



# Flyboy News

## ANGLE OF ATTACK SEMINAR A SUCCESS

The weather gods smiled on Chapter 39 and their guest, Mark Korin, because the snow stopped and we could all get to the airport without wondering where the road went. Mark was a dynamic speaker and entertained and educated the 25 attendees in the Rapid City Regional Airport Conference Room on President's Day, February 19.

Our guest speaker was an engineer from the Minneapolis area that enjoys inventing things. He first got into aviation by flying ultralights, but has worked his way up to single engine aircraft and is now working on his instrument ticket. He also has several L-29s he is in the process of restoring. He seems to enjoy showing his device, an angle of attack indicator, at Oshkosh, Sun N'Fun, and the AOPA convention. Chapter President Dave Utter has installed one of the devices in his Highlander and got to know Mark through that. Several



chapter members have the instrument, and all seem very pleased with the addition of the indicator in their respective aircraft.

The **Alpha Systems AOA** is an evolution of the Huntington Airspeed director instrument. In 1997, Mark took the old gauge, modified it and updated it to also be a digital indicator with lights that tell the pilot whether or not the wing is producing lift. He feels that it is far more accurate in gauging whether a plane is flying than the airspeed indicator. The AOA gauge can give a visual indication of imminent stall, as well

as an auditory signal in the digital model. He had a very nice mockup of his various gauge models and a

interconnected wing cross-section to show how the device works. He claimed that while military and large commercial aircraft have various devices to give this kind of information, general aviation has been bypassed with an affordable technology until now. While the device is easily added to your aircraft especially if it is an experimental category aircraft, he reports success in having several FSDO's in the United States as having evaluated it and saying that it is not a major alteration to an aircraft. An FAA337 can

be executed as well to add it to a certified aircraft. He is working with additional FSDO's to make the device more easily installed in certified aircraft, as opposed to having it TSO'd or STC'd. The mechanical version (\$550) does not need an electrical system installed in the aircraft, but the digital version (\$895) draws a very small amperage and should be connected to a circuit breaker.

Mr. Korin was very generous in his presentation by giving away 9 door prizes for the evening. He gave out eight super bright LED flashlights (white or red), and the highlight was the gift of a mechanical gauge to a very happy Gary Stephenson. If you are interested in adding one of these gauges to your airplane you can contact **Alpha Systems AOA** at 877-571-3770 or 763-506-9990.