

ANGLE OF ATTACK INDICATORS

BENDIX KING KLR 10 LIFT RESERVE INDICATOR



The easiest stall to recover is the one that never happens. The KLR 10 Lift Reserve Indicator provides at-a-glance awareness and audible cues of remaining lift, in an easy-to-install, easy-to-read device that's ready for your experimental aircraft. Mounted on the glare shield, it's at eye-level, exactly where you need it. Helping you takeoff with confidence, grease more landings and fly with better Angle of Attack.

The KLR 10 Advantage: Lightweight, Low-cost, easy installation with low power consumption. Accurate and instantaneous displays of lift reserve, which is the safety margin above a stall. Visual and audible cues alert you of decaying lift much earlier than traditional warning systems. Allows for quick and timely reactions. Independent of pilot-static systems, so it can be used even if the existing air-data system is compromised by ice, water or other contaminants. Optional heated probe.

12V Standard Probe, Swivel Mount	11-12949	\$1,645.00
12V Heated Probe, Swivel Mount	11-12945	\$1,755.00
24V Heated Probe, Swivel Mount	11-12946	\$1,755.00
12V Heated Probe, Standard Mount	11-12947	\$1,695.00
24V Heated Probe, Standard Mount	11-12948	\$1,595.00

Accessories

Heated Probe Option, +12vDC	11-12024	\$269.95
Angle of Attack Probe Cover with flag Swivel Mount	11-12027	\$17.50
	11-12028	\$86.75

THE REDDISH STALL WARNER



Developed in the UK by Nigel Reddish, these stall warners have been installed in many RV series aircraft. The vane is ground adjustable and installation is simple. Includes a micro switch and vane. For experimental aircraft only.

Note: The Mark 2 Version is practically the same as the Mark 1, the only difference is the vane on the Mark 2 is longer. The installation is the same as the Mark 1 only.

Mark I P/N 10-00189 \$89.95
 Mark II P/N 10-02686 \$104.95

ANGLE OF ATTACK CYA 100



The CYA-100 Angle of Attack system is the only affordable FAA APPROVED TRUE Angle of Attack system on the market today! Extremely light, and extremely small, the CYA-100 is easy to install, with no extra computer boxes or hoses. The vane driven sensor is magnetically coupled. There are no small pressure ports to plug and no ball bearings to seize.

P/N 10-05682 \$625.00

RITEANGLE™ BASIC SYSTEM AOA



The RiteAngle Basic, is a high quality AOA system for aircraft without flaps. This is the most accurate low cost AOA system available to customers today.

Note: The Basic system is for aircraft without flaps only. The RiteAngle™ Basic uses electronics not available during earlier designs of RiteAngle™ systems. Although operationally similar to prior RiteAngle products, the RiteAngle Basic is a totally new, more efficient, economical design. It is a modern up to date system, that accurately determines your aircraft's angle of attack. This series uses our proven, easy-to-understand, five LED display. Green indicates Safe, Amber indicates Caution, and Red indicates Danger. The "On Speed" AOA, 1.3 Vso will be correct, regardless of bank angle, density altitude, or any of the other variables where the airspeed might be inaccurate..... P/N 11-10388 \$395.00

RITEANGLE™ BUDDY AOA



The RiteAngle™ Buddy also uses electronics not available during design of the initial RiteAngle™ systems. Although it is similar to the prior RiteAngle systems, for aircraft with no flaps, The RiteAngle Buddy operationally, is a totally new design using an enhanced display. **Note: The Buddy is for aircraft without flaps only.** The RiteAngle™ Buddy is a modern, up to date system that accurately determines your aircraft's angle of attack. This series uses an improved easy-to-understand LED display. This instrument is designed to FAA standards. Green indicates safe, amber indicates caution, and red indicates danger..... P/N 11-06626 \$549.00

Ema AOA Basic And Buddy Sensor..... P/N 11-10392 \$50.00

RITEANGLE™ ELITE SYSTEM AOA



With the RiteAngle Elite system you have the advantage of having a system which was designed to the FAA guidelines for use on certified aircraft, without all the expense of tracking of parts and having it assembled by a PMA facility, and of course not having to pay for the time, effort, and work involved in getting the STC!

The RiteAngle™ Elite is a modern, up dated system that accurately determines your aircraft's angle of attack. Easy to understand - Green Safe, Amber Caution, Red Danger. There are no computed values, the vane actually measures the relative wind.

Elite+ AOA System P/N 11-10389 \$995.00
 Ema AOA Small Vane Option..... P/N 11-10390 \$85.95
 Ema Elite Enhanced Display Opt P/N 11-10391 \$200.00

LIFT MONITOR SYSTEM



Lift Monitor is FAA approved for installation on all GA aircraft, not just experimentals. The low cost of the Lift Monitor and simplicity of installation leave little excuse for not availing yourself of the safety and performance afforded by an AOA system. Working completely independently of all other aircraft systems, installation requires only a log book entry on the part of your mechanic.

Lift Monitor models are available as either a panel mount or glare shield installation. Adapters are provided for existing 2/14" and 3-18" instrument holes. A "Remove Before Flight" protective cover for the probe is included with each system.

Description	Part No.	Price
Monitor System With Panel Mount Kit	05-14964	\$389.00
Monitor System With Glare Shield Mount Kit	05-14966	\$389.00

SAFE FLIGHT PRE-STALL WARNER



Warns by light and horn of any danger of an approaching stall regardless of the flight maneuver. Never signals unless a stall is imminent. Consists of an instrument panel unit (fits standard 2.25" hole) containing a warning horn & signal light, and a small vane wing unit which operates a relay. Operation of the instrument doesn't depend upon air speed but rather on the air flow conditions of the wing. Complete with installation kit & instructions. Installation time: 2-6 hours.

Description	Model	Part No.	Price
Lift Detector	164	164	\$2,575.00
Horn & Light	R (12V)	10-22712	\$2,175.00
	S (24V)	10-22724	\$1,949.00

SAFE FLIGHT SCC LEADING EDGE AOA SYSTEM



The SCc system is tailored specifically for certified aircraft in the general aviation market. In designing the SCc, Safe Flight built on its nearly 70 years of experience in providing aircraft manufacturers primary stall warning and AoA utilizing our patented wing lift sensor technology. The SCc system is comprised of a Lift Transducer mounted on the leading edge of the wing and an Indexer Computer that provides a heads-up display of AoA. The SCc system delivers precise AoA information to help achieve consistent takeoff, climb, cruise, and landing approach performance through an innovative visual display and audio output. Simply stated, the SCc was designed by pilots, for pilots. The system is the most accurate and comprehensive Angle of Attack system available for your aircraft.

Note: The SCc was recently approved for use in certified aircraft. There are no STC's available. Approval is limited to single engine aircraft. Check "Application Guide" located on our website to verify eligibility..... P/N 11-13582 \$1,965.00

STALL HORN TESTER



Quickly and easily test your stall warning horn without inhaling bugs or putting your mouth on a freezing wing. With the stall warning horn tester you no longer need a ladder to test stall horn on high wing aircraft. It is an FAA requirement that you test the stall warning device before flight. This effective device eliminates the old way of testing the stall horn - by simply depressing the bellow and releasing the bellow "quickly". Instantly, you can tell if the stall warning horn is functioning. Thousands of this product have been sold throughout the world. The compact size allows you to store it in your flight bag or aircraft compartment.

P/N 14-01021 \$9.95

ACI STALL WARNER



Few pilots need reminding of the catastrophic consequences of an unintentional stall at low level. A frequent sequence of events is distraction of pilot attention, leading to lack of speed control, with the stall rapidly followed by rotational entry into a spin. Steep ground impact follows all too quickly. We all know about this, but why do stall accidents continue to kill pilots and their passengers year after year? Factors include the rapidity with which our low inertia aircraft lose airspeed, their sensitivity to gusts, the higher frequency of engine failure - and so on. However, very few Experimental and PFA aircraft are fitted with audible stall warners, and yet we are flying aircraft that need them. Virtually every certified production light aircraft has a stall warning system as standard. The ACI Stall Warner is for experimental aircraft only.

P/N 10-00235 \$316.00

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