Flight Test Report

By Hendrik van Zyl

Aircraft Model: FSX Posky B777-300ER

Overview: I started my first test flight by doing a proper walk around and was really impressed by the detail and paint scheme.
I was not impressed by the performance of the Auto throttle.

The aircraft performs like a heavy and needs some attention to fly. A better looking panel will make a huge improvement. Nice little Posky utility included.

The install was a no brainer with clear instructions.

More detailed flight test report:
Panel: Custom B777 Panel by Posky.

- The 2D panel appears very low-res while the 3D (virtual) panel renders a bit better.
- I liked the detailed interior of the cockpit.
- The chronometer can only function as a stopwatch and the GPS is stretched out of proportion.
- Visibility over the 2D panel is restricted in the approach phase and some Ctrl+Q presses are necessary to perform a visual landing.
- There are no checklists or reference list available.

Exterior: As has become customary with Platinum Airways the paint scheme and detail is excellent.

Taxiing is easy although the RCBgh-50.zip: Ground handling gauges for FSX aircraft By Rob Barendregt is always a great help. Keep your speed below 10 knots in the turn or you will end up in the dirt.

Takeoff:

- Acceleration appears a bit fast and the aircraft gets to the air in about 5000 feet with empty weight and 6500 feet with MTOW leaving enough runway in the event of an aborted takeoff.
- This aircraft needs at least 8.5 deg angle to get off the runway, so be prepared to rotate a bit.
- Once in the air it accelerates quite fast and you need to plan your throttle inputs carefully.

Climb:

- Normal climb is 2000 ft/min at 160kts Adjust rate of climb above FL250 to maintain speed.
- Use manual speed adjustments as the auto throttle (A/T) is slow to adjust.
- Average fuel flow in the climb is 16000 lbs/hour.

Cruise Performance
Average fuel flow at 280KTIAS, FL350 was 8500lbs/hour.

Descent:

- Because the A/T reacts very slowly it is recommended to control the throttles manually. Do use small inputs when doing so. Rule is: Speed first then attitude.
- At descent rates below -2000 ft/min will accelerate the aircraft too much. Start early and arrive safe.

Approach: Speed management is a bit of a challenge with or without A/T. Take care and plan ahead. I found the autopilot to sometimes miss the vertical intercept on ILS.

Landing and Braking:

- Easy to land if set up early and correctly in approach.
- No auto spoilers.
- Auto brakes available. Manual braking with reversers is able to stop the aircraft well within specs.

Frame rate: Little drop in rates on older computers, but not a problem on higher end machines.