

# ATA AIRLINES, INC.

FULL RANGE AILERON TRAVEL

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CHECK BEING PERFORMED: Custom

ZONES: 100 200  
A/C NUMBER:  
REV. DATE: 01/23/06  
FREQUENCY: 1C

W/C NUMBER: 321F2702 DATE:

## REFERENCES

AMM 24-22-00  
MECH INSP

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MPD Item: 27-030-00

OPERATIONALLY CHECK, HYDRAULIC POWER OFF, THE AILERON CONTROL SURFACES FOR FULL RANGE OF TRAVEL AND FREEDOM OF MOVEMENT.

### 1. Control Wheel Travel Stop Test

\_\_\_\_\_ XXXXX A. Do a Test of the Control Wheel Travel Stop

(1) Do this task: Supply Electrical Power  
(AMM TASK 24-22-00-860-811 p201).

(2) Do the test of the control wheel travel stop:

(a) Turn the captain's control wheel clockwise until the control column stops touch.

1) Make sure the first officer's control wheel turns a minimum of 105 degrees.

NOTE: Turn the control wheel 105 degrees clockwise to make sure the minimum travel requirements of the control wheel are met and that there are no obstructions in the control column and control wheel installations. A minimum of 105 degrees control wheel travel is required for the captain's control wheel to touch the forward stop. This large deflection can be necessary for certain flight conditions in manual reversion. The system reaches the aft stops at approximately 90 degrees. Apply additional force to turn the control wheel more than 90-95 degrees. The control cables stretch slightly when the control wheels are turned beyond 90 degrees.

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REVISION DATE: 01/23/06

ATA AIRLINES, INC. B737-800 FLEET

W/C #: 321F2702

DATE WORK CARD COMPLETE \_\_\_/\_\_\_/\_\_\_

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 321F2702 (continued)

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(b) Turn the captain's control wheel counterclockwise until the control column stops touch.

1) Make sure the first officer's control wheel turns a minimum of 105 degrees.

NOTE: Turn the control wheel 105 degrees clockwise to make sure the minimum travel requirements of the control wheel are met and that there are no obstructions in the control column and control wheel installations. A minimum of 105 degrees control wheel travel is required for the captain's control wheel to touch the forward stop. This large deflection can be necessary for certain flight conditions in manual reversion. The system reaches the aft stops at approximately 90 degrees. Apply additional force to turn the control wheel more than 90-95 degrees. The control cables stretch slightly when the control wheels are turned beyond 90 degrees.

(3) Remove electrical power as required (AMM TASK 24-22-00-860-812 p201).

\*\*\*\*\* END OF WORKCARD \*\*\*\*\*