sabena	Module : COCKPIT + WINDOW	A/C Reg :	Check :	
B707	Oper. : RT–MP LC			
	Type : *OPER./FUNC. CHE	Issuer : A59513	Cert.St.: 50516	81K0000500
	Spec. : ELECTRICIAN	Release Date: 18.05.2010		Page 1 of 2

OPER TEST OF STAB & MACH TRIM CUTOUT SW

MAINT	RII/INSP

Execution / Start Date:	
End Date:	

OPER TEST OF STAB & MACH TRIM CUTOUT SW

OPER TEST OF STAB & MACH TRIM CUTOUT SW

	MAINT	RII/INSP

Nr.	Hardtime	Task	Spec.	Related Documents
1.		F1	REI	MMS–328 222001 00100 rev 15/05/01

Check: C

Zones: 221, 222

Access:

NRC YES ❍ NO ❍ IF YES, NUMBER(S): . . . . . .

OPERATIONAL TEST OF STABILIZER AND MACH TRIM CUTOUT SW.

A. Operationally check the stabilizer trim cutout switch:

1. Provide electrical power.
2. Position stabilizer ctrl. sw. to “NOSE UP” then “NOSE DOWN”.
3. Check stabilizer operates and stab. light illuminates during operation.
4. Position cutout sw. to “CUTOUT”.
5. Position stabilizer ctrl. sw. to “NOSE UP” then “NOSE DOWN”.
6. Check stabilizer does not operate and stab. trim light does not illuminates during operation.
7. Position sw. to “NORMAL” and check that system operates and stabilizer light illuminates.
8. Remove electrical power.
9. Check that force required to operate mach trim and stabilizer trim cutout sw. levers do not exceed 6 Pound in either direction.
10. Cycle each sw. lever 10 times each way and check for interference or binding.

B. Directional test of mach trim system:

1. Connect electrical power.
2. Place mach (auto stab) trim cutout sw. to ON (NORMAL).
3. Position stabilizer with manual electric trim to zero units trim position.
4. Position stabilizer to 2 units airplane nose–up position using manual stabilizer trim wheel cranck.
   NOTE: ***The mach trim monitor light will illuminate prior to reaching 1–1/2 units airplane nose–up stabilizer position.***
5. Hold KIFIS test or mach trim test switch in TEST position.
6. Position the mach (auto stab) trim cutout sw. to CUTOUT position.
7. Restore the mach (auto stab) trim cutout sw. to ON (NORMAL) position.
8. The mach trim monitor light shall extinguish and remain out. If this light illuminates, the mach trim system wiring may be incorrect and should be specifically checked.
   NOTE: ***The amount and direction of trim observed will vary with airplane model and is not relevant to this check.***
9. Determine if there is further need for external power, if not, remove from airplane.