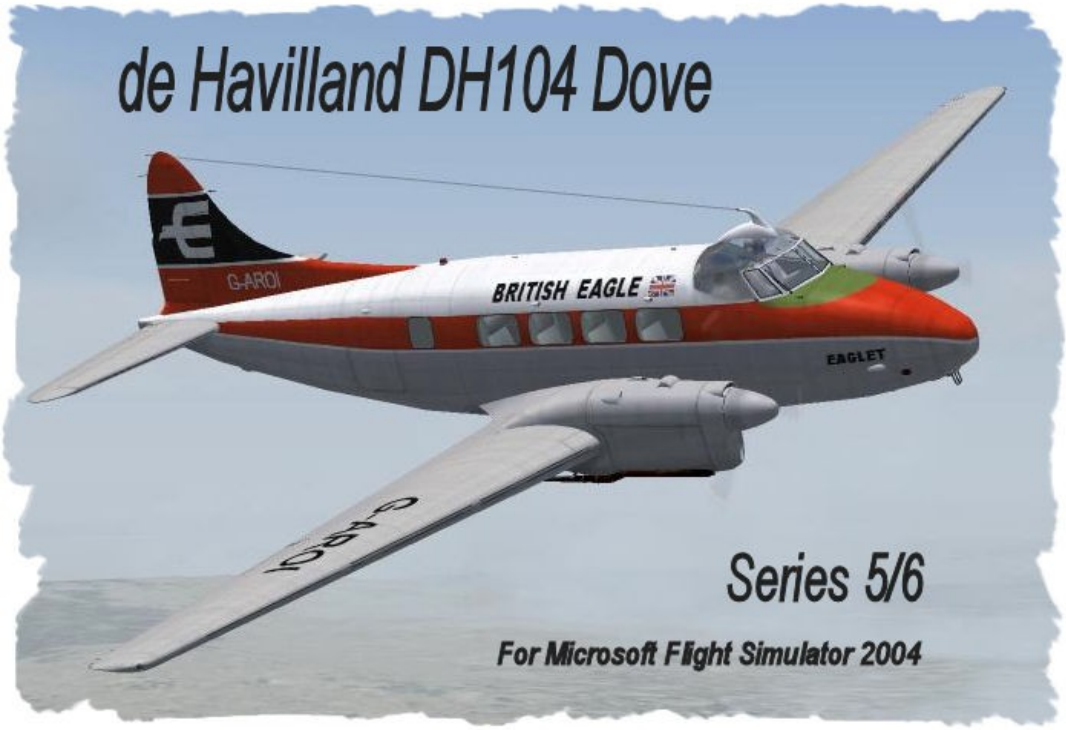


The DH104 Dove first flew at Hatfield on 25th September 1945 and was the first British transport aircraft with tricycle landing gear and reversible pitch, braking propellers. It was of mostly metal construction with a semi-monocoque fuselage structure covered by a stressed aluminium skin. The control surfaces were fabric covered. The commercial airline version has seating for 8-11 passengers.

Dimensions: Wing span 17.37m (57ft 0in), length 11.96m (39ft 3in), height 4.06m (13ft 4in). Wing area 31.1m2 (335sq ft).

The Dove Series:

Dove 1: The initial prototype and production version with Gipsy Queen 71 engines for the prototype and GQ 70-3 (330hp) engines on production aircraft.
Dove 2: Executive version with more luxurious interior and seating for 6/5 passengers. This varient became popular with companies who used them for executive travel. Engines as series 1
Dove1B and 2B: Mks 1 and 2 upgraded with GQ 70-4 (340HP) engines
Dove 3: Projected high-altitude survey version.
Dove 4: de Havilland designation for 39 **Devon C Mk1** (RAF) and 13 **Sea Devon C.Mk 20** (RN) military varients. Essentially the same as the civil version, seating was reduced to allow for dinghy stowage
The name of these aircraft were changed as it was not considered that '*Dove'* was a suitable name for a military aircraft.
Dove 5: Upgraded equivalent of Mk1 with GQ 70-2 engines. Payload was increased by 20% over 500mile stages and maximum take-off weight increased to 3992kg (8,800lb). Introduced in 1953.
Dove 5A: As series 5 for the US market.
Dove 5BA: As series 5 but without the modifications for increased AUW.
Dove 6: Upgraded series 2 executive aircraft..same powerplant as the series 5.
Dove 6A: As series 6 for the US market.
Dove 6B: As series 6 but without modifications for increased AUW which remained at 3856kg (8,500lb)
Dove 7: Basically as series 5 but with GQ 70-3 (400hp) engines, with larger intakes, exhaust augmentors and enlarged cockpit canopy as fitted to the DH114 Heron. First flight February 1960. RAF **Devons** were later

converted to this standard to become the **Devon C. Mk 2**
Dove 8: Same as series 7 but with the 5 passenger executive interior.
Dove 8A: Same as series 8 for the US market, sometimes called the Dove Custom 800. FAA approved November 1960.

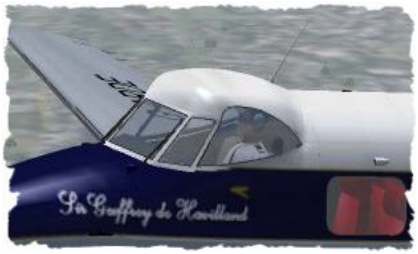
US versions were also fitted with Lycoming engines..the Riley conversion.

A total of 544 DH104 were made, construction ending in 1967. They saw widespread use outside of Britain with examples being sold to many other countries for both civil and military use.

The Models:

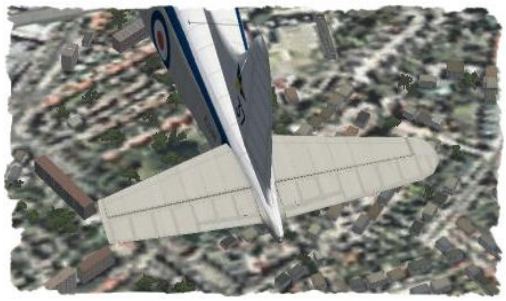
This is an updated release of the original (dh104v1.zip) and represents variations of the **Dove series 5/6** as well as the Sea Devon and RNZAF Devon.

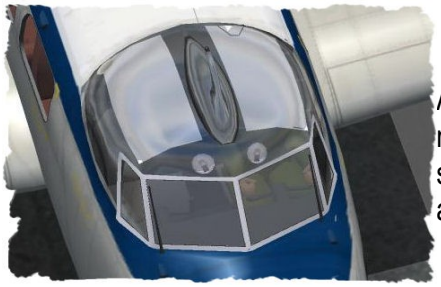




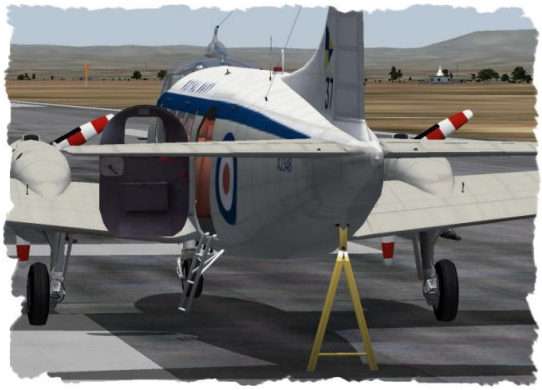
Up until the 7/8 series a distinctive feature of the Dove was it's perspex canopy with DF Loop dome and perspex aerial pylon. Modifications included painting the canopy and/or removal of the dome and pylon.

Another feature of the Dove was it's clipped left elevator. This was done early in the aircraft's development...the aim being to eliminate buffetting





All full glass canopy models now have sunscreens..originally DH104s manufactured for use in tropical climates had removable plywood screens..later replaced with canvas screens for more temperate climates as well... This feature is enabled with the **'tailhook'** key



All models now have steps and tail supports when 'cold and dark'.

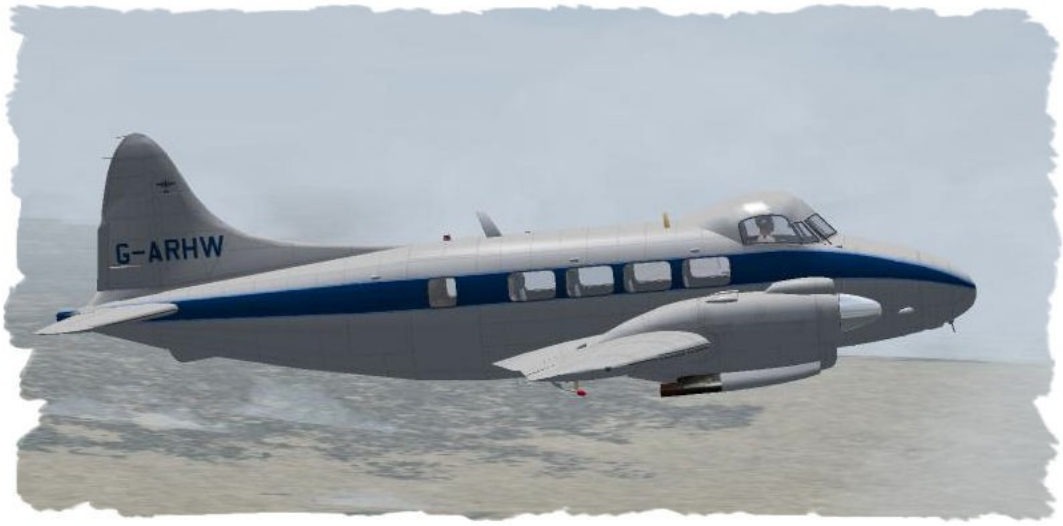
***********INSTALLATION***********

Unzip this archive to your FS2004 root folder.....OR....unzip to a temporary folder then copy/paste or move the files to your FS2004 location.

If you've added third-party re-paints to the original release ***you will need to back them up..and your Aircraft.cfg..as this update will overwrite***...you can then re-apply the re-paints..

PLEASE NOTE: THIS AIRCRAFT HAS NOT BEEN TESTED IN FS2002.

Work in progress to be released at a later date:



The **Dove series 7/8**, with GQ 70-3 supercharged engines, enlarged oil cooler intakes, exhaust thrust augmentor tubes and raised canopy.

Derek Palmer
April 2006