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Double_Tap's Red Baron-to-IL-2 Rebore Conversion Kit.

If you would like this in a Word document so you can print it out, e-mail me at poyungan@accessplus.com.au

Introduction.

The purpose of this guide is to lessen the time spent being a total noob for those converting from RB to IL-2. Perhaps conversion is a bad word. It conjures up thoughts of religious coercion. Think of it as in Idiot's Guide to Playing IL-2 Online, as it was written by someone who could have been a village idiot if only the position was available at the time and the village was wealthy enough to afford an understudy.

Red Baron players bring a lot to IL-2. They already know online etiquette, they are already masters of the elusive ~E!~ and they know what it is like to suffer the slings and arrows of outrageous fortune, namely being a target drone for the aces that infest the virtual skies.
Red Baron is as good a cross section as you will find in the virtual community. We have had our fair share of drop kicks but thankfully they have largely moved on. IL-2 also has its fair share of spoilers, moaners, wowsers and sheep spotters. Fortunately the game has not been hacked and the chat lag discourages people who would rather type than fly.

My first impressions of IL-2 were less than favourable. I was flying offline in Red Baron and Rowan's Battle of Britain at the time and picked it up in the bargain bin. I thought that the planes were far too hard to control and stalled too easily. Shooting another plane required faith in random events and hope rather than skill. I tossed it back on the shelf and moved on to Red Baron online and have only come back to IL-2 recently. This time around I spent more time learning how things work and put a bit more effort into it. I discovered what I consider to be the best flight simulation I have experienced. Great graphics, a wealth of planes and nationalities to choose from, a thriving community producing skins, campaigns and addons, and a company which has the vision and resources to continually update the product.

Red Baron is a bit like Latin. It is an aging sim stifled by a defunct company refusing to release the code so improvement is shackled. IL-2 is continually being updated with patches. Pacific Fighters is due for release in Oct 2004. This will be the last update based on the IL-2 engine. Next year sees the release of Battle of Britain which will be an entirely new code based sim. This game is here for the long haul.

Installation

To be current you need the IL-2 Forgotten Battles, The Aces Expansion Pack, the 2.01 and 2.04 patch available from http://www.il2sturmovik.com/games_elts/fb_updates.php

To fly online you will need to download the latest version of Hyperlobby. Hyperlobby is an online meeting showing a list of available pilots and servers. It is the equivalent of the RB Gold room. Download it here: http://hyperfighter.jinak.cz/ The latest version is 3.7.74.

A great tool that IL-2 has is video. You can record and view tracks of your flying. You can also download tracks from other people and view the provided tracks. These are a great aid in training. Be aware that if you download a track made with a different patched version of IL-2 it will not work. Also, after you patch Il-2 previously viewable videos will be obselete.

What you need to do to succeed online.

1) Choice of plane
2) Takeoff
3) Trim, Stalls, BFMs and BnZ.
4) Landing
5) Views

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6) Engine management
7) Propeller Pitch

Choice of plane

There are heaps of planes to choose from. Rather than diving into your favourite plane straight away, it will serve you better to learn a good all rounder that will teach you the finer points of combat flying. I have found the Bf-109-F2 is such a plane. It is good at BnZ and has a fairly touchy flight envelope. If you can fly this plane, all others will come to you easily. She stalls easily if you do the wrong things but gives you plenty of warning. If you get into trouble, she dives away fast. The early Russian planes cannot follow you up in a BnZ and if you keep your smash up you will stay out of trouble. Also she has an automatic prop pitch governor and radiator cowling flaps are also automatic. Operating these manually is best left for later.

The canons are not too powerful and to get kills you need to get some bullets on target. While it is a blast watching planes disintegrate under the withering power of the MK 108 canons available in later models, you best learn some gunnery first so you don't rely on lucky shots. Besides, the canon shells run out quick.

When you arm the plane remember that 100% fuel can for make a sluggish plane. If you only have a short flight use 25%-50%.

Takeoff.

It is best to learn from the beginning from within the cockpit. The WW2 planes have that big engine right where you want to look so you need to learn to weave side to side to see where you are going. The secret is in your rudder and brake. IL-2 has only one button for both breaks. They operate differentially depending on your rudder. To wheel your plane right, apply right rudder, hold the brake button down, then apply power. The turning circle is surprisingly small.

Why is this so important? When you go online, you will start at an airbase parked off to the side if it is a dirt or snow strip, or on one of the accessory aprons if it is concrete. It is best to start with a wide concrete tarmac and progress to the narrow dirt ones. You need to be able to quickly taxi to the runway and takeoff without delay.
Frequently the base will be under attack and vulching happens.

You need to get a rough idea where the taxiways are for both types of dromes. By all means use the external views to find them, but get in the habit from the start of driving there from the internal view. NEVER use the invisible cockpit view a.k.a. as the Wonder Woman view. It just teaches bad habits.

OK, so you have parked your 109 on the tarmac and the sky beckons. What is the easiest way to get up there? Do the same routine every time. Turn the dash lights on (CTL-L) so you can see the instruments. Trim the nose down ten taps (CTL-Down Arrow) this makes it far more stable. Forget about flaps unless you have a heavy bomb load. Use the wide-angle view (Page Down button). "I" to start the donk.

The important thing to remember is that most planes will take off at 180KPH and that you need to keep the plane on the tarmac.
1. Apply full throttle slowly. These are powerful engines and they develop a lot of torque.
2. Keep her straight. Look left and right with your snap views rather than worry too much about looking ahead. Try to keep the same amount of tarmac either side of you. Use the lines on the dirt runways or the crosshatch in the concrete to keep your alignment.
3. To get your arse in the air you have to first lower your nose. Apply a bit of forward stick so that the tail wheel rises and you are level with the ground. Suddenly you can see in front of you and she responds better to rudder inputs.
4. When she reaches 180, pull gently back and hold her. When the nose rises off the deck, raise your

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gear. Hold her in a very gentle climb until your speed reaches 300. Ease back to 80% throttle. Slowly increase your climb angle.
5. Climb to 1000m.
6. Relax

Trim

One of the keys to avoiding stalling and holding the gun sight at the correct spot for shooting is to have your kite in trim.
The Bf-109-F2 needs about 15-17 taps of elevator trim down to fly hands off at 80% throttle and 1000m. This setting also works well for deflection gunnery in a turn and burn fight. Cancel the trim that you used on takeoff (Shift-Up or down). Then tap in fifteen times down elevator trim. Hold the pipper (sight) so that the bottom of the ring is on the horizon. Wait for your speed to stabilise then adjust up or down as necessary. Remember than any time that you engage automatic pilot and then disengage, you will have to reset trim. It becomes automatic after a while. Reading the forums made me realise that trim is different for everyone. Some people need to use aileron trim, others don't. The important thing is to learn to trim your plane and memorise how many taps you need for level flight.

Unless you have a joystick with lots of buttons, like a HOTAS, manually tapping in the trim can be difficult when flying.

Holding the Shift or Control button with your little finger and hitting the arrows at the same time is hard. There is a neat way around it.

Go into the IL-2 control settings where you can set the keyboard commands to be anything you want.

By default, all sims use the arrow keys so Neanderthals who refuse to buy a joystick can fly. These are going to waste.
Set the command so that up and down arrow correspond to up and down elevator trim. Do the same for aileron trim and left and right. You will need that for when you drop a bomb and need to retrim.

Volia! Now you can adjust trim with one tap of the arrow and not even look at the keyboard!

Stalling

Now that you are in trim, your plane will respond to your slightest touch and return to level as soon as you take your hands off. When you are trying to hold the pipper on target you don't want to be fighting the stick anymore than you have to.

Lets see what this baby can do.

Start a level right hand turn. Slowly increase the rate of turn while watching the speed. You will notice that as the speed drops to 310 the background makes small hops. You have entered the start of the stall envelope. Keep on pulling slowly back until the speed drops below 300. Not too hard, just keep slowly applying backpressure on the stick. You will begin to hear the wind buffeting. That is clue number two. If you go to external chase view F8 you may notice white streamers off your wingtips. That is clue number three. Keep that in mind because if you see them on your bandit you know he is pushing his envelope. You can also glance at your wingtips from inside the cockpit to see this as well. Keep on pulling and at about 240-250 she will stall. Immediately takes your hands off the stick and she will stop the stall. Repeat this from the external view.

Now, if you are turning on the tail of a bogey, if you are confident that you can pull lead pursuit (get your pipper ahead of the bogey so he flies into the bullets) and you see the tell tale signs of the background beginning to hop, and you hear the wind beginning to buffet as your wing tip enters the stall envelope, you can almost guarantee that if you pull more lead that you will enter the stall. At low speeds and low altitude this can be fatal. Sudden and large stick inputs at low speeds while turning will almost certainly put you into a flat spin, from which death is almost certain. When

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entering a stall, avoid sudden large changes of throttle input. It can worsen the spin. The tendency of the 109 to enter the flat spin is a lot higher than many other planes. That is why it is good to learn to recognise the danger signs and how to avoid them. Be patient.

In the case above you have several options.

1) **Go to lag pursuit** so your pipper slides back across the bogey and behind him. Your speed will increase.

2) **Go into a miniature high Yo-Yo.** Roll your wings parallel to the horizon, apply full throttle and climb. Then when you have the height, roll the wings, pull the pipper so you are ahead of the bogey and zoom down.

3) Probably the easiest is **the Lag Barrel Roll**. If you are in that right hand turn, just gently roll your wings left with very slight back stick pressure and roll 360 degrees. You have jumped from the inside lane to an outside lane but your speed will have picked up speed slightly and done smoothly you will be outside the beginning of the stall edge.

4) **Lower combat flaps**. This will lower the speed of the stall envelope and enable you to pull more lead.

It is easy to see if you are doing this right. Just engage smoke, "T", do the manoeuvre, pause the game "P", go to the F2 external view and use your mouse to slew around to the front of your plane looking back. You will see a nice track of red and green smoke trails from your wingtips. You will be able to see how your manoeuvre changed your position on the racetrack.

I don't like the last one unless you are confident of a kill and your ability. This is best utilised when you have a significantly higher speed than your bogey and you want to quickly rake him with bullets or kill him quickly. But you are trading your best commodity, namely speed, for momentary chance of glory. The early Russian fighters generally are better turn and burners than the Bf-109. You should learn to fly to your planes advantages and not your bogey's. Yes, you can out zoom the pests, but you have to have speed to do it. Don't waste it. If you use flaps, make sure that you or your friends control the situation, or you are confident of a quick kill.

The good thing about coming to IL-2 from Red baron is that even if you do not know these Basic Flight Manoeuvres by name, you are probably already flying them. The knife fights in RB take place so quickly you tend to fly instinctively. In IL-2 you seem to have heaps more time to make a BFM. I tried to explain this to someone in a forum that IL-2 was slower than RB and they couldn't get it. "No idiot, the planes are heaps faster in IL-2."

The bad thing about RB is that you have an ingrained habit of being able to turn on a dime and you can yank and bank the stick around without worrying too much about stalling. Do that in IL-2 and you will litter the steppes with your lawn darts.

WW1 planes bleed energy fast. The tiny donks don't build up a lot of momentum, except for the old Spad XIII. It takes a while to gauge the E state of your opposition. In IL-2 the planes are a slippery as eels. You may see a bogey approaching and you think too yourself, great. I have heaps of height on this bugger and all the time in the world. What you may not have seen is that he spotted you from some way out, entered a long shallow dive, and even though he is 500m below you he is travelling at 600KPM. As you roll over and dive on him he suddenly starts zooming up and before you know it he has climbed into the sun and you are far below wondering what the hell happened.

Boom and Zoom...or, BnZ.

Go to Quick Mission Builder (QMB) and set up a Bf-109- F2 at 5000 m.
Get in the habit of every time you start, turn on the lights, trim for level cruise, full power till you speed is to 400 then 80%. Climb back to 5000m and when it is steady about 400 clicks, begin. Roll over…don't bunt. In a quick bunt (where you just push the stick forward) you get negative G, a red out, and it is too slow. Use your advantages. BTW, if the early Spitfire was modelled properly, the

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engine would cough and splutter as it did not have fuel injection which the Emil (109-E) did. So, roll on your back, pull back to a 45-degree dive, roll back then and watch the speedo.

Notice the buffeting begin about 660KPM. That is where trouble begins. The wind rushing over the ailerons causes them to balloon and become unresponsive. Keep on going. When your speed approaches 800, parts of your plane will decide, like rats deserting a sinking ship, that they have a better chance of survival by themselves. Elevators and ailerons will be first, soon followed by your wings. Hello lawn dart.

So, we know that our maximum safe dive speed is around 700, leaving a little margin for error in the heat of battle.

Now, start again, but this time begin pulling back about 3500 so that you level out at 3000, then climb back up at 45 degrees. Trim is critical here. Try to keep very gentle pressure on the stick to keep those wings parallel to the horizon. RAC_Questions made a post on WoV to the effect that if you want your wings to develop maximum lift, they need to be parallel to the ground. It sounds obvious, but it is easily overlooked. Also, if you pull vertical, all that is carrying you up is momentum and the prop. If you go up at an angle, you will develop some lift in the wings which will have a vertical component and increase your zoom. Done well, you should get back to 5000. As your speed bleeds to about 220-240, begin a roll, aiming to be on your back at 180. Rinse and repeat and welcome to the life of Boom and Zoom.

Try some variations. Try to find what height is the limit that you can dive down to, to regain your initial height. What difference does diving with no throttle make compared to full throttle? See what happens when you pull the throttle back at the bottom of the dive…notice how more quickly you pull up? Of course, engage full power on the way up. You will notice that pulling up too quick results in a partial or full black out, buffeting results and you can't regain your altitude.
Try engaging combat flaps at the bottom, then retract, then again at approaching the top of the loop. See if they get you over quicker. Experiment with climbing up at different angles and notice the effect on height that you can climb back to.
Now insert an imaginary aeroplane at the bottom of the boom. In the dive, line up the sight on a spot on the ground. Notice how easy it is to keep the crosshair on the target? With practise you will be able to make quick adjustments on the fly, very important for accurate strafing runs on ground targets. Try it with no trim and see how much you have to fight to keep on target.
Now, assuming you have boomed down, taken your shot, and zoomed back up, your target, unless he has hit the silk already, will have taken evasive action and broken left or right. You want to pull up in the direction that he broke. By that I mean pull up as normal, with wings parallel to the horizon, but when you reach vertical, roll the plane so that your head points to the bogey. That way you will pull up and over and be positioned above the bogey. Time to rinse and repeat.
Do not be tempted to turn it into a turn fight till he is damaged. Always assume he can turn better than you. In cases where there are multiple bogies down below, maintaining you altitude advantage is paramount. When you lose that it is time to get out of there.

Put it into practise.

OK..For fun, set up a quick mission against a Hurricane. Just use the 'average' skill level and coalt. Fly it a few times then set the situation to advantage and disadvantage for variation. Try to get into a situation where you are on the Hurris tail and see how the 109 handles a turn fight. Then get him on your arse and see if you and out turn him in the horizontal.

You are going to get into trouble sooner or later. Now is the time to play the ace up your sleave. Use your advantages. The Hurricane rolls like a pig in a sty and about with as much style. It is as slow as a wet week. If you get that bugger on your tail and you start taking hits, roll over and head for the deck. You will build up speed faster than him. If he is still plinking your frame with those Brownings, use your roll. The 109 can roll like a ballerina. If you mix your dive with some roll and gentle pulls, the Hurricane won't be able to get much lead into you.

Once you have got enough speed, level out, gain separation, and then when you are out by about 1000m, climb up. The Hurricane will try to follow you. Don't underestimate those eight Browning

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peashooters. The Hurricane is a good gun platform and a lot of German bombers never made it back across the Channel. As you climb, begin a gentle roll. Now, in the early stages of learning IL-2, it is good to transfer your good RB habits to this theatre. You are probably already used to flying planes in an external view. The most important view in IL-2 in my opinion is F6. This is External Padlock, Enemy Air. Basically it puts your plane in the foreground, and them in the background.

Back to our Hurricane who is riding your arse and wishing like heck he had a Daimler under the hood and a canon to boot. As you climb up, switch to F6 view and begin a slow roll while maintaining slight backpressure. Watch those bullets slide harmlessly where you used to be. The A.I. in IL-2 has a big problem pulling lead on you in a rolling climb. On the other hand he is deadly if you climb straight up.

The importance of a properly trimmed plane cannot be overstated. When flying in remote control, you need to be confident your stick inputs are the only thing steering the plane. By now you should be approaching the height of your climb, speed decreasing to 250, and you are heading 90 degrees offset to the wallowing Hurricane. Rollover, boom down, rinse and repeat. Soon the Hurricane will have a headache, glance at his watch and say "Gosh! Is that the time?" and make a beeline for Old Blighty. Dive down on him and show him what your crate can do. He kept on losing speed in the climbs, couldn't get guns on and eventually didn't have enough E left to match you.

You probably found that Hurricane handed you your arse on a plate or that you entered a couple of flat spins. Don't worry; it takes a bit of time. Remember how long it took to get your first kill online in RB? Remember the exhilaration of returning to base for the first time with no ammo? The learning curve will be a lot shorter this time, I can assure you.

The same old tactics that worked in WW1 will work even better in WWII. In Il-2 you can attack from the sun. If icons and padlock are not allowed in the server you will discover why most casualties of pilots in WW2 were from not knowing who is behind you. You can learn all the manoeuvres you like but the best club in your bag is BnZ. Learn to attack from on high, learn to dive down, shoot and climb without losing energy. If you know how, set up a mission in the Full Mission Builder with a 109 versus 4 Hurricanes, with you directly over the top with 1000m altitude. If you find the Builder bewildering, and this may well be the case given the documentation in the 'manual' is scanty, e-mail me and I will send you a mission. If you can consistently down three or four Hurricanes while cycling up and down, you are close to graduating. You know enough to tangle with the killers on IL-2. I can also send you a track of this being done if you wish.

The average IL-2 player is not as skilful as the average RB player, probably due to RB being mostly hardened veterans. You will soon find your feet.

Landing.

Go to the training menu and watch the 109 Landing Tutorial. Yes, it is the correct and safe way to land, but I make the following observation. Online it will not always be the case that you have the luxury of such a long, slow glide path, and you will often need to land with hostiles close in. By all means learn the safe landing, but do not be afraid to push yourself.
To practise landing, either make a mission in the Full Mission Builder (FMB) or email me and I will send you one I made with a BF-109-F2 on the tarmac. Practise takeoff and landings in a series of touch and go laps around the drome.
In the tutorial he starts from a long way out with low speed. You need to learn to be close to the drome at high speed, rapidly lose altitude and speed and come in safely.
The quickest way to bleed speed is a series of high-banked turns left and right. When speed drops below 300 you can safely lower gear and flaps. Beware of making steep banks with gear and flaps down as you can easily stall. When you are roughly lined up but are too high, lose height rapidly but maintain direction by rolling one way with the rudder the opposite direction. You enter a controlled fall and your speed will not increase too much. Practise.

Views

Views in IL-2 are as critical as in RB.

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A view which you need to master early on is the **zoom** function. Now you can make this as simple or as complex as you like. It is very flexible. You have zoom built in with the **Delete, End** and **Page Down** being maximum zoom in, default and wide-angle views.

I like to takeoff and land and cruise on wide-angle, as it is easier to see around you. In combat you need either default or zoom in. Shooting on Zoom In feels weird at first, but you quickly get used to it. Again, being in trim helps a lot.

If you have a rotary on your throttle handle, I would strongly advise mapping the zoom to it. You will use it constantly. Page Up and Home zoom in and out in increments and you set up the rotary to be Page Up one way and Home the other. Again, this feels weird at the start but very intuitive after a while.

Be it scanning for enemies, getting early shots off in a head on situation, or zooming in on the instruments, you cannot succeed at IL-2 unless you master zoom.

The partner to this is **Mouse view**. You need to be able to look around you, above you and down at your instrument panel. I have always taken a keen interest in how people maintain their Situational Awareness. There is more than one way to skin a cat.

The methods are:
1) **Mouse**

2) **Snap views**

3) **Pan views**

4) **Padlock views**

5) **TrackIR or similar devices.**

My personal opinion is that TrackIR beats all other systems hands down.
Next best is a micro-mouse on your throttle.
After that would be mouse, followed by snap and pan views.
Padlock is used in conjunction with all the others.

It depends a lot on your joystick. Most of you have simple joysticks. Some use a gaming device like Baz, some have a joystick and throttle setup like Trouble's Saitek X-45 (although he uses his MSFFB2 instead of the Saitek stick). I am stupid enough to have the whole kit and caboodle with a Cougar HOTAS, pedals and TrackIR3Pro.

I think that for those who have spent most of their flying time with a twisty-grip rudder will struggle with pedals. I have spent many months learning them and I still think I am more accurate with the MSFFB2 with its twisty grip. But I am slowly getting better and it helps if you are a stubborn sod.

I think for those contemplating a Throttle and Stick combo, it is best to have a twisty-grip joystick. The Holy Grail would be a HOTAS (Hands on Throttle and Stick) combo with twist and force feedback. There ain't no such animal at the moment.

I honestly believe that people with just a joystick will struggle. If you think you are doomed to be stuck with your simple stick do not despair. The virtual sky is full of people who have mastered them and are excellent pilots.

One way is to have your mouse in your left hand while you fly with the stick in the right. The panning of the mouse in IL-2 is lovely and smooth.
Many people just use snap views and their fingers become adept at using the keypad without looking. Remember how difficult it was to learn to type left handed when you started flying RB?

It is easy to become overwhelmed looking at all the commands in the IL-2 manual. Most of the views

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you will hardly use.
The important ones are:

Forward view F1…your stock cockpit view.

Two rear views...F2 and F8….one is locked directly behind, good for cruising, the other gives you a mouse-panning exterior view. Handy for getting SA.

External Padlock, Enemy Air…… **F6** and
External Padlock, Friendly Air …**Shift_F6** are the two combat views I use most. One for friend and one for foe.

If you are like me and fly in external view in Red Baron, except to get guns on and shoot, you will not need much more than those.

Those are the essentials. Learn those and IL-2 is yours.

One of the main reasons I am taking a break from RB is that it is dated. IL-2 takes simming to a much more emmersive level. The ability to progressively challenge yourself with the difficulty settings is great. It depends what rocks your boat.

A word on TrackIR3Pro. This is simply an amazing tool for flight sims. It gets rid of the need for all the snap, pan and padlock views. All you need is the zoom. It takes a bit of trial and error to master it. Usually about a week by all reports. But when you master it, you will never go back. Unfortunately it cannot be used in RB, and even if it could there would be no use apart for Solo play, as the view system in RB precludes it.

Engine Management

To begin with I would advise against those planes that need constant attention to revs, prop pitch and radiator cooling. Fly those planes that have them taken care of automatically. Use WEP sparingly to avoid cooking the engine. If you keep your altitude advantage and keep your speed up you will be OK.
As a rule, if you are entering a big dive, throttle back. You can use full throttle with WEP on the climb back up, just don't overdo it.
For a more detailed look at Engine Management go here.
Manual
http://mywebpages.comcast.net/Tailspin/documents/CEM_IL2FB.pdf

Chart
http://mywebpages.comcast.net/Tailspin/fbengines.pdf

Prop Pitch

Prop pitch can be used manually and when you become more confident you can start using it. In IL-2 prop pitch is not modelled precisely and there are plenty of guides to how it works. Why and how you should use it has been very well explained by BA_Dart here
http://www.2gvsap.org/phpBB2/viewtopic.php?t=730

Once you have digested that, I suggest that you read his previous topic "How to out-turn an Emil with a P-39 using CEM. http://www.2gvsap.org/phpBB2/viewtopic.php?t=734

Also stolen from Dart is this track of him demonstrating scissors
http://www.darts-page.us/files/fly_w_scissors.ntrk. Keep an eye on his use of prop pitch throughout the first. This shows you two pilots flying on the edge and is the second-most important track I have seen, the most important being the one that inspired me to get TrackIR.

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Where to from here?
I would advise playing one of the campaigns to get a better feel of combat. Be very aware of the limitations of playing offline. If you play too much you will actually make your online introduction much harder. The Achilles Heal of all flight sims is the A.I. It is just too predictable after a while. You will gain a false impression of the limitations of the various aircraft. I think the best thing about a campaign is that it seems to be the best way to learn how to fly a particular plane. There are various ways to play it. You can try to survive as long as possible, or try to keep you wingman alive as long as possible. The limitation of the A.I. will become evident rather quickly. Too readily your leader will lead your flight down, burning valuable energy instead of BnZing the Enemy to a calculated death. Also he berates you constantly for being out of position, but rarely tells you where to go. Some missions are absolute death traps and you will do well to survive, let alone achieve your objective.

Aim to go online as soon as you have gotten a good grip on the views and have your joystick set up the way you want it.
A final word on joysticks.
In the Hardware Setup from the main menu you can alter the joystick sensitivity and it is strongly recommended that you do so. A poor setup can be a major cause of stalling. What I would suggest is going to SimHQ IL-2 Forgotten Battles forum
http://www.simhq.com/cgi-bin/ultimatebb.cgi?ubb=forum&f=98&submit=Go
And searching for a setup for your particular joystick. Failing that, put in a post and someone is sure to point you in the right direction.
All of my knowledge has been stolen from posts in SimHQ, and to a lesser extent Ole'g official forums.
The post entitled Sturmovik Essentials has a wealth of information. Read it here:
http://www.simhq.com/simhq3/sims/boards/bbs/ultimatebb.php?ubb=get_topic;f=98;t=009403

Challenge yourself.
There is always another level that you can try with IL-2 if you are getting bored.
If you are a complete newbie, just aim to master taking off and landing. If you are addicted to flying with the invisible cockpit of RB, realise that the claustrophobic feeling of being in a cockpit will take some time to get used to. In particular it will take a lot of time to master lead gunnery with that big engine in the way. You develop a feeling after a while of when to shoot, often when the nose is obscuring the enemy. If you are completely lost by this, you can as a lesson switch to the Wonder Woman cockpitless view. Only use this as an exercise to get a feeling for how much lead that you need to allow in situations to start scoring hits.

If you have mastered BnZ and can correctly orientate on the Zoom from the external cockpit view, then switch the external views off and see how much harder it is to keep SA. It is a big leap. For the ultimate test, try without icons. If can master this, come and give me some lessons.

Online you will find many servers with varying degrees of difficulty. Find the right level for your skill, but keep on challenging yourself.

***ÅÅ*Col. Double_Tap ACO**