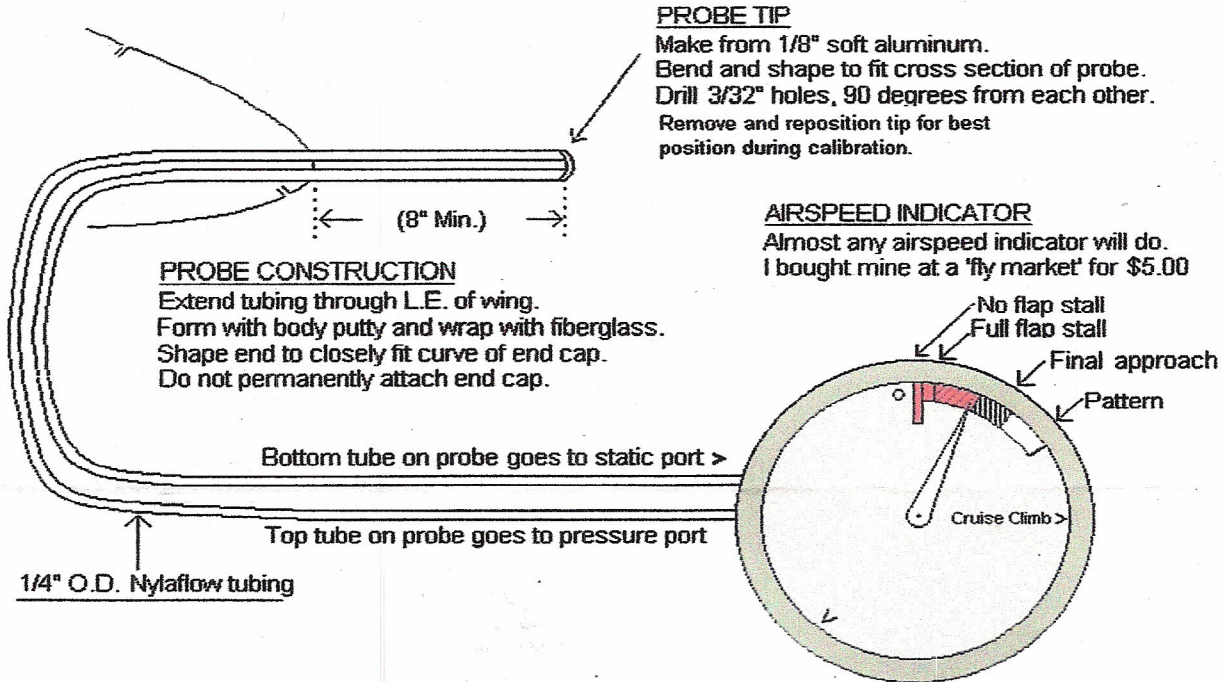


## THE 'POOR PILOTS' ANGLE OF ATTACK INDICATOR



### Converting Airspeed Indicator:

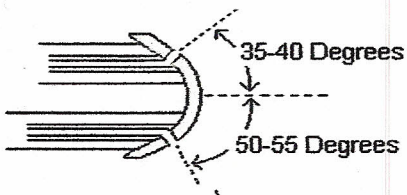
Remove glass face. (Held in place by wire 'snap ring')  
 Pull off needle (Face of instrument can be painted background color at this time if desired), replace needle in desired location. Replace glass.

Flight test and readjust probe tip as required so that with full flaps, stall occurs with needle at or slightly clockwise of needle position when aircraft is at rest.

When satisfied with needle position and movement, put narrow masking tape around perimeter of case to mark the positions of the needle at the various flight conditions you wish to note. Remove the glass face and transfer the markings to the face of the instrument.

To reduce sensitivity reduce angle between holes in probe to less than 90 degrees. To increase sensitivity, spread beyond 90 degrees, (Increased sensitivity increases fluctuation in turbulence)

### Approximate position of holes in probe



**NOTE:**  
 When bonding probe tip, insert 3/32" waxed rubber strip (Made from 'O' ring) through tip and into tubes to prevent contamination of airway.  
 Attach with body putty until final position of probe tip is determined, then use epoxy or polyester bonding agent for final assembly.

### OPERATION:

The needle will follow stick movement, and the stall will be at the same location regardless of 'G' loading  
 Flaps will affect the location of the needle at the stall.  
 Great for holding a specific airspeed in climb.

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