

I. Port Locations/Flap Switch Closures

The ports are typically located forward of the ailerons and between 15% and 40% of the chord. Following are some typical locations that have worked well. Offset the ports from each other span wise by 2" to 4".

See www.angle-of-attack.com/FAQ.htm for the most up to date information.

Aircraft	Wing span location	Wing chord location	Flap Switch
AirTractor 802A on Wipline 1000 floats	Left wing bay just outboard of the tie down	20" aft of the leading edge at 25% chord	Contacts closed at all but flaps up
Glasair II	upper port 25 1/4" and lower port 27 1/4" inboard of the outboard wing rib	Just aft of the main spar 13.25" aft of the leading edge	During flap extension closed prior to 1/3 flaps
Glastar	Just inboard of the most outboard wing rib	Just aft of the main spar 11 inches aft of the leading edge.	During flap extension closed prior to 1/3 flaps
Lake LA4-200	Upper port 7" and lower port 5" inboard of the outboard wing skin	8" aft of the leading edge. See drawing S-LA4.	Closed when flaps down
Lancair Legacy	Ports are pre-installed	Ports are pre-installed	During flap extension closed prior to 1/3 flaps
Lancair 235/320/360	Upper port 2" inboard of the most outboard wing rib. Lower port just inboard of the most outboard rib.	"D" section just forward of the electrical conduit. 3 1/4" aft of the leading edge(12% chord).	During flap extension closed prior to 1/3 flaps

Lancair ES	Upper port 3" inboard of BL202.5 rib inboard face. Lower port 1.5" inboard of BL202.5 inboard face.	9" aft of the leading edge along the cord line right wing.	During flap extension closed prior to 1/3 flaps
Lancair IV with winglets	Inboard winglet right wing	7.5" aft of the leading edge	During flap extension closed prior to 1/3 flaps
Lancair VI w/o winglets	Pitot tube dry bay opposite wing	15 to 40% chord	During flap extension closed prior to 1/3 flaps
Murphy Moose	Middle of the outboard wing bay. Upper port 6" and lower port 4" inboard of the wing skin outer end.	2 1/2" forward of the wing skin break at the spar	During flap extension closed prior to 1/3 flaps
RV 4, RV6, RV7, RV8	Middle of the outboard wing bay. Upper port 4 3/4" and lower port 7 1/2" inboard of the wing skin outer end.	6" forward of the wing skin break at the spar about 12" aft of the leading edge	During flap extension closed prior to 1/3 flaps
RV9	Middle of the outboard wing bay. Upper port 4 3/4" and lower port 7 1/2" inboard of the wing skin outer end.	11" aft of the leading edge measured along the chord line	During flap extension closed prior to 1/3 flaps
RV10	Middle of the outboard wing bay. Upper port 9 1/4" and lower port 7 1/4" inboard of the wing skin outer end.	9" forward of the wing skin break at the spar	During flap extension closed prior to 1/3 flaps

**The flap switch is generally set up so that the flap switch electrical contacts are open when the flaps are up and closed completing a circuit to ground immediately after the flaps start down. This provides the most conservative results for in-between flap settings for aircraft with inboard flaps. If the lever arm of the flap switch is activated when the flaps are up, wire the AOA "FLAP" wire to the microswitch lug labeled NC. If the flap switch lever arm is activated after the flaps start down, wire the AOA "FLAP" wire to the microswitch lug labeled NO.*