

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
I-16 type 24	Up	None	L	170kph (250kph)	SL(B) 448kph 1.8k(N) 460kph 4.5k(N) 490kph	220kph Manual, cycle early	15° dw 30° b as req f	180-200kph	170kph	Toe	SL 16.7m/s 3k 13.8m/s 6k 8.8m/s (620kph)	SL 19.0@230kph 3k 25.3@230kph
LaGG-3 ser. 29	20° til 250kph	Neutral	R	190kph, gear/flaps up 250kph (270kph)	SL(N) 505kph 2k(N) 548kph 4k(N) 573kph	<350kph	<250kph 20° as req b to f	200-220kph	170kph	Diff (250kph)	SL 14.9m/s 3k 13.3m/s 6k 8.0m/s (750kph)	SL 22.2@280kph 3k 28.9@270kph
La-5 ser. 8	20°	Neutral	R	180kph gear/flaps up 250kph (250kph)	SL(B) 544kph 3k(N) 571kph 6.5k(N) 603kph	<350kph	<250kph 10° 30° b full f	220kph dw 200-210kph f	170kph	Diff	SL 18.0m/s 3k 13.3m/s 6k 8.2m/s (720kph)	SL 23.4@270kph 3k 35.2@270kph
La-5FN ser. 2	15-20° optional, til 220kph	Neutral	L	180kph (260kph)	SL(B) 552kph SL(N) 583kph 2.5k(N) 605kph 6k(N) 646kph	<320kph	<280kph 250kph 20° dw 220kph full end dw	200kph	170kph	Diff	SL 20.0m/s 3k 16.7m/s 6k 12.5m/s (720kph)	SL 21.0@320kph 3k 28.0@340kph
MiG-3 ser. 24	Up	1/4 turn back (L 20%), Neutral	R	190kph (270kph)	SL(B) 525kph SL(N) 493kph 7.6k(N) 626kph	280-300kph 1/2 rudder unlocks TW	<230kph as req full end dw	200kph b to f	150- 160kph	Diff	SL 15.9m/s 3k 14.0m/s 6k 10.2m/s (750kph)	SL 22.4@270kph 3k 28.7@270kph
Yak-1 ser. 69	Up	Neutral	R	200kph >250kph gear up (260kph)	SL(N) 514kph 2k(N) 549kph 4k(N) 582kph	early dw by end of rwy	<250kph	200kph	150- 160kph	Diff	SL 16.9m/s 3k 15.0m/s 6k 9.4m/s (720kph)	SL 19.2@270kph 3k 24.6@270kph
Yak-1b ser. 127	Up	Neutral	L	180kph (250-260kph)	SL(N) 530kph 2k(N) 567kph 4.5k(N) 600kph	<300kph 3/4 rudder unlocks TW	<240kph full end dw	200kph	150- 160kph	Diff	SL 17.0m/s 3k 15.0m/s 6k 9.5m/s (720kph)	SL 19.0@270kph 3k 24.1@270kph
Yak-7b ser. 36	Up	Neutral	R	170kph (270kph)	SL(N) 526kph 2k(N) 565kph 4k(N) 586kph	<320kph	<250kph full end dw	200kph b to f	150- 160kph	Diff	SL 16.9m/s 3k 14.3m/s 6k 8.6m/s (740kph)	SL 19.2@310kph 3k 24.3@310kph
Yak-9 ser. 1	Up	Neutral	R	170kph (270kph)	SL(N) 537kph SL(N) 529kph 1.7k(N) 563kph 3.8k(N) 594kph	<320kph	<250kph full end dw	200kph b to f	150- 160kph	Diff	SL 18.5m/s 3k 15.8m/s 6k 9.0m/s (750kph)	SL 17.5@270kph 3k 22.5@285kph
Yak-9(T) ser. 1	Up	Neutral	R	170kph (270kph)	SL(N) 535kph SL(N) 529kph 1.8k(N) 560kph 4k(N) 593kph	<320kph	<250kph full end dw	200kph b to f	150- 160kph	Diff	SL 16.5m/s 3k 13.5m/s 6k 7.5m/s (750kph)	SL 19.0@270kph 3k 25.5@285kph
B=Boost N=Nominal dw=downwind b=base f=final												

Flight Regime		Takeoff/Cruise				Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
P-38J	Up, 1/2 ok	Neutral	None	80mph slight back pres to 100mph (160mph)	SL(W) 346mph (557kph) SL(C) 336mph (540kph) 26k(W) 419mph (7.9k 674kph) 28k(C) 416mph (8.5k 670kph)	<175mph	Maneuver <250mph Landing <150mph sf full when assured landing	150mph b 120-130mph f	110mph	Toe Tap brakes to release PB	SL* 20.4m/s SL 12.8m/s 3k* 19.1m/s 3k 11.5m/s 6k* 15.0m/s 6k 9.4m/s (450mph) (725kph)	SL 20.0@195mph (310kph) 10k 28.3@200mph (3k 320kph)
P-39L-1	Up	4 Grads R 3-4 grads Up	L	100mph (160mph)	SL(T) 335mph (539kph) 9.4k(T) 373mph (2.9k 600kph) 15k(M) 370mph (4.6k 596kph)	<200mph	<150mph full end dw	110mph w engine 130mph w/o b to f	100mph	Toe Tap brakes to release PB	SL 16.7m/s 3k 13.5m/s 6k 7.2m/s (523mph) (841kph)	SL 21.5@168mph (270kph) 10k 30.3@168mph (3k 270kph)
P-40E-1	None, 1/2 max ok til 500'	2° R, t/o	L	110mph (150mph)	SL(T) 307mph (494kph) 16k(T) 373mph (5k 601kph)	<175mph Center rudder locks TW	<140mph 15° end dw 30-45° b to f	110-115mph	100mph	Toe Tap brakes to release PB (175mph)	SL 12.5m/s 3k 10.0m/s 6k 3.7m/s (534mph) (860kph)	SL 24.3@168mph (270kph) 10k 36.1@168mph (3k 270kph)
P-47D-22	20° short field none otherwise	1 div R (t/o) 1 div nose high if aux tank	L	120mph (165mph)	SL(W) 357mph (575kph) SL(C) 322mph (587kph) SL(N) 301mph (485kph) 23k(W) 451mph (7k 727kph) 29k(C) 426mph (9k 685kph) 33k(N) 404mph (10k 651kph)	<200mph	<195mph 150mph full end dw	120mph w engine 130mph w/o b to f	100- 110mph	Toe Tap brakes to release PB (150mph)	SL(W) 18.5m/s SL 12.6m/s 3k(W) 18.1m/s 3k 11.9m/s 6k(W) 16.9m/s 6k 10.7m/s (500mph) (805kph)	SL 27.0@200mph (322kph) 10k 30.0@205mph (3k 330kph)
P-47D-28	20° short field none otherwise	1 div R (t/o) 1 div nose high if aux tank	L	120mph (165mph)	SL(W) 346mph (557kph) SL(C) 312mph (502kph) SL(N) 290mph (467kph) 23k(W) 435mph (7k 700kph) 29k(C) 407mph (9k 656kph) 33k(N) 388mph (10k 619kph)	<200mph	<195mph 150mph full end dw	120mph w engine 130mph w/o b to f	100- 110mph	Toe Tap brakes to release PB (150mph)	SL(W) 18.1m/s SL 12.1m/s 3k(W) 17.6m/s 3k 11.5m/s 6k(W) 16.4m/s 6k 10.3m/s (500mph) (805kph)	SL 27.5@200mph (322kph) 10k 31.0@205mph (3k 330kph)

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
P-51D	20°	5° R, 6° nose up w flaps 3° nose down w/o flaps	L	100mph (170mph)	SL(W) 368mph (592kph) SL(H) 377mph (607kph) SL(C) 359mph (578kph) SL(N) 319mph (513kph) 26k(W) 446mph (8k 717kph) 23k(H) 446mph (7k 717kph) 28k(C) 442mph (8.5k 711kph) 28k(N) 401mph (8.5 646kph)	<170mph Stick back locks TW	150mph 20° b to f full sf Flap Limits 10° <400mph 20° <275mph 30° <225mph 40° <180mph 50° <165mph	130mph	120mph over threshold	Toe Tap brakes to release PB (150mph)	SL 18.1m/s 3k 15.7m/s 6k 2.4m/s (505mph) (812kph)	SL 20.0@180mph (290kph) 10k 29.5@183mph (295kph)

Units are Imperial, with metric added for comparison purposes
W=WEP C=Combat T=Takeoff M=Military N=Nominal (Cruise) H=High Octane Fuel dw=downwind b=base f=final sf=short final

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
Hurricane Mk. II	28° shortest roll	Full R	L	85mph (140mph)	SL(+14) 290mph (466kph) SL(+12) 283mph (455kph) SL(+9) 270mph (435kph) 14k(+9) 319mph (4.2k 514kph) 22k(+9) 337mph (6.6k 543kph)	<120mph	<120mph full end dw	95mph w engine 100-105mph w/o b to f	95mph	Diff (160mph)	SL 14.0m/s 3k 13.5m/s 6k 10.2m/s (390mph) (630kph)	SL 23.2@142mph (230kph) 10k 20.8@142mph (3k 230kph)
Spitfire Mk. VB (Merlin 45)	Up	Full R 1 div nose down	L	100mph (160mph)	SL(+9) 298mph (480kph) SL(+16) 332mph (535kph) 20k(+9) 367mph (6k 590kph) 11k(+16) 370mph (3.5k 596kph)	<160mph <140mph dw	<140mph end dw Trim nose down	95mph b to f	95	Diff (160)	SL 14.5m/s 3k 14.7m/s 6k 11.4m/s (450mph) (725kph)	SL 22.0@168mph (270kph) 10k 28.2@162mph (3k 260kph)
Spitfire Mk. VB (Merlin 46)	Up	Full R 1 div nose down	L	100mph (160mph)	SL(+9) 284mph (457kph) SL(+16) 320mph (535kph) 24k(+9) 371mph (7.4k 597kph) 16k(+16) 375mph (5k 604kph)	<160mph <140mph dw	<140mph end dw Trim nose down	95mph b to f	95mph	Diff (160mph)	SL 12.9m/s 3k 13.1m/s 6k 12.0m/s (450mph) (725kph)	SL 25.0@168mph (270kph) 10k 30.0@162mph (3k 260kph)
Spitfire Mk. IXe (Merlin 66)	Up	Full R 1 div nose down	L	100mph (180mph)	SL(+18) 337mph (542kph) 11k(+18) 379mph (3.4k 610kph) 22k(+18) 413mph (6.9k 664kph)	<160mph	<160mph	95 w engine 105 w/o b to f	95mph	Diff (160mph)	SL 21.5m/s 3k 18.6m/s 6k 15.5m/s (450mph) (725kph)	SL 17.7@168mph (270kph) 10k 20.5@162mph (3k 260kph)
Spitfire Mk. IXe (Merlin 70)	Up	Full R 1 div nose down	L	100mph (180mph)	SL(+18) 331mph (532kph) 16k(+18) 394mph (4.9k 634kph) 29k(+18) 421mph (8.5k 677kph)	<160mph	<160mph	95 w engine 105 w/o b to f	95mph	Diff (160mph)	SL 18.5m/s 3k 17.5m/s 6k 14.1m/s (450mph) (725kph)	SL 17.8@168mph (270kph) 10k 20.7@162mph (3k 260kph)
Spitfire Mk. XIV	Up	Full R 1 div nose down	L	100mph (180mph)		<160mph	<160mph	95 w engine 105 w/o b to f	95mph	Diff (160mph)		
Tempest Mk. V	None 20-30° flaps ok but ++R yaw til 200'	Full L 1.5 div nose down	R	100mph fm 3-pt pos (185mph)	SL(+9) 373mph (600kph) 6.4k(+9) 413mph (1.9k 664kph) 18.5k(+9) 437mph (5.6k 703kph)	<215mph	<160mph30° full sf	<200mph dw to 150mph 130-140mph b to f	100mph	Diff (160mph)	SL 21.0m/s 3k 15.1m/s 6k 12.1m/s (541mph) (870kph)	SL 20.0@168mph (270kph) 10k 27.8@168mph (3k 270kph)
Units are Imperial, with metric added for comparison purposes +xx=Boost Pressure												

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
IL-2 mod. 1941	Up	Neutral	R	170kph (250kph)	SL(B) 430kph SL(N) 421kph 2.5k(N) 455kph	<250kph	<220kph full end dw	200kph 185kph b to f	150- 160kph	Diff	SL 9.4m/s 3k 8.9m/s 6k 3.9m/s (570kph)	SL 23.1@250kph 3k 32.6@250kph
IL-2 mod. 1942	Up	Neutral	R	190kph gear up >240kph (250kph)	SL(B) 400kph SL(N) 380kph 2.5k(N) 414kph	<250kph early dw by end of rwy	<220kph 210kph full end dw	200kph	150- 160kph	Diff	SL 7.1m/s 3k 5.6m/s (570kph)	SL 25.7@250kph 3k 37.3@250kph
IL-2 mod. 1943	Up or 1/2	Neutral	R	170kph (250kph)	SL(B) 407kph SL(N) 389kph 1.2k(N) 400kph	<250kph	<220kph full end dw	200kph 190kph b to f	150- 160kph	Diff	SL 7.5m/s 3k 4.2m/s (570kph)	SL 26.6@250kph 3k 39.3@250kph
U-2VS	None	None	L	80kph (95kph)	SL(T) 152kph 0.5k(T) 150kph 1k(T) 149kph	Fixed	None	100kph	100kph	None	SL-.5k 3+05 SL-1k 6+35	22.2@105-115kph
B=Boost N=Nominal T=Takeoff dw=downwind b=base f=final												

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
A-20B	1/3 (shorter t/o roll) or 0(Up)	1/2 div nose down	L	If 1/3 flaps 100mph If 0 flaps 115mph (Accelerate to 135mph then climb @145mph) 135mph best single engine speed	SL(C) 314mph (505kph) SL(N) 290mph (467kph) 3k(C) 326mph (1k 524kph) 6.6k(N) 311mph (2k 500kph) 16k(C) 338mph (5k 544kph) 16k(N) 326mph (5k 525kph)	<198mph 150mph end dw	<175mph 150mph full end dw	120mph b to f	100mph	Toe Tap brakes to release PB	SL 10.0m/s 3k 8.2m/s 6k 5.0m/s (412mph) (665kph)	SL 24.5@168mph (270kph) 10k 34.1@168mph (3k 270kph)
Pe-2 ser. 35	15° initial 5° 180kph retract 220kph	Neutral	L	160kph (270kph)	SL(N) 434kph 2k(N) 476kph 5k(N) 521kph	<300kph	<250kph 15° dw 220kph 30° b to f	220kph	160kph	Diff	SL 9.3m/s 3k 8.4m/s 6k 5.6m/s (790kph)	SL 30.5@270kph 3k 39.9@270kph
Pe-2 ser. 87/110	15° Speedbrake retracted	Neutral	L	150kph >200 gear/flaps up (240kph)	SL(N) 446kph 2k(N) 476kph 5k(N) 498kph	on dw	<250kph 15° dw 30° b to f Trim fully fwd (nose down)	200kph dw 190-200kph b to f	160kph	Diff	SL 10.4m/s 3k 7.8m/s 6k 3.0m/s (790kph)	SL 29.9@270kph 3k 40.3@270kph

Units are plane dependent (if plane uses imperial, that will be used with metric added for comparison purposes as required)
C=Climb N=Nominal dw=downwind b=base f=final

Flight Regime		Takeoff/Cruise				Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
Bf 109 E-7	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	160kph (250kph)	SL(E) 477kph 2k(E) 520kph 5K(E) 564kph	<250kph	220kph 20-40° end dw Trim minus 2-3 (nose up)	190kph b to f	160kph	Toe	SL 14.0m/s 3k 13.3m/s 6k 7.0m/s (850kph)	SL 20.5@270kph 3k 25.5@270kph
Bf 109 F-2	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	160kph (250kph)	SL(E) 528kph 2k(E) 563kph 5k(E) 606kph	<250kph	220kph 20-40° end dw Trim minus 2-3 (nose up)	190kph b to f	160kph	Toe	SL 16.4m/s 3k 14.1m/s 6k 10.0m/s (850kph)	SL 23.6@270kph 3k 29.0@270kph
Bf 109 F-4	20° (2 bars on wing) til 250kph	Neutral	L	180kph (280kph)	SL(C) 522kph 2k(C) 570kph 6k(C) 635kph	<350kph	<250kph 20° full by f	200-220kph dw 180kph by f	160kph	Toe	SL 19.5m/s 3k 18.8m/s 6k 14.9m/s (850kph)	SL 20.3@270kph 3k 26.1@270kph
Bf 109 G-2	20° (2 bars on wing) til 250kph	Neutral	L	180kph (280kph)	SL(C) 530kph 2k(C) 577kph 7k(C) 656kph	<350kph	<250 20° then full by f	220 dw to 180 by f	160kph	Toe	SL 21.0m/s 3k 19.5m/s 6k 16.5m/s (850kph)	SL 22.2@270kph 3k 28.3@270kph
Bf 109 G-4	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	180kph (270kph)	SL(E) 540kph SL(C) 517kph 2k(C) 564kph 7k(C) 640kph	<300kph	<250, 220 full end dw Trim minus 4-5 (nu)	200kph b to f	160kph	Toe	SL 20.1m/s 3k 18.9m/s 6k 15.4m/s (850kph)	SL 21.2@270kph 3k 27.2@270kph
Bf 109 G-6	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	180kph (270kph)	SL(E) 529kph SL(C) 505kph 2k(C) 547kph 7k(C) 632kph	<300kph	<250, 220 full end dw Trim minus 3 (nu)	200kph b to f	160kph	Toe	SL 20.1m/s 3k 18.8m/s 6k 15.2m/s (850kph)	SL 21.5@270kph 3k 28.0@270kph
Bf 109 G-6 Late	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	170kph (270kph)	SL(EW) 573kph SL(E) 528kph SL(C) 508kph 5k(EW) 661kph 6.6k(E) 631kph 6.6k(C) 618kph	<350kph 300kph on dw	<250kph 220kph full end dw Trim minus 4-5 (nose up)	200kph b to f	160kph	Toe	SL 20.6m/s 3k 18.3m/s 6k 14.1m/s (850kph)	SL 21.7@270kph 3k 24.7@270kph
Bf 109 G-14	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	170kph (270kph)	SL(E) 576kph SL(C) 505kph 5.5k(E) 668kph 2k(C) 545kph 7k(C) 619kph	<350kph 300kph on dw	<250kph 220kph full end dw Trim minus 4-5 (nose up)	200kph b to f	160kph	Toe	SL 19.2m/s 3k 17.5m/s 6k 13.1m/s (850kph)	SL 23.0@270kph 3k 31.5@270kph
Bf 109 K-4 (DB-605DB)	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	170kph (270kph)	SL(E) 599kph SL(C) 543kph 7.5k(E) 702kph 8k(C) 684kph	<350kph 300kph on dw	<250kph 220kph full end dw Trim minus 4-5 (nose up)	200kph b to f	160kph	Toe	SL 20.5m/s 3k 17.5m/s 6k 13.4m/s (850kph)	SL 24.0@270kph 3k 32.2@270kph
Bf 109 K-4 (DB-605DC)	20° (2 bars on wing) til 200kph	Plus 1 (nose down)	L	170kph (270kph)	SL(E) 614kph SL(C) 536kph 6.2k(E) 713kph 8k(C) 684kph	<350kph 300kph on dw	<250kph 220kph full end dw Trim minus 4-5 (nose up)	200kph b to f	160kph	Toe	SL 19.7m/s 3k 17.4m/s 6k 13.3m/s (850kph)	SL 24.2@270kph 3k 32.3@270kph
Bf 110 E-2	20°	Neutral	L	190kph (260kph)	SL(E) 456kph 2k(E) 494kph 5k(E) 529kph	<250kph	220kph 15-20° dw 210kph 35-50° b to f Trim as req	210kph b to f	180kph	Toe	SL 10.3m/s 3k 9.6m/s 6k 6.1m/s (740kph)	SL 27.4@270kph 3k 35.4@270kph
Bf 110 G-2	20°	Neutral	L	200kph (260kph)	SL(C) 489kph 2k(C) 533kph 6.5k(C) 581kph	<250kph	<250kph 20° dw 220kph full end dw	200kph	180kph	Toe	SL 15.6m/s 3k 14.1m/s 6k 10.7m/s (740kph)	SL 23.5@270kph 3k 31.2@270kph

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Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
Me 262	20°	Plus 2-3 (nose down) if aux full 0-plus 1 (nose down) if empty	None Use brakes to steer til 50	200kph (475-500kph)	SL(N) 759kph SL(M) 837kph 6k(N) 780kph 6k(M) 871kph 9k(N) 739kph 9k(M) 838kph	<350kph Flaps and gear concurrently not avail	<300kph 20° full b to f Trim adj nose up	250kph	165- 185kph	Toe Nose Wheel	SL 19.3m/s 6k 9.7m/s 9k 5.4m/s (1000kph)	SL 32.4@450kph 3k 43.5@380kph
E=Emergency C=Combat EW=Emergency with MW-50 N=Nominal M=Military dw=downwind b=base f=final												

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
Fw 190 A-3	Yellow	Neutral	L	190kph (270kph)	SL(E) 560kph SL(C) 535kph 3k(E) 581kph 3k(C) 562kph 6.4k(E) 662kph 6k(C) 626kph	220kph Stick back locks TW	Yellow Green by f	190kph b to f	160kph	Toe	SL 16.0m/s 3k 12.7m/s 6k 10.3m/s (850kph)	SL 23.0@280kph 3k 38.0@280kph
Fw 190 A-5	Yellow til 200kph	Plus 1 (nose down)	L	Stick back til 100kph 180kph (280kph)	SL(E) 558kph SL(C) 533kph 3k(E) 578kph 3k(C) 558kph 6.4k(E) 658kph 6k(C) 622kph	<300kph Stick back locks TW	<250kph 220kph Yellow Green end dw Trim Plus 1 (nose down)	200kph b to f	160kph	Toe	SL 15.4m/s 3k 11.9m/s 6k 9.7m/s (850kph)	SL 23.5@280kph 3k 35.5@280kph
Fw 190 A-6	Yellow til 200kph	Plus 1.5 (nose down)	L	Stick back til 100kph 180kph (280kph)	SL(E) 563kph SL(C) 535kph 3k(E) 585kph 3k(C) 560kph 6.4k(E) 661kph 6k(C) 622kph	<300kph Stick back locks TW	<250kph 220kph Yellow Green end dw Trim Plus 1 (nose down)	200kph b to f	160kph	Toe	SL 15.0m/s 3k 11.3m/s 6k 8.9m/s (850kph)	SL 23.5@280kph 3k 35.5@280kph
Fw 190 A-8	Yellow til 250kph	Plus 1.5 (nose down) H-Stab trim indicates Plus 2 (nose down) at level	L	Stick back til 100kph 180kph (280kph)	SL(E) 558kph SL(C) 532kph 3k(E) 580kph 3k(C) 558kph 6.2k(E) 641kph 5.8k(C) 612kph	<300kph Stick back locks TW	<300kph 250kph Yellow Green end dw Trim Plus 1.5 (nose down)	220kph b to f	160kph	Toe	SL 13.8m/s 3k 10.1m/s 6k 7.8m/s (850kph)	SL 24.2@280kph 3k 33.0@280kph
Fw 190 D-9	Yellow til 250kph	Plus 1.5 (nose down)	L	100 stick neutral, 200 (300)	SL(E) 607kph SL(C) 565kph 3k(E) 641kph 3k(C) 623kph 5.2k(E) 694kph 6.5k(C) 663kph	<300kph Stick back locks TW	<300kph 295kph Yellow 250 Green end dw Trim Plus 1.5 (nose down)	220kph b to f	175kph	Toe	SL 19.0m/s 3k 17.3m/s 6k 14.6m/s (850kph)	SL 20.0@300kph 3k 29.0@300kph
MC.202 ser. VIII	Up	Neutral	L	190 (250)	SL(C) 500kph 2k(C) 543kph 5k(C) 604kph	<250	<250kph 10° dw 25° b 200-220kph as req f	200-220kph	175kph	Diff	SL 17.3m/s 3k 15.1m/s 6k 10.6m/s (850kph)	SL 22.6@270kph 3k 28.2@270kph

E=Emergency C=Combat dw=downwind b=base f=final

Flight Regime		Takeoff/Cruise				Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
Hs 129 B-2	Yellow til 200kph	Neutral	L	150kph (210kph)	SL(C) 349kph 3k(C) 396kph	<280kph	<240kph 220kph Yellow end dw Green b to f	190kph	170kph	Toe	SL 8.4m/s 3k 8.1m/s 6k 2.6m/s (670kph)	SL 30.0@255kph 3k 46.0@270kph
Ju 87 D-3	Up	Neutral	L	170kph (240kph)	SL(C) 367kph 2k(C) 389kph 5k(C) 422kph	Fixed	1st stg on f 2nd stg if steeper app req	190-200kph	150kph	Toe	SL 8.0m/s 3k 7.0m/s 6k 2.5m/s (650kph)	SL 22.2@230kph 3k 31.3@230kph
He 111 H-6	15-20° retract after 200m and 200kph	Neutral	L Use Diff power to steer on taxi and t/o	160kph (200kph)	SL(C) 369kph 2k(C) 398kph 5k(C) 405kph	200kph	Dw 20° 40° b to f option of 60°	180kph Use higher circuit and longer dw	150kph	Toe	SL 4.5m/s 3k 3.6m/s 6k 1.8m/s (560kph)	SL 30.8@250kph 3k 45.2@250kph
He 111 H-16	15° retract <200kph	Neutral	L	170kph (200kph til 4000m 185kph abv 4000m)	SL(C) 370kph 2k(C) 399kph 5k(C) 410kph	<250kph <200kph dw	<200kph 20° dw 180kph full f	160kph	150kph	Toe	SL 5.3m/s 3k 4.1m/s 6k 2.3m/s (560kph)	SL 30.8@250kph 3k 45.2@250kph
Ju 88 A-4	Yellow	Neutral	L	180 (250)	SL(C) 424kph 2k(C) 462kph 5k(C) 486kph	<220kph	<260kph Yellow 220kph Green f	220kph	160kph	Toe	SL 7.0m/s 3k 5.1m/s 6k 3.4m/s (670kph)	SL 33.0@250kph 3k 50.5@250kph
Ju 52/3m g4e	Ctl ON then 25°	Plus 2 (nose down) then 0 (flaps 25°)	L	110kph (140kph)	SL(C) 260kph 3k(C) 258kph 6k(C) 241kph	Fixed	Ctl ON,150kph 25° end dw 130-140kph 40° f <170 Trim Plus 2 (nose up)	130-140kph	110kph	None (Toe)	SL 6.9m/s 3k 4.2m/s 6k 1.4m/s (330kph)	SL 24.0@165kph 3k 35.4@165kph

Ju 52/3m g4e notes:

H-Stab control ALSO controls flaps when flap control selected to ON. To set flaps at 25°, first set H-Stab to Plus 2, then select Flap Control to ON, then set H-Stab to 0, which moves the flaps to 25°

The game models toe brakes if you have rudder pedals. To operate these, the throttles must be at idle ie. don't land at idle, as it will engage the wheel brakes when rudder is applied

C=Climb dw=downwind b=base f=final

Flight Regime	Takeoff/Cruise					Approach/Landing/Climb Rate/Turn Performance						
Plane Type	T/O Flaps	T/O Trim	T/O Yaw	Rotate (Best Climb) Spd	Max Spd (Altitude Spd)	Landing Gear	Landing Flaps	Approach Spd	Landing Spd	Brake Type (Canopy Spd)	Climb Rate (Max Dive Spd)	Turn Rate (Altitude Seconds for 360deg@Best Spd)
Spad 13.C1	None	None	R	(120kph)	SL 219kph	Fixed	None	120kph		None	SL-1k 2+32	
S.E.5a	None	None	L	50mph (65-70mph)	SL 139mph	Fixed	None	70mph dw 65-70mph b to f		None	SL-1k 2+52	
Sopwith Camel	None	None	L	50mph (70mph)	SL 121mph	Fixed	None Blip to slow down	70mph dw 60mph b to f		None Steerable tailskid	SL-1k 2+37	
Sopwith Dolphin	None	None	L	(70mph)	SL 126mph	Fixed	None	70mph dw 65-70mph b to f		None Steerable tailskid	SL-1k 2+44	
Bristol F2B	None	None	L	(75mph)	Full SL 112mph SL 198mph	Fixed	None	65-70mph		None	SL-1k 3+18 Empty 2+57	
Albatros D.Va	None	None	L	(100kph)	SL 169kph	Fixed	None	100kph		None	SL-1k 3+58	
Fokker Dr.1	None	None	L	(90-100kph)	SL 169kph	Fixed	None Blip to slow down	90kph		None	SL-1k 3+15	
Fokker D.VII	None	None	L	(100kph)	SL 194kph	Fixed	None	110kph dw 100kph b to f		None	SL-1k 3+02	
Fokker D.VIIF	None	None	L	(100kph)	SL 197kph	Fixed	None	110kph dw 100kph b to f		None	SL-1k 2+18	
Pfalz D.IIIa	None	None	L	(100kph)	SL 171kph	Fixed	None	100kph		None	SL-1k 3+23	
Halberstadt CL.II	None	None	L	(100kph)	Full SL 166kph SL 174kph	Fixed	None	100kph		None	SL-1k 5+33 Empty 4+20	
Units are plane dependent (if plane uses imperial, that will be used with metric added for comparison purposes as required) dw=downwind b=base f=final												