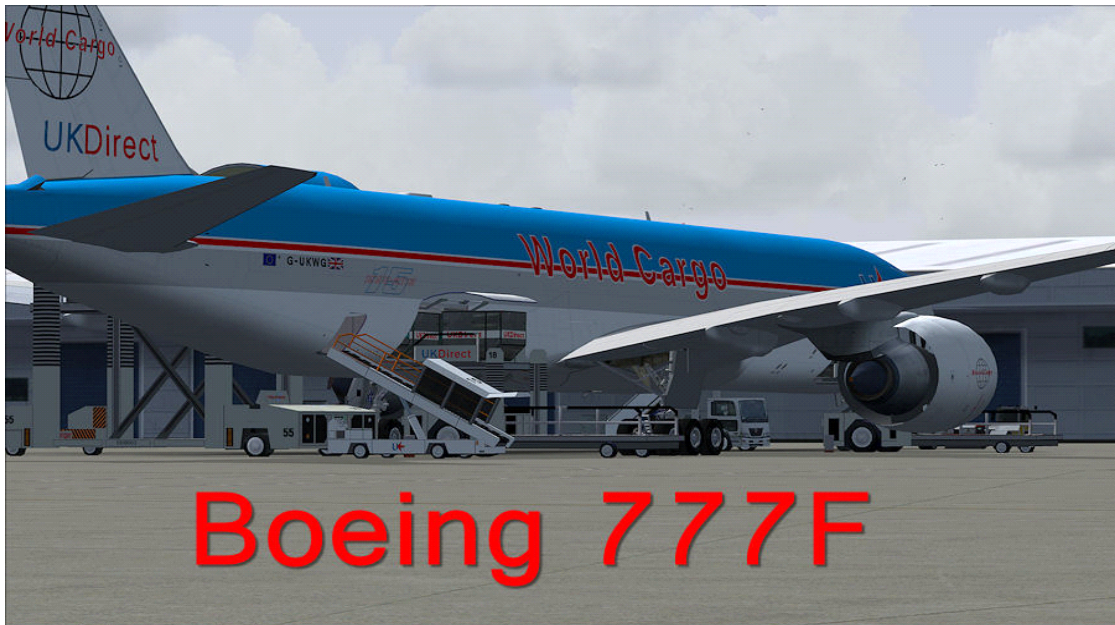


UKDirect World Cargo



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Boeing 777 Freighter:

World's Largest Twin-Engine Freighter

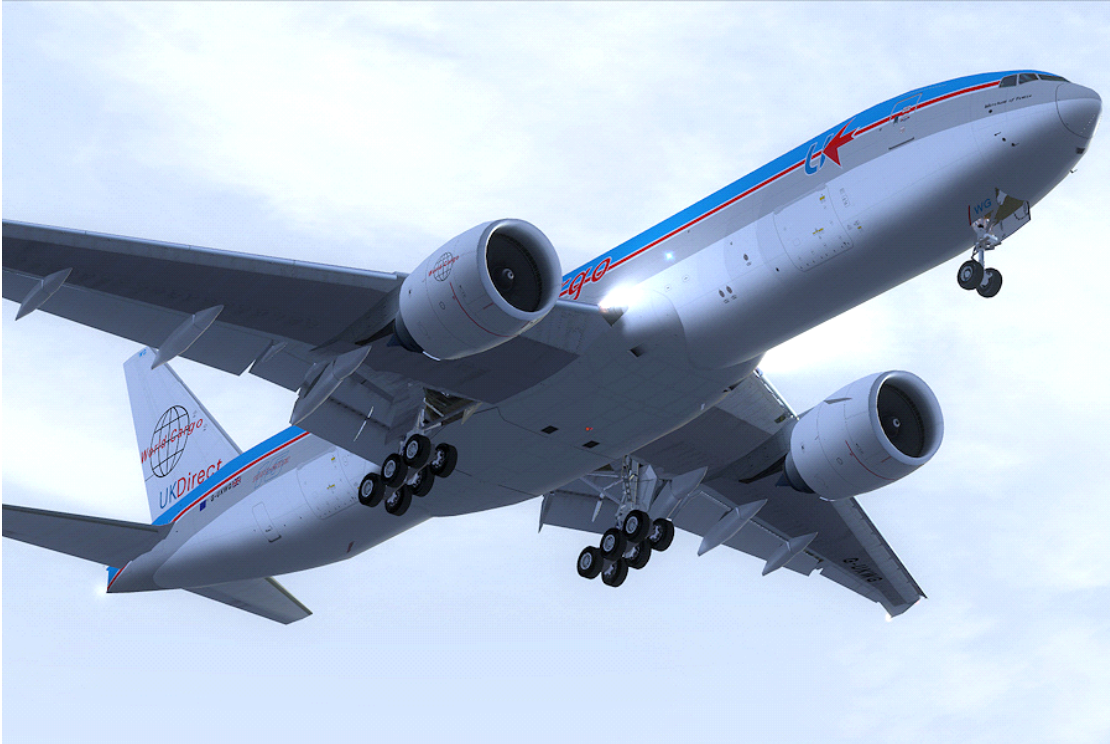
The Boeing 777 is a long-range wide-body twin-engine jet airliner manufactured by Boeing Commercial Airplanes. It is the world's largest twinjet and has been progressively developed into increasingly longer range developments with a range of 5,235 to 9,380 nautical miles (9,695 to 17,370 km). Commonly referred to as the "Triple Seven", it incorporates more advanced technologies than any other previous Boeing airliner.

The 777 was originally conceived as a stretched 767, but Boeing instead adopted an all new design with comparatively large scale use of composites (10% by weight) including the cabin floor and rudder. The main fuselage cross-section is circular and tapers rearward into a blade-shaped tail cone with a port-facing auxiliary power unit.

The 777 was Boeing's first application of fly-by-wire, featuring an advanced technology glass flightdeck with five Honeywell LCD's, but retaining control yokes rather than sidesticks. The aircraft has triple redundant hydraulic systems with only one system required for landing. A ram air turbine –a small retractable propeller which can provide emergency power– is also fitted in the wing root fairing.

Visually distinguishing features include the largest-diameter turbofan engines of any aircraft, the largest landing gear and the biggest tires ever used in a commercial jetliner. The six-wheel bogies are designed to spread the load of the aircraft over a wide area without requiring an additional centerline gear. This helps reduce weight and simplifies the aircraft's braking and hydraulic systems. Each tire of a 777-300ER six-wheel main landing gear can carry a load of 59,490 lb (26,980 kg), heavier than other wide-bodies such as the 747-400.

The 777 was also offered with optional folding wings where the outer 6m/21ft of each would fold upwards for operations at space restricted airports and it is also the first entirely computer-designed commercial aircraft.



Longer-range models

On February 29, 2000, Boeing launched its next-generation twinjet program, initially called 777-X, and began issuing offers to airlines.

The first model to emerge from the program was the 777-300ER and first flew on February 24, 2003 combining the -300's added capacity with the -200ER's range, and became the top-selling 777 variant in the late 2000s, gaining orders as airlines replaced comparable four-engine models with twinjets because of their lower operating costs.

The second long-range model, the 777-200LR, rolled out on February 15, 2005, and completed its first flight on March 8, 2005. On November 10, 2005, the first -200LR set a record for the longest non-stop flight of a passenger airliner by flying 11,664 nautical miles (21,602 km) eastward from Hong Kong to London. Lasting 22 hours and 42 minutes, the flight surpassed the -200LR's standard design range and was logged in the Guinness World Records.

As with the -300ER and -200LR, the 777F is equipped with raked wingtips and wing extensions of 12.8 ft (3.90 m).



777 Freighter

The production freighter model, the 777F, rolled out on May 23, 2008. The maiden flight of the 777F occurred on July 14, 2008.

The 777 Freighter is an all-cargo version of the twinjet, and shares features with the -200LR; these include its airframe, engines, and fuel capacity. With a maximum payload of 226,000 lb (103,000 kg), cargo capacity is similar to the 243,000 lb (110,000 kg) of the 747-200F. The freighter has a range of 4,900 nmi (9,070 km) at maximum payload, although greater range is possible if less cargo weight is carried, making it the world's longest-range twin-engine freighter.

The 777F provides more capacity than any other twin-engine freighter, accommodating 27 standard pallets (96 in x 125 in; 2.5 m x 3 m) on the main deck. The industry-standard 10-foot-high (3.1 m) pallets are accommodated by the large main deck cargo door that makes use of the airplane's volume capability. The lower cargo hold has the capacity for 10 pallets, as well as 600 cubic feet (17.0 cubic meters) of additional bulk cargo.

With a maximum takeoff weight of 766,800 pounds (347,810 kilograms), the 777 Freighter has a revenue payload capability of 112 tons (102 metric tons).

As the aircraft promises improved operating economics compared to existing freighters, airlines have targeted the 777F as a replacement for older freighters including the 747-200F, MD-10, and MD-11F.

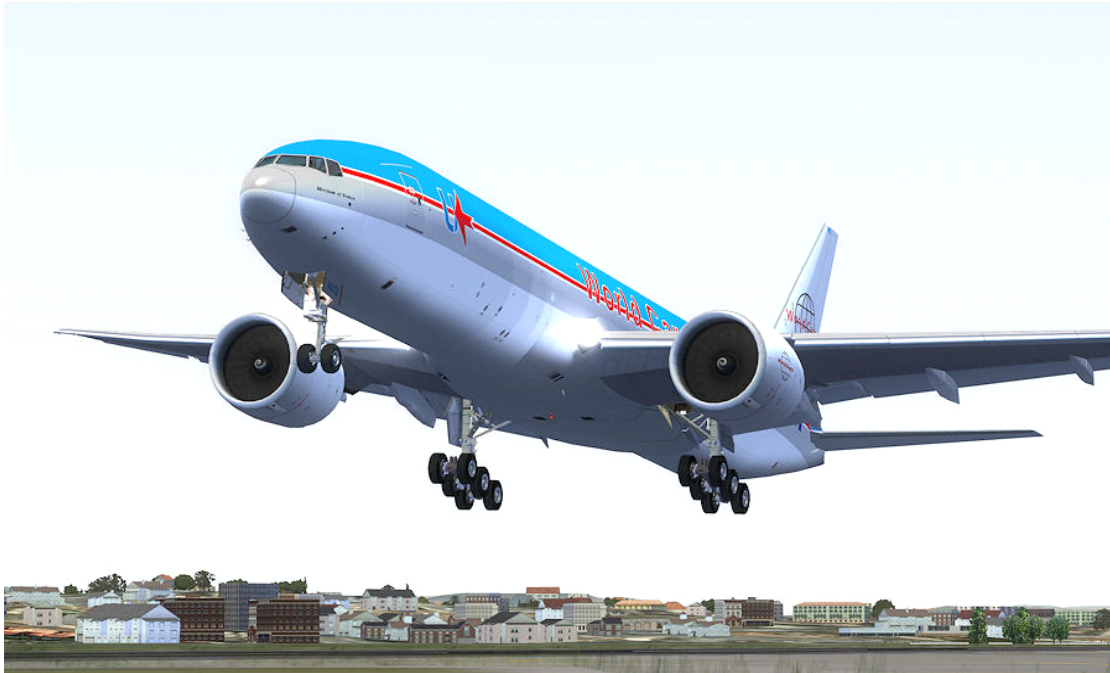
As of July 2013, 127 freighters had been delivered to eleven different customers, with 50 unfilled orders.

In the 2000s, Boeing began studying the conversion of 777-200ER and -200 passenger airliners into freighters, under the name 777 BCF (Boeing Converted Freighter). The company has been in discussion with several airline customers, including FedEx Express, UPS Airlines, and GE Commercial Aviation Services, to provide launch orders for a 777 BCF program.



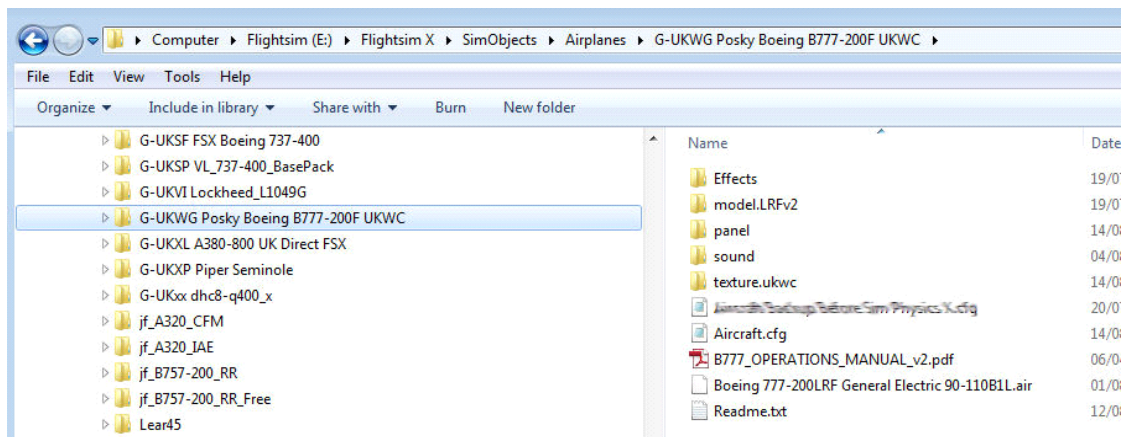
Specifications: *Boeing 777F*

Seating, typical	n/a
Cargo capacity	23,051 cu ft (653 m3) 37× pallets
Length	209 ft 1 in (63.7 m)
Wingspan	212 ft 7 in (64.8 m)
Empty weight	318,300 lb (144,400 kg)
Maximum takeoff weight(MTOW)	766,800 lb (347,800 kg)
Cruise speed	Mach 0.84 (560 mph, 905 km/h, 490 knots) at a cruise altitude of 35,000 ft (11,000 m)
Range, loaded	4,900 nmi (9,070 km, 5,636 mi)
Service ceiling	43,100 ft (13,140 m)
Engines (×2)	General Electric GE90-110B1
Thrust (×2)	110,100 lbf (490 kN)



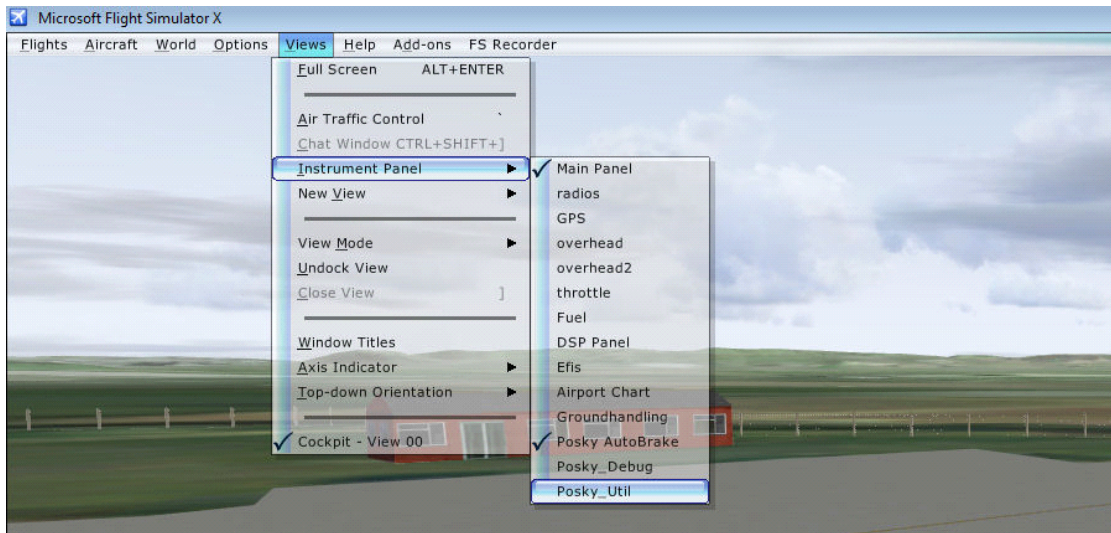
Installation

1. Unzip these files to a temporary directory
2. Cut and paste the G-UKWG Posky Boeing 777F folder into your flightsim directory:
eg. ..\Flightsim X\SimObjects\Airplanes\G-UKWG Posky Boeing 777F



This is how it appears on my pc using Windows 7 with FSX installed on drive E:

3. Cut the contents of the Effects folder and paste into the FSX/FS9 Effects folder.
4. The 777 is aliased to use your default B737 sounds. I would recommend visiting <http://poskyarchive.com/category/boeing/b777-200/> to download their B777 sounds. I would have liked to include them but at 51MB it is impractical.
5. A panel and virtual cockpit is included. This Project Opensky model comes complete with a range of ground vehicles which are controlled by the Posky_Util, selected from the menu as shown in the screenshot.



Operation

Included in the files of this add-on plane is an Operations manual detailing all the required flap settings, speeds, etc so I won't repeat them here. What I will mention is the Posky Utility referred to above. This panel will allow you to open and close doors, use air-stairs and cargo handling facilities, and move standard containers in and out of the hold - all branded with your favourite airlines logo's of course.



1. Standard Sim Icons to open other panels.
2. These are actually toggle switches - click to change eg. from Mach to IAS, or Heading to Bearing.
3. Autobrake panels - explained below
4. Another Sim Icon this time for the radios, but easily overlooked.

If you experience autobrake problems then this next bit is for you - this may not apply to FS9 users!



When I was flight testing the plane in FSX with the supplied panel I had a problem with the autobrake - it worked but after landing it could only be disengaged by applying the parking brake which presents a problem when flying with FS Airlines. Worse still is once the brakes are disengaged they stop working completely.

I found a work around solution to this problem by installing another Project Opensky autobrake (v1.3) which will appear in the top-right corner of your screen (box 1 in screenshot above). You can right-click on it and in the pop-up menu select UNLOCK WINDOW which will allow you to position it in box 2 over the panel autobrake. Right-clicking will lock it again.

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Sources

<http://en.wikipedia.org/>

<http://www.airliners.net/>

<http://www.boeing.com/>

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Recommended

Sound File: <http://poskyarchive.com/category/boeing/b777-200/>

This model (indeed all B777F's) is powered by General Electric engines however Rolls Royce engines are an option for nearly all variants of the 777 and this 51Mb sound file sounds superb.

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As always if you have any problems please ask on the forum or send me a message via FSAirlines.

M.Greenough UKD171

14 August 2013

www.planecrazy.me.uk/ukd