

FS2004 ACOF  
Messerschmitt / Alexander Stein  
Bf109 80% replica



**FS history of the Messerschmitt / Alexander Stein BF 109 V7 80% replica:**

On August 1st 2019 Shessi published the **Messerschmitt\_Bf109\_B1\_EARLY\_Fs9.zip**, at August 6th he published the 2D panel I did for him and his fine bird. Both publications can be found at Sim Outhouse. Very amazed by Shessies bird I continued by research on the net for this aircraft and later Caesar and Dora versions. So I found this particular version. In 2004 Alexander Stein brought to flight his 80% replica at Bitburg. He choose the V7 to make his replica as original pattern as this version was civil registred and painted in light grey as Mr. Stein do not like camouflage paint. Sadly I do not have the knowledge nore the tools to reduce Shessies aircraft down to 80%. Also I had some problems to adapt the VC to the 2D panel. There are some gauge backgrounds on the VC I could not eliminate. The 2D panel is as close as I could do working with a not very good view of the replica cockpit.



**Now let us discover and fly the bird:**

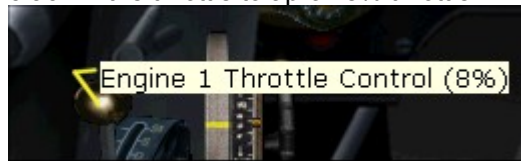
1. at first let us make a walk around. While doing this we can control that  
all the rudders work as they should (I say that as I must recalibrate my  
joystick and rudder pedals at every flight, grrr)
2. take place in her cockpit. It's narrow but all commands are near to hand.
3. switch on the battery



4. insert the key into the magnetoes switch



5. crack in the throttle to aprox 8% throttle



6. pull the choke on



7. turn the key of the magnetoes switch to both  
8. push on the starter button  
he is just right of the magnetoes switch  
push on it till engine runs  
9. when the engine runs, let the engine warm up,  
in this time switch on the navigation lights, and the pitot heat if temperatures  
during



10. tune your radios, and ask for clearance  
11. taxi to your assigned start position,  
roll on low speeds and make soft turns  
10hq manifold pressure should be enough for taxiing  
when you are aligned on your take off position  
12. a) lock the tailwheel  
b) set the flaps to 25%



- c) switch on the fuel pump



13. release the brakes and constantly increase power to 100%
14. push just a little bit on the stick to bring the tail up
15. the tendency of the aircraft to swing to the left can be controlled very easy with the right rudder input
19. at 80 knots let the stick come back and the plane takes off smoothly
20. as soon as your variometer is positive retract the landing gear



21. at 300 feet over ground
  - a) retract the flaps
  - b) switch off the fuel pump
  - c) reduce the power to 35.5 hq mp (91% power)
22. trim out the plane to climb with aprox 1000 feet/min, the trim setting is about -0.2°
23. at flight level reduce power to 30.0hq (75% power) and close the cowl flap, under 3000 feet let the cowl flap 30% open



24. that as this aircraft represents a 80% replica and nowadays autopilots are so little you can even find them in ULM' s, I installed one. I do not know it Alexander did equip his plane with one. But it eases a lot life !



25. for flying in our days condition the plane is also equipped with ADF and VOR1 indicators you can see at the lower part of the cockpit left and right of the stick
26. as the real Bf 109 this plane do not have a great autonomy, just about one hour at 75% power, you can considerably increase your autonomy by reducing power to 24,4hq (61%)
27. but your speed will be only 155 knots  
Landing

- a) reduce to approx 100 knots, 22.7hq (60%)
- b) lower the landing gear, hold 100 knots of speed
- c) to ease you life there is a view adjust lever at the right side of the cockpit



- 28. with gear down, and power set to hold 100 knots of speed the trim must be at +5.7°
- 29. open the cowl flap fully and switch on the fuel pump
- 30. when you begin your descend, set the flaps to 50%, hold your speed of 100 knots
- 31. trim must be set to +6.0°
- 32. as soon you have the runway in sight to land, set full flaps. let your speed come down to 85 knots  
Pay attention to the elevator trim, the 109 is really trim sensitive!
- 33. over the fence reduce your power to approx 10% landing speed should be at approx 60 knots.
- !! your first landings will certainly a bit bumpy until you got a feeling for this plane.  
She is quiet trim sensitive  
She demands that you also pay attention to have the right power and speed at landing
- 34. apply brakes smoothly !
- 35. when your speed is down retract the flaps completely, switch off the fuel pump
- 36. taxi smoththly to your parking position  
at the parling position
- a) cut off the fuel



- b) switch off the magnetoes and remove key
- switch off the lights, and pitot heater
- c) switch off the battery

Out down again !





I hope you brought her down safely and that my manual helped you to handle this plane.  
At first she is a bit difficult, but you will learn to love her.

Yours  
Michael "Papi" Vader