Test of

Boeing B757 Captain

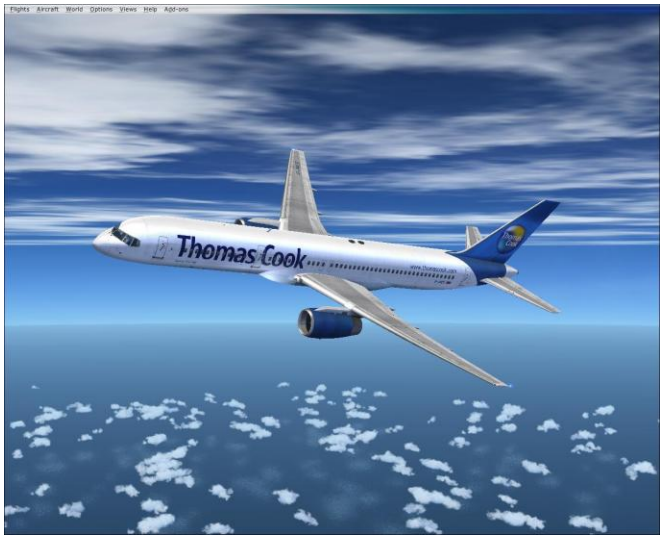
Produced by Captain Sim

The Boeing B757 is a mid-size, twin engine, narrow body jet airliner built by Boeing Commercial Airplanes since the early 1980's and up to 2004. The B757 is equipped with a two crew glass cockpit and designed to carry 200 to 289 passengers for a range of 3,150 to 4,100 nmi.

The B757 was developed in tandem with the B767, with shared design features which enables pilots to obtain a common type rating that allows them to fly both aircrafts. The aircraft is sold to both commercial airline companies all around the world but also to the military for use as VIP transport aircraft. The power plants that are used in all B757's are either the Rolls-Royce RB211 or Pratt & Whitney's PW2000 series.

Specs:

- **Produced by** *Boeing Commercial Airplanes*
- **First flight** *February 19th 1982*
- **Introduction** *January 1st 1983*
- **Role** *Narrow-body jet airliner*
- **Status** *Out of production but in active service*
- **Built** *+1,050*
- **Unit costs** *US$ 65-80 million*
- **Primary users**
  - *Delta Airlines*
  - *United Airlines*
  - *American Airlines*
  - *UPS*
  - *Thomas Cook*

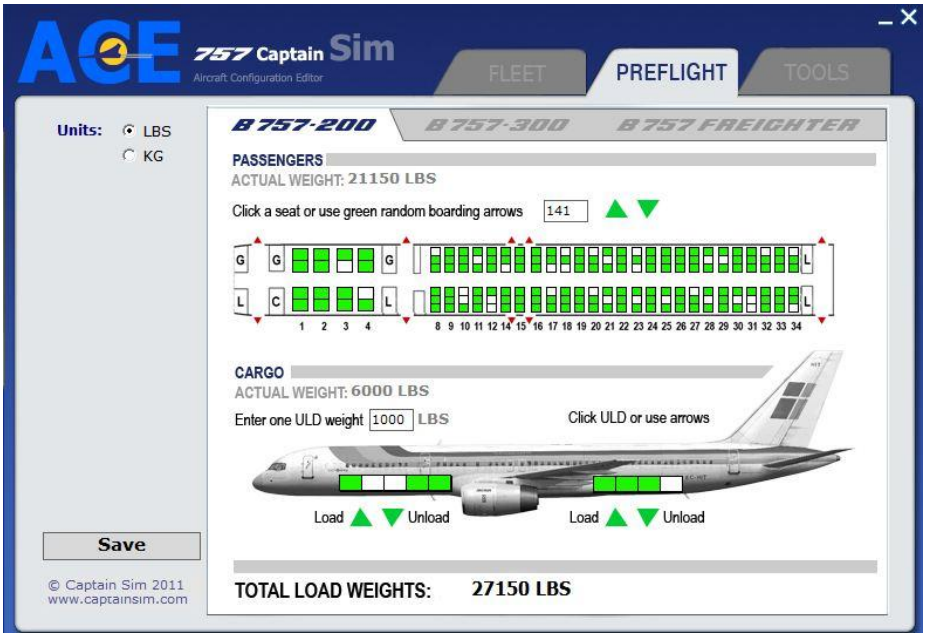


I received this aircraft directly from Captain Sim and the download went perfectly. It was quick and easy and without any issues. The connection to/from the Captain Sim server is very fast and this is really nice when you download huge files.

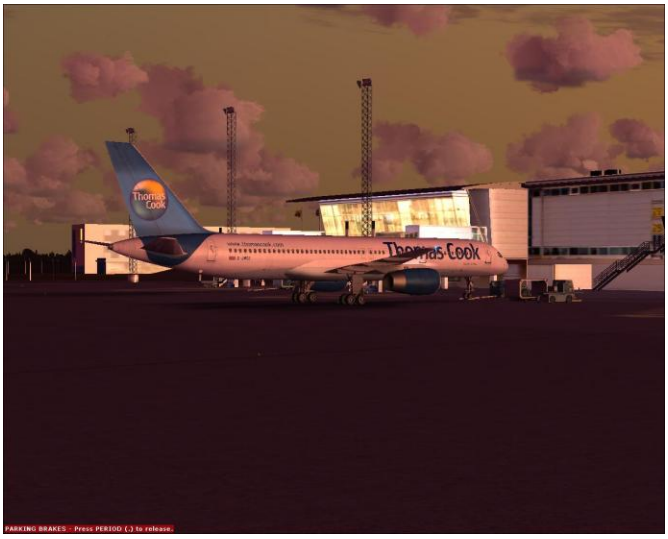
The installation went perfect and I have to say that installing aircrafts made by Captain Sim, is truly a pleasure. I installed both Base pack and the two Expansion packs, and it didn't even take me 5 minutes – Just follow the installation wizard and you don't have to do anything else. I also like the fact that the installation wizard can locate my FSX folder without me telling it where it is. My setup of the system is very personalized so I often encounter installation wizards that needs help to locate the correct folders.

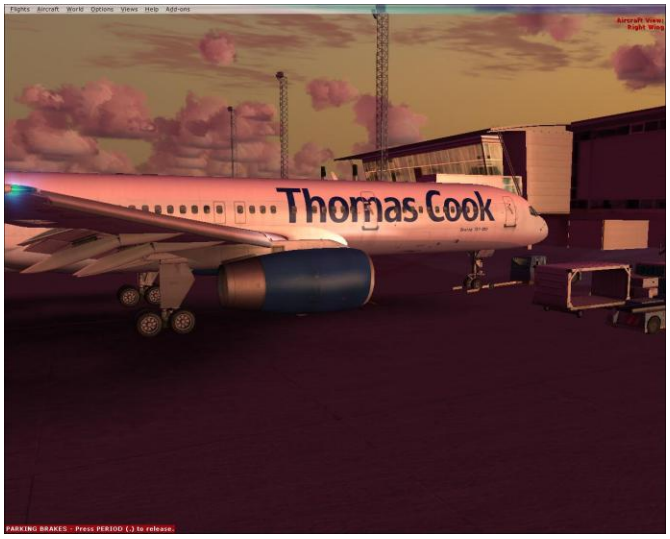
After installation I opened FSX to verify if everything was placed correctly and that the installation was completed - of course all was placed perfectly in the folder of Captain Sim. I could see that if you have both the Base pack and the two Expansion pack (freighter and -300 models) you have more than 40 liveries which was a lot more than I had hoped for. This was a truly nice surprise and I quickly saw that my favorite was also included (the Thomas Cock). I also noticed that you with this add-on have several freighter versions – here both UPS and DHL so this was indeed perfect for me because I also like those liveries a lot.

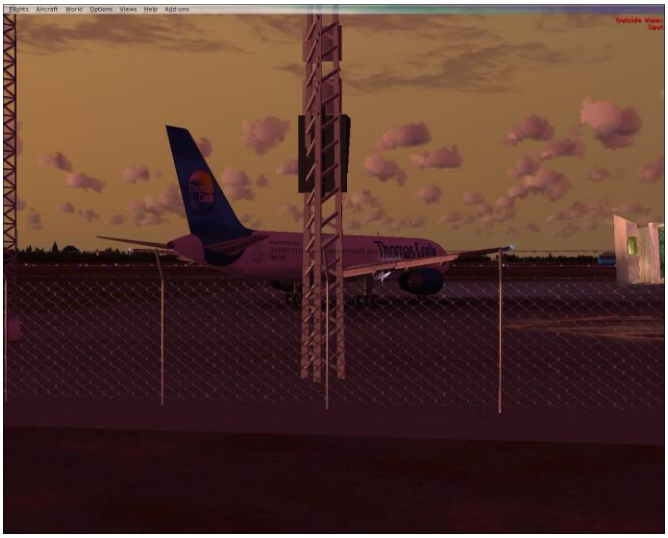
As extra you also get a separate program where you have a wizard for installing additional liveries and a loading configuration manager where you can select the loading of passengers, cargo etc. Also included is a manual which for an aircraft like this is a must. (download from website)

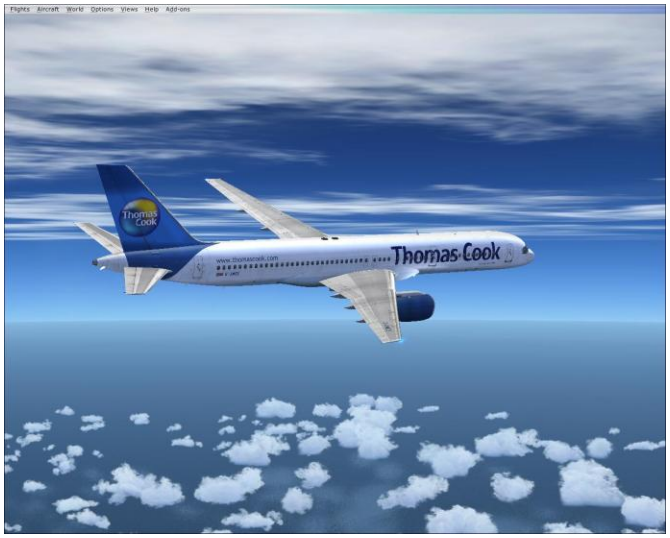


I started this test by viewing the aircraft from the outside and – Wow – this is really a very well made model. Clean lines, high texture quality, lots of details and a great finish. Together with that, you also get a huge number of animations and effects – all from control surfaces to doors, gears, lights etc. I found some real life pictures on the internet and compared them to this add-on and the resemblance was remarkable. This is really a model that for me is pure eye candy – the B757 is also known as the Queen of the Skies, and when looking at this superb model, you can really see the elegance this aircraft has which Captain Sim has been able to transfer perfectly to this model.









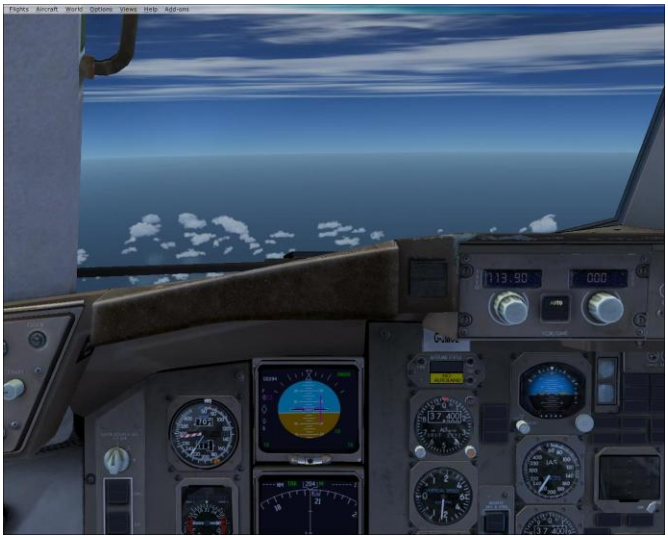
After spending quite some time enjoying this beautiful aircraft from the outside, I decided to check out the inside of the aircraft. Here I found a virtual cabin which was modeled really well and again with high texture quality, lots of details and a really nice finish. Using the included extra views I got the opportunity to explore the virtual cabin all over. Both from a passenger's seat to the galleys and it was a delight to see all the included animations like internal doors that could open and close (e.g. toilet and cockpit) and also the exits which can be controlled from the virtual cabin just by clicking on the exit door.

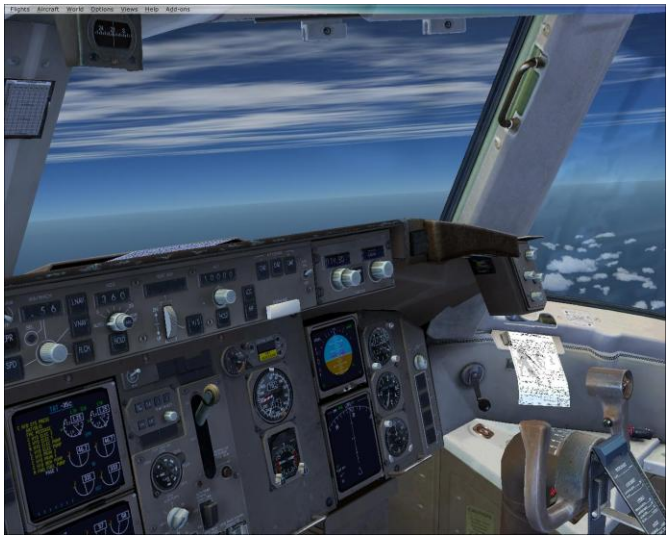
I am quite sure that there were even more animations than what I discovered, so I will later on explore the entire virtual cabin to try and discover them all. It is very easy to see that Captain Sim has put a lot of time and effort into creating the most realistic environment possible for this aircraft, and they have done a superb job.

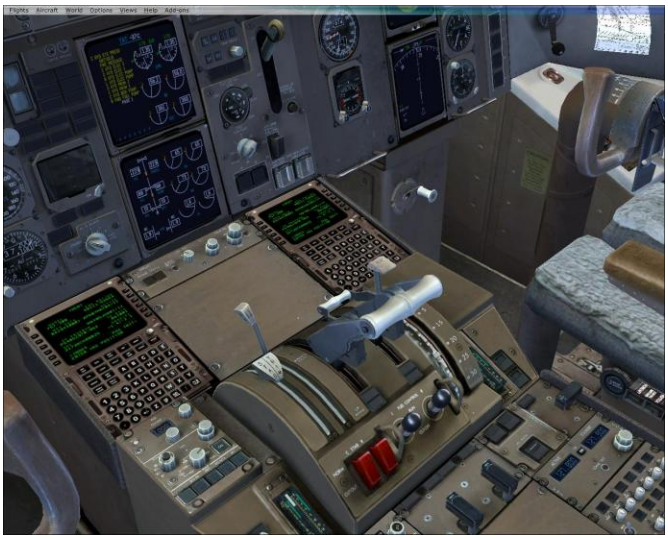
Next step is the cockpit – here Captain Sim has modeled both a 2D and a virtual cockpit. The 2D cockpit is very good with photo-realistic look, lots of animated buttons, integrated working systems and a very high accuracy level. I compared both the 2D cockpit to pictures of the real B757 and I can honestly say that they are very similar.

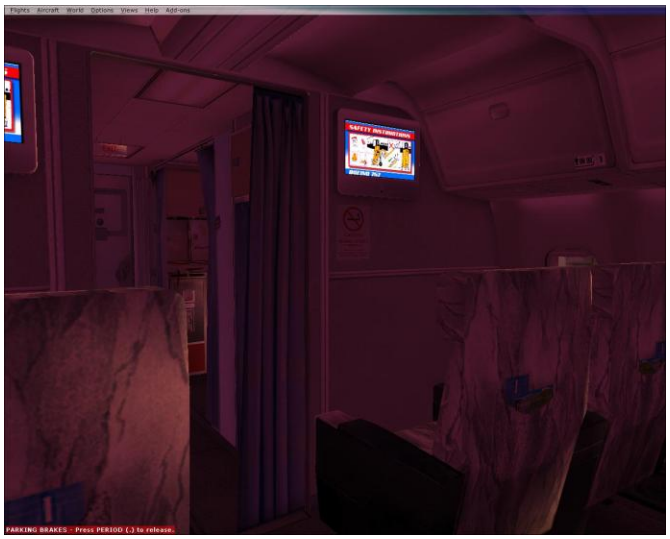
The virtual cockpit is also very interesting. It is made with high quality textures as the rest of the aircraft, a huge number of details and animations, working systems, great depth and a super cool finish. This is really a superb virtual cockpit, and you quickly get the feeling of being in a real B757. The cockpit is very similar to the Captain Sim B767 if not completely the same, and that is perfect, because the B757 and the B767 was developed in tandem and has a lot of shared design features which allow pilot to obtain a common type rating for both aircrafts, so if Captain Sim had made two very different cockpits, I would have found that strange – but of course they didn't.

As far as I could see, when comparing the virtual cockpit to pictures of the real B757 cockpit, the accuracy was outstanding. Detail after detail is modeled - all to a high level of perfection and combine this with the texture quality and the superb finish really gives the simmer a sensational felling of what it would be like to be in a real B757 cockpit.









The sound set included in this aircraft is also very good. You have a clean sound with many additional environmental sounds and tweaks. I especially love the gear raising sound, because that is defiantly not like any other sound set that I have heard – and that really contributes to much added realism in my opinion. I also like the spooling of the engines and reverse thrusters sound set which is of a really high quality also. I tested the sound set both internally and externally and also from tower view, and it was just superb.

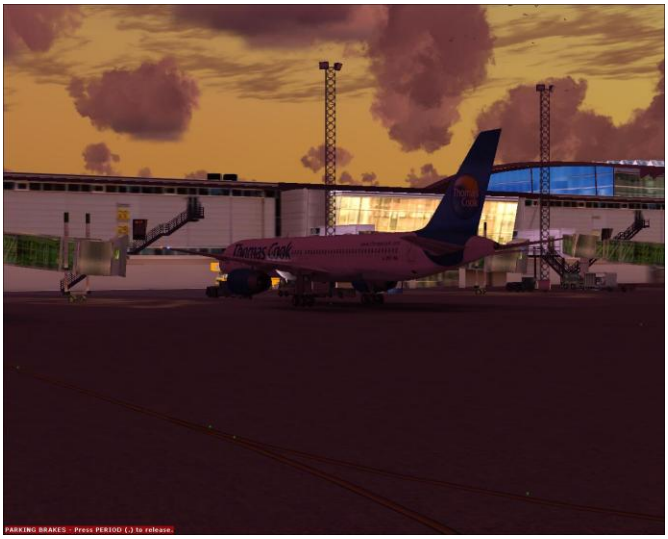
Normally I just test the sound sets in ordinary stereo mode, but I also tried out this sound set in 7.1 surround, and that was simply just perfect. All in all you here get an add-on with a level of quality that are much better than average, and if you liked the B767 from Captain Sim, you will simply love the B757.

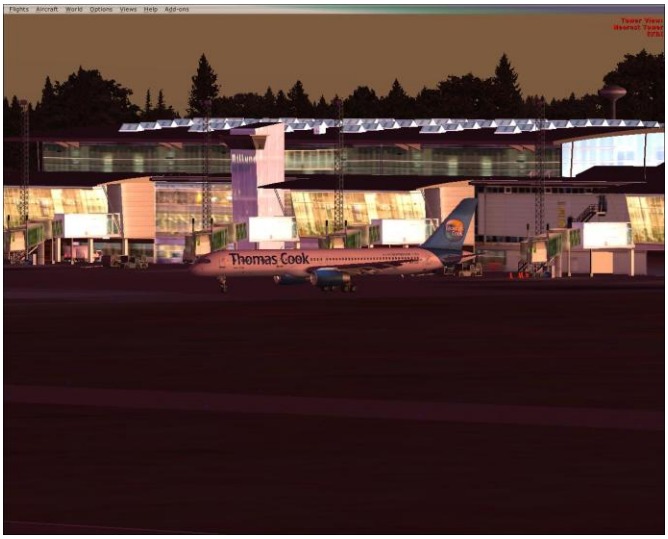
My first test flight was from Billund International Airport, Denmark (EKBI) to Palma De Mallorca, Spain (LEPA) – This flight was to test taxi, take-off, general flight dynamics, use of autopilot, manual flight and finally landings. I got taxi clearance from the tower and started push-back while pre-setting the autopilot – the autopilot is very user friendly and was absolutely no problem to set (I was already familiar with the B767 so no problem). I taxied to the runway and got clearance for take-off. To taxi this aircraft is actually quite easy – It is very much like e.g. the B737 regarding to size and general handling, so I got the hang of it very quickly.

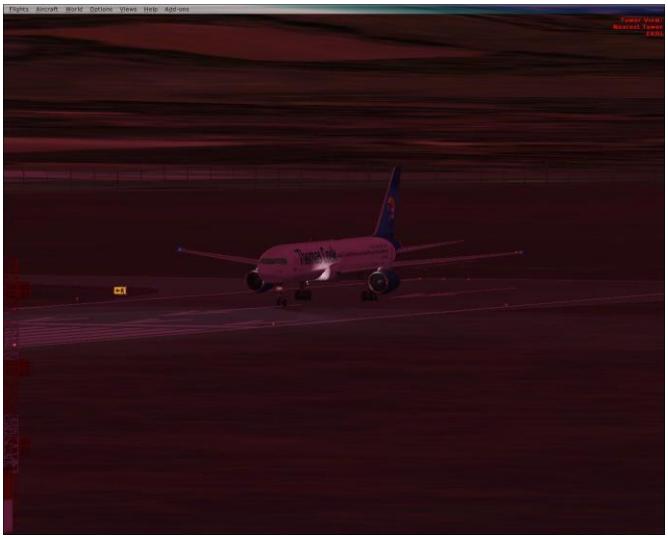
I decided to make a manual take-off and then switch on the autopilot just after take-off and fly the complete climb on autopilot. I applied full throttle and felt the aircraft accelerating – to control the B757 on the take-off roll was easy. The aircraft has a superb grip on the concrete and if you want to make a correction, the aircraft does it immediately. At V2 I raised the nose to 10 degrees and lifted off the runway, I kept the wings level and raised the gear before switching on the autopilot. Flying the aircraft on autopilot is just like flying other aircrafts on autopilot. You just turn some encoders or push the specific buttons and that is it – only thing needed is of course that you have to be familiar with the autopilot and how to set it correctly etc.

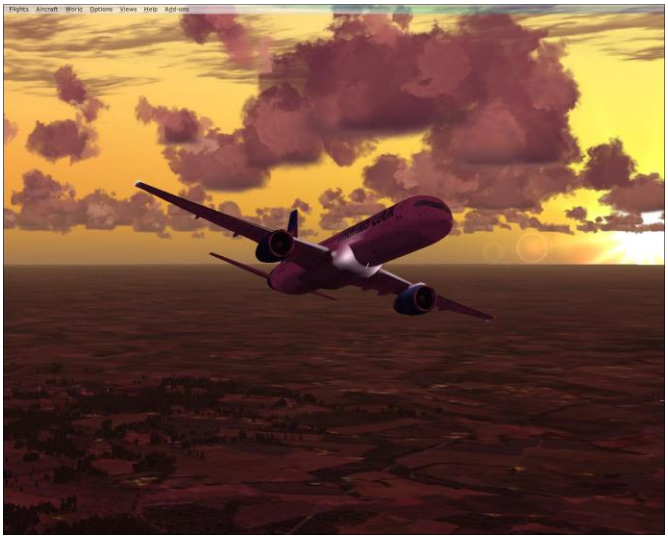
When I reached the cruise altitude I switched off the autopilot to get familiar with the aircraft. The B757 is built for flying that was clear to me and the reactions when applying different controls were

quick and smooth. It is indeed an elegant aircraft to fly and you get a hang of it very quickly. This aircraft can be flown by simmers on all levels and with a minimum of training – it is of course best that you are familiar with twin jets in medium size, but practice makes perfect. I tried out the spoilers when I started the decent, and they do make a difference. It was easy to see the impact they had on my IAS (Indicated Air Speed) so actually you can with the B757 make a quite steep decent if you want or need to.









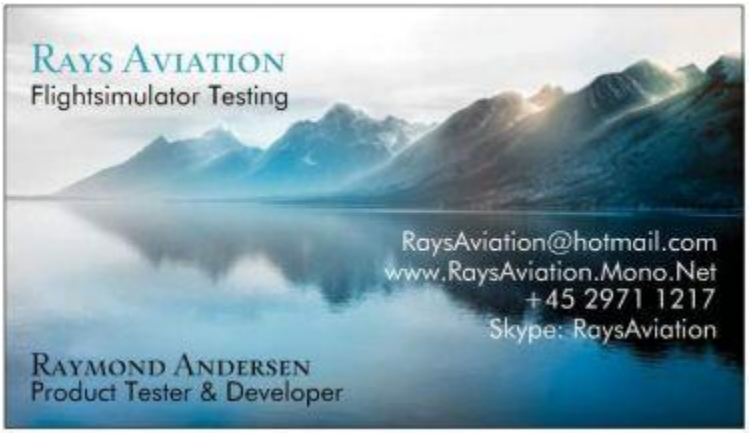
Landing the B757 was like landing other twin jets in that size as e.g. the B737. You don't need a lot of runway so you can concentrate on touching down as smoothly as possible, and when the wheels touch the ground you can apply both the reverse thrusters, the spoilers and the wheel brakes and you will slow down very fast. I found that I normally didn't even had to use the wheel brakes, so this was very nice indeed.

My second test flight was a flight where I wanted to test take-offs and landings with various weather settings as fog, rain and thunderstorm. To spice it all up I of course also did some settings in regards to the wind. Here I first set the wind on +45 degrees with wind speeds of 25 knots gusting to 40. This was at first a bit of a challenge but I quite quickly got the feeling of the B757 and how I should correct to fly the best approach.

Then I changed the wind settings to be -90 degrees equal to direct cross wind from my left side. Now this was something else and I found out that I have so soften up the wind speed. I change the wind speed to be 20 knots without any gusts and this was much better. Now I had actually no problem landing this aircraft in these conditions. I tried this setting and other settings for about 1½ hour and I only had to make one "Go-Around" so I would say that I got very familiar with this aircraft.

Overall this is an add-on with a level of very high quality as you know it from Captain Sim. You get a superb model with a huge number of details, high texture quality, a great virtual cockpit with many details and animations, a very realistic sound set and all that without it having any impact on your frames. This is certainly a 5/5 star add-on ! Thanks Captain Sim – you have again done a superb job by creating this exceptionally beautiful and realistic aircraft.

Rays Aviation



Variants

B757-200	Original version that was a replacement of the B727
B757-200PF	The production cargo version of the B757-200
B757-200M	A convertible version capable of carrying both passengers and cargo on its main deck
B757-200SF	A conversion of passenger B757's to be cargo versions
B757-300	Stretched version of the B757-200
C-32	Military version used for VIP transports
C-32A	Military version used for transportation of the Vice President of the United States (call sign Air Force Two)
C-32B	Military version used for VIP transports

Specifications

	757-200	757-200PF	757-300
Flight deck crew	Two		
Seating, typical	200 (two-class) 239 (one-class)	N/A	243 (two-class) 289 (one-class)
Cargo capacity	1,670 ft³ (43.3 m³)		
Length	155 ft 3 in (47.32 m)		178 ft 8 in (54.47 m)
Wingspan	124 ft 10 in (38.05 m)		
Tail height	44 ft 6 in (13.56 m)		
Wing area	1,951.0 sq ft (181.25 m^2)		
Wing sweepback	25°		
Wing aspect ratio	7.8		
Wheelbase	60.0 ft (18.29 m)		73.3 ft (22.35 m)
Cabin width	11.6 ft (3.54 m)		
Cabin length	118.4 ft (36.09 m)		141.8 ft (43.21 m)
Empty weight	127,520 lb (57,840 kg)		142,400 lb (64,590 kg)
Maximum takeoff weight (MTOW)	255,000 lb (115,680 kg)		272,500 lb (123,600 kg)
Take-off run at MTOW	9,550 ft (2,911 m)		9,600 ft (2,926 m)
Cruise speed	Mach 0.80 (530 mph, 458 knots, 850 km/h at cruise altitude of 35,000 ft or 10.66 km)[1]		
Range, loaded	3,900 nmi (7,222 km) 4,100 nmi (7,600 km) with winglets	3,150 nmi (5,834 km)	3,395 nmi (6,287 km) 3,595 nmi (6,658 km) with winglets
Maximum fuel	11,489 US gal (43,490 L)	11,276 US gal (42,680 L)	11,466 US gal (43,400 L)
Service ceiling	42,000 ft (12,800 m)		
Engines (×2)	Rolls-Royce RB211, Pratt & Whitney PW2037, PW2040, or PW2043		
Thrust (×2)	PW: 38,400–43,734 lbf (171–194.54 kN) RR: 37,400–43,100 lbf (166–191.71 kN)		