**AUTOPILOT TEST**

Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ WO:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

|  |  |  |  |
| --- | --- | --- | --- |
| **Equipment** | **Manufacturer** | **Model** | **Serial Number** |
| Computer |  |  |  |
| Controller |  |  |  |
| Air Data |  |  |  |
| Attitude Gyro |  |  |  |
| Heading Gyro |  |  |  |
| Mode Selector |  |  |  |
| Servo |  |  |  |
| Servo |  |  |  |
| Servo |  |  |  |
| Servo |  |  |  |

Attitude Gyro Operation Heading Gyro Operation

Current Drain\_\_\_\_@\_\_\_\_ Volts. **Power Supply Voltage Check** Low Voltage Operation \_\_\_\_ Volts

Left Turn Bank Angle \_\_\_\_ Degree. Roll Trim Right Bank Angle \_\_\_\_\_\_ Degree

**Heading DC Heading AC**

L \_\_\_\_\_ R \_\_\_\_\_ L \_\_\_\_\_ R \_\_\_\_\_

**VOR Intercept LOC Intercept**

DC CRSE L \_\_\_\_ R \_\_\_\_ DC CRSE L \_\_\_\_ R \_\_\_\_

AC CRSE L \_\_\_\_ R \_\_\_\_. AC CRSE L \_\_\_\_ R \_\_\_\_

Pitch UP Angle \_\_\_\_ Degree. Pitch DOWN Angle \_\_\_\_ Degree

Alt. Hold Signal \_\_\_\_ Versus Pitch Angle \_\_\_\_ Auto Pitch Trip UP DOWN

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| GS Inhibit (BC) |  | Speed and Scheduling |  | Pitch Sync |  |
| BC Operation |  | Nav 1 / Nav 2 Select |  | Auto Disconnect |  |
| Autopilot Engage |  | Remote Disconnect |  | Self Test |  |

**Flight Director Operation**

Pitch UP Pitch DOWN Roll LEFT Roll RIGHT

Yaw Damp Signal Input \_\_\_\_\_. Versus Output \_\_\_\_. Engage Remote Disconnect

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Start Voltage** | **Speed** | **Torque** | **Clutch Torque** |
| **Roll Servo** |  |  |  |  |
| **Pitch Servo** |  |  |  |  |
| **Yaw Servo** |  |  |  |  |
| **Pitch Trip** |  |  |  |  |
| **Yaw Trim** |  |  |  |  |

This unit meets or exceeds manufacturing specifications.

Tested BY:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Inspected BY: :\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_