Dcs: black shark 2

DCS: Black Shark 2 is a massive upgrade to the original DCS: Black Shark Simulation that saves everything that was good about the original. SimH I love the game mode a lot, but I appreciate serious modeling in the first place and it's as serious as it gets. We have not seen the product of this complex in more than a decade. Just when you thought the hardcore modeling market was dead, together comes the DCS Black Shark. If you've been a fan of the legendary AH-64D Longbow and Longbow 2 of Jane's Combat Simulations, you'll find that this is another instant helicopter classic that shouldn't be missed. It is very difficult, but also very useful. 89% - Armchair Black Shark harkens back into a not-so-long line of spectacular aerial combat simulations. There are a lot of aerial combat games and simulations out there, but a list of them that are really impressive short, Black Shark I can feel proudly considered one of them. While it may not raise the bar for saying Black Shark is a solid aerial combat simulation game that many simulation fans have been waiting for. 90% - Pulse gamer DCS: Black Shark 2 is a simulation of the Russian Ka-50 Black Shark Attack Helicopter. The Black Shark is a unique and deadly single-seat Russian attack helicopter spotted in battles in the North Caucasus. It combines a high performance dual rotary system with a deadly payload weapon guided missiles, missiles, bombs and 30mm cannons. The Ka-50 is also unique in that it has room for catapulting. Virtually every switch, button and feature set in the cockpit and advanced flight models provides a surprisingly real sense of flight. Highly detailed six degrees of freedom cockpit with mouse-clickable controls. Unsurpassed flight physics system. A realistic model of damage and a cascade of system failures affect. Detailed modeling and control of the engine, fuel, hydraulics, electrical, navigation, radio, fire, sensor and weapons systems (also available modes of play in casual games). Advanced physics weapons for missiles, missiles and cannon shells, including ricochets. The Ka-50 attack helicopter designThe Ka-50 helicopter is a high performance combat helicopter designed for daytime, good weather combat. The extensive multi-kind armor installed in the cockpit protects the pilot from 12.7 mm armor-piercing cartridges and 23 mm shell fragments. The rotor blades are designed to withstand multiple ground automatic weapons. The Ka-50 is the world's first operational helicopter with a catapult rescue system that allows the pilot to escape at all altitudes and speeds. The K-37-800 multiple-fire system is produced by the Star Research and Manufacturing Company in the Moscow region. The weapon combination of different weapons with a load of weapons of two tons can be selected in accordance with the mission, including missiles, unguided air-to-air missiles, air-to-air missiles, guns, bombs and other weapons. The helicopter has medium-sized small wings, equipped with four hanging units and anti-camera pods. Up to 12 supersonic anti-tank missiles Whirl can be installed on two sub-wing external stores of the helicopter. It is reported that the Vikr laser missile has the probability of hitting a target near one, against a tank at a range of up to 8 km, as well as the possibility of penetration into all types of armor, including active armor up to 900 mm thick. Ka-50 is armed with a 30 mm cannon 2A42, which has unlimited azimuth and altitude range for use against air or ground targets. The cannon is equipped with 460 rounds: two types, shrapnel and explosive incendiary cartridges and armor-piercing cartridges. The pilot chooses the type of ammunition in flight. The weight of the ammunition is 0.39 kg each round, the snout speed is 980 m/s, and the range is up to 4 km. AvionicsFlight systems include inertial navigation system (INS), autopilot and head display (HUD). Sensors include a promising optical system called Shkval.CountermeasuresThe Ka-50 is equipped with flash dispensers. The Ka-50 engines are powered by two TV3-117VMA turboprop engines, each providing 2,200 hp (1660 kW). Engines are placed on both sides of the fuselage to improve combat capability. The helicopter also has an auxiliary power unit (APU) for self-operation. Minimum system requirements (LOW graphics settings): OS 64-bit Windows 7/8/10; DirectX11; Processor: Core i3 at 2.8 GHz; RAM: 8GB (32GB for multiplayer); Free hard drive space: 60GB; Video: NVIDIA GeForce GTX 770 / ATI R9 280X DirectX11); requires the activation of the Internet. Recommended system requirements (high graphics settings): OS 64-bit Windows 7/8/10; DirectX11; Processor: Basic i5 at 3GHz; RAM: 16GB (32GB for multiplayer); Hard drive space: 60GB on a hard drive (SSD); Video: NVIDIA GeForce GTX 1080 / ATI RX480 DirectX11 or better; Joystick; requires the activation of the Internet. All rights are reserved. c) 2018 Eagle Dynamics SA. © 1996-2014, Amazon.com, Inc. or its DCS: Black Shark 2 affiliates are an imitation of the Russian Ka-50 attack helicopter and the next entry in the Digital Combat Simulator series. DCS: Black Shark 2 is an improved version of the original DCS: Black Shark, which brings many new features. Ka-50 Black Shark - Unique and Deadly Single Russian Attack who have seen fighting in the North Caucasus. It combines a high performance dual rotary system with a deadly payload weapon guided missiles, missiles, bombs and 30mm cannons. The Ka-50 is also unique in that it has room for catapulting. DCS: Ka-50 Black Shark is a computer game of the Russian Ka-50 attack helicopter and the first name in the new simulation series Eagle Dynamics and The Fighter Collection: Digital Combat Simulator (DCS). Following the tradition of Eagle Dynamics Excellence, DCS: Ka-50 Black Shark will bring an even more realistic modeling experience than its predecessor LockOn: Flaming Cliffs. DCS: The Ka-50 Black Shark will offer an unprecedented level of realism regarding flight dynamics, instrument simulations, avionics systems and weapons systems. Artificial intelligence of ground vehicles and helicopters, as well as weapons simulations, have been significantly improved. The new mission editor includes a powerful electronic mapping system that allows the user to easily create missions and campaigns. The new campaign system allows the battle front lines to move away and the fourth to match your mission's success or failure. Due to the increased flexibility of the DCS system, additional aircraft and helicopters will be added in the near future. Ka-50 systems, modeling the Flight System Model Ka-50, are implemented according to the following methods. Helicopter Dynamics Simulation X, Y, - Axes Links; V - vector of speed; Fmg - Gravity; FFUS - aerodynamic power of the fuselage; FRW is the aerodynamic force of the right wing; FLW is the aerodynamic force of the left wing; FRS is the aerodynamic force of the right stabilizer; FLS is the aerodynamic force of the left stabilizer; FF is the aerodynamic force of a vertical stabilizer; F1BL1 ... F6BL1 - as a result of the force of the elements of the blade; T - As a result of the traction force of the rotors, T No. ∑16∑16FiBLj Hard Body Dynamics Equations were used to calculate the helicopter's flight path. In fact, this means that all external forces and pulses of force are used to calculate the position and rotation of the body in 3-D space. The aerodynamic properties of the Ka-50 glider derive from its sub-element parameters: fuselage, wings, tail and chassis. Each of them has its own position and orientation within the system of local coordinate glider, and each of them has its own aerodynamic characteristics. Each sub-element is calculated by independent lift drag factor charts, the degree of damage affecting lift properties, and the position of the center of gravity (CG) and inertial characteristics. Aerodynamic forces acting on each sub-glider element are calculated separately in their own coordinate system, taking into account the local rate of the element. Contacts with terrestrial and external objects are modeled on the basis of a rigid system of contact points. Landing chassis modeled on individual gears, gears, wheel and asymmetric shock absorber. The nasal wheel is self-oriented based on the active external forces. This model allows you to simulate realistic behavior, including the development of shimmy effects at high speeds. Retracting and lowering the chassis can lead to CG repositioning. Their kinematic properties, external and hydraulic forces are taken into account when modeling chassis operations. The result is very realistic behavior in all conditions. The damage to the Model Damage model is based on aerodynamic and hard contact forces where applicable. Damage to glider, chassis, wheels, sensors and devices is taken into account. Any damage will affect the physical and functional properties of the helicopter and change the position of the CG. The rotary model of the Ka-50 Black Shark rotor is revolutionary among helicopter simulators. It is based on a joint model of each blade with its own complex movement relative to the rotor axis and flapping (horizontal) and hunting (vertical) loops. Each blade is divided into several segments, each with its own air speed vector based on its orientation, rotation and induced velocity on the current rotor section. The induced speed is calculated by solving equations based on the simultaneous application of the movement theorem and the blade element method. All this produces the natural dynamics of the helicopter, such as the conical tilt of the rotor in the forward flight (oscillations in the hover with a fixed stick, the cyclical input of the stick, increasing accordingly the speed of flight), the excess power after the transition from hovering to forward flight, the ground effect (above the sloping surface or close to the ground objects), the phenomenon of the vortex ring, the disruption of the air flow from the blades. In the case of individual damage to the blade, the corresponding dynamics are naturally modeled as part of the overall rotor model. Power plant Right engine encroaches starter. Right engine TV3-117VMA. The main gearbox. Left engine TV3-117VMA. The left engine encroaches on the starter. Intermediate gearbox. Apu. The air pipeline is bleeding. The right generator. Turbine drive. Left generator. The drive shaft injected. The Ka-50 powerplant consists of a free-wheeled transmission, two TV3-117VMA turboprop engines with electronic engine drives, auxiliary powertrain and turbocharged. For the first time in the history of flight simulation, the engine model is based on the detailed physics of the turbomotor model as a system of individual components of the engine's gas dynamics: engine input, compressor, combustion chamber, high-pressure turbine and turbine with engine exhaust. The model corresponds to the real engine in all modes of operation in terms of power output, compressor rpm, exhaust temperature (EGT) and fuel consumption, depending on temperature and ambient air pressure. The operation of the bleeding air valves is modeled for anti-stall system, de-icing engine system and dust cyclone. By reducing airflow through the engine, these devices increase the EGT and reduce engine take-off power. The deterioration of engine component parameters is implemented in the model over a lifetime or in the event of exceeding the operating limits of take-off and emergency power modes or loss of power with an excessive EGT limit. P,T - pressure and temperature for marked profiles. Compressor. A compressor shaft. Annular burning. Compressor turbine. Free power turbine. Diffuser. The power of the shaft. The choking compressor caused by the consumption of icing is modeled so that it results in loss of power, an increase in EGT, compressor stall and engine flame out. Flame-out is modeled using the calculation of the ratio of air and fuel in the combustion chamber. The engine control system, as in real life, consists of the governor's turbocharger (gas generator-GG) RPM, the governor's RPM turbine power, the automatic engine start and acceleration of the devices, the governor's electronic engine (EEG), which limits the maximum EGT and monitors/limits the power of the RPM turbine. With the exception of direct engine control, the control system includes the launch cycle of the VSU, basic engines and turbo equipment, engine and engine control test equipment like engine false start, engine vents (crank), EEG test, rotor (turbine) RPM governor adjustments and more. The hydraulic hydraulic system includes all servos, batteries, tanks and force pumps. As in a real system, it is divided into basic and common systems, each of which has its own lines, pumps and consumers. In the servo-ilevition model, the removal of the output power rod as a fluid pressure function (and the position of the selector valve) is taken into account along with external factors such as hinge moments, support reactions, etc. Fuel system pump. One for each tank. Pressure switch. One for each tank. Not a return valve. A floating valve. Scoopper. For forward and in the air tanks. Fuel transmitter. For forward and in the air tanks. The left engine valve is off. Cross-feeding valve. The right engine valve is off. Bypass the valve that is not returned. Turn off the APU valve. The helicopter's fuel system includes fuel tanks, fuel lines, pumps and valves. The use of fuel leads to a change in the center of the mass position within the permitted operating restrictions. The fuel system is completely controlled from the cockpit by the pilot. 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