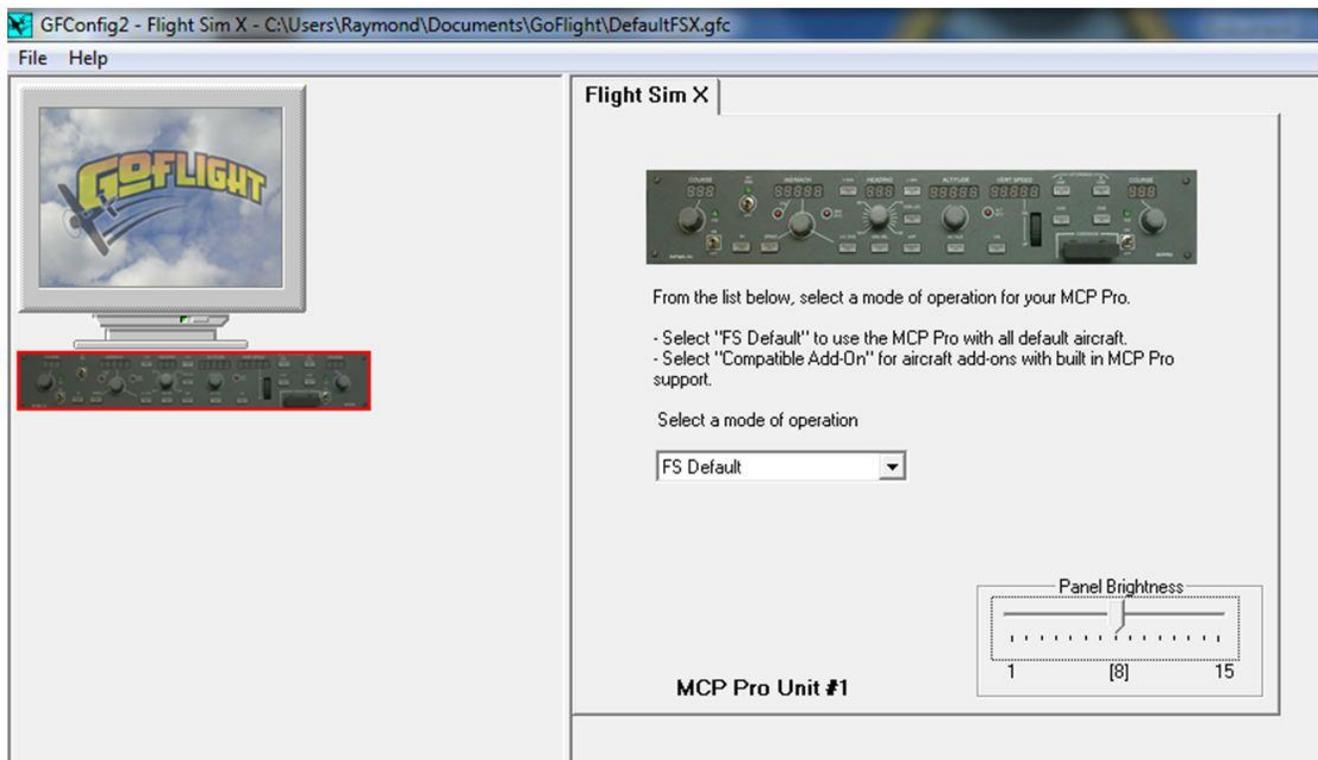


hmmm.... The MCP would not work as I intended, so okay – I would probably need some additional software.

I went online and looked at GoFlight's website – I didn't take me long before I found a download link including GoFlight software. The internet connection at GoFlight is very good so it did not take a long time to download the file. This could also be because the file was not that big, so the download, unpacking of file and installing software took only a few minutes.

The GoFlight software enables the simmer the possibility to choose on which system the MCP are to be used on – in my case it was FSX. Furthermore the software also contains the possibility to change the use of the MCP to a specific product as e.g. default FSX, iFly, PMDG, LevelD or Project Magenta etc, which I think is super because the target group now has increased significantly. As an additional feature, the software also contains a function to control the light settings of the MCP. This is very nice if you e.g. have selected a flight at night and the lights in your room are off, then it is nice also to be able to dim the lights on the MCP – Very cool detail.



After installation and programming of software settings I could begin with the fun part. I opened FSX again and now it all worked perfectly. I thought that since this was a B737 MCP I would start my testing with the default Boeing B737. I created a flight from Karup Airport, Denmark (EKKA) with take-off runway 27R, a climb to 9500' ft and an IAS at 250 knots. The idea for this flight was to manually make the take-off, and then just after the wheels had left the concrete, I would switch on the

autopilot and fly a full landing cycle just on the use of the MCP. Then switch it off again on final close to the threshold.

I started taxi from the gate and during taxi I programmed the MCP with IAS 250 knots, heading 270, Altitude 9500' ft and a climb ratio of 2500' ft. I switched on the FD (*Flight Director*) and armed the autopilot – now all I had to do was enable the autopilot and the auto throttle. I called the tower and got clearance for take-off. I spooled up the engines steadily, released the brakes and went down the runway. At V2 I started rotation to 10 degrees, and when the wheels left the concrete I switched on the control of the MCP.

This was truly a very different way of flying. Previously I had used the virtual MCP a lot, but that was with the use of my mouse and directly in the virtual cockpit (VC) – here I were with a super exquisite piece of hardware and giving commands directly to the B737 – this was truly a very cool experience.

I made a 90 degrees left turn to heading 180 and continued my climb for 9500' ft. After flying over Herning I again made a 90 degrees left turn to heading 90 and here I reached my designated altitude of 9500' ft. The aircraft reacted completely as I was used to with the virtual MCP but somehow this was entirely different. It was like you had a different feeling with the aircraft, a better feeling and the MCP was very easy to use.

I started downwind, then base and ended up on final – at an altitude of 1200' ft I switched off the autopilot and made a manual landing – This was really a cool ride. I simply just had to try this again.

I wouldn't have believed that a piece of hardware would improve my virtual experience with that much realism that this MCP did. I couldn't understand why on earth I didn't get one earlier, and now that I have tried it, I simply cannot do without it!

I created a new flight – this time in the default Boeing B747 with take-off from Karup Airport, Denmark (EKKA) runway 09R with destination Tirsstrup Airport, Denmark (EKAH). My experience was once again totally impressive – SUPERB. I felt an improved and complete control over the aircraft – actually just like if I were a personal / physical integration with the aircraft. This way I felt that it was easier to navigate and I could feel that I had more energy and overview to enjoy the views or to control and check the other instruments. Absolutely no stress at all.

This was a short domestic flight but never the less a flight that gave me much experience. I decided to test the stress handling of the MCP and created some different scenarios to get the aircraft into unwanted positions as e.g. a stall. This was of cause quite easy – just make an aggressive climb and spool down the engines to idle. Normally it would take me quite some time to recover the aircraft because I had to get my mouse and then hit the disengage button in the virtual cockpit (can be difficult when using an IRtracker). Now I suddenly had it all just in front of me. From the stall was confirmed to I got the MCP switched off and made the recovery took only a very few seconds – this way I had no problem by recovering without the loss of great altitude.

My third flight was with the AeroSoft F-16 Fighting Falcon. Here I wanted to test if the MCP also worked on this type of aircraft. All the main functions as heading, altitude and climb I could use without any problems, but the IAS and approach was not usable. This however was irrelevant for me because I could still control the engines with my throttle stick and the approach function is more to be used with commercial airliner and not jet fighters in my opinion.

The F-16 flight was a flight I created from Karup Airport, Denmark (EKKA) to Billund International Airport, Denmark (EKBI). On this flight I used the MCP all the way from just after take-off and until I was app. 10 nm to the north-east of Billund. Then I switched off the MCP and made a simulated attack on Billund tower. Again it was really superb with the GoFlight MCP instead of using the virtual MCP – Really an impressive realism – awesome. This gave me more focus on the flight and more focus on enjoying the flight instead of focus on the virtual MCP.

I discovered that every time when you start up a new flight you don't have to reset the MCP. This is done automatically which again is a super nice detail.

Regarding the design I can only say that the MCP is made very nicely with many features and with an impressive finish. It has all functions as the real MCP (Boeing style) – but even though it is made as a Boeing version you can of course also use it for Airbus models. I have tested it on Thomas Ruth's Airbus A340-600 and found no issues with the integration at all.



I have been checking out other manufactures of MCP hardware and actually I have also had the pleasure of testing another manufactures MCP-Pro series. When I compare these two MCP's I found that the difference was that GoFlight's MCP was a little smaller but on the other hand also significantly less expensive. When I then look at the feeling I get when using the MCP's – the feeling of using the buttons and rotating encoders I find better quality in GoFlight's MCP than what I have previously experienced. It does not feel like plastic which of course is because the MCP is made out of

metal. The rotating encoders turn easily and has small clicks so that you get a better feeling when changing the setting.

Pricewise I find GoFlight's MCP in the medium range. I know that \$500 USD seems like a lot of money to pay for a small piece of hardware, but seen in the light of the additional realism and the extra experience you get using the MCP, and also when looking at similar MCP's on the market, then GoFlight's price is very fair.

For this MCP GoFlight has also made an EFIS – hereby you can setup a complete autopilot module. I am not too sure that it will fit into Engravity's frames, but this is not something that I have tested. I have not yet had the pleasure of testing the EFIS, but I of course hope that would be possible at a later point of time.



The connection between the MCP and the computer is just one USB cable. I have only tried to plug it directly into my computer and have not found any issues with that. If you e.g. were to use the MCP through a USB-hub I could imagine that it also would work perfectly, however I have discovered that from time to time you can get some strange errors when you use a very complex piece of hardware and run it through a USB-hub, but again I have not tested that with this MCP.

After my test of this indeed awesome piece of hardware I have tried to be as critical as I could towards what could be better. I only have one thing that I find as not 100% perfect which is the disengage button. It works like a charm as it should, but I would suggest that it had more stabilization so that when you use it, it doesn't flop to the left or right. It does this because it is located on top of just one switch – maybe the solution were to put in a dummy switch as a second switch – then you would get a perfect stabilization.

I also looked at different small reviews online at e.g. FSPilotShop, and according to these reviews, it is not because I am not thorough enough that I can't find any errors, it is simply because the unit is so perfect and only deserves credit.

Some would probably like to be able to change settings of specific buttons and thereby be able to define and program the MCP themselves, but this I think is nonsense. The MCP is made as an MCP and made to be used as an MCP and nothing else. If you want to use it for something else, then purchase a different module. That would be my opinion.

It is a very impressive piece of hardware and made with the eye for the detail. You get all the features you want and need from a MCP with this product. It is very user friendly concerning connection and installation of software and you don't have anything "just being there" without a function. It all is as what you would expect – **High level of Quality**

I cannot give any negative feedback for this product and rate the GoFlight MCP with 5/5 huge stars – It is truly a pleasure to see such a complex piece of hardware being so user friendly. I thank GoFlight for their contribution and dedication within the virtual flightsim world. What you make is truly of very high quality and you contribute to increase the amazing experience of realism for the fellow simmer.

For those who could be interested then GoFlight has made many different modules which can all be seen on their website www.GoFlightinc.com



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