

TURN COORDINATORS

RCA82A/83A 3" INDICATOR

Our turn coordinators are very popular and can be found in many production aircraft around the world. They contain an electrically driven gyroscope which is supported in a gimbal inclined to the horizon so that the instrument senses roll as well as yaw.

The **RCA82A/83A** Series is an all-volt instrument that works from 11 to 30VDC. The turn motion is presented by an airplane symbol banking on a fixed horizon with a power warning flag.



RCA82A-11



RCA83A-11

RCA83A-11 LIGHTED
RCA82A-11 UNLIGHTED

TURN AND BANKS

RCA56 SERIES 3" TURN & BANK

Our popular **RCA56** Series Turn-and-Bank is a rate-of-turn pointer controlled instrument powered by an electrically driven DC precision gyro. Along with its built-in inclinometer, it gives the pilot accurate turn and bank information. The all-volt **RCA56** Series works from 11VDC to 30VDC and is available in a variety of configurations.



RCA56-3B

RCA56-3 white ball
RCA56-3L lighted
RCA56-3B black ball
RCA56-3BL lighted

SELECT FROM THESE MODELS:

TURN AND SLIPS

A1050 SERIES 2" TURN & SLIP

The **A1050** Series of two-inch Turn and Slip indicators is one of our most popular instruments. You will love the clarity of the illuminated dial on the lighted version. This series of 2" Turn and Slip indicators are hermetically sealed, have direct reading turn and bank, are filtered against radio noise and have a mechanical governor speed control. A time tested design that will last for years



A1050-02

A1050-02

- Unlighted
- Black Ball

OUR MOST POPULAR MODELS:

A1050-03

- Lighted
- Black Ball

TURN FACTS

A turn-and-slip indicator will sense rotation only about the vertical axis of the aircraft. It tells nothing of the rotation around the longitudinal axis, which in normal flight occurs before the aircraft begins to turn.

A turn coordinator operates on gyro precession, the same as the turn indicator, but its gimbal frame is angled upward about 30° from the longitudinal axis of the aircraft. This allows it to sense both roll and yaw.



The inclinometer or "coordinator ball" shows the relationship between the bank angle and the rate of yaw. The turn is "coordinated" when the ball is centered. The aircraft is "skidding" when the ball rolls toward the outside of the turn and is "slipping" when it moves toward the inside.