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the default option in milviz is the f-100d, a single seater, featuring folding wings and a retractable tricycle undercarriage. the aircraft has a slender fuselage with a swept back wing and a single engine mounted in the nose. this is a high-performance aircraft and the flight characteristics are for those who like their aircraft to behave like they are behaving in the real world. f-100ds have excellent aerobatic capabilities and would be suited to those looking for something different. the milviz f-4e is a single seat fixed wing aircraft that was produced by the mcdonnell douglas corporation. the f-4e was a single seater and was the first of the series to use a variable-pitch, constant speed propeller. it was developed to satisfy the air force specification e-1 and was also used as a trainer. a total of 1,274 f-4es were built. the f-4e was the first of the f-4 series to feature the variable-pitch propeller, a feature which was also carried over into the f-4g. although the f-4e had a much more powerful engine than the f-100d, it was still a single engine aircraft and the engines were prone to failure. the f-4e had good handling and was a very stable aircraft. one of the great things about the f-4e is that it was easy to fly. there was no strange flight characteristics and the controls were superb. the f-4e was the first aircraft to use the variable-pitch propeller and so it had two different operating modes, one for high power and one for reduced power. there was also a third operating mode for those that wanted to fly an aerobatic aircraft. the f-4e was also one of the first aircraft to have an inertial navigation system.

## FULL [FSX-P3D] Milviz - Aircraft Collection

I can forgive the lack of Hot and Cold startup for this aircraft simply because I already own the PoP Milviz and its so much better. I mean the startup system for the Milviz sounds great, but it is so inaccurate. It always seemed to take twice as long to get to the real Milviz startup state. There is also a lot of variation in weather and humidity. For example, a day that was 75 degrees and overcast, the Milviz startup would be hot and humid, but then when the day had a nice, nice sunny day, the startup was a breeze. The full FCOM boot is needed for the airport to work so hopefully theyve included one in the Simfile. By the way I was impressed with the amount of detail Carenado included in the Simfile, many other simmers who said its missing things like the radio indicators and emergency equipment would be impressed. In fact, theres even a nice custom scenery for Hong Kong in the scenario they created. Ive always preferred flying in FSX and simulating the Milviz aircraft in Carenado. I never quite got into FSX as I always thought it was too limited in the flight controls. Since I already own the PoP Milviz, I dont feel like I need to buy the full FCOM package, especially at this price. Carenado claims the Milviz has a great flying experience, but at \$59.99 I think it is a bit expensive for an aircraft that I already own. Carenado is using a type certificate that says that the Milviz Model 312 and 310 are the same airplane. But its hard to tell because the Model 310r that Carenado is releasing will include the new FMC which the Model 312 also includes. The 310r I pre-ordered has the Model 312 FMC, but I have heard that later model 310 are going to be equipped with the FMC. The Model 312 does include all of the various control yokes, rudder pedals and FMC. The Model 312r will have the FMC but no aircraft specific control yokes or rudder pedals. There are also some disputes between Carenado and the FAA about the Model 312 and 310 certification and type certificate. 5ec8ef588b

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