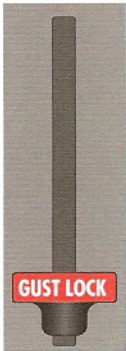


Gust Lock Handle – When Gust Lock Handle is full FORWARD and DOWN, Ailerons, Elevators and Rudder are free to move.

A trigger is incorporated to prevent the handle from inadvertently being adjusted. To lock the handle in either position, push bottom portion of the “T” shaped handle IN. To release the trigger, pull the bottom portion OUT.



Gust Lock Handle – When Gust Lock Handle is pulled full UP and AFT, Gust Lock System is engaged. Mechanical latches lock the Ailerons and Rudder in their neutral positions and the Elevator in the trailing edge DOWN position. This protects the control surfaces from being damaged by wind gusts of up to 60 knots.

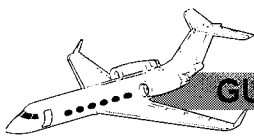
When Gust Lock is engaged, the Power Levers cannot be advanced more than 6% above ground idle.

CAUTION

ENSURE HYDRAULIC PRESSURE IS DEPLETED PRIOR TO ENGAGING GUST LOCK. IT IS NOT POSSIBLE TO READ HYDRAULIC PRESSURES WHEN THE AIRCRAFT IS ELECTRICALLY POWERED DOWN. CYCLE THE CONTROLS WITH THE CONTROL COLUMN, CONTROL YOKE AND RUDDER PEDALS TO DEplete THE RESIDUAL PRESSURE.

Abnormal and Emergency Operations

Abnormal and Emergency operation of the Flight Control System is covered in the QRH tab labeled “Flight Controls/ Autoflight” – EE.



FLIGHT CONTROLS

1. What might cause a red “ACFT CONFIG” CAS message to illuminate during takeoff?

Flaps not at 10 or 20 degrees

Speedbrake handle not stowed

2. If an engine is inadvertently started with the gust lock engaged, what is the appropriate procedure?

Shut down the engine and bleed the hydraulic pressures to zero before

Disengagement

3. How is the external (single) rudder load limiter checked?

During engine starts, with the right engine operating and prior to starting the left engine, the amber “SNGL RUDDER LIMIT” CAS message should be displayed on the EICAS and the engine start page

4. If an amber “SNGL RUDDER LIMIT” CAS message illuminates in flight, what is the corrective action?

Avoid abnormal rudder deflection

5. How is the rudder torque limiter checked prior to flight?

Illumination of the blue “RUDDER LIMIT” CAS message with full rudder deflection