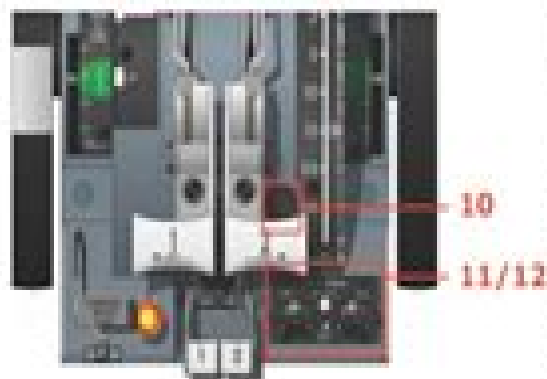


## 3. THRUSTLE QUADRANT



## 10. GEAR HORN CUTOFF SWITCH

Illuminates the landing gear warning horn for the following conditions:

- Flaps 1 to 10° and one or both throttles are at idle and the radio altitude is less than 800 feet AGL.
- Flaps are at 15°; one thrust lever above 30° and the other near idle and the radio altitude is less than 800 feet AGL.

The landing gear warning horn cannot be inhibited when:

- Flaps at 15° and both thrust levers are below 30°
- Below 200 feet radio altitude
- Flaps 25, 30 or 40°

## 11. STAB TRIM CUTOFF SWITCH

**NORMAL** - Normal stabilizer trim operation.

**CUTOFF** - Deactivates the stabilizer trim switch operation. Electronic trim inputs are removed from the single the single stabilizer trim motor.

## 12. A/F STAB TRIM CUTOFF SWITCH

**NORMAL** - Normal autopilot stabilizer trim operation.

**CUTOFF** - Deactivates the autopilot stabilizer trim switch operation and disengages the autopilot if it is engaged. Autopilot trim inputs are disconnected from the single stabilizer trim motor.

## 4. FIRE CONTROL PANEL



**NORMAL** - Both loops A and B are required to detect an overheat in order to trigger an overheat indication.

**A or B** - Only the selected loop is required in order to detect an overheat.

## 3. ENGINE OVERHEAT LIGHT

Illuminates when an overheat has been detected in the associated engine. Master caution and Over/DET annunciation illuminates.

## 3. FIRE DETECTION TEST SWITCH

**FAULT/NOOP** - Place the switch in this position to test the fault detection system for the engines and the APU.

**Over/DET** - Tests for faults and the fire and overheat detection loops of the engine and APU.

## 4. ENGINE FIRE HANDLE

An engine fire handle illuminates red to indicate that there is a fire in the associated engine. The handle lock is released when the fire light illuminates.

Putting a fire handle up:

- Arms the discharge squib on each engine fire extinguisher squib.
- Closes the associated engine and spar fuel, hydraulic shutoff, and engine bleed valves.
- Disables the associated thrust reverser.
- Trips the associated generator breaker and relay.
- Deactivates the associated engine driven hydraulic pump low pressure light.

Once a fire handle is raised, it can be rotated in either direction to discharge the respective fire bottle.

# B737 Study Guide

**United Airlines**

A red circular graphic with a gradient, appearing as a stylized arrow or a partial circle, located to the right of the United Airlines text.

## **B737 Study Guide:**

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**Study of the Engine Bird Ingestion Experience of the Boeing 737 Aircraft (October 1986-September 1989)** Peter W. Hovey,1991 **Study of the Engine Bird Ingestion Experience of the Boeing 737 Aircraft** Peter W. Hovey,Federal Aviation Administration Technical Center (U.S.),1989 **Flying Magazine** ,1983-10

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