

ATA AIRLINES, INC.

STABILIZER TRIM ARM, DIRECTIONAL AND OVERRIDE SWITCHES

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CHECK BEING PERFORMED: Custom

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

W/C NUMBER: 321F2709 DATE:

REFERENCES

AMM 24-22-00, 27-31-00, 27-41-00, 27-41-97

MECH INSP

MPD Items: 27-118-00, 27-122-00

OPERATIONALLY CHECK THE PILOT AND FIRST OFFICER'S CONTROL COLUMN STABILIZER TRIM ARM AND DIRECTIONAL SWITCHES FOR MOVEMENT OF A SINGLE SWITCH TO CAUSE STABILIZER MOVEMENT. OPERATIONALLY CHECK THE AISLE STAND STABILIZER TRIM OVERRIDE SWITCH

1. Stabilizer Trim Control Switches Test

_____ XXXXX A. Prepare for the Test

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

(2) Make sure that these circuit breakers are closed:

(a) Circuit Breaker Panel, P6-2:

1) 6B10 FLIGHT CONTROL STAB TRIM CONT

2) 6D10 FLIGHT CONTROL STAB TRIM ACTUATOR

(3) Make sure that the main cutout switch (S272) on the control stand is in the NORMAL position.

(4) Make sure that the column actuated stabilizer trim (override) switch on P8-47 module is in the NORM position.

_____ XXXXX B. Captain's Stabilizer Trim Control Switch Test

(1) Do a test of the stabilizer trim control switches on the Captain's control wheel:

(a) Push and hold the two stabilizer trim control switches on the captain's control wheel to the NOSE DOWN position.

1) Make sure the stabilizer leading edge

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moves up.

- 2) Make sure the trim wheels turn in the nose down position.
 - 3) Make sure that the STAB TRIM indicator for the captain's control wheel moves in the NOSE DOWN position.
 - 4) Release the two stabilizer trim control switches.
- (b) Push and hold the two stabilizer trim control switches on the captain's control wheel to the NOSE UP position.
- 1) Make sure the stabilizer leading edge moves down.
 - 2) Make sure the trim wheels turn in the nose up position.
 - 3) Make sure that the STAB TRIM indicator for the captain's control wheel moves in the NOSE UP position.
 - 4) Release the two stabilizer trim control switches.
 - 5) Move the horizontal stabilizer to the neutral position.
- (c) Push and hold the left stabilizer trim control switch on the captain's control wheel to the NOSE UP position.
- 1) Make sure the stabilizer leading edge does not move.
 - 2) Release the left stabilizer trim control switch.

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(d) Push and hold the left stabilizer trim control switch on the captain's control wheel to the NOSE DOWN position.

1) Make sure the stabilizer leading edge does not move.

2) Release the left stabilizer trim control switch.

(e) Push and hold the right stabilizer trim control switch on the captain's control wheel to the NOSE UP position.

1) Make sure the stabilizer leading edge does not move.

2) Release the right stabilizer trim control switch.

(f) Push and hold the right stabilizer trim control switch on the captain's control wheel to the NOSE DOWN position.

1) Make sure the stabilizer leading edge does not move.

2) Release the right stabilizer trim control switch.

_____ XXXXX C. First Officer's Stabilizer Trim Control Switch Test

(1) Do a test of the stabilizer trim control switches on the first officer's control wheel:

(a) Push and hold the two stabilizer trim control switches on the first officer's control wheel to the NOSE DOWN position.

1) Make sure the stabilizer leading edge moves up.

2) Make sure the trim wheels turn in the

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nose down position.

3) Make sure that the STAB TRIM indicator for the first officer's control wheel moves in the NOSE DOWN position.

4) Release the two stabilizer trim control switches.

(b) Push and hold the two stabilizer trim control switches on the first officer's control wheel to the NOSE UP position.

1) Make sure the stabilizer leading edge moves down.

2) Make sure the trim wheels turn in the nose up position.

3) Make sure that the STAB TRIM indicator for the first officer's control wheel moves in the NOSE UP position.

4) Release the two stabilizer trim control switches.

5) Move the horizontal stabilizer to the neutral position.

(c) Push and hold the left stabilizer trim control switch on the first officer's control wheel to the NOSE UP position.

1) Make sure the stabilizer leading edge does not move.

2) Release the left stabilizer trim control switch.

(d) Push and hold the left stabilizer trim control switch on the first officer's control wheel to the NOSE DOWN position.

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- 1) Make sure the stabilizer leading edge does not move.
- 2) Release the left stabilizer trim control switch.
- (e) Push and hold the right stabilizer trim control switch on the first officer's control wheel to the NOSE UP position.
 - 1) Make sure the stabilizer leading edge does not move.
 - 2) Release the right stabilizer trim control switch.
- (f) Push and hold the right stabilizer trim control switch on the first officer's control wheel to the NOSE DOWN position.
 - 1) Make sure the stabilizer leading edge does not move.
 - 2) Release the right stabilizer trim control switch.

2. Column Actuated Stabilizer Trim Cutout Switch Override Test

_____ XXXXX A. Prepare for the Test

- (1) Do this task: Supply Electrical Power (AMM TASK 24-22-00-860-811 p201).
- (2) Make sure that these circuit breakers are closed:
 - (a) Circuit Breaker Panel, P6-2:
 - 1) 6B10 FLIGHT CONTROL STAB TRIM CONT
 - 2) 6D10 FLIGHT CONTROL STAB TRIM ACTUATOR

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- (3) Do this task: Elevator Hydraulic System A or B
Pressurization (AMM TASK 27-31-00-800-801 p201).

_____ XXXXX B. Procedure

WARNING: MAKE SURE THAT THE STABILIZER TRIM MOTOR HAS
A MINIMUM 13 MINUTES OFF FOR EVERY 2 MINUTES
OPERATION. IF YOU DO NOT GIVE THE STABILIZER
TRIM MOTOR SUFFICIENT TIME OFF, DAMAGE TO THE
STABILIZER TRIM MOTOR CAN OCCUR.

- (1) Do the column actuated stabilizer trim cutout
switch override test:
- (a) Make sure that the main cutout switch, S272
on the control stand is in the NORMAL
position.
 - (b) Set the STAB TRIM switch on the stab trim
and cabin door, P8-47 module, to the
OVERRIDE position.
 - (c) Turn the stabilizer trim wheel to set the
stabilizer to approximately 8 units of trim.
 - (d) Pull the captain's control column full aft.
 - (e) Move and hold the STAB TRIM switches on the
captain's control wheel to the NOSE DOWN
position.
 - 1) Make sure that the stabilizer leading
edge moves up (STAB TRIM indicator
movement in the APL NOSE DOWN direction).
 - 2) Release the STAB TRIM switches.
 - (f) Put the captain's control column to the
neutral detent.
 - (g) Set the STAB TRIM switch on the stab trim
and cabin door, P8-47 module, to the NORM
position.

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- (h) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position.
- 1) Make sure that the stabilizer leading edge moves up (STAB TRIM indicator movement in the APL NOSE DOWN direction).
 - 2) Pull the captain's control column full aft.
 - 3) Make sure the movement of the stabilizer stops.
 - 4) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.
 - 5) Make sure that the stabilizer leading edge moves down (STAB TRIM indicator movement in the APL NOSE UP direction).
 - 6) Release the STAB TRIM switches.
- (i) Put the captain's control column to the neutral detent.
- (j) Set the STAB TRIM switch on the stab trim and cabin door, P8-47 module, to the OVERRIDE position.
- (k) Push the captain's control column full forward.
- (l) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.
- 1) Make sure that the stabilizer leading edge moves down (STAB TRIM indicator movement in the APL NOSE UP direction).

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- 2) Release the STAB TRIM switches.

- (m) Put the captain's control column to the neutral detent.

- (n) Set the STAB TRIM switch on the stab trim and cabin door, P8-47 module, to the NORM position.

- (o) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE UP position.
 - 1) Make sure that the stabilizer leading edge moves down (STAB TRIM indicator movement in the APL NOSE UP direction).

 - 2) Push the captain's control column full forward.

 - 3) Make sure the movement of the stabilizer stops.

 - 4) Move and hold the STAB TRIM switches on the captain's control wheel to the NOSE DOWN position.

 - 5) Make sure that the stabilizer leading edge moves up (STAB TRIM indicator movement in the APL NOSE DOWN direction).

 - 6) Release the STAB TRIM switches.

- (p) Put the captain's control column to the neutral detent.

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