

# ANGLE OF ATTACK INDICATORS

## 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 .....

## 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 .....

## 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 .....

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

## 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.

Ema AOA Small Vane Option.....P/N 11-10390 .....

Ema Elite Enhanced Display Opt .....P/N 11-10391 .....

## 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 | .     |
| Monitor System With Glare Shield Mount Kit | 05-14966 | .     |

## STALL WARNING HORN AND LIGHT



**Note: Face plate for the Model S and Model R are the same**

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 2-1/4" hole) containing a warning horn and signal light, and a small vane wing unit which operates a relay. Operation of the instrument does not depend upon air speed but rather on the air flow conditions of the wing. Complete with installation kit & instructions. Installation time: 26 hrs.

| Description  | Model   | Part No. | Price |
|--------------|---------|----------|-------|
| Horn & Light | R (12V) | 10-22712 | .     |
|              | S (24V) | 10-22724 | .     |

## 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 .....

## 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 .....

Mark II .....P/N 10-02686 .....