



KLR 10

Lift Reserve Indicator

PRODUCTS

SOLUTIONS

BUY

PARTNERS

SUPPORT

OVERVIEW

The easiest stall to recover is the one that never happens. The KLR 10 Reserve Indicator provides at-a-glance awareness and audible cues of remaining lift, in an easy-to-install, easy-to-read device that's ready for your certified and experimental aircraft. Mounted on the glare shield, it's at eye-level, exactly where you need it. Helping you takeoff with confidence. Grease more landings. And fly with better Angle of Attack.



Starting at \$1,600 MSRP

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Click [here](#) to read: FAA issues call to action for GA to install

AOA in aircraft.

New! Click [here](#) to read: FAA targets Loss of Control accidents in GA

FACTS ON THE FLY:

- Inadvertent stalls are implicated in almost half of the GA approach and descent accidents
- 60% of all stalls happen during takeoff and landing
- Lift reserve is the actual safety margin above a stall
- A plane's lift is unique to its Angle of Attack
- An airplane stalls when it goes above the critical Angle of Attack

BETTER ANGLE OF ATTACK. BETTER SAFETY ALL AROUND.

Did you know that an aircraft will stall at the same Angle of Attack (AOA), whereas indicated airspeed will vary? Having an onboard sensor that measures AOA increases safety, particularly in high-AOA, low-speed flight regimes such as landing or maximum performance climbs. The KLR 10 is designed to provide you with clear indication to the wing's available lift reserve. It alerts you with visual and audible cues well in advance of traditional stall warning systems. So you takeoff safely. You land safely. And you enjoy your flight.

- An aircraft will stall at the same AOA, whereas indicated airspeed will vary
- By changing the AOA, you can control lift, airspeed and drag
- AOA is now used to provide an accurate account of the wing's available "lift reserve"
- The KLR 10 increases safety, especially during high AOA, low-speed flight regimes such as landing maximum performance climbs

THE KLR 10 ADVANTAGE

- Lightweight, Low-cost, easy installation with low power consumption
- Accurate and instantaneous displays of lift reserve, which is the safety margin above a stall
- Visual and audible cues alert you of decaying lift much earlier than traditional warning systems
- Allows for quick and timely reactions
- Independent of pilot-static systems, so it can be used even if the existing air-data system is compromised by ice, water or other contaminants
- Optional heated probe

OPERATIONAL AND ENVIRONMENTAL SPECIFICATIONS

Characteristic	Specification
Operating Airspeed Range	Minimum 25 knots TAS Maximum 500 knots TAS
Operating Altitude Range	Minimum 0 Ft MSL Maximum 30,000 Ft MSL
Operating Humidity	Maximum 96% Relative Humidity
Operating Temperature Range	Minimum -20°C (-4°F) Maximum 66°C (151°F)
Storage Temperature Range	Minimum -30°C (-22°F) Maximum 85°C (185°F)
Voltage Operating Range	Minimum 12 Volts Maximum 28 Volts
Electrical Load	IF Module: <200 mA at 14 VDC <100 mA at 28 VDC Heated Probe <8 AMP at both 12 VDC or 28 VDC
Angular Operation	-5 to +25 degrees angle of attack

Precipitation	The KLR 10 probe functions properly when flown through non-icing precipitation
De-icing Fluid	No de-icing fluid restrictions on probe
Sideslip Operation	+/- 15 deg Note: At sideslip angles of greater than 15 degrees, the accuracy may be diminished. However, the error will cause the warning indications to provide a greater margin of safety prior to wing stall.
Calibration Accuracy	A properly calibrated system will result in an accuracy of +/-3% over the full scale of the calibration.

KLR 10 RELATED DOWNLOADS

OPERATOR'S MANUAL

[KLR 10 Instalation Manual](#)

PILOT'S GUIDES

[KLR 10 Pilot Guide](#)

BROCHURES

[KLR 10 Product Brochure](#)
