

# Fiesler Storch Pilot's Notes



A Flight Simulator X add-on product  
dedicated to depicting the Fieseler Storch,  
its pilots  
and their operations in World War 2



The Fieseler Storch Operations package is dedicated to the men who flew and serviced her, even though they fought on 'the wrong side' from 'our' point of view.

It is also a tribute to these old airplanes that so many of us have enclosed in our flyer's hearts and still love to see and hear flying whenever we can.

Last but certainly not least, we dedicate it to all our German Flightsim customers who have been so loyal to us over these past 10 years !

The 'Storch' is a worthy Flight Simulator 'companion' and 'adversary' to our Westland Lysander that we produced and published for FSX.

Francois A. 'Navman' Dumas  
The Netherlands, August, 2011

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# 1. Copyright stuff

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**Now let's get down to business.....**

## 2. Introduction



Let me start this story with two or three words about myself, to place this project in context. And yes, you may recognize some of the words from our Lysander package. MY 'history' and love for old aircraft hasn't changed.

I have been bitten by the aviation bug since 1957 or so, when I received a small metal aircraft model from an uncle of mine. I was 5 years old at the time. I already was a car freak, and the model peaked my interest and triggered my imagination. I wanted to be involved with airplanes!

Later on I went to see airliners at Schiphol airport (Connie's!) with my dad, draw airplanes, build plastic kit models, build WW2 diorama's, build RC controlled models (that would invariably crash), play aeronautical war games, see US fighters at Soesterberg, collect books, magazines and just about anything else on the subject. And because I at some point joined the 'automation department' BECAUSE of a

very simple flight simulation game I saw on one of the very first microcomputers, I became one of the first 'flightsimmers' ever, at least in this country!

Anything but fly REAL airplanes, actually, due to circumstances.

It wasn't until I became an employee of an American company back in 1985 that I would make my first (airliner) flight and only in 1988 or so would I sit at the stick of an ultralight, flying my first real aircraft myself.

My main interest, having been born not long after the war and learning so much about that era from my parents (my Mom's parental home had been occupied by a group of German soldiers, and my Dad was imprisoned as a conscript during the first weeks after Holland's surrender), was in WW2 aircraft. Spitfires, Messerschmitt's, of course, but also in the more 'special' airplanes of the time. That's how the Storch at some point also came into the picture.

The Fieseler Storch is my SECOND 'pet project', after doing the Lysander. It came into being after visiting the wonderful museum Fantasy of Flight, owned by Kermit Weeks who is one of the United States famous 'aviation gurus'. There, in the Fall of 2007, I saw the Storch from really close up and after doing some more research afterwards, it seemed the perfect plane to do after the Lizzie.

I like VFR flying, the only kind of flying I sometimes do for real these days, and I like slow aircraft. Preferably historic ones. So it fits beautifully.

## 2.1 Thanks to Simon and others

This particular model - and all its variations included in the package - is again made 'on order' for me specially. But this time by our very own **Simon Smeiman from South Africa** who agreed to build the Storch using the many pictures I took in Florida on my SECOND visit there.

I think the result is breath taking again, Simon improving the quality of his work with every new model!

Also thanks to a few other people who helped us (apart from our group of Beta Testers), such as Dudley who nowadays is one of the few pilots still flying a Storch. He gave us a lot of inside information about actually flying the Storch and also disclosed how the wings are folded, something that we hadn't been able to find anywhere until then.

Thanks also goes to **Bob Brown III** who was kind enough to drive me all the way from West Palm Beach to Polk City, and back. Bob not only got as there safely and back, he is also wonderful company to chat away the long, white concrete distances over Florida's highways.

And last but not least to the wonderful people at Fantasy of Flight near Polk City in Florida, for letting me scrutinize the flying Storch they have there, sit in it, talk to the pilot and make all these pictures to help us.

NOTE: FS being a niche market for a handful of aficionados only, some of the developers are really having immense problems surviving and continuing their work.

Simon lost his job some time ago and is not able to get a new one. Obviously add-on design is not sufficient to make a living. If you want to help Simon survive in the 'real world', there's a '**donation link**' called Support Simon on our webshop at <http://www.silvercloud-store.com>. Just so you know.

### 3. What did you just buy?

Yes, a Fieseler Storch Fi-156 for FSX.

No, let me rephrase that. **The most realistic** Fieseler Storch for FSX on the market today! A replica of the model still flying in the US, owned by Kermit Weeks of the Fantasy of Flight in Florida.

This FSX package contains the following 10 models and variations of the Fieseler Storch Fi-156C:

156C-1: Liaison: Landing gear - All wheels.  
Crew: 1 Pilot and 1 Passenger.

156C-1: Liaison: Landing gear - Wheels and tail skid.  
Crew: 1 Pilot and 1 Passenger.  
Extras: Fitted with a radio aerial.

156C-1: Liaison: Landing gear - Skis  
Crew: 1 Pilot and 1 Passenger.

156C-2: Reconnaissance: Landing gear - All wheels.  
Crew: 1 Pilot and 1 Gunner.  
Extras: Machine gun.

156C-2: Reconnaissance: Landing gear - Skis.  
Crew: 1 Pilot and 1 Gunner.  
Extras: Machine gun.

156C-3: Reconnaissance: Landing gear - Wheels and tail skid.  
Crew: 1 Pilot and 1 Passenger.  
(The C-3 is same as the C-2 but the weapons are removed)  
This is the one used to liberate Mussolini from captivity in Gran Sasso mountain hotel at an altitude of 9,000 feet.

156C-5/Trop.: Reconnaissance: Landing gear - Wheels and tail skid.  
Crew: 1 Pilot and 1 Gunner.  
Extras: Machine gun.  
: Long distance 22 gallon external fuel tank and extended exhaust pipes.

156D-1/Trop \* -Ambulance: Landing gear - Wheels and tail skid.

156D-1 -Ambulance: Landing gear - All wheels.

156D-1 -Ambulance: Landing gear - Skis.

Crew: 1 Pilot

Extras: Two seriously injured pilots.

: Fitted with loading doors on both sides of the fuselage.

:\* Long distance 22 gallon external fuel tank and extended exhaust pipes.



## 4. Installation

Let's get this thing installed onto your hard disk first, before we take you through the steps to get airborne. AND before telling you a little more about the Storch, its pilots and their adventures.

To install Fieseler Storch, simply run the Installer (actually, you have probably already done that), which will put the programs and manuals in a folder of your choice (or the Flight Simulator folder if you have not indicated any other choice). It will also put shortcuts on your desktop to the manuals.

## 5. Uninstalling

I can't imagine you would want to uninstall what you just bought, but just in case you need to, here is how:

- Click on Start (bottom left of your windows screen)
- Click on Programs
- Find the FSAddon product title (you may have more)
- Find the appropriate 'Uninstall' and click on it

That's it.

## 6. Support

I don't envisage you will need much support for the installation as this is a fairly simple product with an automated install. But you may want to ask questions about the 'ins and outs' of the product.

Since SUPPORT is one of our famous hallmarks at FSAddon, we are here for you of course !!

You can freely READ our **Support Forums** and find information there. In case you have QUESTIONS you will NEED to REGISTER to our **SUPPORT FORUMS**, which is **THE ONLY PLACE** we provide support for FSAddon Publishing products !!

**You can find the forum here:**

[http://fsaddon.eu/wpfsaddon/?page\\_id=1055/aircraft-by-simon-smeiman/](http://fsaddon.eu/wpfsaddon/?page_id=1055/aircraft-by-simon-smeiman/)

(For reasons of security you will **have to register** in order to post messages there. We also ask you to **put your ORDER NUMBER in your signature or message**, so we know you are one of our legitimate customers!)

## 7. Some history

You can of course skip this part and just hit **Control+E** and start flying. Maybe you are already aware of the Storch's history, and especially that of its services in the various armies. If not, read on...

### 7.1 The history of the Fieseler Storch

The Storch's need was basically officially acknowledged in 1935 when the German Luftwaffe (Air Force) released a requirement for a STOL aircraft. It was meant for liaison duties and for directing artillery fire and reconnaissance. In short, an Army Aircraft.

The Fieseler Fi-156 was ultimately selected out of a proposed four-some by Fieseler, Focke Wulf, Messerschmitt and Siebel. It was in fact based upon an already existing design called the 'Zaunkönig' (Fence King, don't ask) that was produced by a professor of the Technical University of Braunschweig.

A few prototypes were produced and progress was made on some of the shortcomings of the initial design (i.e. too high rudder forces, not enough control through the horizontal stabilizer, and too soft landing gear).

The official presentation to the troops of the Fi 156 V 2 was in March 1939 at the "Wehrmacht Tag" (Army Day) where it landed on the famous street 'Unter den Linden' in Berlin between the Opera House and the Neue Wache. But before that Storch's had been seen already at the 1936 Olympic Games and at other places.

Interesting the Storch already saw service before the WW2 broke out. 6 of the aircraft were sent to Spain and fought there in the civil war as part of the German Condor Legion. There's some interesting information on that period here [http://en.wikipedia.org/wiki/Condor\\_Legion](http://en.wikipedia.org/wiki/Condor_Legion) and on this site: <http://www.historynet.com/spanish-civil-war-german-condor-legions-tactical-air-power.htm>

For the actual books that I used to research the Storch, look on our own website's (Amazon) bookstore: <http://fsaddon.eu/wpfsaddon/fsaddons-bookstore/>. I have already found them for you and made them available on those pages. (Direct link: [http://astore.amazon.com/fsad-alaska--20? encoding=UTF8&node=6](http://astore.amazon.com/fsad-alaska--20?encoding=UTF8&node=6) )

Buy them there and you **help us** too with a few pennies !

You can of course also check out the internet for more data, like on the Wikipedia: [http://en.wikipedia.org/wiki/Fieseler\\_Fi\\_156](http://en.wikipedia.org/wiki/Fieseler_Fi_156)

P.H. Hansen from Denmark also put up a very nice website about the Storch. <http://www.piteraqa.dk/flight/storch.html>

## 7.2 Technical Specifications

Crew : 2-3 (a bit cramped with 3!)  
Engine : piston line engine Argus AS 10C-3  
Engine power : 237 HP  
Speed : 95 kts, 176 km/h  
Range : 239 miles, 385 km  
Service Ceiling : 15.000 feet, 4600 m

Empty weight: 2050 lbs, 860-940 kg  
Max. Take off Weight : 2921 lbs., 1325 kg  
Wing Span : 46,8 feet, 14,24 m  
Wing area : 280 sq. ft, 26 sq. m  
Length : 32,5 ft, 9,90 m  
Height : 10 ft, 3,05 m

First flight March 24, 1936  
Total production all types: 2967

## 7.3 Missions

They are not included yet and YES, **that's a glaring omission** and not planned as such.

HOWEVER: since the developer is really living on the edge of poverty, I am not going to put off publication any longer than necessary and decided to go ahead. So the missions I am working on shall be released later this year.

HOWEVER TWO: they will be FREE and you can download them when they become available. ;-)

## 8. Aircraft operation

### 8.1 FLYING THE FSX STORCH

Actually, YOU MAY WANT to check out the *next chapters first*, where Simon explains what the various knobs, dials, levers, buttons and gauges mean and do.

But then again..... *fools rush in* is also MY usual style of simming ☺



Flight characteristics that made the Storch famous were (and are) its great STOL performance. Empty weight was only 860 kg. The Argus As10C Engine delivered 180 Kw, bringing the power/weight ratio to 143 W/kg. Total wing loading was a mere 48.5 kg/m<sup>2</sup>. Top speed was something like 175 Km/h but due to the wing design, the fixed leading edge slats and slotted flaps and ailerons it could fly as slow as 50 km/h.

Take off into a light head wind in less than 45 m, and it could land in 18 m a distance of twice its' own length! Evidence exists that the Storch could even fly and land backwards in a slight breeze.

(**Note by François:** the 'evidence' was confirmed by Dudley at Fantasy of Flight, where Kermit Weeks did this too when flying in one of Florida's strong winds over the Polk City field.)

**Note:** I do not claim that the aerodynamics or other features of this FSX Storch model equals that of the real aircraft. The following procedures are not based on that of the real aircraft.

## 8.2 Cold start:

- Throttle closed (full aft)
- Mixture full forward rich
- Fuel selector lever to both
- Generator switch on
- Master Battery switch on
- Ignition magnetos lever to both
- Master ignition on
- Hit the start button.

## 8.3 Taxi and Take off:

Same as for tail draggers. Taxi at a fast walking pace. When ready for the take-off trim elevators positive as required. Set flaps as required. Throttle to full and apply some down elevators to bring the tail up. Bring elevators back to level. Those slotted flaps and ailerons generate lots of lift so expect a short take-off roll.

## 8.4 Landing

Same as for tail draggers. Approach and landing speeds can be very slow at around 30 knots.

Solid 3-pointers are best done with a zero flaps setting. With flaps she will keep tail high.

Landing distances will vary depending wind, atmospheric conditions and flaps settings. With practice you will discover the best landing configuration to achieve an 18m+ landing distance.

### **Take-off and landing into slight to moderate wind**

With full flaps she will be up and flying like a feather. Come to a hover and try fly backwards slowly. Working the rudder now will help to keep the nose straight into the wind. Landing will be vertical. It will take some practice to do a backwards landing.

## 8.5 Flares - Special Effects

The flare box, located on the inside of the cockpit door, contains 3 color-coded flares - one white one red and one green. These 3 flares can be fired individually by clicking on it. Once the flares were fired individually you cannot fire it again by clicking but you can keep on firing flares by pressing the "L" KEY in 2 or 3 quick consecutive key presses. In this case the effect will happen at random.

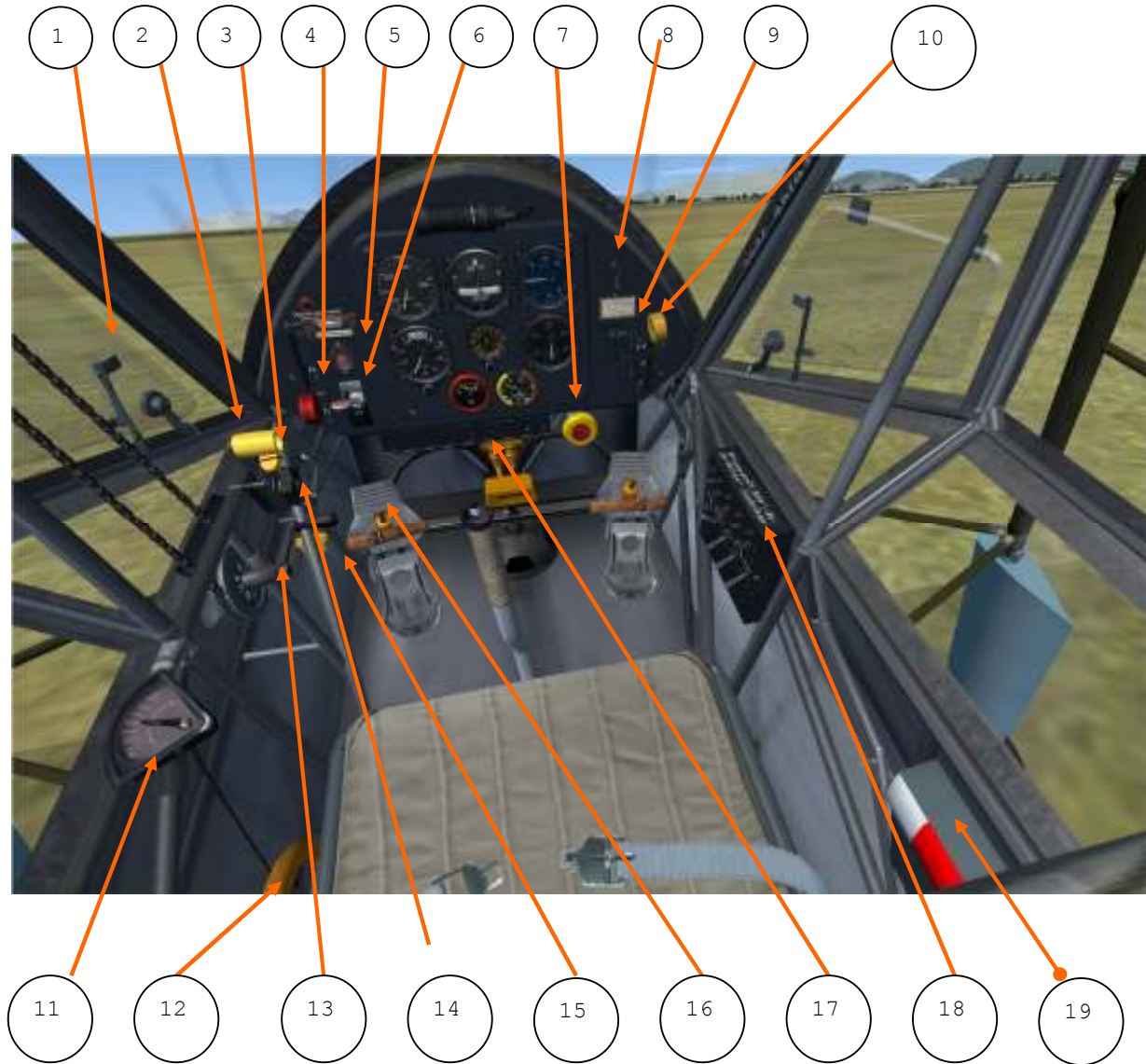
To fire the flares open the flare box lid by clicking on it. Choose a flare and click on it to set it off. From the VC and spot views a light flash is sometimes visible. It all depends on how the effect is drawn by FSX. Fired flares will stand higher out of the box than the others. Click on a fired flare to lower it back into the box before closing the flare box lid.



The effect is best viewed from a distance. I am not sure whether the effect will show or be visible to other players during a multi player session.

## 9. Cockpit and Instruments

### 9.1 Cockpit General Layout:



**General Cockpit Lay-out LEGEND:**

- 1 Side window latch both sides
- 2 Throttle lever
- 3 Mixture lever
- 4 Fuel tank selector
- 5 Starter button
- 6 Master ignition
- 7 Engine primer
- 8 Panel light switch
- 9 Aircraft operations card holder
- 10 Ignition magnetos
- 11 Stabilizer trim indicator
- 12 Stabilizer trim wheel
- 13 Flaps lever
- 14 Throttle friction
- 15 Air vent lever
- 16 Toe brakes. This works left right both according the position of the rudder.
- 17 Radio compartment
- 18 Switch panel: On it you will find the following switches:
  - Generator
  - Master battery
  - Landing light
  - Nav lights
  - Rotating beacon
- 19 Flare box. This box contains three flares that can be fired individually. Explanation later on.

The abovementioned items are all animated and mouse clickable except for the toe brakes and trim needle.

The flaps chain is also animated.

All the **gauges** on the panel are **3-D animated** parts. There is **no 2-D panel** in this model.



## 10. Other Animations and Features

### 10.1 Radio Compartment

Click anywhere on the front of the lid to open the radio compartment.

#### 10.1.1 Radio:

Few real Storchs used during WW11 were equipped with a radio. Our FSX Storch is equipped with a standard Comm.1 radio for ATC communication purposes and is located in the Radio Compartment just below the main panel. Click anywhere on the front of this compartment and the lid will swing open to reveal the radio. Click on the lid again to close.



#### 10.1.2 The Checklist and GPS icons:

These icons are located on the radio face. Once the radio is used these icons will become invisible but the click spots will still be there to call up the checklist or GPS. The icons will reappear every time the aircraft is loaded from the menu.

**Note:** Most of the not so common animated features of this aircraft models are highlighted in the checklist as well.

#### 10.1.3 Pilot, Passenger and Patients hide/show switches:

The following red colored switches are located inside the radio compartment:

**Pilot hide/show switch:** All models.

**Passenger hide/show switch:** 156C-1 liaison models only.

**Patients hide/show switch:** 156D-1 ambulance models only.

The picture below is an example of the pilot hide/show switch that is present in all models. The other abovementioned hide/show switches are visible in the particular models only.

Radio Compartment



Comm.1 Radio

Switch to show/hide the pilot

## 10.2 Aircraft engine and airspeed operations data table:

On the right hand side of the panel just left of the ignition magnetos and below the panel lights switch is slot that contains the abovementioned table. This is an actual feature of the real aircraft. The info on the table is in the German language.



Click on the center of the slot to show this table. Click anywhere on the table to hide it again.

## 10.3 Magnetic Compass and hatch lever:

This compass is mounted above the panel at the top of the windscreen. There is also a click-able ringed lever to open/close a small hatch just above the compass.



## 10.4 Door lever in an awkward place to the right behind the pilot:

Click to open/close.



## 10.5 Panel night-lights

One downward facing night-light was fitted to the top of the panel and one upward facing night light was fitted to the compass mount bottom.

Our FSX Storchs are fitted with these lights too. Unlike the normal "fx\_vcpnl light" They provide just about enough light to make the instruments readable. See the comparison in the pictures below:



A: normal "fx\_vcpnl light" as the default lights



**B: custom panel lights**

**Note:** These custom lights and are not listed in the lights section of the aircraft.cfg file like the usual cabin/panel vc lights.

To use the custom lights just switch off the generator and master battery located on the switch panel (item 18 under general layout).

**10.6 Air vents:**

Click on the appropriate levers to open/close the following vents:

- One both sides of the front side glass panels (see item 1 under general layout).
- One on the fuselage left front aft of the cowl side panel (see item 15 under general layout).
- One above the compass (see paragraph 2.3 above).

**10.7 Rear cabin and gunner's position (156C-2 and C-5 models only):**

The animated gunner, passenger seat, gunner's seat, MG 15 7.92mm gun, gun stand and magazines are located in the rear cabin.

By default the gunner will be in his position behind the machine gun busy doing his thing when the aircraft loads from the aircraft select menu. He is only visible from the exterior views but the animated machine gun is visible in the VC as well.

The picture below shows the situation where the gunner and machine gun is active. This is also the default situation when the aircraft loads. What you see here is the gunner's seat on top of the passenger seat back rear. You also see the active animated machine gun and gun stand. Below the machine gun are the magazines.

You have the option to show/hide the gunner and animated machine gun.  
This is how:



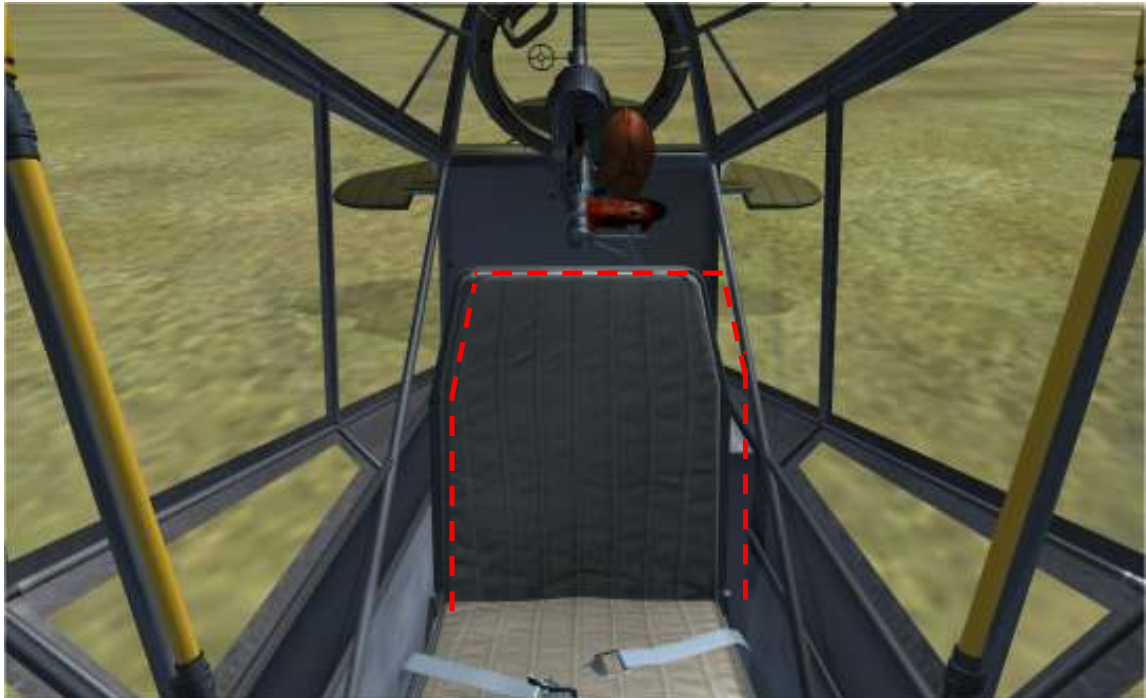
To hide the gunner and active machine gun click anywhere on the gunner's seat.

The gunner will now not be visible from the outside view and the active machine gun becomes static.

To bring the passenger seat into the upright position click anywhere on the visible passenger seat frames.

The picture below shows the situation after you have clicked the passenger seat frames.

The static machine gun is now in place and secured and the passenger seat in the upright position. The red broken line indicates the clickable passenger seat frames with the seat in the upright position:



**Note:** The machine gun firing effect is linked to the smoke key: "I" Key. The gun sound might continue for a while after the first key press. Thereafter it will be OK.

The "Rugby ball" mounted on the MG is a leather pouch for spent cartridges.



As they said: "The MG was more for respect than real protection."

### 10.8 2.8 Rear cabin and passenger position (156C -1 and C-3 models only)

The passenger is only visible from the exterior views. To show/hide the passenger click the appropriate switch inside the radio compartment:







## 2.9 Rear cabin and patients (156D ambulance models only):

The 156D ambulance has special hardware fitted in the rear cabin to carry two patients on stretchers. The rear side glass panels were converted into down swinging loading doors to aid in the loading of patients. Upward swinging loading doors were also fitted to the fuselage tail section just aft of the glass doors.

Our FSX 156D is modeled the same way:

The loading doors can only be opened from the outside. In our model you will have to use the "**Shift+E+2 and 3**" keys to open and close these doors.



The patients are visible from the interior and exterior views. To show/hide the patients click the appropriate **switch inside the radio compartment**.



## 11. Exterior Model

### 11.1 Fuel Level Indicators

The Storch has a left and right wing fuel tank. The fuel level indicators left and right is mounted on the bottom wing and is visible from the cockpit:



A floater indicates the fuel level. There are no indicator marks so when the floater is at the max top the tank is full of juice. In the center the tank is half and at the max bottom you are in trouble. Anywhere in between is a guess.

Each tank carries 75 liters. 150 Liters (40 US gallons) all together, which is not much for that trusty thirsty Argus As10 V8 motor. Combat range is only 239 miles (380 km).

Two of our FSX models (156C-5/Trop and 156D-1/Trop) are fitted with a long-range external fuel tank. This tank carries an additional 22 US gallons.

In the aircraft.cfg of the wheels versions provision was made for this additional fuel. Because all wheeled models use the same aircraft.cfg, they will all fly the longer distance unless the fuel load is adjusted by setting the Center tank to zero in the FSX FUEL AND PAYLOAD MENU. Consult the FSX learning center on how to adjust fuel and payloads.



## 11.2 2. The main undercarriage

The oil filled springs loaded dampers can stand up to some heavy abuse. It compresses 18 inches on hard landings. This feature enabled the Storch to go places other aircraft of its era feared.

Our FSX Storches have this feature too



The suspension animation is clearly visible when adjusting the payloads and when landing and taxiing over uneven terrain.

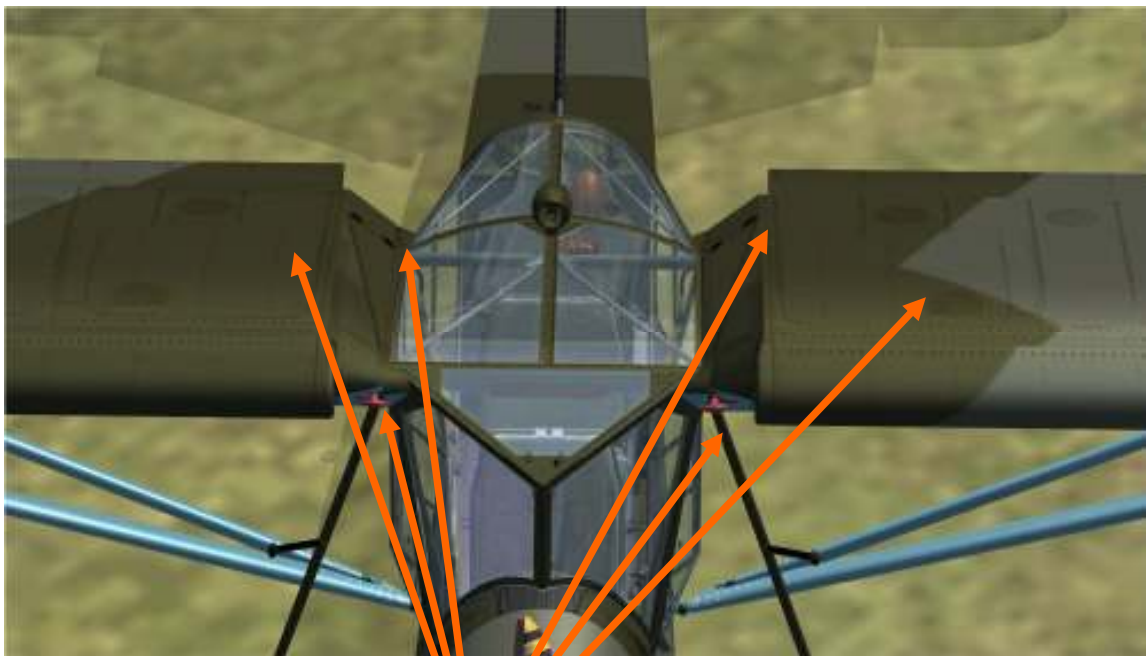
### 11.3 3. Wing folding

This feature is fully animated including all the levers and folding parts.

**Note:** The key you have assigned to wing folding will activate the animations.

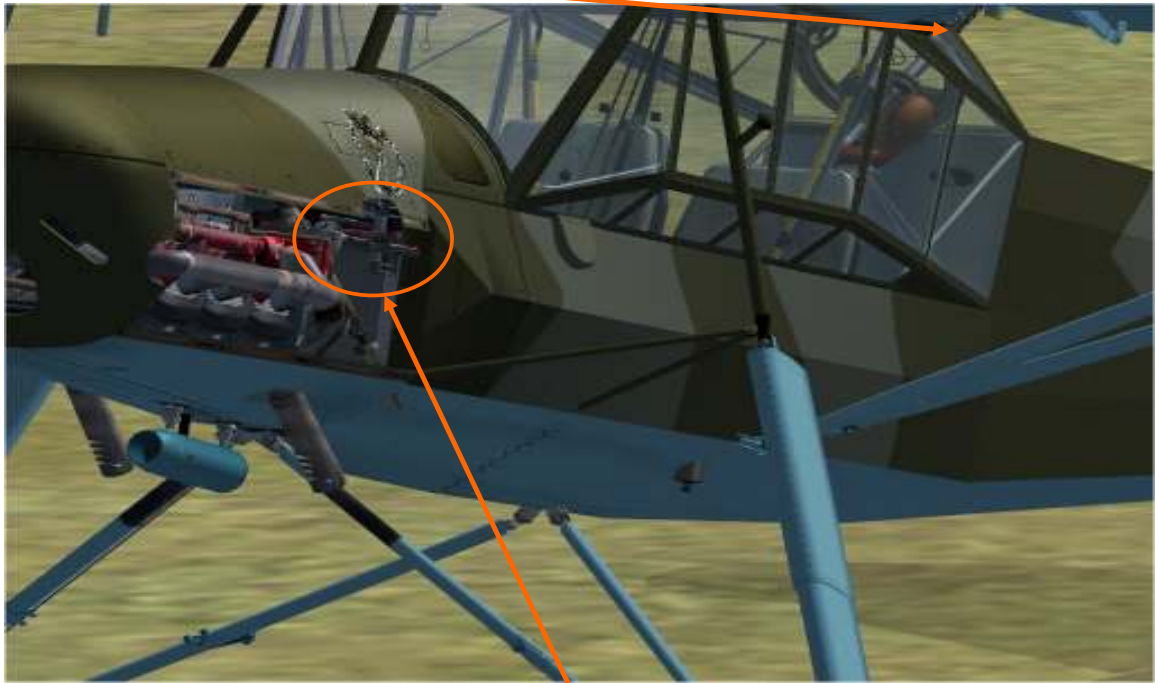


Do not fold the wings while the cockpit door is open and make sure the flaps are raised.



Animated wing folding parts here...

... and here



Animated parts on the engine

With the cowl doors removed you can view moving parts on the engine like all that hundred and ten throttle linkages both sides and the manual engine crank starter on the left side as indicated in the picture above.

#### 11.4 4. Cowl Side Panels (Removal)

In hot weather the engine cowl sides were removed to allow adequate cooling to the engine. See the picture above. Click the throttle lever friction in the cockpit to hide/ show the cowl side panels:



## 12. The Fantasy of Flight Collection

Of course they have their own web site where you can find all information on the Collection, Opening Hours, and much more.

It is here: <http://www.fantasyofflight.com>

The people at Fantasy of Flight have been most helpful in getting us access to their wonderful collection, and allowing me to climb in, over and underneath the Storch, shooting pictures from all angles.

If you ever find yourself in Florida with some time on your hands, then don't hesitate to drive to Polk City and pay them a visit !

**1400 Broadway Blvd. S.E.  
Polk City, FL 33868**

**(863)984-3500**

### **From Orlando/East/North**

Go West on I-4 towards Tampa. Take the SR-559 exit - **exit #44**. Turn **right** toward Polk City & Fantasy of Flight. At the flashing red light, turn **left**. FOF will be less than a 1/4 mile down on your left.

### **From Tampa/West/South**

Go East on I-4 towards Orlando. Take the SR-559 exit - **exit #44**. Turn **left** toward Polk City & Fantasy of Flight. At the flashing red light, turn **left**. FOF will be less than a 1/4 mile down on your left.



## 13. ACKNOWLEDGEMENTS

I wish to thank a number of people for their help in accomplishing my goals.

First of all of course our Star Developer, **Simon Smeiman**. Simon lives in South Africa and has started FS design not so long ago. But in the few years that he's at it now, his work has become very well-known and well received by simmers all over the globe.

So I am happy that Simon agreed to make the Storch for me, and did it not only in a record time, but also with a record number of realistic details !

Then there is **Fantasy of Flight at Polk City, FL**. They agreed (for a reasonable fee) to let me climb in, over and underneath their Storch and make photos of every little detail.

Thanks goes to **Jennifer Montague, Director of Event Sales and Service, and Christine Stevens** for their professional, friendly and prompt replies to my emails (not so easy, arranging these kind of things months in advance and from 6000 miles away).

And thanks most certainly goes to **Dudley**, one of the pilots flying the actual Storch, for bearing with us the afternoon, explaining, opening things, chatting, telling stories and showing us around some of the other hangars as well. Very hospitable indeed !

Let me also mention **Bob Brown III** from West Palm Beach, who drove me up to Polk City, and back again, and made this a very pleasant day on top of a very interesting one.

I knew Bob from Facebook where we somehow got connected - I forgot how or through whom by now - and discovered we had and have much in common. I think Bob had as much fun that day as I had. Thanks again my friend !

And lastly I would like to thank Vladimir Urbanek from Prague in the Czech Republic for his wonderful custom drawing of the Storch, to be used in our marketing! We sell a lot of his work in our own shop at [www.silvercloud-store.com](http://www.silvercloud-store.com), and you can see more of his work on his own website here at: [www.multiweb.cz/czfighters](http://www.multiweb.cz/czfighters)

**Beta Testers** for this project were (in no particular order): Dexter Thomas, Nick Churchill, Mike Cameron, Tom Constantine, Bernt Stolle, Rob de Vries, Pat 'AussieMan', Craig 'CPDST, RoughLandings, Francois himself.

Many thanks to all of you as usual. Without you we'd have missed many a detail and problem!

## 14. F.A.Q.

Here are some questions that have popped up a few times during the development of this project. If YOUR question is not here, then please do not hesitate to contact me on the support forums or via e-mail. I'll be happy to reply!

Q. Will the model run in Preview Mode?

A. It might, but it is certainly not specifically made for it. In my opinion this is a 'demo' function of FSX and not worthy of developing for, since it will not be made into a production feature by MS now. We needed FS11 for that, thankyouverymuch.

Q. Will there be an FS2004 version of the Storch?

A. Nope, not planned, sorry.

Q. Will it fly using FSX SP1?

A. We design and build our products for the 'final production version' of FSX, and that's SP2 or Acceleration. So yes it will fly, but you may see some strange things. No support for that, sorry.

Q. Are all of the switches and dials functional?

A. Nope. But damn near! We have made this model as realistic as possible within certain limits. We also want it to be FUN to fly and the emphasis is on a combination of realism and usefulness.

Q. Are there any missions planned?

A. Actually, YES! I am planning (and WORKING ON) similar missions as for the Lysander (and the upcoming Hudson). But due to time constraints these are not ready yet. That's the bad news.  
The GOOD news is that the first batch of them will be TOTALLY FREE !

Any other question?  
Let me know !!!!!

## 15. About FSAddon Publishing



Since you've come this far, you must be a die-hard simmer, or at least an avid reader. Congratulations on your perseverance, not many people read manuals at all ;-). To reward you, let me tell you something about our companies then....

FSAddon Publishing is wholly owned by **Silver Cloud Publishing**, François Dumas's privately owned company.

FSAddon.com was founded back in 2003 by Miguel Blaufuks and François Dumas with the main purpose of designing and publishing add-ons for the Microsoft Flight Simulator range of products. We split up since.

But not just any add-ons!

Our aim was and is to provide **additional immersion** for the simulation by providing high-quality, **complete packages or series** that do more than just add an airfield, a utility or an aircraft. We are aiming to provide 'reality kits' that are a combination of additional FS software AND other things such as a story line, navigational information and tools, or even community access via the Internet.

We are also convinced that most buyers of these flight simulators only scratch the tip of the proverbial iceberg and won't use more than perhaps 10% of its capabilities. Another goal of ours therefore is providing education and information geared towards better and more satisfying usage.

We SELL all of our products on our very own web-shop which is called the Silvercloud Store (at <http://silvercloud-store.com>). We make CD's or DVD's of many products and ship them ourselves, but downloading is cheaper, quicker and available 24x7x365! Some products are also still sold at other distributors such as simMarket, Aerosoft, PCAviator and, soon, at FranceVFR.

### **The company's aim is 3-tiered**

- 1) To substantially expand the possibilities for beginning simpilots to use their flight simulator
- 2) To provide high-quality, extensive add-ons to the beginning and more experienced simpilots
- 3) To lower the thresholds for communicating and flying together using flight simulators and the internet.

We hope you'll enjoy our products, and above all, the pleasure of sharing this hobby with us and the hundreds of thousands of like-minded enthusiasts all over the world. If we can add just a little value to it, then we have achieved our goal.

## 15.1 Where to find us on the Internet:

Our main website is [www.fsaddon.eu](http://www.fsaddon.eu).  
Our main support forums can be found at:  
[http://fsaddon.eu/wpfsaddon/?page\\_id=1055](http://fsaddon.eu/wpfsaddon/?page_id=1055)

**Silver Cloud Publishing** is here: [www.SilverCloudPublishing.com](http://www.SilverCloudPublishing.com)

## 15.2 Other FSAddon products

If you like this product, then you will want to visit FSAddon's website ([www.fsaddon.com](http://www.fsaddon.com)) from time to time, because we are working on a whole range of similar and other products, from very well-known authors and designers, but also from very talented new people in the flight simulator industry.



Just check out the 'Products' link to see everything we have made so far, and the 'News' link for regular info on what we are working on !

Already famous products released in the past include such 'classics' as **Misty Fjords, Tongass Fjords and VancouverPlus, FSCargo, and more recently VancouverPlus for FSX, Tongass Fjords X, FSX Mission Editor, FenceBuilder Pro, Lysander Secret Operations and our Super Cub Collection for FSX.**

**See you in the (virtual) skies !**

**François A. 'Navman' Dumas**  
**Publisher**

## 16. Appendix B – Video Links

No modern manual can exist anymore without a list of YouTube links on the subject. That's progress for ya. Well, I've found a few videos for you, showing the Fieseler Storch (and maybe its derivatives).

Check these out !

Here's a set made by a Youtube video'er from Latin Amrica, shpwing 'our' Storch at Polk City !

<http://youtu.be/y3iQVRIUsto>

<http://youtu.be/C-oc7MJdWIs>

<http://youtu.be/xhIlwCzvb10>

<http://youtu.be/KXkcQEV5yXM>

And here are some more:

one from back in 1938: <http://youtu.be/VDCB0pSUYOI>

and <http://youtu.be/wZouzzfZcrg>

and a replica: <http://youtu.be/D3JmaovkmV0>

## 17. Appendix C. Documentation used

### Documentation and Information used

Our main source of information when designing and describing the Fieseler Storch were the data obtained at Fantasy of Flight in Florida, through the stories of the pilot and the many photos I took there.

In addition we used these two books (and a load of other material found in the Internet):



Fieseler Fi 156 Storch in action - Aircraft No. 198  
By Jerry L. Campbell



Fieseler Fi 156 Storch: (Schiffer Military History)  
By Heinz J. Nowarra

These two books are also available through the [\*\*FSAddon Books page\*\*](#), look for Aircraft, WW2