

# Douglas A-4 landing with angle of attack indicator

For landing in the right conditions, your A-4 must have a maximum weight of 15.000 lbs or 6800 kg . So check that you have burned enough fuel or drop (or empty) your external tanks

You start your approach by lowering your gear and set half flaps to decrease your speed until 150 kts.

Your angle of attack indicator will tell you, according the explanations seen here at right, if your attitude and speed are correct or not.

Adjust your speed according to the angle of attack indicator. This is very important as the delta wings are very sensitive to speed and angle of attack. The loss of some knots can be irremediable and bring to a crash.

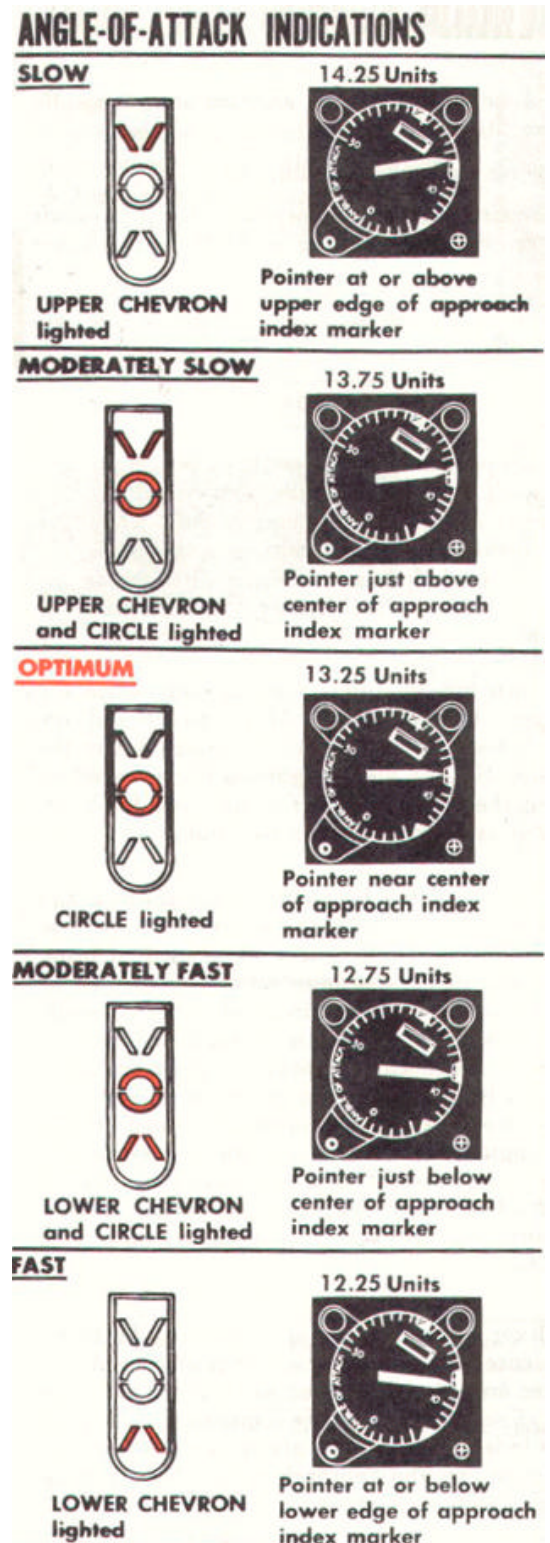
The optimum landing speed is obtained when you fly gear down and full flaps between 135 and 140 kts. In that case the circle is lighted. Always have your hand on the throttle lever and your eyes on the indicator to immediately correct the speed.

NOTA 1 : Please note that, in the drawings here right, the optimum units read on the pointer is 13.25. This is a sample value for another plane. For the A-4, the value should be around 18-20.

NOTA 2 : The colours of the chevrons and circle vary according the countries. So, in the panel.cfg, you can edit and change from US to french colours by changing :

gauge12=Skyhawk\_Instr!AoA\_Light\_US,

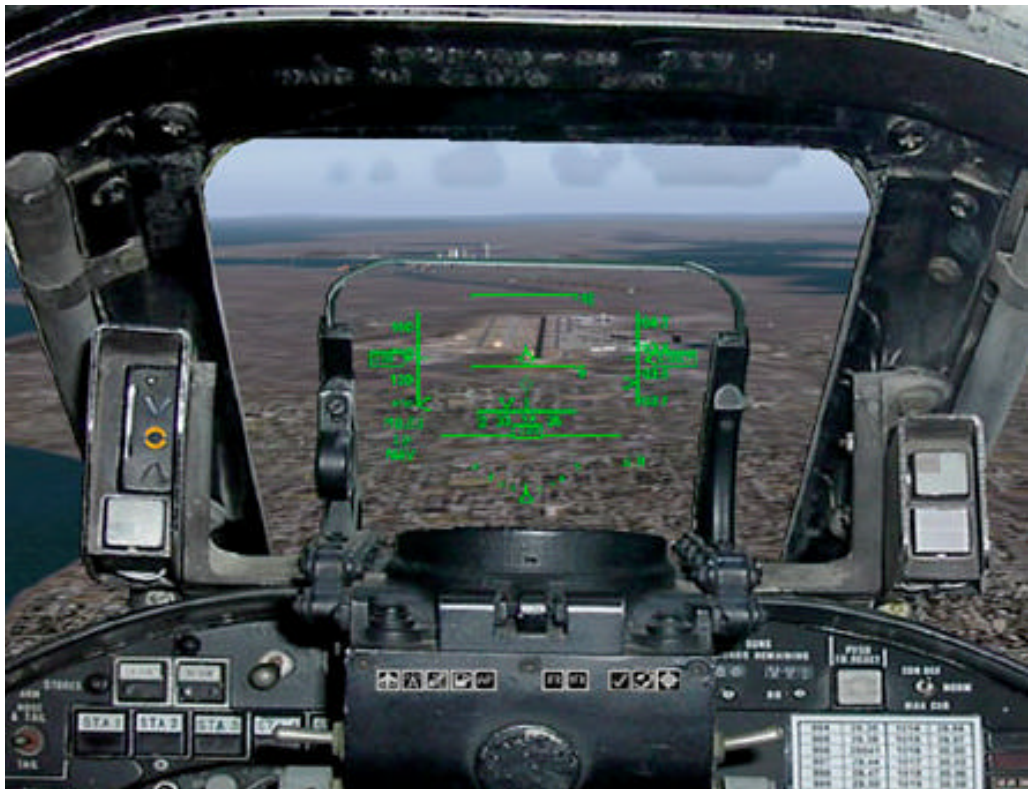
gauge12=Skyhawk\_Instr!AoA\_Light\_FR,



To get the best view when landing, the landing view with use of the HUD is the most accurate choice.



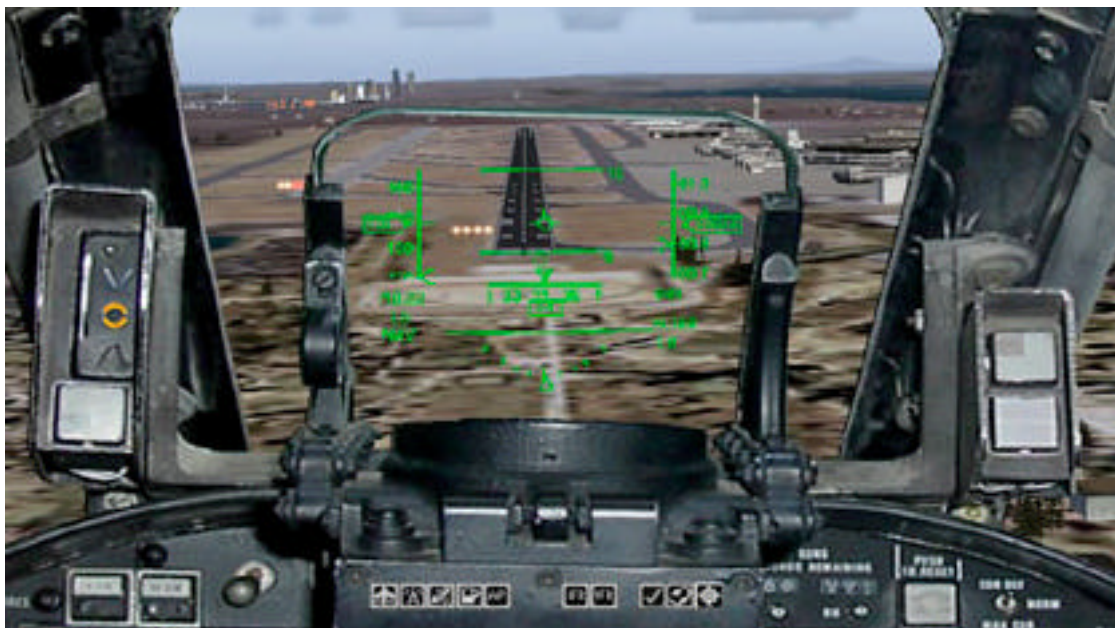
Here, the lower chevron is lighted as we are too fast at 143 kts.



The approach speed (139 kts) is optimum, the orange circle is lighted.



The HUD is centered on the runway and the speed is 140 kts, the orange circle is lit.



The speed is optimum at 139 kts and the runway is almost centered in the HUD.



We are slightly too slow at 134 kts, upper chevron and circle are lighted



Just ready for landing at 137 kts, optimum speed.



As you can see the landing view is the best choice compared to VFR or IFR views.

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