



SOLO A

USER'S MANUAL

Rev. 2.0 - June 2022

For support, contact us at
support@virtual-fly.com

SOLO-A



VirtualFly 
BY AIRCATGLOBAL

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1. IN THE BOX

A) SOLO A panel (SOLO A + VF-G1000 + YOKO+ + V3RNIO+)

B) Electrical power cable

C) Network cable (Ethernet)

D) YOKO+ USB cable

E) V3RNIO+ USB cable

F) SOLO A Quick Start Guide



A 1x



B 1x



C 1x



D 1x



E 1x



F 1x

It is important to save all parts you are not going to use in case you need them in the future.

2. HARDWARE SETUP

The SOLO A has been developed to be pluggable to any standard Windows computer. The SOLO A contains 5 important modules which require cable connections, software installation and configuration:

- SOLO A panel itself
- YOKO+ "The Yoke"
- V3RNIO+ "Throttle, Propeller and Mixture"
- VF-G1000 "Glass Cockpit"
- GPS GNS-530

2.1 CONNECTING TO PC

After placing the panel on the surface it will rest, you must connect all the modules to the computer running the flight simulation software. To do so, you have two options

- OPTION A: Direct Connection
- OPTION B: LAN network connection.



The power switch must be in "OFF" position before starting.



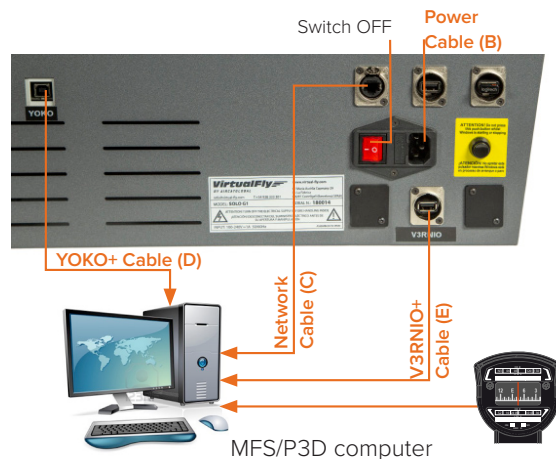
Secure the COMPOSS on top of the panel using the magnetic base of the COMPOSS.



You must connect the power cable (B) last.

OPTION A: Direct Connection

Connect the cables between the modules and PC as indicated in the diagram below.

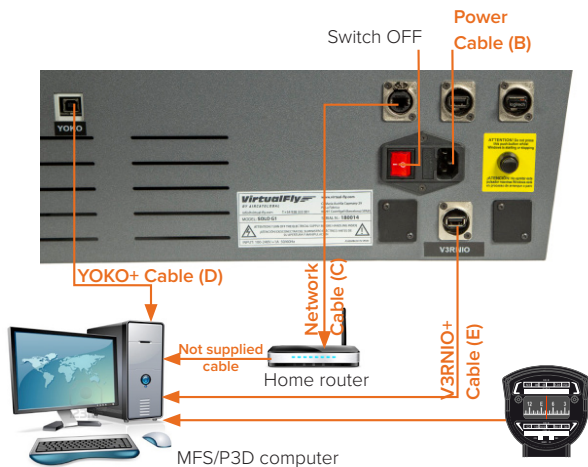


OPTION B: LAN Network Connection



An extra Ethernet cable (not included) is required to connect the internet router and PC.

Connect the cables between the modules, router and PC as indicated in the diagram below. This option enables the SOLO A panel to have an internet connection, which is required if you schedule a remote connection with Virtual Fly technicians.



3. SOFTWARE SETUP

To interact with your PC, the SOLO A requires installing some additional software. The SOLO A is compatible with Prepar3D.

To set up the SOLO A with Prepar3D, you will need to install VFConnect, the software developed by Virtual Fly to enable interaction between our flight pannels and PCs, and FSUIPC. You can download these from the following links:

- **VFConnect:** <https://downloads.virtual-fly.com/software/vfconnect/latest/vfconnect.exe>
- **FSUIPC:** <http://www.fsuipc.com/>

If you already have FSUIPC installed, skip this step. During the installation, a registration window will appear, which you must ignore by selecting "Not Now". Restart Prepar3D after the install is complete.

To set up the YOKO+, V3RNIO+, follow the "SOFTWARE SETUP" section from the corresponding manuals:

- **YOKO+ User's manual:**

https://downloads.virtual-fly.com/docs/yoko+/latest/yoko_yoko+_user's_manual.pdf

- **V3RNIO+ User's manual:**

https://downloads.virtual-fly.com/docs/v3rnio+/latest/v3rnio_v3rnio+_user's_manual.pdf

GNS-530 NETWORK MODULE INSTALLATION



If you have any software running, close it before installing the GNS-530 Network module.

- Go to the memory stick provided with SOLO-A.
- Execute the 530E_network_module.exe setup program and follow the installation wizard.

AIRCRAFT-FLIGHT MODEL INSTALLATION

The SOLO A is only compatible with the 3 aircraft provided in the memory stick. You must install these 3 aircraft into the PC running Prepar3D and load them to operate with the SOLO A.

To install the aircraft, follow these instructions:

1. Locate the Prepar3D installation root folder. By default, this is at: C:\Program Files\ Lockheed Martin\ Prepar3D v4.
2. Enter the "SimObjects" folder and then the "Airplanes" folder.
3. Place the provided C172/C182/C206 Aircraft folders inside the "Airplanes" folder.

4. START UP

4.1 ACTIVATING PROCEDURES

1. Make sure the BAT switch on the SOLO A panel is deactivated.
2. On the PC with Prepar3D installed, run Prepar3D and load your scenario with one of the 3 aircraft installed in Section 3.
3. On the PC running Prepar3D, execute "VFConnect.exe" and "VFHub".



Do not execute "VFConnect.exe" before Prepar3D is completely loaded.

4. Activate the Power switch (a) indicated below to power the SOLO A.
5. Press the push button (b) to activate the operating system of the panel.



The SOLO A must not be disconnected while the programs are loading. Doing so might cause problems with booting in the future.

6. Wait about 60 seconds until you see the analogue gauges in the SOLO A as shown below.



If you have Windows Firewall activated, a warning permission to communicate with the network will appear. You must select "Allow Access".

The VFConnect software window will look like (a) below if it is not yet connected, and like (b) if a connection has been established successfully between computer and SOLO A. The upper box indicates the connection status of the simulation software, and the lower box displays the connection status between the SOLO A and the computer.

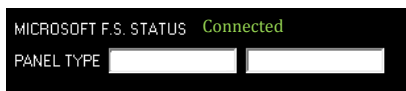


(a) The plugin is searching for P3D and SOLO G1.



(b) The plugin is connected to P3D and SOLO G1.

The SOLO A also displays the connection status between itself and the flight simulation software:



In this case, the MFS/P3D and SOLO-A are **connected**



In this case, the MFS/P3D and SOLO-A are **not connected**

If you have issues establishing the connection between the SOLO A and your computer, please contact Virtual Fly's Technical support at support@virtual-fly.com.

4.2 DEACTIVATING PROCEDURES

1. Press the push button (b) at the back of the SOLO A to stop the "Windows" operating system of the panel.
2. Wait until everything is stopped before switching off the SOLO A's power switch (a).



5. PANEL SELECTION (ACCORDING TO AIRCRAFT)

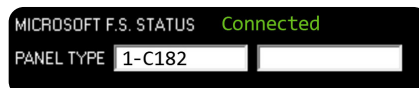
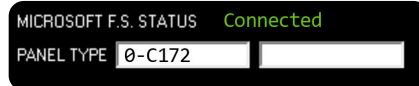
The SOLO A panel has been designed to operate and display instruments for the Cessna 172SP Skyhawk and Cessna Skylane II RG R182. Most of the instruments are equivalent for both aircraft, but the following change depending on the selected aircraft:

- Airspeed
- Tachometer- RPM
- Flaps/Trim indicators
- Manifold Press/ Fuel Press indicator appears only on C182.

PANEL TYPE SELECTION

The panel type is selected automatically on the SOLO A panel according to the aircraft selected on the flight simulation software.

Note that the only aircrafts models supported by SOLO-A are "VirtualFly_F1Tech_C172S" and "VirtualFly_F1Tech_182" provided in the SOLO-A Memory Stick.



6. RADIOSTACK

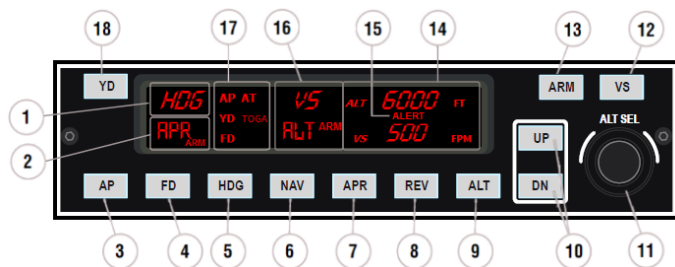
Peixsoft GA Radio Stack Displays UDP for Virtual-Fly

6.1 AUTOPILOT (AP) 'KFC 225 like'

This modified version shows, and allows modification of, values from the simulator's autopilot. It also provides information about active and armed modes.

NOTE: The autopilot does nothing by itself; it merely sends to and receives from FS, the appropriate data, while FS handles the operation. As a result, Radio Stack may exhibit limited functionality with certain third-party add-on aircraft depending on how complex the autopilot systems are and how much they deviate from the generic FS systems.

Therefore, although the default aircraft and most add-on GA aircraft can be used successfully with the stack, more complex add-on aircraft may not work at all or demonstrate limited functionality.



Button Definition

3. **AP Master Switch:** Engage/Disengage the autopilot. AP caption lit on annunciation panel (17) when ON.
4. **FD:** Flight Director. switch ON or OFF (If installed). FD caption lit on annunciation panel.
5. **HDG:** Heading mode. This follows the Directional Gyro's or HSI's "heading bug".
6. **NAV:** Navigation mode (VOR 1 or GPS). Arms the NAV mode to intercept and follow the selected radial on NAV1/ GPS track.

7. **APR:** Approach mode (LOC or ILS). This arms the APR mode, to intercept the Localizer and the Glide Slope (if available and the NAV radio is tuned to the ILS frequency).

Note: if HDG mode is active it will be replaced by APR mode when Localizer is captured and if ALT mode is active it will be replaced by the Glideslope when captured.

8. **REV:** Back course mode (Rev LOC). It arms the reverse localizer capture to perform an outbound procedure turn to ILS.

9 **ALT:** Altitude Hold. The altitude maintained is the altitude at the moment the ALT button is pressed rounded to the nearest hundred. If the ALT button is pressed with an established climb or descent rate present, there will be an overshoot, with the airplane returned positively to the selected altitude. If pressed when ALT hold mode is engaged, will disengage the mode.

10. **UP & DN:** It is used to change the Vertical Speed (VS) in hundreds.

11. **ALT Knob:** Used to change the selected altitude. The outer knob changes the altitude in increments of 1000 ft and the inner knob in increments of 100 ft.

12. **VS:** Vertical Speed: When pressed will engage the vertical speed hold mode. The vertical speed maintained is the vertical speed present at the moment the VS button is pressed rounded to the nearest hundred. The rate can be changed using UP or DN buttons. When the VS button is pressed again, it will disengage the vertical speed mode.

13. **ARM.** This arms the altitude mode. If AP is engaged the plane will climb or descend to the desired altitude at the selected vertical speed. Vertical speed can be changed while Alt is engaged by pressing UP or DN buttons. While altitude is not yet reached, the active mode is automatically set to VS while ALT is only armed. It will change to active when the desired altitude is reached.

18. **Yaw Damper:** Switch it ON or OFF (If installed in aircraft being used).

Display

1. **Roll Active Mode:** These can be ROL, HDG, NAV, APR and REV.

- ROL = Wing Leveler active.
- HDG= Heading mode active.
- NAV = NAV1 Radial/GPS track intercepted and following it.
- APR = ILS Localizer captured.
- REV = ILS localizer Back Course captured.

2. **Roll Armed Mode:** These can be NAV, APR, REV and GS. Armed modes show the ARM caption at its right position.

14. **Altitude selected:** This is the desired or maintained altitude. It can be changed using the rotary knobs (11).

- **Vertical Speed selected:** This is the selected Vertical Speed.

15. **Alert annunciator:** This label appears when the aircraft altitude is between 1000 ft and 200 ft of the desired altitude. It always occurs, even when AP is off or altitude hold is not active.

16. **Pitch Active Mode:** this can be VS, ALT and GS.

- VS: Vertical Speed Mode.
- ALT: Altitude is reached and hold.
- GS: ILS Glide Slope is captured.

- **Pitch Armed Mode:** This can be ALT. Armed modes show an ARM caption to the right.

17. **Annunciator:** This has two columns, left for AP options and right for A/T options.

- Left column show the next options:

AP: Master AP switch is engaged.

YD: Yaw Damper is On.

FD: Flight Director is On.

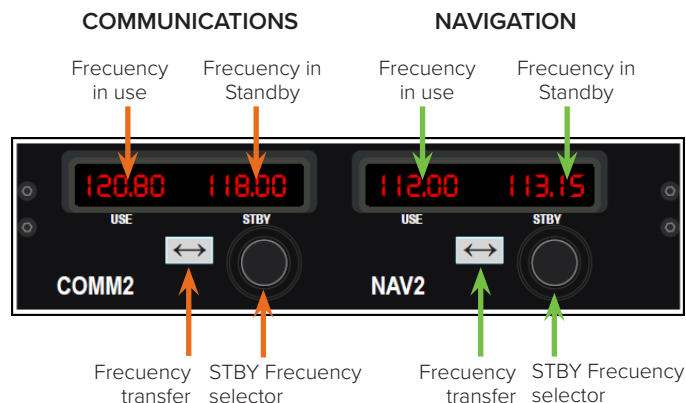
- Right column shown:

AT: Autothrottle is On.

TOGA: TOGA is On.

6.2 COMMUNICATIONS AND NAVIGATION

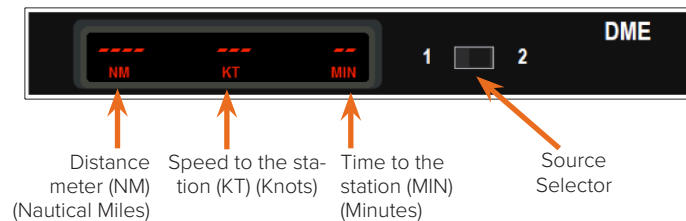
The COM & NAV equipment is integrated in one device.



6.3 DISTANCE METERING EQUIPMENT (DME)

This DME allows the user to choose between DME 1 or 2, linked to NAV 1 or NAV 2 respectively. Due to FS limitations, it always works in remote mode (cannot work with an independent frequency).

If no signal from DME is received dashes appears on the screen.

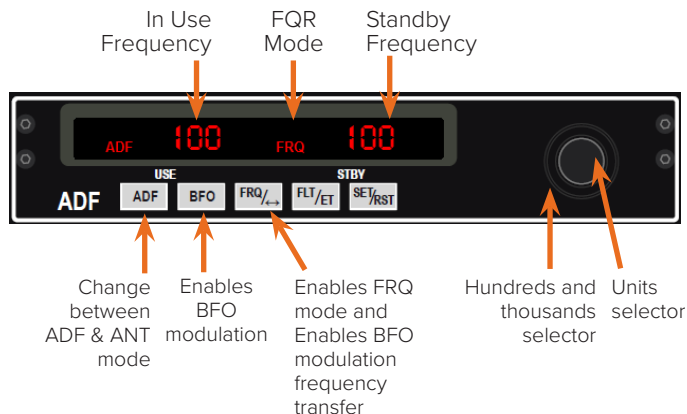


6.4 AUTOMATIC DIRECTION FINDER (ADF)

This is 100% functional; the ADF and BFO buttons are working but perform no actions. *(FS does not allow the user to move the needle to 90° as would be usual in ANT mode).*

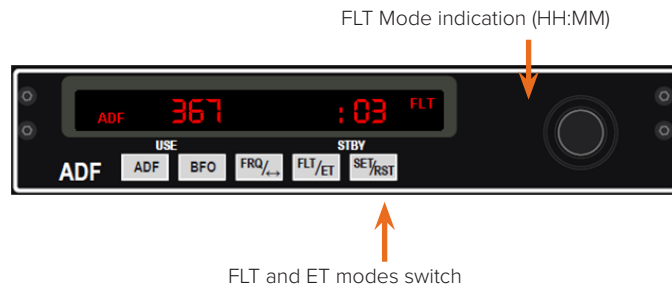
Frequency Mode (Frq)

In its main mode, it shows two frequencies: Used and Standby.



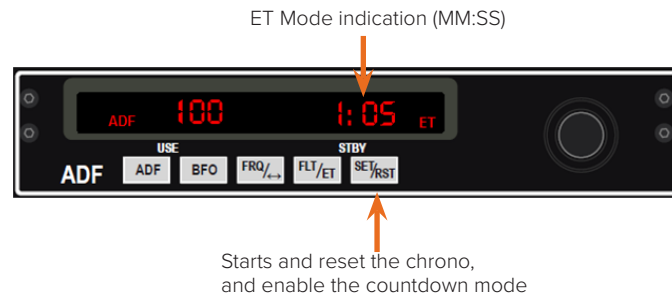
Flight Time Mode (FLT)

An internal chrono is started when the device is activated, and it counts both Hours and Minutes. It always works (in any mode) while the device is On.



Chrono Mode - Elapsed Time (ET)

The ET mode allows a chrono with Minutes and Seconds (until 59:59). The chrono begins to count when you press SET/RST push button (also when other mode is selected) and returns to start every time SET/RST is pressed. Can not be stopped, always is reset to 0 and begins to count automatically.

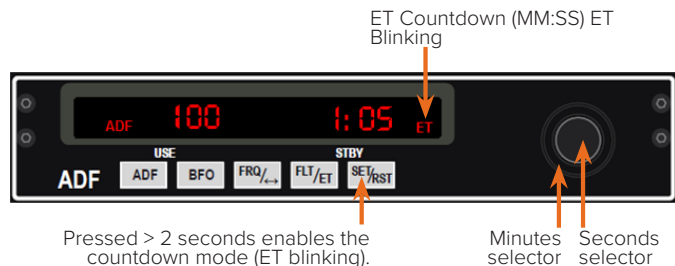


Countdown Mode (ET blinking).

A countdown of a maximum of 59 minutes, 59 seconds is allowed. To enter countdown mode, the SET/RST pushbutton must be pressed and maintained (with the mouse) for 2 seconds or longer, or until ET starts to blink.

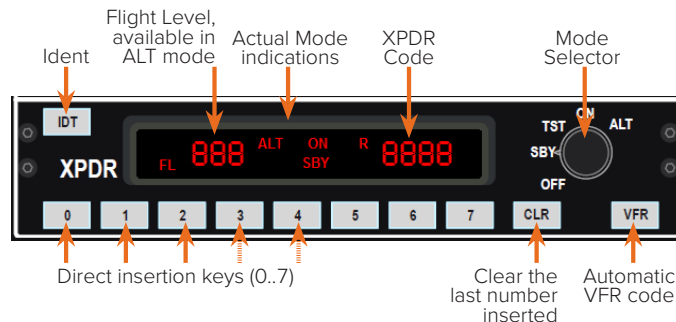
Subsequently, you should select the initial time with the rotatory knobs, the big one to select the minutes and the small for the seconds, and press the SET/RST pushbutton to start the countdown.

When the time reaches 0 the mode reverts to normal ET Mode and begins to count up, but to advise you of the time blinks for 15 seconds.



6.5 TRANSPONDER (XPDR)

Sequential code full functional XPDR including the flight level in ALT mode.



Mode selector

This can be changed with the rotatory knob (OFF, SBY, TST, ON, ALT). The selected mode appears lit on the screen (SBY, ON, ALT). The TST mode lights all indicators.

Note: The SBY mode is only for instruction purposes as FS treats it as always-ON.

IDT: Simulated Ident action showing the "R" caption for 18 seconds.

0 a 7: Direct entry of XPDR's code. Code is inserted sequentially; When inputting values, a dash appears in the digit that waits to be changed. If the code is not completed in a reasonable time (more than 4 seconds from the last insertion) the code reverts to the last used code.

CLR: Clears the last digit inserted, waiting for a new entry, if it is pressed several times it going back until arriving at the beginning.

VFR: Puts automatically the VFR code predefined in the General Configuration screen.

7. GPS GNS-530

The SOLO-A includes GNS-530 GPS. This GPS is not the original from Garmin but both the hardware part and software part have been designed to replicate the real.



The software part is FROM FLIGHT1 AVIATION TECHNOLOGIES, on <http://www.flight1tech.com/> you can find all the information of the developer.

To operate this replica of GNS-530 we added on the memory stick the manual from a reliable source "GNS530_pilotsGuide".

This GNS-530 Simulator is modeled after the GNS 530W and features

- A multi-channel ILS/VOR with localizer and glideslope receivers.
- Built-in WAAS navigation capabilities to fly LPV "glideslope" approaches without reference to ground-based nav aids of any kind (providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions).
- Updateable, built-in terrain and navigation databases that contain location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries.
- A detailed basemap that shows airports, cities, highways, railroads, rivers, lakes, coastlines and more.
- Terrain proximity warnings and Terrain Awareness and Warning System (TAWS) alerting.
- Integration with standard autopilots that accept roll-steering commands to automatically fly your aircraft through holding patterns, procedure turns and other position-critical IFR flight procedures.

In the following pages, there is a basic explanation of the main buttons and indicators.

6.1. KEY AND KNOB FUNTIONS



The volume rotaries of the GPS GNS-530 replica are decorative

The GNS 530 is designed to make operation as simple as possible. The key knob descriptions (Figure 1-1) in the following page provide a general overview of the primary function(s) for each key knob.

Experiment with the unit and refer to the reference sections for more information. Data is entered using the large and small knobs. Experiment with them to become efficient at entering data. This greatly reduces the amount of time spent operating the GNS 530 in flight.



Figure 1-1 Keys and Knobs

- | | |
|--------------------|---------------------|
| ① COM Flip-flop | ⑪ ENT (enter) |
| ② COM Power/Volume | ⑫ Small right knob |
| ③ VLOC Flip-flop | ⑬ Large right knob |
| ④ VLOC Volume | ⑭ CDI |
| ⑤ Small left knob | ⑮ OBS |
| ⑥ Large left knob | ⑯ MSG (message) |
| ⑦ RNG (map range) | ⑰ FPL (flight plan) |
| ⑧ Direct-to | ⑱ VNAV |
| ⑨ MENU | ⑲ PROC (procedures) |
| ⑩ CLR (clear) | |

Left-hand Keys and Knobs

(1) **COM Flip-flop Key** – Swaps the active and standby COM frequencies. Press and hold to select emergency channel (121.500 MHz).

(2) **COM Power/Volume Knob** – Controls unit power and communications radio volume. Press momentarily to disable automatic squelch control.

(3) **VLOC Flip-flop Key** – Used to swap the active and standby VLOC frequencies (i.e., make the selected standby frequency active).

(4) **VLOC Volume Knob** – Controls audio volume for the selected VOR/Localizer frequency. Press momentarily to enable/disable the ident tone.

(5) **Small Left Knob (COM/VLOC)** – Used to tune the kilohertz (kHz) value of the standby frequency for the communications transceiver (COM) or the VLOC receiver, whichever is currently selected by the tuning cursor. Press this knob momentarily to toggle the tuning cursor between the COM and VLOC frequency fields.

(6) **Large Left Knob (COM/VLOC)** – Used to tune the megahertz (MHz) value of the standby frequency for the communications transceiver (COM) or the VLOC receiver, whichever is currently selected by the tuning cursor.

Right-hand Keys and Knobs

(7) **RNG Key** – Allows the pilot to select the desired map range. Use the up arrow to zoom out to a larger area, or the down arrow to zoom in to a smaller area.

(8) **Direct-to Key** – Provides access to the direct-to function, which allows the pilot to enter a destination waypoint and establishes a direct course to the selected destination (Section 4).

(9) **MENU Key** – Displays a context-sensitive list of options. This options list allows the pilot to access additional features or make settings changes which relate to the currently displayed page.

(10) **CLR Key** – Used to erase information, remove map detail, or to cancel an entry. Press and hold the **CLR** key to immediately display the Default NAV Page.

(11) **ENT Key** – Used to approve an operation or complete data entry. It is also used to confirm information during power on.

(12) **Small Right Knob** – Used to select pages within one of the page groups. Press this knob momentarily to display the on-screen cursor. The cursor allows the pilot to enter data and/or make a selection from a list of options. When entering data, the small **right** knob is used to select the desired letter or number and the large **right** knob is used to move to the next character space. The small **right** knob is also used to move the target pointer up (turn clockwise) or down (counterclockwise) when the map panning function is active.

(13) **Large Right knob** – Used to select page groups: NAV, WPT, AUX, or NRST. With the on-screen cursor enabled, the large **right** knob allows the pilot to move the cursor about the page. The large **right** knob is also used to move the target pointer right (turn clockwise) or left (counterclockwise) when the map panning function is active.



NOTE: Data is entered using the large and small right knobs (Figure 1-2). Experiment with them to become efficient at entering data. This will greatly reduce the amount of time spent operating the GNS 530 in flight.



Figure 1-2 Blank Direct-to Page



NOTE: When the GNS 530 is displaying a list of information that is too long for the display screen, a scroll bar appears along the right-hand side of the display (Figure 1-3). The scroll bar graphically indicates the number of additional items available within the selected category. To scroll through the list, press the small right knob to activate the cursor, then turn the large right knob.

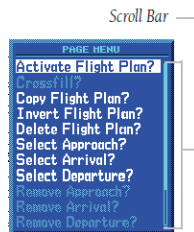


Figure 1-3 Scroll Bar

Bottom Row Keys

(14) **CDI Key** – Used to toggle which navigation source (GPS or VLOC) provides output to an external HSI or CDI.

(15) **OBS Key** – Used to select manual or automatic sequencing of waypoints. Pressing the **OBS** Key selects OBS mode, which retains the current 'active to' waypoint as the navigation reference even after passing the waypoint (i.e., prevents sequencing to the next waypoint). Pressing the **OBS** Key again returns the unit to normal operation, with automatic sequencing of waypoints. When OBS mode is selected, the pilot may set the desired course to/from a waypoint using the Select OBS Course pop-up window, or an external OBS selector on the HSI or CDI.

(16) **MSG Key** – Used to view system messages and to alert the pilot to important warnings and requirements. See Section 16.1 for more information on messages.

(17) **FPL Key** – Allows the pilot to create, edit, activate, and invert flight plans, as well as access approaches, departures, and arrivals. A closest point to flight plan feature is also available from the FPL Key. See Section 5 for more information on flight plans.

(18) **VNAV (Vertical Navigation) Key** – Allows the pilot to create a three-dimensional profile which provides guidance to a final (target) altitude at a specified location. See Section 11.

(19) **PROC Key** – Allows the pilot to select and remove approaches, departures, and arrivals from the flight plan. When using a flight plan, available procedures for the departure and/or arrival airport are offered automatically. Otherwise, the pilot may select the desired airport, then the desired procedure.

8. CONNECTING MULTIPLE SOLO IN THE SAME NETWORK

If you connect more than one SOLO to the same network, you should be aware that to use them simultaneously you should have more than one computers using MSFS / Prepar3D / X-Plane 11 connected to the same network and indicate the right MFS / P3D / X-Plane computer to each SOLO, as detailed below.

- Connecting a PC to one of the SOLO, just can be turned on the SOLO which you want to connect. When you will execute **VFConnect3.exe** or **VFConnect3-Xplane**, it will detect the active SOLO and will connect.
- Once a PC and SOLO are connected, they will remain connected during the session. At this point, if a second SOLO is turned on and a second PC runs **VFConnect3.exe** or **VFConnect3-Xplane**, this just will detect the SOLO which is free and will connect.
- You should be aware that never a connection between a specific SOLO and PC is saved, Connections are made automatically when **VFConnect3.exe** or **VFConnect3-Xplane** starts and it find a SOLO which is available (free of connection to a PC)

- If you want to prevent a panel to connect to another PC, or make sure that a SOLO will connect to the same PC, connect them directly without going by the LAN network.

9. TROUBLESHOOTING

| Anomaly | Possible Cause | Solution |
|--|--|---|
| MSFS/ Prepar3D/ X-Plane 11 do not connect to the panel. | Network cable n° 3 is not connected. | Check connection of network cable n° 3 between SOLO and MFS / P3D / X-Plane computer. |
| | P3D is not running. | Execute P3D |
| | FSUIPC is not installed (MFS/P3D). | Install FSUIPC. See Chapter 2. |
| | “VFConnect3.exe” or “VFConnect3-Xplane.exe” is not executed. | Execute “VFConnect3-Xplane.exe” on the MSF / P3D / X-Plane computer. |
| | “VFConnect3.exe” or “VFConnect3-Xplane.exe” started incorrectly. | Only one of “VFConnect” or “VFConnect-Xplane” can be executed at the same time, be sure that you are executed the version that corresponds on your simulation software. “VFConnect” will only work with MFS/P3D and VFConnect-Xplane will only work with X-Plane. |
| | Windows firewall does not allow communication with SOLO. | You will have to add an exception manually to allow communication. For that, follow the steps below: 1. Press combo key Windows + R. 2. Write “firewall.cpl” on the window that has appeared. |

| Anomaly | Possible Cause | Solution |
|--|--|---|
| MSFS/ Prepar3D/ X-Plane 11 do not connect to the panel. | PC has more than one network card. | <p>1. If you are trying to use one network card to connect to your router and another one to connect directly to SOLO and it does not work, try connecting SOLO directly to your router instead of connect to the pc.This way, connection will be established through the network LAN.</p> <p>2. If you have connected SOLO directly to your PC and your PC has the other network sockets free, try connecting SOLO to the PC using another network card.</p> |
| | Network problems. | If you have connected your PC and SOLO directly (without router), at the beginning you will have to wait some time, even more than a minute, because Windows set IP addresses automatically. |
| | Network Discovery disabled. | Check that in your current network profile (Public / Home or Work) Network discovery option is turned on. For that, go to: "Control Panel\All Control Panel Items\Network and Sharing Center\Advanced sharing settings" and turn Discovery Network option on for all profiles available. |
| | Antivirus software is blocking the connection. | Each Antivirus software has their own options and menus. To see if the problem comes from the antivirus, you can deactivate it completely just for the test. If the connection is stablished with the antivirus deactivated you should look for an option that allows any connection for VFConnect3.exe or VFConnect3-Xplane.exe |

| Anomaly | Possible Cause | Solution |
|--|---|--|
| Connection goes down, is intermitent or indicators move sharply. | Connection trough Wifi. | If you are using a PC which is connected to your network by Wifi, even SOLO is connected by cable, it is possible that due to interference, noise or other electromagnetic signal, connection will not be constant. It is so recommendable using always a network cable to connect SOLO to the router and your PC to the router also, or alternatively a direct cable between your PC and SOLO to enjoy completely of your SOLO. |
| | Your MFS / P3D / X-Plane PC is executing another program on the background that uses all the bandwidth of the network card. | To guarantee the best perform of the connection, it is recommendable during the session, to close programs which make an intensive use of the network connection or computer processor. |
| I don't know how to connect the flight director. | | Push on the rotary "A.I. PUSH F/D" located above left of the panel. |

10. REMOTE SUPPORT

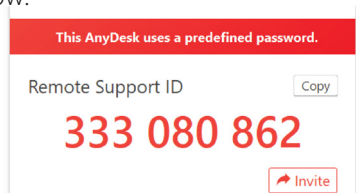
In case you need help from Virtual Fly's technical team, there is the possibility to schedule a remote connection to your flight simulator computer and SOLO A. For that, you should:

1. Ensure your flight simulator computer and SOLO A are connected to the internet. For this, you should have a LAN Network connection as described in Section 2.1 "CONNECTING TO PC"

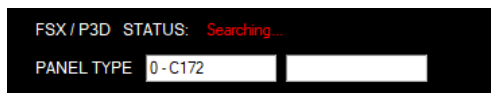
2. Download and run the following software for your PC running the flight simulation software:

https://downloads.virtual-fly.com/software/VirtualFly_Remote_Support_Tool.exe

3. Take note of the code that appears in your PC screen, as displayed below:



4. Turn on your SOLO A and turn the BAT switch off. Wait until the following screen appears in the SOLO A:



5. Press and hold the AP and ALT keys from the Radiostack simultaneously for a second. Wait until "Remote Session ON" message appears, as displayed in the following image:



6. Take note of the ID code that appears on the VOR2 indicator.



7. Contact Virtual Fly's technical support team at support@virtual-fly.com to:

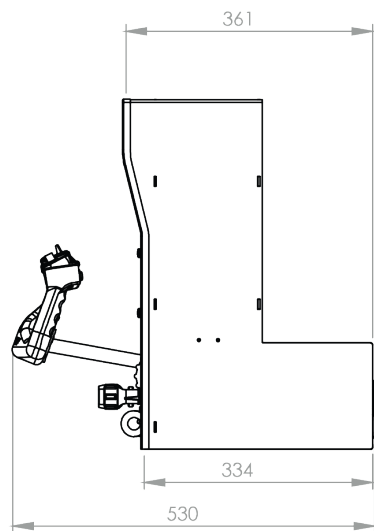
- Provide them with the Anydesk ID codes from your PC and SOLO A.
- Schedule a remote session.

11. TECHNICAL SPECIFICATIONS

Power Supply: 115-230 VAC, mono, 50-60 Hz

Nominal intensity: 0,75 A

Compatibility: Prepar3D



Anchors measures (8 units M6) (mm)

