



DH.60G Gipsy Moth

For Microsoft Flight Simulator (MSFS 2020) and MSFS2024



To get full enjoyment of the aircraft in this package, please read this Manual thoroughly and carefully.

The manual and models in this package must not be used for real flight training purposes.

HISTORY:

The DH.60 Moth is a 1920s British two-seat touring and training aircraft that was developed into an extremely successful series of aircraft by the de Havilland Aircraft Company. The Moth was a two-seat biplane of wooden construction, with a useful feature consisting of folding wings which allowed owners to hangar the aircraft in much smaller spaces.

While de Havilland built the majority of the aircraft, other manufacturers of the DH60 were Morane-Saulnier in France, with 40 built; the Moth Aircraft Corporation in the U.S., with 18 DH60G and 161 DH60M built; de Havilland Canada, with 40 built; and 10 built by the Norwegian Army Aircraft Factory in Norway.

Most Gipsy Moths belonged principally to flying clubs, but after the British Prince of Wales purchased a Gipsy Moth for his own private flying, the aircraft became a popular private aircraft.

The Moth was the aircraft of choice for many record flights. Just a few examples: Sir Francis Chichester flew his Gipsy Moth from England to Australia, then on to New Zealand and then across the Pacific to Japan. Of the aviatrixes, the British pilot Amy Johnson flew her Gipsy Moth 11,000 mi (17,703 km) to Australia in 1930, and Jean Batten used a Gipsy Moth for her flights from England to India and England to Australia. In March 1928 Mary Bailey flew her Moth solo from Croydon, England to Cape Town, South Africa, a trip of three weeks, and returned the following year.

The DH.60 Moth remains a highly popular aircraft. Over 50 are still existence, including some 30+ airworthy in the UK.

(Wikipedia)

CONTROLS

DH.60G Gipsy Moths did not come equipped with a starter, and were 'hand-propped' to start. Use Ctrl-E to start the engine once all else is correctly set. The aircraft in this package essentially represent "restored" modern versions, and so they come equipped with electrics and avionics switches in order to use the modern radio, transponder and 2-axis autopilot.



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| 1. Autopilot (see Autopilot section below for use) | 7. Altimeter (1000's feet only) |
| 2. Radio (default MSFS model) | 8. Airspeed (MPH) |
| 3. Battery Master and Avionics switches | 9. Oil pressure |
| 4. Transponder (default MSFS model) | 10. Mixture lever |
| 5. RPM | 11. Throttle lever |
| 6. Bubble inclinometer | 12. Trim lever |
| | 13. Compass and Heading Set (AP) |
| | 14. Control stick viz switch |

Autopilot

The DH.60G models in MSFS come equipped with a simple 2-axis autopilot, as is available for most real-world modern aircraft.

When you are at your desired altitude and heading, simply press the “ALT HOLD” and “HDG HOLD” buttons. Keep the Moth steady, and don’t be surprised if the AP takes a few seconds to acquire the inputs. For example it may climb gently before settling on the altitude.



1. Display: On startup, will read “PFT” as the unit warms up.
2. Once up, the display will read “ALT” ”OFF” ”HDG”.
3. “OFF” indicates that the AP is not feeding input into the controls. It will also read “OFF” when you turn off the AP manually via the “AP” button.
4. When “ALT” and “HDG” are selected via the “ALT HOLD” and “HDG HOLD” buttons, the display will indicate that these systems are now on and controlling these outputs to the aircraft.
5. Heading can be automatically adjusted and fine-tuned via the compass. See below.

Compass and AP Heading Selector

To use the P8 compass as a normal compass, select your desired heading via the compass ring digits, lining the desired course up with the heading indicator marker. Then turn the aircraft until the section of the white cross that has the small additional part is lined up with North (“N”).

With the AP on, turn the ring to your desired heading, and the aircraft will automatically turn to that heading.



1. Use what is normally the locking pin to drag the compass ring to the desired heading.
2. Heading indicator marker.

Fuel

Fuel quantity remaining is indicated by the pin in the display tube on the top surface of the tank (2).

Fuel valve switch: valve (1) is “OFF” when handle is pointing straight down.



Magneto Switches

The magneto switches are hard to see, but take note of their position. Switches are "ON" when in the up position.



CLICK SPOTS

Click spots are fairly self-explanatory. “MOVE TO FRONT/REAR SEAT” is to enable you to move rapidly between the seats, at anytime. “WING FOLD” will work only when you are on the ground and not moving. “DOOR OPEN-CLOSE” is on the front panel instead of the door to facilitate closing the door.

Rear cockpit:



Front cockpit:



FLYING THE GIPSY MOTH

The Moth has minimal instrumentation, and therefore requires a high level of "feel" and thorough knowledge of hands-on piloting.

The Moth was none-the-less known to be an easy plane to fly – some Flying Schools had the motto “solo by sundown”.

There is no carburetor heat, as the design of the Gipsy II engine did not normally require this (although beware in MSFS). There is no pitot heat. As such, the pilot will have to pay special attention to weather, and the aircraft's environment and attitude, by observing not just the instruments but looking outside of the cockpit as well.

Aerobatics and spins are prohibited.

Special note: Moths did not come with brakes. To ease use in MSFS, brakes **will** work. If you want higher realism, do not use brakes but rather pull back on stick all the way, to help drive the tail skid into the ground and slow the aircraft with the friction.

A. BEFORE STARTING ENGINE

1. Make routine check of gasoline supply. The visible fuel gauge is integral part of the fuel tank; it will not show number of gallons, but will show proportion of fuel in tank. A full tank of 19 Imperial Gallons will be indicated by the fuel level rising to top of gauge window.
2. Check freedom of movement of flight and engine controls.
3. Check that passenger door is fully closed.

B. STARTING ENGINE

1. Set chocks.
2. Set throttle approximately 1/10 open.
3. Turn fuel shut-off lever to ON.
4. Ensure rear magneto switch ON.
5. Battery switch to ON
6. Alternator switch to ON
7. Start engine by using Ctrl-E.
8. Avionics switch to ON

C. ENGINE WARM-UP

1. After engine starts, warm up engine for 4 minutes at approx. 800 R.P.M. If oil pressure gauge does not indicate pressure within 30 seconds, stop engine immediately, check and correct trouble before any further operation.
2. Then for not more than 10 seconds run full throttle to test full RPM. Oil pressure should not fall below 35 PSI. 40-45 PSI is normal range.
3. Magneto test: Rev engine up to 2100 R.P.M. on both magnetos. Switch to LEFT and RIGHT magnetos. R.P.M. drop should not be over 75 R.P.M.

CAUTION—Do not operate engine on either single magneto for more than 30 seconds at a time, as this tends to foul the non-operating spark plugs in the ignition circuit of the magneto that is switched off.

D. TAXIING

1. Open throttle to start airplane in motion; then close throttle to a setting sufficient to keep 'airplane rolling.

2. Taxi slowly (speed of a fast walk) controlling direction with rudder. There is no steerable tail wheel, so remain vigilant in a crosswind.
3. Taxi upwind with stick back, downwind with stick forward. When ground winds are in excess of 15 M.P.H., turn into wind using ailerons in direction of turn; apply ailerons away from the turn when turning down wind. This procedure helps to prevent the wind “picking up” a wing during windy, gusty conditions. Always make ground turns slowly.

E. GENERAL FLYING

1. For takeoff use full throttle, headed into wind. Airplane at max take-off weight will become air-borne at approximately 45 M.P.H. Tail will rise before then, but hold on ground until then. Best climb speed is at an indicated 65M.P.H., but check placard for your particular aircraft.
2. Indicated R.P.M. for cruising speed of 85 M.P.H. is 2100 depending on conditions. Take-off R.P.M. is 2200 (for this version of Gipsy II). Do not fly at full throttle over 3 minutes
3. If engine runs “rough” and tachometer shows drop in R.P.M., this may be due to ice forming in carburetor
4. Maximum permissible diving speed is 125 M.P.H. Normal mx. Speed is 102 M.P.H.
5. Propellers may have very slight and unavoidable differences due to manufacture or climatic conditions which can cause the RPM to vary above or below standard.

F. APPROACH AND LANDING

1. Glide between 60-70 M.P.H. depending upon loading of airplane and gust conditions.
2. “Clear” engine by opening throttle gently, every 200-250 feet of descent during a long glide so that engine temperature will be maintained. Throttle action on the part of the pilot should be smooth and gentle at all times.
3. The aircraft will have a tendency to float in ground effect before touching down.

G. PARKING AND SHUTTING DOWN

1. After stopping, idle engine, especially in high temperature operating conditions, for several minutes. It is advisable to switch to each magneto for 30-second intervals to allow gradual cooling of engine. This helps to prevent overheating of spark plug insulators and will lessen tendency for “after-firing.”
2. Mixture to OFF.
3. Turn ignition and fuel OFF.
4. Turn Alternator, Avionics and Master switches to OFF.

Excellent YouTube videos on flying the Gipsy Moth (no connection to Flight Replicas). Be sure to give them a 'like' or subscribe!

https://www.youtube.com/watch?v=_DuMHrL3lp4&t=568s

<https://www.youtube.com/watch?v=NI4TjmMa0aY>



For Safe Flying:

DO NOT BECOME AIRBORNE WITHOUT CHECKING THE FUEL SUPPLY: It only takes a few minutes to fuel up. It may save you a forced landing.

DO NOT TAXI WITH CARELESSNESS: Taxi slowly and make turns to clear the area in front of the nose. Know the proper use of the controls for taxiing in a strong wind.

OBEY AIR TRAFFIC RULES: Keep a constant lookout for other aircraft. Follow the rules so that pilots of other planes will know what you are going to do.

DO NOT MAKE FLAT TURNS: This is particularly important when making power-off turns. The Gipsy Moth will require rudder.

MAINTAIN SPEED: Don't be fooled by the increase in ground speed resulting from a down wind turn. Keep sufficient airspeed.

DO NOT LET YOUR CONFIDENCE EXCEED YOUR ABILITY: Don't attempt instrument flying in adverse weather conditions unless you have the proper training and the necessary instruments. Instrument flying is a highly developed science. Don't pioneer.

MAKE USE OF THE CARBURETOR HEATER: The carburetor heater is your friend. Know when to use it. Remember that it's easier to prevent ice in the carburetor than to eliminate it after it has formed.

DO NOT PERFORM AEROBATICS AT LOW ALTITUDES: Aerobatics started near the ground may be completed six feet under the ground. There's safety in altitude.

DO NOT ALLOW INDECISION IN YOUR JUDGMENT: Be certain! You can't afford to make errors of judgment. "I think I can make it" is on the list of famous last words.

THE GOOD PILOT IS THE SAFE PILOT: It's better to be an old pilot than a bold pilot.

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