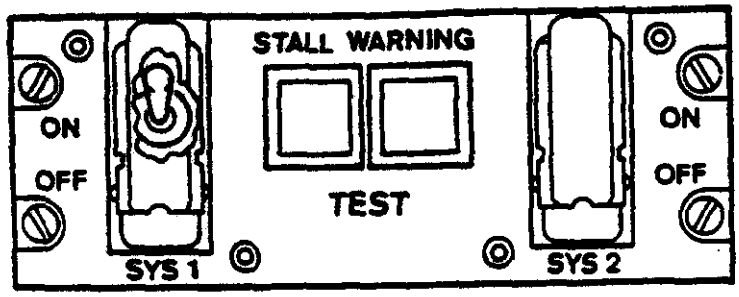

Fig. 2 - 17. Stall Warning Control Panel.

7. Stall Warning Control Panel.

   a) Location - Control pedestal, aft panel.

   b) Whenever power is on the aircraft, the computer is receiving power. The red stall warning lights will illuminate until the system is tested.

   c) ON/OFF switch determines whether or not the computer is connected to the associated shakers and pushers.

8. FAST/SLOW Indicators.

   a) Location - Left side of screen of EADI.

   b) Uses AOA to select the optimum approach speed for any flap setting.

   c) When the pointer is on the center mark, the airspeed will be 1.3 Vs1 for that flap configuration.

   d) On our aircraft it is true for 0 and 45 degrees of flap only.

   e) Full scale deflection is equivalent to + 10 KIAS of the center mark.

   f) A flap control fault is indicated by the illumination of ADVANCED SWS and FLAP captions on the MAP. The FAST/SLOW indicators are not valid during this fault.

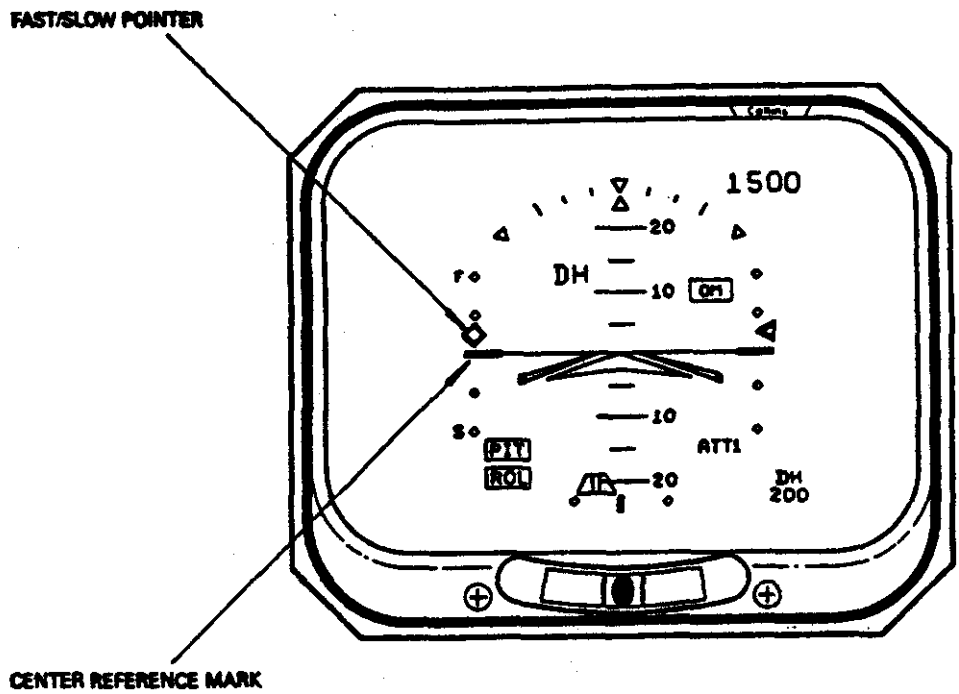

Fig. 2 - 18. Fast-Slow Indicator.

(1) As a result - the stall computer, since it is unable to get valid flap information during this fault, will default to new arbitrary activation points:

(a) Pusher - 0 degrees of flaps.

(b) Shaker - 45 degrees of flaps.

9. AP/Pusher Disconnect Switches.

a) Location - One switch is on each control wheel.

b) When either disconnect switch is pressed, the stick pushers are inhibited only as long as pressed.