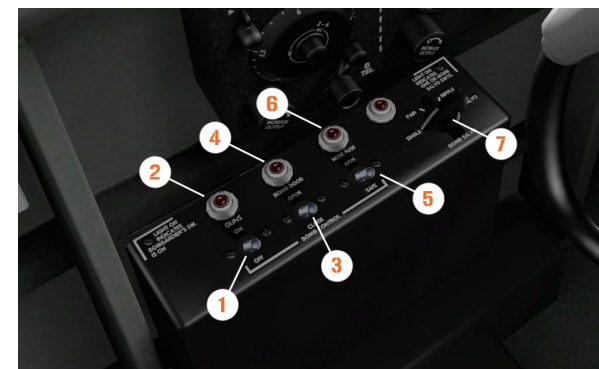
PEDESTAL

- 01 - Feather left propeller
- 02 - Feather right propeller
- 03 - Magneto left engine
- 04 - Magneto right engine
- 05 - Landing lights
- 06 - Fuel booster pumps
- 07 - Starters engines
- 08 - Parking brake
- 09 - Fuel transfer left aux to main left tank
- 10 - Fuel transfer right aux to main right tank



PILOT SWITCH PANEL

- 01 - Instruments lights
- 02 - Panel lights
- 03 - Navigation lights
- 04 - Battery
- 05 - Checklist switch



PILOT SWITCH PANEL LEFT SIDE

- 01 - Guns safety switch
 - 02 - Guns safety indicator
 - 03 - Bomb bay switch
 - 04 - Bomb bay indicator
 - 05 - Arm bombs switch
 - 06 - Arm bombs indicator
 - 07 - Bombs release mode selector
- BOMB DOORS ON and wait three seconds
 - ARM BOMBS ON
 - From the selector switch, choose your "Bomb Mode Release".
 - Release bombs with a key / joystick button (weapons/fire_air_to_ground)



COPILOT RADIO PANEL

- 01 - COM
- 02 - NAV
- 03 - Transponder
- 04 - ADF

CENTRAL COLUMN

- 01 - Throttle control levers
- 02 - Elevator trim
- 03 - Prop pitch control lever
- 04 - Mixture control levers
- 05 - Supercharger levers
- 06 - Carb air control levers
- 07 - Flaps
- 08 - Cowl flaps control levers
- 09 - Landing gears
- 10 - Aileron trim





CHECKLIST

PREFLIGHT

All switches OFF
 Trim tabs at 0
 Controls free and proper movement
 Parking brakes SET
 Wing flaps UP
 Cowl flaps OPEN
 Automatic pilot OFF
 Supercharger LOW
 Throttles cracked
 Props INC. RPM
 Mixture IDLE CUT-OFF
 Radios OFF
 Battery-disconnect switches ON
 Light switches as required
 Left and right engine fuel ON

STARTING ENGINES

Ignition switches ON (one at a time)
 Booster pumps ON
 Start right engine
 Right engine generator ON
 Oil pressure 40 lb. in 30 seconds
 Start left engine
 Left engine generator ON
 Booster pumps OFF (Fuel press. 6-7 lb.)
 Warm up at approximately 1200 rpm
 Battery-disconnect switches ON
 Hydraulic pressure 800-1100 lb.
 Brake pressure 1000-1200 lb.
 Suction +/- 6" Hg. (Right and left engine)
 Radio ON
 Bomb doors CLOSED

BEFORE TAKEOFF

Altimeter SET
 Directional gyro SET
 Artificial horizon SET
 Suction +/- 6" Hg. (Right and left engine)
 Other inst. and switches AS DESIRED
 Fuel pressure 6-7 lb.
 Fuel levels QUANTITY
 Booster pumps OFF
 Transfer pumps OFF
 Mixture FULL RICH
 Flaps SET for takeoff
 Trim tabs SET for takeoff
 Props FULL FORWARD

RUN-UP

Run up coolest engine 2000 rpm
 Maximum manifold pressure 28.5" Hg.
 Mags CHECK
 Run up second engine 2000 rpm
 Maximum manifold pressure 28.5" Hg.
 Mags CHECK
 Run engines singly to 30" Hg
 Check for 2400 rpm
 Booster pumps ON

CLIMB

Wheels UP
 Reduce power for initial climb
 Flaps UP
 Reduce power for continuous climb
 Adjust cowl flaps AS REQUIRED
 Booster pumps OFF above 1000 feet
 Booster pumps ON above 10,000 feet
 Climbing speed 160 mph

BEFORE LANDING

Automatic pilotOFF
 Superchargers.....LOW
 Fuel pressure.....6-7 lb.
 Fuel levelsQUANTITY
 Booster pumps.....ON
 Transfer pumpsOFF
 Mixture.....FULL RICH
 Carburetor heatNORMAL
 Props.....2400 rpm
 Landing gear.....DOWN below 170 mph
 FlapsAS REQUIRED
 Brake and hydraulic pressureCHECKED

APPROACH

Landing gear.....DOWN
 Hydraulic and brake pressureCHECKED

AFTER LANDING

Props.....INC. RPM
 Booster pumps.....OFF
 Cowl flapsOPEN
 Wing flapsUP

STOPPING ENGINES

Bomb bay doors.....OPEN
 Set engine rpm1200 RPM
 Mixture.....IDLE CUT-OFF
 Electrical switchesOFF
 (after props have stopped turning)
 ChocksPLACED
 Brakes.....OFF
 Controls.....LOCKED
 Trim tabsNEUTRAL
 Carburetor air scoop covers.....ON

POWER CONTROL CHART

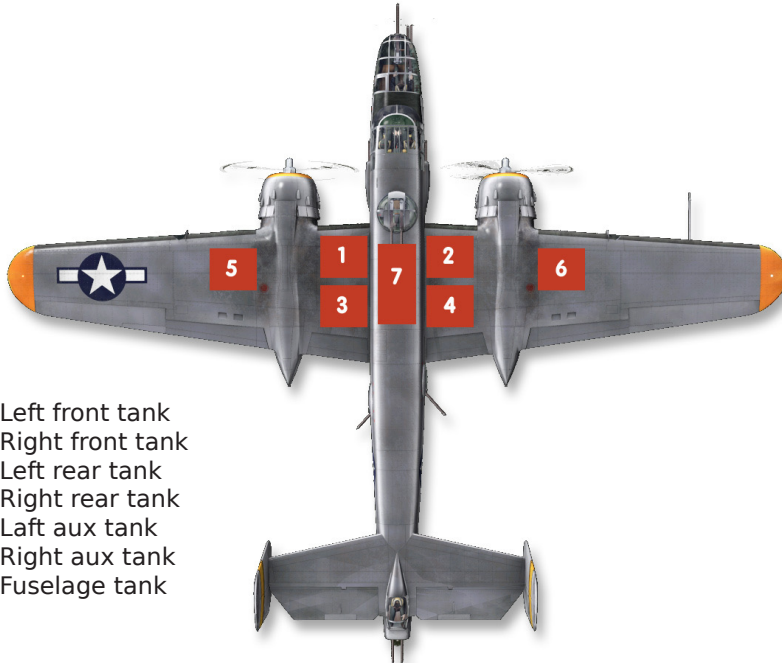
	RPM	Manifold Press.	Mixture
Takeoff	2600	39.5" Hg.	Full Rich
Maximum Cruise	2100	29" Hg.	Full Rich
Minimum Cruise	1560	26" Hg.	Cruising Lean

Climb

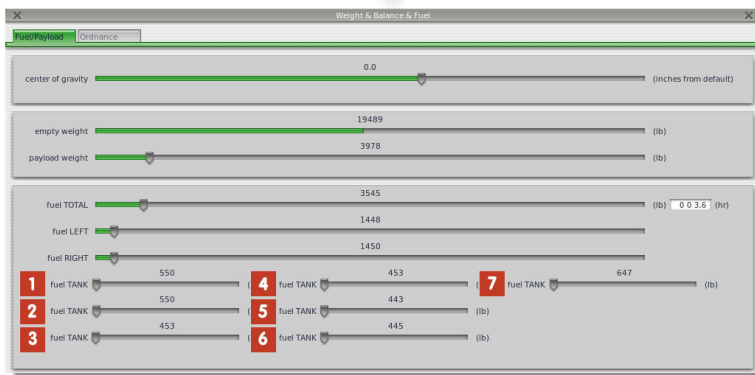
Sea Level to 7000 ft	2250 rpm	29" Hg.	Full Rich	Low Blower
7000 ft to 10,000 ft	2250 rpm	28" Hg.	Full Rich	Low Blower
10,000 ft to 16,000 ft	2250 rpm	26" Hg.	Full Rich	Low Blower
16,000 ft to 20,000 ft	2250 rpm	27" Hg.	Full Rich	High Blower

Cruise

1000 ft to 5000 ft	1950 rpm	26" Hg.	Full Rich	Low Blower
5000 ft to 10,000 ft	2050 rpm	25" Hg.	Full Rich	Low Blower
Sea Level to 4000 ft	1560 rpm	26" Hg.	Cruising Lean	Low Blower
4000 ft to 8000 ft	1600 rpm	25" Hg.	Cruising lean	Low Blower
8000 ft to 11,000ft	1650 rpm	24" Hg.	Cruising Lean	Low Blower
15,000 ft	1750 rpm	22" Hg.	Cruising Lean	Low Blower
20,000 ft	1850 rpm	24" Hg.	Cruising lean	High Blower



- 1 - Left front tank
- 2 - Right front tank
- 3 - Left rear tank
- 4 - Right rear tank
- 5 - Left aux tank
- 6 - Right aux tank
- 7 - Fuselage tank



FUEL SYSTEM MANAGEMENT

Tanks	Number	US GALS.
Left front tank	01	184
Right front tank	02	184
Left rear tank	03	151
Right rear tank	04	151
Left wing aux. tank	05	152
Right wing aux. tank	06	152
Fuselage tank	07	215

An independent fuel system is provided for each engine. The main fuel supply is carried in four self-sealing fuel tanks, two located in each wing center section between the fuselage and the engine nacelle. The auxiliary fuel supply consists of six smaller self-sealing tanks installed in groups of three in each wing center section outboard of the main fuel tanks, and a self-sealing tank in the upper portion of the bomb bay. The fuel flow is from the main tank, through a booster pump to a fuel strainer, then to the engine-driven fuel pump which delivers the fuel to the carburetor.

AUXILIARY FUEL

Fuel in the auxiliary cells must be transferred to the main fuel cells before it can be fed to the engine. To transfer fuel, start one or both of the auxiliary fuel cell transfer pumps by placing the switches on the control pedestal switch panel in the "ON" position. There are no valves to be opened or closed during this operation. Whenever the quantity of fuel in a main fuel cell has been reduced sufficiently, as shown on the liquidometer fuel level indicator, fuel should be transferred from the auxiliary cells. Watch gage in order that transferring operation may be stopped when cell is full, to avoid overflow. The transfer pump should not be kept running after the cell is full, since leaky filler caps may cause loss by overflow.

FUSELAGE TANK FUEL

Before the fuel carried in any fuselage tank may be used, it is necessary to transfer the fuel to the left or right front main fuel cell. To transfer fuel, proceed as follows:

Turn fuel transfer valve control from "OFF" position to either "FUS. TANK TO LEFT WING" or "FUS. TANK TO RIGHT WING."

Turn "ON" transfer pump switch on generator control panel.

Watch gage in order that transferring operation may be stopped when cell is full, to avoid overflow.



FUEL AND GENERATOR PANELS

- 01 - Left engine generator indicator
- 02 - left engine generator switch
- 03 - Right engine generator indicator
- 04 - Right engine generator switch
- 05 - Right engine fuel valve
- 06 - Left engine fuel valve
- 07 - Cross feed selector
- 08 - Fuse transfer switch



- 01 - Rudder Control Knob
- 02 - Elevator Control Knob
- 03 - Rudder Follow-up Card
- 04 - Directional Gyro Card
- 05 - Directional Gyro knob
- 06 - Heading mode
- 07 - Suction gage
- 08 - Horizon
- 09 - Horizon Bar
- 10 - Pitch mode
- 11 - Miniature Airplane Adjustment Knob
- 12 - Autopilot

AUTOMATIC PILOT CONTROL UNIT

Remember that the autopilot is a machine. It cannot do your thinking for you. Use it as an aid to flight, not to do your flying and particularly not your thinking. Experience has demonstrated that the instantaneous control responses of the autopilot under flight conditions which might cause side slip or stall, may result in a spin

Because of this, the following restrictions are placed on its use.

Do not use it in extremely turbulent air. You can, if you choose, use it to aid you but you must be on the controls also.

Do not use it if both engines are not delivering normal power.

Do not turn it on until you are sure that flight conditions permit safe control by the autopilot.

Maintain at least minimum cruise power settings. The B-25 is too sluggish at low speeds to permit safe operation on autopilot.

You must constantly check the instruments, and the trim of the plane must be accurate.

Never engage the autopilot unless the indices are lined up properly.

Never make course and altitude changes rapidly with the autopilot.

Trim the plane hands-off.

Set rudder follow-up card to match directional gyro card.

Set elevator follow-up card to match elevator alignment index.

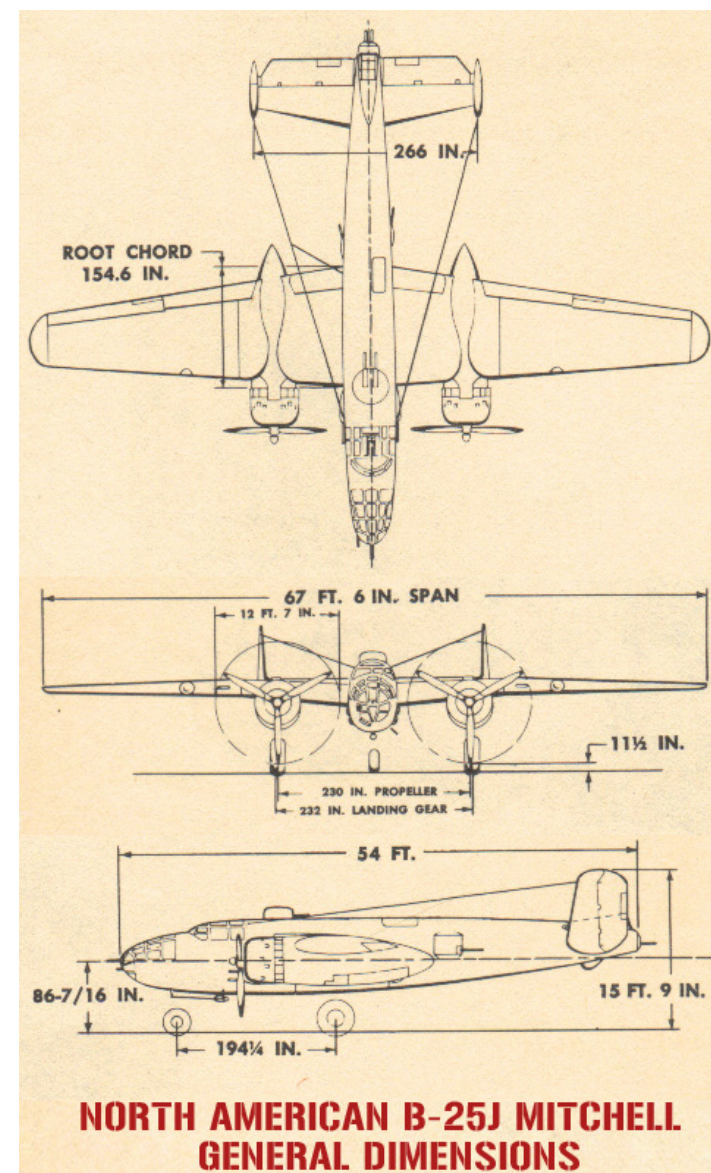
Engage Autopilot.

During flight do not overcontrol the autopilot more than 15°.

DATAS

GENERAL SPAN: 67 FT. 6-11/16 IN.
 LENGTH (OVER ALL) : 52 FT. 10-13/16 IN.
 HEIGHT: 15 FT. 9-3/16 IN
 WING AIRFOIL SECTION : ROOT: N.A.C.A
 23017
 TIP: N.A.C.A., 4409R
 CHORD AT ROOT: 12 FT. 10-5/8 IN.
 INCIDENCE (L.E.): 3° 0' 30"
 SWEEPBACK (L.E.): 4° 12' 13"
 DIHEDRAL (L.E.): 4° 38' 23"
 STABILIZER SPAN: 22 FT. 2 IN.
 MAXIMUM CHORD: 7 FT. 1-7/8 IN.
 INCIDENCE: 2°
 DIHEDRAL: NONE
 FUSELAGE WIDTH(MAXIMUM): 4 FT. 8-1/2 IN.
 HEIGHT(MAXIMUM): 11 FT. 5-7/16 IN.
 LENGTH: 52 FT. 10-3/16 IN.
 AREAS WINGS LESSAILERONS): 577.67 SQ.
 FT.
 AILERONS (TOTAL): 32.13 SQ. FT.
 FLAPS (TOTAL): 75.8 SQ. FT.
 STABILIZERS (INCLUDING ELEVATOR): 132.4
 SQ. FT.
 ELEVATOR (INCLUDING TABS): 50.6 SQ. FT.
 ELEVATOR TRIM TABS (TOTAL): 3.12 SQ. FT.
 FINS: 47.8 SQ. FT.
 RUDDERS (INCLUDING TABS): 43.2 SQ. FT.
 RUDDER TRIM TABS (TOTAL): 3.18 SQ. FT.
 SETTINGS & RANGES OF MOVEMENT OF
 CONTROL SURFACES STABILIZER 2°
 FIN, OFFSET: NONE
 AILERONS - WINGS / UP TRAVEL 30° / DOWN
 TRAVEL 15°
 ELEVATOR / UP TRAVEL 30°/ DOWN TRAVEL
 20°
 RUDDERS / RIGHT TRAVEL 30°/LEFT TRAVEL
 30°
 TRIM TABS

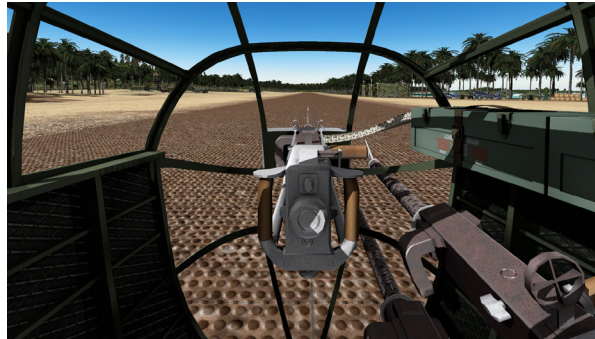
ELEVATOR / UP TRAVEL 12° / DOWN TRAVEL 12°
 RUDDER / RIGHT TRAVEL 12° / LEFT TRAVEL 12°
 AILERON / UP TRAVEL 13° / DOWN TRAVEL 13°
 LANDING GEAR WHEEL-TYPE LANDING GEAR
 TYPE: HYDRAULICALLY RETRACTABLE
 TREAD: 19 FT. 4 IN.
 SHOCK STRUTS
 TYPE: AIR—OIL COMBINATION
 MAKE AND PART NO.: BENDIX NO. 65929 (L.H.)
 BENDIX NO. 65930 (R.H.)
 FLUID REQUIRED: SPEC. AN—VV-0-366A
 WHEELS (MAIN)
 TYPE: GOODYEAR, 47 IN.
 TIRES: GOODYEAR 47 IN. SMOOTH CONTOUR
 TIRE PRESSURE: 44 LBS. P.S.I.
 WHEEL(NOSE)
 TYPE: HYDRAULICALLY RETRACTABLE
 SHOCK STRUT
 TYPE: AIR—OIL COMBINATION
 MAKE AND PART: NO. BENDIX NO. 65928
 FLUID REQUIRED: SPEC. AN—VV—O—366A
 WHEEL
 TYPE: GOODYEAR 30 IN.
 TIRE: GOODYEAR, 30 IN. SMOOTH CONTOUR
 TIRE PRESSURE: 45-49 LBS. P.S.I.
 BRAKES
 TYPE: DUAL DISC, HYDRAULIC. PNEUMATIC



CAMERA PRESETS



Numeric keypad 7



Numeric keypad 8



Numeric keypad 9



Numeric keypad 4



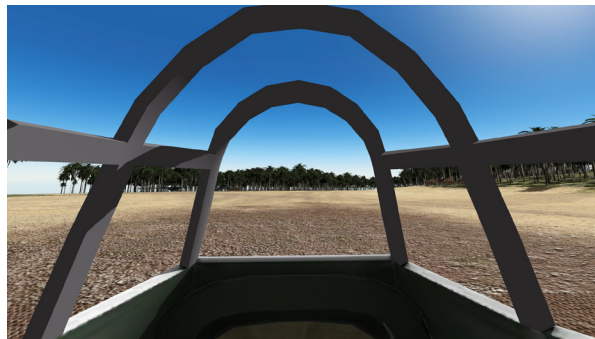
Numeric keypad 5



Numeric keypad 6



Numeric keypad 3



Numeric keypad 2



Numeric keypad 3

LIVERIES



Martha Jean #44-86777



Miss Mitchell #44-29869



Betty's Dream #45-8835



PBJ-1J VMB 611



Apache Princess #44-28059



PBJ-1J VMB 612 Devil Dog



Briefing Time #44-29939



Pacific Prowler #44-30823



Hot Gen #45-88823



DE HAVILLAND DHC-1 CHIPMUNK - X-PLANE

KHAMSIN STUDIO - www.khamsin.org

DE HAVILLAND DHC-1 Chipmunk

Accurate 3D visual model with normal maps
Fully detailed and animated 3D cockpit with 3D gauges
Polygon optimized model, manipulators technology
Night lights effects
3 liveries (RAF, RCAF, civil)

Requirements

Windows Vista or Seven (32 or 64 bits) / MAC OS 10.3.9 (or higher) / Linux
XPlane 10.20 (or higher - 64 bit compatible)
Pentium 2 GHz - 4GB RAM/1GB VRAM
70MB available hard disk space

<http://store01.prostores.com/servlet/x-planestore/Detail?no=456>



NORTH AMERICAN T-28 TROJAN - X-PLANE

KHAMSIN STUDIO - www.khamsin.org

NORTH AMERICAN T-28 Trojan

Highly detailed and fully animated exterior model
Fully detailed and animated 3D cockpit with 3D gauges
Polygon optimized model, manipulators technology
Night lights effects
3 liveries

Requirements

Windows Vista or Seven (32 or 64 bits) / MAC OS 10.3.9 (or higher) / Linux
XPlane 10.22
Pentium 2 GHz - 4GB RAM/1GB VRAM
88MB available hard disk space

<http://store01.prostores.com/servlet/x-planestore/Detail?no=351>



PACIFIC ISLANDS WW2 (update 2014/03/15)

Munda, Gizo, Barakoma airfields (Salomon Islands)
Espiritu Santo Palikulo (Vanuatu Islands)
Original objects: Vought F4U Corsair, Lockheed P-38 Lightning, Douglas C47 Dakota, Consolidated B-24 Liberator, Consolidated PBY Catalina, Liberty Ship, Patrol boat, Jeep Willis, GMC Truck, tents, towers, barracks, Quonset hut...
X-Plane 10 lights, HDR rendering

Requirements
Windows Vista or Seven (32 or 64 bits) / MAC OS 10.3.9 (or higher) / Linux
XPlane 10 (or higher - 64 bit compatible)
Pentium 2 GHz - 4GB RAM/1GB VRAM
180MB available hard disk space

<http://store01.prostores.com/servlet/x-planestore/Detail?no=373>



BOEING B-17 Flying Fortress V1.3 (update 2014/03/21)

Freeware
High definition 4K (diffuse, normal and specular)
Fully animated exterior model
Fully animated 3D cockpit with 3D gauges
Manipulators technology
Night lights effects, high frame rate

Requirements
Windows Vista or Seven (32 or 64 bits) / MAC OS 10.3.9 (or higher) / Linux
XPlane 9.55 -> Xplane 10.22+
Pentium 2 GHz - 4GB RAM/1GB VRAM
55MB available hard disk space

<http://forums.x-plane.org/index.php?app=downloads&showfile=16610>

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Special thanks to Olivier Faivre (www.hydroz.net) for beta testing, SASL scripts and precious help.