

Aircraft test of

Boeing 767

Aircraft created by Level-D Sim

The Boeing 767 is a wide-body, mid-size twin-engine jet airliner built by Boeing Commercial Airplanes. The aircraft features two turbofan engines from either General Electric, Pratt & Whitney or Rolls-Royce depending on variant. The 767 was developed at the same time as its baby brother, the Boeing 757, which resulted in shared design features which allow pilots to obtain a similar type rating to operate both aircrafts.

This was Boeing's first wide-body twin jet that was configured with a two-crew glass cockpit, and it is built in many different variants. The capacity is from 181 to 375 persons and with a range of 7,130 to 11,825 kilometers depending on variant of cause.

There is build 3 basic model which are the 767-200/300 and 400. They have all additional version as ER, which stands for extended-range, and here you can see that the fuselage is longer. The 767 has also a freighter version named F, and you will also find freighter versions converted into passenger aircrafts, and these are named SF and BCF. Also the military has included this aircraft in their hangar, and the United States Air Force has 3 different versions. E-767 is a surveillance version, KC-767 (also know as the KC-10 Extender) is used for aerial tanking of other military aircrafts, and last the KC-46A which is used for VIP transports.

Specs:

<i>Manufacturer</i>	<i>Boeing Commercial Airplanes</i>
<i>First Flight</i>	<i>26th September 1981</i>
<i>Introduction</i>	<i>8th September 1982</i>
<i>Role</i>	<i>Wide-body jet airliner</i>
<i>Status</i>	<i>In production and service</i>
<i>Primary user</i>	<i>Delta Air Lines</i> <i>American Airlines</i>
<i>Number Built</i>	<i>1.000+</i>
<i>Unit Cost</i>	<i>US\$ 144,1 to 180,6 million</i>
<i>Variants</i>	<i>Boeing E-767</i> <i>Boeing KC-46</i> <i>Boeing KC-767 (KC-10 Extender)</i> <i>Northrop Grumman E-10 MC2A</i>



I purchased this add-on through Flight1.com, and this was without any problems. Payment and confirmation went easily, and the download was also no problem. I could use the most of my high-speed internet connection, so the download didn't take much time, and this was of course due to that Flight1 also has a fairly quick internet connection towards their server. Installation was no issue – as most other add-ons, just follow the installation wizard, and you'll do just fine.

The model that you purchase does not come with that many liveries, but then again it does not matter in this case, because you can download a huge number of different liveries all over the net. Also in high quality, and they are

mostly free of charge – the installation of additional liveries is quite simple. You don't have to be a geek and a do it your self guy. When purchasing this add-on, you also get a repaint manager that will help you install new repaints. The model is very well made with high quality textures and many details both internally and externally. You get a lot of features and animations in regards to the exterior model. Here is control surfaces, doors, flaps, spoilers, gear + suspension and much more animated, which all contribute to the high quality level that this add-on provides the simmer.

When looking at the interior, you have a fully modeled cabin, which is quite nice, but I was more interested in the cockpit. Here you will not be disappointed. The model features both an excellent 2D cockpit, but also the more important VC (virtual cockpit). They are both modeled with high precision, and the quality of the gauges and the finish + systems configuration are superb. This really gives you a tremendous feeling of reality, when using both the 2D and the VC. Included are also additional features as overhead panel and throttle quadrant.

2D



VC



Overhead



Throttle quadrant



The soundscape is very realistic, and you can really hear the engines growl when throttling up for take-off. If you combine this with a bass-shaker I think it could be really much fun. That I think could be a future test.

With this add-on you also get an almost fully operating cockpit, where you can use nearly all buttons and create flights on the CDU. You have a lot of animations in the cockpits, and the displays are very real modeled. When I use the VC I feel very much home. It is made very user friendly and you get the overview very fast. You also have the possibility to change seat to the first officer, if you would like to try flying from the right seat – warning would

be, that when landing as a first officer compared to the captain, please remember that the view is mirrored. You have a really nice 3D effect when using the VC, and here almost all buttons are also animated and usable. Flight Dynamics are what I think very realistic. I have never tried to fly the B767 in real life, but when I look at the specs and compare it to other similar add-ons, I find that the flight dynamics are real. I like the design of the autopilot, and it adds even more realism for your flight when using it all the way.

You get a high quality aircraft with high quality textures, but still it doesn't impact your frame rates much. You can easily fly this bird on a medium-end computer. Of course this will depend on your settings in FSX.

My first test flight was from Billund Airport in Denmark (EKBI). I used this flight to test the ground handling and to get used to the controls and reactions from the aircraft. I toured over the central part of Jutland, and landed at EKBI again with a flowing taxi to gate. During this flight I discovered that the aircraft has a quite quick response on the control surfaces. I would have thought that it was a bit slow – this is as you know a big bird.

My second test flight was a short navigation flight from EKBI to EKCH (Copenhagen Airport, Kastrup) – Here I got the chance of trying out the autopilot, and I used it just after take-off and until final at EKCH. The autopilot is very easy to use, and I got a really nice feeling of flying the B767.

The B767 is actually not that difficult to fly. Yes it is very big and heavy, but you don't really feel that when flying it. Just remember that you need to raise the nose a bit earlier when landing, because the B767 is quite tall. If not you'll get a hard landing and possible damage to the gear.

Also it is very important when flying large aircrafts like this one – well it goes for all aircrafts, but the impact will be much higher on larger scale aircrafts, you do need to take your time flying a proper approach, and don't land with the wheel brake applied. When doing this you will smash your nose wheel into the concrete, and hereby damaging it.

On my third test flight I wanted to try to have a long haul. I took off from Billund Airport in Denmark (EKBI) and set my destination to be Norman Manley International, Kingston, Jamaica. This is a flight that will take several hours to complete, so I cheated a bit and when I got to my cruising altitude of 34.000' and set the FSX to x16, which is the maximum when you still want to have control over your autopilot. This was a very nice flight and it gave me a lot of experience of flying the B767 on a longer distance. Also I don't know if I'm mistaken, but the aircraft felt lighter upon arrival at Jamaica, which can only be due to the consumption of fuel during this long flight. I have no idea if that really is programmed into the LevelD version, but it felt like it.

The B767 can be flown by simmers on all levels, and will provide much fun and a great experience to all that tries it. There are so many features and possibilities, so everyone can be challenged.

I can only say that this add-on is very well made with many animations, features and details, all with high quality as standard, and it gave me a superb experience of this large bird. It is indeed a must have in my hangar and I rate it a 5/5-Star rating.

Rays Aviation

