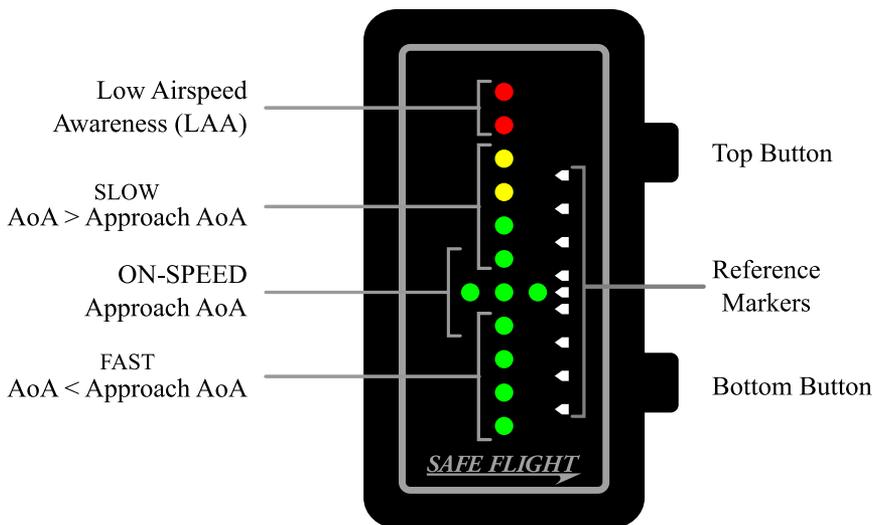
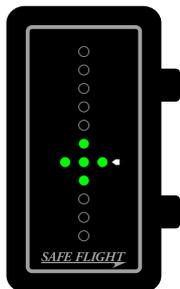


### SYSTEM OVERVIEW



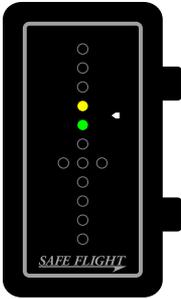
**NOTE:** If system calibration is required, the *red* LED on the high side of the display will blink slowly to signal that calibration is required. Do not use SCc until a system calibration is completed per 56201-1.

### TAKEOFF



Normal Climb Out

**NORMAL** - Set the Reference Marker at the center marker, adjacent to the three-dot center *green* indication. Fly the aircraft at the AFM/POH listed airspeed for the Normal Takeoff. After rotation, climb out using airspeed as the primary indication. The Indexer Computer will have the output shown.



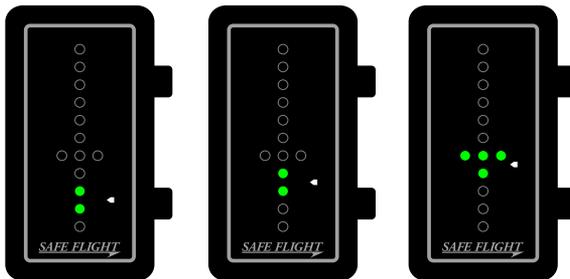
**SHORT FIELD** - Set the Reference Marker to correspond to the illustration shown. Fly the aircraft at the AFM/POH listed airspeed for a Short-Field Takeoff. After rotation, climb out using airspeed as the primary indication. The Indexer Computer, when flying using the Short-Field Obstacle Clearance Takeoff, will have the indication shown.

Short Field Climb Out

## CRUISE

**NOTE:** This example is not for any particular aircraft make/model and is only given as an illustration. Consult the aircraft AFM/POH for the required speed (AoA) bias to be applied to the SCc for your aircraft.

**LONG RANGE CRUISE** - The AoA reference may be adjusted by the pilot to give a reference that takes the headwind/tailwind component into consideration for maximum range flight. If the Reference Marker is set initially for long range cruise as shown in the middle image below, move the bar down one (1) marker from LRC (no wind) to compensate for a 20 kt. headwind. Move the Reference Marker up one (1) marker from LRC (no wind) to compensate for a 20 kt. tailwind.

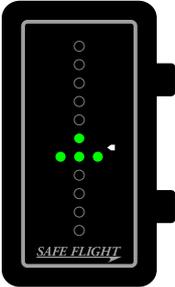


LRC  
20 kt Headwind

LRC  
(No Wind)

LRC  
20 kt Tailwind

**Long Range Cruise Indications, compensated for wind**



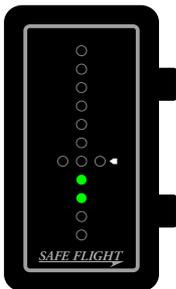
**MAXIMUM ENDURANCE** - Fly the aircraft at the speed and attitude consistent with minimum fuel flow. Set the Reference Marker for the indicated airspeed at the AFM/POH specified airspeed. This indication will be constant for the Maximum Endurance AoA as the aircraft burns fuel.

Maximum Endurance Indication

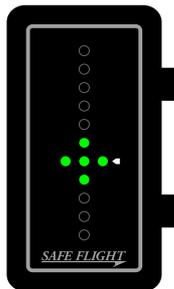
## LANDING APPROACH

**NOTE:** The Airspeed Indicator is the primary indication during approach. The Indexer Computer is to be used as advisory information only.

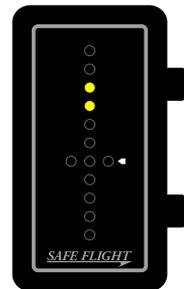
**NORMAL** - Fly the aircraft at the speed determined by the FAA-approved AFM/POH, for the applicable gross weight and flap setting. When flying this approach speed, the centermark LEDs will be illuminated as shown below. An under-speed approach is indicated by the illumination of *green* or *amber* LEDs above the ON-SPEED condition towards the SLOW (high-AoA) side of the display on the Indexer Computer. An overspeed approach is indicated by the illumination of the *green* LEDs below the ON-SPEED condition towards the FAST (low-AoA) side of the display on the Indexer Computer.



FAST

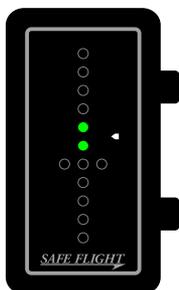


ON-SPEED



SLOW

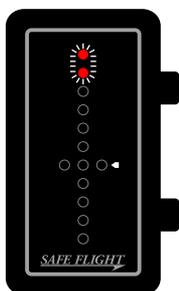
Approach Indications



**SHORT FIELD** - Set the Reference Marker adjacent to the second *green* LED above the center ON-SPEED position. Fly the aircraft at the AFM/POH listed airspeed for a Short Field Landing Approach. Note the corresponding Indexer Computer indication.

Short Field Approach Indication

## LOW AIRSPEED AWARENESS (LAA)



The SCc AoA System incorporates an LAA function. When the airplane reaches the near maximum lift coefficient, the Indexer Computer will display two flashing *red* LEDs and an increasing frequency of “Geiger”-counter-like audio (wired into the aircraft audio panel and/or pilot headset). The audio will start when the two *amber* LEDs are illuminated at a low frequency and will increase in frequency as the AoA increases.

LAA Indication

## BUTTON FUNCTIONS

- Top Button: Moves Reference Marker up.  
 \* Holding for 4 seconds, mutes or unmutes LAA audio.
- Bottom Button: Moves Reference Marker down.  
 \* Holding for 2 seconds, dims or brightens the display.

**NOTE:** The SCc AoA System is not meant to replace the aircraft’s primary stall warning. The red flashing LEDs and the audio output are meant to provide a high-AoA warning which is intended to increase awareness.

\* This function is only available with s/n 167304-01 and above and software version 1.3.0 marked on the indexer nameplate.