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Fs2crew pmdg 737 manual

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One of the most anticipated add-ons for FSX in 2011 was undoubtedly PMDG's made Boeing 737NGX, at least among those of us who like to fly airliners with more close to the complete simulation of the system as you can get. When finally released in early August fire quickly switched to developers Ata FS2Crew to provide a Virtual first officer for those who want to fly the NGX the way it should be, with two pilots in the cockpit (and perhaps also for those who they found the management of NGX yourself a bit 'too much to handle. When PMDG finally solved the Software developer Kit, not to mention the license agreement with the user for it in March 2012A FS2Crew put their product on the market within a couple of days. What's in Traditionally FS2Crew package they put out two different versions of their product, a voice controlled and one for the buttons. for NGX have chosen to join the two versions in a single product, but for the same price as one of the versions of previous versions. Included in the package is also a copy of their video Marshall, but I will leave unmentioned in the review as it really is a product own self. There is also a Captain's Sets available that includes all of the above, and a copy of the 737NG Audio ground school with a slight discount compared to buying both products separately. Installation, support and documentation I found the download from the context server thea FS2Crew and hassle. The file is only 260 MB in size, so it should be fairly quick affair with a good internet connection. The initial installation process is very simple and doesn't, surprisingly, also includes entering an impossible length code key or serial number. Once this is done, you will find a shortcut Thea FS2Crew NGX Config Manager on the desktop. Start it and activate the voice-controlled version or the button in line with your preferred method of usinga FS2Crew. The Configuration Manager also contains a link to the online document (more on this later) and a couple of other links to useful resources. It will also check for updates every time you start the program. Once this is done you need to tie in FSX three buttons for various controls (not necessary if you have already installed the product another FS2Crew) and then you're pretty much ready to go. However one else has another daunting task to address if you're using the voice control version and have never used the system before Windows Speech Recognition, training to understand commands. This is a rather time-consuming and tedious task, but it's one very important thing to do if you want to enjoy having that first mate by your side. I am quite optimistic nature though I decided not to respect the law of the instruction manual and the dove in, only to find that the engine couldn't speech understand a thing I said. In hindsight, I am considering English isn't my main language, maybe I should have anticipated the problem, but now I have learned my lesson. And after the execution of the training module for speech recognition in Windows five or six times now I am pretty much on speaking terms with my First Officer. While on the topic of the speech windows there's one thing a potential customer should be aware of. If Windows Vista or Windows 7 installed you'll need an English version of Windows in order to be able to get voice recognition. If, like me, you have another language on your Windows installation it is necessary Ultimate Edition of Windows Vista / 7 to be able to change the language settings to English. Unlike some other developers The Windows voice recognition solution This limitation is clearly indicated on the product page. The support is made through a forum dedicated to AVSIM, and from what I saw in the problems of the forum are taken seriously and the answers come within a fairly fast time lapse. Any serious problems that developers can reproduce reproduce Find a solution to be implemented in the next update. During the course of this review it was a fair number of updates, but most of the revision is based on version 1.3 and 1.4 for the voice control version and version 1.5 for the version control version. During the time it took me to write it, it was another update to solve a problem that I never crossed. In the initial version, the only source documentation has been provided through a dedicated web page that can access the configuration management. The main idea behind this, and in my mind a sound idea, it was an online documentation could be easily updated without the need to redistribute the manuals if an important error has been found. But the concept was encountered a bit of skepticism on the forum, as well as version 1.1 to PDF-printing from the online documentation supplied with the installer. The documentation covers everything you need to get the most out of FS2CREW, including all workflows and checklists covered in the product. If you are a new user of FS2Crew, I highly recommend reading the entire documentation before you start, there are many things there can help you overcome the most common obstacles. On the support forum there are also a lot of "cheat-sheets" and document contributed by the user who presents what it must be done more compressed. I used a document created by a Julio Cesar that can be found here, in addition to flows and control lists that also contains information on when along the timeline you can expect several things to happen. After what I think it was the section "Installation and longest documentation is written in a review, it continued to continue what is the product actually does it. What do those of you who actually read everything I have already written should have understood that what FS2Crew "is a First virtual official in the right seat of the cockpit (unfortunately does not add a 3D model into the virtual cockpit). The first officer will assist you with every part of the normal procedures that the pilot does not fly (PNF) would do it. Carefully follow the standard operating procedures supplied with the Boeing documentation provided by PMDG. Your first officer can also help you with tuning radio, changing settings on the MCP or simply turn on or deactivate the APU. What will not help you help you in an emergency or malfunction. For those wishing to have that support, it is actually a development extension, called "FS2Crew: Emergency NGX" which will add support for all non-normal control lists and flows that are covered in the manual of Quick reference. But let's go back to the product in your hand. The product works through a set of 2D panels seen below. Most panels are the same in both versions, but the main panel differs in the appearance between vocal control and the BUTTON CONTROL VERSION. In addition, the Flight assistant panel is only available in the button version version, if you click the corresponding button in the voice control version, you will call for the flight attendant with a bell, and he can kindly ask you to take some coffee. Since most of whatever experiences with this product is audio-based, I was very pleased to find out that there is no use of the engine a little horrible "text-to-speech" which comes with Windows. Instead, developers have decided to actually record sounds using real people. Included in the package are three separate audio set, we, the United Kingdom and Europe, all of excellent quality. Which practically summarizes what the FS2Crew does "for you, but to take this further Below you will find three videos that show most aspects of Flight using FS2Crew. During the 35 minutes of movies I hope I can give you a good intuition in how the product works. I also avoided cutting parts in which FS2Crew can't understand me, so you can get an idea of an idea What commands can represent a problem and how to work there. Enjoy movies, and I recommend longer on the page. So after seeing the movies above I hope you have a good image of how the voice control version works, then we talk a bit of what differs between the voice control version and the version of the button control, apart from the 'Obviously, before wrap this review. As you can say from the videos the version of the voice control follows a rather rigorous structure, and this is even true with the control version of the button. Just as an example, if you are running the voice control version and you said, FS2Crew ... Expect to use the outer power to the gate upon arrival, but for one reason or another wants to turn on the APU while taxi in the gate It can simply ask your first official to turn it on, and once the production of power will only tell you to connect it to the power bus. This would be possible in the control version of the button as your options will be limited to the flow for the use of external power to the gate. Moreover, there is also a way to ask your first officer to do something outside what is included in the flows, such as the manipulation of the MCP or tune the radio. I had a great time to use the FS2Crew, and the program really added to the experience of flying the NGX PMDG. Instead of feeling stressed on everything that needs to be done allows me to focus my attention to fly the airplane rather than to constantly slip switches while trying to keep the plan under control. High quality sound sets that are included adds to quivering to the point where I actually answer things that I don't really need to respond to to continue for the program to continue doing it. Judging by the comments on the FS2Crew forum the only thing that other users seem to feel is lacking in the sound set is a first female officer, but the voice has one included in the FS2Crew: NGX emergency version, e Whether it is possible to use it even in the standard version. While the initial version has had some important issues, as sometimes the taxime has restarted after that for some reason we had to stop it manually, and the adjustment of the column or course on the MCP sometimes has remained blocked in an infinite cycle that all The main problems seem to have been solved and it was so quite short in a long time period. frame.

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