Use this checklist to verify the AOA is loaded with valid calibration data for your aircraft. Some AOAs are shipped with specific aircraft type calibration data pre-installed and some are not requiring manual calibration. Whether the calibration data was supplied by us or created by you, you must confirm that the data is correct for your aircraft. If not, re-calibrate.

The validity and accuracy of the AOA is dependent primarily on the calibration data used, your port locations and the accuracy of your pitot/static system. Do not use the AOA for flight purposes until the following verification has been completed. In the absence of manufacturer's recommendations use this checklist to determine a high AOA warning. All speeds taken in smooth air and 1 "G" flight.

**POST INSTALLATION PRE FLIGHT**

Blow into GREEN tube at CPU---- Air exits Lower AOA port

Blow into RED tube at CPU-------- Air exits Pitot AOA port

Flaps down ----------------- verify flap switch contacts closed*

AIRCRAFT LOG ----------------- UPDATED

AIRCRAFT CHECKLISTS ----------- UPDATED

ANNUAL CONDITION CHECK LIST ----- UPDATED

**HANGAR VERIFICATION**

Aircraft Location ------------------ Hangar

Gear Switch ----------------------- Down

Flaps-------------------------------- Up

AOA Power ------------------------ On

After short delay

RED BUTTON ------------------- PUSH/RELEASE

-------------------------------- Verify Audio "AOA PASS"

BLACK BUTTON ------------------ PUSH/RELEASE

RED BUTTON ------------------- PUSH/RELEASE

-------------------------------- Verify Display is dimmed

After short delay

FLAPS ------------------------- Position to Down

Verify Audio ----------------- no errors and "FLAPS"

AOA Power --------------------- Off

---

**"Angle Angle Push" Audio Warning Verification**

<table>
<thead>
<tr>
<th>AIRCRAFT LOCATION</th>
<th>SAFE ALTITUDE</th>
<th>FLAPS/GEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>-------------------</td>
<td>---------------</td>
<td>------------</td>
</tr>
<tr>
<td>Performance airspeed</td>
<td>V_{per}</td>
<td>Performance airspeed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FLAPS/GEAR</th>
<th>PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPUTE V_{w1}</td>
<td>V_{S1} x 1.13 = _____</td>
</tr>
<tr>
<td>COMPUTE V_{w2}</td>
<td>V_{APP1} x 0.85 = _____</td>
</tr>
</tbody>
</table>

In a descent, slow the aircraft till onset of "Angle Angle Push" and note the IAS. Unless the manufacturer instructs otherwise, the onset IAS must be greater than V_{w1}. Assuming V_{w2} is greater than V_{w1}, the onset shall be less than V_{w2}. If not a re-calibration must be performed.

FLAPS/GEAR --------------------- DOWN

COMPUTE V_{w3} | V_{S0} x 1.13 = _____ |

COMPUTE V_{w4} | V_{APP0} x 0.85 = _____ |

In a descent, slow the aircraft till onset of "Angle Angle Push" and note the IAS. Unless the manufacturer instructs otherwise, the IAS must be greater than V_{w3}. Assuming V_{w4} is greater than V_{w3}, the onset shall be less than V_{w4}. If not a re-calibration must be performed.

**Mid Range verification**

<table>
<thead>
<tr>
<th>AIRCRAFT LOCATION</th>
<th>SAFE ALTITUDE</th>
</tr>
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<tbody>
<tr>
<td>-------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Performance airspeed</td>
<td>V_{per}</td>
</tr>
</tbody>
</table>

**FLAPS/GEAR | PERFORMANCE**

<table>
<thead>
<tr>
<th>FLAPS/GEAR</th>
<th>PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPUTE V_{PERF0}</td>
<td>V_{S0} x 1.4 = _____</td>
</tr>
</tbody>
</table>

In smooth air, slow the aircraft till onset of first yellow LED or bar. If the IAS is greater than V_{PERF0} proceed. If not a re-calibration must be performed.

**FLAPS/GEAR | PERFORMANCE**

<table>
<thead>
<tr>
<th>FLAPS/GEAR</th>
<th>PERFORMANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPUTE V_{PERF2}</td>
<td>V_{S0} x 1.4 = _____</td>
</tr>
</tbody>
</table>

In smooth air, slow the aircraft till onset of first yellow LED or yellow bar. If the IAS is greater than V_{PERF2} proceed. If not a re-calibration must be performed.

**Congratulations, your AOA checks OK.**

**Abbreviations:**

- V_{per} \text{ Performance airspeed}
- V_{S0} \text{ Stalling speed flaps down}
- V_{S1} \text{ Stalling speed flaps up}
- V_{w1}, V_{w2}, V_{w3}, V_{w4} \text{ AOA Warning limit speeds}
- V_{APP0} \text{ recommended approach speed flaps down}
- V_{APP1} \text{ recommended approach speed flaps up}

* Use a resistance meter to verify that the flap switch contacts are closed. See service instruction SI0201 for exceptions.