



sabena [®] B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 81A7000500
	Oper. : RT-MP LC			
	Type : F/C OUTSIDE	Issuer : A43710	Cert.St.: 24828	Page 1 of 3
Spec. : ELECTRICIAN	Release Date: 10.10.2001			

HF SYST.FUNC

Execution / Start Date:	
End Date:	

MAINT	RII/INSP

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Nr.	Hardtime	Task	Spec.	Related Documents		
1.		F2	REI	MM-B707 MM 23-24-01 rev 01/JUL/95 MMS-328 231001 00101 rev 15/05/01 MMS-328 231001 00102 rev 15/05/01		
Check: A						
Zones: 221, 222						
Access:						

HF COMMUNICATION SYSTEM FUNCTIONAL CHECK (HF1 & 2)

A. HF-1 FUNC CHECK

B. HF-2 FUNC CHECK

PROCEDURE:

- At pilot's station: select HF1 & push up HF1 toggle sw on audio selector panel.
At copilot's station: select HF2 & push up HF2 toggle sw on audio selector panel.
- Capt. & first officer's mode selector sw to AM & tune each system to several WWV frequencies.
Reception shall be +/- equal for both systems.

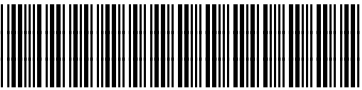
Note: WWV transmits on 2.5 , 5 , 10 , 15 , 20 & 25 megahertz. The RF signals are modulated by pulses at 1Hz & also by standard audio frequencies alternating between 440 & 600 Hz. WWV transmissions are continuous except for a 4 minute interruption beginning +/- 45 min. after the hour. Do not key HF systems when selecting WWV frequencies. Volume controls should be set to similar positions.

- Perform an approximate frequency check on the transceiver by listening to WWV with the mode selector sw in USB , LSB & AM positions. Reception shall be satisfactory in all positions.
- Select an authorized test frequency on HF1 syst. & press a microphone push-to-talk button. HF2 reception shall be interrupted during keying of HF1 syst.

Note: The HF tuner will not tune until a push-to-talk circuit is completed.

- Tune HF1 to WWV & conduct step 4.with HF2 syst.
HF1 reception shall be interrupted during keying of HF2 syst.
- Adjust SENSE (RF gain) control on HF1 ctrl panel to MAX. If subsequent tests reveal RF overloading is occuring, back off control to point where overload condition just disappears.

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7. Tune HF1 to several active channels & establish communication.

Compare receiver sensitivity. Ensure operation is good by channeling from both above & below the selected frequency. Reception should be +/- equal on all channels.

Check operation with mode sel. sw. in AM, USB & LSB pos.

Communication shall be satisfactor in all positions.

Note: Allow sufficient time for circuits to tune up when changing frequency. Failure to do so may overheat 30 sec. thermal time delay in tuner & render syst. temporarily inoperative.

Rechanneling will reset the syst.

8. Tune HF1 to an authorized test frequency. Key the syst. & establish communication.

Check the meter indications on the front of the transceiver by rotating meter sw to each of the following positions.(see table).

Transmission & reception should be loud & clear. Sidetone should be clearly audible when transmitting. The return cycle shall go to completion with the push-to-talk sw closed.

METER SWITCH POSITION	TYPICAL INDICATIONS
1500 (KEYED)	RED
NOT KEYED	0
130 (NOT KEYED)	RED
28V (NOT KEYED)	RED
PA-MA (With voice modulation -AM)	RED
Without voice modulation & keying - AM	0
With voice modulation- LSB or USB	300 peak
Without voice modulation & keying - LSB or USB	260

Note: Any significant variation from typical readings indicates possible defective circuitry or improper tuning of the transmitter. In PA-MA (modulation voltage) sw pos. modulate the transmitter with a strong voice.

CAUTION: DO NOT KEY THE HF TRANSMITTER WHEN AIRCRAFT IS BEING FUELED.

9. Set HF- to channel 6. Momentarily hold rechannel sw on HF1 (located on shelf 1).

a) The system shall cycle.

b) When sw is released, syst. shall return to original channel setting.

10. Repeat steps 6 to 9 with HF2 system.

11. Turn off HF systems.

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