DASSAULT ALPHA JET by VIRGA STUDIO

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Our team of aviation and simulation enthusiasts has been working in the shadows for some time to make this legendary two-seater jet trainer available. Development is done with all known data and with the help of various essential people: mechanics and pilots.

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IMPORTANT

THIS MANUAL IS **FOR FLIGHT SIMULATION USE ONLY**. DO NOT ATTEMPT TO USE ANY PART FOR REAL FLIGHT OPERATIONS.

VIRGA STUDIO SHALL NOT BE HELD RESPONSIBLE FOR ANYDAMAGES ARISING FROM THE USE OF THE DASSAULT ALPHA JET BY VIRGA STUDIO PRODUCT.

THIS PRODUCT IS COMPATIBLE ONLY WITH MICROSOFT FLIGHT SIMULATOR 2020

VIRGA STUDIO WOULD LIKE TO THANK DASSAULT AVIATION FOR THEIR HELP AND PERMISSIONS.

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SUMMARY

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A – INSTALLATION

1 – DOWNLOAD AND INSTALLATION

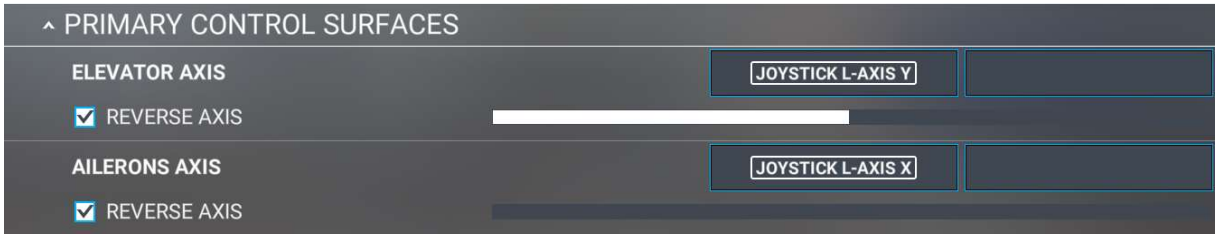
If you purchased our add-on from the marketplace, it will install automatically. Make sure the aircraft appears in the list of selectable planes.

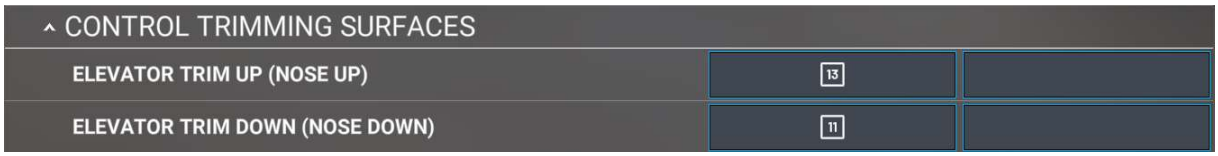
If you purchased our add-on outside the marketplace, please unzip the .zip file into your Community folder.

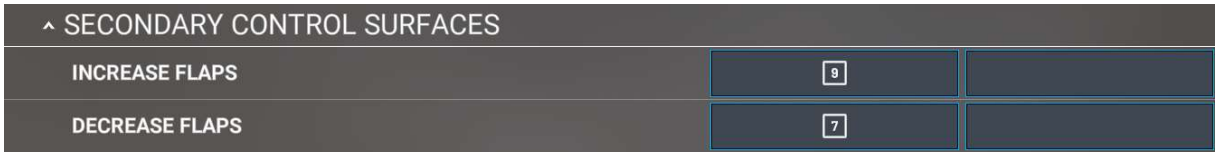
2 – CONTROLS AND BINDINGS

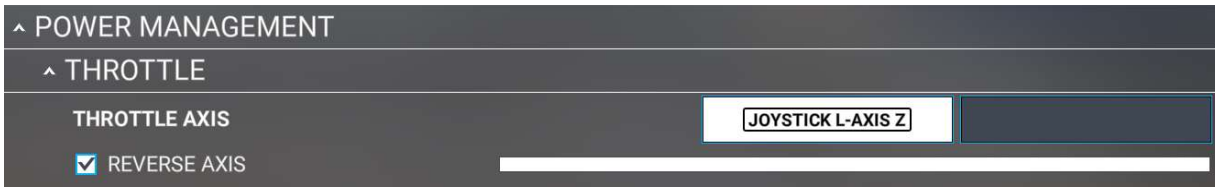
Please note that the keys and axes shown in the screenshots correspond to a developer's hardware. Their names may vary. Likewise, we recommend checking the inversion box depending on your hardware.

We recommend configuring at least the following axes and buttons :









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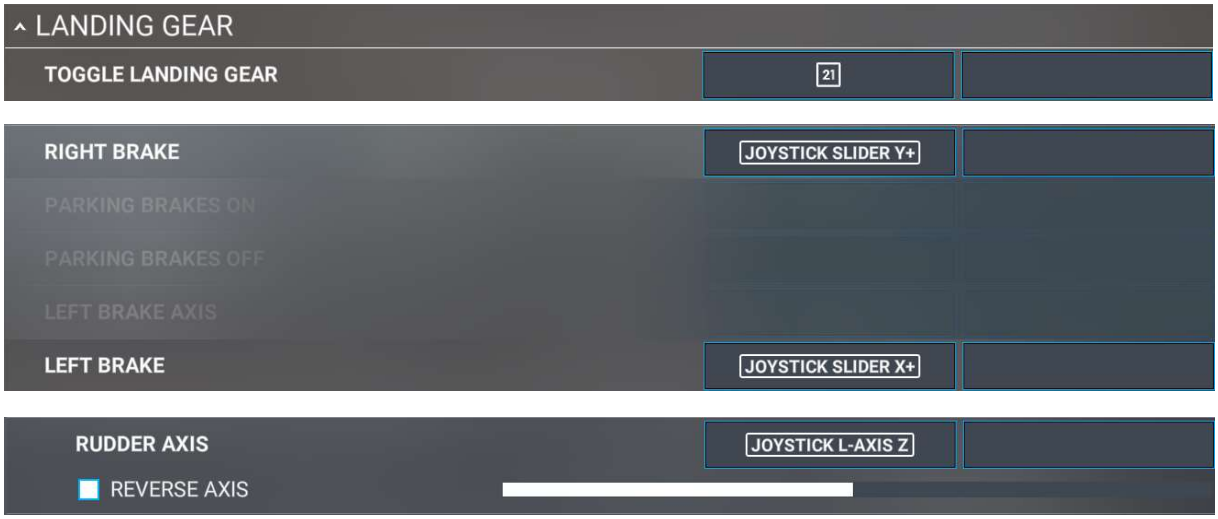
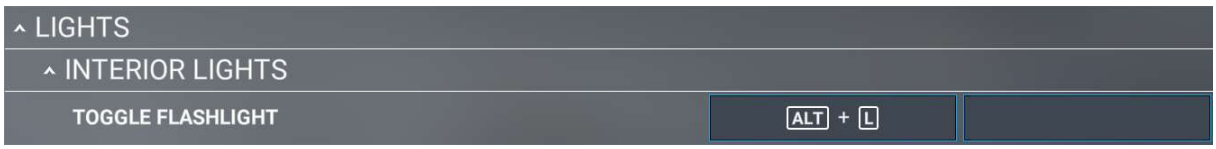


To use the smoke system, here are the keys to configure :

To use the flashlight, make sure the following key is configured :



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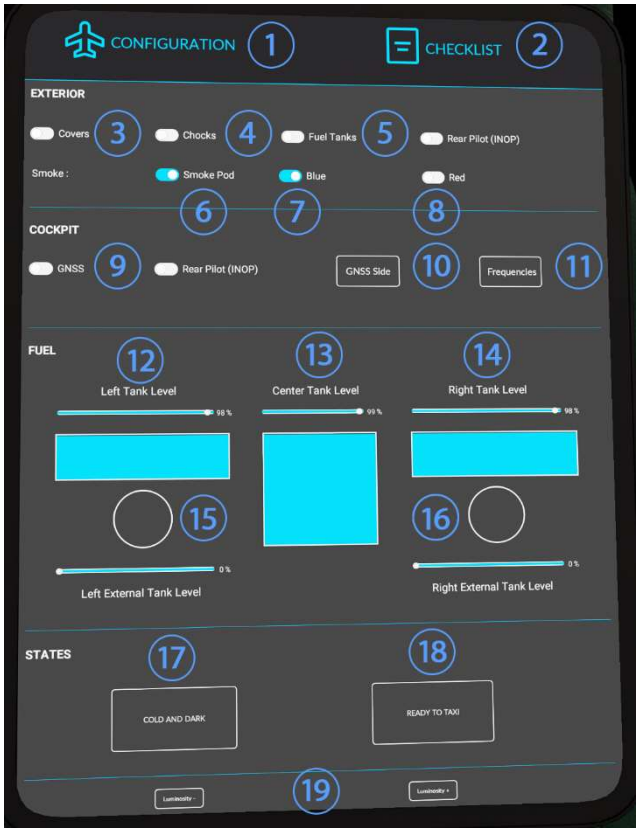
3 – AIRCRAFT SETTINGS

A first configuration must be chosen when selecting your aircraft. Initially, VIRGA STUDIO allows you to choose between a Patrouille de France aircraft or one that is or has been in military service. This choice will determine the presence or absence of a HUD or a Smoke Pod.

Once inside the cockpit, you will find a tablet placed on the ejection seat. Please note that this tablet is generic across the models. If your aircraft is not equipped with a smoke pod, the functions related to it will not work. User feedback will help improve the tablet over time.



1 • Configuration Page
2 • Checklist Compass
3 • Add Covers (Engines Off)
4 • Add Chocks (Engines Off)
5 • Add External Fuel Tanks
6 • Add Smoke Pod (PAF)
7 • Blue Smoke (Automatically unchecks the other color)
8 • Red Smoke
9 • Add GNSS
10 • Change the GNSS side
11 • Display the COM 1 Frequency Configuration Page
12 • Left Wing Fuel Configurator
13 • Center Fuel Configurator
14 • Right Wing Fuel Configurator
15 • Left External Wing Fuel Configurator
16 • Right External Wing Fuel Configurator
17 • Cold and Dark Button
18 • Ready to taxi Button (Wait 60 s)
19 • Luminosity Buttons

B – DESCRIPTION

1 – MAIN CHARACTERISTICS

The Alpha Jet is a twin-engine, tandem two-seat trainer and tactical support aircraft, designed to meet a joint program established by the French and German Air Forces.

The Alpha Jet is the first aircraft developed jointly by Dassault and Breguet.

Characteristics

•Crew: 2

•Length: 36 ft (11.84 m)

•Wingspan: 29.5 ft (9.11 m)

•Height: 13.1 ft (4.19 m)

•Empty weight: 7 374 lb (3345 kg)

•Power plant: 2 × SNECMA-TURBOMECA Larzac 04

•Fuel capacity: 517 U.S. gal (1960 L) internal; up to 681 U.S. gal (2580 L) with external drop tanks

•Range: 617 nm (1230 km)

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2 – MAIN EQUIPMENT

FRONT COCKPIT – MAIN PANEL

1 • Map Light
2 • Standby Compass
3 • Angle of Attack Indicator
4 • Sight
5 • Smoke System Box
6 • Accelerometer
7 • Configuration Indicator
8 • Clock
9 • Hydraulic Pressure Indicator
10 • Fuel Quantity Indicator
11 • Course Indicator
12 • Mach/Airspeed Indicator
13 • Attitude Indicator
14 • Altimeter
15 • Engine Tachometers
16 • Tt7 Temperature Indicators
17 • FlowMeter Indicators
18 • UHF Control Box (COM 1)
19 • Standby Horizon
20 • Navigation Indicator
21 • Vertical Speed Indicator
22 • Canopy Handle

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FRONT COCKPIT – RIGHT SIDE

1 • Air Outlet

2 • Parking Brake Handle

3 • Battery Switch

4 • Generator Switches

5 • Inverter Switches

6 • Failure Panel

7 • Warning Horn Switch

8 • Pilot Heat Switch

9 • Gyro Switch

10 • Standby Horizon Switch

11 • Electric Pump Switch

12 • Oxygen Control Panel

13 • Lamp Test Button

14 • Load Shedding Switch

15 • Weapon Control Panel (INOP)

16 • AoA Warning Horn Switch

17 • Sim Failure Annunciator Button

18 • VOR/ILS Control Box

19 • TACAN Control Box

20 • Demisting Control Lever

21 • Temperature Selector

22 • Air Conditioning Off Light

23 • Air Conditioning Switch

24 • Lighting Control Box

25 • Seal Inflation Control Lever

26 • Circuit Breaker Panel

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FRONT COCKPIT – LEFT SIDE

1 • Stabilator Emergency Trim

2 • Starting Panel

3 • Left and Right Throttles

4 • Wing Flap Control

5 • Rudder Trim Switch

6 • Intercom Control Box

7 • Engine Overheat Control Selector

8 • VHF Control Box (COM 2)

9 • Landing/Taxi Light Switch

10 • Landing Gear Emergency Handle

11 • Landing Gear Handle

12 • Antiskid Switch

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FRONT COCKPIT – SMOKE SYSTEM BOX

1 • Nose Light Switch

2 • Smoke Indicator : Color selected

3 • Smoke Indicator ON/OFF

4 • Smoke Indicator: White selected

Once the system has been armed via the Armament Control Panel (Patrouille de France variant), the SMOKE SYSTEM BOX will illuminate.

Pressing the **Toggle Wing Lights** command activates the smoke system and illuminates the green status indicator.

To switch between colored smoke and white smoke, use the **Toggle Strobes** command (default key “O”).

Available colors are blue and red. Color selection can be changed via the onboard tablet interface.

Note : In multiplayer sessions, other players will see the same smoke color as selected on your aircraft.

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REAR COCKPIT – MAIN PANEL

1 • Angle of Attack Indicator

2 • Accelerometer

3 • Configuration Indicator

4 • Clock

5 • Hydraulic Pressure Indicator

6 • Fuel Quantity Indicator

7 • Course Indicator

8 • Clock

9 • Attitude Indicator

10 • Altimeter

11 • Engine Tachometers

12 • UHF Control Box (COM 1)

13 • Standby Horizon

14 • Navigation Indicator

15 • Vertical Speed Indicator

16 • Tt7 Temperature Indicators

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REAR COCKPIT – RIGHT SIDE

1 • Emergency Brake

2 • Battery and Generator Switches

3 • Standby Horizon Switch

4 • Oxygen Alarm

5 • Oxygen Control Panel

6 • Lamp Test Button

7 • Air Conditioning Switch

8 • VOR/ILS Control Box

9 • TACAN Control Box

10 • Lighting Control Box

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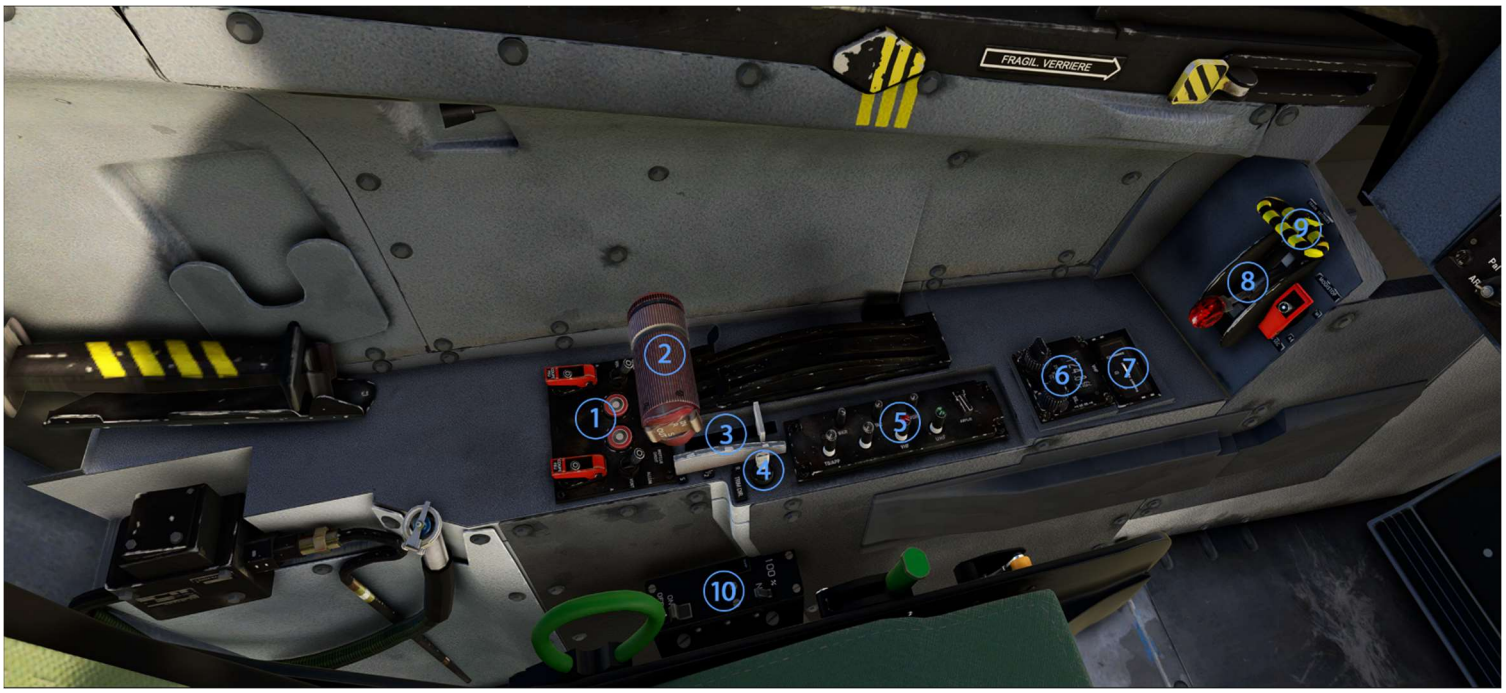
REAR COCKPIT – LEFT SIDE



1 • Starter Panel

2 • Left and Right Throttles

3 • Wing Flap Control

4 • Rudder Trim Switch

5 • Intercom Control Box

6 • VHF Control Box (COM 2)

7 • Trim Indicator

8 • Landing Gear Handle

9 • Landing Gear Emergency Handle

10 • Oxygen Regulator

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FRONT & REAR COCKPIT – STANDBY HORIZON

The standby horizon deserves a brief explanation.

You will need to activate the **Standby Horizon Switch**, which is available in the front cockpit (No. 10 – FRONT - RIGHT SIDE) and in the rear cockpit (No. 3 – REAR - RIGHT SIDE). This switch powers the gyroscope.

When you press this switch, you won't see any immediate change, but the gyroscope is indeed being activated. Wait approximately one minute to allow the gyroscope to spin up. The instrument will then be operational.

If needed, adjust the miniature aircraft using your mouse scroll wheel.

In the event of an electrical failure or after turning off the switch, be aware that the standby horizon remains usable for about 6 minutes.

FRONT & REAR COCKPIT – OXYGEN REGULATOR

At the front, as well as at the rear, you will find an oxygen regulator for each seat.

1 • Control slider 2 • Overpressure Switch 3 • Inverter N – 100 %

The oxygen valve can be opened or closed by using the control slider. Two positions are available, O or F.

O is for Open, and F is for Closed.

The Overpressure Switch has two positions. In the SURP position, the mask will be powered with an overpressure.

The inverter N - 100% has two positions. On 100%, the system will provide pure oxygen. On N, an air, oxygen mixture will be provided.

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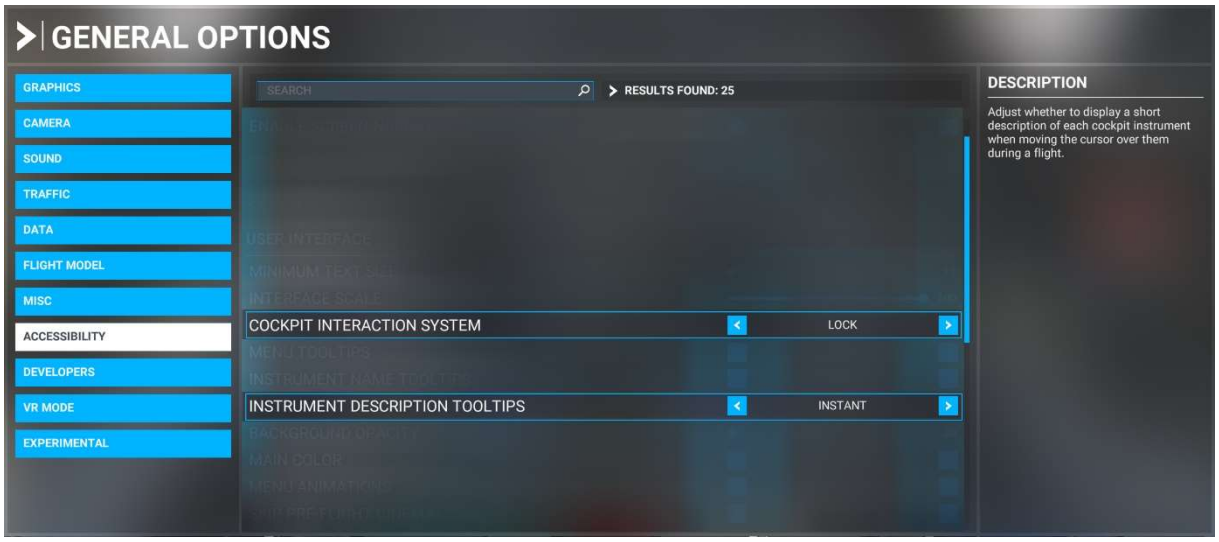
C - Operational Procedures

Below, you will find the checklists needed to fly with the add-on. However, we recommend following the interactive checklist available in the simulator.

To better visualize the actions to be performed, make sure to enable the following options in your simulator settings:



If you wish, you will also find the checklists on the tablet located on the seat.

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1 – PREFLIGHT

CANOPY	CLOSED OR PARTLY
BATT GENE CONV	ON
ALL BREAKERS	ENGAGED
SWITCH DAY/NIGHT	ACCORDING DAY TIME
RHEOSTATS	SET
NAV LIGHTS	AS REQUESTED
FORMATION LIGHTS	ON
ANTICOLLISION LIGHT	ON
CANOPY SEAL	HANDLE FORWARD
SEARCHLIGHT	TESTED, OFF, IN PLACE
DEMISTING	HANDLE AFT
CABIN TEMPERATURE	ARROW TO FRONT
AIR CONDITIONING SYSTEM	OFF, INDICATOR LIT
VOR-ILS	OFF
TACAN	OFF
SMOKE PANEL SWITCH (IF AVAILABLE)	OFF
AOA ALARM SWITCH	ACCORDING CONFIGURATION
SWITCH / FRONT-REAR OXYGEN LIGHTS	ON / OUT
OXYGEN GAUGE	CHECKED
BLINKER	CHECKED
POSITIVE PRESSURE SURPRESSION	TESTED

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DILUTER LEVER	100% THEN NORMAL
ALL LIGHTS TEST	CHECKED
DELESTAGE SAFETY COVER	DOWN
AUDIO WARNING SWITCH	OFF
PITOT HEAT SWITCH	OFF
STANDBY HORIZON SWITCH	OFF
ELECTRICAL HYDRAULIC PUMP SWITCH	OFF
FAILURE PANEL	
BATT / ARTH	OUT
T.CAB	OUT
P.CAB	OUT
CONV 2	OUT
02 AV / 02 AR	OUT

PARKING BRAKE	SET
PIERCE DINGHY	IN PLACE
STANDBY COMPASS BOUSSOLE	CHECKED
ACCELEROMETER	RESET TO 1
HYDRAULIC PRESSURE	TF=0 FS~100 Bar
AMBER PAN LIGHT	LIT, TO BE RESET
250L LIGHT	OFF
TRANSFER LIGHTS	ACCORDING CONFIGURATION
FUEL GAUGE	1 235 L Min
TACHOMETERS	READING 0
RELIEF VALVE INDICATOR	LIT

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TT7	RESIDUAL TEMP
FUEL FLOW	READING 0
VARIOMETER	READING 0
ALTIMETER	FLAG OFF
ADI	FLAG ON
ROUTE MAGNETIC INDICATOR	FLAGS ON
STANDBY HORIZON	CAGED
IAS GAUGE	READING 0
CLOCK	SET ON TIME
RED WARNING LIGHT INDICATOR	LIT, PUSH TO RESET
FIRE AUTHORISATION	OFF, WHITE
10 000 FEET INDICATOR	BLINKING, PUSH TO RESET
INCIDENCE	FLAG OFF
AIRBRAKE INDICATOR	ACCORDING POSITION
WHEELBRAKES INDICATOR	LIT
FLAPS INDICATOR	ACCORDING POSITION
FLAPS POSITION	UP
GEAR LIGHTS	LIT, THREE GREEN
GEAR DOOR PANEL INDICATOR	ACCORDING POSITION
SAUTEZ INDICATOR	TESTED
COURSE DEVIATION INDICATOR	FLAGS ON
VOR-ILS / TACAN LIGHTS	OUT
COM1	OFF
INVERTER 5W-25W	5 W
COM/NAV LIGHTS	OUT

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IFF	OFF
CABIN PRESSURE	READING 0
VOLTMETER	CHECKED
CANOPY FRAGILISATION	SET BACKWARD
EMERGENCY GEAR	FULL FORWARD
ANTI-SKID (MODISTOP) SWITCH	ON (SAFETY COVER DOWN)
GEAR HANDLE	DOWN, SAFETY PIN REMOVED
JETTESON SELECTOR	SAFETY COVER DOWN
LANDING TAXI LIGHTS SWITCH	OFF
TRIMS	SET TO NEUTRAL
VHF - COM 2	ON – SET – OFF
SOUND PANEL VOL MKR-VOR-TAC	OFF
SOUND PANEL CDE VOLUME COM1/COM2	SELECTED, VOL ADJUSTED
FLAPS HANDLE	UP POSITION
THROTTLES	STOP POSITION
TOGGLE EMERGENCY POWER SWITCH	OFF, SAFETY COVER DOWN
ENGINE START PANEL	
SWITCH A/VENT/ALLUM	ALLUM POSITION
LOW PRESSURE (BP) PUMPS	OFF
FUEL CUTOFF	SWITCH AFT, COVER UP

CALC	ON, SAFETY COVER DOWN
TRIM PROF SEC	SAFETY COVERED
LARGAGE CANON BUTTON	GARDED

LEFT ENGINE STARTUP	
LEFT FUEL CUTOFF	SWITCH FORWARD, COVER DOWN
LEFT LOW PRESSURE PUMP SWITCH	ON
LEFT LOW PRESSURE PUMP [BP G] LIGHT	OUT
LEFT THROTTLE	STOP POSITION
LEFT ENGINE STARTER PUSH-BUTTON	PUSH
LEFT ENGINE STARTER LIGHT	LIT
12 % RPM	
LEFT THROTTLE	ALLUM POSITION
VOLTMETER	ABOVE 15V
FUEL FLOWMETER	POSITIVE FLOW
> 18 % RPM	
TT7	< 950°C
[REG G] LIGHT	OUT
[GENE G] LIGHT	LIT
45 % RPM	
LEFT ALLUM & DEM LIGHTS	OUT
51 % RPM	
LEFT THROTTLE	IDLE POSITION
GENE G, HYD 1, REG G, ROIL G, CONV 1	OUT
AFTER LEFT ENGINE STARTUP	
SERVO 1 PRESSURE	ABOVE 200 BAR
FLIGHT CONTROLS	TESTED

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ELECTRO PUMP TEST	
ELECTROPUMP SWITCH	ON
SERVO 2 PRESSURE	INCREASING
HYD S LIGHT	OUT, ABOVE 100 BAR
ELECTROPUMP SWITCH	OFF
HYD S LIGHT	LIT BELOW 100 BAR
RIGHT ENGINE STARTUP	
LEFT ENGINE POWER	SET RPM TO 70 %
RIGHT FUEL CUTOFF	SWITCH FORWARD, COVER DOWN
RIGHT LOW PRESSURE PUMP SWITCH	ON
RIGHT THROTTLE	STOP POSITION
RIGHT ENGINE STARTER PUSH-BUTTON	PUSH
RIGHT ENGINE STARTER LIGHT	LIT
12% RPM	
RIGHT THROTTLE	ALLUM POSITION
FUEL FLOWMETER	POSITIVE FLOW
> 18% RPM	
TT7	< 950°C
[REG D] LIGHT	OUT
[GENE D] LIGHT	LIT
45% RPM	
LEFT ALLUM & DEM LIGHTS	OUT
51 % RPM	
RIGHT THROTTLE	IDLE POSITION
GENE D, HYD 2, REG D, ROIL D, CONV 2	OUT

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AFTER RIGHT ENGINE STARTUP	
HYD 2 & HYD SEC LIGHTS	OUT
SERVO 2 PRESSURE	ABOVE 200 BAR
THROTTLES	IDLE
TACAN	REC
ILS-VOR	ON
AOA ALARM SWITCH	ON
ELECTRICAL PUMP	ON
GYROSCOPIC UNIT	ON
STANDBY HORIZON	ON
AUDIO ALARM SWITCH	ON
ADI + AIRCRAFT SYMBOL	UNFLAGED + SET -1°
CDI	UNFLAGED & STABLE
SYNCHRO INDICATOR	NEUTRAL
STANDBY HORIZON + AIRCRAFT SYMBOL	UNFLAGED + SET -1°
COM1	PAL+G
IFF	STANDBY
COM2	ON
AIRBRAKE	OUT-IN
FLAPS	FULL DOWN
CONTROL SURFACES	FULL DEFLECTION
HYDRAULIC PRESSURE	CHECKED
HYDRAULIC PRESSURE SWITCH POSITION	TF/FS

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2 – BEFORE TAXING

WHEEL CHOCKS	REMOVED
AIR CONDITIONING SYSTEM	ONLY IF CANOPY CLOSED AND LOCKED
QNH	SET
RPM	2 x 70 %
PARKING BRAKE RELEASED	CHECK LIGHT OUT
WHEEL BRAKES	TESTED

3 – TAXING

TACAN	TESTED
ILS-VOR	TESTED
IFR INSTRUMENTS	CHECKED
IFF	SET

4 – TAKE-OFF

CANOPY	CLOSED & LOCKED
P.CAB LIGHT	OUT
AIR CONDITIONING SWITCH	ON, LIGHT OUT
CONTROLS	FREE & FULL RANGE
TRIMS	NEUTRAL
FLAPS	FULL DOWN
AIRBRAKE	IN
HYDRAULIC PRESSURES	200HPZ / TF/FS
PITOT HEAT	ON
FAILURE WARNING PANEL LIGHTS	ALL OUT

HEADING	CHECKED
ALTITUDE	ERROR NOTED
ILS	CHECKED
WATCH	INDEX SET
THROTTLE	FULL POWER
ENGINES PARAMETERS	CHECKED
RELIEF VALVE LIGHT	OUT
RELEASE BRAKES	START STOPWATCH
IAS UNDER 50 KT	RUNWAY AXIS KEPT WITH TOE BRAKES
ACCELERATION	CHECKED
VR	PITCH 7 ° MINIMUM
LANDING GEAR	VS POSITIVE, GEAR UP
IAS 150 KT	FLAPS 1/2
IAS 180 KT	FLAPS UP
BEFORE 200 KT	GEAR & FLAPS LIGHT OUT
BEFORE 200 KT	GEAR & FLAPS LIGHT OUT
ENGINES PARAMETERS	CHECKED
OPTIMAL CLIMB SPEED	280 KT THEN M0.70
OXYGEN	ON / NORMAL / BLINKER
PRESSURISATION	CHECKED
FUEL	QUANTITY & FUEL FLOW
ENGINES	NO ALARM
TRANSITION ALTITUDE	SET 1013 MB

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5 – CRUISE

ENGINE INSTRUMENTS	WITHIN LIMITS
HYDRAULIC PRESSURE	WITHIN LIMITS
CABIN PRESSURIZATION	WITHIN LIMITS

6 – DESCENT

DEMISTING	HANDLE FORWARD
CABIN TEMPERATURE	HOT SECTOR
QNH	SET AND VERIFIED
ROUTE MAGNETIC INDICATOR	VERIFIED
ARTIFICIAL HORIZON AND STANDBY HORIZON	VERIFIED
ROUTE MAGNETIC INDICATOR	VERIFIED
ECO DESCENT 2NM/1000FT	
AIR BRAKES	IN
ONE ENGINE	80 % VD LIGHT OUT
THE OTHER ENGINE	IDLE
SPEED	M=0,70 IAS=300 Kt
NORMAL DESCENT 1NM/1000FT	
AIR BRAKES	OUT
RPM	2 x 84 %
SPEED	M=0,70 IAS=280 Kt
DESCENT IN ICING CONDITIONS	
AIR BRAKES	OUT
RPM	2 x 92 %
SPEED	M=0,75 IAS=350 Kt

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RAPID DESCENT	
AIR BRAKES	OUT
RPM	2 x 80 % VD LIGHT OUT
SPEED	M=0,85 THEN PTICH -20°

7 – BEFORE LANDING

FUEL ENDURANCE	CHECKED
ADJUST ENGINES RPM	IAS 310 Kt
SPEED	M=0,85 THEN PTICH -20°
INITIAL POINT	
AIRSPEED	300 KT
ALTITUDE	2000 FT AGL
BREAK	
AIRSPEED	300 KT
ALTITUDE	1500 FT AGL
AIRBRAKES	OUT
BANK ANGLE	60 °
ENGINE RPM	IDLE
DOWNWIND	
AIRSPEED	< 190 KT
TNS LIGHT	FLASHING & AUDIO WARNING
ENGINE RPM	2 x 75 %
GEAR	DOWN
FLAPS	DOWN
LANDING LIGHT	ON

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END OF DOWNWIND CHECK	
LANDING GEAR	3 GREEN LIGTS ON, TNS LIGHT OUT
FLAPS	FULL DOWN
HYDRAULIC PRESSURE & SWITCH POSITION	CHECKED & TF/FS
AOA	< 8 °
FINAL TURN	
AOA	10 ° (MAX 13 °)
AIRSPEED	> 120 KT (ACCORDING WEIGHT)
BIP	PUSH TWICE
FINAL APPROACH	
AOA	8 ° TO 10 °
AIRSPEED	115 KT FOR 4 TONS
THROTTLE	AS REQUIRED

8 – LANDING

AOA	12 °
TOUCHDOWN SPEED	APPROXIMATLY 105 KT
THROTTLE	IDLE
AIRSPEED < 90 KT	NOSEWHEEL DOWN, APPLY BRAKES

9 – RUNWAY VACATED

LOW PRESSURE PUMPS SWITCH	OFF, START STOPWATCH
DEMISTING LEVER	AFT
TACAN	OFF
VOR-ILS	OFF

PITOT HEAT SWITCH	OFF
AUDIO WARNING SWITCH	OFF
TRIMS	SET TO NEUTRAL
FLAPS	UP
AIRBRAKES	IN
LANDING LIGHT	OFF
AIR CONDITIONING SYSTEM	OFF
CANOPY	MAY BE PARTLY OPEN

10 – PARKING AND SHUTDOWN

WHEEL CHOCKS	OFF
Electrical Hydraulic pump	OFF
Gyroscopic Unit	OFF
Standby Horizon Switch	OFF
COM1	OFF
IFF	OFF
COM2	OFF
RPM IDLE	STABLE
LOW PRESSURE (BP) PUMPS TEST : MINIMUM 20 SEC AFTER SWITCH OFF	
BP WARNING LIGHT	RIGHT & LEFT LIT
BP SWITCHES	OFF
BP WARNING LIGHT	OUT
THROTTLES	STOP POSITION
BP SWITCHES	OFF
OXYGEN SWITCH	OFF

GENE G / GENE D SWITCHES	OFF
BATTERY SWITCH	OFF
CANOPY	OPEN

D – ACKNOWLEDGMENT

VIRGA STUDIO WOULD LIKE TO THANK DASSAULT AVIATION AND THE FRENCH ARMÉE DE L'AIR ET DE L'ESPACE FOR THEIR HELP AND PERMISSIONS.

WE WOULD LIKE TO THANK EVERYONE WHO BELIEVED IN US. OUR FAMILIES, OUR FRIENDS AND YOU, THE USERS.

THIS PROJECT COULD ONLY BE REALIZED WITH THE HELP OF SEVERAL PEOPLE AND IT IS FOR YOU AS WELL AS FOR THEM THAT WE WILL CONTINUE TO DEVELOP AND IMPROVE THE PRODUCT. WE ARE COUNTING ON YOU!

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