

Review of the Piper Comanche 250 for MSFS2020

Created by A2A Simulations

Intro

In 1958 Piper Aircrafts expanded their portfolio by adding a new, all-metal, light weight aircraft to their portfolio – the Comanche 250 featuring a single engine general aviation aircraft with a four-seat configuration, a low wing design with a V-shape and a retractable tricycle landing gear.

The engine is a powerful Lycoming O-540-A engine with a 6 cylinder horizontally opposed setup, direct drive and air cooled and providing 250 rated horse powers that drives a 77 inch, 3-bladed, constant speed McCauley propeller on a standard setup – There are also other possibilities for different brands and variations of propellers like the MT Propellers.

Originally the Comanche 250 was born without the wing tip fuel tanks which for me are one of the absolute most iconic characteristics of the Comanche. These fuel tanks together can hold up to an additional 30US gallons of fuel providing 50% more fuel load to the aircraft - these became available in 1961.



General Information & Aircraft Specs

- Produced by Piper Aircrafts
- National of Origin United States
- First Flight May 24, 1956
- Introduction 1958
- Role Civil Utility Aircraft
- Produced 1957-1972
- Built (qty) 4,857
- Status Out of production

- Crew 1
- Capacity 1 Crew + 3 Passengers
- Length 24 ft 10 in
- Height 7 ft 5 in
- Wingspan 36 ft 0 in
- Empty Weight 1,690 lbs
- MTOW 3,000 lbs
- Power Plant Lycoming O-540-A (250Hp)
- Propeller 1x 3-bladed McCauley 77 or 1x 3-bladed MT Propeller 74
- Fuel Capacity 60 US Gal. (usable 56)
- Fuel Tip tanks 30 US Gal. (15 gal. in each)

- V-Speeds *from the A2A Simulations manual

V _X	Best Angle of Climb Speed	84 mph
V _Y	Best Rate of Climb Speed	95 mph
V _{BG}	Best Glide Speed: Range	105 mph
	Best Glide Speed: Endurance	95 mph
V _S	Stall Speed, normal configuration	71 mph
V _{SO}	Stall Speed, landing configuration	64 mph
	Recommended Flap Extension Speed	100 mph
V _{FE}	Maximum Flap Extension Speed	125 mph
V _{LO}	Maximum Landing Gear Operation Speed	125 mph
V _{LE}	Maximum Landing Gear Extended Speed	150 mph
V _A	Maneuvering Speed (at gross weight)	144 mph
V _{NO}	Maximum Structural Cruising Speed	180 mph
V _{NE}	Never Exceed Speed	203 mph
	(With Stabilator Tips Installed)	229 mph
	Normal Climb Out	110 mph
	Final Approach, Flaps Up	95 mph
	Final Landing Approach, Flaps 27°	90 mph
	Maximum Demonstrated Crosswind Velocity	17 kts

Download & Installation

The download was directly from A2A Simulations store at www.a2asimulations.com/store/ - it was super quick and only took about half a minute or so even though the downloaded file had a size of 556MB – absolutely a good connection to the server with a good bandwidth that I could utilize.

The file name of the download is 'A2A_Comanche_MSFS' and the file contains an installer named 'A2A Comanche 250 for MSFS'. The installer is very user friendly and will install the aircraft more or less by itself when activated. You can select either a specific path or file that will fit how you have installed your other add-ons in MSFS, or you can use the default location of the installer which is the 'Community' folder – the installer auto-finds the correct path for your community folder.

The installation was just as the download – super easy and quick and only took about 30 seconds or so. The installed file is now 1,81GB. For this test and review, the version number for the initial test and review was the release version v1.0.0, however during the test and review process the version was updated to v1.1.0 which is also covered by this review – the OS is Win11 64-bit.

After the installation was completed, I started up MSFS and went into my virtual hangar to see if the installation was completed with success – of course it was. I found the Comanche perfectly located in my virtual hangar featuring one model and five liveries.

Additionally, there are also provided a manual – this is a 58 pages PDF file located in the 'Roaming / Community Folder (it can also be found just searching for 'Comanche'). The manual features various detailed information about the Comanche from performance, limitations, weight and balance, systems descriptions and procedures etc. There are certainly lots of really interesting information that can help you get the best experience of the Comanche and I do recommend that you take the time to read or at least skim most of the manual to get the most of your simulation experience.

One of the features that are described in the manual is what you could call an electronic flight bag which is a tablet that can be used directly from the virtual cockpit just by clicking on it, and which feature various information, changeable settings, maintenance options as well as a detailed walk-around (pre-flight inspection). A more detailed description about the tablet and the content is found later in the review under the section 'Pre-Flight'.

As extra there are also two small programs added – the 'Comanche Input Configurator' which is a small program assignment tool with basic functions which you can assign to a joystick or other controller – This I haven't used since all my settings are assigned through MSFS directly. The other program is the 'Comanche Check for Updates MSFS' – when activated this program searches for any updates to the Comanche and provides information if there is an update released. The update has to be downloaded from where you have purchased the aircraft and then run the installer afterwards – no need for removing the old version since this is automatically done by the new installer which is great – certainly very user friendly.

External

I started the test by checking the model performing a 'walk-around' the aircraft and 'wow' this is absolutely a beautiful model that looks amazingly realistic. The Comanche is a beautiful GA aircraft in real life and the team at A2A Simulations has truly made the simulation a top line model that resembles the real Comanche perfectly. Everything is featured from the wing design that are extra wide near the fuselage to the pointy engine cowl, the spinner, the tip tanks, the tail and all the various antennas. Absolutely beautiful work!

The textures used are high quality textures and I absolutely love the wear and tear look – this is an old bird and the wear and tear just make the experience and the realism much greater. I can see all the small rivets that holds all the various metal plates to the frame on both the wings, the fuselage and the tail – beautiful. I also found areas where the paint had been worn off like on the inspection hatches on the tip tanks and also on the right-side wing where you can step when entering or exiting the aircraft (the black/dark grey section). Additionally, I also found dirt that had not been cleaned off the aircraft, this often between metal plates and especially on the lower part of the engine cowl – awesome detailing and I love it.

There are several light effects added to this model – starting out with the strobe light which has a very bright and white flash. The beacon has a soft red glow and the beacon is actually two lights on a rotating platform providing a very realistic look – the shine of the beacon light on the aircraft is nicely rendered as a soft and faint illumination of the surface. The landing lights are located one on each wing placed near the tip tanks – the light is powerful, bright and white and illuminates the ground in front of the aircraft perfectly. All in all, the light effects are absolutely very well made and provides a good addition to the atmosphere when operating the Comanche – especially on the ground with the landing lights turned on.

I noticed that there was no smoke effect when starting up the engine – if that is true to real-life, I am not entirely sure of, I would have expected a short and small maybe faint burst of smoke when starting up the engine.

Now focusing on the animations which I found plenty of in this model – you have various animations such as the very basic controls (rudder, ailerons and elevator) but also animations for the propeller, the flaps, for the cabin door and baggage compartment door as well as trims, gear, gear suspension and nose gear steering. Additionally, also a small shake of the aircraft when starting up the engine which is just perfect and truly shows in what detail the team at A2A Simulations has built the Comanche with. All external animations are superb with smooth and realistic motions.





Internal

Jumping inside the aircraft I now found myself sitting in an old-fashioned GA cockpit and everywhere I looked I found beautiful and very authentic details. The Comanche modeled is the 1959 model as per A2A Simulations own real-life Comanche and which features as an example, manually operated flaps since the electric operated flaps was not yet available in 1959 – the flaps modeled are of course the manual operated flaps which is perfect and fits to the ‘true-to-real-life’.

Looking at the cockpit panel I see a perfect old panel filled with beautiful and authentic steam gauges and as a standard, the old radio stack – this can of course be customized to the various GPS solutions if you like that better. The layout is good and realistic but also features an update which I am quite sure was not available in 1959 – the JPI 830 Engine Monitor located top center on the panel. This is a great addition to the aircraft and shows that modifications to an original aircraft is also a part of an aging aircrafts life-cycle. Also, I am confident that the JPI 830 is actually also installed on A2A Simulations real Comanche.

The feeling that I get when sitting in the pilot’s seat and looking around the cockpit, is absolutely very authentic – the cockpit does not look brand new but instead it looks old and used, this not in the bad way but instead the cool way and this I also would have expected. There are scratches found on most surfaces and around the bezels, some paint is worn off and there are a good degree of wear and tear on the fabrics on the seats as well as the leather on the side of the doors. The textures used are high quality textures and the textures certainly helps building the correct and best authentic environment. An old and used but also a well-maintained environment.

There are some nice effects in the cockpit – one is starting up the engine which shakes the cockpit panel, well actually the entire aircraft and the pilot, but this shake is a nice addition and part of the experience. As per the external observation I could not see any smoke effect from the engine when starting up the engine.

Additionally, when flying in bad weather with rain, the effect of raindrops hitting the windshield and the cowl is superb and indeed very realistic, and you can follow the raindrops flow away from the windshield as per real life.

In regards to animations, then there is an abundance of various animations in the cockpit such as the toggle switches, the various levers, the controls, the door etc. – all animations are smooth and fluently and resembles reality perfectly.

Overall, my experience of just sitting in the cockpit gave me an exceptional and authentic experience – the cockpit is very life like and filled with eye candy. The 3D performance is awesome and the finish is just spot on... and this just gets better when taking the Comanche for a flight.





Sound

To support the experience of the Comanche, a superb and absolutely awesome sound set has been included. When sitting in the cockpit preparing for engine start you have the basic environmental sounds like clicking a button, flipping a switch, working the flaps and the controls for a check – this sound set is really good and very realistic.

Then starting up the engine you get that super cool deep rumble from the powerful 6-cylinder Lycoming O-540-A engine that really makes your hair on your neck raise. The sound is very realistic and certainly provides a great addition to the overall experience.

The engine sound set covers all the various rpm settings but also the sound when changing pitch of the propeller blades etc.

When operating the Comanche on the ground there are additional sounds here like the bumps you feel when taxiing you can actually also hear these. It sounds like metal that at times are close to get dented. The touchdown sound is also amazing and varies from asphalt to grass and also to how smooth you set the aircraft down. E.g., a smooth landing on asphalt will make your tires scream at a high pitch frequency while touching down on grass will have a sound of a more uneven surface with more rumble and with grass making friction to your tires. A hard landing on asphalt will give you a more intense bump together with the high pitch of the tires but these also more intense in volume to state that the landing is providing extra force on your tires, your gear and suspension as well as the airframe – absolutely awesome.

I did notice that when flying and lowering the gear you also got a wind-drag sound which is superb but if I only lowered the flaps and not the gear, I didn't get that wind-drag sound. The wind-drag sound should also be there when just lowering the flaps – actually maybe in various volumes depending on the flaps angle (that is just my opinion. I have never flown a Comanche in real life but I have flown Cessna 172 and 208 as well as Socata Rallye 180 – I would say that the low-winged aircraft like the Rallye had a minor volume to the sound compared to the high-winged Cessna's)

There are no call-out sounds included which I am quite sure is true to the real Comanche. There is a single warning sound which was when flying with gear up and throttle at idle.

The sound set is high quality and very realistic – I tested the sound set in both ordinary Stereo featuring two front speakers, but also a 2.1 setup as well as a 7.1 surround sound setup and the experience was just awesome. All what I was missing of hardware to really feel this amazing sound was a bass-shaker to my seat (which I unfortunate don't have... yet)

Pre-Flight

Before flight I like going through the various functions found on the onboard tablet – this to make sure the Comanche is proper maintained and also to add passengers, baggage, change the propeller or other specifics. The tablet is found in the pilot's door and is activated by clicking the mouse on it. When activated you now have several possibilities to customize your Comanche before flight. The headers are:

HOME; FLIGHT INFO; CONTROLS; FUEL / PAYLOAD; MAINTENANCE; WALK AROUND

The HOME provides you information in regards to the version that you have installed – if you have an update waiting to be downloaded and installed this is mentioned at the top of that page. Also, at the bottom of the page is written your tail number.

The FLIGHT INFO provides information about the environment such as the air pressure, outside air temperature, visibility, precipitation, wind direction and speed, but here you can also find details about endurance and highlighted basic settings of V-speeds and mixture together with the checklist that you can go through step-by-step throughout the entire flight. The checklist covers all steps from before engine start and to engine shutdown.

The CONTROLS allows you to customize your starting point with either auto-start or cold and dark but also more detailed selection of tie downs, pitot cover, various doors, wheel chocks, various elements in the electrical systems and light settings. You can also pre-set the simplified autopilot and various other advanced options like wear rate and failure rate. You can also lift the aircraft up on jacks for better inspection of the landing gear or add the engine heater etc. Additionally, you can also change the layout of some of the cockpit panel – the top left corner where you can either select having no GPS or select two different versions of GPS's. The selectable GPSs are the GNS 430 and the GNS 530 however there is also the possibility to add them both to the setup. When selecting a GPS, the GPS is added to the cockpit panel automatically so you can see it right away.

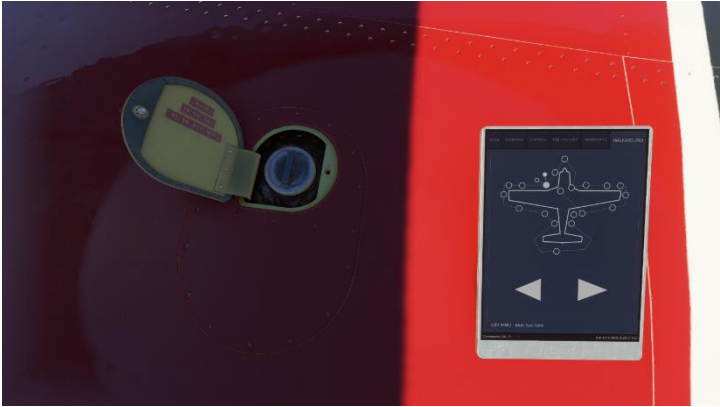
The FUEL / PAYLOAD provides the possibility to add passengers and increase or decrease fuel load specified into both left- and right-wing tanks as well as both left- and right-tip tanks. You can also here directly update the digital engine monitor which is found top/center on the cockpit panel between the altimeter and the engine rpm gauges. An awesome detail is that adding weight to the aircraft will also impact the gear suspension and when you add backseat passengers, the nose lifts a bit upwards – amazing detailing. You can also change the weight of each passenger to fit if you e.g., are flying with kids or adults etc.

The MAINTENANCE I really enjoy a lot – here you can maintain the Comanche on both the airframe and the engine. You can also here add the stabilator tips, you can close the wing gaps with seals, you can change the propeller from the metal McCauley to the wooden composite MT propeller and vice versa, you can also remove the tip tanks if you like the Comanche better without. You can perform an inspection on both the airframe and the engine and the electrical system, and you can of course also perform an overhaul on each element.

The WALKAROUND is the pre-flight inspection that has to be completed in real life before a flight – here you can select each and every inspection point one by one, and each inspection point also features the specifics about it – as an example when you check the fuel you can lift the glass bottle up to the wing and the glass bottle is slowly filled. Also, when you check the oil, you here you have to open the hatch and unscrews the oil-pin to be able to take it out – small details that just makes the experience of the Comanche so much better and much more realistic. I especially love starting out an early summer morning with the sun hanging low, and here performing the walk-around. That truly gives me the real atmosphere I remember from my flying days at my local airfield – absolutely awesome!











Flight Dynamics & Characteristics

Now going to the part that I have been waiting for – taking the Comanche out for the first flight. I felt just as excited as a young boy waiting for Christmas morning to open all the gifts.

I had my first tour planned – a tour visiting 3 different airports that also would give me 3 very different approaches and landing challenges. The flight was from EKHG which is a small GA airstrip with both an asphalt runway 09/27 as well as two grass runways. Second airport was EKBI which is an international airport with a 12,000' runway – also 09/27 and the third stop is a tiny private owned airfield EKTO which features a very small grass runway with trees up close. This airfield is located on the island Tunø in Denmark and you will need the software from SimNord to use this airfield.

I started out by performing the pre-flight inspection to check that everything was okay – this it of course was since I had selected the Comanche to be new and not used or the auction version (can be selected in the 'Maintenance' on the tablet in the cockpit).

After the pre-flight inspection I removed the wheel chocks, the tie down, the controls lock and the pitot cover – the aircraft was parked outside and not in a hangar and therefore I had used the tie downs. I checked the baggage compartment to see that it was empty and I open the cabin door and got into the cockpit. The sun was shining on this summer morning and the atmosphere was just perfect for a flight in my new Comanche.

I ran the checklists and got the engine started – awesome, I just love the sound of the Lycoming with its deep rumble. EKHG is an AFIS airfield so I didn't need taxi clearance, I just informed on the radio my intentions etc. The Comanche was parked on grass which gave me the possibility to already check how the taxi would be on various surfaces like grass versus asphalt.

Taxiing on grass is very realistic and this because the surface is not smooth adding bumps to the taxi experience. These bumps can be felt in the cockpit as shakes and also heard in the environment sound set. Very cool and very realistic however, I would have assumed that some of the needles in some of the old steam gauges would be affected by these bumps, but it seemed they were not. On the asphalt the taxi was in general smooth and the overall handling was the same on both surfaces. I did also notice that when taxiing I could use the ailerons left/right and it had absolutely no effect on the nose wheel steering as per in real life – this means that all taxi with the Comanche had to be done using the rudder and the wheel brakes just like in real life. Superb! The nose wheel can turn the Comanche 360 degrees on the spot and the wheel brakes are very efficient – well as new ones of course. If you select the used or the auction version of the Comanche, the wheel brakes could be ready for a change and the efficiency would also be different.

Getting ready for take-off I powered up the engine and started rolling down the runway – the Comanche is very stable with a slight torque to the left which is easily counteracted by using the rudder. Blasting down the runway you feel every bump in the runway as the cockpit shakes and the environmental sounds adds to the realism. The adrenalin was pumping in my vanes and I got lots of butterflies in my stomach once I lifted the nose and got the Comanche airborne – I raised the landing

gear and started a medium rate climb and turned my heading south towards EKBI. Wow, that was awesome – the experience so far with the Comanche was perfect and indeed very authentic.

On the first leg to EKBI I tested how the Comanche performed on climb and turns as well as different rpm settings etc. The Comanche is very easy to fly if you trim it properly and the turns are super smooth. The controls (rudder, elevator and ailerons) are what I would assume to be very realistic – they are sensitive to small inputs and you can easily control the Comanche just using small input when flying in fair weather. The controls are not over-sensitive as you sometimes would find on other aircraft add-ons. My real-life experience is from the Socata Ralley, the Cessna 172 and 208 and the Super Dimona - the similarity with the Comanche's controls is spot on.

Approaching EKBI now entering controlled airspace I worked the radios for a landing clearance – I had selected EKBI as my first airport for landing primarily due to the length of the runway giving me a possibility to have a good success on my first landing with no stress. I got the landing clearance and lowered my gear and flaps for a smooth glideslope on final. The wind was a slight cross wind from the north but nothing serious and the final was smooth and with no stress at all – again the Comanche is very stable if you succeed to trim it properly. Getting close to the runway I set the throttle to idle, lifted the nose a bit and the airspeed slowly decreased resulting in a perfect flare just about a foot above the runway with a smooth landing. The main landing gear was the first to make contact with the runway and once again the environmental sounds are just awesome – when the main landing gear touched the runway, I could hear the wheels screaming and the aircraft shaking – hereafter the nose wheel touched the runway and I could now again feel the runway as when I took off earlier. The environmental sounds seemed now to be at a more intense volume meaning that I could much better hear the ground roll – maybe this because the engine now was at idle and not full power. Very awesome experience and very realistic atmosphere!

On the second flight I wanted to get more familiar with the Comache and the experience of flying close to the limits – actually exceeding some of the limits. I got in the air and set my course towards EKTO climbing to 3,000' which I think is fair altitude for testing simple limits without spinning the aircraft. I lowered the flaps and the nose slowly pitched a bit downward as per in real-life – I could see a slight decrease on the IAS but I couldn't hear any drag as previously mentioned. Now lowering the gear made the nose pitch a bit upward and the IAS decrease and now I also got the drag sound which was perfect. Raising the gear and flaps was with the same result, just the opposite way.

I now set the climb to 5,500' and during the climb I made some turns using angles of both 45 degrees and 70 degrees just to see how the Comanche would handle here – again no problem the Comanche is very easy to fly and very forgiving when you have enough airspeed. Reaching 5,500' I levelled the wings and raised the nose 60 degrees upward and slowly the IAS decreased, I kept the clean configuration meaning gear and flaps up – I wanted here to see how the Comanche would react on a stall with gear and flaps up, straight-out heading and level wings. The result was as expected from a low wing aircraft, first a shake and cockpit rumble, then a wobbling aircraft and one wing to stall before the other throwing the Comanche into a spin. The spin was a very realistic experience but the Comanche could more or less do the recovery by itself – I could also hold the Comanche in the spin if I wanted to and now get more out of this thrilling experience.

In real life I hold a certificate for aerobatics in gliders and really enjoy reaching the limits, using the aircraft to its fullest and especially performing the spin and recovery.

Setting up the scene as before but now in a 45-degree turn had the same outcome – I entered a spin which was very realistic but easy to recover from. Now I changed the configuration to be with flaps and gear down instead – this meant a lower IAS before a stall would come. The experience was now a more wobbly flight experience but still controllable and I did not enter a spin – on one of my later flights however, I made a turn for final with gear and flaps down and the IAS at a minimum, I here increased power rapidly and that is just unfortunate since the rapid change of rpm increased the torque and threw the aircraft into a low level spin, of course following a recovery, so the Comanche is certainly able to spin if you are not careful enough.

I also tried the setups with the engine at idle versus engine at max power – overall I would say that the probability for the Comanche to enter a spin are greater if you run the engine on max power compared to the engine at idle.

Coming up on EKTO I were at 5,500' and had to make a rapid descent – I toured the island and pulled some G's actually making my sunscreens drop (cool detail), but were still coming in on a high altitude final. This gave me the opportunity to see if the Comanche could do a wing glide. I used the rudder to the right to get the nose into the wind and lowered my left wing – this is a position to rapidly decrease altitude but also a maneuver that can be dangerous if you are not careful and make sure to keep the airspeed up. The Comanche performed beautifully and I were able to get down to a nice glide slope before the runway. EKTO is super short and the surface is grass so I actually flared the aircraft within the first 25' of the runway and applied the wheel brakes – I managed to get the Comanche to a full stop by the end of the runway wheew...

On my flight back to EKHG I cruised at 1,500' and just enjoyed the Comanche and the smoothness, monitoring the gauges, the systems and actually just feeling the atmosphere. Some thunderstorms were building up ahead and the wind was getting stronger and as I got closer to EKHG I got a rather bumpy ride. Looking at my wings flying in this bumpy weather I believe I noticed a small wing flex, not sure though – the wings are short and wide at the root end but still it looked like a small flex.

Approaching EKHG I lowered my gear and flaps and prepared for a bumpy landing – the wind was now coming from the north-west which is okay for a landing on runway 27. The final was bumpy yes, but still the Comanche performed nicely and was in no way a bad experience to handle. The touchdown was not my best and was a bit hard which I could hear on the wheels screaming and the environmental sounds but I could also see that my sunscreens had dropped a bit – superb detail indeed. I taxied to parking and shut down the engine and just sat there in the cockpit looking at the thunderstorm and the rain on my windshield and just being there in the moment enjoying the atmosphere and the experience I had just had for the past 3 hours.

My first tour with the Comanche was completed and I was blown away by the experience – this is by far the best GA add-on for MSFS that I have tested. Actually, for any other platform as well – and yes, I have also tested the Comanche version for Prepar3D and this version for MSFS I find to be even more complex and even better in all regards.





Conclusion

To wrap up my conclusion on the Comanche from A2A Simulation for the platform MSFS2020 I of course had more flights than the one I described earlier. I toured the north-western region of Germany, the French Polynesia, the south-western Norway, Alaska and the southern Italy gaining about 15 hours and 40+ landings in total.

What I experienced was a simulation that was extremely detailed and with a perfect focus on realism, accuracy, atmosphere and experience. The model is beautiful and accurate, the textures are perfect providing a realistic wear and tear atmosphere, the sound set is just awesome and a perfect support for the experience and the flight dynamics are spot on and indeed very true to real life. Overall, a simulation that are top of the line and certainly high quality.

I found no performance issues – the aircraft was FPS friendly on my system even at busy and heavy airports sceneries.

I love the features like the maintenance hangar, which increases the realism of owning and maintaining your own aircraft, and the pre-flight inspection that are extremely detailed and for which A2A Simulations also is known for from previous aircrafts. I also love the fact that every toggle switch, every lever and every button have a function and works – just for a heads up, even the circuit breakers can be pushed, and the detail with the sunscreens being affected by a hard landing or G's pulled just tells you how complex and in-depth this simulation really is.

The Comanche is not just an aircraft for a flight simulation, this Comanche is a study level aircraft and I would have loved to go in-depth on all the various modelled systems – but here please do read the manual because this is a very thorough manual describing everything you need to know about the Comanche in great detail.

I am very impressed by this simulation and this aircraft is the absolute top aircraft in my virtual hangar. It will be very exciting to see what the next release from A2A Simulation will be and I will be following that closely.

Fantastic simulation – Keep up the great work A2A Simulations

Raymond Andersen

/Rays Aviation

Test system

- MM-Vision Predator Gaming Series 2022
- CPU Intel Core™ i7-12700Kf 12x Cores 5,0 GHz, 8P/4E
- CPU Cooler Thermalright Macho Rev.B
- Motherboard Asus Z690-A Prime DDR5
- RAM Corsair 32GB DDR5-4800 Vengeance
- Hard Disc Kingston 2TB SSD NVMe M.2 & Western Digital 4TB Sata (7200rpm, 6Gb/s)
- Graphic Card Asus GeForce RTX3080Ti (12Gb TUF)
- Power Supply Corsair RM850x 850W 80plus Gold
- Netcard Intel I225-V 2,5 Gigabit Netcard incl. LANGuard
- OS Windows 11 (64-bit)
- Platform MSFS2020 incl. all updates