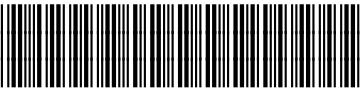



<b>sabena</b> <sup>®</sup> <b>B707</b>	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 <b>81K0000511</b>
	Oper. : RT-MP LC			
	Type : *OPER./FUNC. CHE	Issuer : A43710	Cert.St.: 24828	<b>Page 1 of 3</b>
Spec. : ELECTRICIAN	Release Date: 15.10.2001			

WING A/I FUNCT

Execution / Start Date:	
End Date:	

MAINT	RII/INSP


WING A/I FUNCT

<b>sabena</b> <b>B707</b>	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 <b>81K0000511</b>
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Spec. : ELECTRICIAN				Page 2 of 3

**WING A/I FUNCT**

					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.		F2	REI	MMS-328 302002 00100 rev 15/05/01		
<b>Check: C</b>						
<b>Zones: 221, 222, 455, 456, 457, 458</b>						
<b>Access: 1710, 1740</b>						
<p><b>PREPARATION:</b> External power to airplane. Close wing anti – ice c/b’s on a–c bus n°1 on P1 and on a–c bus n°2 on P2, anti – icing duct temperature indicator c/b on 28V AC c/b panel P7, “WING ANTI–ICE &amp; Q–SPRING HEATER “ c/b and “SAFETY &amp; OIL COOLER RELAYS” c/b on P5.</p> <p><b><u>WING THERMAL ANTI – ICING SYSTEM FUNCTIONAL CHECK.</u></b></p> <p>1. TEST WING THERMAL ANTI–ICING SYSTEM VALVE OPERATION.</p> <p>A) Open “WATER DRAIN MAST HEATER” c/b on P1.</p> <p>B) Open “SAFETY &amp; OIL COOLER RELAYS” c/b on P5.</p> <p><b>CAUTION:</b> FAILURE TO OPEN WATER DRAIN MAST HEATER C/B PRIOR TO OPENING SAFETY AND OIL COOLER RELAYS C/B CAN CAUSE HEATER OVERHEAT.</p> <p>C) Wing anti–ice control sw. “ON”. All 4 wing anti–ice shutoff valve “OPEN”. <b>Note:</b> Use a mirror to observe valve position indicator.</p> <p>D) Close “SAFETY &amp; OIL COOLER RELAYS” on P5. All 4 wing anti–ice shutoff valves “CLOSE”.</p> <p>E) Wing anti–ice control sw “GROND TEST”. All valves open. Release switch and valves should close.</p> <p>2. TEST OVERHEAT PROTECTION CIRCUIT.</p> <p>A) Remove both left and right thermal switches from the outboard thermal anti–ice supply duct Disconnect leads from switch terminals.</p> <p>B) Open all shutoff valves by operating anti–ice control switch to “GROUND TEST”.</p> <p>C) Short circuit leads removed from LH thermal switch. All 4 shutoff valves should close and wing anti–ice overheat light should illuminate.</p> <p>D) Repeat (C) by short circuiting leads removed from RH thermal switch.</p>						

**WING A/I FUNCT**

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	Spec. : ELECTRICIAN	Release Date: 15.10.2001		<b>Page 3 of 3</b>

**WING A/I FUNCT**

<b>MAINT</b>	<b>RII/INSP</b>
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3. TEST DUCT TEMPERATURE INDICATING CIRCUIT.

- A) Anti-icing duct temperature c/b on P7: open. Both pointers of duct temperature indicator should drop to the lower end of the scales.
- B) Remove either inboard wing anti-ice duct temperature bulb.
- C) Remove connector plug from bulb and measure resistance between terminals A & B on bulb. Resistance should be between 90 & 104 ohms (higher values for higher temp). See table:

READING TEMP INDIC °C	TEMP BULB RESIST OHMS
0+/-5	90
50+/-5	108
100+/-5	129
150+/-5	152
200+/-5	178
250+/-5	208

- D) Immerse temp bulb in boiling water. Resistance between A & B should be 129 ohms.
- E) Remove bulb from water, connect plug and immerse bulb again in boiling water.
- F) Position duct temperature selector sw in "INB" position.
- G) Close anti-icing duct temp c/b on P7. Duct temperature indicator should show 100°C.
- H) Remove bulb from boiling water and allow it to cool slowly. The indicator pointer should go down smoothly.
- I) Install bulb into duct.
- J) Repeat steps (B) thru (I) with remaining 3 bulbs. Position selector sw "OUTB" before testing outboard bulbs and circuit.