AVSIM Commercial FS9/FSX Aircraft Review

Ultimate 757 Collection

Product Information
Publishers: [Quality Wings](#)
Description: 757 aircraft add-on.

Download Size: 185 MB	**Format:** Download	**Simulation Type:** FS9 & FSX

Reviewed by: [Marlon Carter](#) **AVSIM Staff Reviewer - June 13, 2010**

Introduction

Who is QualityWings Simulations?
QW is a professional Add-On Developing company that provides high quality products for Microsoft Flight Simulator 2004 and FSX. We use high end technologies in order to provide the best and the most realistic add-ons, improving the simulation experience of our customers.

What are some of the features of the 757 Collection?
Choose between 15 highly accurate and detailed models.

Boeing 757-200 Passenger
• Rolls Royce RB211-535E4B
• Rolls Royce RB211-535E4B w/Winglets
• Rolls Royce RB211-535C
• Pratt & Whitney PW2000 Series
• Pratt & Whitney PW2000 Series w/Winglets

Boeing 757-200 Special Freighter
• Rolls Royce RB211-535E4B
• Rolls Royce RB211-535C
• Pratt & Whitney PW2000 Series

Boeing 757-200 Package Freighter
• Rolls Royce RB211-535E4B
• Pratt & Whitney PW2000 Series

Boeing 757-200 Air Force Variant (C-32A)
• Pratt & Whitney PW2000 Series w/Winglets

Boeing 757-300 Passenger
• Rolls Royce RB211-535E4B
• Rolls Royce RB211-535E4B w/Winglets
• Pratt & Whitney PW2000 Series
• Pratt & Whitney PW2000 Series w/Winglets

Key Features:

• Exceptional attention to detail and typical characteristics of the Boeing 757
• Over 100 realistic Animations, including:
• Shock Strut Compression with realistic animated bogey tilt behavior, controlled by XML-
• Realistic XML controlled Wingflex, reacting to turbulences
• Realistic XML controlled Flap system including simulated Flap Relief System
• Realistic XML controlled Slat system including Auto Slat feature
• XML controlled Flight/Ground Spoilers
• XML controlled rudder (locks at low speeds)
• All primary Flight Controls
• Super Smooth Gear animation
• Detailed Thrust reversers with Blocker Door animations
• Entry/Service/Cargo Doors with CORRECT animation (controllable by the Qualitywings Controlpanel ®)
• Realistic Nose Wheel Steering
• APU Door (opens only when APU is running)
• Outflow Valves and RAM Air inlets
• AOA Sensor
• Wheel Chocks

Flightdeck

• Detailed 2D Cockpit featuring both Widescreen (16:10 aspect ratio) and Standard (4:3 aspect ratio) resolution bitmaps
• Standard 757 gauges or Retrofit LCD displays upgrade based on real world 757/767 Cockpit Retrofit
• Detailed 3D Virtual Cockpit with parallel functionality as 2D environment. If it works in the 2D, it works in the 3D
• Option of using Round ADI or Speed Tape ADI, as well as single cue and dual cue flight directors
• Autopilot with VNAV, LNAV, Flight Level Change and Autoland capability.
• Thrust Mode Select Panel
• EICAS System with accurate differences between Rolls Royce and Pratt & Whitney
• EICAS Messages as well as EICAS Aural Sounds modelled
• Traffic Collision Avoidance System with aural warning sounds
• Customizable Ground Proximity Warning System (GPWS) with FULL Altitude Callout. You choose which callouts you want!
• 757/767 Retrofit Displays Upgrade Option included
• Standard and LITE panel modes available on the fly via the QualityWings Control Panel. Standard mode balances

realism and simplifed approach. Optional LITE mode available for those who REALLY want things SIMPLE.
• Options Galore (Available via Config file)
• Flight Management System

Flightdynamics:

• Realistic BUT balanced Flight Model
• Developed based on real Level-D Simulators and tested by real life Pilots

Reviewer's Note: *This Review is based on the QW757 with the Service pack 1 installed.*

Documentation and Installation

The installation of the QW757 is very simple and it provides very detailed manuals that will help you get from cold and dark to cruising at 35,000ft in no time. The manual includes information on aircraft limitations, general aircraft information, FMS operation, and tutorial flights to name a few. The installation of liveries is made easy with a livery manager which can also be used to configure your aircraft with various cargo or passenger loads.

The Model & Design

The 757 is an amazing aircraft. The model is unique and by far one of the most widely used aircraft in the skies today. The Boeing 757 is a low-wing cantilever monoplane with a conventional tail unit with a single fin and rudder. The wing is swept at 25 degrees, and the aircraft is optimized for a cruising speed of Mach 0.8.

For purposes of air traffic control spacing, the FAA requires greater separation behind a 757 than other large category aircraft because of their tendency to produce strong wake turbulence.

The 757-300 model was a long awaited upgrade to the 200 series which extended the usefulness to the 757 series. Further development came with the introduction of winglets which added a 5% increase in fuel savings. The 757 has been out of production since 2004 with the last production aircraft being delivered to Shanghai Airlines.

The 757 has also proved useful in the air cargo market, being used by companies such as UPS, DHL and most recently FedEx, Arrow cargo and others. The 757PF has no passenger windows or doors and no interior amenities. A large main-deck cargo door is installed in the forward area of the fuselage on the left-hand side. The flight crew boards the aircraft through a single entry door installed immediately aft of the flight deck on the left side of the aircraft.

Many former passenger 757-200s have been converted into the 757-200SF (Special Freighter) configuration, mainly for DHL. This conversion involves adding a cargo door on the left forward fuselage (identical to the 757-200PF), and removing all passenger amenities. All but the two forward cabin doors are sealed shut, and cabin windows are deleted. Some operators have done further upgrades by 3rd party companies which include Innovative Solutions & Support's Integrated Primary Flight and Navigation Display Systems.

Quality Wings has done an amazing job at modeling all variants of the 757. Over the years I have seen many 757 models both freeware and payware, I think at this point I can safely say that this is by far one of the best models I have seen.

What makes this one of the best add-on packages is that you get not just 1 or 2 models, but up to 15 models with many features! All of these models come equiped with choice of either 2D or virtual cockpits along with an option for retrofitted ISS EFIS displays.

The QualityWings website has over 125 repaints to choose from, all of which are of the very best quality and are installed via the QW Livery manager. But let's take a closer look at this model to see some of the features and the detailed work by the modelers of this aircraft.

Sound/Engines

The 757 was the first Boeing airliner launched with engines produced outside the United States, with early customers selecting the Rolls-Royce RB211-535C. Pratt & Whitney soon offered the PW2000, which was launched by Delta Airlines. It's interesting to note that General Electric also offered an engine option early in the program, the CF6-32, but this was abandoned due to insufficient demand.

It's been my experience that after buying a payware aircraft, the model might be great, the systems may be in-depth but the sound package sometimes seems to suffer. As mentioned before, the 757 by Quality Sim is not an in depth systems simulation, but the sound package that comes with this aircraft is nothing short of amazing.

These sound files were recorded during actual engine run ups both inside and outside of the aircraft not just for one engine type, but for both RR and PW variants. The depth of quality in these recordings makes the experience of flying this aircraft one that is true to life. The start up, shut down, Flightdeck Environment, EICAS Aural Warnings, Ground Proximity Warning System (GPWS), and especially the signature rumble of the RR/PW engines are all captured and provide what can be described not only by me but many users as the best 757 sound ever created for the flightsim platform.

Even if you are a hardcore fan of in-depth systems and you are not very impressed with the QWsim 757, I personally think that the sound package alone merits everyone's attention.

Performance\Dynamics

Performance is an area that concerns all of us. These days, the high quality repaints, models and systems that are common with payware aircraft often take a hit on frame rates or require as a base, computer specs that are sometimes beyond what we can afford. I have not had the opportunity to test the 757 under FSX, but I have heard

some users say that they have experienced some drop in frame rates, while others have not. I can say however that while using the 757 with FS9, I have not had any noticeable impact on my frame rates and this applies also while using the virtual cockpit.

Since I have never flown a 757, I am in no position to say how the QW757 compares to the real thing in terms of handling. I do know however that real airline pilots who fly the 757 have used it and are satisfied.

Handling on the ground at times may be a bit sensitive but it is nothing to complain about. The engines perform well and experiences such as overpowered or underpowered engine thrust are not a factor with this aircraft. Handling in the air was very smooth and this makes the aircraft easy to fly manually. My only area of concern pertains to ILS/ Auto land.

While on ILS approach, I noticed that the aircraft seems to be a bit slow in capturing the localizer and holding the glideslope was not very stable. This could have been due to factors such as wind and power settings but overall it was not to the point where the aircraft was not flyable during this phase of flight. The unique dynamics of the aircraft was definitely felt while landing manually. The aircraft handles well (manually) on the approach but requires some concentration if you want to grease the landing. Deceleration and braking was very realistic and sharp nose dives when tapping the brakes is common with some aircraft that we have all flown at some point in time, this is not a factor at all.

In summary, the performance and handling of the QW757 is very much up to par with the standard that we would expect today.

Systems

The topic of how in-depth the systems of the QW757 are has been met with mixed feelings. QW has made it very clear on their website that this product is not meant to be a full systems simulation. With a motto as "Complexity Simplified" I think it sends a clear message that this is not a product that should be held on par with products that come from PMDG.

However, this does not mean that the QW757 is not accurate in terms of the systems that are available. As mentioned earlier, this review is of the QW757 with SP1. Prior to SP1 there were many issues that users encountered, but since then most, if not all, have said that the QW757 is on par or better than another popular 757 that is on the market (I am sure you know which one)

After having some experience with products such as PMDG and the like, I have found that the teams at QualityWings took a very practical approach in creating this aircraft. Let's face it; many of the high end products we enjoy may not be very useful to us if we are not real world pilots. There are some features that while it's nice that they are simulated, they are simply not practical in a single crew (since you're the only "pilot") setting. For this reason QualityWings has created an aircraft that simply gives you what you need to carry out a realistic flight from point A and B with some functions being carried out automatically e.g.: engine start fuel leveler, almost as if you had a virtual First Officer.

Some of the functions of this aircraft that I thought could have been improved upon are the TCAS functions while flying either online or offline. While it is not a "simple" function, it is highly useful and I'm sure many users would appreciate it. Fancy FMS functions such as offset waypoints and the like are not functional but features such as entering NAT Tracks are possible. Keep in mind that this is a mid level systems simulation and QW has even made it possible to get an even simpler model with the LITE option.

While it would seem the perfect package if it were a full systems simulation, QW has done a fantastic job in simplifying this complex aircraft so that we all can enjoy the experience of being a 757 pilot. Well done.

Summary / Closing Remarks

After testing this aircraft I can say without any reservation that this product is one of the best deals I have seen in many years. You not only get a high quality mid level simulation product, but you also get the very best and exclusive sound package along with 15 of the highest quality 757 models.
The price of this product is well worth it and quite generous if you ask me since there is another 757 developer who chargers per model. I think the team at QW deserves some commendation on their efforts in creating the best 757 collection aimed at EVERYONE who loves the 757.

What I Like About The Ultimate 757 Collection

- Highly detailed models of the 757
- Stunning sound package
- Many high quality liveries to choose from
- Various Flight deck options
- Simplified but accurate aircraft systems
- Livery manager to install and uninstall liveries and change aircraft payload
- Many aircraft animations
- Extensive documentation that explains how to use the product accurately

What I Don't Like About The Ultimate 757 Collection

- I couldn't honestly think of anything I didn't like about the product. You get what you pay for and perhaps the only thing that could take this product over the top would be the upgrade of this mid level simulation to a full systems simulation or perhaps the inclusion of a working TCAS. This would likely not happen but I am sure that many will be happy with this package.

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Ultimate 757 Collection

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