



### Boeing 777-200 PSS

Microsoft Flight Simulator 2002

Aircraft and Panel: PSS Phoenix Simulation Software

The PSS Team: Graham Wainfield, David S. Lorne, Alan Stubbins, Robert Gifford, James Wainfield, Vanessa Morrison, Dennis Brack, Frank Wain, John Calhoun, Larry York



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# 777 pss manual



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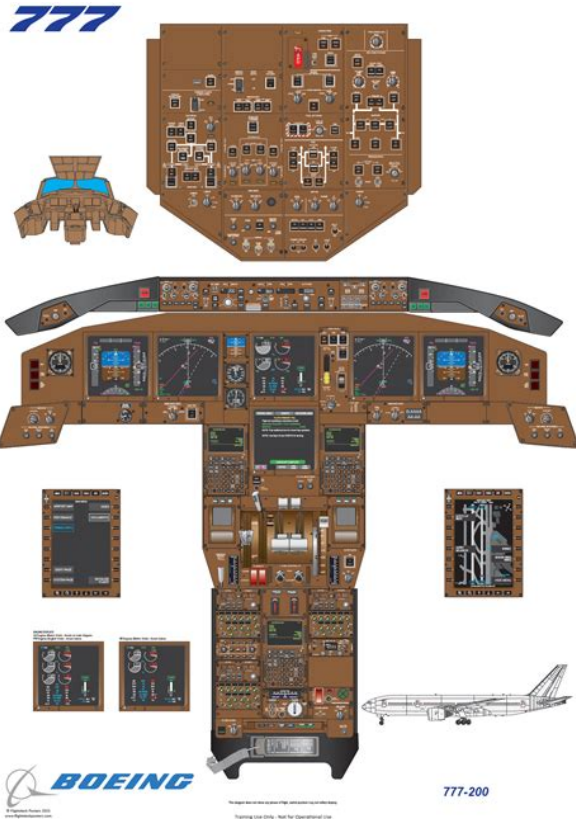
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document tight tolerance limits, and conduct extensive quality assurance checks of our products. Just enter your contact information to get. Once you've entered, we probably have some exciting career opportunities for you. The product range includes wired. We also examined predictive validity of the PSS by assessing the association between the Perceived Stress Scale and the Beck Depression Inventory. A heterogeneous sample of 96 psychiatric patients (48 men, 48 women) completed the Perceived Stress Scale (PSS) and the Beck Depression Inventory. Factor analysis of the PSS established that the scale consisted of two factors. The first factor was comprised primarily of items reflecting adaptational symptoms. In contrast, the second factor consisted of items reflecting coping ability. Both factors had an adequate degree of internal consistency. Finally, a series of regression analyses predicting depression found that both factors accounted for unique variance in depression scores in women, but only the first factor accounted for unique variance in men. It is concluded that the PSS is a multidimensional and internally consistent measure of perceived stress. Diagnostic and statistical manual of mental disorders 3rd edition revised. Washington, DC Author. New York Guilford. Download citation Accepted 18 May 1992 Issue Date September 1992 DOI Key words Perceived Stress Scale distress coping depression.

While the Tranche 2 processing will continue as usual and Certificates generated up to 31st March 2018 will be available for download, Certificates to be generated on or after April 1, 2018 will remain on hold till the integration process is completed and the reference number is updated in the certificate. It is therefore requested that stakeholders please check the status of the portal periodically, and do not raise JIRA in this regard during this period. Inconvenience is sincerely regretted. This section facilitates free learning resources for the skilling ecosystem in one place. You may search with a key word in the box provided below. Or go sequentially to click on the resource for the appropriate QP, as desired. Use the links below to download its Model Curriculum and Content. Its main goals were, and still are, to provide a friendly and 'fun' environment for Flight and Air Traffic Control simulation, while still maintaining it "as real as it gets" as much as possible. During these past 8 years, numerous people have helped build IVAO to what it is today. Great work has been done, providing many services to our members, both at the IVAO headquarters level, as well as in the various divisions that are part of IVAO. With great pride, I'm happy to announce the availability of the second component IvAp IVAO virtual Pilot client. This includes, voice support, server components and more. Let's make the best and oldest network, IVAO, even better! Manual developed with IvAp v1.3.8 in mind. Some screenshots may display older versions, but in these cases nothing changed in that part. We would especially like to thank all IvAp beta testers for the hours of work they spent in debugging and commenting IvAp and of course all the IVAO members who contributed ideas to the project.



<http://superbia.lgbt/flotaganis/1652924014>

This means that the user of this software product shall comply in all respects to the following Terms and Conditions. By using this software, you agree that upon such termination of this agreement, you will destroy all copies of the software and documentation you received. You are NOT ALLOWED to distribute, rent, lease or sublicense this program or its documentation to other users. You just need to get a few programs, and set them up correctly. This manual will help you with these points. IvAp and the associated MTL, Multiplayer Traffic Library used to display the other online pilots with the actual airplane and livery they are using, impose a minimal load on your computer, like any other Multiplayer session does. The MTL uses state-of-the-art AI models to visualize other traffic, in a very framerate-friendly fashion. This is the only software you have to pay for if you want to fly online on IVAO, the rest will be free for download on the IVAO pages. If you don't have an account yet, you can create one at. Write down your VID and your IVAO password, you will need them later. Since IvAp is released as freeware, Peter Dowson has granted a key to register IvAp on FSUIPC. You don't need to do anything, as IvAp registers automatically with FSUIPC. Also, if you have a registered version of FSUIPC, IvAp will automatically work with it. Try to be online using at least a 56k modem connection if possible, to achieve good results in your online flying experience. Make sure your flight simulator is not running. Then unzip the downloaded setup file and run the setup program. Before the installation starts it will present the language select dialog as shown in Figure 31. Make sure you read and comply with the License Agreement before selecting "I accept the agreement". Then click on "Next" to proceed to the following screen. The following options exist. The following dialogs are only applicable to the custom installation.

<http://genesisrealtycorp.com/images/canon-copier-manual.pdf>



Click on "Yes" if you would like the installer to perform such additional task, then click "No". For more information on MultiPC setup, please see Chapter 16. For more information on MultiPC setup, please see Chapter 19. Click "Next" then. A window with a recap of the information just gathered by the installer is shown to you, and after reviewing them you can click "Install" to proceed see Figure 311. Read it and click "Next". The window shown in Figure 314 is the last one, just click on "Finish" to exit the installer application. The Multiplayer Traffic Library, or MTL, is used by IvAp to display other traffic close to your aircraft while working online on the IVAO network. This is valid when either on the ground or when flying. However you should not forget to copy mtl.dat from your Flight Simulator PC to all other PCs! As seen in Figure 5.1, you will now have a new tab at the top, named IVAO. Clicking this tab will display a drop down list. Select "Start IvAp" to start IvAp and display the user interface. A message about this will be displayed, as shown in Figure 5.3. Give flight simulator some time to start the Multiplayer session. The same is true in a Multi PC setup. Three green lights in the taskbar of windows symbolize the correct connection of IvAp to your flight simulator. The upper left light should be red, as you are not yet connected, as shown in Figure 5.6. In all other cases, see the troubleshooting section. The main part is the message box, surrounded by 12 buttons, six at each side. This is where you can write messages to ATC and other pilots, receive messages from ATC, other pilots and the network servers. This is also the place where METAR and other information is displayed. To save space on the screen, we decided to have the scratchpad line share the last line of the MCDU screen with line select keys 6L and 6R, unlike real MCDU where the scratchpad line is always a separate line.

<http://greenandtelco.com/images/canon-cp1013d-manual.pdf>





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The function of an LSK changes with the label displayed next to it in the different screens. So, in the case shown in Figure 51, LSK 5R gives you access to the MAIN menu. In certain cases, like in the case of LSK 1L, only data is displayed, without any possible user interaction, like in the case of the label 1.0.0, since there is no "caret" sign the less than " " shown close to the label. At the bottom, you have the buttons for some more features of IvAp. The meaning of each one of the four lights is as follows. This will open the TCAS window on your screen, for more details look to Chapter 18. Use this feature by left clicking on the Push Back Button, for more details look to Chapter 17. Click on it briefly to send the IDENT signal, when requested to do so by ATC. By correctly configuring the MTL data, everyone will see your airplane with the livery of your choice, irregardless of the aircraft model you have selected within Microsoft Flight Simulator. For example, if you plan to use an ATR72 model, as no ATR72 is yet part of the MTL. In this case, you will need to select an appropriate similar aircraft type for instance a Dash 8 and, if available, an airlinespecific livery. Connecting to IVAO is very simple, too. Simply click on the CONN button, action which will therefore bring up Figure 7.1. Please note that IvAp does NOT allow dashes "" in the callsign. So an airplane with a registration like OOABC will need to insert OOABC in this field. Note that this is exactly like in real life, where dashes are never used neither in flight plans, nor on strips or radar screens. If you are not registered you can do so by following this link. You will still receive the WALLOP messages though. The System will recognize you as a Follow Me and will not log your hours. You can only select models and liveries of MTL packages your installed here. IvAp will show you a suggestion of what is the best server for you to use, based on an automatic check performed upon startup.

You should always use the best server for your connection to the IVAO network. In case of a disconnection, please use the same server you used for the first connection. You can also type the ip address of the server here. In case this list is blank, please see the troubleshooting chapter. Default is 6809. If you are ready now, click on connect. Otherwise, click cancel. You will also get a message telling you your rating. Figure 72. In your taskbar, you should have four green lights. If that is not the case, please see the troubleshooting chapter. Then again click on LSK 1R to "SEND FLIGHTPLAN" to open an ICAO International Flight Plan form as shown in Figure 8.1. Please read the next pages to learn how to correctly file a flight plan. This feature allows to request a flight plan from the IVAO server. To use the feature follow these steps: Valid callsigns for ICAO FPL are: Then insert each point at which a change of the route, speed or flight rules is planned. This comprises both flights for the transport of transplants, stored blood and medicine and flights to be conducted to pick up a patient, transplants, stored blood or medicine at the destination place. Only to be used when reporting flight plan changes. In case of emergency the supplementary information will be transmitted to the appropriate rescue agencies. Insert TBN t o b e n otified if the total number of persons is not known when filing. Note this refers to equipment in addition to the lifejackets listed in the following section. This is particularly important if you have sent the plan via fax rather than in person. So you can set the second frequency while still talking to ATC on the first one. This will allow you to quickly change to the next ATC frequency. The easiest way is using the buildin ATC list. Simply rightclick on LSK 1L to change radio COM1 Figure 10.2. Let me say this again, rightclick on LSK 1L. Press LSK 1R to go

back to the previous page. Pressing LSK 3R will refresh the ATC Online window.

<https://ohlgeschlaeger-berger.de/wp-content/plugins/formcraft/file-upload/server/content/files/16274a3f5ea69d---brother-fax-2825-manuale-d-uso.pdf>

To change the sort order of the stations, click on LSK 4R Figure 11.3. IvAp will automatically tune the COM1 radio on this frequency. Simply do this by leftclicking on LSK 1L to make COM1 the active, or on LSK 2L for COM2. Remember, the active radio is marked by “ ” in the middle of the message box. Just tune the frequency you need, and make that the active frequency on your panel. IvAp will automatically tune the frequency on that radio. If you change the active radio, TeamSpeak will automatically change, and the ATIS will be requested. A sound is also played when receiving text communication, and you will be able to distinguish between a normal communication and a private message. The active Air Traffic Controller will see the text message come up in his communication window, and will be able to reply to you. Also, any other aircraft tuned to the same frequency will be able to see the text communication, exactly like on the voice channel. Incoming private text messages will appear in another color depending on the template used, to differentiate them from communication happening on the frequency tuned in the active COM radio. An example of private text communication can be seen in Figure 11.5. Beside this you have the option of using your arrow keys to get previous messages, for example. Following Arrows are used In order to enjoy the most realistic experience when flying online, the use of a headset with microphone is recommended. Otherwise you will either transmit every noise or nothing. Please do NOT use Voice Activation, as you will end up transmitting the aircraft noise coming from Flight Simulator, or even your coughing and sneezing! In the next window, choose Push to talk and set a key of your choice Figure 12.1. In this case we have used the CTRL key. These messages might disturb the online flying session, so we suggest you to disable them. In the window that shows up, change to tab Sound notifications and check Disable all sounds Figure 12.2.

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Its really simple, just check the Voice checkbox when connecting Figure 12.3. However, it will not connect automatically to the IVAO TeamSpeak network while your active radio is tuned to the UNICOM frequency, 122.80 MHz. TeamSpeak will always connect to the correct voice server and change the channel too, all automatically. UNICOM is only to be used with text communications. There are different ways to do this, but the following one is the cheapest, as it relies only on freeware software, and can be used with any type of joystick. You can download the latest version of JoyToKey at In this case, I needed to select “Joystick 2” and map “Button 1” to the Left CTRL key on the keyboard, which is also mapped as PTT as shown before in Figure 12.1. Once you know which button number you want as PTT, you can select it and assign it to the required keyboard keypress. In our case, we simply need to keep the Left CTRL key pressed as long as we keep the joystick button pressed. Make sure you configure JoyToKey according to what is configured in the “Hot Keys” panel of the IvAp configuration see Chapter 16 for more details. It is also possible to configure a “hot key” to change the status of the switch, so that you will not need to activate the IvAp GUI to activate or deactivate the transponder. See Chapter 16 for details on hot keys. This is like in real life, as ATIS are only used in terminal areas and never enroute. This letter will tell you the “version” of the ATIS. It will start with “A” for the first ATIS created, then move on to “B” when updated and move all the way to “Z” and then begin with “A” again. On first contact, pilots should tell ATC this letter to confirm that the latest ATIS has been received. Of course, this is only valid for terminal ATC units such as APP or TWR, and for GND when departing. The ATIS will be displayed in the message box. Click on LSK 1R to select the ACARS system page. Then type the callsign into the scratchpad that you want to receive the ATIS from.

Your frequency and your TeamSpeak channel will not switch when doing this Figure 13.2. Again, by



doing this, neither the active frequency nor the TeamSpeak channel will change. To do so, select the ACARS function with LSK 1R Figure 14.1. The current METAR for the destination airport can be received by clicking on LSK 2L. Here is the list of such commands. By issuing this command, all the traffic close by will not be drawn any longer, and the performance of Flight Simulator should improve. This command is also used to enable Multiplayer again, after you have disabled it earlier with the same command. Type as many characters as you need, the line will scroll if needed, and then press the ENTER key to send the message. You can modify the callsign list by using the following commands. To launch the configuration utility, select it from the IvAp as shown in Figure 16. It is possible that you lose changes! All the screenshots in the manual use the default "pro737" skin. Users should keep the debugging option turned off, to maximize performance of their systems. The two pathnames shown in the bottom are shown for information only, they cannot be changed from the panel. It's better to leave it on, and eventually use the togglemp command if needed. See Chapter 15 for more information on the togglemp command. You can disable this option if you have problems with the auto join feature. You can select if you want to see messages or not, and if you want to see all the lines in a long message with a 2 second pause at the end of every line for instance, an ATIS message. By default only the last line of an ATIS message is shown. Try activating this option to solve the problem, but do not activate this option if you do not experience problems! They should only be changed if problems with smoothness of the traffic displayed in the Multiplayer session should arise.

The soft limit will hide planes on the ground or with sq standby if the limit is exceeded to try to reach the soft limit again, the hard limit will hide planes in all cases even if it has to hide planes that are moving. Make sure your Windows is correctly configured if you have problems with time sync, or else disable it altogether. You can decide to completely disable the IvAp weather though we recommend to avoid doing so, and whether to clear the weather settings on disconnect from the IVAO network. The hot keys are always active, even when the IvAp User Interface is not shown. This makes sure the mtl.dat file on this PC is in sync with the flight simulator installation on this PC. Most users will work in a Single PC environment, for those who will use a Multi PC setup, the configuration is discussed in more details in Chapter 20. You should only change this port if you have another program using this port. From the terminal, you need to pushback your aircraft prior taxiing. Another window will show up Figure 17.1. This line symbolizes the way your aircraft will be moving. Your present heading is shown on top of the window, the heading after pushback is shown either on the left or the right half circle. Then click on the "PushBack" button. When you reach the point you want to start your turn, click on the "Start Turn" button. Once your aircraft reaches its final heading, the pushback will automatically stop. And don't forget your parking brakes! In order to be visible on the TCAS, all aircraft must have a transponder onboard, squawking mode C altitude reporting. IvAp provides with a TCAS function for those airplanes that do not have a TCAS instruments in their cockpit, but also feeds the traffic information directly to the instrument panel of modern addons to Microsoft Flight Simulator, either directly like in the case of the B737 from PMDG, or thru FSUIPC like in the case of the Airbus models from PSS. The radius value is expressed in nautical miles NM.

The possible settings are Should you be interested in reading more on this topic, Eurocontrol has a good starting page at The description is targeted to the Boeing 747400 aircraft, but the basic principles are valid on every TCAS equipped plane. You can find this information at The 3 modules are User Interface, FS Interface flight simulator, and Network Interface. So you can have 2 computers, one running Flight Simulator and FS Interface, and the other running the User Interface and Network Interface. Or on 3 Machines, again one running Flight Simulator and FS Interface, the second running the User Interface, and the third running the Network Interface. For every machine that will run an IvAp module, an IvAp install and configuration is required. Just follow the steps and repeat as necessary. Get the IP of the computers as follows The modules talk to each using the TCP

protocol, on port 6810 or the port you defined in the configuration utility. Then install IvAp, selecting "IvAp on remote NonFS PC", as well. Make sure, you install the version for the flight simulator you want to use. Then, run IvAp Configuration. This is very important, to avoid errors when filing the flight plan from the IvAp User Interface later on. In the other case start the User Interface from the start menu. It will automatically connect to the Network Interface, symbolized by one green light, as in Figure 19.3. This will connect IvAp to Flight Simulator. At this time, the icon in the taskbar will look like in Figure 19.4. In the other case, you will have to join the multiplayer session manually, irregardless of whether you are using FS2002 or FS2004. In most cases, you will already see the IvAp session in the "Multiplayer Connect" screen, as shown in Figure 19.5. Now, click on the "Join" button, and you will shortly see a confirmation message "IvAp has joined the session". At this time, the indicator in the taskbar of the PC running Network Interface should be like in Figure 19.6.

At this time no extra lights appear, since the multiplayer light indicates the hosting of a session, not the join of a session. To connect to the network, you can proceed with the same procedure used in a Single PC environment, starting at chapter 8. To make formation flights possible you will need a faster update rate to the IVAO servers, otherwise you won't see quick changes of the other pilots. The slider indicates the rate at which updates are sent to the server. The default rate is 0.20Hz or once every 5 seconds, you can go to a maximum of 1.60Hz or once every 0.625s. Also when you are limited in bandwidth you should use this function with care, since you can use several times the normal bandwidth of a flight. Start up your flight simulator as usual and perform the usual procedures for a flight. FS2002 and FS2004 First thing, try reinstalling IvAp. If you still have a blank list, you can always type an IP address or a hostname of one of the IVAN servers, and try to get connected. Absolutely not. The whole concept of the MTL works only if it's centrally managed, so we must maintain a centralized MTL deployment source, in order to have all the same libraries, optimized to be frame rate friendly. Information about VA liveries will be released soon. If the above part is OK, check your flight plan. Was it sent if not, resend it! This will remove all registry keys of TS, the program is working but not well. Another solution can be related to FS If IVAP was manually installed or something like you probably missed to place TSRemote.dll in the MAIN FS Folder. Please remember The TSRemote.dll provided by TS SDK is bugged. Use the dll provided with IVAP, that is tested and fully working! Via the IvApConfig software you can enable FSUIPC TCAS feed used by PSS and some other addons. Just select the correct option from PMDG menu. FSNav was updated a month after FS2004 version release. Update your FSNav from main site, this will fix your problem. No!

Even if you want to use weather and TCAS feed you just can use the freeware version of FSUIPC. Please take a look at the forum Multiplayer Host Error with Windows XP. Some users reported the Universal PnP feature of windows unuseful and really dangerous! as source of troubles. To download go here C:\Program Files\Microsoft Games\Flight Simulator 9 if not, adapt further references to this path a bit C:\Program Files\Microsoft Games\Flight Simulator 9 The IvAp install will work. Don't ask me why and what but I thought the original command line is something I hadn't seen before. This issue usually appears when another pilot has left your multiplayer session. The good news is that it can be easily fixed. You are encouraged to participate in the discussion that takes place on the forum, reachable at This allows cockpit buttons to control the squawk mode standby or Charlie and the IDENT function. Note that the registered version of FSUIPC is required, and that you should upgrade to the latest IvAp version. The manipulation should be similar for most controls, and we will just describe here the procedure to get the squawk mode control working. The first one allows to specify the offset to modify. The second one allows to specify the value that should be assigned to this offset when the button is pressed. Fill flight plan with the selected aircraft. Send flight plan WITH THE SELECTED AIRCRAFT. You will not change for any reason your aircraft later. Connect IvAp Resend flight plan without any aircraft change you can change your flight plan NOT THE AIRCRAFT. On the contrary all other pilots will see you as FIRST aircraft selected. Run

Wideview That's all!!! You see now traffic on the server labeled IVAO with right type and livery. Put IP address of your SERVER in the box 192.168. .

<http://gbb.global/blog/bose-lifestyle-model-5-music-center-instruction-manual>