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PRESS RELEASE

FlightSafety Academy Taps Safe Flight to Provide Angle of Attack for Trainers

White Plains, New York (March 08, 2017) — Safe Flight Instrument Corporation of White Plains, NY has been chosen by FlightSafety International to provide its SCc Angle of Attack Indexer system for the FlightSafety Academy Piper aircraft training fleet in Vero Beach, Florida.

Two of the most enduring companies in aviation have partnered to target loss-of-control through expanded training and the implementation of Safe Flight's heads-up AoA Indexer display. The agreement to equip over 30 Piper aircraft was the result of an extensive competitive evaluation process by FSA instructors and students.

Safe Flight's Executive Vice President Matthew Greene said, "Who better understands the importance of training the next generation of pilots on the value of flying Angle of Attack than FlightSafety International? For over 65 years, FlightSafety has been the industry leader in providing the highest caliber of flight training to hundreds of thousands of current and future pilots, and for over 70 years Safe Flight has been providing wing lift sensors for AoA-based stall warning for the majority of GA aircraft."

Safe Flight's SCc is the most accurate AoA system available to the General Aviation market. In addition to providing the benefit of AoA to the pilot in all high-lift flight regimes, SCc aligns with the FAA's objectives of reducing loss-of-control incidents through Low Airspeed Awareness by providing both flashing red LEDs and an unmistakable audio output that alert the pilot of increasing AoA and impending stall.

The SCc Lift Transducer measures the wing's leading edge stagnation point and flow field, a precise measurement of AoA regardless of aircraft weight, wing loading, slip condition or center of gravity. The Indexer Computer uses an LED-lit display, making it easy to read in all lighting conditions, and features a pilot-settable Reference Marker.

In addition to Low Airspeed Awareness, the SCc provides the pilot with AoA-based guidance for a variety of high-lift operational conditions such as: normal and short-field takeoff, climb, wind-adjusted AoA cruise speed for maximum range, maximum endurance and guidance for normal and short-field landings.

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