IL-2 Sturmovik: Hs 129 B-2 Collector Plane Activation Code [Xforce]

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About This Content

The Hs 129 was designed to be a general purpose armored ground attack plane, but during the second part of the war it became the main anti-tank aircraft flown by the Luftwaffe. Armed with powerful weapons, the 'Duck' as it was called first appeared in May 1942 in the southern sector of the Soviet-German front. It saw action at the battles of Stalingrad, Kuban and Kursk salient and was also used in North Africa. Anti-tank squadrons equipped with these aircraft were sent to the frontline where the enemy threat was the greatest. Having many unique features, the Hs 129 B-2 was armed with a wide assortment of weapons including the 30mm MK 101 and MK 103 cannons.

In addition to Quick Mission Builder and Multiplayer modes, you can fly it in Career mode during **Battle of Stalingrad** and **Battle of Kuban** timeframes.

- Default armament: two 7.92mm machine guns "MG 17", 1000 rounds, 1200 rounds per minute and two 20mm guns "MG 151/15", 250 rounds, 700 rounds per minute.
- Bombs: Up to six 55 kg general purpose bombs "SC 50" or one 249 kg general purpose bomb "SC 250".
- Length: 9.7 m
- Wingspan: 14.2 m
- Wing surface: 28.9 m^2

Modifications

- Two 20mm guns "MG 151/20", 250 rounds, 700 rounds per minute (14 kg weight increase, minor speed loss)
- Four 7.92mm machine gun "MG 17", 1000 rounds total, 1200 rounds per minute (195 kg weight increase, minor speed loss)
- 30mm gun "MK 101", 30 rounds, 250 rounds per minute (179 kg weight increase, 6 kph speed loss)
- 30mm gun "MK 103", 80 rounds, 400 rounds per minute (234 kg weight increase, 6 kph speed loss)
- Fixed loop radio compass Peilrahmen PR 16 (10 kg weight increase, minor speed loss)
- Rearview mirror (1 kg weight increase, 1 kph speed loss)

Skins

- Standard pattern.
- Standard pattern with winter camo, Stalingrad, January 1943.
- Hptm. Paul-Friedrich Darjes, II./Schl.G.1 commander, Voroshilovgrad, January 1943.
- PzJgSt./JG51, Stalingrad, January 1943.
- Oblt. Hans Dornemann, 4.(Pz.)/Schl.G.1 commander, Kuban, May 1943.

- Oblt. Rudolf-Heinz Ruffer, 8.(Pz.)/Schl.G.1 commander, Kuban, May 1943.
- PzJgSt./JG51, Kuban, March 1943.
- Hptm. Bruno Meyer, 4.(Pz.)/Schl.G.2 commander, Lybia, November 1942.
- Lt. Franz Oswald, 8.(Pz.)/Schl.G.2 commander, Tunisia, April 1943.
- Lt. Walter Krauze, 10.(Pz.)/SG9 commander, Proskurov, February 1944.
- Hptm. Hans-Günther Marufke, 12.(Pz.)/SG9 commander, Kishinev, Spring 1944.
- 3./Ergänzungs-Zerstörergruppe, Deblin-Irena, Spring 1943.
- Lt. Av. Rez. Vasile Antonescu, Esc. 41 Asalt, Eastern front, Winter 1943-44.
- Lt. Av. Gheorghe Claru, Esc. 42 Asalt, Romania, Spring 1944.
- Lt. Av. Lazăr Munteanu, Esc. 60 Asalt, Eastern front, Autumn 1943.
- Lt. Av. Nikolae Serescu, Esc. 42 Asalt commander, Eastern front, Winter 1943-44.

Technical details

Indicated stall speed in flight configuration: 143..159 km/h

Indicated stall speed in takeoff/landing configuration: 136..150 km/h
Dive speed limit: 670 km/h
Maximum load factor: 9 G
Stall angle of attack in flight configuration: 20.0 °
Stall angle of attack in landing configuration: 18.0 °

Maximum true air speed at sea level, engine mode - Combat: 349 km/h
Maximum true air speed at 3000 m, engine mode - Combat: 396 km/h

Service ceiling: 7000 m
Climb rate at sea level: 8.4 m/s
Climb rate at 3000 m: 8.1 m/s
Climb rate at 6000 m: 2.6 m/s

Maximum performance turn at sea level: 30.0 s, at 255 km/h IAS.
Maximum performance turn at 3000 m: 46.0 s, at 270 km/h IAS.

Flight endurance at 3000 m: 2.1 h, at 300 km/h IAS.

Takeoff speed: 145..155 km/h
Glideslope speed: 180..200 km/h
Landing speed: 135..145 km/h
Landing angle: 10.6 °

Note 1: the data provided is for international standard atmosphere (ISA).
Note 2: flight performance ranges are given for possible aircraft mass ranges.
Note 3: maximum speeds, climb rates and turn times are given for standard aircraft mass.
Note 4: climb rates and turn times are given for Combat power.

Engine:
Model: Gnome-Rhone 14 M
Maximum power in Take-off mode at sea level: 700 HP
Maximum power in Combat mode at sea level: 580 HP
Maximum power in Combat mode at 4000 m: 650 HP

Engine modes:
Nominal (unlimited time): 2350 RPM, 1.1 ata
Combat power (up to 30 minutes): 2750 RPM, 1.25 ata
Take-off power (up to 1 minute): 3030 RPM, 1.5 ata

Oil rated temperature in engine intake: 60..75 °C
Oil maximum temperature in engine intake: 125 °C

Supercharger gear shift altitude: single gear

Empty weight: 3992 kg
Minimum weight (no ammo, 10% fuel): 4200 kg
Standart weight: 4756 kg
Maximum takeoff weight: 5170 kg
Fuel load: 451 kg / 610 l
Useful load: 1178 kg

Combat debut: May 1942

Operation features

- Controlling the propellers RPM is possible only in the manual mode by changing the propeller pitch. The automatic mode keeps the RPM at 2750.
- The engine control lever allows setting the pressure up to the combat mode (1.25 ATA).
- To switch the engines to the take-off mode, move the boost lever to 1.5 ATA position and set the propellers to 3030 RPM.
- Engine mixture control is automatic. Leaning the mixture manually reduces the fuel consumption during flight.
- The oil radiator shutters are controlled automatically and do not have a manual mode.
- The propellers have a feathering system which should be activated in case of engine damage to reduce drag of the propeller in auto-rotation.
- The aircraft has only pitch and yaw flight-control trimmers.
- The aircraft has independent left and right hydraulic wheel brake controls. To apply either brake push the upper part of the rudder pedal.
- Landing flaps have a hydraulic actuator and they can be extended to any angle up to 40° or to the fixed take-off position.
- The tail wheel rotates freely and does not have a lock. For this reason, it is necessary to confidently and accurately operate the rudder pedals during the takeoff and landing.
- The aircraft fuel gauges are positioned directly on the engine nacelles and show only the amount of fuel remaining in the wing tanks (the fuel remaining in the central fuel tank is not indicated).

- The aircraft isn't equipped with an oxygen supply system, so flying above 4000 meters is forbidden.
- The aircraft is equipped with an electric bomb release controller that allows dropping the bombs only one by one.
- The gunsight has a sliding sun-filter.

Title: IL-2 Sturmovik: Hs 129 B-2 Collector Plane
Genre: Simulation
Developer:
1C Game Studios, 777 Studios
Publisher:
1C Game Studios
Release Date: 13 Jul, 2018

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Minimum:

Requires a 64-bit processor and operating system

OS: 64-bit Windows® 7 (SP1) / Windows® 8 / Windows® 10

Processor: Intel® Core™ 2 Quad 2.6 GHz / Intel® Core™ i5/i7 2.6 GHz

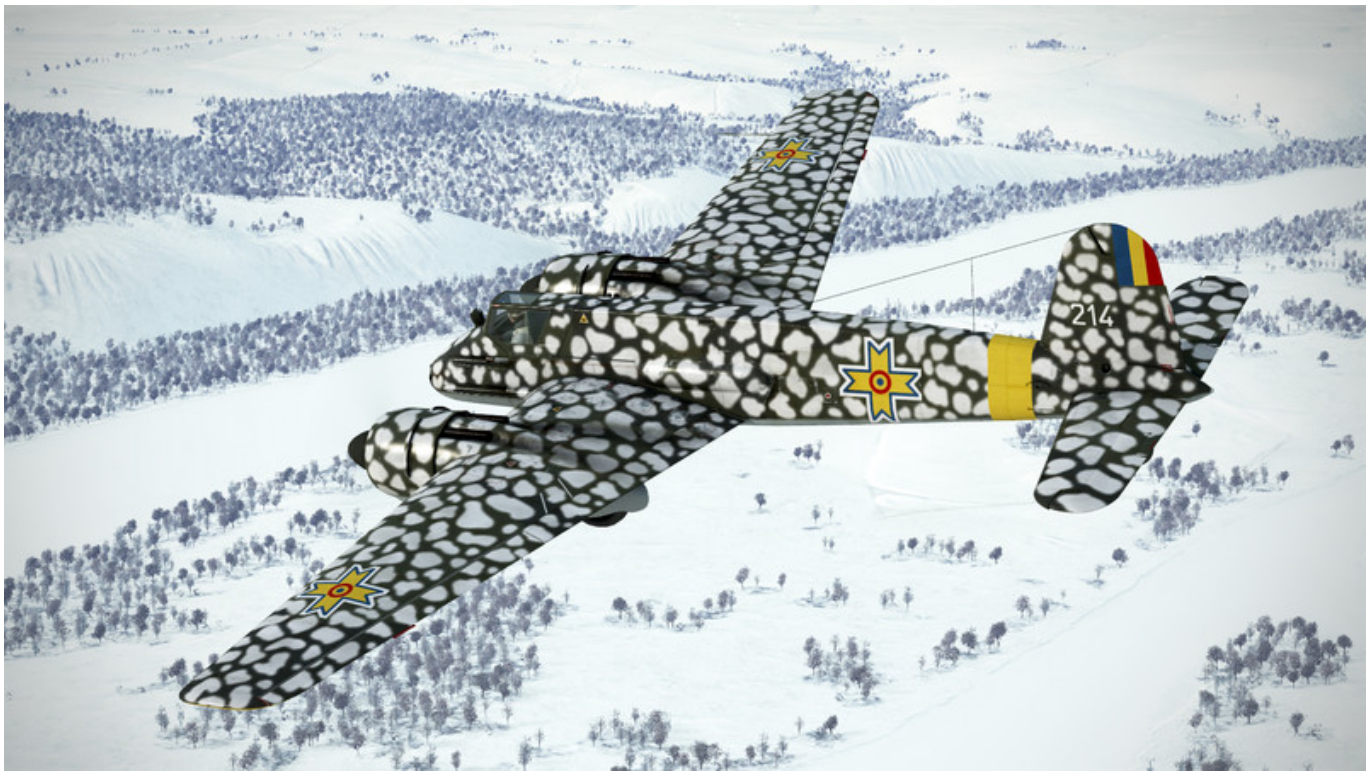
Memory: 8 GB RAM

Graphics: GeForce GTX 660/Radeon HD 7770 with 2GB VRAM or better

DirectX: Version 11

Additional Notes: DirectX®-compatible flight stick recommended

English,Russian,German,French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