

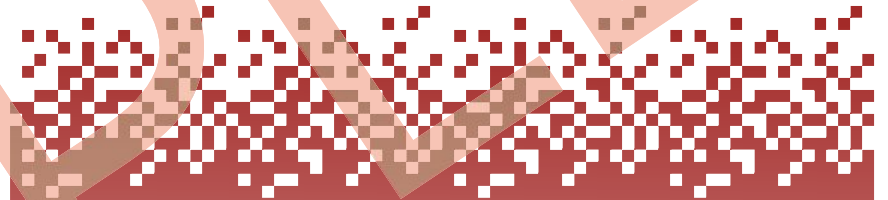
SAMPLE



AVSOFT®

B747-400

QUICK STUDY GUIDE



SQS-B744-B1-P1

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This Quick Study Guide (QSG) is meant to be a supplement to the FAA approved aircraft manual and Flight Operations Manual (FOM). The information provided herein is not official, and all materials provided by your company are the final authority.

This QSG has been designed with you, the pilot, in mind. It will help you focus your studies so as to fully prepare you for your checkride. Based on an extensive study of orals at different companies, we have designed a manual that will go over as much of the information that will be covered during a typical oral.

In order to accomplish this goal, every cockpit panel is reviewed. This QSG incorporates an extensive set of typical oral questions. However, this list is not complete since many examiners like to come up with their own questions.

Do not rely solely on this manual to prepare for your oral. Use it in conjunction with your Company's Aircraft Manual.

Most of the information in this QSG will be applicable to your situation. We can configure this QSG to your Company's specifications. Have your training department contact Avsoft, Inc. at 888-254-1213 (US and Canada), or 303-750-5084 (International).

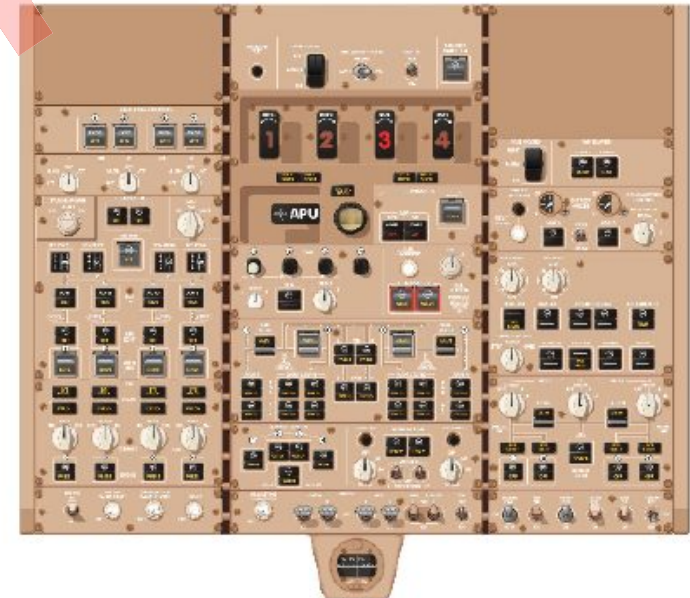
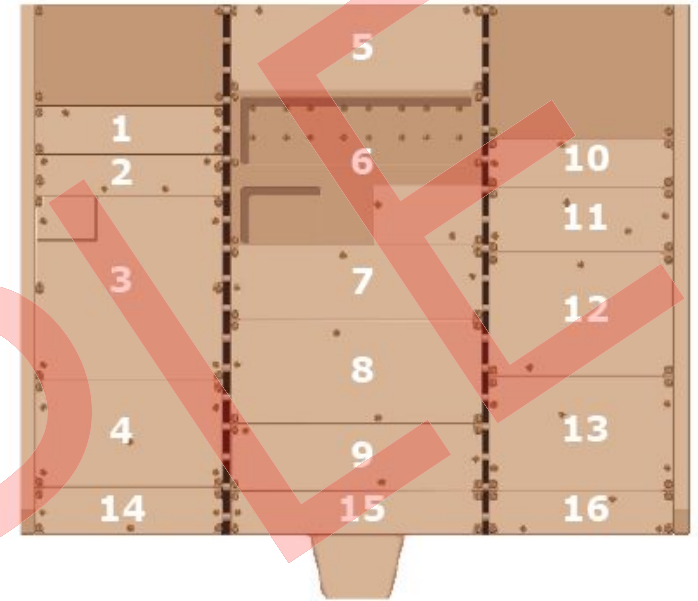
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CHAPTER 1 - OVERHEAD PANEL

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OVERHEAD PANEL

1. EEC CONTROL PANEL



NORM - Selects the normal electronic engine control mode for the associated engine. Thrust is set using EPR as the controlling parameter. In this mode, the associated engine is protected from overboost when the associated thrust lever is set at full power.

ALTN - Selects the alternate electronic engine control mode for the associated engine. In this mode, N1 is the primary thrust reference. The autothrottle automatically disengages when the ALTerNate mode is selected. The alternate mode is automatically selected when the thrust reverser is activated.

2. IRS SELECTOR PANEL



Selects the operating mode of the associated IRS.

OFF - Turns off the associated IRS. The current alignment is lost. Realignment of the IRS requires the aircraft to be parked and stationary for about 10 minutes while present position (latitude and longitude) are entered.

ALIGN -

- Initiates alignment of the associated IRS when the aircraft is parked
- Initiates a fast alignment if this mode is selected while the associated IRS is in the navigation mode
- Eliminates IRS accumulated errors when selected from NAV

IRS MODE SELECTOR SWITCH is continued on next page

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NAV-

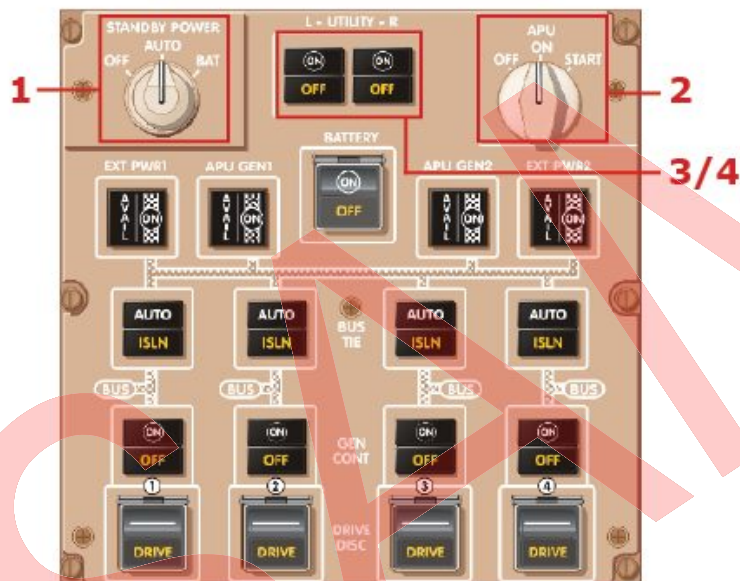
- The mode selector switch must be in the NAV position in order to enter position information
- The IRS supply information to the various aircraft systems during normal operations
- Initiates a 10 minute alignment if selected from OFF

The knob must be pulled out in order to move it out of the NAV position.

ATT -

- Initiates attitude mode operation
- Position, velocity, and true heading will be lost until the system is realigned on ground
- Must be cycled through OFF position to re-enter align or NAV mode
- Magnetic heading information must be entered through the CDU in order to initialize heading output

3. ELECTRICAL CONTROL PANEL



1. STANDBY POWER SWITCH

OFF (push to turn) - The standby bus is disconnected from all power sources, and standby power is not available.

AUTO - Allows the standby bus to be powered from available electrical power sources

BAT -

- Powers the standby bus from the main battery through the main hot battery bus and the standby inverter when the battery switch is ON
- Powers the main battery bus from the main battery through the main hot battery bus when the battery switch is ON
- Powers the APU battery bus from the APU battery through the APU hot battery bus when the battery switch is ON
- Disables the MAIN and APU battery chargers

2. APU SELECTOR

OFF -

- Closes the APU bleed air isolation valve
- Initiates the automatic shutdown sequence of the APU
- Clears EICAS message after fault shutdown except when the shutdown is due to an APU bleed duct leak

ON -

- This is the APU operating position
- Opens the APU fuel valve and the APU inlet door
- Arms the APU bleed air isolation valve
- Activates either the DC or AC fuel pump

START -

- Initiates the automatic start sequence
- In this position, the APU selector switch is spring-loaded to the ON position

3. L/R UTILITY POWER SWITCHES

ON - Powers the two galley ELCUs and the two utility ELCUs.

OFF (blank) - Opens the respective four ELCUs and resets the fault circuitry.

Pressing the switch once selects the ON position. Pressing the switch a second time selects the OFF position.

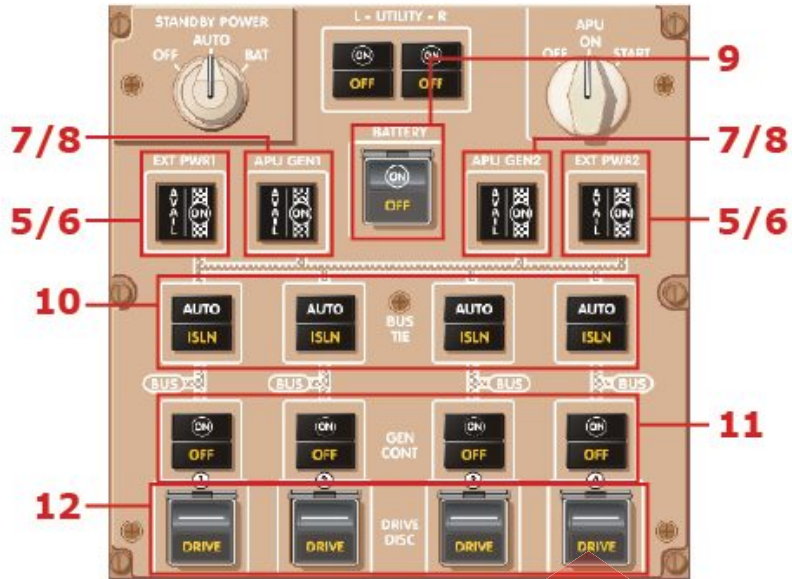
4. L/R UTILITY POWER SWITCHES OFF LIGHTS

Illuminated (amber) -

- The contactors of one or more ELCUs are opened
- The respective Utility power switch has been selected to the OFF position

The Utility Power Switch lights will not illuminate if load shedding has occurred.

3. ELECTRICAL CONTROL PANEL



5. EXTERNAL POWER SWITCH

Push to select or deselect

- ON light illuminated: external power is connected to the AC electrical system.
- ON light extinguished: external power is disconnected from the AC electrical system.

6. EXTERNAL POWER 'AVAIL' LIGHT

Illuminated - External power cord is connected to the aircraft and voltage and frequency are within normal limits.

The AVAIL light extinguishes when external power is connected to the aircraft's electrical system.

7. APU GEN (1/2) SWITCHES

Push to select the desired APU generator.

ON light illuminated - APU power is connected to the AC electrical system.

ON light extinguished - APU power is disconnected from the AC electrical system.