

Wittman Tailwind Collection

The Dream Build

The Dream Build.....

OWNERS MANUAL

FOR MSFS

BUILD EDITION 1.0

The Vision. The Dream.

Imagine wanting to build your own plane.

Imagine that your business became so successful that you found yourself with a cushion of funds so vast, that you could finally afford to build your dream plane, and exactly the way you wanted, with the instruments and engine you wanted, the paint scheme you wanted, to make an incredibly awesome, top end Experimental 'Dream Plane'...

The Wittman Tailwind is a sleek, fast, wild design. She was created by a famous air racer designer, Steve Wittman. There were several models of this plane done. This package features 2 of them, the W8 'Early' model, and the W-10 'Later' model.

The W8 features a lower range of cool accessories, a fuel injected 4 cylinder high performance IO-360 sporting 180 HP, and the second version is a top of the line panel of extreme technology, all screens with some carbon fiber panels in some, and... a powerful IO-540 engine wielding a whopping 260 HP.

To dream big can be fun. Dreams can fuel lives. Dreams can give you hope. Dream big dreams. Dream great dreams.

The Dream Build... What if.....

WITTMAN TAILWIND OWNERS MANUAL



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Table of Contents

[Preface](#)

[Steve Wittman](#)

[Historic Introduction](#)

[Features](#)

[Issues](#)

[W-8 Specifications](#)

[W-10 Specifications](#)

[Sim Models Introduction](#)

[W-8 Engine Specs](#)

[W-10 Engine Specs](#)

[Cabins](#)

[Seats](#)

[Cargo Compartment](#)

[Exterior Variants](#)

[Details](#)

[Instrument Panels](#)

[Cabin Lighting Sys](#)

[Camping Feature](#)

[Making Smoires](#)

[Sound Packs](#)

[W-8 Autopilot](#)

[W-10 Autopilot](#)

[Camera Preset Views](#)

[TIPS AND TRICKS / FLIGHT](#)

[Bugs and Issues](#)

[Fuel Range](#)

[Introduction](#)

[Windshield Effects](#)

[Engine RPM's / Speeds](#)

[Flight Section Start](#)

[Take-Off](#)

[Flight](#)

[Landing](#)

[Tailwind Build Team](#)

[Real Tailwinds](#)

[Buying a Tailwind Kit](#)

[SunShade Hiding](#)

[Engine RPM Rates](#)

[W-8 Autopilot](#)

[Building the MSFS](#)

[Model in Blender](#)

[Thank You](#)

[Other Planes by LHC](#)

[Future Releases](#)

[Jesus](#)



Steve Wittman

AIR RACER AND AIRCRAFT ENGINEER

Steve Wittman was born on April 5th, 1904. Steve's dream was to fly and soon he started flying and then building his own planes. His first was the Hardly Ableson, a Harley powered aircraft back in 1924. He worked for Pheasant and also Dayton Aircraft Companies and flew their air racers. He went on to race and won many famous awards including the famed Thompson Trophy.

Steve later became the airport manager of Oshkosh Airport, from 1931 to 1969. The new actual name of Oshkosh Airport is 'Wittman Regional Airport'. Steve was instrumental in bringing the famed Annual EAA Fly-In to Oshkosh in 1970.

Throughout his later years, he was constantly building new designs, rebuilding former designs to new versions, always experimenting with new aircraft as well as racing them, entering many into Class style races.

Steve and his wife made a trip in one of Steve's new airplane designs, the O&O, N41SW. On route from their winter residence in Ocala Florida, flying out to Oshkosh Wisconsin. Their plane developed structural failure in one of the wings and Steve and his wife Muir crashed. Sadly, both lost their lives.

Information on Steve Wittman gathered from Wikipedia



HISTORIC INTRODUCTION 1

The Wittman Tailwind was designed by Steve Wittman of air racing fame. The Tailwind first flew in 1953, and was originally called the 'Flying Carpet'. It was a radical design that proved to be one of the fastest in its scale and class in the world. Steve later renamed it 'Tailwind'. And so the Tailwind Legacy began.

The pure simplicity of the plane makes it able to be built by people that know very very little about building a plane. One does need to know how to weld steel tubing, then to learn to work with wood for the wooden wings, and covering, coating, and painting fabric on a tubular fuselage. Kits are available to help people out, which also include fiberglass cowlings.

Aircraft Spruce and Specialty acquired rights to the plans package for the Wittman Tailwind to keep it available to the public. It continues to have a huge fan following and Aircraft Spruce offer Builder Kits to help speed up the process of making one.

There are two versions of the Tailwind that are most popular, though many others exist. In this dual package, we are offering the 'W-8' early version, and the later version 'W-10'. There are subtle variations between them, which include lighter weight on the W-8, smaller engine, and raked rudder that leans back. The W-10 has a totally different rudder with small rudder fin that is lowered, and also is slightly more heavier, has more Avionics and things which give it more weight, and also a high performance 6 cylinder engine.



HISTORIC INTRODUCTION 2

In the design of this package, I sought to make it 'unique'. I wanted it to represent 'Building a Dream', where a person makes a great amount of funds and is able to build his dream plane, the Wittman Tailwind, and he can afford to get the parts he wants for it, such as a top of the line Lycoming fuel injected engine, very nice Avionics and instrumentation, a radical interior with very nice seats, and a very nice paint scheme.

I 'also' wanted to do something that I introduced in the Q-200 Homebuilt for MSFS; Camping tents. But this time, I went a step further. Instead of just a Oshkosh mode with 2 tents only, I added a nice little fire pit with a ring of large stones around it, nice fold up chairs, and two lanterns hanging under the wings that can be turned on with a switch on the instrument panel. Now... it can go camping on the beaches of a nice lake, in a beautiful meadow in Colorado, or a green valley in the Alps. It converts the Tailwind from just a sporty plane, to a cool, sharp Adventurers aircraft, complete with camping things for a journey of a lifetime.

The 'Dream Build'. Making a Dream come true.





Many Versions Of Tailwinds



So many Wittman Tailwinds have been built across the World. So many variations as well, as home builders add their own personal touches to the designs.



WITTMAN TAILWIND



Welcome to another Aircraft Adventure by Lionheart Creations.

In this package, you will find two 'Experimental Homebuilt Sport Aircraft' that have been equipped with top of the line high performance, fuel injected engines, one plane being outfitted with state of the art modern, glass screen instrumentation. You will have very well made, comfortable, sleek seats, some nice interior trim, though this is designed to be a radically lite-weight aircraft.

The feel of the Wittman Tailwind could probably best be described as being similar to an airplane version of a German 1950's Speedster. You are inside this very sleek, aerodynamic, extremely lightweight aircraft that has a fit similar to a tight leather glove. The instruments look huge in the W-8 model, but that is because the instrument panel is not so large. This is a SMALL plane. It was designed by the famous Steve Wittman of the old race planes era. The windshield tells you much about the design. It's a huge airfoil thing that flows up from the flattish cowlings, up over the top, and behind your head. A flowing wing-like curved airfoil surface of plexiglass that is creating lift when up in the skies.

You will note that you have wings with no visible rivets, no seams, just smoothness. Similar to a Bellanca, your Wittman uses wooden constructed wings, with aircraft grade laminated, lightweight wood panels for the skins, and inner ribbings and spars that are also of wood, similar to some older Piper planes and the like. When done, its finished up with high gloss paint, sanded and painted nicely, and the effect is a perfect wing surface with nothing to give it drag.

Here are some things to note, in being a new Virtual owner of a newly built Wittman Tailwind:

- * Your plane has very small wings. So stall will occur at higher speeds than you might be used to, even with the flaps at full. If you are half laden, it will not be as bad, but higher than a Cessna 152 or Piper Cub. She does not always wing over in stalls. Sometimes, when lightly loaded, half fuel, she will mush down, but sometimes also wing-over.
- * You only have about 39 Gallons of fuel (fully fueled) which is about 234 lbs. You still have a range of 600 NM, but that is at 60% throttle. Watch your fuel burn if you are going on a long trip. Note that your wing tanks are more like small AUX tanks with only 7 Gallons or 42 lbs per tank. But it's extra fuel, adding to the standard 25 Gallon main tank behind the instrument panel.
- * You have fans in your top instrument panel surface; one on the W-8, two on the W-10. These keep the GPS and PFD and other glass screen instruments cool. When they overheat, they do not do well. When you switch on the Master Battery, you will hear a whine as they spool up.
- * The Apple Mouse looking thing on your instrument panel is a GPS receiver antenna node. However, you can still refer to it as 'Mishki'.
- * Your flaps are good up to 120 Knots (with first notch) and 100 Knots at full flaps. Do not forget to raise your flaps after take off. When you forget, note that the rattling sound near your ear is your flap surface beginning to shake and flutter. This happens with the tail also, when you approach 200 knots. Things begin rattling. Danger Zone...
- * Your flaps control handle is between the seats, looking similar to an emergency brake in a famous, classic German mini sedan.
- * Your Joystick is very different from normal. Its two joysticks tied into one middle joystick location, sort of a T looking assembly. Its nearly identical to the Robin joysticks of France. It is unique, and you get over its unusualness.

*You will note that the W-10 engine sounds oddly smoooooth. It sports a nice IO-540 6 cylinder engine, so she will sound quite smooth, unlike the classic four cylinders. And yes, the W-8 is a 4 cylinder, the IO-360.

* The W-10 has a very nice Autopilot system along with its very high tech AS3X touch screen PFD/MFD unit. But, though you do not see one, the W-8 also has a Autopilot. Its invisible. But its there. You need to know the keyboard shortcuts for Autopilot to manage it. Also, on the compass is an invisible 'HDG' selector. Hover your mouse on its front lower surface to see if you can locate it. There, you can mouse drag it. You can also mouse-activate the Autopilot on/off system via the green AP light on the panel. Its clickable. The VS instrument and Altimeter instrument also serve as click zones for locking Altitude and VS rates by clicking the glass on these gauges. Note the Mouse readout to see what they do.

- Autopilot Keyboard Shortcut Commands:

- * Autopilot on/off.....Z
- * Altitude Hold Mode.....Control-Z
- * Locking VS, hold plane level and turn on Autopilot.....Z
- * Autopilot Wing Leveler.....Control-V
- * Attitude Hold Mode.....Control-T
- * Autopilot Altitude Hold Mode.....Control-Z



MSFS FEATURES

The Wittman Tailwind planes come with the following features

1 INTERIOR / INSTRUMENTS FEATURES

- W8 Series has a GNS 500 model GPS with NAV1 / COM1
- W10 Series comes with a complete 'Glass Screen' system of Avionics that include a full autopilot and IFR Navigation capabilities
- Hidden Autopilot System for W8 Series for those of you that just need Autopilot
- Asobo high performance 3D Instrumentation for better frame rates
- Illuminated instrumentation that includes extra Red Glow, Dome Light, rear lit instruments on W8 Series, and also above surface illumination, for W8 series only. (W10 is Glass Screens)
- Replica Lamborghini Countach seats for the W8
- Recreational Vehicle extreme style seats for W10

2 EXTERIOR FEATURES

- 16 W10 Series Paint Schemes in 4K resolution
- 13 W8 Series Paint Schemes in 4K resolution
- Animated landing gear
- Customizable / Editable Registration system
- Animated engine and exhaust pipe vibrations
- Asobo technology decals technology for panel fonts and information and the 'Stripes' version W10 external paint scheme
- Beautiful 3d replicated ribbing under fabric covered rudder surface
- Amazing preset camera views for both interior and exterior
- Park Mode that features deploying wheel chocks, engine scoop cover plugs, pitot cover, and ice chest and flight bag.

3 ADDED FEATURES

- Famous Asobo Rain Effects on the windshield perspex for high realism rainy day flights
- High detail Asobo technology Plexi that sports high realism scratches and scuffs for a nice touch of realism
- Checklist Walkaround Page with Custom Camera Views that are clickable.
- Checklist Cabin Familiarization Page with clickable Custom Camera Views that show you where the various controls and function centers are in your new Tailwind.
- The coolest set of Camping Tents and foldable camping chairs and a nice little campfire, all deployed with the Camping Mode button. This also features wing hanging lanterns that you can switch on for night use.



MSFS FEATURES THAT ARE “NOT” IN THE TAILWIND SERIES

The Wittman Tailwind planes come with the following features

1

INTERIOR / INSTRUMENTS FEATURES

- Circuit Breakers do not work. They are only visible objects, like on standard Asobo aircraft. :(
- Pilots 'Brake' animations on pedals are not animated. I am sorry.

2

EXTERIOR FEATURES

- Stalls do not always 'wing-over'. If you are half laden with fuel and have 2 passengers, 3x out of 5, your Tailwind will mush down, or shallow stall, without a wingover. This happens in many planes when low on fuel and weight, as they will gently descend in a mushy stall descent. Now, if you load this bird up with full weight and fuel, she will stall at proper speeds and usually wings over. I hope that clarifies things.



MSFS PROBLEMS AND FIXES

The Wittman Tailwind aircraft use the 'Modern Air File System'. Turn off 'Legacy' mode as this will cause adverse handling in your aircraft.

1 **IF HANDLING ISSUES OCCUR...**
MAKE SURE MSFS IS IN MODERN AIR FILE MODE, NOT LEGACY MODE

2 **ENGINE MONITOR IN W-10 SAYS ENGINE TOO HOT**
TURN SMALL KNOB ON ENGINE MONITOR AND CYCLE THROUGH SCREENS TO TURN OFF MESSAGES

3 **FLAPS HANDLE USES MOUSE WHEEL ONLY**
TO OPERATE FLAPS VIA THE FLAP HANDLE, USE MOUSE WHEEL. MOUSE DRAGGING WILL NOT WORK.



WITTMAN TAILWIND W-10

SPECS AND PERFORMANCE



“To most people, the sky is the limit. To those who love aviation, the sky is home.” – Jerry Crawford

Wittman Tailwind 'W-8' Series Specs

Specifications, Weights, Performance

Note: This package represents a 'Dream Build' where one packs some cool instrumentation and top of the line, fuel injected engine and nice seats into this unique Experimental Aircraft. This is a 'loaded' version of the Wittman Tailwind.

Crew: One Pilot, One Passenger

Capacity: Two Souls

Length: 18 ft 0 in (5.48 m)

Wingspan: 21 ft 0 in (6.40 m)

Height: 5 ft 3 in (1.6 m)

Wing area: 84 ft² (7.80 m²)

Empty weight: 374 KG / 826 LB

Max. takeoff weight: 624 KG / 1,376 LB

Powerplant: Lycoming IO-360, Fuel Injected, 180 HP

Max. RPM: 2700 RPM

Cruise RPM: 2250 RPM

Performance

Never exceed speed: 340 KPH / 184 Knots / 210 MPH

Maximum speed: 470 KPH / 255 Knots / 295 MPH

Cruise speed: 260 KPH / 140 Knots / 160 MPH

Stall Speed: 102 KPH / 55 Knots / 63 MPH - Flaps Up

Stall Speed: 120 KPH / 65 Knots / 75 MPH - Flaps Down

Range: 1110 Kilometers / 600 Nautical Miles

Rate of climb: 6.10 M/S / 1,000 ft/min or 90 Knots

Engine: Lycoming IO-360, Fuel Injected, 180 HP

Ceiling: 4.88 Kilometers / 16,000 Ft

Wittman Tailwind 'W-10' Series Specs

Specifications, Weights, Performance

Note: This package represents a 'Dream Build' where one packs some cool instrumentation and top of the line, fuel injected engine and nice seats into this unique Experimental Aircraft. This is a 'loaded' version of the Wittman Tailwind.

Crew: One Pilot, One Passenger

Capacity: Two Souls

Length: 18 ft 0 in (5.48 m)

Wingspan: 21 ft 0 in (6.40 m)

Height: 5 ft 3 in (1.6 m)

Wing area: 84 ft² (7.80 m²)

Empty weight: 374 KG / 826 LB

Max. takeoff weight: 624 KG / 1,376 LB

Powerplant: Lycoming IO-540, Fuel Injected, 260 HP

Max. RPM: 2100 RPM

Cruise RPM: 1900 RPM

Performance

Never exceed speed: 340 KPH / 184 Knots / 210 MPH

Maximum speed: 310 KPH / 170 Knots / 189 MPH

Cruise speed: 278 KPH / 150 Knots / 173 MPH

Stall Speed: 93 KPH / 50 Knots / 58 MPH With Flaps Up

Stall Speed: 111 KPH / 60 Knots / 70 MPH With Flaps Down

Range: 1020 Kilometers / 500 Nautical Miles

Rate of climb: 6.10 M/S / 1,000 ft/min or 90 Knots

Engine: Lycoming IO-540, Fuel Injected, 260 HP

Ceiling: 4.88 Kilometers / 16,000 Ft

INTRODUCTION 3

Some photos of early versions of Tailwinds. So many versions. One model of Tailwinds was powered by a Oldsmobile V8 engine flipped upside down. This was the Buttercup model. Very powerful and smooth running engine. Imagine that on such a lite airframe as these. A true rocket. Another version, an experimental, had retractable landing gear. Another variant based on the W-10 model was a tricycle landing gear variant which became quite popular.



WITTMAN TAILWIND OWNERS MANUAL

ENGINES



TAILWIND W-8 ENGINE: 4-CYLINDER LYCOMING IO-360

ENGINE DETAILS:

In this package, the Tailwind W-8 is fitted with a Lycoming IO-360 four cylinder, high performance, fuel injected aero engine, producing 180 HP. The engine is very lightweight and powerful for its size. Fuel burn on the 360 is approximately 14 Gallons Per Hour, or GPH, at 60% throttle. The IO-360 is favored in these types of Experimentals, both for cost, performance, and also its economic factors concerning low fuel burn rates.



TAILWIND W-10 ENGINE: 6-CYLINDER LYCOMING IO-540

ENGINE DETAILS:

In this package, the Tailwind W-10 is fitted with a high performance engine 'upgrade', a Lycoming IO-540 six cylinder, high performance, fuel injected aero engine, producing 260 HP. The engine is compact for a flat 6 cylinder and sports a fuel burn of around 14 to 15 Gallons per Hour (GPH) at 60% throttle. The 360 is a very powerful upper end engine used for its performance and high strength, which is great for heavy single engine airplanes as well as a high performance powerplant for small sport and racing aircraft.



WITTMAN TAILWIND

CABINS



TAILWIND W8 INSTRUMENT PANELS

The Tailwind W8 comes with a number of differently finished instrument panels ranging from raw metal painted in black, to carbon fiber molded composite, to wood finish. Some look a bit old and weathered, and some look brand new and polished. The W8 Instrument Panel is more of a 'low technology' version with round gauges and a nice GNS500 series GPS for cross country flights. The fuel instruments (3 of them) are on the far right along with engine instruments.

Burled Wood



Krinkle Paint



Rough Black Paint



Carbon Fiber



Rough Black



Weathered Wood



TAILWIND W10 INSTRUMENT PANELS

The instrument panels of the Tailwind W10 is more advanced looking, being mostly screens. A very advanced, high technology example of what we are now able to build with todays available avionics. This one even comes with emergency backup Aux instruments and an Engine computer screen system monitor. The W10 custom panel is a radical jump for small Homebuilt Experimental planes. This one comes with round fuel tank gauges, far left. You will also find a dome light, and red glow panel light. The fans on top of the panel are for cooling of the instrument systems.

Krinkle Black



Krinkle Black



Carbon Fiber



Glossy Finish



Flat Weathered Black



Glossy Carbon Fiber



The image shows the interior of a Wittman Tailwind W-10 aircraft. The cockpit features a wooden instrument panel with several analog gauges, including a tachometer, altimeter, and airspeed indicator. A central yoke is visible. The seats are upholstered in brown leather with a quilted pattern. The aircraft's structure, including the wing and fuselage, is visible through the open cockpit. The background shows a grassy field and a clear sky.

WITTMAN TAILWIND W-10

VARIOUS SEATS VERSIONS

“The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air.”

– Wilbur Wright

AIRFRAME: CABIN SEATS

The Wittman Tailwind MSFS Flight Simulator version explores using some radical seats for some very cool, comfortable, stylish addition to the aircraft. Instead of something very basic, very lite, some radical styling is considered. A replica, liter version Countach seat for the Wittman W-8, and some very modern looking Recreational Vehicle style seats for the faster W-10 Series, (below right).

TAILWIND W8 Seats from Countach



TAILWIND W10 Seats from Recreational Vehicle



DIFFERENT SEATS OF W-8 SERIES



There are three versions of leather interiors; Black, Brown, and Gray.

There are also leather boots on some of the wing struts and a leather boot on the tailwheel that are also colored black or brown or gray.



DIFFERENT SEATS OF W-10 SERIES



There are three versions of leather interiors; Black, Brown, and Gray.

There are also leather boots on some of the wing struts and a leather boot on the tailwheel that are also colored black or brown or gray.



AIRFRAME: CABIN REAR CARGO COMPARTMENT

The Wittman Tailwind's enemy is weight. Their performance is wrapped around a main requirement of being lightweight. If they are heavy, they fly slower. So the rear compartment is usually free of things, but in this case, I have loaded her up for flights of adventure, like if you were going to an airshow in California, or in Northern Italy. You have an ice chest, flight bag, and fire extinguisher. You will also find a 'Camping Mode' where 'if' you had a lite weight set of tents and chairs, you could land in a nice field or road somewhere and camp out for the night.

Aileron and Flaps Control Arms, Animated



Fire Extinguisher, Flight Bag, and Ice Chest



WITTMAN TAILWIND W-10

VARIANTS



"Pilots are a rare kind of human. They leave the ordinary surface of the word, to purify their soul in the sky, and they come down to earth, only after receiving the communion of the infinite."

– Jose Maria Velasco Ibarra



W-8 Series Exteriors

The Wittman Tailwind W-8 Series comes with
13 Different Paint Schemes





W-10 Series Exteriors

The Wittman Tailwind W-10 Series comes with 16 Different Paint Schemes



VARIANTS: OLD YELLER

Old Yeller is a plane born in Alaska and has had a very busy life. It has had some love dings and scratches, some long bouts where cleaning just couldn't be done for a while. It's a rough version, mini- 'bush plane'. I think she is fun and a great addition to the fleet of Tailwinds.



VARIANTS: British AJEP Similar; Blue and Copper Stripe

This particular paint scheme is one of my faves and replicates a 'similar' paint scheme from the AJEP series production planes, a blue top and white bottom and with a goldish, almost copper looking stripe.

There is also one that is well known that is black with neon green and yellow stripes that makes its rounds around the fly-ins.



VARIANTS: The Classy Britain

This neat version of the W-8 Series is called the 'Messenger' and depicts a British Racing Green variant with yellow stripe. The interior is done in a classy bright tan leather and dark burled wood instrument panel. The seats almost look like Corinthian leather, that bright colored tan color well known on Jaguars and Ferrari's.



VARIANTS: Racing Stripes

These are the 'Racing Stripes' models. These feature Asobo style 'Stripes' that hover over the paint. You can find the texture for the stripe in the textures folder named; Stripes_One. Colorizing this texture will change the stripe color.

In the package, you will find 3 versions of colors; Burgundy, Navy Blue, and Aqua Blue/Green.



VARIANTS: The Chosen; Cruising Capernaum

This is a plane that features a theme from an extremely popular series called 'The Chosen' by Dallas Jenkins. On this variant series, you have a bright white paint scheme with many grey fish, and one fish that is going the 'Narrow Path'. In the screenshots, the plane is flying over the Sea of Galilee in Israel where much of the Series from 'The Chosen' takes place, mainly around the town of Capernaum. The Registry shows 52DJ, which is 5 loaves, 2 fish, Dallas Jenkins. An amazingly incredible series. Please check it out. You will absolutely enjoy it.



VARIANTS: Slava Ukraine!

I have a love for Ukraine. I pray for them every day, throughout each day and into the night. I wanted to make 2 paint schemes of planes from Ukraine. One depicts a W-8 Series in olive green paint with bright yellow stripe, depicting the Wheate of Ukraine. The second one is Blue and Yellow, depicting the Ukraine flag, A sky of blue and a land filled with Wheate. Each shows the Ukraine emblem. God bless the Ukraine. Photos taken over the Ukraine country side.



VARIANTS: The Super Sports with Lamborghini Colors

These two sleek sporty Variants are painted in bright yellow and also Neon Green, similar to the colors of the beautiful Lamborghini Huracan series cars. I am a follower and fan of Lamborghini since childhood. The cool thing on the planes is that the seats and panels are color matched to the paint making them very bright and quite artistic. Bold paint themes.



VARIANTS: Vintage Racing Paint Schemes

These are vintage and feature paint schemes all the way back to the 1950's when the Tailwind first came out. These were done by Robert 'BananaBob' in the old FS2004 days. I love them. They are low resolution, so up close they will not be super crisp, but like a nice Van Gogh painting, they have the Artist's touch. I didn't want to change Robert's work. I wanted it in the package and so there they are, in all their glory. Think of them as paintings. :)



Details....

Small cooling fans in the top of the instrument panels that spool up when power is switched on. Carefully modelled parts and controls throughout.

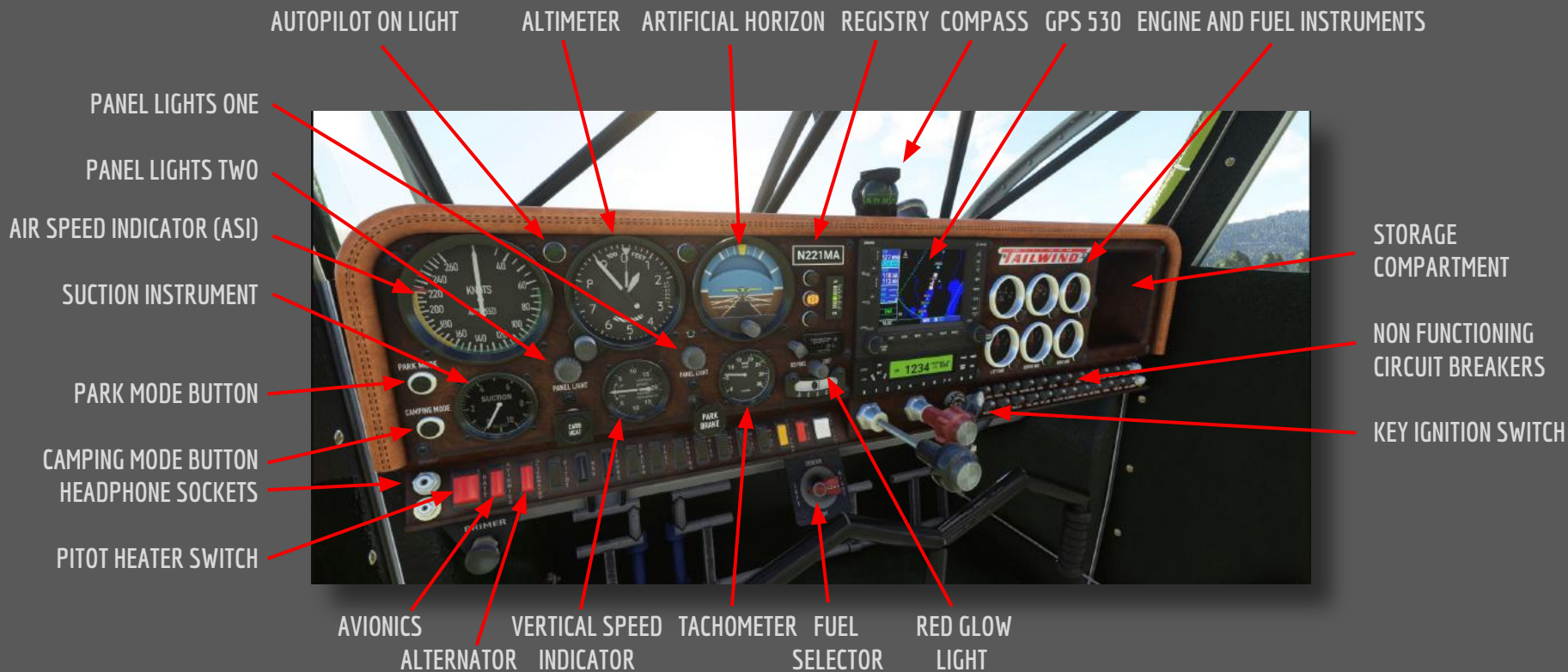


WITTMAN TAILWIND

INSTRUMENT PANELS



Instrument Panel W-8



Instrument Panel W-10

AS3X TOUCH SCREEN
PFD WITH OPTIONAL
MAP VIEW

INSTRUMENTS
COOLING FANS

COMPASS

ENGINE EMIF UNIT

GPS 530

REGISTRY PLATE

INTERIOR CABIN HEATER KNOB

AUX ATTITUDE INDICATOR

DIGITAL ELEVATOR TRIM
INDICATOR

AUX SPEED INDICATOR (ASI)

PARKING BRAKE KNOB

MASTER BATTERY

AVIONICS

ALTERNATOR

FUEL
SELECTOR

AUTOPILOT

PANEL LIGHTS

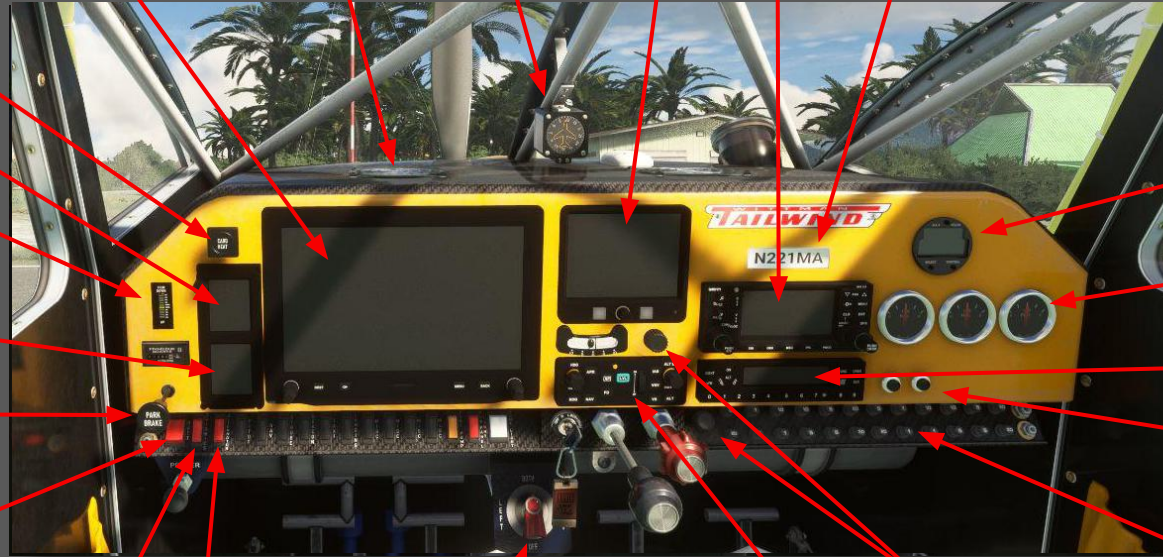
MULTI FUNCTION CLOCK
AND TIMER

FUEL GAUGES: CENTER,
LEFT AND RIGHT

TRANSPONDER

CAMPING AND PARK
MODE BUTTONS

NON FUNCTIONING
CIRCUIT BREAKERS



WITTMAN TAILWIND W-10

“There are old pilots and
there are bold pilots.
However, there are no old,
bold pilots.”



WITTMAN TAILWIND W-10



WITTMAN TAILWIND W-10



WITTMAN TAILWIND W-10



WITTMAN TAILWIND W-10



WITTMAN TAILWIND W-10



WITTMAN TAILWIND W-8



WITTMAN TAILWIND W-8

WITTMAN TAILWIND W-8



WITTMAN TAILWIND W-8



WITTMAN TAILWIND W-8

PANEL LIGHTING SYSTEMS



“In every walk with nature, one receives far more than he seeks.” -

John Muir

Photo by Greg Martin

PANEL LIGHTING: W-8

The Wittman W-8 has a slightly different lighting system then the exotic W-10 Panel. This one has regular round 'Steam' instruments. I prefer to make mine dual illumination, with both rear illumination which is similar to 'glowing', and also have Glareshield style which is above surface, like with mini overhead Lights shining down on them. In this way, you can do them both, or just one of them on. Up to you. I then include a red light glow, dimmable, and dome light.

The Dimmables will have Knobs, while the Dome Lights will have a wide white rocker switch. the Knobs/Dimmers will be throughout the panel where a space appears for them.

INSTRUMENT INTERNAL ILLUMINATION / DIMMABLE



RED PANEL LIGHTS / DIMMABLE



GLARESHIELD STYLE OVERHEAD INSTRUMENT LIGHTING / DIMMABLE



FLOODLIGHT / DOME LIGHT / ON-OFF

PANEL LIGHTING: W-10

The Wittman W-10 is very different from the W-8 panel. The W-10 panel basically has a built in automatically controlled, high tech lighting system which comes on with the Avionics switch, which also turns on the Glass Screen systems. There is one (one) dimmer for the rocker switches, fuel instruments (3) and circuit breakers. This

Is referred to as the Switches Panel Lighting Knob. It only manages Those three sections of The panel.

The Dome light is an On/Off switch (white, wide Rocker switch), and the Red Glow dimmer knob Lives next to the Circuit Breakers, next to the Engine Mixture control.

AVIONICS ON / PANEL LIGHTING ON / LAST IS DIMMABLE



RED PANEL LIGHTS / DIMMABLE



GLARESHIELD TYPE OVERHEAD LIGHTING FOR SWITCHES AND CIRCUIT BREAKERS

FLOODLIGHT / DOME LIGHT / ON-OFF

WITTMAN TAILWIND W-8

CAMPING



“In every walk with nature, one receives far more than he seeks.” -
John Muir

CAMPING MODE

I released the Q200 Homebuilt 2 years ago with its own little tents. The Osh Kosh camping mode, for camping out with your plane at Fly-Ins. With the Tailwind planes, I went a step further and added lanterns, a glowing ember fire pit with stones around it, and a couple of cool, fold up camping chairs. A step up from the Q200.

The Icebox and Flight Bag are controlled by 'Park Mode' which also adds red engine scoop plugs, pitot tube flag/cover, and also tire chocks.



CAMPING MODE

To turn on Camping Mode, make sure your plane's engine is off. You can click the switch labeled Camping Mode to deploy your campground accessories.

Park Mode deploys tire chocks, pitot cover, engine scoop plugs, ice box and flight bag.

To turn on the Lanterns, found hanging on the wings, simply locate the Lantern switch on the rocker switches row. Make sure Master switch is on for them to power up.



Nature is soooo fantastic. Enjoy it! Let it make you Happy....
-Bob Ross



How to make S'mores (When Camping of course..)



COVER ONE OF CHOCOLATE CRACKER HALVES WITH CHOCOLATE PIECES TO FIT THE GRAHAM CRACKER. PUT A MARSHMALLOW (OR TWO) ON THE STICK AND HOLD IT OVER THE FIRE UNTIL ROASTED AND SLIGHTLY GOLDEN BROWN. TAKE THE TOASTED (STILL ON THE STICK), AND LAY IT ON THE SIDE OF THE GRAHAM CRACKER WITH THE CHOCOLATE.



WITTMAN TAILWIND W-10



"In every walk with nature, one receives far more than he seeks."
- John Muir

WITTMAN TAILWIND W-10



"Fly because it releases my mind from the tyranny of petty things."
- Antoine de Saint-Exupéry



SOUND PACKS AND CHANGING THEM

Soundpacks and changing them if you wish

1

The Tailwinds use extremely well done, stock Asobo Soundpacks;
Tailwind W10..... E330 High Performance Engine Soundpack
Tailwind W8..... Cessna 152 4 Cylinder Soundpack

2

It is possible to create a package through the Developer Mode in MSFS and create your own edited 'link' to another soundpack that you wish to use. Making these is quite easy once you have done one and see how they are done. You can even share your addon Mod at websites so others can enjoy your Soundpack addon.

Such a file package (folder) would be placed in your Community folder and would link into your collection. See the MSFS Forums or the MSFS SDK for more information.



WITTMAN TAILWIND W-10



"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air."

- Wilbur Wright

WITTMAN TAILWIND W-8

W-8 HIDDEN AUTOPILOT

"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air."

- Wilbur Wright

Autopilot Management W-8 Only

TIPS AND TRICKS

The Tailwind W-8 isn't officially fitted with an autopilot. The panel is quite small and I wanted her to be more simple. But for the Flight Simulator pilots, I wanted an Autopilot in it, hidden from view. So I put one in it. This is how it works. There are hovering invisible click zone polygons that are clickable. Hover your mouse over the zones mentioned below and your mouse can interact with the Autopilot. You can also use the Keyboard quick shortcuts built into the sim. Z key is AP on/off, Control Z is Altitude Hold mode, Control V, Attitude Hold is Control T, and Heading On/Off is Control H. If your sim doesn't react those those, you can program in your own settings, or these settings, to your MSFS Keyboard settings.



AP MASTER SWITCH

This turns on your Autopilot System. Just click on the Green AP light and it will turn on, illuminating the AP letters in it, showing it is on. It will also 'capture' your Vertical Speed rate that the plane is in when you turn on AP mode. So if you want your plane to be flying flat and level, make sure its flat and level 'before' you click on the AP click zone.



ALTITUDE HOLD

Hovering your mouse over the Altimeter shows your click zone for ALT Hold Mode. Just click in the glass area of the Altimeter to activate ALT hold mode. Eazy Peazy.

VERTICAL SPEED HOLD ON/OFF

Turning on this will capture your Vertical Speed at its present climb/descent rate. It cannot adjust it. You must 'capture' the VS Moment by adjusting your plane to the amount you wish to climb/descent and then turn on the VSI Hold at that very moment. The Autopilot will automatically do this also. When you turn on the AP system, it captures your VSI. So if you want to be flying flat and level, set your plane up for flat and level and then click on the AP light, or hit Z key on the Keyboard.



HEADING HOLD MODE

This turns the HDG (Heading) mode ON/OFF. The click zone is the top front of the Compass casing.



HEADING ADJUSTMENT SETTING

Drag with left mouse button, left or right to adjust heading. The Mouse Readout, if active in MSFS Settings, will reveal in your mouse input window what the current HDG setting is. Click on the Area of the Numbers.



NOTE: The Tailwind W-10 also has an Autopilot, an 'actual' console in the plane that is a Garmin replica as like the NX Cub uses in Microsoft MSFS.

WITTMAN TAILWIND W-8

HIDEABLE SUNSHADE

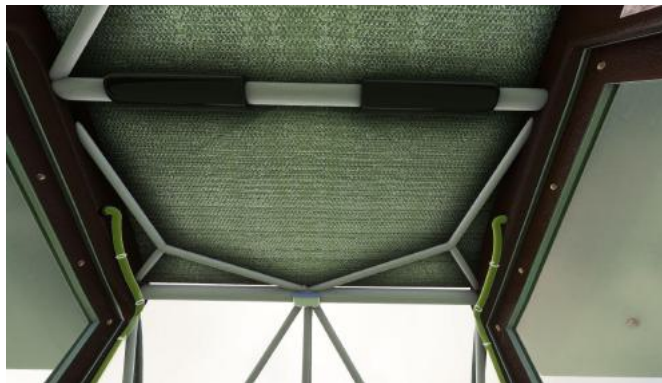




HIDING AND UNFURLING THE OVERHEAD SUNSHADE

Being in the hot sun, especially in the Summer, and without Air Conditioning, it can heat you up when out flying.

The Tailwind W-8 has a sunshade panel that I put in. It uses the same insulated plastic material that car sunshades are made of. I installed that instead of having a permanent open glass top. But my test pilot, Jim Goldman, wanted to be able to hide it (or slide it) once in a while to enjoy the sky once in a while, so I made it hideable. Just click the roof area in the forward zone of the roof area and Voila! Gone... Click again to bring it back.



WITTMAN TAILWIND W-10

W-10 AUTOPILOT



"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air."

- Wilbur Wright

Autopilot Management W-10 Only AS3X / G3X System

SETTING UP A FLIGHT PLAN IN THE AS3X

The new AS3X (similar to the Garmin G3X) is a powerful single screen unit that provides both PFD and MFD screens, meaning you have both Navigation Instruments, Engine EFIS, and also your Map. And... You can program your flight plans in it as well. It has a type entry page for entering our waypoints. It is incredible. This shows you how you enter a flight plan. You can also edit it and add waypoints. There are two videos on page two that show you how its done. Both are very good. Have fun. Its far easier then you can imagine.



1 CLICK MENU BUTTON

To begin, select Menu and your Map will go to a set of selections. You will want the top second button for Flight Plans.

Note also, you have your various Radios, which are also built into the system, for you to enter; COM1, NAV1, etc.



2 Click on Add Origin

Make your Entry for your Origin and your Destination. You can find your waypoint names on the Map by zooming and sliding the screen (map) around to find the waypoints you need. You can add many Waypoints. You can also add or delete waypoints in the middle of the flight. Very wild system.

3 ENTER YOUR WAYPOINTS

When you need to enter your Waypoints, Origin, Destination, etc, you will have a Keyboard for entering your key points. Click Enter when done with each Entry.



4 CLICK DONE WHEN FINISHED

Hit Done and then hit Back to go back to Map Mode.



Active Flight Plan Leg, Magenta Reddish color

5 ACTIVATE AUTOPILOT GPS MODE

Drag with left mouse button, left or right to adjust heading. The Mouse Readout, if active in MSFS Settings, will reveal in your mouse input window what the current HDG setting is. Click on the Area of the Numbers.



NOTE: The Tailwind W-10 also has an Autopilot, an 'actual' console in the plane that is a Garmin replica as like the NX Cub uses in Microsoft MSFS.

Autopilot Management W-10 Only AS3X / G3X System

TIPS AND TRICKS

The Tailwind W-8 isn't officially fitted with an autopilot. The panel is quite small and I wanted her to be more simple. But for the Flight Simulator pilots, I wanted an Autopilot in it, hidden from view. So I put one in it. This is how it works. There are hovering invisible click zone polygons that are clickable. Hover your mouse over the zones mentioned below and your mouse can interact with the Autopilot. You can also use the Keyboard quick shortcuts built into the sim. Z key is AP on/off, Control Z is Altitude Hold mode, Control V, Attitude Hold is Control T, and Heading On/Off is Control H. If your sim doesn't react those those, you can program in your own settings, or these settings, to your MSFS Keyboard settings.



GARMIN AUTOPILOT CONTROL CONSOLE

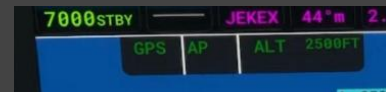
On the Garmin Autopilot Console is where you 'activate' settings such as NAV, LVL, HDG, ALT, VS, etc. The AS3X screen is only for your waypoints and Map.



NOTE: The Tailwind W-10 also has an Autopilot, an 'actual' console in the plane that is a Garmin replica as like the NX Cub uses in Microsoft MSFS.

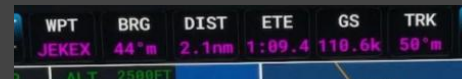
AUTOPILOT ACTIVE BAR

This shows you what Autopilot Systems are active, such as ALT, ALT setting, GPS Mode, HDG, etc.



TRIP INFORMATION BAR

In this bar is your trip information such as Active Leg, Distance on Leg, Timing to Destination, Tracking, etc.



MONITORING YOUR FLIGHT PROGRESS

Use the BACK button to go back into MAP view mode. There you can monitor your flight. You can zoom in and out via the Plus and Minus buttons, top right on the MAP. MENU button takes you into choices such as your Waypoints page.

FLIGHT SIM TUTORIALS 'VIDEO's

Some great videos on setting up Autopilot Waypoint Flights in the AS3X System. Very good videos. Clickable Links to Videos

VIDEO ONE



VIDEO TWO



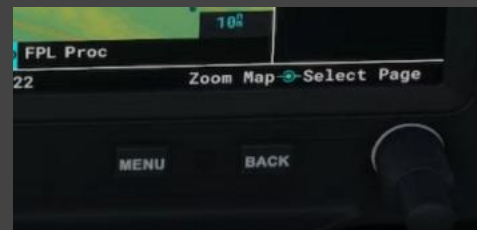
CLICKABLE COMPASS 'MODE's

If you click in the middle of this COMPASS, you will flip through NAV options, such as GPS. You will want GPS 'ACTIVE' so that your Autopilot can follow your route. This acts as your NAV/GPS 'selection'. Then select the NAV button on the Garmin Autopilot Control Console to go into and activate your flight following mode.



MENU BUTTON / BACK BUTTON

This turns the HDG (Heading) mode ON/OFF. The click zone is the top front of the Compass casing.



WITTMAN TAILWIND W-10

PRESET CAMERA VIEWS



There's no such thing as a natural born pilot.
- Chuck Yeager

INTERIOR PRESET CAMERA VIEWS

These are the preset camera views that come with the Wittman Tailwind.

To access these, use Control-1 thru Control-8. These work on both the W-10 and W-8 Series airframes.



REGULAR VIEW



CONTROL-1
PANEL CLOSE



CONTROL-2
AVIONICS AND ENGINE INSTRUMENTS



CONTROL-3
FUEL SELECTOR / ENG CONTROLS



CONTROL-4
CO-PILOT VIEW



CONTROL-5
FLAPS VIEW



CONTROL-6
CARGO VIEW



CONTROL-7
CARGO VIEW FORWARD



EXTERIOR PRESET CAMERA VIEWS

These are the various external preset camera views. Control-Alt keys show you these.



CONTROL-ALT-9



CONTROL-SHIFT-1



CONTROL-SHIFT-2



CONTROL-SHIFT-3



CONTROL-SHIFT-4



CONTROL-SHIFT-5



CONTROL-SHIFT-6



CONTROL-SHIFT-7



CONTROL-SHIFT-8



Bugs and Issues

Every creation I make tends to have a couple of bothersome bugs here and there. Here are the present bugs found in the Wittman Tailwind that will hopefully disappear in the near future.

1

BUG: ENGINE MONITOR RED WARNINGS

- The Engine Monitor EFICS will show warning messages when booting up. This is only in the W-10 model Tailwind where it has this screen. The W-8 variant does not have this unit. Simply clear it by rotating the knob approximately 3 clicks to clear the warnings. The knob is in the lower center of the unit.

2

BUG:

- Blank Entry. No bugs here. Carry on.

Fuel Range

Fuel system and average fuel range layout

The Wittman Tailwind series carries 39 US Gallons of fuel or 148 Liters

Fuel Cut-Off



Total Fuel

39 Gal

Left Wing Tank: 7 US GAL

Front Center Tank: 25 US GAL

Right Wing Tank: 7 US GAL

Total: 39 US GAL = 234 LBS AV FUEL

Altitude

3K FT

3,000 feet

65% Throttle

Average Range

Tailwind W8 4 CYL 600 NM
Tailwind W10 6 CYL 550 NM

You should be able to make just over 600 NM in the W-8 and 550 NM in the W-10

WITTMAN TAILWIND W-10

CHECKLIST SYSTEM

FLUGSCHULE GRENCHEN	CHECKLIST	Robin Remo 200	1
CHECKLIST FOR NORMAL OPERATION ROBIN DR40 Parameters, restrictions, procedures and emergency procedures see AFM			
BEFORE FIRST FLIGHT			
1. Aircraft & Cockpit inspection..... COMPLETED			
2. Passenger briefing..... COMPLETED			
3. Controls..... FREE & CORRECT			
4. Flaps (full Range)..... CHECKED			
BEFORE ENGINE START			
1. Parking brake..... SET			
2. Flight time counter..... RECORDED			
3. Ignition key..... OFF			
4. Seats..... ADJUSTED & LOCKED			
5. Seat belts / Shoulder harnesses FASTENED & ADJUSTED			
6. Alternate air..... CLOSED			
7. Elevator & Rudder trim..... TAKE OFF			
8. Flaps..... UP			
9. Battery..... SET			
10. Fuel quantity..... ON			
11. Fuel selector..... OPEN			
12. Propeller..... CHECKED			
13. Annunciator warnings..... MAIN OPEN / AUX. CLOSED			
14. Avionic master / Flarm..... FULL INCREASE			
15. Avionic master / Flarm..... TEST			
16. Avionic master / Flarm..... OFF			
ENGINE START			
1. Rotating beacon..... ON			
2. Propeller area..... CLEAR			
3. Engine start..... according to Procedure			
AFTER ENGINE START			
1. Oil pressure..... CHECKED			
2. Alternator..... ON			
3. Voltmeter..... CHECKED GREEN			
4. Gyro suction..... CHECKED			
5. Fuel pump..... OFF			
6. Annunciator warnings..... OFF			
7. Avionic master / Flarm..... ON			
8. Avionic..... PRESELECTED			
READY FOR TAXI			



CUSTOM CHECKLIST WITH FAMILIARIZATION PAGE

COCKPIT FAMILIARIZATION

The Tailwind series comes with a Checklist which also includes two new forms of the Checklist system; Cockpit Familiarization, and Walk Around views.

In the Checklist, you can click the Eye symbol at the right of the Checklist string and you are taken to a 'Checklist Camera View'. There, in the Familiarization page, you will see where the flaps handle is, the Camping mode switch, etc. In the Walkaround page, you will see views of the tail section, left wing, right wing, cowlings scoops, etc.

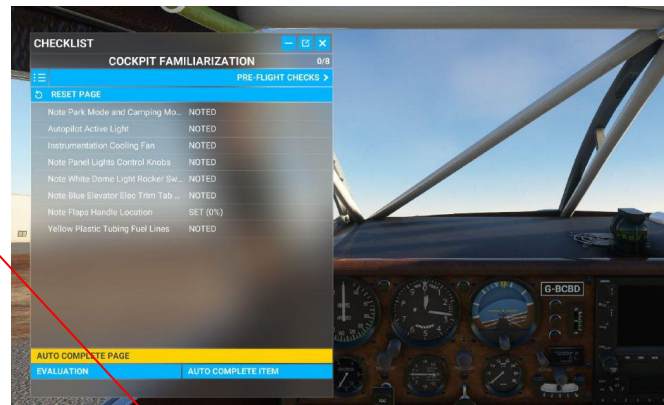
CHECKLIST		—	👁	✕
COCKPIT FAMILIARIZATION		0/8		
☰	PRE-FLIGHT CHECKS >			
↻ RESET PAGE				
Note Park Mode and Camping Mo...	NOTED			
Autopilot Active Light	NOTED			
Instrumentation Cooling Fan	NOTED			
Note Panel Lights Control Knobs	NOTED			
Note White Dome Light Rocker Sw...	NOTED			
Note Blue Elevator Elec Trim Tab ...	NOTED			
Note Flaps Handle Location	SET (0%)			
Yellow Plastic Tubing Fuel Lines	NOTED			
AUTO COMPLETE PAGE				
EVALUATION		AUTO COMPLETE ITEM		

EXTERIOR WALK AROUND VIEWS

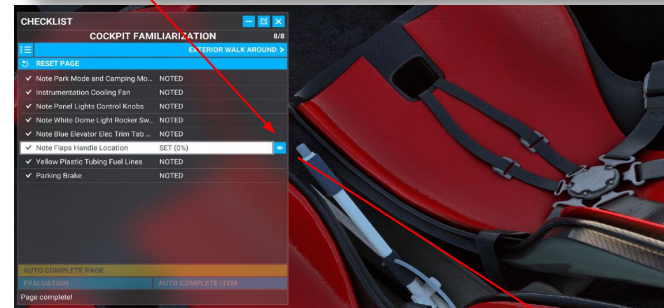
CHECKLIST		—	👁	✕
EXTERIOR WALK AROUND		10/10		
☰	< COCKPIT FAMILIARIZATION	PRE-FLIGHT CHECKS >		
↻ RESET PAGE				
✓ Note Rudder and Elevator Hinges	NOTED			
✓ Note Left Aileron Flap Operation	NOTED			
✓ Check Engine Scoops and Prop Bl...	NOTED			
✓ Check Engine Oil Dipstick	NOTED			
✓ Check Left Tire and Landing Gear	NOTED			
✓ Check Right Tire and Landing Gear	NOTED			
✓ Check Right Aileron and Flap	NOTED			
✓ Test Wing Tank Fuel Drains	NOTED			
✓ Inspect Wing Tank Fuel Caps Tight	NOTED			
✓ Inspect Pitot Tube and Landing Li...	NOTED			
AUTO COMPLETE PAGE				
EVALUATION		AUTO COMPLETE ITEM		

CUSTOM CHECKLIST WITH FAMILIARIZATION and WALKAROUND VIEWS

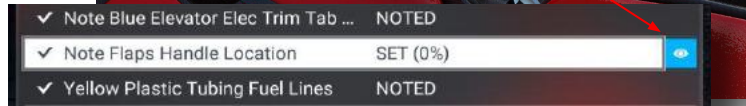
Some samples of various Checklist Camera Views from the Familiarization Page. When you hover the mouse over a sentence or string in the Checklist, an eye appears on the right. You click that to see the view of the part, or area that is being pointed out in the String.



Cockpit Familiarization is 'where everything is located', for beginners to learn about their new plane.



Walkaround gives you a set of views of walking around your plane, the views of tail, wing controls, engine scoops, etc.



CUSTOM CHECKLIST WITH FAMILIARIZATION PAGE

Some of the Views from the Checklist Walkaround Camera Views;

- * Tail Section
- * Front Engine Scoops Checkpoint
- * Left Tire and Landing Gear
- * Landing Light and Pitot Tube Lookover

It's interesting to be able to get good views of the various parts of the plane that a real world pilot would need.



WITTMAN TAILWIND



To most people, the sky is the limit. To those who love aviation, the sky is home *Jerry Crawford*

WITTMAN TAILWIND



Stormy Skies in MSFS World

Rain drops and rain sounds show up on the little plexiglass shields when in rainy weather.

Rain drops on the Plexi

If you do not see rain drops on your perspex in MSFS in the rain, make sure its activated in your Settings in MSFS.



WITTMAN TAILWIND W-10



Photo by Bill Ortis

Flight Input on how to fly your new Wittman Tailwind.

The following section of this manual shows you how to fly this plane in Asobo Microsoft Flight Simulator (MSFS). It will talk likely about speeds and handling and recommendations to make your ownership and flights of this unique Homebuilt Experimental more encompassing.

ENGINE RPM'S W-8 and W-10

AVERAGE RPM'S IN THIS SIMULATION AT LOWER ALTITUDES

Knowing your RPM's might help you better then knowing the 'Throttle Position'. For each engine, you will have diff RPM rates. This shows you a RPM layout that is setup for lower altitude ranges.



W-8 Variant

IO-360 4 Cylinder

600 RPM ● IDLE

60% POWER ● 2400 RPM
Economy Cruise

75% POWER ● 2600 RPM
Performance Cruise

RED LINE ● 2700 RPM
Max RPM Limit

450 RPM ● IDLE

60% POWER ● 2100 RPM
Economy Cruise

75% POWER ● 2400 RPM
Performance Cruise

RED LINE ● 2700 RPM
Max RPM Limit

W-10 Variant

IO-540 6 Cylinder

WITTMAN TAILWIND

TAKE-OFF



Take-Off



Precheck

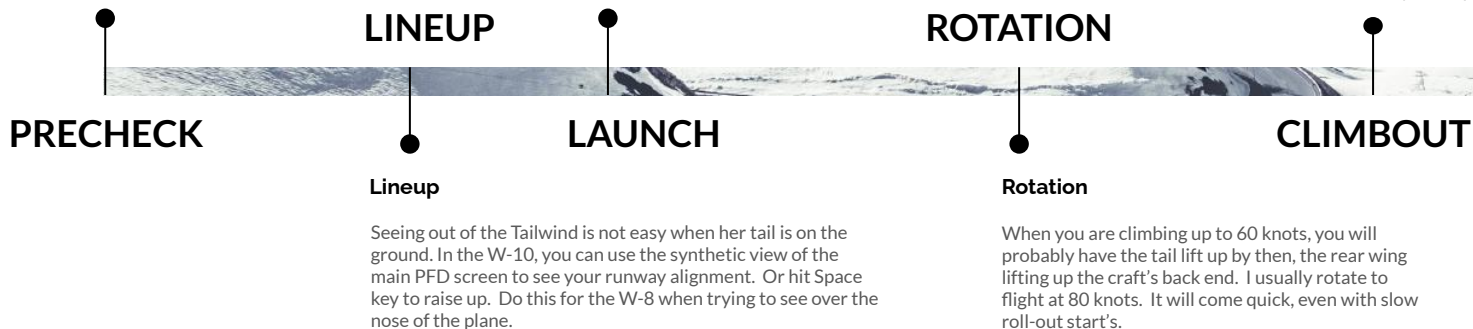
Fuel systems check, booster pump on if at high altitude or weather conditions require, otherwise, fuel booster off. Flaps to take-off position, one notch, if needed. Trim settings to neutral. Brake off. Mixture to full.

Launch

Slowly push your throttle in. If you go to full throttle too fast, the gyroscopic reaction mixed with sudden forward acceleration might spin you out. You can go to full power till you are at a good climb and clear of the runway, then throttle back to the green zone on the Tachometer. If you a single passenger, low fuel, you can easily take off without flaps. But if you have full fuel, 2 souls on board, definitely have 1 notch of flaps.

Climbout

The Manual for the Tailwind says 80 Knots Min. for climbouts. I personally prefer 95 knots climbout. Its a good safety buffer. Figure 65 knots stall speed. That is a little close. The W-8 will not climb like a rocket, but the W-10 with its powerful IO-540 6 cylinder will climb like a Millenium Falcon. Mucho Horsepower. Remember to raise your flaps so you can can more speed.



WITTMAN TAILWIND



FLIGHT EFIGHT

Photo by Greg Martin

Flights



LEVEL 55 KNOTS

Climbout

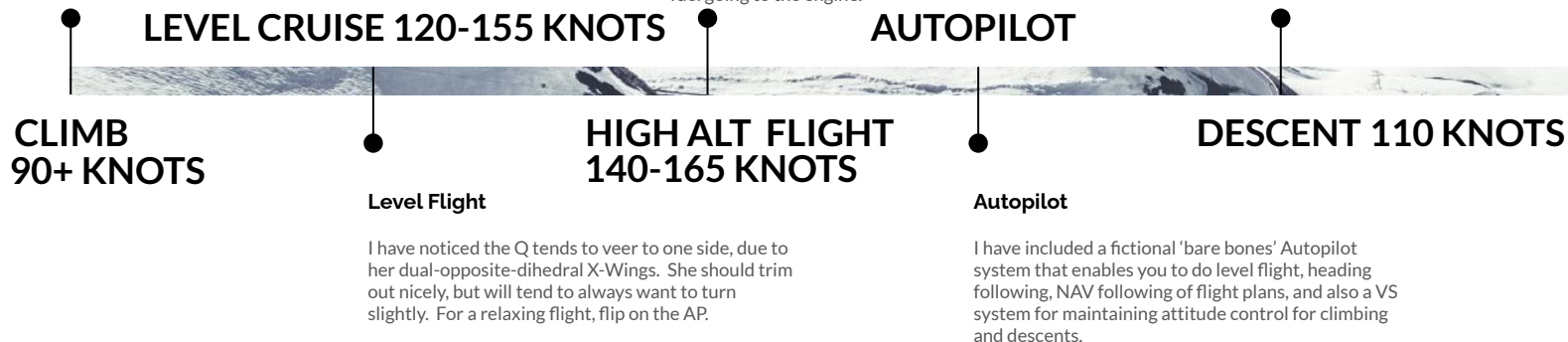
The W-8 might struggle when fully loaded. Just adjust your climb rate accordingly if you

High Altitude

The Q flies well at 9,000 to 11,000 feet and with 60 to 75% power. You should watch 'Ground Speed' (GS) on your GNS530 GPS unit for actual speed at higher altitudes. Watch your Header tank fuel level as you will need to transfer fuel continuously on long flights to keep fuel going to the engine.

Descending

The Q is highly aerodynamic and will tend to not want to slow down much on descents. You will need Flexors active to slow down. I use one notch of flexors when turning onto final, and coming up on the fence, I flip the lever to full Flexor. Watch your speed.





LANDING

Landings



Pattern

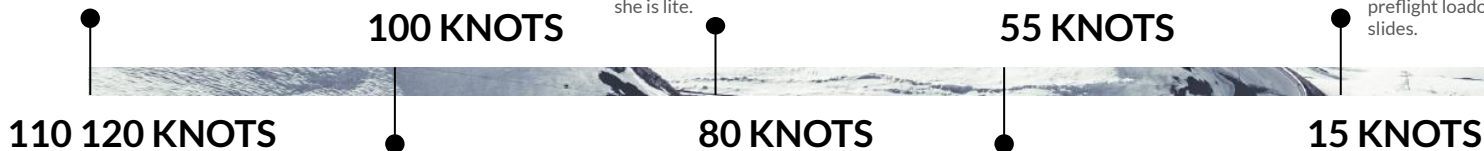
Begin slowing your Tailwind down when coming into traffic. You can easily do 100 knots 'heavy'. 100 to 120 knots is fine. You cannot drop flaps over 125 Knots. Full Flaps limit is under 100 knots. Begin adjusting Mixture to 100 percent and trimming for slow speed flight. Go through your landing Checklist.

Over the Fence

Stall speed is 55 Knots with full flaps, medium to full loadout, and 65 knots with flaps up, medium to full load. If you are really light, you will stall at slower speeds. That said, I like to come in at 80 knots, then when you are close to the threshold, you can pull back the power and let her drop down. At a certain 'point' of your coming close to the runway, you can gently pull back to cause a gentle 3 point flare. I do this by trying to touch the runway with the tail gear first. Not always easy if she is lite.

Taxi

Your Tailwind should handle like a sportscar, but because of your wing tanks which are up high, if they are half full of fuel or more, do not do super tight turns or you might tap a wingtip on the ground. If you are going for a short flight, just make sure your wing tanks are empty when doing your preflight loadout if you plan on doing some power slides.



Final

The Tailwind is a sleek little Speedster with small wings. Make sure you begin compensating for slowing down when coming into Final Approach. You cannot drop flaps over 125 Knots. Full Flaps is under 100 knots. A bit of nose up to slow the bird down, drop flaps, then regain descent.

Touchdown

At 45 to 50 knots, the Q will gently begin to come down. She stalls slower at ground level because of ground effect, riding on that cushion of air. Pull back gently to create a slight nose up attitude but not to climb back up, and try to touch the tail gear first to the ground. This will help to keep her from bouncing. Gentle is key. No harsh movements at lower airspeeds under 70 knots.



TIPS AND TRICKS

TIPS AND TRICKS WITH FLYING THE TAILWIND IN MSFS

Some neat tricks and advice for piloting your new, sleek Tailwind Specials...

1 TIP: DO NOT HOLD FULL BACK STICK WHEN SLOWING DOWN ON LANDING

- When you attempt to keep the tail down via extreme up elevator (full back stick), and you are going about 40-ish knots, it might cause an odd 'flip over' as one wing stalls while the other is trying to create lift, causing the wing that dips to strike the ground. To counter this, let the tail settle down itself. Use only a small amount of back stick (pulling back on the stick) to keep the tail down until you are at a very slow speed, like 20 knots or less.

2 TIP: STALLS DO NOT ALWAYS WING OVER

- If out practicing stalls, you might want to have a lot of fuel on board. This version for MSFS will sometimes 'slush' down or 'mush' down, meaning, she goes into a flat forward descent. Sometimes they will wing-over in a descent, and sometimes they mush down. You might be able to trigger the flip-over by moving the stick right or left.
Also note that when landing, with flaps down and half fuel or less, that you will have 'ground effect' so they will not drop down on their proper stall speeds when over the runway. Giving her nose up a bit will help slow her down if she is not wanting to put down. Also, if very low on fuel, nearly empty, you can land with one notch of flaps. But... Be careful if attempting to land without flaps. Your stall speed without flaps is 65 knots (with full fuel). Near empty, keeping your speed high, you are fine.

3 TIP:

- Blank Entry. No tip here yet. Carry on.

Please note, this sim version of the Tailwind aircraft 'does not' replicate exact speeds and behaviors of actual Tailwind aircraft. This is a sim model only and not created for 'study level' exactness. At this present launch, the Tailwind handles as close as possible to the real one, but it is not exact. And it should be noted that most Tailwinds being hand built, will all have 'slight variations' in various speeds and conditions of flights.

WITTMAN TAILWIND W-10

A REAL WITTMAN TAILWIND W-10



"To most people, the sky is the limit. To those who love aviation, the sky is home." - Jerry Crawford

ACTUAL TAILWINDS, OUT AND ABOUT, AROUND THE WORLD

These two sleek sporty Variants are painted in bright yellow and also Neon Green, similar to the colors of the beautiful Lamborghini Huracan series cars. I am a follower and fan of Lamborghini since childhood. The cool thing on the planes is that the seats and panels are color matched to the paint making them very bright and quite artistic. Bold paint themes.



WITTMAN TAILWIND W-10

AIRFRAME

The triangulated frame seen through the canopy perspex is elaborate and quite strong. The plexi area in front of the pilots acts as an airfoil shape and lifting surface, in a sense, making the fuselage part of the wing area.

AIRFRAME OUTLINE

The airframe of the Wittman Tailwind is all based around the fuselage 'steel tubing frame'. The back of the frame is covered in aircraft fabric, while the front area from the firewall to the back of the doors was all aluminum covered. The front cowling area is fiberglass. Stock purchasable cowlings are available, and some pilots / builders choose to make their own from composites, such as foam and fiberglass, shaping it and then coating it with fiberglass layers.

The wings are unique and slightly similar to Bellanca, where wood ribs and spars make up the wings inner structures, and then thin wood skins are used to cover the wings up, making the wings quite smooth with no visible joints and no rivets and screws and things. A very clean and lite weight design.

Purchased premade kit parts that are available, speeds up assembly time.



Main Fuselage Framework. The front area is covered with aluminum, The rear is covered in cloth, and the Front cowling is fiberglass.



Wood wings with wood ribbings And surface skin



BUYING A NEW TAILWIND



Has this MSFS Tailwind package caused you to want a Wittman Tailwind? Are you wondering what the next step is to making the dream happen? If you are wanting more information on taking the 'Dream Build' journey, building one new from plans and kit packages, simply head over to the [Aircraft Spruce and Specialty website](#) and look over their various plans and kit options.



Search by part #, keyword, phrase, etc.



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WITTMAN W-10 TAILWIND

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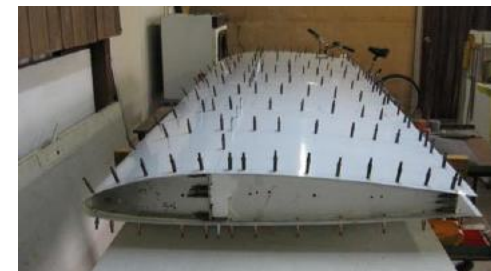
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Description	Part Number	Price	Buy
Wittman Tailwind Info Pack	01-10003		Quantity
WITTMAN W10 TAILWIND PLANS	01-10007	\$216.95	Quantity
WITTMAN V8 CONVERSION	01-10002	\$59.75	Quantity

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THE WITTMAN TAILWIND IN BLENDER, CREATION

3D MESH WORK

The Wittman Tailwind model was first created in Flight Simulator FS2004 many many years ago. Since then, it has been evolving. When it came time to bring the girls into MSFS 2020, many things needed to be rebuilt and brought to modern standards. Also, I decided to redo panels, seats, and detail things; props and nav lights and instrumentation, panels, and the list goes on. A total refit. I am happy with the results and I think she looks brilliant in the sim.

I am very happy with the seats, the panels, and instrumentation. The technology in the Aoso screens is just awesome and will be level with modern planes such as the NX Cub and Savage as well as some other sport aviation class aircraft in MSFS.

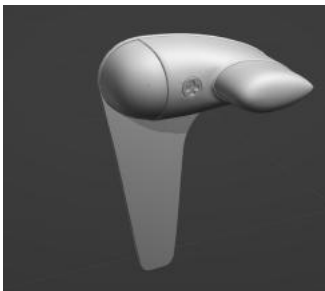
These were build separately, two separate projects. They share the same wings and fuselage, but many different other parts.



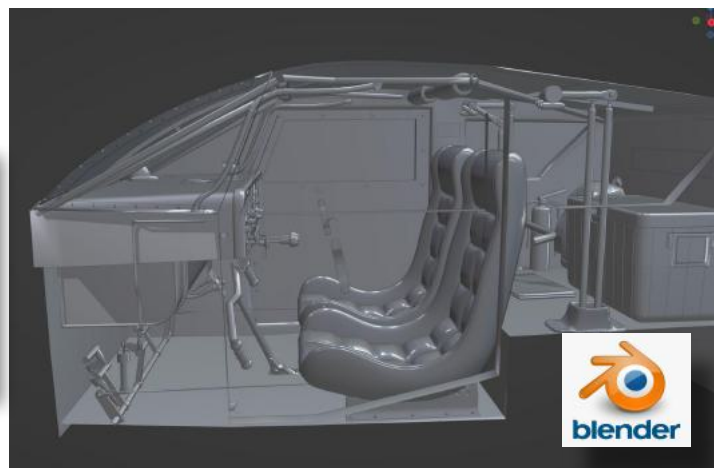
The W8, above, in Blender, full materials view mode.



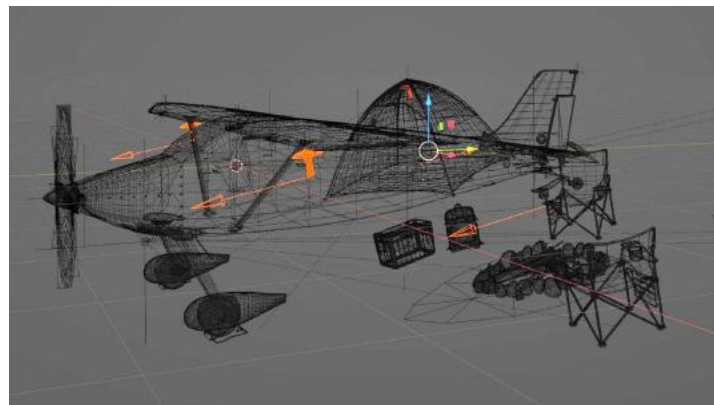
The W8 Panel is more old world, basic, easy to catch on with if you have no background in the new modern screens like the AS3X Touch Screen. These are simple, straight forward, easy to ready. Notice the screens look big. This is a VERY small aircraft. That is a VERY small panel. A tight fit.



I highly recommend Blender. It has come far and is an amazing program for making planes with.



The W8 in Blender. The Lamborghini Seats fitted. They are nice as they give you a very relaxed feel when in a tight area, like a low profile super car.



Showing here, are the camping equipment, deployed. These are exported with the model, but only show when coded events allow it.

THE WITTMAN TAILWIND TEAM

Bill Ortis.....Team Leader, Owner, Mesh/model craftsman, Coding, Graphics, Photography, Flight Model design, Test Pilot
RonH.....Coding, Animation, Calibration, Diagnostics, Blender to MSFS SDK Systems Specialist, Flight Model design, Test Pilot
Mike F.....Test Pilot and feedback specialist
Jim Goldman.....Test Pilot and feedback specialist
Greg Martin.....Amazing MSFS Photographer, Test Pilot

TEAM
LEAD



Photo by Bill Ortis



Thank you.

Without your support, I could not bring this to you. Thank you for your purchases. God bless.

For more products, you can find my website at lionheartsimulations.com



Thank you Team Asobo for MSFS!

Thanks to Team Asobo in Bordeaux France for their hard work and perseverance to make Flight Simulator the best Franchise in history, best game of the year, and a way for people to 'see' the vision and beauty of Flight...



JORG NEUMANN



SEBASTIAN WLOCH



MARTIAL BOSSARD



OTHER LIONHEART CREATIONS AIRCRAFT FOR MSFS FLIGHT SIMULATOR



FUTURE RELEASES



Epic E1000



A-12B



Fairchild 24



Piper Pacer



LJ-24B



Epic Victory

A scenic mountain landscape. In the foreground, a winding asphalt road curves through a vibrant green, grassy hillside. Several small evergreen trees are scattered across the slope. In the middle ground, a small cluster of traditional wooden houses with dark roofs is nestled on a slightly higher part of the hill. The background features a range of majestic, rugged mountains with significant snow cover under a bright blue sky with wispy white clouds. The scene is framed by dark, out-of-focus pine branches in the upper and right portions of the image.

Dreams and Visions

PHOTO BY ROBBY BEYER

Dreams and Visions

Dreams and Visions... Building a 'Dream' Attaining a goal, a dream come true.

Have you ever had a dream, a yearning to do something great in life? Perhaps the dream of having a pilot's license, to be able to pilot a plane up into the skies, first Heaven? Perhaps even to own an aircraft, or to even possibly 'build' your own homebuilt airplane? Perhaps even more, to build an 'incredible' highly equipped airplane with state of the art technologies in it...

Sometimes such dreams seem so far away... Behold... Faith is where the fuel comes from that takes you to the goal of your journey. Faith is the gasoline of your vision becoming reality. Faith... Faith is the key.

Some mornings, on your journey will seem like you are so far away. You will not see your progress happening... But it is. Every second that you work on your goal, it is getting finished.. It is being accomplished. Keep that faith. Keep the hope. Do not quit working on the goal. Even if only a small amount of work is done, it is better than nothing at all.

Building a wonderful life can be like this. The hope of a nice home. The hope of good health. To be in shape. To be free of a disease. To be debt free. Hope and Faith are 'key' towards getting there...

When great, massive forces seem to bog you down, fight you back, when it seems like mighty winds are pushing you backwards instead of forwards... Pray. Pray to God for help. Come to the Lord with your requests for help on your journey. The Lord has such great love for people, you cannot ever imagine. He knows your needs before you do. Ask... In the Holy Word, there is a Scripture; Ask and you 'will' receive, Seek and you 'will' find, Knock... and it 'will' be answered unto you. Remember that. That is in the Bible and you can claim it. 'Lord, you said in Matthew 7:7....'

With Faith, tackle your goals, your dreams. Make the vision happen. Ask for help. You are His kid, and He loves his family.

Dreams and Visions

With Faith, tackle your goals, your dreams. Make the vision happen. Ask for help. You are His kid, and He loves his family.

If you do have a walk with the Lord, remember to talk with Him when you can. Say hello often, like a great son or daughter that calls their parents to say hi and ask how they are doing. Do this with the Lord, call Him up with a prayer. Tell Him thanks for your visions, making things happen, meeting your needs.

And if you haven't been Baptized, get it done. You need that.

May you be blessed with amazing journey's, incredible goals accomplished, safe and fantastic flights flown, and incredible memories.....

Jesus

Peace be with you in your Journey through life...

