

# Flysimware 1918 Thomas Morse Scout X Manual

This manual is for Microsoft Flight Simulator and Prepar3D. Not intended for real world use!

## TIP:

Never touch the throttle lever on your joystick. This aircraft uses magneto switch for power setting. Although you can use the throttle if you get bored.

## TIP:

Add air to the fuel and oil pressure tank by using the hand pump located on your lower right side. This must be done before starting engine.

## TIP:

Don't forget to assign joystick assignments to use the machine gun and blip switch.

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## 1. Installation:

Double Click the yellow piper exe.

Have your registration code copied into your clipboard. This will input your registration code automatically.

This installer auto finds you fsx game no matter where it is! If it does not find your game, just search for a fsx registry fixer....

Our models are located under Flysimware as the manufacturer in the game.

## 2. Description:

The Thomas-Morse S-4 Scout was an American biplane advanced trainer, operated by the Army and Navy. Dubbed the "Tommy" by pilots who flew it, the aircraft became the favorite single-seat training airplane produced in the U.S. during World War I, having a long and varied career beginning with the S4B, which first appeared in the summer of 1917.

The S-4B, with a 110 hp Gnome, span of 27', and length 20'3" proved more successful, with three prototypes followed by an order of 97 for the Army and 10 for the Navy, while six more were completed with two main and one tail floats as the Navy S-5. The S4B was used by practically every pursuit flying school in the U.S. during 1918.

It was supplemented in 1918 by the S-4C, at a cost of US\$5400 each. Six prototypes were built, and the 80 hp (60 kW) Gnome B-9 was replaced by the "more reliable" 80 hp (60 kW) Le Rhône C-9 with the fifty-second aircraft. Four S-4Cs with floats went to the Navy, and 461 for the Army.

2 high quality models (S-4B, S-4C) powered by a 160 hp Gnome engine. These models have no throttle, that's right no throttle, because there is no carburetor. The Gnome power and rpm are based off of the 2 magneto positions. The left magneto has 2 positions, full power and idle. The right magneto has 5 positions. Full power, which fires the spark plugs each revolution, half power 4 revolutions, quarter power, 8 revolutions and eighth power, 12 revolutions to fire 9 times. This makes it sound like a 2 stroke engine. Our custom sound set will change the sound based off of the magneto position. We included a machine gun that includes smoke effects, tracer effects and functions like the real gun.

3 paint themes with 3 bonus HD textures that you can choose from the aircraft list. Includes over 6 bump textures and realistic paint themes. The control panel gives you quick access to maps, atc, aircraft procedures, repair and refuel options.

You can change model features from your control panel and they include: Wheel chocks, service mode, parked mode and engine housing cover.

With only a few gauges these models run faster than the default C172. You can expect amazing frames and even fly formation with superior graphics!

## 3. Animation & Tooltips

Almost all switches and levers are animated. Tooltips are added to most features to make it easy to learn each function!

### Magnetos:

Left Magneto = Left click and right click mouse

Right Magneto = Left click and right click mouse

All other mouse clicks are left click

#### 4. Aircraft Modes

Using the control panel you can change 4 modes on each model.

WHEEL CHOCKS / ENGINE COVER / SERVICE DOORS / PARKED MODE

#### 5. Joystick Assignments

##### "Important"

Assigning these options will allow you to control 2 major functions.

The game does not have keyboard assignments for magnetos. So don't waste your time looking. Use your mouse on the vc panel.

1. Strobe light = Machine Gun fire switch

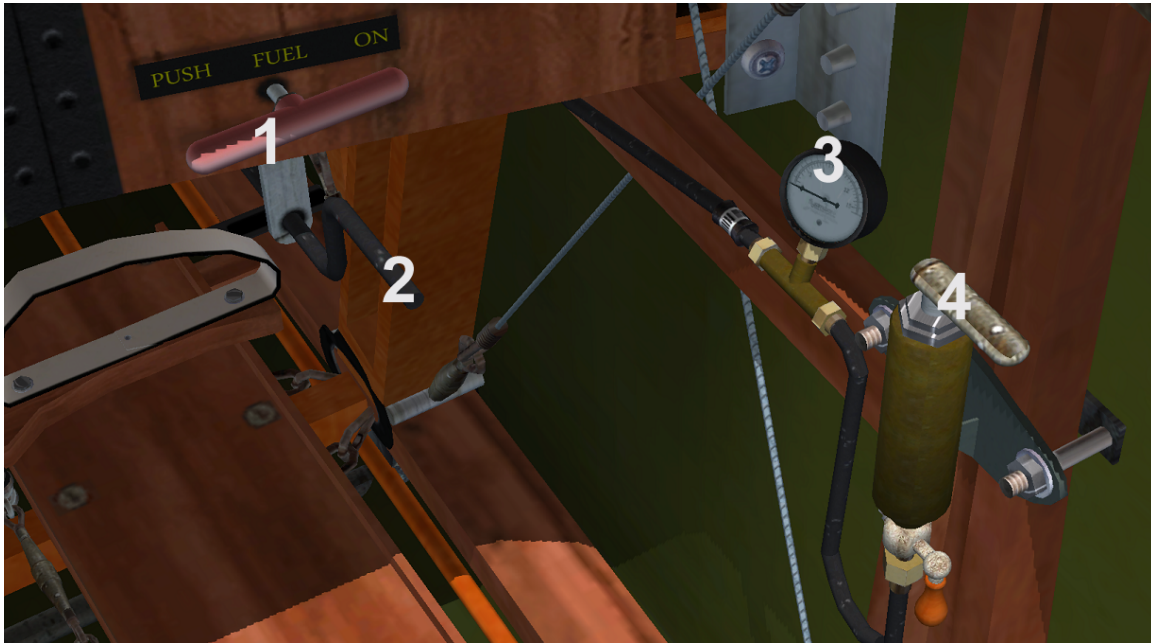
2. Landing light = Blip switch

#### 6. Panel Layout

Overall panel layout



1. Original magneto (Uses blip switch to fly)
2. later version magneto (No blip switch needed)
3. Custom battery switch (No keyboard shortcut)
4. Fuel gauge
5. Airspeed gauge
6. Altimeter gauge
7. Blip switch
8. Fuel valve lever
9. RPM gauge
10. Oil Valve
11. Mixture (Thomas Morse designed the mixture lever reversed to standard mixture levers)
12. Handcrank start arm
13. Air pump and pressure gauge (Requires 5 Psi to start engine)



1. Fuel valve lever
2. Handcrank start arm
3. Air Pressure gauge
4. Handcrank to add air pressure

The Thomas Morse Scout needs 5 psi of air pressure for the fuel and oil to reach the engine.



Oil valve glass tube shows you have oil flowing and was used to determine speed if your airspeed gauge failed.

Turn valve handle below to see oil pulsating.

## 7. Magnetos / Blip Switch

Dual magnetos for this reproduction model!



## 1. Original magneto

To use the left magneto means you must fly using the blip switch. Turn the mag switch to on and crank the engine. To practice using the blip switch before you taxi or fly use the wheel chocks to secure the aircraft from moving.

By leaving the blip on you will have 100% full power and start to move forward. As you pick up speed click the blip switch off and on every 1 to 3 seconds to maintain a decent taxi speed. Also when landing use the blip to decrease speed and land at a safe speed.

## 2. Later version magneto

This magneto does not require the blip switch and uses less sparks per revolution to produce various output power. The list below shows the scale of each position. It will take some practice to learn the correct revolutions to taxi and land.

- 4. Full power = 9 sparks per revolution
- 3. Half power = 9 sparks per 4 revolutions
- 2. Quarter power = 9 sparks per 8 revolutions
- 1. Eighth power = 9 sparks per 12 revolutions
- 0. OFF = None



The blip switch is used to cut the magnetos off for a few seconds. So you need to press once then press again to regain spark. If you leave the blip switch off too long, 2 things can happen. You can get a fire or flood the engine. If you flood the engine our models will run rich with a semi high rpm with a ton of smoke for about 30 seconds. To taxi or turn, just use the blip switch to help increase tail swing and control of your total speed.

## 8. Startup Procedure

How to start the Tomas Morse Scout.

1. Battery on
2. Pump the fuel pump until you have around 7 PSI or 7 times.
3. Set any magneto to an on position.

4. Turn on pulseator (located left side below glass tube)
5. Crank the starter crank 1 time.

## 9. Uninstall:

Go to start, all programs and look for the folder called Flysimware 1918 Thomas Morse Scout X. Inside is your unistall exe. Or go to control panel/add and remove programs.

Removing this product has NO EFFECT on your game!

## 10. Testing:

Tested on Microsoft Flight Simulator FSX Acceleration

Available for:

FSX SP2/Acceleration and P3D V1 / V2

Developers: Flysimware

Print this page for quick reference!

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