

Aircraft test of
Fairchild Republic A-10A Warthog
Aircraft created by IRIS Simulations

The Fairchild Republic A-10A Warthog – also known as the Thunderbolt II, is an American built twin-engine, single-seat and straight wing military jet. It was developed by Fairchild-Republic back in the early years of 1970s.

The A-10 was originally designed as a CAS (close air support) for ground forces, and was used to provide a path for the ground forces by attacking tanks and other armored vehicles that were in the way. It is designed with the famous GAU-8 Avenger cannon as its primary weapon, which is still the today heaviest rotary cannon ever mounted on an aircraft.

Specs:

<i>Manufacturer</i>	<i>Fairchild Republic</i>
<i>First Flight</i>	<i>10 May 1972</i>
<i>Introduction</i>	<i>March 1977</i>
<i>Role</i>	<i>Close air support and ground-attack aircraft</i>
<i>Status</i>	<i>In service</i>
<i>Primary user</i>	<i>United States Air Force</i>
<i>Number built</i>	<i>716</i>
<i>Unit Cost</i>	<i>US\$ 11,8 million (average 1994 dollars)</i>
<i>Expected replaced</i>	<i>Not until year 2028 or later</i>



I purchased this add-on through FSPilotshop and had no problem with the purchase or the download – it went just perfect. It was also very easy to install – just follow the wizard.

The model is created with the care of details and it is very impressive. You get a lot of liveries, all with a very high quality in accuracy and also with very high quality in the textures.

The A-10A is provided with a real authentic soundscape both internally and externally. You can really hear the very distinguished growl these turbine engines make, and this is increasing the realistic feeling you get when flying this bird.

Even-though you have these very high quality textures and many details, you still get an aircraft that are good to your frame rates, which will give your computer extra power to add to your scenery or weather themes.

Flight dynamics are what I think you could expect. Quick on the ailerons and very maneuverable. This gives you the feeling of strapping on this bird to your back and being completely integrated with the aircraft.

There are lots of animated features as gear, flaps, control surfaces, canopy, engine, spoilers etc, and I like the effect it has on the aircraft when e.g. extending the flaps. You also get the smoke effect from the engines when running more than 80% I think it was.

Extra feature is that if you overheat or overstress your engines, you will get a failure, and loss of engine power together with smoke effect coming from the damaged engine – Very nice detail. *see under test flight 5

The virtual cockpit is excellent modeled with a lot of high quality gauges and systems that works very well. The finish of the VC is very good and realistic as per what I myself has seen on pictures etc.

My first flight was not a flight, but a ground test to test the different cockpit functions, buttons, settings and animations. I was parked at EKKA Karup airport in Denmark and checked out all moving surfaces as spoilers, ailerons, elevator, rudders and canopy etc. The model is filled with animations, and they are all very nicely modeled. Then I went into the VC (virtual cockpit) to check the gauges, systems, controls, animations and effects. I can only say that when using the virtual cockpit I really believe that I am in a real cockpit of an A-10. The texture and gauge quality + finish of edges and small details are very impressive.

My second test was a flight from EKKA Karup to EKTS Thisted, which is a flight of app. 15 minutes in direct flight. My flight was app 45 minutes, and I used this flight to get familiar with the A-10 and to test different settings of engine, flaps and spoilers – I tried to stall the A-10 in straight flying and also during left and right turns, just to see how it behaved and to see how easy it was to recover. What I discovered was, that it is actually quite difficult to get into a spin, here you have to hold it spinning, if not, it recovers more or less it self.

My third test was a flight from EKBI Billund airport, with the goal to test maneuverability. I took off on runway 09 and climbed to 12000'. Here I started making controlled rolls both left and right, going further to barrow rolls and loops, immelmanns, chandelles etc. The A-10 is very easy to fly aerobatics with, and the ailerons respond is fairly quick and smooth.

The fourth test was to test take-off and landings with different flap settings and with different weather conditions – here I used themes like Gray & Rainy, Fair and Thunderstorm. I found that the A-10 can be landed without flaps deployed, but this requires a lot of attention during the landing. Regarding the thunderstorm with landing in cross wind was also a bit of a trial. The A-10 is quite sensitive towards crosswind, and you also here need to give it much attention. The positive side is that, when you deploy full flaps, your landing speed is very slow, so you have a lot of time to make a nice and unstressed landing.

In fair weather, the A-10 is very easy to land. You have a nice overview of the landing situation from the VC, and it's a thrill to look to your side and watch the wings.

My fifth test was a flight from EKKA Karup to LFKJ Napoléon Bonaparte Airport on Corsica, France. This was a longer navigation flight to test how it was to fly the A-10 for a longer period of time. To fly it at high altitude and low altitude.

The speed of the A-10 is not the same as e.g. the F-16, so it takes a little more time to get from one point to another, and also to climb to high altitudes. After take-off I climbed to FL450 = 45000' and started cruising at app mach 0,70 indicated airspeed. When I reached the Mediterranean, I descended to 150' above sea level and cruised directly to Corsica. Upon arrival at the cost line I started following the structures of the island and put on full throttle. A few seconds before I arrived at LFKJ the engine no 2 was so stressed that I got an engine failure with fire in engine no 2. I changed to outside view and could see a thick dark smoke was coming out of the right engine – This was a very cool detail, and was again something extra to make it even more realistic.

I use the Logitech control system G940 with dual throttle, and this throttle really looks a lot like the animated throttle in the A-10, so I have perfect control over both engines.

This is a really high quality add-on and it provides a lot of fun to the simmer. It can be flown by simmers on all levels. No downside – I just love it. So many details and such a good quality really give you a sensational experience when flying it – Very realistic!

I give it a 5/5-Star rating for sure, and I think this is the very best add-on from IRIS Simulation so far.

Rays Aviation

