

Simulator WORLD



Farming-Simulator
The complete test of the
Platin Edition plus add-ons

Train Simulator 2013
Features and enhancements
of the new Train Sim edition

PMDG 737 NGX
King of the skies of
Flight Simulator X

Saitek AV8R Flight Stick
Pacific AV8R Flight Stick
and Damage Inc. Flightsim



Farming-Simulator



PMDG 737 NGX

Farming-Simulator



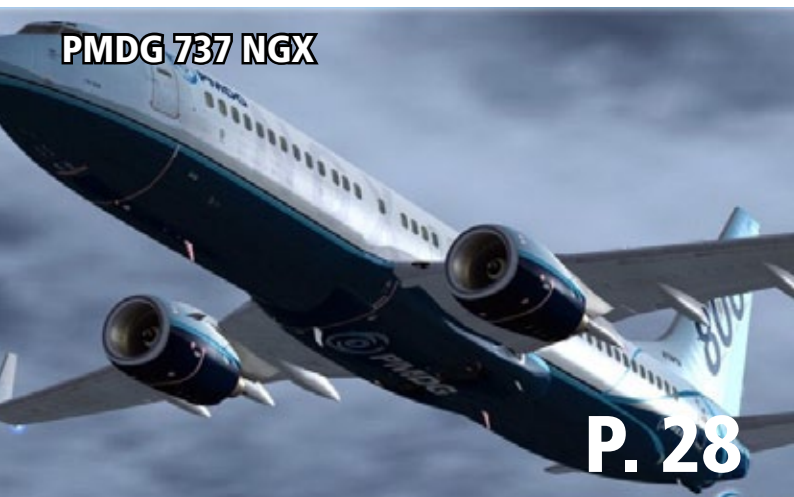
P. 07

Train Simulator 2013



P. 19

PMDG 737 NGX



P. 28

PACIFIC AV8R Flight Stick



P. 35

Index	02
Editorial	03
Simulator News	04
Imprint	49
Preview	49

Farming-Simulator

Computer and nature in harmony	09
--------------------------------------	----

Train-Simulator 2013

First Look	21
------------------	----

PMDG 737 NGX

The King is dead, long live the King!	29
---	----

Pacific AV8R Flight Stick

Damage Inc. & Pacific AV8R Flight Stick	45
---	----

Simulator WORLD 1st Edition...

Dear readers!

Welcome to the first issue of Simulator WORLD, the new magazine for all PC simulations.

Cooler mornings and darker evenings provides the perfect ambiance to spend time in front of your PC; comfortable and cosy in a warm home enjoying some of the fantastic new products due out this Autumn. Our easy to read interactive format makes it accessible wherever you are – on your iPad or on your PC! Enjoy!

Simulator WORLD should be your first port of call when it comes to finding out about the new and varied products available for your PC. Updated monthly with all new developments in the simulation world – be it flight or train, shipping and sailing or enjoying a Top Gear style race in a car of your choice – Simulator WORLD is monthly, FREE and should be the reference you always have to hand!

From Simulator WORLD you can expect to find extensive tips & tricks from the professionals to help you get the most from your simulator experience. Look out for the all the latest information on what's in development from the horse's mouth – the developers.

The first issue will be offering useful tips for those virtual farmers amongst you! Don't think just because the nights are drawing in and the days more wintry you can be sitting in front of the fire, those winter cereals need to be sown!

We are also very excited about the new Train Simulator for 2013 which is due for release at the end of November; take a look at the new routes



and locomotives and some exciting new features that Rail Simulator have been working on in this brand new addition to this exciting franchise.

Not forgetting the much-loved Flight Simulator, we will be taking a close look at the PMDG Boeing 737 NGX – the King is dead, long live the King – so to speak! Learn all about the highlights of this new FS add-on in this issue.

That's probably quite enough from me! Enjoy this first issue of Simulator WORLD, have lots of fun and I look forward to welcoming you back next month.

Eva Löffler

Manager ALBO medien GmbH

eva-loeffler@albo-medien.de

WORLD'S BIGGEST INTERNATIONAL FLIGHT SIMULATION EVENT
Lelystad, The Netherlands

3 & 4 November 2012

Aviation Museum
AVIODROME

Farming Simulator 2013

Farming Simulator 2013 is the most extensive and detailed version yet of the popular simulation series. A completely new map, even more content and many more features allow the player to dive even deeper into the world of a modern farm.

Whether it is livestock breeding, planting crops or selling your own products – Farming Simulator 2013 allows the player to take on the challenging task of managing your own farm and extended it further in a freely accessible world. In both career mode and single mission, you can choose from over 100 vehicles and equipment officially licensed from the world's biggest manufacturers of agricultural machinery – including Case IH, Deutz-Fahr, Lamborghini, Same, Horsch and Grimme.

In the fields, farmyards and meadows of your farming world a great deal has changed. There are new crops – turnips and potatoes; new livestock – chicken and sheep as well as the new equipment to allow you to handle all of this.

If you enjoy playing with friends, Farming Simulator 2013 can still offer you the co-operative multi-player mode – make your farm a real success with up to 10 colleagues working together on your farm.

The MODDING feature means you can also exchange vehicles and equipment with players from



across the world; together with the new extended features, the brand new world and its huge fleet of farming boys toys this new Farming Simulator 2013 will surely be embraced by its many fans.

For further information, see www.farming-simulator.com



HOW BRAVE

ARE YOU ?



RISE OF FLIGHT

The First Great Air War

The simple handling of the historic aircraft with their sparse equipment will challenge you to a real Dog Fight contest without the aid of fancy technical help or armaments. Breakneck maneuvers and real flying skill decide over life and death.



FIND OUT AT AEROSOFT.COM

Airbus X Extended Edition for FS-X and Prepar3D

The Airbus A320 family is one of the most successful stories in aviation history. The first production aircraft worldwide to feature the fly-by-wire avionic system and constructed from lightweight materials to make enormous reductions in flight costs, it revolutionised aviation as we know it. In addition, this series has led to Airbus becoming one of the biggest aircraft manufacturers in the world.

The Airbus X Extended Edition is the sequel to the successful Airbus X product released by Aerosoft in 2010. This new version contains features much more complex, realistic navigation instruments and a newly developed fly-by-wire logic. Each stage of the flight can now be simulated even more realistically in FS-X. Flying this plane is the logical step for all virtual pilots that want to explore more complex systems.

Highlights:

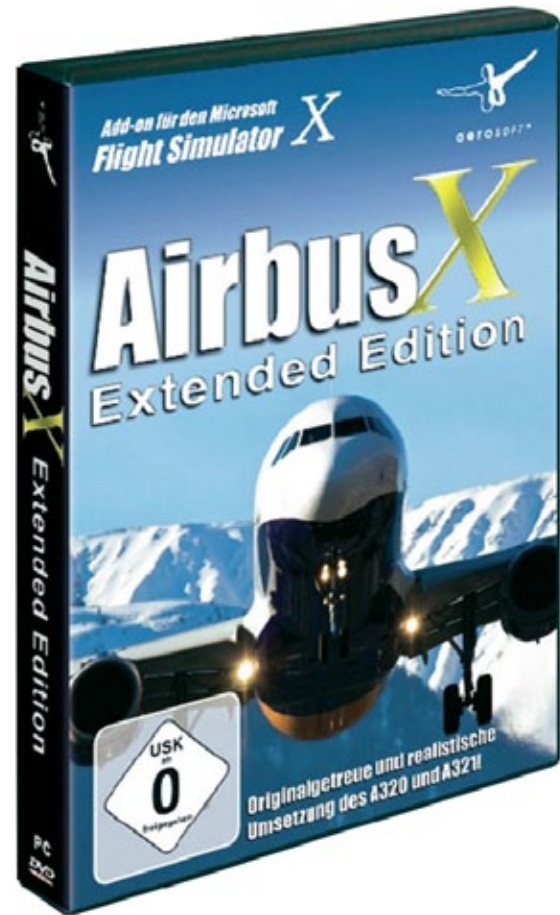
A320 and A321 models with a lot of paintings (plus Paint Kit)

Enormous system depth including updateable Navigraph Database.

Precision flight model, highly innovative and interactive check list that supports you in every stage of the flight

External model and virtual cockpit, designed using latest technology. Very good refresh rate.

Sound modules for all cockpit functions as well as



a high resolution sound system.

AES (Airport Enhancement Services) integrated.

Realistic light effects including reflections.

Existing Airbus X users can take advantage of an upgrade option

For further information, see www.aerosoft.com



EEP eisenbahn.exe 9.0 professional

Would you like to design your own virtual railway world that can hardly be distinguished from reality? True fans have known for a long time that EEP is the most capable 3D train simulation on the market. You will be amazed at the commendable attention to detail that allows you to enjoy the seemingly never-ending depth of this simulation. Over 100 hours of development time is required to design one single model making this the only train simulator to offer you such convincing accuracy - even the smallest blade of grass sways in the airstream of a passing train.

Live your passion for trains with EEP – the most fun you can have with a simulator! Key features:

3650 faithful models

4 ready-to-use layouts

dynamic weather system

professional schedule management

professional camera system

3D-editor for signals, rolling stock, railroad tracks and authentic environments

Includes a signal book (PDF)

The 64-bit-EXPERT-Version includes the following premium features:

Faster access - more models - bigger individual installations.

Completely flexible routes -gentle inclines, track super elevation to roller coaster-like routing with



loops and corkscrews. Camera position for vehicles can be defined; movie-like blending glares in video recordings. Automatic speed supervision. New cutting possibilities, camera sequences can be subtitled. Reliable anti-collision control for vehicles.

For further information, see www.eep4u.de





Simulator World Magazin in PDF-format

Simulator World can be read more comfortably on a wide screen where you can view two pages together. To do this, click "View Page Display Two Pages" in your Adobe Acrobat. Texts and pictures are partly linked with internet domains. When clicking on these buttons, your browser opens the corresponding web address.

Frank Möllenhof
 Chief editor Simulator WORLD
 moellenhof@simulatorworld.de

Le Bourget - Mondial de la Simulation 2012

Aerosoft was there – at the Mondial de la Simulation 2012 in Le Bourget. For the first time, Aerosoft presented X-Plane products at their exhibition stand and it is safe to say: it has been more successful than ever!

Also present: the partner team representing SimWare Simulations; they could sell many hardware products to simulation enthusiasts.

It was all about speed at some of the stands presenting race cars or cockpits that visitors could try themselves. Around the stand, visitors admired huge and impressive airliners.

Lots of front boxes and demo videos ensured a varied exhibition.

All of the new Aerosoft products were on full display with lots of demo videos and samples of packaging ensured that we had much interest and enthusiasm.

Aerosoft also had a special surprise – boarding pass vouchers. You want to have one, too? The next time you order from Aerosoft, you will find your voucher in your box ready to use in our online shop!



Computer and nature in harmony

by Martin Fuchs



- ◀ Some have already heard of it, others already have it: the ultimate fun for hobby farmers. Some Germans even call it "Landi". But what is the fascination of this programme all about? Is it the tasks? Is it the machines? Or even the virtual agriculture and scenery? Let's take a look together at a new chapter of computer simulation.

Farming-Simulator - Platin Edition

Simulations have a long history. I just have to think about Sim City, which was running on my 386 PC. As a youngster I could dive into it for hours. Later, when Microsoft Train Simulator came to the market, my luck was perfect. This remained because I could not imagine any enhancement.

Since a couple of years ago, simulators grew like mushrooms on the ground and I was quite surprised by the possibilities in the „Sim-Scene“. Unfortunately, I am very choosy concerning my demands. From this point of view, the visuals of most simulators looked OK to me, but not the games themselves.

I had the impression that games were only produced to make quick money. Quality of content was not a top priority.

About this reason I was quite pessimistic about Farming Simulator (FS). „Probably some game for visual freaks, without deeper sense...“ But I was disabused and can openly say that the makers of Farming Simulator have released a real hit!!!

Overview

Anyone who is interested will ask now: What is it about exactly? Farming Simulator's goal is to implement the working cycle from a farmer as real as it gets. Thereby, not only agricultural machines

are in focus, also weather, the trading market for agricultural products and the right working steps while tilling the fields must be recommended.

This way, the game also provides an economy simulation. Without the right management there is no successful harvest and also no money to afford a larger and more powerful farm!

Base for all of this is the included map. On this map, the "hobby farmer" can find all necessary facilities which are needed for a successful start.

The most important facilities are a gristmill, the dairy, the harbour, the brewery, the biogas plant and, of course, the own farm as well as the nearest farming shop.

Besides this, there is also a huge amount of fields and endowments like a chair lift, maze, castle ruin, modern town with church and a parking place at the beach for lovers.

Of course, alongside agriculture there is the opportunity to do cattle industry. For this purpose, there is a cow pasture situated in the north of the map.

It also was a nice idea to spend the farmer some perks. Since the release of the DLC Pack1, 2 and 3, there is also the option included to earn from a biogas plant. Wind power and solar energy can

also fill up the wallet of a busy farmer. At last, glasshouses and hives offer the opportunity to make profit.

How does Farming Simulator work?

Playing the Farming Simulator Platinum Edition, you now have the possibility to farm together with multiple players via the internet or LAN.

The respective players act cooperatively and help each other out.

That's why, choosing this mode, you have the option to either start a new game or join an existing game. In the first case, other players have to join your game. For more information, please consult the manual.

In the second case, you can choose from a list of currently available games. In case you need special mods (DLC packs, etc.), these need to be installed as well in order to get the game started.

To round up the matter, you have the possibility to communicate with your teammates using the key T (chat). Furthermore, it's possible to transfer money to your teammates (key L).

For more information, please visit the forum www.landwirtschafts-simulator.de/index.php?lang=en.

Before talking about the actual game, a couple of important facts about the options: In addition to graphic details such as screen resolution, anti aliasing or the hardware profile, there are three further aspects that are worth having a closer look at. Let's start with the time scale.

This is what controls the simulation's speed. In case you switch to real time, you play a 1:1 game, i.e. time goes by as in real life.

Other than that, there are even more possible settings that accelerate the game speed. Just try and find out what suits you best.

I will come back to this topic later on and give you some special advice!

The button "Automatic Help" can be quite useful for beginners as it introduces a couple of shortcuts

that can help you handling the machines. Just ensure that X is activated.

The same applies for the menu item "steering wheel or gamepad". This option allows connecting said devices.

Concerning the steering wheel, I cannot yet make a statement. But I bought an "Xbox" to simplify controlling agricultural machinery which really paid off.

In the past, I used a keyboard and even after weeks never quite achieved such a driving style as with a controller. If you use "Landi", let's say, more than twice a week, a controller is strongly recommended!

As to sounds and music, the game provides realistic environmental and machinery sounds during the game itself!

Let the game begin...

After so many tips, the time has finally come to start the simulator. I more or less completed the "tutorial missions" under the menu item "missions".

So, I click on "career" and choose a new game which saves my progress. After that, I choose one of the three degrees of difficulty and click on my desired map.

In our case, I have not yet downloaded another map from the internet so I choose the game's default map.

The degree of difficulty influences the amount of money and raw material you have available at the beginning of the game. Now, click on the start button and the game begins.

At the beginning, you are on your farm and own two old tractors, two old combine harvesters, a trailer, an old sewing machine, an old plough, an old cultivator as well as a field sprayer.

As I am having a small farm myself in real life, I decide to start by ploughing a new field.

So, I either walk to my desired tractor or press the TAB key until my desired tractor appears. Afterwards, you hitch the plough and off I go to my

Using a Kuhn rear mower (add-on 2), small areas are mowed in no time. ▶



Starting off as a new farmer, you only have simple machines for threshing like an older model without an enclosed cabin. ▶



You use a front loader for putting straw bales onto the conveyor belt. But you will need some "skillfulness" working with the keyboard or the game pad!! ▶





chosen field (It cannot hurt to print out a copy of your map to improve your orientation).

Now, you should use the implemented cruise control levels. Otherwise, driving and steering can be a little arduous!

Once I have arrived at my field, I put the tractor in a corner, sink the plough, start a lower cruise control level and press key H.

This results in the tractor ploughing automatically. The game then explains that you have hired an assistant.

Of course, this option is very useful as you can already do other work in the meantime. Using the TAB key, you can always check whether the work is already done or if a problem has occurred.

It goes without saying that this option costs money which is deducted from your account.

But you don't have to worry about an empty account as it is only a very small amount.

If you prefer threshing right from the start, you can work with your combine harvester on a ripe field.

Next up, we hitch the sewing machine to a second tractor, fill it on our farm (a white "i" shows us

where various actions can take place) and drive it onto the field.

Having arrived there, we sink the sewing machine, choose the desired type (grass, wheat, barley, rape or corn) and restart the process as previously described.

Once the desired culture has reached the first stage, you start spraying it using the field sprayer. It is the same procedure as with the sewing machine except for the missing option to hire an assistant.

But the whole step does not take too long and after having sprayed everything (the soil colours dark!) we start preparing for the threshing.

After the grain has become ripe (it also colours dark!), we go to the field with a combine harvester, a fitting cutter bar as well as a tractor including a trailer.

Of course, you cannot thresh grass. You have to mow grass using a mower, but that's a whole different story.

Once you have arrived at your field, you begin by sinking the cutter bar, switching it on, choosing a low cruise control level and hiring an assistant.

Once the third bar has reached 100%, it's necessary to put the grain on the trailer (When you are



in a vehicle, you see four bars on the bottom right side.

The first one displays the speed, the second one indicates the current account balance, the third one represents the respective fill level, for example, field sprayer, sewing machine or trailer load.

The fourth one displays the fuel supply of your vehicle). In case your trailer is fully loaded, you press key i and the PDA appears.

Here, you have the possibility, besides weather forecasts and environmental maps, to check current grain quotations (prices at the port, at the mill, etc.).

You reach the individual menus by clicking on the "arrow button". By pressing the key 9, you can switch from one side to another.

In case you are not satisfied with the current prices, you can also put your goods in your own silos and sell them later on. If everything's okay, you can instantly drive the load to the buyer and get back to the combine harvester, which, in the meantime, can drive automatically.

Once the field is completely threshed, the whole procedure starts over with one difference: This time you can also use a cultivator instead of a plough!

At least, that's the case in reality (with the exception of a corn or meadow break. I'm going to talk about real life at the end of my report).

If you want, you can make the straw into straw bales using a baler (there are two different machines available). But this only becomes interesting as your account balance increases.

Livestock breeding in Farming-Simulator

Of course, you have the opportunity to breed livestock. This version is restricted to cattle. They are not available from the start, but need to be bought at a trader.

After having bought them, it is of course essential to familiarize yourself with supplying the animals. This "supply or care" requires a lot of time! Piece of advice: Take care of farming first and start livestock breeding after that.

Animals need food and, in our case, produce milk. But manure and liquid manure are also significant topics. At first, grass is enough for feeding animals. If not available, you need to sow it and subsequently mow it.

You aerate it using a tedder in order to speed-up the drying process and thus put it in a row with a waft.

Now it is possible to transport the gained hay to the animals using a trailer. According to "i", you also have the possibility to make the dried hay into bales if you have chosen the small meadow next to the farm (in front of the dealer for agricultural machinery).

Moreover, it is possible to mow grass and feed it to the animals with the "Krone Big X1000" plus the "Krone X Disc Direct Cutter Bar".

But this machine is very expensive! If you want to increase your milk production, you can also feed corn chaff to your cows. This augments milk production by 50% and pays off financially. But everything has its price.

In livestock farming, it is necessary to dispose of liquid manure on your field. Additionally, you need to transport manure to your fields and meadows using a manure spreader.

For this, you need a front loader which is hitched to your tractor! All in all, quite intense activities.

Add-On No 2

An official add-on no 2 has been released for the Farming Simulator Platinum Edition. It contains 22 historical agricultural machines starting with the "Tracker" by Bucher (CH) from 1961, to a Güldner G40 tractor (D) or a Lindner BF450 (A).

In addition to these, there is also a Fahr M66 combine harvester (D) from 1967 that weighs 3200kg! Today, that's unimaginable! Another machine is the original Bucher grass loader (CH) from 1970.

As to smaller machines, I would like to mention a fertilizer sprayer with a volume of 330l, a cultivator from 1954 (working width: 2.54m), a Hassia sewing machine, a tedder, a corn chopper, a rear mower or several historical tankers.

For my test run, I chose the Güldner G40 featuring a front loader, the Buchser TRL 2600 grass loader, the Krone fertilizer sprayer, the Fahr tedder, the Pöttinger rotary tedder, the Kuhn rear mower as well as the Lizard liquid manure tank.

Of course, you cannot expect too much from these machines, but nevertheless it was fun!

I very much enjoyed the loader which was a real gain for the fleet of vehicles as long as you are only working smaller areas!

This applies for all machines in this add-on. But they are rather meant for having fun and not for profitable money making! It does not need to be pointed out that the machines are built with a lot of love for details. The installation did not cause any problems.

An internet connection is not required (you find the product key in the DVD box). The manual is printed completely in colour, gloss print and the self-propelled agricultural machines are presented on individual pages.

In addition, there are numerous technical details. All in all, a clear buy recommendation for enthusiasts of "former agriculture" and history freaks alike!

Outlook and conclusion

According to Giants Software, the Farming Simulator 2013 is going to be released in October 2012. In addition to new machines, it is also going to be possible to keep new animals on your virtual farm: www.farming-simulator.com.

For me, the Farming Simulator as a whole has made a very positive impression and guarantees fun for a very long time.

Martin Fuchs

Infobox

Product Specifications:

Microsoft Windows XP, Windows Vista or Windows 7, 2.0 GHz Intel or equivalent AMD processor, Nvidia Geforce 7600 Series, ATI Radeon X1600 graphics card or better (min 256 MB VRAM) 1 GB RAM 2 GB free hard drive space Soundcard DVD-ROM Drive

www.farming-simulator.com

PC
WINDOWS CD-ROM

Mac

CIRCUS WORLD

RRP.
£24.99
RELEASE DATES:
OUT NOW!! - PC
12th Oct - MAC

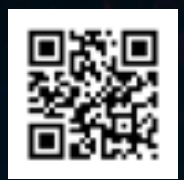
ROLL UP! ROLL UP!



EXCALIBUR
PUBLISHING

www.excalibur-publishing.com

Circus World © 2012 Excalibur Publishing Limited.



Train Simulator 2013

by James Woodcock



◀ The ICE 3 as well as the Munich – Augsburg route are part of the German Box Version of Train Simulator 2013.

Train Simulator 2013 - First Look

For decades an ever increasing collection of dedicated individuals have looked upon their relationship with locomotives with a sense of pride and deep respect - with roots often firmly set in either steam, diesel or electric. No matter where our own loyalties reside, the latest installment of Train Simulator will take you aboard for a journey that is sure to encourage our admiration for these wonderful living breathing technological marvels.

You may know the series already that began its life as Rail Simulator, became RailWorks and finally settled on the more recognisable title of 'Train Simulator'. Train Simulator 2013 continues the fascinating and sincere efforts of the railsimulator.com developers in bringing some of the very best moments in rail simulation to the PC platform.

On numerous occasions I have interviewed the team behind this particular series and it certainly doesn't take long for you to recognise the passion, experience and talent this particular team possess. Therefore I always enter into each new release with a sense of great expectation, so let's delve into Train Simulator 2013.

Visual Fidelity

First we should quickly take a wander back into Train Simulator 2012 territory just to recap. In this release, we were introduced to the TSX engi-

ne. Armed with a PC capable of high quality graphics, train simulation had never looked so splendid. With new lighting capabilities, atmospheric shadows and other visual adjustments - this new graphical engine transformed what was already a decent looking title into a whole new territory of realism.

Train Simulator 2013 isn't as revolutionary as its predecessor, however there are strong efforts to improve the high standard already established. There are improvements in efficiency with the TSX engine, which can increase frame-rates resulting in smoother on-screen animations. Additional weather effects including heavy storms featuring lightning and thunder also make an appearance, increasing the tension in countries where this has more of a role - in particular the routes based in the US.

RailSimulator.com have promised that if you are running Train Simulator 2012 successfully on your PC, you will have no issues with this latest edition.

Audio

Although the visuals were top notch, the audio system relied on the now dated EAX technology to add reverbs and other environmental audio effects. There is however a more modern standard that has a greater industry support among various brands and this is known as OpenAL.



OpenAL provides compatible soundcards with hardware acceleration when processing the many different sounds that occur simultaneously, while also featuring the audio effects required to give the impression you are in a particular environment. For example, waiting in a station you expect a sense of a vast open space and this is recreated by adding a touch of reverb and other clever audio techniques.

Not only will OpenAL improve performance, but will also increase the sense of realism within the various surroundings.

Interface

The menu systems are far more visual now, replacing many of the endless lists that greeted you in previous incarnations..

The 'Collections' screen reveals all of your content as well as purchasable downloadable content (DLC), presented with Windows 8 tile-like graphics. No longer are you looking for a bit of text to identify the locomotive, instead an actual image awaits your attention with filters that add additional assistance when narrowing down your options. This is particularly useful for beginners who have yet to learn the various locomotive designations yet know the design.

When driving your locomotive, you will instantly recognise an improved user interface. The Heads Up Display (HUD) layout has been tweaked to better detail the statistics regarding your locomotive as well as adding further information regarding inertia that before was limited to only the Career mode.

For those who wish to admire more of the actual environment or internal cab controls, a less intrusive smaller HUD is now available, a slimmer variant detailing only the very basic data needed to operate the locomotive.

The 2D map is also improved by revealing the task list in conjunction with this display, revealing the key points where the tasks are performed allowing you to plan further ahead.

Quick Drive

For those yearning for a more casual experience after a particularly tough day in the office, Quick Drive should be right up your siding.

'Free Roam' allowed you to jump into a particular route and select from a set of locomotives predefined by the developers that were idling on the rails nearby. Although you could explore the route to your hearts content, there wasn't a great deal of customisation for the locomotives or very much

The new function "Quick Drive" allows choosing between locomotive, wagon, route, time and weather.



Several useful displays have been added to the route map.



Class 377 Electrostar en route on the London – Brighton route, part of Train Simulator 2013.





else. You were locked in to what the developers deemed appropriate.

Quick Drive changes all of this, by allowing you to select from a huge array of options. These include selecting the time of day, season, weather conditions, locomotive, locomotive livery, route, start and destination locations.

For the first time, without any knowledge of route editing - you can enjoy every last morsel of your purchased content to its absolute maximum with variations that suit your own particular tastes. Quick Drive even includes AI locomotives that pass by on occasion to give the impression of a fully working scenario.

Content

The locomotives and routes from previous incarnations are no longer standard with the product and instead, a new selection of routes and locomotives are available that are all optimised for Train Simulator 2013.

For those who purchase Train Simulator 2013, routes include:

- Sherman Hill
- London to Brighton
- Northeast Corridor
- Isle of Wight

Locomotives include:

- ES44AC
- SD70M
- SW10
- SD40-2
- Class 377 Electrostar
- AEM-7
- Class 483 (1938 tube stock)
- 0-4-0 Saddle Tank

There will also be a 'Deluxe' version released a few weeks after the initial launch of Train Simulator 2013 that includes the Munich-Augsburg route with ICE 3M Class 406 as an added extra.

If Train Simulator 2013 is your first foray into this series, the standard content you will have missed in previous versions will now be available as purchasable DLC - fully upgraded to take advantage of the new capabilities of the product.

For those who are upgrading from Train Simulator 2012 to 2013, I will explain how this affects you in detail later within the article.

Multiplayer

The community have been crying out for multiplayer features to be included in a future release and indeed the railsimulator.com team have been keen to recognise that this is an area they would



love to pursue if a little unclear on how best to achieve this.

Although true multiplayer appears still to be a distant dream, a compromise has been released in this latest title providing a decent stepping stone for what may lay ahead.

Known as 'Relay Play' you take it upon yourself to operate half of a set selection of tasks. This may include passenger runs or shunting scenarios, but the key is then to pass on the rest of the required activities to a friend on your Steam account.

The pressure is certainly on as your performance will have an effect on whoever takes on the second half of the tasks.

It's not multiplayer in the strictest sense where you are both simultaneously running tasks, however it does at least involve other enthusiasts in your gameplay experiences.

Xbox 360 Controller

As a console gamer, I have tested various gamepads over the years and for me the Xbox 360 controller is one of the best if not the best available.

It is then of no surprise that Train Simulator 2013 takes it upon itself to take advantage of this wonderful device, allowing the player to easily naviga-

te the menus and operate the locomotives.

Of course, there are those who will scoff at this latest development and will instead stick to the classic keyboard controls. This is absolutely fine and whether you use the keyboard, mouse or now the Xbox 360 controller - your experience of Train Simulator 2013 will continue to be a positive one.

The Xbox 360 controller offers definite advantages though, utilising the internal vibration motors for starters. This provides a sense of movement and an impression of the forces acting upon your locomotive as you progress on your journey.

For those with large screen HDTVs, the prospect of hooking up your computer or notebook and relaxing comfortably on your sofa with the Xbox 360 controller in hand is a wonderful reality.

Let's be honest, sitting with a keyboard and mouse in this environment just isn't practical.

A wired Xbox 360 controller plugs straight into your PC via USB for a no fuss setup, although wireless versions are also available although this requires additional hardware.

Steam Workshop

The community are now given the opportunity to create scenarios for Train Simulator 2013, which are shared between users for free. These are rated

In the driver's cabin of the ES44AC; the locomotive is a new development for Train Simulator 2013.



ICE 3 at the main station in Munich which has been designed in very faithful and realistic way.



A new and clearly organized menu with images; the own collection divided into categories. You can use filters for a careful selection.



by the players, with the best prominently situated at the top of the pile.

Eventually this will open up additional community creation capabilities including customised liveries.

Upgrading

One of the more curious aspects of Train Simulator 2013 is its upgrade path. Akin to previous releases, Train Simulator 2013 will automatically update your Train Simulator 2012 purchase for free.

This will include the new user interface, controls, menu options, Quick Drive and Steam Workshop integration.

Fantastic, however how about the additional routes and locomotives?

These are already available to purchase as individual DLC packages, although railsimulator.com rightly recommend you purchase the full version of Train Simulator 2013 regardless so you benefit from all the extra content at a much cheaper price than if you were to download all the packs of DLC.

Feels a little bit unusual that even though you are upgraded for free to the latest version, you are then encouraged to purchase the product - however if the new content appeals to your own inclinations, the advice is indeed sound.

For existing Train Simulator 2012 users, all of the standard TS 2012 content including Newcastle to York, Bath to Templegreen and other bundled routes will be upgraded for free when available to utilise all of the new features of Train Simulator 2013 - in particular the improved graphical capabilities.

Final Thoughts

We were spoiled with Train Simulator 2012 and its new graphical engine, allowing you to instantly recognise the changes.

Train Simulator 2013 may not be the most glamorous update to follow, however it does feature a number of important improvements and new features that are nevertheless headline worthy for any rail simulation enthusiast.

The graphical and audio improvements are a welcome advancement, the Quick Drive feature a much needed addition that has been sorely missing and the Xbox 360 controller support adds a whole new layer of connection with the simulated world.

Train Simulator 2013 continues to push forward, constantly looking over the horizon for the next advancement and with every release - new exciting developments improving our experiences are unveiled.

James Woodcock

<http://twitter.com/jameswoodcock>

Infobox

Product Specifications:

OS: Windows® XP / Vista / 7 / 8

Processor: Processor: 2.8 GHz Core 2 Duo (3.2 GHz Core 2 Duo recommended), AMD Athlon MP (multiprocessor variant or comparable processors)

Memory: 2 GB RAM

Graphics: 512 MB with Pixel Shader 3.0 (AGP PCIe only)

DirectX®: 9.0c

Hard Drive: 6 GB HD space

Sound: Direct X 9.0c compatible

Other Requirements: Broadband Internet connection

Additional: Quicktime Player is required for playing the videos

Boeing 737NGX for FS-X



The King is dead, long live the King: Boeing 737 NGX

PMDG www.precisionmanuals.com finally made it. As second winner, they have finally released their version of the 737NGX for the FS X. At first, they are second winner because "Bobby", Lufthansa's nickname for the 737, took some more time to hit the market than iFly's version www.iflysimsoft.com.

In their detailed review, the authors discuss the question whether the king (iFly's 737NGX) is dead and the new king (PMDG's 737NGX) proverbially took his throne.

The ones putting the PMDG 737NGX through its paces are for one Markus Slattner who, as an experienced user himself, pays attention to the practical and relevant matters of the community. Professional A380 pilot Andreas Pinheiro on the other hand gives an insight into the program's system depth. He already evaluated iFly's 737NGX for FS MAGAZIN and reviewed PMDG's MD11 for their online partner webpage www.simflight.de.

This "double-manpower" is necessary because for PMDG the devil lies in the detail. And these details need to be investigated. This might not seem too interesting for all of our readers, but he might want to reread the review in order to understand some of the extensions once he has tested the 737 simulation for some time.

Markus Slattner writes...

The Boeing 737 has been described extensively many times – see, for example, the much talked about simFlight review at www.simflight.de/2011/08/21/review-pmdg-737-ngx. That is why I will only mention some aspects that lead to the development of the Boeing 737NG as well as essential things for PC-pilots like availability and performance...

Reality

As of today, about 7,000 units of the 737, which was delivered for the first time in 1967, have been sold. It took a long time for Airbus to replace the 737 with their A320 as the world's best-selling commercial jet. In return, the 737 is soon going to be one the few airplanes in history to be built for fifty years. This can be explained with the robust and proven concept as well as continuous and market oriented further development of the series.

The conspicuous and rather rare further development in the field of aviation took place in 1984 concerning the 300 and 400 versions. In the process, the screaming steel engines were replaced by much more silent and efficient turbofan engines built by CFM www.cfm56.com called CFM56-3. As the wing and the landing gear remained the same, the in diameter much bigger engines got dangerously near to the ground. That is why the planking at the bottom was flattened noticeably.



The cockpit underwent a digital upgrade and the aviation was improved.

The rising sales figures generated by the arch enemy from Toulouse caused a lot of concern following mere 389 units sold of their own 737-500. In order to further secure significant market share, Boeing announced the 737 Next Generation (NG) in 1993.

That way, Boeing managed to avoid an especially expensive and risky new development in a satisfied market in favour of the 787 "Dreamliner". The 737NG features a current Cockpit including five huge flat screens, improved avionics as well as new CFM-56 engines. The wings, too, have been optimized and are optionally available with winglets. Customers can choose between the 600-/700-/800-/900 models as well as the long-distance version 900ER. This variation, formerly known as 900X, holds up to 219 passengers thanks to additional emergency exits and has a range of almost 6,000 km (approx. 3,728 miles) with its additional tanks and reinforced wings. This explains a price between \$ 74 and 85 million whereas the 600 model is available for a starting price of \$ 50 million. In addition, there is the Boeing Business Jet (BBJ) and the "convertible version" 737-700C which is unique in its "weight category" and can be converted from a passenger plane to a cargo plane within one hour..

As usual, Boeing also has its military customers in mind and plans according alterations for early warning and reconnaissance missions in conjunction with partner companies. Unfavourably, the 737NG also does not allow fly-by-wire flight control. It is thus an airliner, like many other Boeing models, that needs to be flown manually and, if necessary, with a lot of muscle strength in case all systems break down.

Simulation

PMDG invested three years of focused development in its new plane that has nothing in common with the "old" 737NG-family and unifies the experience made during all previous developments.

Availability, scope of supply and installation

Currently, the 737NGX is only available as a download in the 800 or 900 versions on the manufacturer's homepage for a price of \$ 69, 99. In view of the imaginable extent of possibilities, that is almost a freebie. Aerosoft www.aerosoft.com will publish a (German) box as soon as the 600 and 700 models are available and existing bugs are fixed. The installation as well as the online-activation of the 600MB file did not cause any problems. By the way, PMDG themselves, Avsim <http://library.avsim.com> and Flightsim www.flightstim.com are already offering a lot of paintings for free.



Since the beginning, PMDG has always been committed to designing the planes for the Microsoft Flight Simulator (MSFS) as realistic as possible and has already proven numerous times that they are capable of doing just that. The 737NGX beats everything and is arguably the ultimate simulation possible based on the FS X.

Those not familiar with the virtual or real 737 are not going to get far without taking a look in several manuals. Here too, PMDG sets new standards: The scope of supply contains about 4,000 pdf pages of faithful 737NG-manuals. If you are already getting dizzy, I can calm you: You do not have to read everything in order to learn how to take off. In return, studying the "only" 132-page introduction is recommended as well as the tutorial flight which is designed in extraordinary detail and is described using a lot of pictures – given you understand basic English. The 416-page "Flight Crew Training Manual" contains additional important technical information and covers the essential manoeuvres. If you enjoy flying checklists and learning emergency procedures, you will need a printed version of the "Quick Reference Manual". Not included, but nonetheless indispensable for authentic flight planning: "Flight Planning and Performance Manual (FPPM)" which I found on the Internet for free, inter alia, for the 737-800 model and thus made available to the editors: <http://avsimg.com/f/documents-16/737-700-800-flight-planning-and-performance-manual-28390.html>.

Now why all this "paperwork"? Because this 737NG is capable of nearly everything the real one is capable of. And because this simulation is one of the very few ones that deserve the description "holistic".

All show AND substance!

This starts with the external model. The life-like textures and countless details speak for themselves. The passenger's view on the wing alone sets new standards.

And yet, it is not only the textures that keep you amazed, but also the "Flexi-Wing" which is not only an "on/off" version: It lets the wings swing easily and dynamically. The cockpit is just as photographically realistic: Once you have used this simulator, you will never want to do anything else. This concerns textures as well as lighting which is one of the few that is fully and faithfully functioning adjustable. The decent lighting is especially a gift at night. Every click spot functions precisely. Ergonomics have also been considered like, for example, the lever for the speed brake. With various add-ons you had to move somehow to the "armed"-position and hope for the brakes to fold up while landing. Not when you are flying the 737NGX: all it needs is one click and the lever rises from the groove and into the envisaged position – the same works vice versa. When you are under time pressure while landing, that is worth a mint.

The screens are not, as usual, black in a shutdown state, but have the customary, matt-glassy effects depending on the incidence of light. Despite high digitalisation of the cockpit, some of the classic round instruments survived in case there is an emergency. A lot of the other control elements like on the central console merely changed from the outside, so somebody familiar with the 737 feels at home instantly.

Hats off to the HUD

However, the optionally available Head-Up-Display (HUD) http://en.wikipedia.org/wiki/Head-up_display for the 737 is new. It can project vital flight parameters on a fold-down piece of glass in front of the pilot's face. That has been possible in the past with the MD-80 or the Saab 2000, but was not accepted to the greatest extent by airlines for a long time.

However, the HUD in the airplane has two undisputed advantages: The 737NG is allowed to take off with only 300 feet vision instead of 600 feet, whereas other planes have to stay on the ground. This is explained by the fact that the flying pilot can always keep his eyes on the outside. The same applies to the landing process, especially for those subject to IFR-rules that cannot be executed automatically.

The tiring switching from scanning the instruments to looking afar is no longer necessary. A comfort every PC-pilot will also appreciate without a doubt. However, the sitting position in front of the HUD takes getting used to as you have the feeling to be seeing through sloping. It is of great importance to achieve a precise understanding of the displays and to have trust in the extremely precise instruments. The external lighting turned out good, too – even the reflexions on the plane or the ground.

User-friendliness

In the course of my tests I also had an eye on user-friendliness which, especially regarding complex add-ons, often leave much to be desired. In this case, PMDG can brace themselves with an achievement that is unique in its form and sure to be ground-breaking: The Flight Management Computer's (FMC) Central Display Unit (CDU). Until now, these were mostly profane waypoint-memories with more or less relevant subvariables.

Not with this 737NGX. It presents itself as a universal interface between pilot and FS X with a range of functions unknown until now. For the first time, almost all the functions available in the original can be used authentically. Andreas Pinheiro will take a closer look at this.

Those among you not too keen on the topic of economics regarding flight preparation can breathe easy: Neither a load sheet, nor other tables are necessary. Weights, trim as well as v-speeds can be automatically inserted by double-clicking the concerning function key...

Welcome to the first paperless FS X cockpit!

Performance

I am surprised regarding the performance as the highly detailed and complex cockpit as well as the external model is, surprisingly, barely influencing the framerate. Which does not mean that you can jet around fluently with any low-end computer. Anyone who expects 25 frames per second or more and detailed sceneries needs an expensive high-end gamer pc.

PMDG have carried out pioneering work for users having performance issues: Using CDU, the 2D and 3D panels' display quality can be changed smoothly and, if required, turned off on the co-pilot's side in order to make more computing time available. Almost needless to say that this is where the sound can also be adjusted.

Markus Slattner

The experienced virtual helicopter pilot and skilled author of many years' standing is flying on the PC since FS 98.

Andreas Pinheiro writes...

How long have we been waiting for this news? The release has been planned since 2010, although it was scheduled for the 4th quarter. The big day was August 2nd 2011: PMDG opened their hangar doors in Nevada and there we had their latest creation, the Boeing 737NG.

Although, as it is sometimes the case in life for those who wait for a long time, a faster competitor was already waiting. That is what happened in this case. The Chinese iFly developer team could

Slightly sagging: the "Flexi-Wings" of the 737NGX.



A perfectly recreated cockpit including all digital and analogue displays leave little to be desired for virtual pilots!



The imaginative Kuala Airlines livery, a South African airline, is one of the many painting possibilities available for free on the internet.





celebrate the release of their (complete) 737-NG package just under five months earlier. In August 2010, iFly's 737NG for the FS 2004 was released – see FS MAGAZIN 1/2011. But as the hardware capacity can meanwhile compete with the FS X requirements and more and more products are developed for the FS X, it can be considered state-of-the-art. This brings up several questions: Can PMDG meet the high expectations and emerge victorious from the Chinese-American duel? Is the FS 2004 nearing its end? And, finally, do you need both planes in your hangar?

Here we go...

First off, you start the livery manager. The different PMDG liveries can be installed effortlessly. You just have to indicate the FS-X folder and off you go!

1. Normal operations

Now, I have the honour to get the PMDG 737NGX to its maiden flight (at least on my system). A short flight from Frankfurt to Brussels should suffice. I chose San Francisco as the destination for the actual flight testing.

PMDG's "airframe – tacking" is an actual change compared to other manufacturers. This means that each plane painting can be identified with its official registration – for example D-ABAB for Germany – and every change made to the plane's settings is saved.

Thus, parameters like the design of the cockpit and the error rates can be set using the 737's Control Display Unit (CDU) and are loaded upon choosing the machine in question. This results in a very individual fleet of planes: from worn out charter-planes to state-of-the-art and maintained airliners, PMDG can distinguish between the different 737 versions. Unlike other manufacturers, using external managers before starting the program is not necessary as the extensive CDU menu is practically allowing everything that is possible with those managers like adjusting the amount of fuel, weight and passenger distribution which is usually to be found in the FS-X menu like display options in the cockpit, differences between 737 versions, errors, control and sound. All in all, that is an unimaginable amount of parameters you ought to familiarize with first.

The general distinction is made between "PMDG setup" and "FS options". A list of the possibilities is beyond the scope. Just this: Even the different packages concerning the ETOPS suitability of a 737 can be adjusted!

Panel-states, meaning the configuration of different panels, are also saveable. As I chose "cold and dark" and am standing at the gate, it is time now to get the plane into the right configuration for starting the engines. The so called "normal procedures" on the ground are already indicating what this 737NGX is made of.



As the Boeing 737 is still a very conventional machine, a lot of work needs to be carried out. The different steps are explained in great detail in the 97-page(!) tutorial.

Nevertheless, it remains difficult for an amateur to identify a flow in this much text. Maybe our “flow-charts” can help us here that have been created for the iFly – see download area on the FS MAGAZIN homepage www.fsmagazin.de (German).

Preparing the 737NGX on the ground does not take much time and does not cause any problems. All the essential control elements are, for the most part, simulated correctly.

I only detected a bug on the Blood Duct Pressure Indicator. A switched on pack indicates little pressure whereas a switched off pack indicates much pressure. The other way around would make much more sense. If you connect ground power, no pressure at all is indicated. Nonetheless, it is possible to start the engines. A magnetic course (heading) at the Inertial Reference Unit (IRU) cannot be read either. PMDG has been informed about the issue. Otherwise, everything is working the way it is supposed to.

The pushback is beginning. It can – lucky especially for teetotallers of AES – also be controlled using the CDU menu. The engines are left switched on after clearance for take off. The start is recreated

realistically and is a far cry from the usually “jumping” parameters of the default-FS-X-planes or some add-on manufacturers.

Once clearance for taxiing is issued, our flight to Brussels can begin. It immediately seemed like the 737 has quite the agility on the ground. For me personally, the 737 is a bit too agile. Thus, the wheels are not getting any lighter which requires a fine feeling.

Indication

In order to achieve a realistic idle, the throttle should be set to maximum sensibility and neutral position should be set near zero.

When rolling, the flaps are pulled up and the autobrake is set to Rejected Take Off (RTO). You’re once again walking through the take off process. Lateral Navigation (LNAV) and Vertical Navigation (VNAV), too, the two automatic options the autopilot offers, which ensure the routes entered into the Flight Management System (FMS) are flown over in height and side, can already be selected on the ground according to the manual. Now, they are “armed”, which means they are put on alert. This is forbidden in a lot of airlines.

A reinforcement of LNAV should be done at 400 ft above ground level (AGL) whereas VNAV should be reinforced during the acceleration period, mostly at 1,500 ft AGL.

During take off, the TOGA-button must be pressed. This leads to the correct setting of the automatic flight modes. It is rather careless that this important button cannot be controlled using the 2D-panel. That is why you should assign it to a control button which is perfectly doable using the PMDG menu. There is a hidden click spot in the MCP for the three-dimensional Virtual Cockpit (VC). Once you are in the air, the autopilot is switched on to check its functions.

2. Autopilot

The centrepiece of every modern passenger plane is controlled using the Mode Control Panel (MCP) of the Boeing. Airbus calls this device Flight Control Unit (FCU). There, you can choose the different modes of autopilot. As the 737 is a rather conventional plane, the different options are limited: LNAV and VNAV for checking the flight profile in the FMS, LVLCH, V/S, HDG, ALT and APP are just some of them. The function of this mode is essential to controlling the plane and thus needs to be modelled extremely accurate.

Indication

For abbreviations not explained in this article, please see: http://en.wikipedia.org/wiki/List_of_aviation,_aerospace_and_aeronautical_abbreviations

In that regard, PMDG has done a very good job. I can (hardly) criticise anything: Lateral and vertical FMS-navigation work perfectly. You even have the possibility to fly a complex RNAV-approach if it is available as approach procedure. I have never seen it in such perfection in an add-on for one of Microsoft's Flight Simulators. Of course, the well-known procedures like an ILS- or VOR-approach work just as good.

During the flight, you control the plane mostly using the CDU of the FMS (also known as "the box") or using the Heading Select function (HDG SEL) which can be easily operated, too.

Climbing and descending flights are mostly achieved using the V/S- or LVLCH-mode. This is slightly too dynamic in lower flight altitudes, but is already very realistic considering weight and thrust. The service ceilings stated in the performance part match those reachable in the simulation. The Flight Director (FD) has also been designed very accurately. You can easily follow it during the approach and should be lead to one of the landing

strips: In short, everything is more or less perfect! Two aspects that are not perfect are, on one hand, the holding and, on the other hand, the automatic missed approach, the go around. A correct holding entry seems to be strongly depending on the speed. In this particular case, the autopilot obviously cannot fly a proper procedure if the speed exceeds 200 knots (kts). You should observe the auto go around carefully as the autopilot does not reach the necessary climb rate.

If you compare the overall picture to iFly's 737NG(X), it can be stated that controlling the autopilot is different although both manufacturers mastered this critical chapter on their own. For me, PMDG is the winner because the take off and approach programmes as well as the Flight Director are programmed in a cleaner fashion and can be flown better.

A fact that is bothering me is that the 2D-panel is only available in widescreen format. If you run it on a conventional 4:3 screen, it seems rather distorted. iFly came up with a much better solution with its many options.

3. Abnormal operations

Where many other add-on manufacturers stop and congratulate each other for a successful simulation, PMDG traditionally is far from finished. The simulation of the so called abnormal and non-normals, meaning the states of flight that pilots prefer to experience only in a simulation, is one of the hobbyhorses. Since the successful MD11-simulation, my expectations in this area are very high which now need to be met by the Nevadan programmers. Not that easy...

In order to simulate accidents on the 737, studying the so called Quick Reference Handbook (QRH) is imperative. In here, all relevant procedures are summed up. After the flight deck crew has identified an error, you can begin to reconfigure the plane with the help of the relevant checklist.

Especially, when you use the random error function, it is not easy to see at first sight which device just broke down. Boeing came up with an easy and yet not too easy system for the 737 unlike for its "bigger brothers" ranging from the 757 to the jumbo: If a system is broken, you are going to hear a sound signal and/ or notice the caution-

The HUD is an enormous aid for an approach under difficult visibility conditions.



The 737NGX's "light shows" are worth watching and seem very real.



Using the 2D cockpit, you can select several sub panels via keyboard shortcuts – on this picture, you see the so called "After Overhead" with the flap (moving) display and the input device for the inertial navigation as well as the "Voice Selector Panel".





(yellow) or warning light (red) depending on the error which is going to light up directly in front of the pilot.

The (PC-) pilot ought to know the various sound signals. That way, you can tell by identifying the constant "horn" sound that the height of the cabin exceeded the maximum value. If you do not have that knowledge, you are going to be unable to identify the problem and thus to solve it.

That is what the crash of the Helios 737-300, tragically, taught us http://en.wikipedia.org/wiki/Helios_Airways_Flight_522. If you notice a sound or light signal, the first thing to do is checking the operator display for error warnings. In case there are several of them (for example electric errors), you need to identify the source and thus work through the relevant procedure according to QRH1.

PMDG put this philosophy very well into practice. The aforementioned "horn" used for a cabin pressure warning is present as well as the previously mentioned light warnings. The pneumatic system (i.e. the pressurized cabin) works perfectly.

Here, the displays for cabin height and maximum differential pressure are very accurate. If you switch off the packs, the cabin "does a runner", the height exceeds 10,000 ft and you hear a warning horn.

If the cabin gets higher than 14,000 ft, the masks will drop automatically – at least the corresponding display in the cockpit lights up. I was only surprised about the missing warning for surpassing the maximum differential pressure...

The electrical system does not make it easy for the pilot, if something breaks down. The worst case scenario on the 737 certainly occurs when no generator at all is available and you have to fly using the standby power, i.e. the batteries. This state implicates that all autopilots broke down and only the displays on the left hand side, the captain's side, work.

When comparing the actual state to the target state concerning this error, you have to praise PMDG. Here, every faulty component has been recreated correctly. In case of several "small" electric errors, it would have been a good idea to work through a more extensive checklist in the QRH1. That way, the pilot misses out on several possibilities to reconfigure, for example, the FMCs or navigation displays. Obviously, pilots just need to know that...

If one of the main hydraulic systems breaks down, you are going to notice severe consequences in the 737: Controllability starts declining and especially the flaps and the landing gear cannot be controlled in a conventional way. The flaps can be controlled electrically whereas the landing gear is pulled down by gravity.



At least, the electric flaps are well recreated. Astonishingly, a "Manual Gear Extension" has not been modelled. PMDG explained that this goes back to a FS-X-limitation.

In addition, the worse controllability in case of a broken down hydraulic system "A" has not been taken into consideration. All in all, there is a lot left to do in case of a hydraulic error, but only two of now three important "pilot-actions" have been put into practice.

If one of the two engines of the 737 breaks down, it is still possible to control it with the remaining one. The asymmetric forces that need to be equalized using the rudder are considerable.

Nevertheless, the autopilot should still work given the rudder is trimmed consequently and the throttle is operated manually only.

Once again, PMDG has done a great job here. One lap with the "single engine" 737 feels like the "big" simulator. For my taste, you needed slightly too little "rudder", but all right.

But the developers have abandoned the possibility of failing an engine during the start at a certain speed. Here, only the "standard" options of the FS X are available that make up an error at a certain time. That is a pity as a scenario of a problem di-

rectly before or after V1 is exactly what you practice on a check flight with Level-D-Simulators.

Finally, I want to mention a reform, if not a revolution in abnormal possibilities: The "Manual Reversion": In case of all hydraulic systems as well as the spare hydraulic system breaking down, it can still be controlled using the rudder cables. It is quite stiff, strength-sapping and not too easy.

This kind of behaviour has never been simulated before in a flight simulator. Neither iFly, nor the "old" PMDG 737NG drew a distinction here, although the PMDG 737NGX simulates the "Manual Reversion Mode". In this case, the control surface movements can barely be noticed (in order to simulate the affecting forces) and the plane is very hard to control.

If you feel like it, you should try landing the 737 like that. In any case, that is quite the challenge! I have not been disappointed by the system depth of the 737NGX. The QRH1 could have been designed clearer. This way, there are no bookmarks, but otherwise there is not much to complain about other than the hydraulic errors. All errors can be found comfortably and switched off easily in the CDU.

On the 737NGX, there is a lot going on in the background: The flying hours of every model are tracked as well as the charge cycles of the batteries,



the use of the brakes or landing gear landings. This is connected to error models based in reality, so you are practically controlling a "normally" error-prone 737 as long as you chose "Service Based Failures" in the settings. I cannot say whether that is more fun. In the beginning, the planes are new. The effect will come after numerous flights...

In case you are not maintaining your plane using the CDU menu, the susceptibility increases. The hour meter indicates for every plane how many hours it can still fly without maintenance. Again, a very nice gimmick.

Andreas Pinheiro

The professional pilot, who has been flying on the PC since FS 4, has been flying a 767 for eight years before switching to Airbus.

Conclusion

This plane that has been tested with the latest bugfixes available at the time of the creation of these reports convinces although only the 800- and 900 versions are available. The system depth, once again, is brilliant and the autopilot already works very well in the first version. Even in the "single-engine-mode" the flight behaviour is great. The pitch- and power values for every attitude of flight agree with the ones stated in the manual.

Only on the ground, the plane is slightly too agile. The 2D-panel disappoints, too. With VC switched off, which, as is generally known, affects the performance, flying with this model is not fun. Nonetheless, PMDG's 737NGX remains our favourite for the FS X especially because of its system depth.

For those not having a high-end PC and those not enjoying VCs, iFly's 737NGX is the alternative. On the other hand, the Chinese 737NGX for the FS 2004 remains unachieved as there simply is no better alternative.

With regard to normal operations, the two offers only differentiate in details. The PMDG's complete configurability using the CDU and the long-awaited "Manual Reversion" simulation in particular know how to impress. The announced Service Pack 1 (SP 1) is sure to improve the 737NGX once again and thus further outpace the competition.

In addition, it is possible to update the 737NGX's navigation data using Navigraph or NavDataPro. Taking everything into account, the PMDG 737NGX is certainly not appropriate for beginners. But once you have learned how to handle it, you cannot get away from it as it will always captivate PC-pilots: The waiting was worthwhile: The King is dead – long live the king!

Article from FS Magazin - Edition 10/2011
www.fsmagazin.de



THE SKY IS CALLING

www.simmarket.com





Damage Inc. & Pacific AV8R Flight Stick

Fly one of the 30 precisely recreated planes and defend the Pacific Ocean Theatre against an enemy invasion. Lead violent battles in the air, against warships and infantry flying dive bombers, fighters and torpedo bombers above visually impressive and carefully recreated historic battlegrounds.

Starting with the surprising Attack on Pearl Harbor to the violent Battle for Iwo Jima, you defeat your enemies in more than 20 single missions or during direct aerial combat on the Xbox LIVE.

Whether you are flying alone, with your teammates or against them: Use your air force to destroy your enemy and dominate the airspace.

Intriguingly detailed planes, isles and battlegrounds. The aerial combat is an unmistakable multiplayer experience. Compatible with FlightStick controllers for an intensive gaming experience with over 12 hours of missions.

Pacific AV8R FlightStick included

The Pacific AV8R FlightStick reminds optically of the World War II fighter aircraft and is particularly designed for playing Damage Inc. Pacific Squadron WWII. The flightstick is thus conveying the true flight feeling for an intensive gaming experience.

The comfortably soft rubber surface ensures comfort on an extended mission while the stick, like the ones you find in historic military aircraft, allows precise control you can use to defeat the enemy and conquer the sky.

Exclusive Corsair with increased performance

Give yourself an edge by flying a completely equipped plane from the start! The DLC-code (console with internet access necessary to use the codes) included in this package grants you access to a Corsair at maximum speed, exclusive paintwork and four 20-mm-aircraft-cannons instead of default machine guns.



This incredibly fast Corsair equipped with maximum destructiveness is exclusive to the Damage Inc. Pacific WWII Collector's Edition.

Controlling over 30 precisely recreated planes

More than 30 incredibly detailed, historically recreated planes including rare, never before flown World War II prototypes offer an authentic aerial combat gaming experience. Thanks to the flight characteristics, arming and armour that remind of the real planes, you experience the action at first hand as the pilot. From the untameable Hellcat to the much feared Zero – you can choose from a hangar full of allied and enemy aircraft.

Complete missions in order to get upgrade points: Make new planes available, optimize your armour, performance and weapons, change your paint-work and more! Extensive bonus system: Gain Xbox-360-bonuses by completing operations in the game.

Online-multiplayer including comparative and common mode

Use your fighting skills to challenge your online enemies in multiplayer aerial combats. The Xbox LIVE supports up to eight players at one time. Many modes offer seemingly endless fun and increase the urge to take part in the biggest aerial battles of the Pacific Ocean Theatre.

Dogfight

In this classic death match mode, players compete against up to seven opponents. They are going to need every aerial manoeuvre and have to rely on their survival skills by choosing the right time and place to strike.

Thanks to various options, you can choose a level of difficulty that matches your skills.

Team Dogfight

Form two teams and find out who can win this aerial combat.

Survivor

All players start with a fixed number of lives and fight until there is only one of them left. Here, players need to be allrounders to become the last man standing after several rounds.

Team Survivor

Players work together in teams to eliminate the other team. All players begin with a fixed number of lives and the last team to have remaining lives emerges victorious.



Scratch One Flattop

Two teams compete against each other and try to scupper the enemies' flattops in this epic aerial combat.

Use dive bombers and torpedo bombers to attack the enemy's flattop from behind cover with the support of your fighters.

Ally yourself with online teammates and carry out missions together

Up to four players can team up to carry out missions together. In case all players share a common game status, new missions and planes will be made available in this mode.

The Sim- and Arcade-Mode challenge new and experienced pilots alike

The arcade mode is perfect for games whenever you have a spare moment and also puts inexperienced players right in the middle of the action thanks to its simplified control.

Once you master the basics, you can switch to the Sim-Mode which allows an even more precise control of the planes.

Intensive take offs and landings on flattops

A few missions on Damage Inc. Pacific Squadron WWII surpass the pure aerial combat and simulate one of its most difficult aspects in a precise way: landing on a flattop while others take off.

Take over control over your plane and take off just like preparing for a real combat. Navigate your plane back to the flattop after you have destroyed the enemy to complete the mission successfully.

Infobox

Product Specifications:

Single-Player Story Mode
Online Multiplayer for 2-8 Gamers
Online Co-op for 2-4 Gamers
Flight Stick Compatible
Voice Chat Compatible
HDTV 720p/1080i/1080p

<http://damageinthegame.com/>

PREVIEW EDITION 11-2012

Available in November



▲ The new version EEP - Eisenbahn.exe EXPERT



▲ Airbus X Extended for FS-X and Prepar3D



▲ Euro Truck Simulator 2

Imprint

SIMULATOR WORLD

Specialist magazine for PC-Simulations

Homepage: www.simulatorworld.com

Publisher:

ALBO medien GmbH
Lindberghring 12
33142 Büren

Germany

Tel. +49 (0) 29 55 - 76 03 37
Fax: +49 (0) 29 55 - 76 03 33

Company Registry: B 9728
Tax ID: 339 5801 0442
FA Paderborn

Management: Eva Löffler
email: kontakt@albo-medien.de

Address of editorial staff:

ALBO medien GmbH
Simulator World

Lindberghring 12
33142 Büren

Germany
email: redaktion@albo-medien.de

Chief editor:
Frank Möllenhof (V.i.S.d.P.)
email: moellenhof@simulatorworld.de

Staff of this issue: Martin Fuchs, Andreas Pinherro,
Markus Slattner und James Woodcock

Copyright: © ALBO medien GmbH

All rights, in particular of the duplication, translation, microfilming as well as the feed and processing in electronic systems, to the utilisation of parts of the technical periodical or on the whole remain reserved. All logos related in the magazine and protective brands are a property of the respective legal owners.