

Review of
The Ultimate 787 Collection for P3Dv4

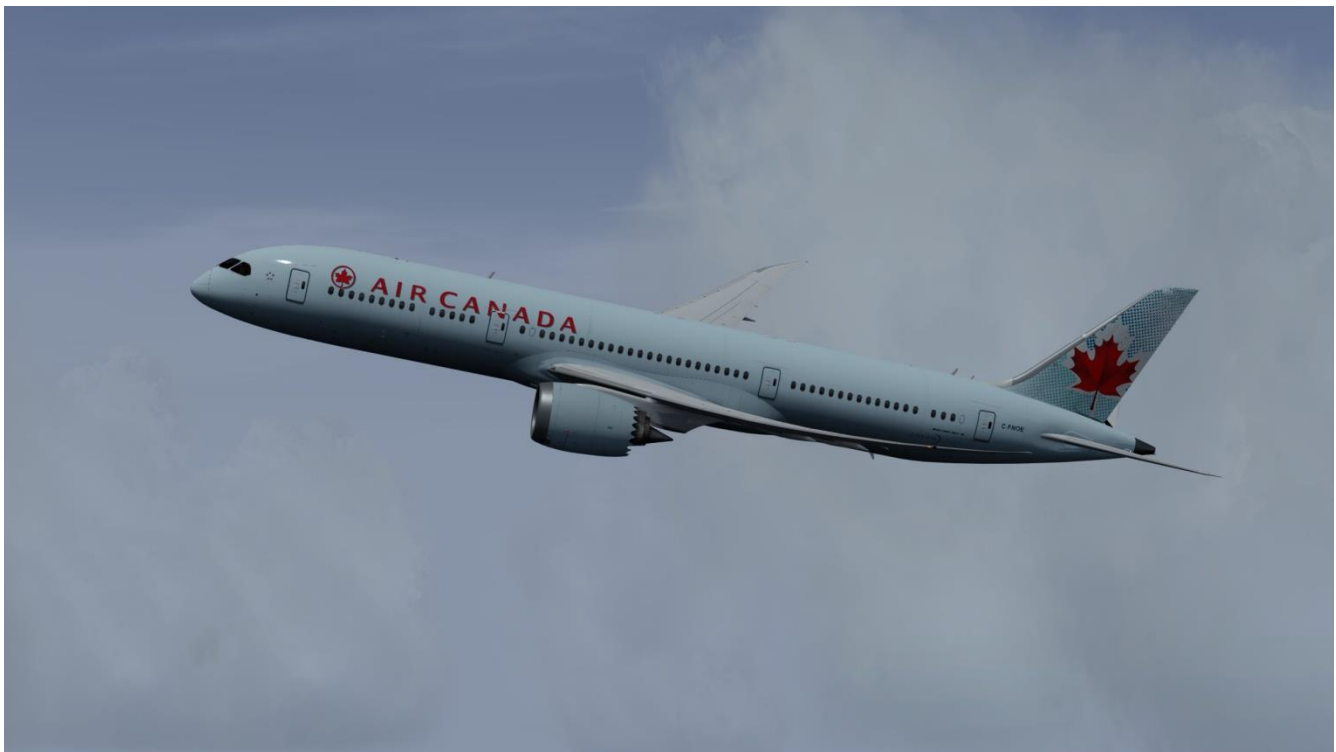
Created by Quality Wings

Intro

The 787 Dreamliner is a long range, low wing, wide body, twin engine commercial jet airliner built by Boeing Commercial Airplanes since 2007 where the first prototype was rolled-out. It was, however not until December 2009 that the Boeing 787 had its maiden flight due to several delays.

The 787 is the first commercial airliner primarily made of composite materials and features a four window cockpit, raked wingtips, noise reducing chevrons on its engine nacelles and is powered by either two General Electric GEnx-1B or Rolls-Royce Trent 1000 high-bypass turbofan engines providing thrust from 64,000 to 76,000 lbf depending on the 787-version.

The flight systems architecture is now 'bleedless' and replaces the bleed air with electrical powered compressors. The flight deck is an extended glass cockpit also featuring two heads-up displays and the control system is a 'fly-by-wire' similar to the Boeing 777. Boeing has kept the yoke instead of a side-stick and the flight control system, guidance and other avionic systems are from Honeywell and Rockwell Collins.



General Information & Aircraft Specs

- **Produced by** *Boeing Commercial Airplanes*
- **National Origin** *United States*
- **First Flight** *December 15th 2009*
- **Introduction** *October 26th 2011*
- **Role** *Wide-body twin-engine jet airliner*
- **Produced Since** *2007(prototype)*
- **Built** *957 units as of February 2020*
- **Status** *In production and service*

787 characteristics^[427]

Specs are from the Wiki

Model	787-8	787-9	787-10
Cockpit crew	Two		
Seating, 2-class	242: 24J @85" + 218Y @32"	290: 28J @85" + 262Y @32"	330: 32J @85" + 298Y @32"
Seating, 1-class	max. 359, exit limit 381	max. 406, exit limit 420	max. 440, exit limit 440
Length	186 ft 1 in (56.72 m)	206 ft 1 in (62.81 m)	224 ft (68.28 m)
Wing ^[428]	9.59 aspect ratio, 4,058 sq ft (377 m ²) area, 32.2° Wing sweep ^[429]		
Wingspan ^[428]	197 ft 3 in (60.12 m) span, 246.9 in / 6.27 m mean chord.		
Height ^[427]	55 ft 6 in (16.92 m)	55 ft 10 in (17.02 m)	
Fuselage	Cabin width: 18 ft 0 in (5.49 m) ^[430] External width: 18 ft 11 in (5.77 m), height: 19 ft 6 in (5.94 m)		
Cargo capacity	4,826 ft ³ / 136.7 m ³ 28 LD3 or 9 (88×125) pallets	6,090 ft ³ / 172.5 m ³ 36 LD3 or 11 (96×125) pallets	6,722 ft ³ / 191.4 m ³ 40 LD3 or 13 (96×125) pallets
MTOW	502,500 lb / 227,930 kg	560,000 lb / 254,011 kg	
Maximum Payload	90,500 lb / 43,318 kg	116,000 lb / 52,587 kg	126,300 lb / 57,277 kg
OEW	264,500 lb / 119,950 kg	284,000 lb / 128,850 kg	298,700 lb / 135,500 kg
Fuel capacity	33,340 US gal / 126,206 L 223,378 lb / 101,323 kg	33,384 US gal / 126,372 L 223,673 lb / 101,456 kg	
Speed	Max: Mach 0.90 (516 kn; 956 km/h); ^[428] Cruise: Mach 0.85 (488 kn; 903 km/h)		
Range ^{[a][194]}	7,355 nmi (13,620 km)	7,635 nmi (14,140 km)	6,430 nmi (11,910 km)
Takeoff ^[b]	8,500 ft (2,600 m)	9,300 ft (2,800 m)	9,100 ft (2,800 m)
Ceiling ^[431]	43,100 ft (13,100 m)		41,100 ft (12,500 m)
Engines (×2)	General Electric GEnx-1B or Rolls-Royce Trent 1000		
Thrust (×2)	64,000 lbf (280 kN)	71,000 lbf (320 kN)	76,000 lbf (340 kN)

a. ^ Typical seating

b. ^ MTOW (ISA, SL, hi thrust)

Purchase, Download and Installation

I purchased this addon directly at www.Store.Flightsim.com and the purchase and download went easy and without any issues. The download was quick due to a really good connection to the download server and I was in no time ready for the installation. The file downloaded is a zip-file which of course had to be unzipped before being able to start the installation process.

The file is named 'QualityWings_787_v1.21_P3Dv4_vendor.exe' and features a 687Mb installer. The installation also went easily – the installation wizard features an auto-find the correct installation folder which by default is the main P3D folder – Please do notice that LM recommends to install outside the P3D directory which you manually can change during the installation process. The version installed and tested for this review is v1.21 for the Prepar3Dv4 platform and the required disk space for installation is 1705Mb. There were no current available updates for this addon when installed and tested.

The installation was completed within 30 seconds and hereafter I entered my virtual hangar to check and verify that the installation was completed with success. I found all models perfectly placed in the virtual hangar – there is the 787-8, the 787-9 and the 787-10 models included and each model has two variants – one with RR-engines and one with GE-engines (Rolls-Royce / General Electric).

There is only included one livery for each model and variant which is the default house color however, there are many free liveries ready for download for all models at the Quality Wings website – These can be downloaded and installed through the included Dispatcher program, so you don't have to install any liveries the old fashioned manual way – very easy installation.

Included in this package there are several documents which are all located in the aircraft folder within your P3D directory – *P3Dv4/SimObjects/Airplanes....* These files can also be accessed directly from the Windows start menu under the Flight1 / Quality Wings entry. The included files are:

- Quick Start Guide → a 17 pages PDF file
- [SimBuilders Kit](#) → a 84 pages PDF file
- Tutorial & Basic FCOM → a 187 pages PDF file
- Users Manual → a 433 pages PDF file

The Quick Start Guide provides information about e.g. the Dispatcher tool (later described) and how to setup a configuration for a cold and dark startup. Furthermore there are also information in regards to the avionics, click-spots, hints, how to display airport maps, the FMC, the electronic flight bag and much more. I would absolutely recommend reading this short PDF file which will answer most of your basic questions.

The SimBuilders Kit is a guide for the home cockpit enthusiast and it contains superb information about each and every panel in the cockpit, which type of switch is used and the setup values and ranges. If you would like to build your own 787 cockpit, then this guide will be of great importance for you.

The Tutorial & Basic FCOM is a guide providing more in-depth information about the simulation. This could e.g. be more details about the various stages of flight, the flight planning and also in-depth information about the autopilot as well as general information about 'how' everything works in the aircraft etc. This is a rather long PDF file, so I would recommend isolating the parts that you find the most interesting for your flight experience, instead of going through all 187 pages.

The User's Manual is the complete and very comprehensive write-up of the entire simulation – here you can find more or less everything about the aircraft with detailed information etc. The manual is nicely divided into sections providing a much better overview but reading and understanding all 433 pages I'd say would be only for the very detailed simmer that wants to know everything about this simulation. You don't need to go through the entire manual – lots of it is great information but not necessarily need to know information.

Additionally there is a small tool included which e.g. can aid with the installation of new liveries as well as performing loading management, configuration and calculation of fuel quantities for specific flights etc. This tool is named 'Dispatcher' and is really an interesting tool which I would recommend to have a look at.

The main screen is seen here below and here you can select the platform, the aircraft type and the units – you can make some minor adjustments in regards to SLI-graphics and resolution and you can also add or remove cargo and passengers as well as set the fuel load. Additionally you can also here install the free downloaded liveries from QW website. Installing the liveries are super easy, just select your aircraft type, click the 'Install Repaint' button and select the downloaded livery from the folder where you have placed it – Now the 'Dispatcher tool' does the rest.

Changing the input in the loading manager is done either by clicking the Max Load, the Random Load or the Empty buttons or you can manually use each of the 5 individual sliders to add more or less cargo or passenger in specific areas or classes.

Setting the fuel load is done by clicking the 'Set Fuel Tanks' – this opens up another window where you can click the fuel % or manually use each slider for both the left/right and center tank. It is also here that you can have the tool calculate the fuel load simply by providing the flight distance and flight altitude information.

Additionally there is also included a detailed paint-kit for the simmers that would like to create their own personal liveries. This paint-kit features several effects and many option layer sets so that anyone should be able to create a unique livery.

QualityWings SIMULATIONS Dispatcher

Flight Simulator

[P3Dv4]

Aircraft Type

Boeing 787-8

Units

Pounds

Fuel Loadout

Set Fuel Tanks



- Disable Real Light (for SLI Graphics Card Setup)
- High Resolution Displays (less FPS)

Installed Repairs

- Norwegian Air Shuttle
- QW House GE
- QW House RR
- TUI Fly

Install Repair

Remove Repair

Load Manager



	Lbs
Empty Weight:	268441
Business Class	5320
Economy Class	30780
Front Cargo	6545
Aft Cargo	10350
Bulk Cargo	888
Fuel	65646
Total Weight	387970
MTOW	503500

Max Load

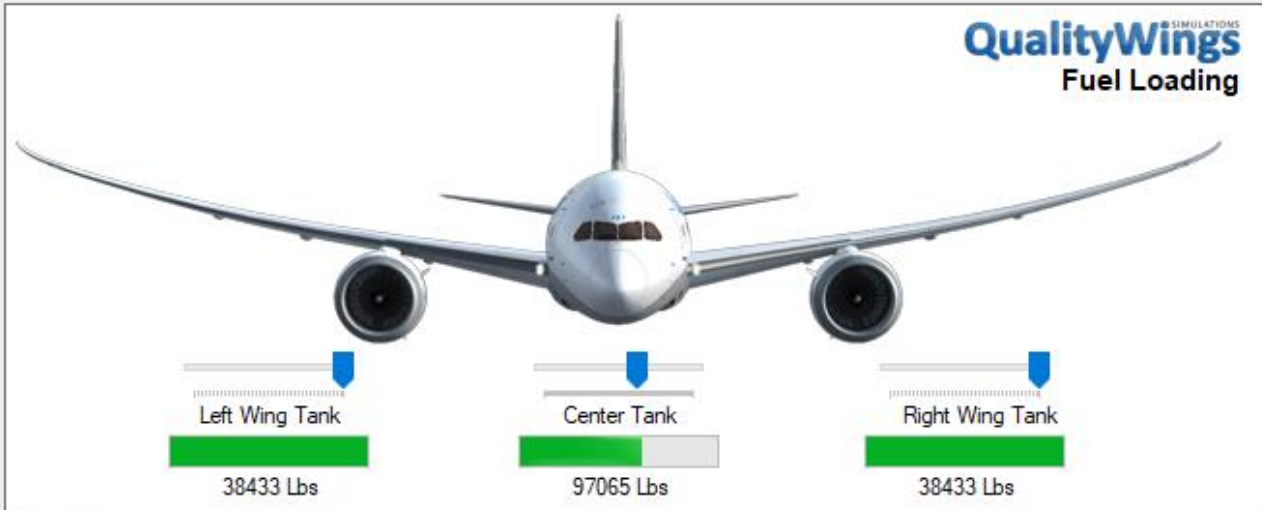
Random Load

Empty

Help

Save Payload Settings

Set Fuel Tanks



Presets

100% Fuel

75% Fuel

50% Fuel

25% Fuel

Total Fuel

173931 Lbs

Fuel Calculation

Flight Distance: NM Flight Altitude: Feet

Required Fuel **Lbs**

Set Tanks to Calculated Amount

Cancel

Save Fuel

External

I started my test of the external models with a walk around each model like a pre-flight inspection to get a full view of the aircraft. The aircraft is beautiful and certainly very true to real life with a superb realism and an abundance of unique details.

The aircraft is huge and features e.g. the very special and aerodynamic wing design with the raked wingtips as well as the noise reducing chevrons on the engine nacelles – similar to the Boeing B747-8 and during this walk around I really felt kind of a majestic atmosphere looking at this awesome bird with the early morning sun-rays glaring off the fuselage and the wings. The atmosphere is really great and the aircraft appears very realistic and very impressive.

Looking around the aircraft it appears to be almost brand new, nicely polished and with no noticeable wear and tear – this is really good and in accordance to what I believe the current state of the 787 should be, since this aircraft is fairly new.

The textures used – here both the default house liveries as well as the free downloadable extra liveries, are high quality multi-layer textures that shows off the aircraft perfectly. There are an abundance of makings, texts, the small rivets etc. all over the fuselage, the wings and the tail and the aircraft looks really amazing.

There are several animations included in the models, actually according to Quality Wings there are more than 100 animations on the exterior models as e.g. the control surfaces like the ailerons, the rudder and the elevator as well as the landing gear, gear suspension, rotating wheels, turnable nose wheel, flaps, slotts, speed brakes, reverse thrusters, engines (turbine blades rotating), APU inlet, doors – both passenger and cargo etc. All animations are nicely created with a smooth and realistic motion. Additionally there is also a good and realistic wing-flex animation primarily seen during takeoff and in flight, but if you taxi over a rough surface or bumps the wing-flex will also be activated.

According to Quality Wings they have incorporated differences between each variant – this e.g. the main landing gear which is very detailed as well as the flight dynamics etc. This I of course had to check and verify and yes I found that e.g. the main landing gear was different from the 8 to the 9 and 10 version. This is really awesome and shows into what details this addon is created. The quality is outstanding and there has been kept a superb focus on everything even down to very small details.



787-8



787-9



787-10

There are a few effects included in the models as e.g. the smoke effect when starting up the engines – the smoke comes as a short burst of light grey low density smoke which is quickly blown away by the engine. No smoke during flight or takeoff as you'd see on older jet airliners, but these high efficient engines are utilizing or burning the fuel better providing no visible smoke which I think is very well in accordance to real life.

Another effect is the very comprehensive external light effect covering all external lights and the lights all have their own unique setup. The quality for all external lights are really good and they provide a realistic environment when flying at dusk, dawn or night time or even when just performing a pre-flight inspection on an early morning. I tested each external light individually and what I found was the following:

Strobe → White lights located one on the tail and one on each wing. The light is a bright and clear flash.

Taxi → White lights located on the nose gear. The light is soft yet powerful enough to illuminate the runway straight ahead.

Runway Turn-Off → White lights located at the wing roots on the front edge of each wing pointing about 30-45 degrees to the left and right side hereby illuminating the runway and runway-edges better and providing a wider curve of lights. The light is as the taxi light, soft but still powerful enough to illuminate the runway.

Landing → White lights located on each wing root pointing forward along the fuselage and additionally there are also mounted a set on the nose gear. The lights are with a very powerful and bright shine that nicely illuminated the ground or runway from a greater distance than the taxi and runway turn-off lights.

Beacon → Two red lights, one is located on the belly and the other is located on top of the fuselage. They feature a bright and very clear flash.

Navigation → Two lights, one red and one green, located on each wingtip. The lights are with a soft shine downward.

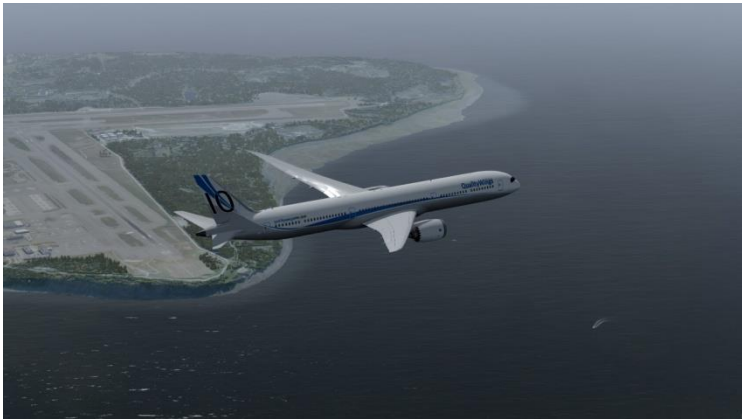
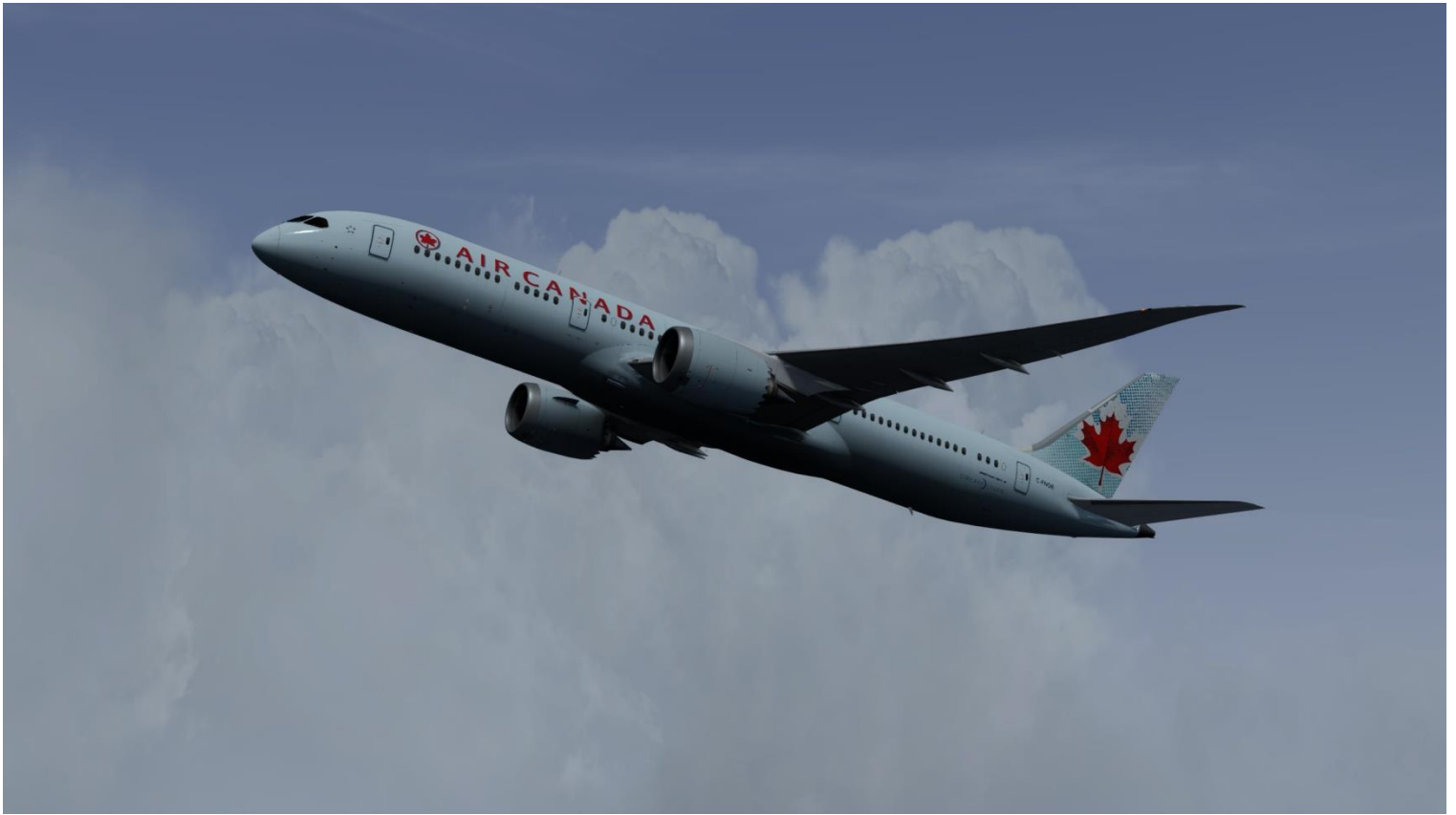
Logo → White lights located one on each side of the tail pointing upwards. The light has a very bright shine that illuminates the vertical stabilizer nicely.

Wing → White lights located on the fuselage just in front of each wing pointing at the front edge of the wings. The light is powerful and with a clear shine hereby illuminating the front edge of the wings perfectly.

Additionally you also have a visible (from the outside of the aircraft) and changeable cabin light effect using the pop-up window 'Shift+2' – here you can e.g. turn on/off the cabin light but also change in 3

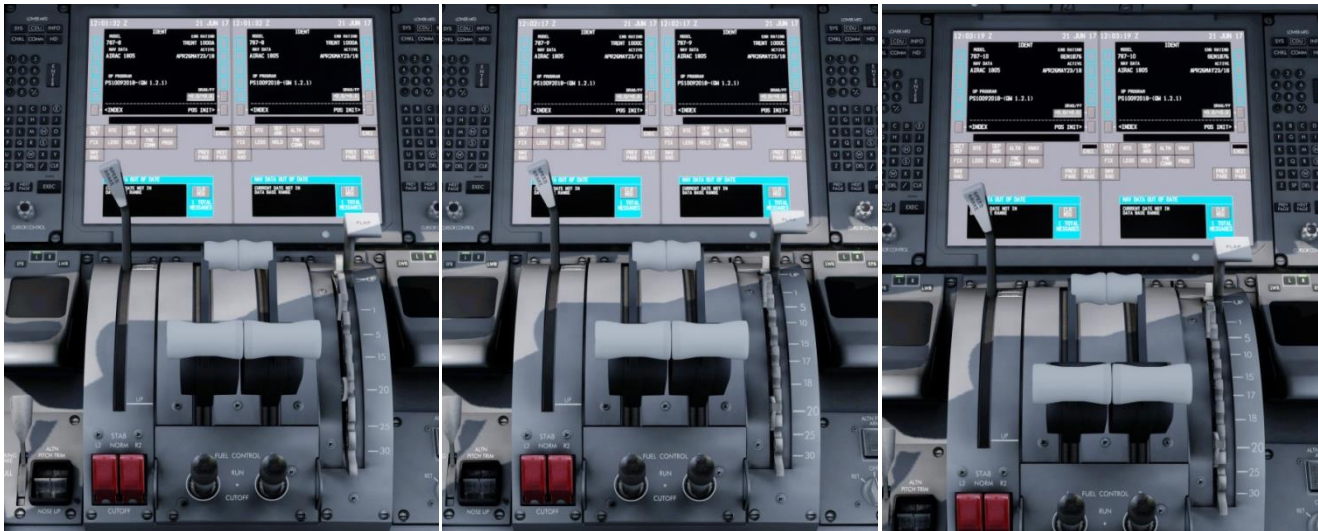
levels of intensity as well as actually changing the light from a white shine to 6 other colors. Quite an interesting addition which probably is not something that you are going to use much – I set the lights to a medium intensity and with a white shine which I think is perfect for external view flying at night, dusk or dawn times. Using the same pop-up window you are also able to open the various external passenger doors as well as the cargo doors and also set on/off the external power supply and the wheel chocks.





Internal

Going from the external models and into the cockpit I now found myself sitting in a very realistic and beautiful environment. Also in regards to the cockpits there are differences modeled into each cockpit as well, and which of course is according to the real life -8, -9 and -10 versions. In general the -8, -9 and -10 version is extremely similar with only a few noticeable differences – the easiest way is taking a look at the flaps lever. The -8 version has a total of 7 flap positions from ‘Up, 1, 5, 15, 20, 25 and 30 whereas both the -9 and -10 version has additional 3 flap positions which is 10, 17 and 18. The reason for the extra flap positions on the -9 and -10 version is due to the increased weight and range of the aircraft. This specific difference is of course visible in the flight deck which I think is really awesome and which again tells you something about which level of detailing and realism QualityWings has put into this addon.



-8

-9

-10

There are no full 2D cockpits included only a few limited 2D panels as e.g. the electronic flight bag, the tuning control panel and all the various display units – all panels can easily be activated using the ‘Shift+number keys’ which creates a pop-up window of the specific panel. In my opinion you don’t need a full 2D cockpit since the quality of the virtual cockpit is really good.

The detailing is stunning, the environment is very realistic and like on the external models I can easily see that Quality Wings has had a superb focus on everything within the entire flight deck from the very

small details to the overall environment, the lighting, the textures and of course also all the various systems.

The textures used a high quality multi layer textures showing off the cockpit as being in excellent shape with a minimum of wear and tear – as expected from a fairly new airliner. The 3D performance is perfect and you can really feel the environment with an absolutely awesome and realistic atmosphere and an abundance of details.

There are several animations added in the cockpits like the controls being the yoke and the rudder and furthermore also all the various levers, buttons, switches and other movements. All animations are beautifully rendered with realistic smooth motions and the cockpit just screams of quality.

Additionally the cockpit also features realistic and in-depth systems – here every system from the FMC including the SID and STARS to the accurately simulated autopilot also featuring auto-land capability and to the comprehensive EICAS system, which by the way matches the differences when selecting either the Rolls-Royce or the General Electric engines.

You can also click each multi-function display which then becomes a pop-up display. Hereby you can now manage and move the displays to e.g. a secondary monitor – this could be useful if you e.g. want to build your own 787 simulator.

One of the things that I in real life also like about the 787 is the modern heads-up display – this feature is also added to the virtual cockpit in both the captains and the first officer's side. Excellent!

Furthermore you also have an electronic flight-bag including a dynamic chart system as well as weather radar system integration, however the weather radar system integration currently only works for interface with the Active Sky products but it is stated by QW that an interface with REX is in the pipeline and will come later on.

There are many other systems integrated into the cockpits which are nicely described on the spec list from QW, and one of these features are the Quality Wings 'Jump-Ahead' feature and the 'Approach Config' feature – these are some very interesting features which enables the simmer to jump to another waypoint on the flight plan or set a specific position of the aircraft if you want to e.g. practice approaches and landings. This I have seen in XP11 as a default tool, but not in P3D but now available through the 787 addon.

Inside the cockpit there are also some effects – here primarily the various light effects. You have the dome light which nicely illuminates the entire cockpit and which is an on/off light. You also have e.g. the glare-shield light which lights up the glare-shield and which features a dimming function – together with this glare-shield light you also have the MCP-Text light which lights up the legends/texts on the MCP and glare-shield. This light also features a dimming function.

The same text light effect you also have on your overhead panel which also features a dimming function. The internal lights are really good and do provide a superb and realistic base for the overall environment especially when flying at night, dusk or dawn times.

The 787 also features a 'Storm' light switch found on the lower part of the overhead panel – when activating this light, all lights are turned on with the max powerful setting so that everything in the cockpit is perfectly illuminated.

One thing I noticed though was the HUD – when using the HUD you have a set of flight information data provided by green digits etc. just in front of your eyes, and normally an HUD also features a dimming function. What I found in this cockpit was a modeled rotating switch included in the overhead panel, but it was not animated and it was not working either. I know this is a small detail, but I would have assumed that this feature would be working as well.

During my view around the various switches and buttons etc. I also stumbled upon the switch for controlling the contrast to the lower displays – this is found on the lower overhead panel only in the captain's side, and the switch was modeled but there were no animation and the switch was not working.

The quality of the cockpits are superb and the environment is realistic and complex however, still fairly logical if you are used to fly airliners or similar. For a full understanding of the various systems I would of course recommend going through the manuals to get the outmost of this beautiful and complex add-on.

QW has included the rain effect technology from TFDi named 'TrueGlass' – this provides the simmer with a more realistic rain effect on the windshield and a more realistic experience of the visibility disrupted by rain.

One comment for the electronic flight bag is that the text is a bit blurry which decreases the quality and the experience using this feature in the virtual cockpit however, using the electronic flight bag through the pop-up 2D panel, the quality is much better – still not perfect but better. The electronic flight bag features a light dimming function which also makes the usage a bit more friendly – I did notice that the electronic flight bag seemed to have a huge number of built-in tool however I was not able to use more than 3 of them unfortunately – If I was incorrectly using the electronic flight bag or if these additional function just are not working, I am a bit unsure of. The entries that I were able to use were the 'Dispatch', the 'Performance' and the 'Terminal Charts' – these functions are fair and I do like the last entry which features a lot of charts for e.g. the SIDs and STARS.







Sound

The sound sets for this aircraft are truly amazing – they are high quality sounds that were recorded on real 787 aircrafts. It is not just a single sound set but several sound sets which also differs from the variant meaning that the variant equipped with the Roll-Royce engines activate the RR-sound sets and the variant equipped with the General Electric engines activate the GE-sound sets. That is really impressive and I of course just had to check and verify if I could hear the difference. There is a slight difference in the sounds when switching from RR to GE and vice versa, but for the ordinary simmer I don't think you will actually notice it.

It is not just the complete engine sound sets featuring all the various rpm settings as well as the start up and shutdown that are included, but you also have a comprehensive environmental sound set where you can hear the humming sound of the electrical systems, you can hear the click of buttons the movement of switches, the hydraulic pumps, fan noises from the air condition as well as the flaps movement, the gear up/down including the bump when the landing gear doors closes. You also hear the noise created when activating the speed-brakes etc.

There are also included a set of warnings from e.g. the EICAS as well as from the TCAS system together with various chimes and general flight deck environmental sounds from the Quality Wings Crew Alerting System (the QWCAS).

Another sound set that I discovered was the Quality Wings Passenger Alerting System (the QWPAS) – this sound set is really fun and provides you feedback from the passengers as e.g. the passengers starts screaming if you bank aggressively like more than 75 or 80 degrees – great sound detail for sure, so do remember to fly properly. I also tried making a very hard landing to see if the passengers would give me some feedback there with maybe some 'ouch' or similar, but apparently the suspension is superb because I didn't hear anything from the passengers there.

Flight Dynamics and Characteristics

Taking the aircraft to the skies was absolutely the best part of testing this beautiful jet airliner. I started by powering up the engines and preparing for a taxi from the apron to the runway. The view from the flight deck is a really good panorama view which provides the pilot with a great overview when e.g. taxiing etc.

To get the aircraft in motion you do need to apply a fair bit of thrust but after the aircraft starts to roll you can reduce power to almost idle and the aircraft will keep a nice comfortable taxiing speed. The wheel brakes are very efficient and will quickly force the aircraft to a stop when applied and steering the aircraft on ground is primarily done using the nose wheel which can twist itself so that the aircraft is able to turn on a very short radius – you can also use the wheel brakes individually to turn the aircraft but that will not do much more than what you can gain from turning the nose wheel to the max.

In general, maneuvering the aircraft on ground is fairly easy and if you are used to taxi other airliners, then going to the 787 will be an easy transition. Do remember that the 787 is a large bird similar to the size of the 777, so when turning the aircraft you need more space than e.g. the smaller 737.

After I got clearance for takeoff I slowly increased power setting to max and the aircraft quickly started moving. The acceleration that I experienced was for me very realistic and like what I had imagined – controlling the aircraft blasting down the runway was also very easy – the view is great and the rudder is very responsive so I could control the entire takeoff with just tiny adjustments.

Reaching rotate speed I softly pulled back on the yoke and lifted the nose gently – the aircraft is very steady also after the wheels had lifted off the runway. I had several flights where I also performed takeoff in hard and stormy weather conditions as well as heavy crosswind scenarios, and the aircraft continued being easy to handle and very steady – of course you could feel the impact from the weather on the aircraft and you had to use more energy controlling the aircraft during takeoff in these conditions, but that said, the pilot work load was not that severe. I also tested the built-in protective feature to avoid a tail-strike which is also a feature in the real aircraft, and this was working nicely – I didn't encounter any tail-strike even if I provoked this greatly.

Handling the aircraft in flight is much like flying other jet airliners – the controls are smooth and very responsive and the aircraft feels steady and with a great stability. According to QW the fly-by-wire flight control system is simulated with great precision and accuracy to reflect the real 787s spiral stability logic and this is also my immediate experience.

I also noticed that another protective feature had been implemented into the flight dynamics – the bank angle protection which aids the pilot to not overbank the aircraft unintentionally – you can still overbank the aircraft however, the quick roll rate and smoothness you have on the first app. 25 degrees changes when you continue to bank – now the roll rate rapidly decreases which I think is an awesome

detail, however if that is true to real life I cannot say. One thought would be that this was a way for QW to simulate the force-feedback which real pilots would feel, but which sim-pilots would not feel unless they e.g. had a force-feedback joystick.

According to QualityWings each variant comes with its own set of flight dynamics meaning that each variant will fly differently and the feeling and handling will be different experiences – this I found to be a bit hard to test. In my opinion each variant was very similar to the other but of course taking into consideration that e.g. the -9 and -10 version had extra flap settings, then yes maybe on the final approach I would feel a difference but nothing really extraordinary. When taxiing the -10 version which is quite a lot longer than the -8 version, you need to be careful when turning the aircraft during a taxi because you would require more space for the turn.

I had read in other reviews of the QW787 that the autopilot at times would go rouge, however this I did not experience at all. On every flight that I had during my test, the autopilot worked nicely also even if I were using simulation rate 8. Though, I did experience some minor differences as e.g. setting a heading to be 090 on the autopilot and the aircraft would turn to a heading 091 or similar meaning very close to the actual selected heading but still a tiny bit off.

Reaching a selected altitude the autopilot nicely sends out a warning/indication sound prior to reaching the altitude and slowly settles on the selected altitude. If I used simulation rate 8 as an example, the aircraft would overshoot the selected altitude by a few hundreds of feet and thereafter slowly settle on the correct selected altitude.

I also tried stalling the aircraft both straight out and during a 40 degree bank angle with the nose high – the aircraft will stall and the stall warning will also kick in, however the aircraft remains easily controlled during both types of stalls and was easy to recover.

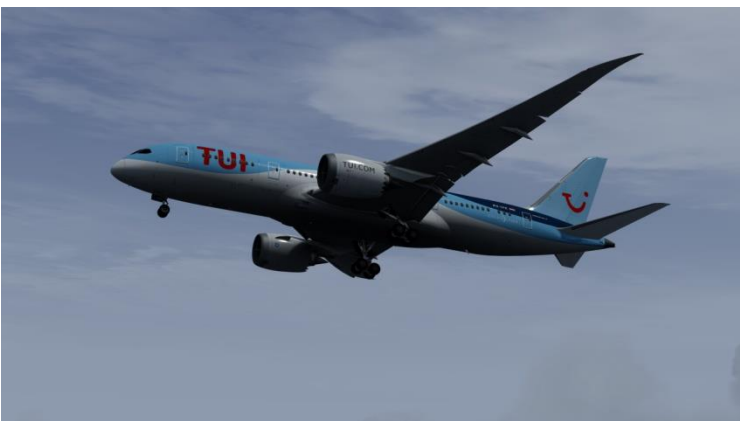
I am in this review not going into detailed explanations of all the various systems that are found in the 787 flight deck – here I would recommend reading the manuals instead, however as a quick overview I would say flying the aircraft systems-wise is quite similar to other Boeing jet airliners and the various systems and e.g. the autopilot is very intuitive. If you are used to fly commercial airliners and using the FMC etc. then you will quickly catch on the 787 however, if you are not used to fly commercial airliners then you will experience a rather steep learning curve.

When coming in for approach and landing you can hear and also see on your IAS that the gear and flaps are producing drag when lowered – this is perfect and add to the realism. Activating the spoilers also produces drag and this you can also hear from the cockpit. The drag from the spoilers is not super efficient but they do enable for a steeper descent.

Flying the approach and performing a soft landing is straight forward – the aircraft is steady and easy to control and this also on the final. Also during approaches and landings in stormy weather the aircraft is

remarkably steady, of course performing a landing in crosswind will be a bit bumpy, but nothing really serious. The aircraft is in my opinion great fun to fly and also very pilot friendly.





Conclusion

To wrap up my experience of the Quality wings – Ultimate 787 Collection, then this is certainly a beautiful rendition of a modern commercial jet airliner from Boeing, which is filled with quality both in regards to systems, flight dynamics, modeling, textures and realism.

The aircraft pack features 3 models that are accurately modeled and which individually features unique and specific details. The textures used are high quality multi-layer textures, that shows off the aircraft beautifully and helps create a very realistic aircraft.

The cockpit is accurately created with almost everything working – the textures used here are also high quality multi-layer textures. The experience sitting in the cockpit is very realistic and the atmosphere which Quality Wings has been able to create is superb – realistic environment and a perfect sound environment to complete the experience.

There has certainly been great focus in the creation of a very realistic rendition both in regards to modeling but also in regards to systems, sounds and flight dynamics. The aircraft has been tested by real world 787 drivers to make sure the flight experience is as real as possible.

I absolutely also like the protective features like e.g. making the passengers scream if I overbank the aircraft but also the smoothness and elegance it is flying this huge bird.

Quality Wings has created a superb aircraft rendition and I rate the 787 with a 5/5-star rating. Thank you Quality Wings for creating this awesome addon.

Rays Aviation



Technical Requirements and Review Computer Specifications

System Requirements (recommended by Quality Wings)

- Windows 7 or higher, 64-bit
- Lockheed Martin Prepar3D v4+
- CPU 3.0 GHz Quad Core
- Memory min. 3GB – recommend 6GB or higher
- VGA memory 1 GB – recommend 2GB or higher

Review Computer Specifications

- Windows 10 (64-bit)
- Windows 7 (32-bit) (secondary system)
- Intel Core™ i7-4790K 4x4.00GHz (Turbo 4x4.40GHz)
- Asus Maximus VII Ranger (ROG-series)
- Antec Kuhler H20 650 Water Cooler
- Kingston HyperX Beast-series 32Gb DDR3-2133 RAM
- 500Gb Samsung 850 EVO SSD
- 3Tb Seagate Barracura (7200rpm, 6Gb/s)
- Asus GeForce GTX 980 Strix OC 4Gb
- 1000/1000Mbit Fiber Internet Connection
- Prepar3D v4+
- REX SkyForce3D