Stall Set-points Calibration Guide

Calibrating a Stall Set-point for the Clean Flap Position:

Note1.) It is the pilot's responsibility to ALWAYS maintain complete and safe operational control of the aircraft during ALL flight maneuvers.

Note2.) It is also recommended to have a safety pilot assisting when doing the in-flight calibration procedures; one pilot to fly the aircraft, the other to enter ALL tests and set-points into the AOA system.

Note3.) Have the associated V Stall airspeed values pre-calculated for Clean and any other Flap positions that have been connected and monitored.

Stall set-points can be added, but only after a successful Clean **OAA (1.3Vs)** and **Cruise** set-point calibration procedure at rotary switch position 2.

If desired, a Clean Stall set-point can be entered by pressing the **SEL** (WHT) button after the Cruise set-point has been entered, **instead of turning the Rotary Switch to position 0.**
The system will announce "Set Stall Set-point."

To set the Stall set-point, press the **CAL** button when at the associated Vs (Stall) airspeed for Clean flap position. **The system will save the set-point and announce "Stall Set-point Complete."**

When done setting the Stall set-point, turn the Rotary Switch to position 0 and press the **SEL** (WHT) button. **The system will announce "Calibration Off."**

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Additional Flap OAA (1.3Vs) Calibration Procedure

Note: The system has been set up so that the user can set additional **one, two, or all three** Flap OAA (1.3Vs) Set- points and one, two, or three additional Flap Stall Set-points. This can be done by rotating the Rotary Switch to position 0 after the Flap Set-point has been set and pressing the **SEL** (WHT) button. **The system will announce "Calibration Off."**

Once the system has had successful calibration in the "CLEAN" configuration of BOTH **OAA 1.3Vs)** and the **CRUISE** values, and **STORED** both values, the software will allow calibration of **up to 3** additional **OAA** flap position calibrations. The additional **flap OAA (1.3Vs)** calibration process is identical to the clean configuration of OAA (1.3 Vs.)

1.) Fly or identify the weight adjusted stall speed for each additional wing configuration with Flap position1, Flap position 2, Flap position 3. Multiply each V-stall speed times 1.3, follow the procedure below to enter **Flap1 OAA(1.3Vs), Flap2 OAA(1.3Vs), Flap3 OAA (1.3Vs)**

ONLY ENTER THE ADDITIONAL FLAP OAA (1.3Vs) VALUES THAT ARE CONNECTED

Note: At any time, you may turn the Rotary Switch to position 0 and press the SEL button to exit the calibration and return to active mode. The system will save any currently calibrated set-points. IF NOT SAVED BEFORE POWER IS TURNED OFF, THE UNIT ERASES ALL IN-FLIGHT VALUES!!!!

FOR IN-FLIGHT FLAP SET POINT CALIBRATIONS:

- With Power ON, rotate the rotary switch to position 7.
- Press the **SEL** (WHT) button. **The system will announce "Flap Calibration On," followed by "Set Flap One."**
- If a **Flap1 OAA** is to be set, when flying the aircraft in the **Flap1 flap position at OAA (1.3 Vs.), stabilized at straight and level**. press the **CAL** (BLUE) button **The system will save the set-point and announce, "Flap One Complete."**
- If done with setting the Flap1 Set-point or if a Flap1 Set-point is not to be set, press the **SEL** button to move on to the next Flap setting. **The system will announce "Set Flap Two."**
- If a **Flap2 OAA** is to be set, when flying the aircraft in the **Flap2 flap position at OAA (1.3 Vs.), stabilized at straight and level**. press the **CAL** (BLUE) button **The system will save the set-point and announce, "Flap Two Complete."**
- If done with setting the Flap 2 Set-point or a Flap 2 Set-point is not to be set, press the SEL button to move on to the next Flap setting. **The system will announce "Set Flap Three."**
- If a **Flap3 OAA** is to be set, when flying the aircraft in the **Flap3 flap position at OAA (1.3 Vs.), stabilized at straight and level**. press the **CAL** (BLUE) button **The system will save the set-point and announce, "Flap Three Complete."**
- If done with setting the Flap 3 Set-point or a Flap 3 Set-point is not to be set, press the **SEL** button to move on to the Flap Stall Set-points. **The system will announce "Set Flap One Stall."**

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Calibrating Flap Stall Set-points:

The system will remain functional without setting the Stall flap set-points. The **flap OAA** calibration process is identical to the clean configuration. Fly or identify the weight adjusted stall speed for each wing configuration, Flap1, Flap2, Flap3, multiply each by 1.1, follow the procedure below to enter **Flap 1 Stall, Flap2 Stall, Flap3 Stall.**

- If a **Flap1 Stall** is to be set, when flying the aircraft in the **Flap1 flap position at Stall (1.1Vs.), stabilized at straight and level**. press the **CAL** (BLUE) button **The system will save the set-point and announce, "Flap One Stall Complete."**
- If done with setting the Flap 1 Stall Set-point or a Flap 1 Stall Set-point is not to be set, press the **SEL** button to move on to the next Flap setting. **The system will announce "Set Flap Two Stall."**
- If a **Flap2 Stall** is to be set, when flying the aircraft in the **Flap2 flap position at Stall (1.1Vs.), stabilized at straight and level**. press the **CAL** (BLUE) button **The system will save the set-point and announce, "Flap Two Stall Complete."**
- If done with setting the Flap 2 Stall Set-point or a Flap 2 Stall Set-point is not to be set, press the **SEL** button to move on to the next Flap setting. **The system will announce "Set Flap Three Stall."**
- If a **Flap3 Stall** is to be set, when flying the aircraft in the **Flap3 flap position at Stall (1.1Vs.), stabilized at straight and level**. press the **CAL** (BLUE) button **The system will save the set-point and announce, "Flap Three Stall Complete."**
- If done with setting the Flap 3 Stall Set-point or a Flap 3 Stall Set-point is not to be set, turn the Rotary Switch to position 0 and press the **SEL** button. **The system will announce "Calibration Off."**