

Talks Tech 10 – Flight controls part 1

Q1: What does the illumination of the SPEED TRIM FAIL light without using recall indicate?

A: Failure of both FCC channels

Q2: What happens to the leading-edge devices on momentary selection of the alternate flap switch to DOWN?

A: They are driven to FULL EXTEND

Q3: What happens to the control column actuated stabiliser trim cutout switches when you put the stabiliser trim override switch to OVERRIDE?

A: They are bypassed to restore power to the stabiliser trim switches

Q4: When will the SPD BRK EXTENDED light illuminate?

A: When speed brake lever is beyond armed and RA < 800ft OR TE flaps > 10°

Q5: What is the maximum speed for lowering the flaps using the alternate system?

A: 230kts

Q6: How many flight spoilers are on each wing and how many ground spoilers?

A: 4 flight spoilers, 2 ground spoilers

Q7: Above what Mach number does the mach trim system provide speed stability?

A: 0.615

Q8: In regard to main electrical trim, in what configuration do you get a high trim rate?

A: When flaps are extended

Q9: For certification purposes what is the maximum time required to evacuate the 737 and are there any other stipulations to this?

A: 90 seconds and yes using half the available exits.

Q10: Here's one for the Caribbean pilots. How long should you wait before flying if diving to depths greater than 30ft?

A: 24hrs