

## 5) Angle of Attack (AoA) Indexer.

The AOA indexer is comprised of three lights. The light indications are a green chevron ( v ) showing 'too high AOA' at the top, a yellow doughnut ( O ) showing proper AOA in the centre, and a red chevron ( ^ ) showing 'too low AOA' at the bottom.



**A GREEN chevron** indicates that the nose must be lowered and the throttle manipulated to suit.

**An AMBER doughnut** indicates that AOA is optimum for the approach.

**A RED chevron** indicates that the nose must be raised and the throttle manipulated to suit.

At intermediate stages the AOA indexer may also display two symbols at a time. For example, a doughnut and a green chevron would indicate that the aircraft is nearing optimum AOA, providing the nose is lowered further. A doughnut and a red chevron would indicate the opposite.

6) **Warning Lamp – Wheels Up.** If the aircraft is slowing to land and the flaps are deployed without the undercarriage being already extended, this lamp will flash red to prompt the pilot to lower the gear.

7) **Warning Lamp – Terrain.** If the radar unit is in Terrain Clearance (TC) mode and the sub-mode switch is set to 'PLAN', this lamp will illuminate if the aircraft is less than 1,000 ft away from the terrain.

8) **Warning Lamp – Fire.** Illuminates when an engine fire is detected. The A-4 has no extinguishing system so this would normally be an indication to leave the aircraft, especially if accompanied by other faults such as loss of power.

NOTE – the two central lamps are used for the LABS bombing system and are not supported by FSX.