

Bristol Type 188



For FSX SE

Description:

Bristol Type 188, the 'Flaming Pencil' was a British highspeed research aircraft. Designed to meet operational requirement ER.134T for a testbed capable of speeds greater than Mach 2. Due to the anticipated effects of kinetic heating at high Mach numbers, the fuselage was constructed of stainless steel. Two aircraft were built, XF923 and XF926. First flight of XF923 was on 14th April 1962 and then XF926 with upgraded Gyron Junior engines on 29th April 1963. Ironically, the Maximum speed achieved was Mach 1.88 at 36,000 ft. Although the top speed of the Type 188 was disappointing, the airframe advanced understanding and knowledge of structures, oils, electrics, hydraulic fluid, bearings, tires, windows and cabin environment at high temperatures as well as telemetry which was used during the development of Concorde. Last flight was 11th January 1964. One Bristol Type 188 remains at the RAF Museum, Cosford. FSX SE native design with custom 3D gauges and cockpit. By Tyler Gladman.

General characteristics:

Crew: one

Length: 77 ft 8 in (23.68 m)

Wingspan: 25 ft 1 in (10.70 m)

Height: 13 ft 11 in (4.23 m)

Wing area: 396.25 ft² (36.85 m²)

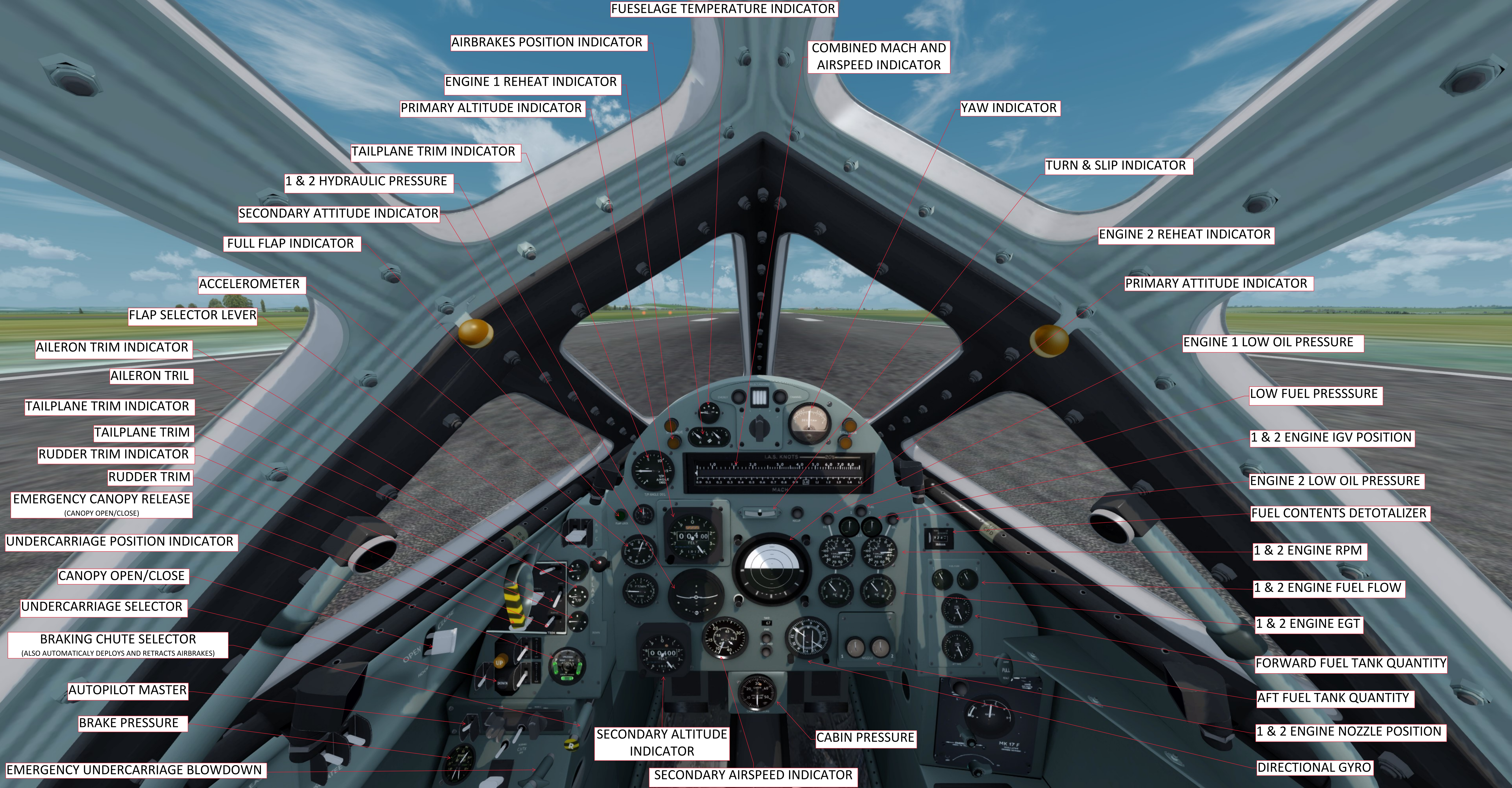
Gross weight: 20,000 lb (13,608 kg)

Powerplant: 2 × de Havilland Gyron Junior DGJ.10R turbojet, 10,300 lbf (44.4 kN) dry, Reheat 14,000 lbf (62.2kN), 20,000 lbf (88.9 kN) at 36,000 ft.

Landing approach speed 188 knots.

Install Instructions:

1. Copy Bristol T188 folder to you FSX/SimObjects/Airplanes folder.
2. Copy the Reheat Effects folder contents to your FSX/Effects folder.



AIRBRAKES POSITION INDICATOR

COMBINED MACH AND
AIRSPEED INDICATOR

ENGINE 1 REHEAT INDICATOR

PRIMARY ALTITUDE INDICATOR

YAW INDICATOR

TAILPLANE TRIM INDICATOR

TURN & SLIP INDICATOR

1 & 2 HYDRAULIC PRESSURE

ENGINE 2 REHEAT INDICATOR

SECONDARY ATTITUDE INDICATOR

FULL FLAP INDICATOR

PRIMARY ATTITUDE INDICATOR

ACCELEROMETER

FLAP SELECTOR LEVER

ENGINE 1 LOW OIL PRESSURE

AILERON TRIM INDICATOR

LOW FUEL PRESSURE

AILERON TRIL

1 & 2 ENGINE IGV POSITION

TAILPLANE TRIM INDICATOR

ENGINE 2 LOW OIL PRESSURE

TAILPLANE TRIM

FUEL CONTENTS DETOTALIZER

RUDDER TRIM INDICATOR

1 & 2 ENGINE RPM

RUDDER TRIM

1 & 2 ENGINE FUEL FLOW

EMERGENCY CANOPY RELEASE
(CANOPY OPEN/CLOSE)

1 & 2 ENGINE EGT

UNDERCARRIAGE POSITION INDICATOR

FORWARD FUEL TANK QUANTITY

CANOPY OPEN/CLOSE

AFT FUEL TANK QUANTITY

UNDERCARRIAGE SELECTOR

1 & 2 ENGINE NOZZLE POSITION

BRAKING CHUTE SELECTOR
(ALSO AUTOMATICALLY DEPLOYS AND RETRACTS AIRBRAKES)

DIRECTIONAL GYRO

AUTOPILOT MASTER

BRAKE PRESSURE

SECONDARY ALTITUDE
INDICATOR

CABIN PRESSURE

SECONDARY AIRSPEED INDICATOR

EMERGENCY UNDERCARRIAGE BLOWDOWN



BRAKE CHUTE SELECTOR
(AUTOMATICALLY DEPLOYS AND RETRACTS AIRBRAKES)

**EMERGENCY UNDERCARRIAGE
BLOWDOWN**

CANOPY OPEN/CLOSE

AIRBRAKE SELECTOR

ENGINE 2 THROTTLE

ENGINE 1 THROTTLE

1 & 2 ENGINE IGNITION

PARKING BRAKE

CANOPY LOCK INDICATOR

ENGINE 1 LP FUEL COCK

ENGINE 2 LP FUEL COCK

RUDDER PEDALS

CONTROL COLUMN

AUTOPILOT DISCONNECT

BATTERY ON

SPEED BRAKES

**LOW HYDRAULIC
PRESSURE ENGINE 1 & 2**

FIRE ENGINE 1 & 2

**FUEL BACKING
PUMPS 1 & 2 ON**

ALTERNATOR 1 & 2 ON

PITOT HEAT ON

AVIONICS ON

WARNING PANEL LIGHTS TEST

MASTER WARNING LIGHT

WARNING PANEL

ENGINE 2 FIRE EXTINGUISHER

ENGINE 2 FIRE EXTINGUISHER

BATTERY SWITCH

GENERATOR SWITCH

MASTER AVIONICS SWITCH

PITOT HEAT SWITCH

VENTILATION
(NON OPERATIONAL)

ALTERNATE STATIC SOURCE
(NON OPERATIONAL)

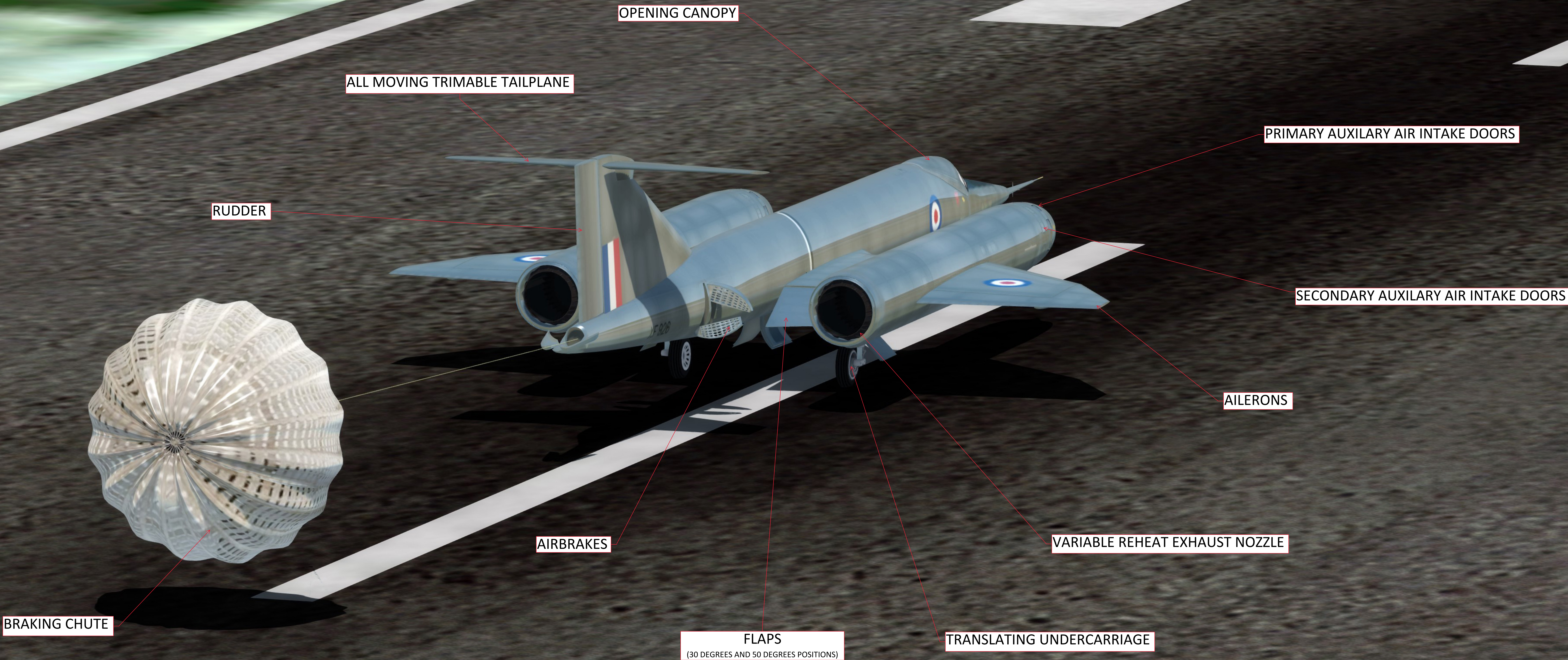
ENGINE STARTER BUTTON

HYDRAULIC PUMPS

FUEL PUMPS

**HP FUEL COCKS
(MIXTURE)**

BRISTOL TYPE 188



Thanks:

This aircraft was made using Blender 2.79, GIMP and Photoshop 2020.

Thank you to the FSDeveloper community for all your help including Milton Shupe, n4gix, tgibson, DragonflightDesign, Heretic, spokes2112, kalong, antaris, Vitus, rcbarend, dave hoeddgen, Zoren, chris, Roy Holmes, chris34, Deano1973, EduHir and JB3DG.

Contact and Feedback:

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XF926 at Raf Museum, Cosford, UK.

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Tyler Gladman

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