ATSimulations Max Holste MH1521 “Broussard”

User manual

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Introduction

“Broussard” means “Bush man” so even in its name the spirit of bush flights is included. This is a Beaver size, Beaver “style” machine with its own unique silhouette, bit smaller, but with same power plant.

I’m sure you’ll spend time having fun with ATS “Broussard” in your favorite simulator whatever it is FSX or P3D. Besides we have some plans to convert it into X-plane.

We are open for any partnership and feedback with this project or any other in future. Contacts could be found at the end of the manual.

Have fun using ATSimulations products !

Andrey Tsvirenko © ATSimulations
December 2018

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System requirements

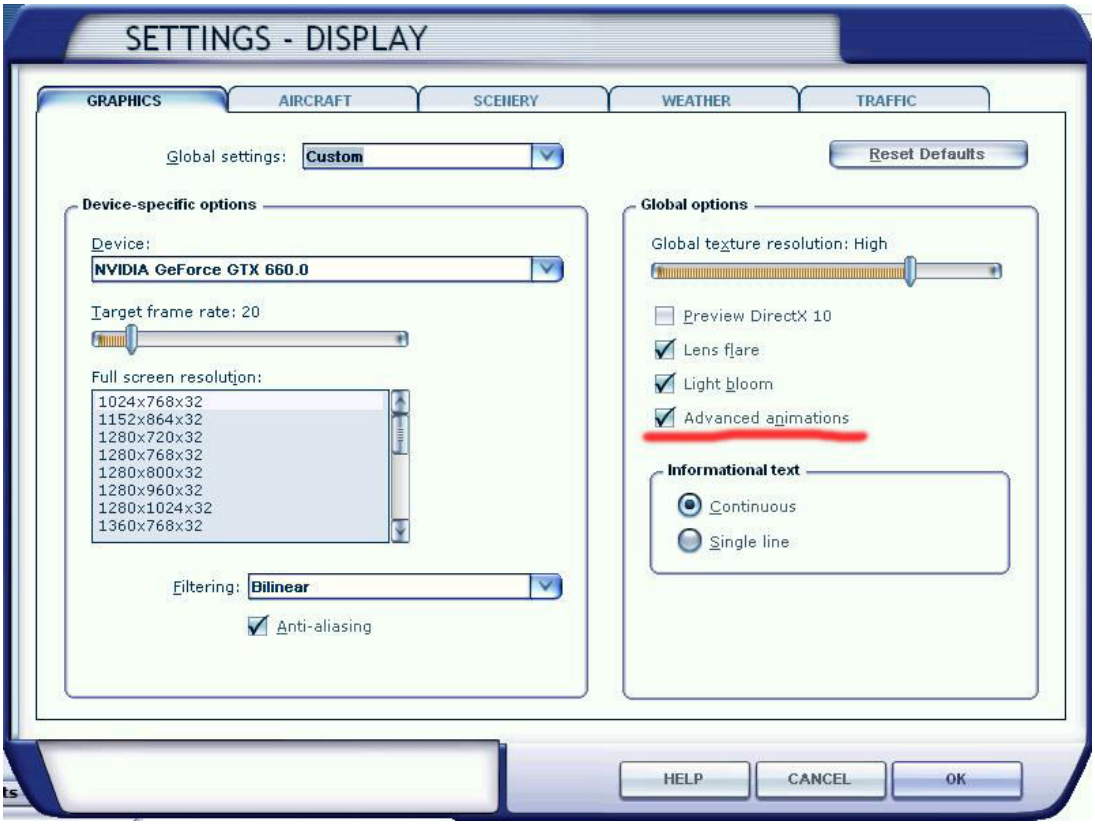
- ✓ Windows XP SP3/Vista/7
- ✓ FSX SP2 / Acceleration pack or FSX SE or P3D v3 (v4)
- ✓ 4096 MB Ram
- ✓ Processor: 3 GHz
- ✓ Available hard drive space: 1.5 GB (for one platform)
- ✓ Video card: DirectX 10 compatible
- ✓ Internet connection

Product features

- ✓ Accurate exterior an virtual cockpit 3d models done in 3dsmax
- ✓ Ultra high resolution textures. Three 4096x4096p exterior defuse maps
- ✓ Specular, reflections and bump maps
- ✓ Ultra smooth gauges developed in 3d
- ✓ Virtual cockpit sounds from levers, switches, knobs etc.
- ✓ Shadows from needles, dynamic reflections on gauges glass
- ✓ Load manager and parking manager panels
- ✓ FPS friendly

FSX and P3D settings

Please set checkbox "advanced animation" on. Pilot and gear animation will not work correctly without it. P3D use it by default.



Aircraft history

The MH.1521 Broussard was designed to meet a requirement for a lightweight liaison and observation aircraft. It is a braced high-wing monoplane with twin vertical tail surfaces. It has a fixed tailwheel landing gear and is powered by a nose-mounted Pratt & Whitney R-985 radial piston engine. A smaller 220 hp (164 kW) Salmson 8 As.04 powered prototype aircraft, the MH.152, was first flown on 12 June 1951; it had room for a pilot and four passengers but was too small and underpowered to meet the Army requirement. The company decided to develop a slightly larger version and changed the engine to a Pratt and Whitney Wasp Junior, which at 450 hp provided almost twice as much power. This model was designated the MH.1521 and later named the Broussard (lit. Man of the Bush, in the context of bush pilots rather than Bushmen). Its development was enthusiastically supported at a political level by WWII fighter ace and French war hero Pierre Clostermann, a close friend of Max Holste. Clostermann wrote a faction (literature) novel, "Leo 25 Airborne", based on his experiences flying Broussards with Escadrille ELO 3/45 in Algeria.

Pierre Clostermann and MH1521 "Broussard" In Algeria.

The prototype Broussard first flew on 17 November 1952 and was followed by the first civil and military production aircraft in June 1954, and 363 were built between 1954 and 1959. Its similarity to the de Havilland Canada DHC-2 Beaver in looks, capability and performance lead it to be nicknamed "the French Beaver".

Max Holste (1956)

Ravitaillement d'un *Broussard* à El-Abiod en 1961 (Jacques Perrin)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Air-Britain Photographic Images Collection
© Trevor Bartlett


MH1521
F-BMMM
N°96
© 1971 Ad Vercruijsse


PO

Specifications

Type

Six-seat general utility monoplane

Wings

High-wing rigidly-braced monoplane.
NACA 44013 wing section.
Aspect ratio **7.5.**
Chord **1.850 m (6 ft)** constant.
Dihedral **1° 30'.**
Incidence **3°.**
All-duralumin structure.
Central two-spar box with detachable leading-edge.
Slotted flaps and ailerons hinged to rear spar.
Each single bracing strut is a steel tube with dural sheet fairing.
Gross wing area: **25.4 m² (273.3 ft²).**

Fuselage

Duralumin structure with stressed skin canopy.

Tail Unit

Cantilever monoplane type with twin fins and rudders.
Duralumin frames with metal-covered fixed surfaces and fabric-covered elevators and rudders.
Controllable trim-tabs in both elevators and in port rudder.

Landing Gear

Fixed tail-wheel type.
Spring steel (Cessna license) main legs.
Orientable tail-wheel with self-centering device.
ERAM oleo-pneumatic shock-absorber.
Brakes on main wheels.

Power Plant

One 450 hp Pratt & Whitney R-985 nine-cylinder radial air-cooled engine.
Hamilton Standard 2.AD.30 constant-speed airscrew.
Fuel tanks in wing roots.

Accommodation

Enclosed cabin seating six in three pairs, the front pair with dual controls.
Large door in two parts on port side.
As an ambulance can carry pilot, two stretcher cases one above other on starboard side and two sitting cases on port side.

Dimensions, external

Span: **13.745 m (45 ft 1 in)**
Length: **8.6 m (28 ft 2 in)**
Height: **2.8 m (9 ft 2 in)**

Dimensions, cabin internal

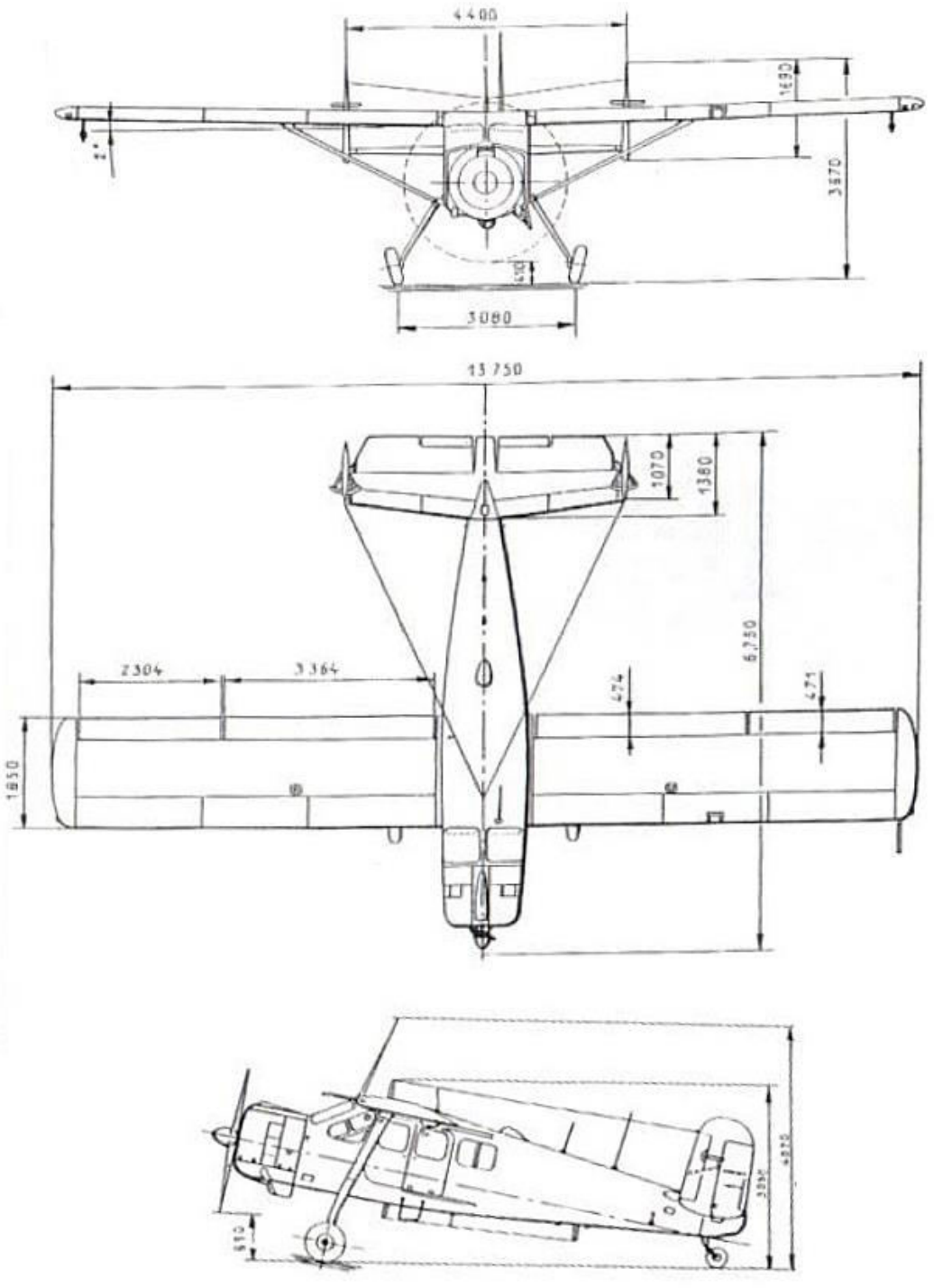
Cabin length: **3.08 m (10 ft 1 in)**
Cabin with **1.25 m (4 ft 1 in)**
Cabin average **height: 1.35 m (4 ft 5 in)**
Cabin volume: **4.80 m³ (169.4 ft³)**

Weights and Loadings (Pilot and five passengers)

Weight empty, equipped: **1, 475 kg (3,205 lbs)**
Pilot: **75 kg (165 lbs.)**
Fuel and oil: **328 kg (722 lbs)**
Useful load: **500 kg (1,100 lbs)**
Weight loaded: **2,360 kg (5,192 lbs)**
Wing loading: **92.8 kg/m² (19 lbs/ft²)**
Power loading: **5.18 kg/hp (1.39 lbs/hp)**

Performance

Max. speed at S/L: **270 km/h (168 mph)**
Cruising speed (50% power) at 1,500 m (4,920 ft): **230 km/h (143 mph)**
Min. speed: **80 km/h (50 mph)**
Rate of climb at S/L: **360 m/min (1,180 ft/m)**
Range (with 500 kg = 1,100 lbs commercial load): **1,200 km (745 miles)**
Range (with 600 kg = 1,329 lbs commercial load): **800 km (500 miles)**
Take-off run: **155 m (170 yds)**
Landing run: **80 m (87 yds)**

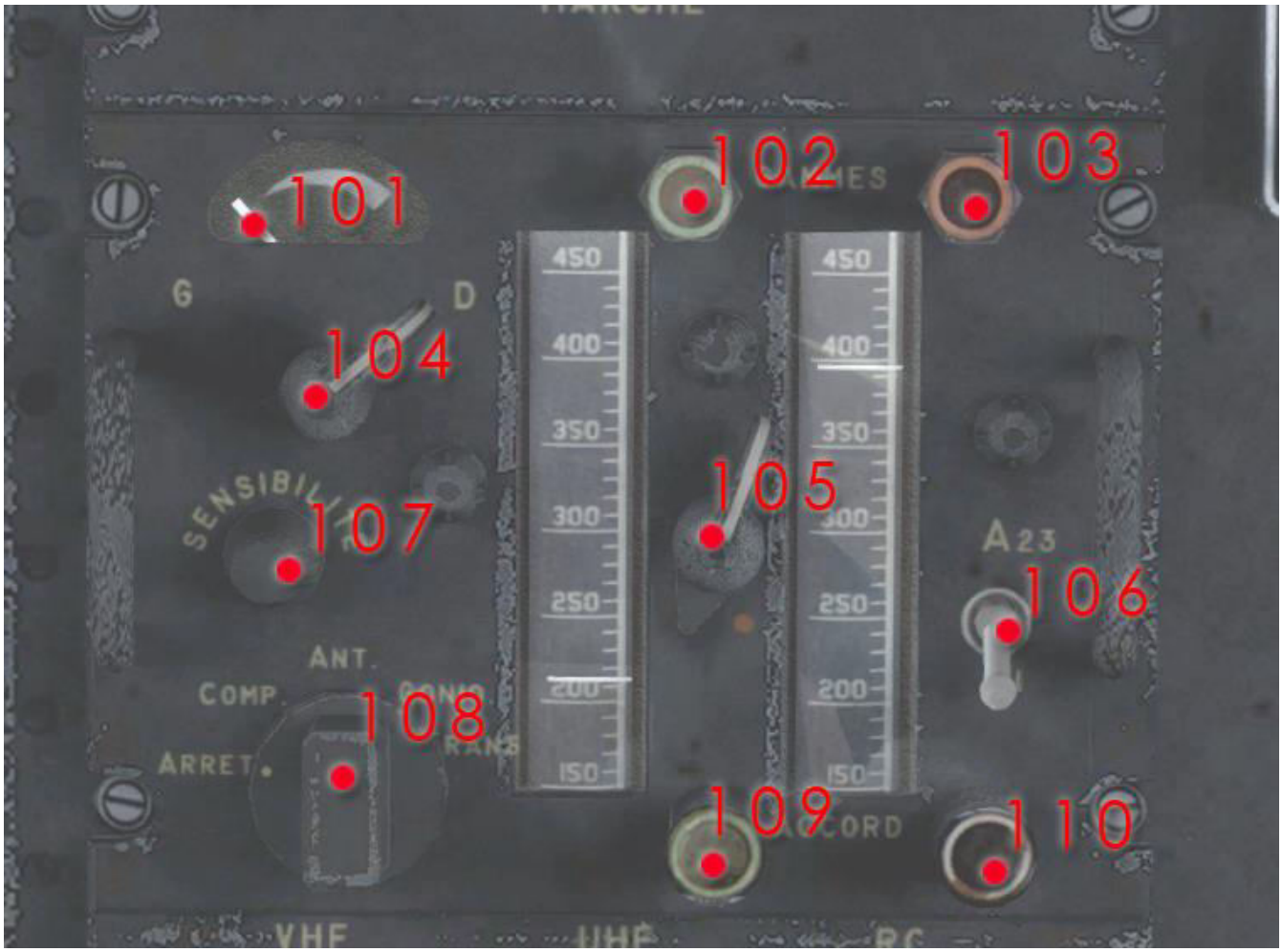

4400
3670
3080
13750
1070
1380
6750
2304
3364
474
471
1650

Panel and Controls

1. Compass chart
2. Compass light switch
3. Compass gauge
4. Compass chart knob
5. Flaps tumbler
6. Fuel cut-off valve
7. Throttle lever
8. Taxi light switch
9. Fuel primer button
10. Flaps indicator
11. Oil radiator valve
12. Fuel pump switch
13. Magnetos lever
14. Propeller lever
15. Mixture lever
16. Lever's friction knob
17. Flying map
18. Static source selector
19. Pressure valve for directional gyro
20. Suction gauge
21. Pressure valve for turn gauge
22. Pressure valve for artificial horizon
23. Airspeed gauge
24. Altitude gauge
25. Barometer knob
26. Artificial horizon
27. Artificial horizon wings knob
28. Artificial horizon lock

29. Directional Gyro gauge
30. Directional Gyro knob
31. Engine fire signal lamp
32. Fire extinguisher knob
33. Bomb drop switch (inop)
34. Pitot heat signal lamp
35. Pitot heat switch
36. Parking brake lever
37. Brake pedals
38. Rudder pedals
39. Strobe lights switch
40. Land light switch
41. Navigation lights switch
42. Beacon light signal lamp
43. Beacon light switch
44. Panel light knob
45. Panel light knob
46. Vertical speed gauge
47. Turn gauge
48. ADF indicator
49. Clock gauge
50. Manifold pressure gauge
51. RPM gauge
52. Cylinder head temperature gauge
53. Cowl flaps tumbler
54. Ignition button
55. Starter knob
56. Carburetor heat lever
57. Oil radiator shutters lever
58. Rudder trimmer knob
59. Elevator trimmer wheel
60. Elevator trimmer indicator
61. Rudder trimmer indicator
62. Ashtray
63. Fuel tanks selector
64. Fuel pressure gauge
65. Oil pressure gauge
66. Oil temperature gauge
67. Ampermeter gauge
68. Intercom
69. ADF
70. (inop)
71. (inop)
72. Interior climate knob
73. (inop)
74. Panel light knob
75. Panel light knob
76. VHF521 Radio
77. Battery switch
78. Battery ground switch
79. Voltmeter
80. Generator signal lamp
81. Generator switch
82. Traffic 1 fuse (inop)
83. Traffic 2 fuse (inop)
84. ADF fuse
85. VHF fuse (inop)
86. Radio fuse
87. Flaps fuse
88. Heat fuse
89. Fuse's box door
90. (inop)
91. Left fuel tank low level signal lamp
92. Right fuel tank low lever signal lamp

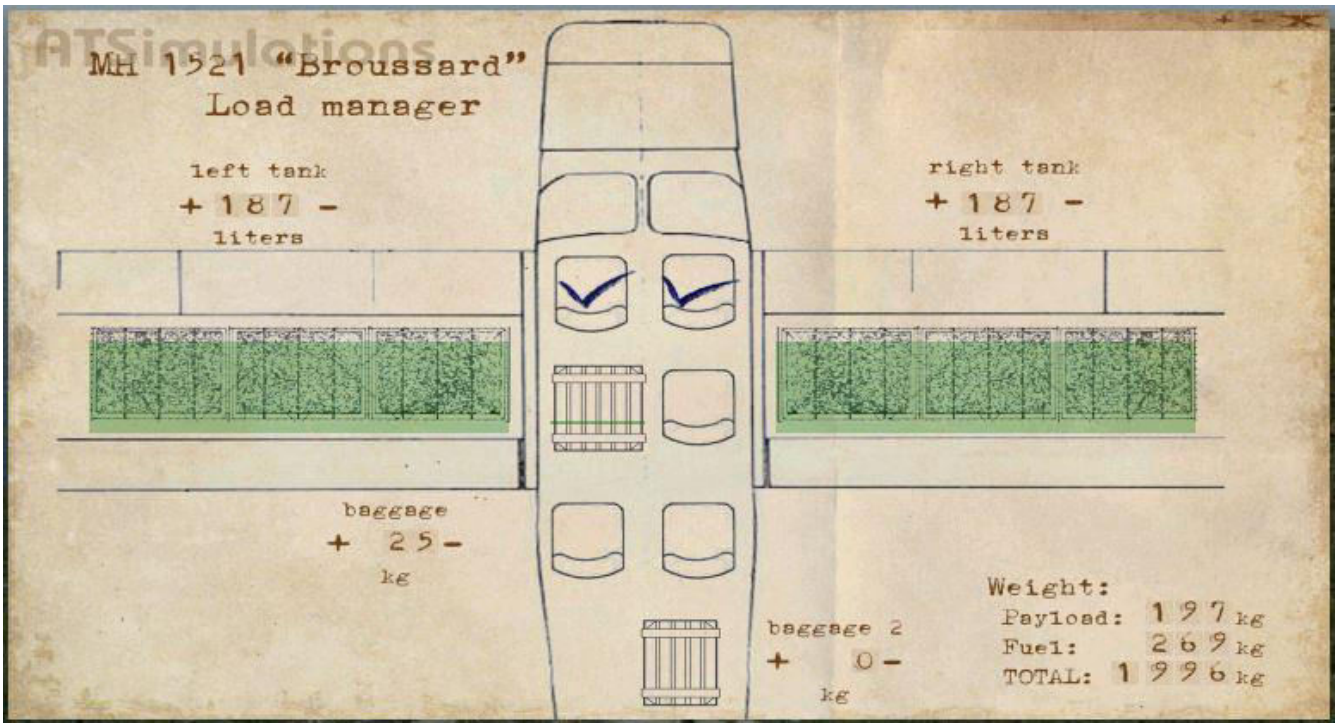
ADF control unit



101. Signal strength indicator
102. First channel diapason knob
103. Second channel diapason knob
104. Left-right antenna switch
105. Channel selector
106. Ident switch (ADF sound)
107. Sensitivity knob
108. Mode switch
109. First channel frequency knob
110. Second channel frequency knob

Load manager

By clicking Shift+3 you may call “Load Manager” panel where passengers, fuel or baggage load could be changed. Do not work in FSX SE.



Checklists and Performance

Note that most actions can also be performed using the mouse.

Numbers of switches, knobs, levers from User Manual marked with gray.

File is translated from original Max Holste 1521 "Broussard" checklists available at http://www.mh-1521.fr

Adapted for Flight Simulator. DO NOT USE FOR REAL FLIGHT.

INSPECTION BEFORE FLIGHT

ARRIVING AT THE PLANE

1 - General condition of the aircraft..... CHECK

2 - Obstacles, soil condition under the propeller..... CHECK

3 - Wheel chocks..... OFF

EXTERIOR CHECKS

4 - Full of gasoline and oil..... DONE

LEFT WING

5 - Condition of the flap, fin ..... CHECK

6 - Flap fin fixer..... REMOVED

7 - Pitot Cover..... REMOVED

8 - Securing device..... REMOVED

9 - Closed intrados doors..... CHECK

FRONT PART

10 - Tire covers ..... REMOVED

11 - Condition and pressure of the tires..... CHECK

12 - State braking piping..... CHECK

13 - Shims in place..... CHECK

14 - Engine cowl locks..... CHECK, LOCK

15 - State hood flaps..... CHECK

16 - Condition of propeller and ropeller cone..... CHECK

17 - Stir 5 turns of propeller / after prolonged stop.... DONE

18 - Oil filler cap..... LOCK

19 - Fuel filling plugs G / D..... LOCK

RIGHT WING (IDEM LEFT WING)

RIGHT FLANK OF FUSELAGE

20 - Terminal (+) Battery..... connected

Inspection door..... CLOSED

21 - UHF inspection door..... CHECK, CLOSED

REAR PART OF FUSELAGE

22 - State of fixation of antennas..... CHECK

23 - Control fixers (elevator and rudder)..... REMOVED

24 - Rear shock absorber (4 fingers)..... CHECK

25 - State interfacing of elevators..... CHECK

26 - Set of trimmers (elevator and rudder)..... CHECK

LEFT FLANK

27 - Purge gasoline..... performed

28 - Condition of the upper part of the fuselage..... CHECK

PASSENGER CABIN

29 - Passenger seats fixed..... verified

Freight..... stowed

30 - Centred control..... performed

31 - Safety equipment on board..... controlled

BEFORE GETTING STARTED

1 - Rear glass and doors..... verified

2 - Seats..... rules

3 - Harness..... curly

4 - Battery switch (pos. 77)..... OFF

5 - Inlet knobs, propeller, mixture (pos. 7, 14, 15)..... BACK

6 - Landing lights (pos. 8)..... OFF

7 - Fuel auxiliary pump (pos. 12)..... OFF

8 - Magnetos (pos. 13)..... OFF

9 - Vacuum Distributors (pos. 19, 22, 21)..... OPEN

10 - Static souse (pos. 18)..... NORMAL

11 - Switches, rheostats (pos. 33, 35, 39, 40, 41, 43)..... OFF

12 - Generator switch (pos. 81)..... OFF

13 - Parking brakes (pos. 36)..... SET

14 - Carburettor heat (pos. 56)..... COLD

15 - Oil shutters (according to T ° ext) (pos. 57)..... SET

16 - Rheostats lighting, VHF, TB (pos. 44, 45, 74, 75)..... OFF

17 - Radio contacts..... controlled

18 - Fuel selector (pos. 63)..... BOTH

19 - Governed lands and tabs..... CHECK

STARTING

1 - Battery ground breaker (pos. 78)..... ON

2 - Battery switch (pos. 77)..... ON
(Indicator light on (pos. 80))

3 - Battery charge (min 24 volts) (pos. 79)..... CHECK

4 - Oil and Fuel valves (pos. 6, 11)..... OPEN

5 - Cowl flaps (pos. 53) .....CLOSED (Leave open 1 cm about)

6 - Mixing handle (pos. 15)..... NORMAL

7 - Propeller control (pos. 14)..... BIG BETA

8 - Throttle (pos. 7)..... 1 cm forward

9 - Manifold pressure indicated (pos. 50)..... CHECK

10 - Fuel pump (pos. 12)..... ON

11 - Injections (pos. 9) 1 to 2 hot engine (4 to 6 cold engine)

12 - Simultaneously: press the starter button and shoot the starter (pos. 54, 55)

13 - Let turn 4 to 5 blades, then: contact magnetos 1 + 2 (pos. 13)

14 - RPM: do not exceed 600 to 800 rpm

Oil pressure (pos. 65): 4 to 6 phz max

ATTENTION: After 15 s,

if low or no oil pressure: CUT OFF

15 - Propeller (pos. 14)..... SMALL BETA

16 - RPM (pos. 51)..... 1200 rpm

17 - Fuel pump (pos. 12)..... OFF

START FAILED

A - Engine drowned

- Magnetos (pos. 13)..... OFF

- Throttle (pos. 7)..... FULL

- Propeller (pos. 14)..... brew 4 to 6 rounds

- Restart maneuvers

B - Engine not starts

- Additional injections

- 30s start-up attempts spaced 2 min.

ENGINE HEATING

1 - Mixing (pos. 15)..... normal

2 - Oil pressure, gasoline, Oil temperature (pos. 65, 64, 66).. to be monitored

3 - Oil at 30 ° (pos. 52)..... show 1400 rev / min

(Generator lamp should go out)

4 - Lighting (night flight) (pos. 8, 41, 44, 45)..... TRIED

5 - Cowl flaps (pos. 53)..... TRIED

6 - Suction 12 to 15 pz (pos. 20)..... CHECK

7 - Gyroscopic instruments (pos. 26, 30)..... UNLOCK, CHECK

8 - Altimeter (pos. 24)..... SET

9 - Clock (pos. 49)..... WORK, SET

10 - Warning lamps and low fuel level (20 liters) (pos. 31, 91,

92) ..... TESTED

11 - Pitot heat (pos. 35)..... CHECK

12 - VHF - ADF (pos. 76, 69) ..... TRIED

TAXING

1 - Mixing (pos. 15).... ..... NORMAL

2 - Propeller (pos. 14) ..... SMALL BETA

3 - Belts... ..... BLOCKED

4 - Wheel chocks..... REMOVED

5 - Pilot seat..... high position

6 - Parking brake (pos. 36)..... UNLOCKED

7 - Brakes (pos. 37)..... tried while rolling

8 - Gyroscopes (pos. 29)..... verified by rolling

PARKING

1 - Temperatures - oil (pos. 66).....> 40 ° C

- Cylinder head (pos. 52).....> 120 ° C

2 - Trimmers (pos. 58, 59)..... CENTRE

3 - Mixing (pos. 15)..... RICH

4 - RPM (pos. 51) display 1700 rpm (Manifold press about 75 pz)

5 - Propeller speed... 2 times full big step (500 rpm of fall)

6 - Power control..... full step

display PA: barometric pressure (get 2000 to 2100 rpm)

7 - Magnetos selection (pos. 13) 2000 rpm (max loss tolerated : 75 rpm)

8 - Cowl shutters: position to have T ° cula sse < 230 ° C

9 - Pressures of oil and fuel (pos. 64, 65)..... CHECK

10 - Suction (pos. 20)..... verified: 12 to 15 pz

11 - Onboard voltage (pos. 79)..... CHECKED: 28 to 29 volts

12 - Magneto selection (pos. 13)..... CHECKED at 1000 rpm

13 - Slow RPM..... CHECK (about 500 rpm)

BEFORE TAKEOFF

1 - Engine levers (pos. 7, 14, 15)..... tight

2 - Trimmers (pos. 58, 59)..... SET to 0

3 - Flight controls..... free, TRIED

4 - Mixture (pos. 15)..... RICH

5 - Propeller (pos. 14)..... SMALL BETA

6 - Electric fuel pump (pos. 12)..... ON

7 - Fuel selector (pos. 63)..... BOTH

8 - Fuelmeters (on wings)..... CHECK

9 - Carburettor heating (pos. 56)..... SET if needed

Cylinder head temp (pos. 52)..... 120 to 130 ° C

10 - Flaps (pos. 5, 10)..... down to 15 °

11 - Flight instruments:

Suction 12 to 15 pz (pos. 20)..... CHECK

Directional gyro (pos. 29)..... flunk

Horizon (pos. 26)..... SET level

Clock (pos. 49)..... WORK

Altimeter barometer (pos. 25)..... SET

12 - Pitot heat (pos. 35)..... if necessary

13 - Right rear window and door closed..... CHECK

14 - Engine RPM (pos. 51)..... at 2000 rpm

15 - Temperatures and pressures (pos. 52, 64, 65, 66)..... CHECK

NORMAL TAKEOFF

1 - Take-off scheme: 125 pz - 2300 rpm (5 min max)

2 - Take-off speed: 56 to 64 kts depending on weight

3 - Release the brakes

4 - Set level at 80 kts

5 - Reduce to..... 105 pz , 2000 rpm

6 - At 100 meters (pos. 24)..... FLAPS UP

Fuel pump (pos. 12)..... OFF

7 - Oil temperature (optimal 75 °) (pos. 66)..... CHECK

NORMAL CLIMB

1 - Mixture Rich (pos. 15)..... 105 pz 2000 rpm

2 - Recommended airspeed (pos. 23) ..... 80 kts from 0 to 2000 m (75 kts from 2000 to 3000 m)

3 - KEEP THE COURSE DURING THE RISE

4 - Cowl flaps (pos. 53)..... OPEN

5 - Oil temperature (pos. 66)..... CHECK

6 - Carburetor heating (pos. 52) set for T ° (optimum carb 32 ° C)

MAXIMUM CLIMB CONTINUES

1 - Rich Mixture..... 117 pz 2200 rpm

2 - Carburetor heating (pos. 52) set for T ° (optimum carb 32 ° C)

3 - Recommended airspeed (pos. 23): same as normal climb

CRUISE

ECONOMIC

- IN ALL CASES:

Carburetor heating (pos. 52).. set for T ° (optimum carb 32 ° C)

- Mixture (pos. 15)..... NORMAL
- Manifold pressure (pos. 50)..... 85 pz
- RPM (pos. 51)..... 1800 rpm
- Airspeed indicated (pos. 53)..... 95 kts
- Cylinder head temperature (pos. 52)..... 230 ° max

NORMAL

- Mixture (pos. 15)..... NORMAL
- Manifold pressure (pos. 50)..... 88 pz
- RPM (pos. 51)..... 1900 rpm
- Airspeed indicated (pos. 53)..... 100 kts

MAXIMUM

- Mixture (pos. 15)..... NORMAL
- Manifold pressure (pos. 50)..... 93 pz
- RPM (pos. 51)..... 2000 rpm
- Airspeed indicated (pos. 53)..... 105 kts

DESCENT

NORMAL

1 - Mixture (pos. 15)..... NORMAL

2 - Manifold pressure (pos. 50)..... 60 pz

RPM (pos. 51)..... 1700 rpm

3 - Airspeed indicated (pos. 23)..... 100 kts

4 - Carburetor heat (pos. 56) set for T ° (optimum carb 32 ° C)

QUICK

1 - Mixture (pos. 15)..... RICH

2 - RPM (pos. 51)..... take a small step, reduce PA

3 - Temperatures - oil> 40 ° C (pos. 66)..... CHECK

- cylinder head> 120 ° C (pos. 52)..... CHECK

4 - Maximum indicated speed (pos. 23)..... 165 kts

5 - Carburetor heat (pos. 56) set for T ° (optimal carb 32 ° C)

APPROACH AND LANDING

BEFORE LANDING

1 - Parking brake lever (pos. 36). OFF (horizontal on the right)

2 - Brake test (pos. 37)..... hardness and race

3 - Mixture (pos. 15)..... RICH

4 - FUEL..... Gauges - Pressure - Selector

REAR WIND

1 - Manifold pressure (pos. 50)..... 85 pz

2 - Flaps (pos. 10)..... 20 °

3 - RPM (pos. 51)..... 2000 rpm

4 - Speed indicated (pos. 23) ..... 80 kts

5 - Manifold pressure (pos. 50)..... 85 pz

6 - Distance (to 300 m)..... 40" without wind

NORMAL

1 - Manifold pressure (pos. 50)..... 65 pz

2 - Flaps (pos. 10)..... 30

3 - Electric fuel pump (pos. 12)..... ON

4 - Airspeed indicated (pos. 23) ..... 75 kts

5 - Carburetor heat..... set for T ° (optimal carb 32 ° C)

FINAL

1 - Flaps (pos. 10)..... 50 °

2 - Propeller (pos. 14)..... SMALL BETA

3 - Airspeed indicated (pos. 23)..... 70 kts

AFTER LANDING

1 - Mixture (pos. 15)..... NORMAL

2 - Flaps (pos. 10)..... UP

3 - Cowl flaps (pos. 53)..... open (1 cm min)

4 - Trimmers (pos. 58, 59)..... CENTRE

5 - Pitot heating (pos. 35)..... OFF

6 - ADF..... OFF

MOTOR STOP

1 - Parking brake (pos. 36)..... SET

2 - Throttle (pos. 7)..... PA to obtain 1500 rpm

Propeller (pos. 14)..... BIG BETA

3 - Reduce gas - damper

4 - Magneto (pos. 13)..... OFF

5 - VHF (pos. 76)..... OFF

6 - Fuel and Oil valve (pos. 6, 11)..... CLOSED

7 - All lights (pos. 8, 39, 40, 41, 43, 44, 45, 74, 75)..... OFF

8 - Gyros (pos. 24, 29)..... BLOCKED

9 - Fuel tank selector (pos. 63)..... on LEFT or RIGHT

10 - Before leaving the plane

- Shutters oil radiator (pos. 57)..... CLOSED

- Engine cowl flaps (pos. 53)..... closed if T ° <10 0 ° C

11 - Battery ground contact (pos. 78)..... OFF

ON FOREIGN GROUND

1 - Terminal + battery (pos. 77, 78)..... OFF

2 - Full of fuel..... DONE

3 - Full of oil..... if necessary

4 - Control fixers..... INSTALLED

5 - Aircraft docking..... if necessary

6 - Covers (tire antennas) - Tarpaulins..... SET

Downloadable checklist on the Broussard website (original French)

http://www.mh-1521.fr/telechargement/check_list_1.012d_pc.pdf

Credits

Andrey Tsvirenko: 3d modeling, aircraft textures, sounds, gauge logic

O.E.V: Gauge logic, load manager, installer

Contacts

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