



# SOLO GA

## USER'S MANUAL

Rev. 3.2 - July 2024

For support, contact us at  
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SOLO-GA



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BY AIRCATGLOBAL

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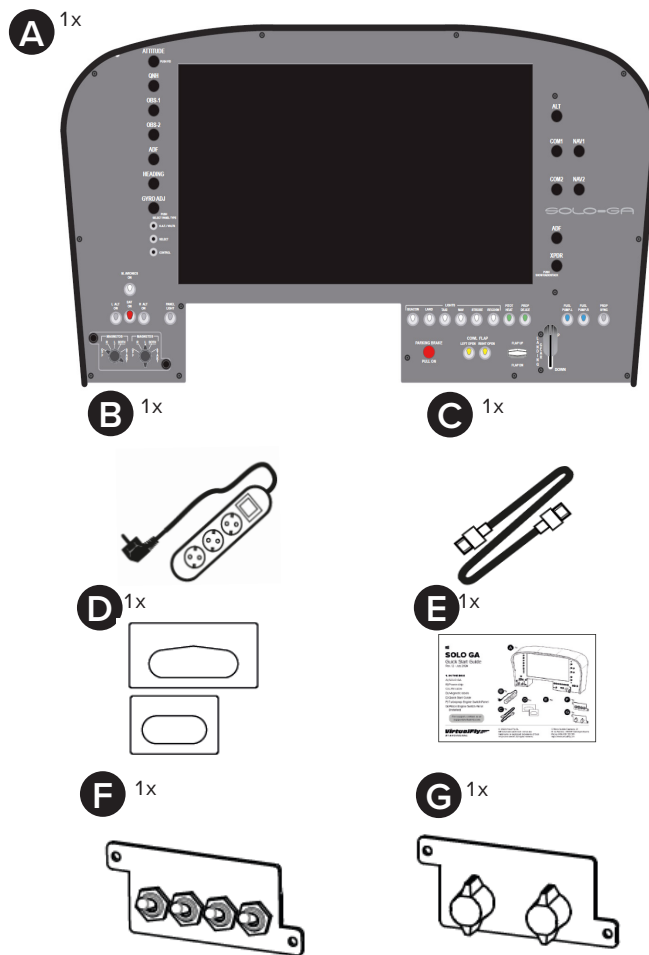
## **12. TECHNICAL SPECIFICATIONS**

## **13. AIRCRAFT COMPATIBILITY**

## 1. IN THE BOX

- A) SOLO GA
- B) Power strip
- C) LAN cable
- D) Magnetic labels
- E) Quick Start Guide
- F) Turboprop Engine Switch Panel
- G) Piston Engine Switch Panel (installed)

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



## 2. HARDWARE SETUP

### 2.1 CONNECTING TO PC

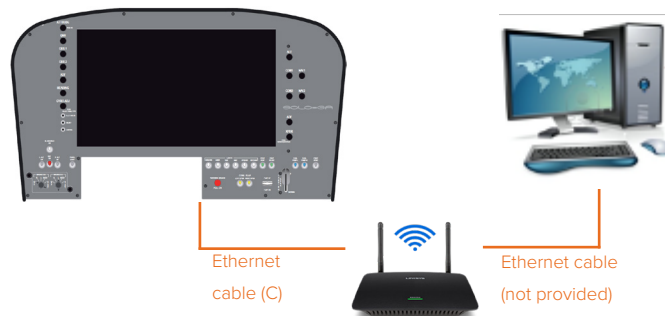
The SOLO GA has been developed to be pluggable to any standard Windows computer. After placing the panel on the surface it will rest, connect all the power plugs from the back of the SOLO GA to the provided multiple power socket (B). Now connect the power strip (B) to a 115-230VAC outlet.

You now have two options to connect the SOLO GA to the computer running the flight simulation software; through direct or LAN network connection. Independently of the option you use, you will need to plug one end of the provided Ethernet cable (C) to the LAN connector at the back of the SOLO GA. The LAN connector socket of the SOLO GA is found in the mini-computer within the SOLO GA, displayed below.



#### OPTION A: LAN Network Connection (Recommended)

Connect an Ethernet cable between the SOLO GA and router, and another from your PC to the router as displayed below.

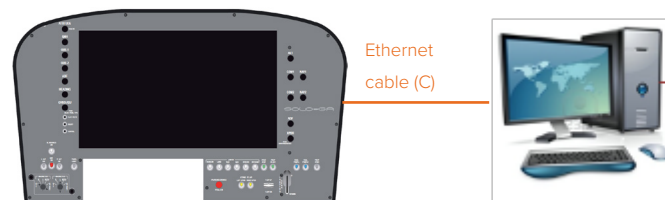


#### OPTION B: Direct Connection

Connect the Ethernet cable (C) between your SOLO GA and your PC as displayed in the next diagram.



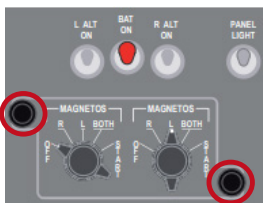
Remote Connection is not available through Direct Connection.



## 2.2 CHANGING IGNITION SWITCH PANEL

The SOLO GA is a multifunction panel, and some switches change their function depending on whether the selected aircraft is a piston, turbo-prop. or jet.

To change the ignition switch panel, manually unscrew both screws located in the region displayed below and disconnect the cable from behind the switch panel.



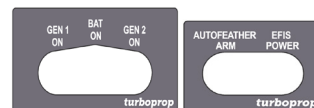
Connect the switch to the back of the other switch panel, place the other switch panel into the SOLO GA and screw both screws back in.

Your panel will take the following appearance after making the above structural changes



## 2.3 ADJUSTING MAGNETIC LABELS ACCORDING TO AIRCRAFT TYPE

The panel incorporates some magnetic labels, shown below, which allow you to change the designation of each switch and rotary to match the correct functionality. The default designation of the switches and rotaries (without the magnetic labels) is for piston engine aircraft.



To apply the magnetic labels (D), simply place them over the SOLO GA panel in their correct location, as displayed in the image below. The image depicts the SOLO GA with the turbo-prop magnetic labels applied.



### 3. SOFTWARE SETUP

To interact with your PC, the SOLO GA requires installing some additional software depending on the flight simulation software you use. The SOLO GA is compatible with MSFS, Prepar3D and X-Plane 11.

#### MSFS and Prepar3D

To set up the SOLO GA with MSFS or Prepar3D, you will need to install VFConnect, the software developed by Virtual Fly to enable interaction between our flight pannels and PCs, and FSUIPC.

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

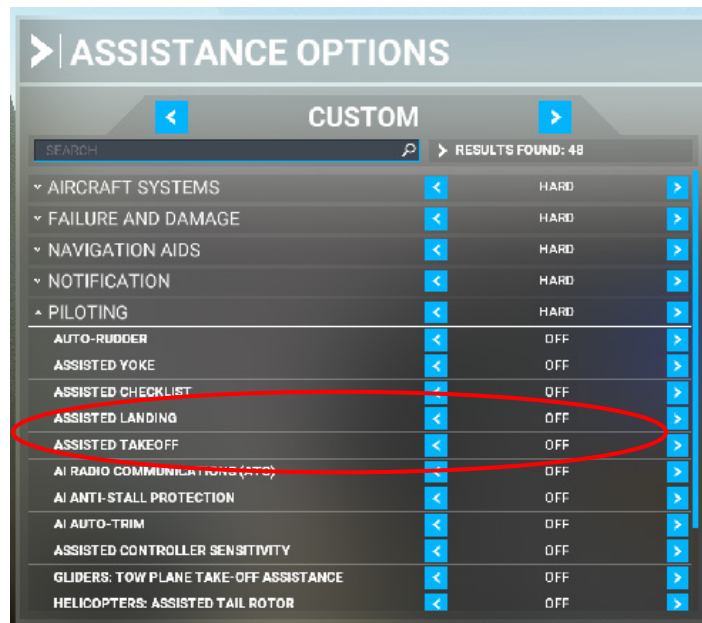


Make sure you install the correct version depending on the flight simulation platform you use (MSFS or Prepar3D).

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 MSFS/Prepar3D after the install is complete.



Inside MSFS Assistance Options, you **must disable the Assisted Landing and Assisted Takeoff functions**, otherwise the Flaps can malfunction.



#### X-Plane 11

To set up the SOLO GA with X-Plane 11, you only need to install the VFConnect version suitable for X-Plane 11. You can download it from the link below:

- **VFConnect\_XP:** [https://downloads.virtual-fly.com/software/vfconnect/latest/vfconnect\\_xp.exe](https://downloads.virtual-fly.com/software/vfconnect/latest/vfconnect_xp.exe)

## 4. START UP

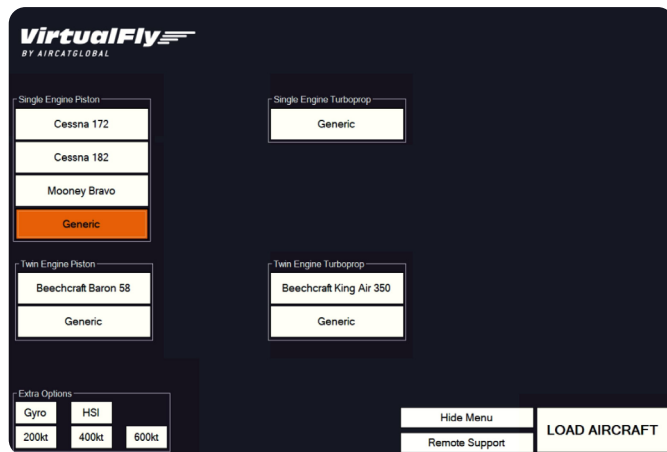
### 4.1 ACTIVATING PROCEDURES

1. Start your preferred flight simulation software (MSFS, Prepar3D or X-Plane 11).
2. Press the push button (a) indicated below for 1 second to start the "Windows" operating system of the SOLO GA's mini computer.



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

The device will be ready to operate after about 60 seconds, when you will see the "SELECT PANEL TYPE SCREEN" displayed in the next image picture. Follow "PANEL SELECTION (ACCORDING TO AIRCRAFT)" from section 5 to select the panel from the aircraft you wish to fly



3. Execute the VFConnect version that corresponds to the simulation software running. If the Windows firewall is activated, a warning permission to communicate with networks might appear. You must click "Allow Access" to enable the connection between the SOLO GA and the computer.  
Depending on the flight simulation software you use, the connection time will vary.

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 GA.



(a) The plugin is searching for MSFS/Prepar3D/X-Plane 11 and SOLO GA.



(b) The plugin is connected to MSFS / Prepar3D / X-Plane and SOLO GA.



If using X-Plane 11, VFConnect will not show a "Connected" status until a flight has been loaded.

If you have issues establishing the connection between the SOLO GA and your computer, please contact Virtual Fly's Technical support at [support@virtual-fly.com](mailto:support@virtual-fly.com).

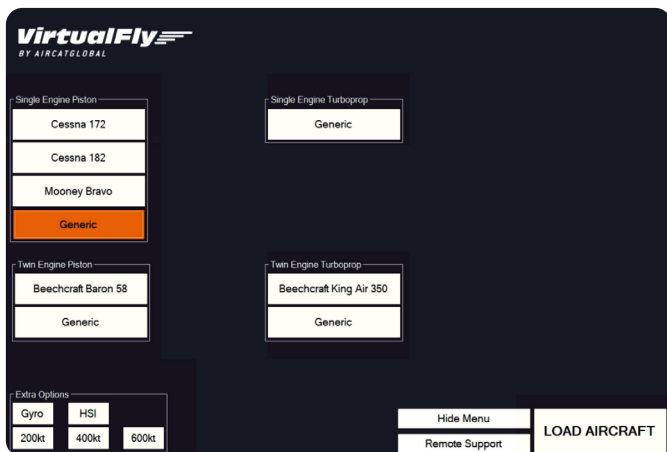
## 4.2 DEACTIVATING PROCEDURES

Press the push button (a) of the SOLO GA's mini computer to stop the "Windows" operating system. Wait until everything is stopped before unplugging the SOLO GA from the power.



## 5. PANEL SELECTION (ACCORDING TO AIRCRAFT)

The SOLO GA panel has been designed to operate and display instruments for single and twin engine planes of both piston and turboprop aircraft. The following picture shows that some aircraft have their own customised panel, such as the C-172, C-182, Mooney Bravo, Baron 58 and King Air 350. There are also customizable panels labelled as "GENERIC" to simulate other aircraft.



The aircraft best suited to be flown using the SOLO GA are those that MSFS, Prepar3D or X-Plane 11 incorporates by default. However, planes from Prepar3D CARENADO have been tested and have yielded good results.

In the previous image you can see the SOLO GA has a "GENERIC" option for each aircraft type (4 in total). On each "GENERIC" option, you can select the full scale of the speedometer "Airspeed Range" and the type of instrument indication of direction "Directional Indicator".

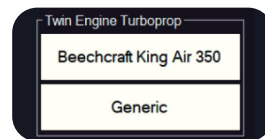
To set up the SOLO GA with the aircraft you wish to fly, you must:

- Select the corresponding Gauges Panel to desired aircraft
- Place the corresponding magnetic labels

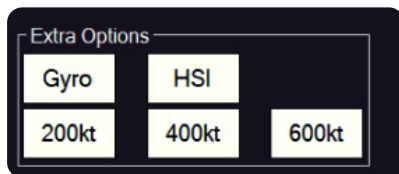
### SELECTING GAUGES PANEL

The SOLO GA incorporates a 22" touchscreen, so you must manage it with your fingers. Follow these steps:

1. Select the label that corresponds to the aircraft you wish to fly in the simulation software. If there isn't a customized label for the desired aircraft, select the "GENERIC" option corresponding to the aircraft's engine type. For instance, if aircraft selected in simulation software is "Beechcraft B200", you must select the "GENERIC" button from the "Twin Engine Turboprop" menu.



2. If you have chosen a "GENERIC" panel, "Extra Options" will automatically open and enable you to select your preferences regarding Airspeed Range and Directional Indicator, as seen in the following image.



3. Press the "LOAD AIRCRAFT" button shown below and the panel will automatically show the gauges and indicators corresponding to your selection.



## 6. ENGINE STARTING PROCEDURES

The following procedures are indicated by Virtual Fly to start the plane using the SOLO GA in the simplest fashion.



Never use these procedures for pilot training or for real aviation.

### 6.1 START & STOP FOR PISTON ENGINES

#### MSFS/Prepar3D: STARTING PISTON ENGINES

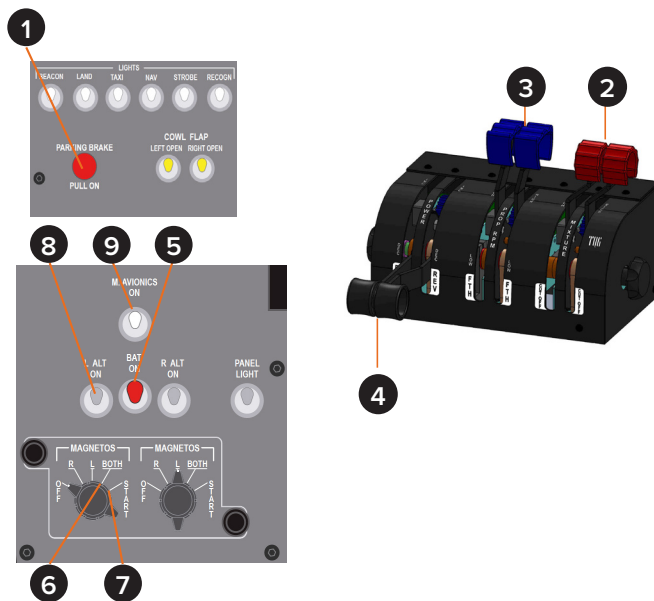
1. Pull on the **PARKING BRAKE**.
2. Move the **MIXTURE** lever to **RICH** position.
3. Move the **PROP RPM** lever to **HIGH** position.
4. Move the **POWER** lever to **IDLE** position.
5. Switch on the **BAT** switch.
6. Move the **LEFT MAGNETO** to **BOTH** position.
7. Move the **LEFT MAGNETO** to **START** position and hold it for a moment.
8. Once engine is running, switch on the left **L ALT** switch to charge the battery.
9. Switch on **M. AVIONICS** switch.

These procedures have started the engine if the selected aircraft is a single-engine, or the left engine if it is a twin-engine aircraft.



If you are flying a twin-engine aircraft, you must carry out indications 6, 7 and 8 again to start the right engine.

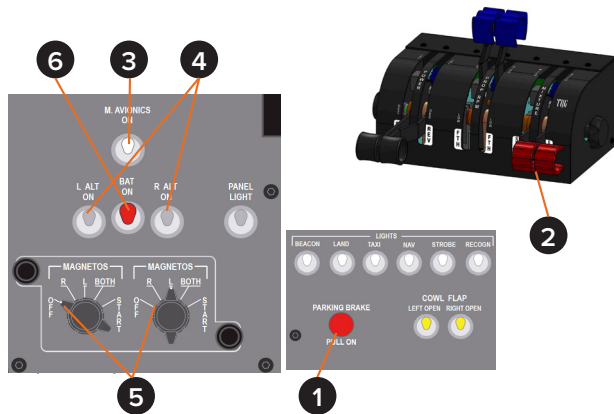
The diagram below shows the position of every switch in the SOLO GA along with the step that corresponds to their application when starting the piston engine.



## MSFS/Prepar3D: STOPPING PISTON ENGINES

1. Pull on the **PARKING BRAKE**.
2. Move the **MIXTURE** lever to **CUTOFF** position.
3. Switch off **M. AVIONICS** switch.
4. Switch off the **ALT** switch(es).
5. Move the **MAGNETOS** to **OFF** position.
6. Switch off the **BAT** switch.

The diagram below shows the position of every switch in the SOLO GA along with the step that corresponds to their application when stopping the piston engine.



## X-Plane 11: STARTING & STOPPING PISTON ENGINES

To start and stop a piston engine aircraft in X-Plane 11, please refer to the selected aircraft's Pilot Operating Manual. This can be found inside the corresponding aircraft's folder within: *X-Plane 11\Aircraft\Laminar Research*. Once the Pilot Operating Manual of the corresponding aircraft is open, locate the "Checklists" section and follow the detailed instructions for starting and stopping the engines.

## 6.2 START & STOP FOR TURBOPROP ENGINES

### MSFS/Prepar3D: STARTING PISTON ENGINES

1. Pull on the **PARKING BRAKE**.
2. Move the **MIXTURE** lever to **RICH** position.
3. Move the **PROP RPM** lever to **HIGH** position.
4. Move the **POWER** lever to **IDLE** position.
5. Switch on the **BAT** switch.
6. Switch on the **L ENG START** switch..
7. Once the engine is running, switch off the **L ENG START** switch.
8. Switch on the **GEN 1** switch to charge the batteries.
9. Switch on **M. AVIONICS** switch.

These procedures have started the engine if the selected aircraft is a single-engine, or the left engine if it is a twin-engine aircraft.

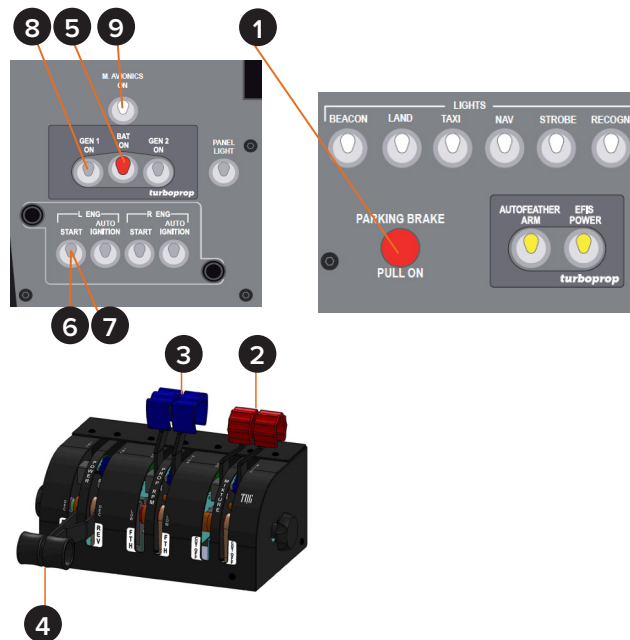


Before activating GEN, do not forget to disable START. If you don't, the generator will not charge the batteries.



If you are flying a twin-engine aircraft, you must carry out indications 6, 7 and 8 again to start the right engine.

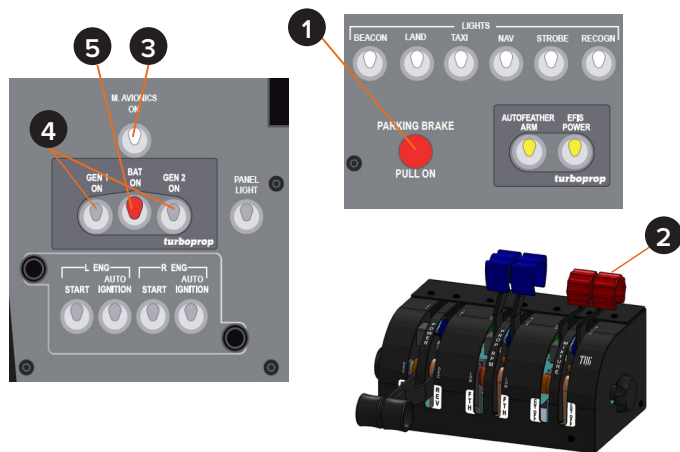
The diagram below shows the position of every switch in the SOLO GA along with the step that corresponds to their application when starting the turboprop engine.



## MSFS/Prepar3D: STOPPING TURBOPROP ENGINES

1. Pull on the **PARKING BRAKE**.
2. Move the **MIXTURE** lever to **CUTOFF** position.
3. Switch off **M. AVIONICS** switch.
4. Switch off the **GEN** switch(es).
5. Switch off the **BAT** switch.

The diagram below shows the position of every switch in the SOLO GA along with the step that corresponds to their application when stopping the turboprop engine.



## X-Plane 11: STARTING & STOPPING TURBOPROP ENGINES

To start and stop a turboprop engine aircraft in X-Plane 11, please refer to the selected aircraft's Pilot Operating Manual. This can be found inside the corresponding aircraft's folder within: *X-Plane 11\Aircraft\Laminar Research*. Once the Pilot Operating Manual of the corresponding aircraft is open, locate the "Checklists" section and follow the detailed instructions for starting and stopping the engines.

## 7. RADIOSTACK

The Radiostack's screen is a touchscreen, so you must press the buttons in the screen to activate them. Only the numerical values have to be changed with the real rotary knobs located at right side of the Radiostack.

Some options may differ a bit depending on the simulation software you are using (MFS/P3D or X-Plane), these differences are detailed in the following instructions.

### Definition of rotary knobs

#### ALT SEL (MFS/P3D):

Rotate to change the ALTITUDE in increments of "100 feet" or rotate whilst pressing the knob to change the ALTITUDE in increments of "1000 feet".

#### COM frequencies:

Rotate to change the decimal of the frequency in increments of "0.025" or rotate keeping the knob pressed to change the integers in increments of "1.00".

#### NAV frequencies:

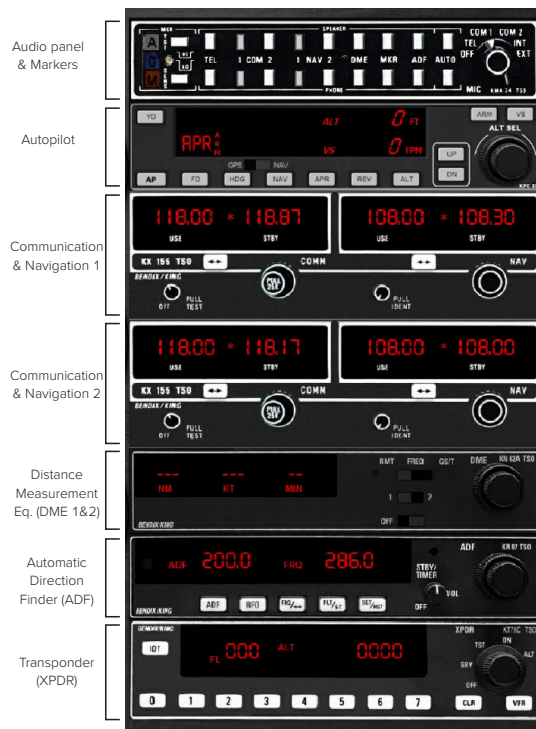
Rotate to change the decimal of the frequency in increments of "0.05" or rotate whilst pressing the knob to change the integers in increments of "1.00".

#### ADF frequency:

Rotate to change the frequency in increments of "000.1" or rotate keeping the knob pressed to change the frequency in increments of "010.0".

### XPDR Tansponder:

Rotate in order to switch the selector to the different positions: OFF, SBY, TST, ON, ALT



## Device description

The order in which the devices appear, if activated, is fixed: see diagram on previous page.

### 6.1. AUDIO PANEL AND MARKERS

The user can select which audio channel to receive and transmit; it also includes an approach radiobeacon (marker) lights.

"Active" buttons are shown smaller and darker, to simulate the fact that they have been pressed. Speaker and Phone buttons are linked and will always be de/activated together, regardless of which is pressed first.

The picture shows some buttons pressed (ON) and some depressed (OFF).



Transmitter selector  
(Only available: COM1 & COM2)

## TRANSMITTERS

The NAV1, NAV2, DME, MKR and ADF buttons are used to listen and identify the Morse code associated with the currently tuned station.

**IMPORTANT:** To activate NAV1 or NAV2, it is mandatory that the "Ident" knobs in respective COM/NAV radios are pulled, otherwise it won't be activated. To make it easier, the Options screen allows for a "Linked" option that will automatically press the corresponding button in the audio panel when the Ident knob on the radios are pulled.

### OBLIGATORY SELECTION OF COM1 OR COM2

The transmitter channel (COM1 or COM2) is selected automatically as the received audio channel be deactivated (it is a FS restriction).

### DUAL RECEPTION

It is permitted to activate both COM1 and COM2 audio, simultaneously.

**NOTE:** Not all the buttons work; inoperative buttons are: MKR Sens, TEL and AUTO. MIC switch only works with COM1 or COM2.

### 6.2. AUTO-PILOT (AP) 'KFC 225 like'

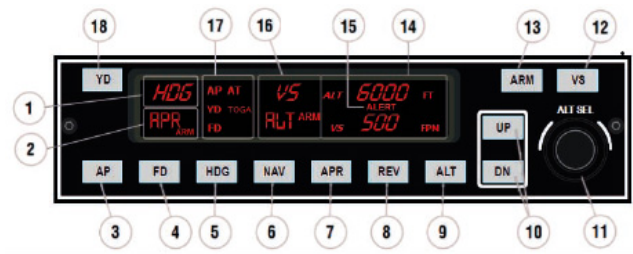
#### Peixsoft GA Radio Stack Displays UDP for Virtual Fly

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 data from FS and handles the operation. As a result, Radiostack 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 Radiostack, more complex add-on aircraft may not work at all or demonstrate limited functionality.



### Definition of buttons:

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 (VOR1 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 the 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 decent 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 stops of 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, it 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.

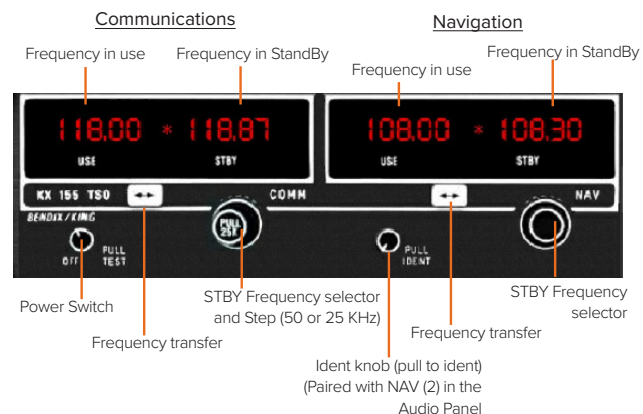
- Right column show:

**AT:** Autothrottle is On.

**TOGA:** TOGA is On.

### 6.3. COMMUNICATIONS AND NAVIGATION

COM & NAV equipment is integrated in the one device and is 100% functional except "Pull test". When entering values with the keyboard, a dash appears in the digit that waits to be changed.



### 6.4. DISTANCE METERING EQUIPMENT (DME)

This is a modified version to allow the user to choose between DME 1 or 2.

Due to FS limitations, it always works in remote mode (RMT); that is, it always works paired with NAV 1 or 2 respectively. It will not work with independent frequency.

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



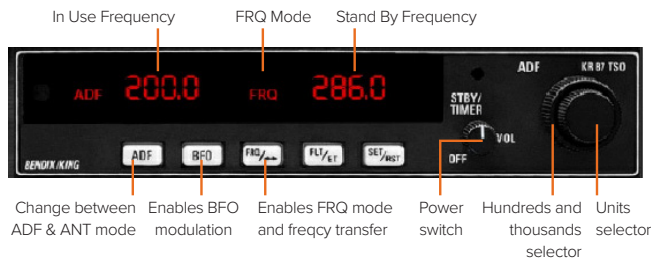
## 6.5. AUTOMATIC DIRECTION FINDER (ADF)

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).*

*Note: NO dash appears when frequency is changed in this device.*

## 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.



FLT and ET modes switch

(The picture shows 3 minutes in FLT mode)

## 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.



Pressed > 2 seconds enables the countdown mode (ET blinking)

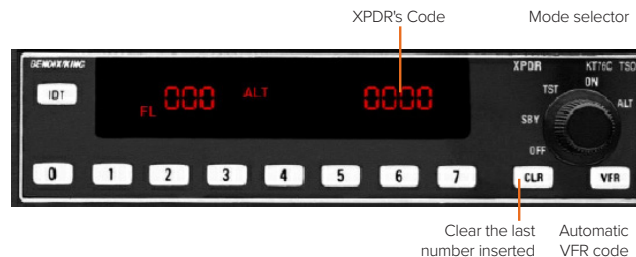
## 6.6. TRANSPONDER XPDR:

100% functional including the flight level in ALT mode.

When inputting values with the keyboard, a dash appears in the digit that waits to be changed.

### Mode selector:

This can be changed by pressing the caption (OFF, SBY, TST, ON, ALT) or with the rotatory knob. The mouse's cursor changes to a hand or an arrow depending its position near the knob. The selected mode appears lit on the screen (except OFF). The TST mode lights all indicators.



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

**0 a 7:** Direct entry of XPDR's code. Code is inserted sequentially; 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 options screen.

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

## 9. TROUBLESHOOTING

Anomaly	Possible Cause	Solution
<b>MSFS/ Prepar3D/ X-Plane 11 do not connect to the panel.</b>	Network cable nº 3 is not connected.	Check connection of network cable nº 3 between SOLO and MFS / P3D / X-Plane computer.
	MFS / P3D / X-Plane is not running.	Execute MFS / P3D / X-Plane.
	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
<b>MSFS/ Prepar3D/ X-Plane 11 do not connect to the panel.</b>	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.

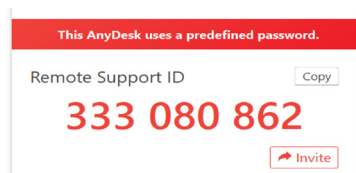
## 10. REMOTE SUPPORT

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 GA. For that, you should:

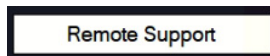
1. Ensure your flight simulator computer and SOLO GA are connected to the internet.
2. Download and run the following software for your PC running the flight simulation software:

[https://downloads.virtual-fly.com/software/VirtualFly\\_Remote\\_Support\\_Tool.exe](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 and wait until the main screen "SELECT PANEL TYPE" appears.
3. Press on the "Remote Support" button displayed below. Anydesk will start 10 – 20 seconds later, from which you must take note of the ID that shows up in your screen.



4. 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 GA.
- Schedule a remote session.



## 11. TECHNICAL SPECIFICATIONS

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

Nominal intensity: 0,75 A

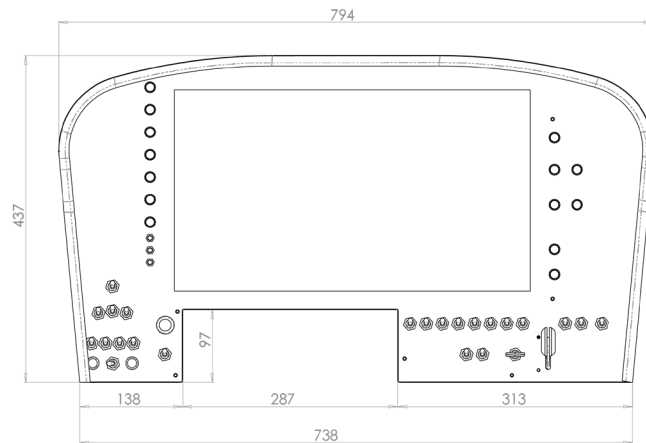
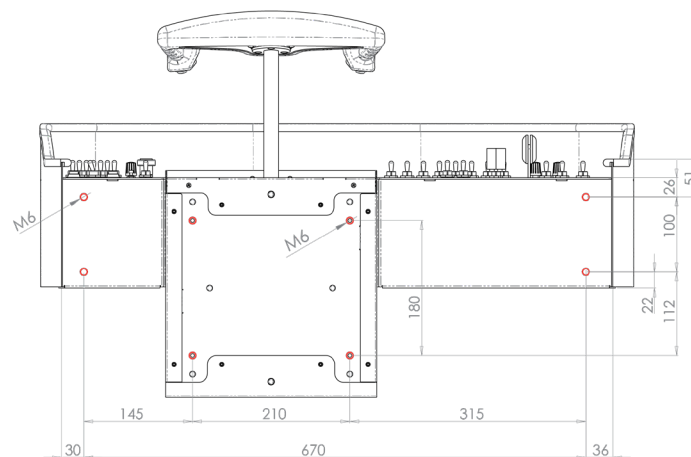
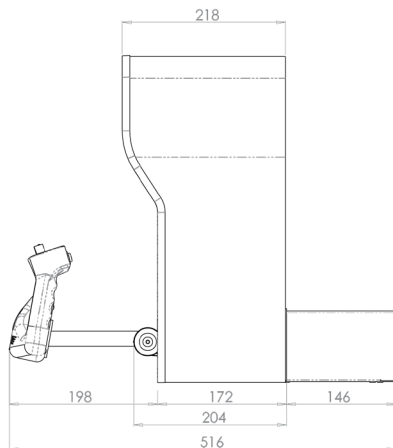
Weight: 20 kg

Height: 43,7 cm

Depth: 21,8 cm

Width: 78.4 cm

Compatibility: MSFS, Prepar3D and X-Plane 11



## 12. AIRCRAFT COMPATIBILITY

The SOLO GA is compatible with the following aircraft in MSFS, Prepar3D and X-Plane 11:

MSFS	Prepar3D	X-Plane 11
Cessna 172 Skyhawk	Cessna 172	Cessna 172SP
Beechcraft Baron 58	Carenado Cessna 182	Beechcraft Baron 58
Beechcraft King Air 350	Mooney Bravo	Beechcraft King Air C90
Many of the default & Carenado Aircrafts	Beechcraft Baron 58	Many of the default & third-party Aircraft
	Beechcraft King Air 350	
	Many of the default & Carenado Aircraft	