

APPENDIX H

Selected Representative Time History Plots for the 767 Elevator Dual Failure Simulation Tests

Selected representative time history plots from the 767-300ER simulation session (the conditions including Capt. P.D. Weston as Pilot) are included in Enclosure 7. Note there are two pages for each figure, covering both the longitudinal axis and lateral-directional axis data.

The time-history plots included in Enclosure 7 include the following conditions.

Dual PCA Input Disconnect Failure inserted during manual flight at cruise. (Data file egypt_demo_26.drr)

- Figure 26.01** Case 1 Scenario 1A: Airplane free response to failure
- Figure 26.10** Case 10, Scenario 1B: Airplane response with pilot intervention occurring immediately
- Figure 26.11** Case 11, Scenario 1C: Airplane response with pilot intervention occurring after 5 seconds,
- Figure 26.12** Case 12, Scenario 1C: Airplane response with pilot intervention occurring after 20 seconds

One Input Disconnect Plus One Input Jam inserted during manual flight at cruise (Data file egypt_demo_26.drr)

- Figure 26.21** Case 21, Scenario 2A: Airplane free response to failure
- Figure 26.22** Case 22, Scenario 2B: Airplane response with pilot intervention occurring immediately
- Figure 26.23** Case 23, Scenario 2C : Airplane response with pilot intervention occurring after 5 seconds
- Figure 26.24** Case 24, Scenario 2C: Airplane response with pilot intervention occurring after 20 seconds

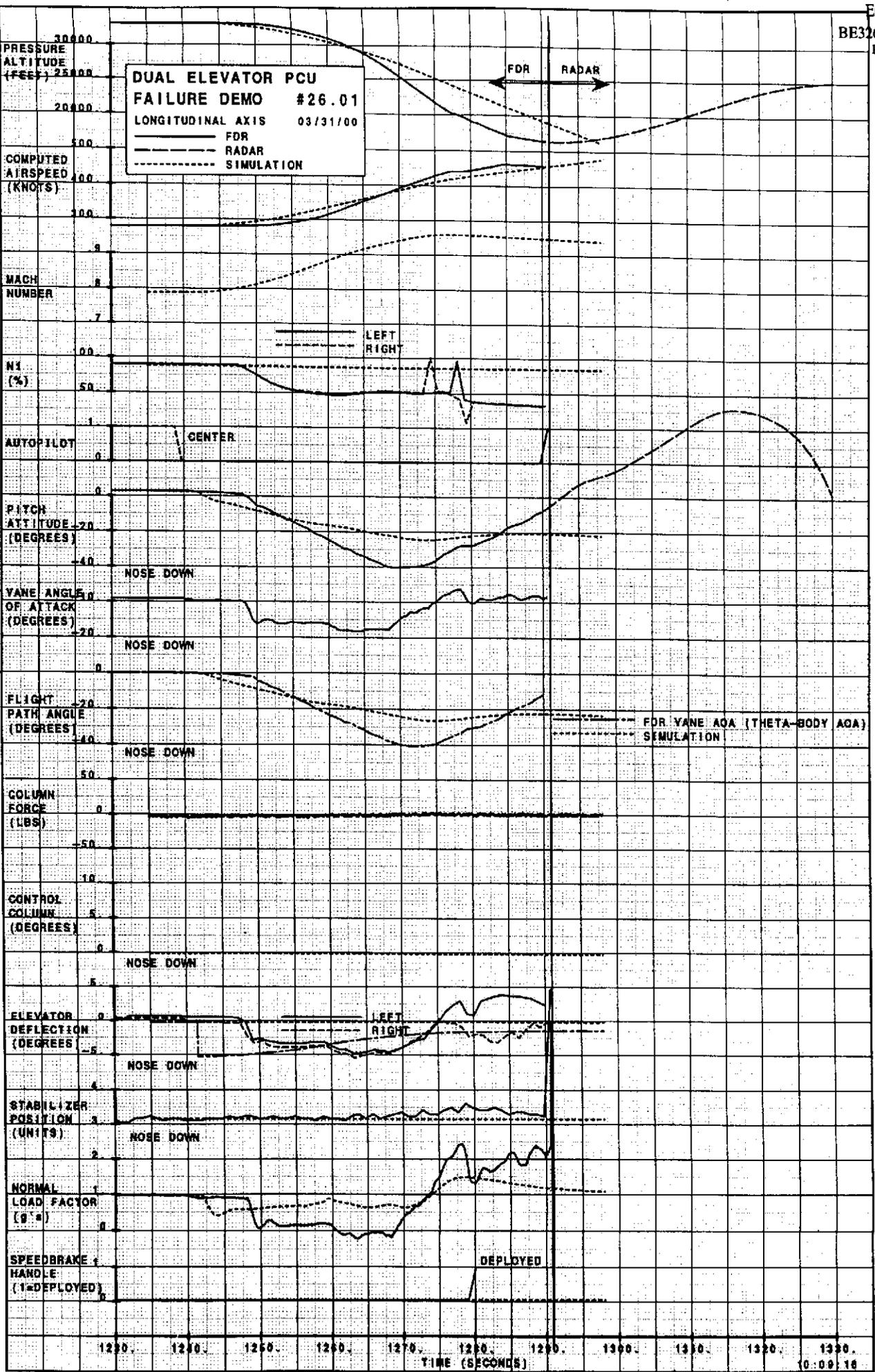
Dual PCA Input Jam Failure inserted during manual flight at cruise (Data file

- Figure 27.10** Case 10, Scenario 3A: Airplane free response to failure
- Figure 27.11** Case 11, Scenario 3B: Airplane response with pilot intervention occurring immediately
- Figure 27.12** Case 12, Scenario 3C : Airplane response with pilot intervention occurring after 5 seconds
- Figure 27.13** Case 13, Scenario 3C: Airplane response with pilot intervention occurring after 20 seconds

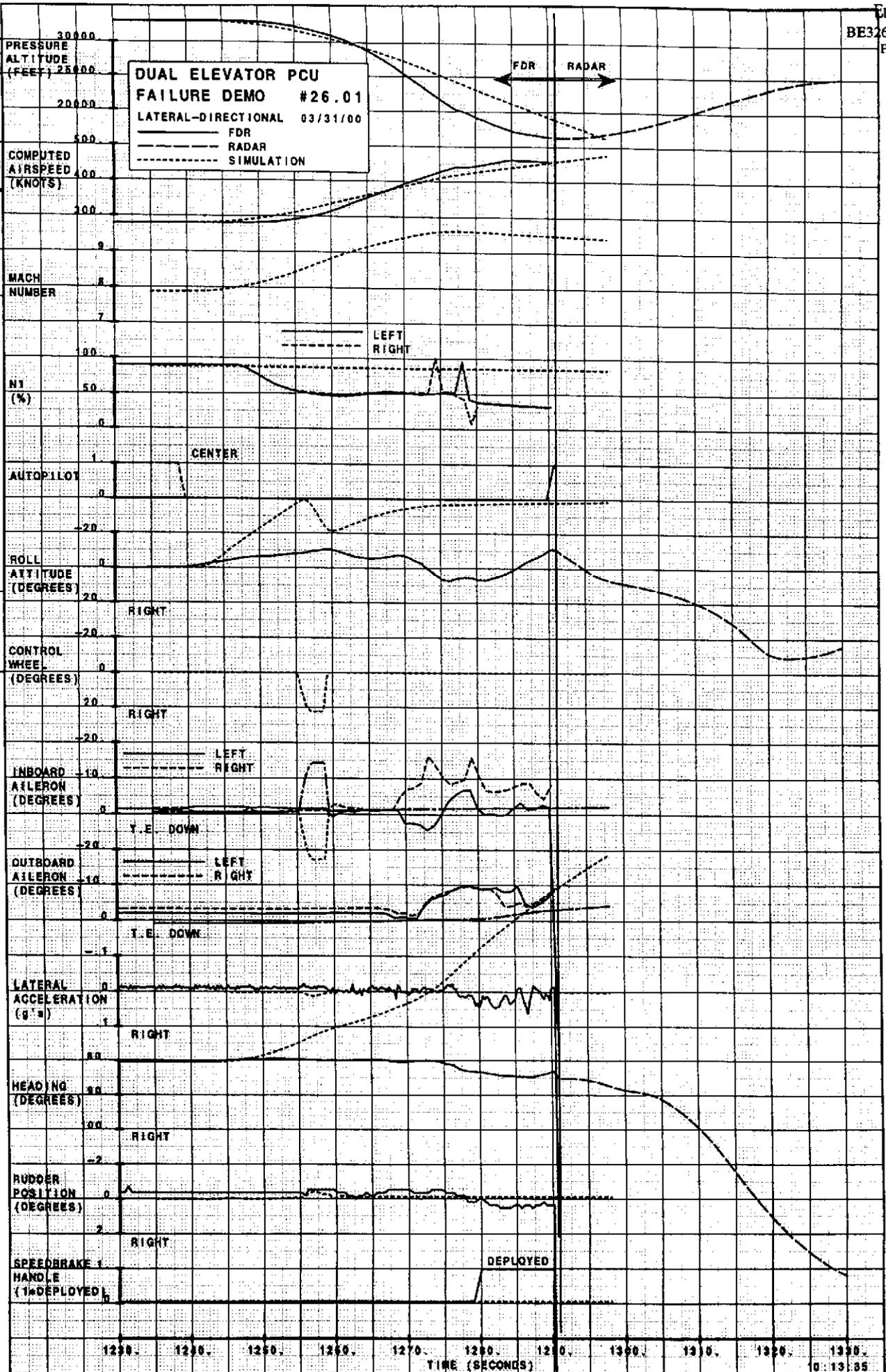
No PCA Failures

- Figure 27.35** Case 35: Airplane response with pilot intervention occurring after full jam of FO column

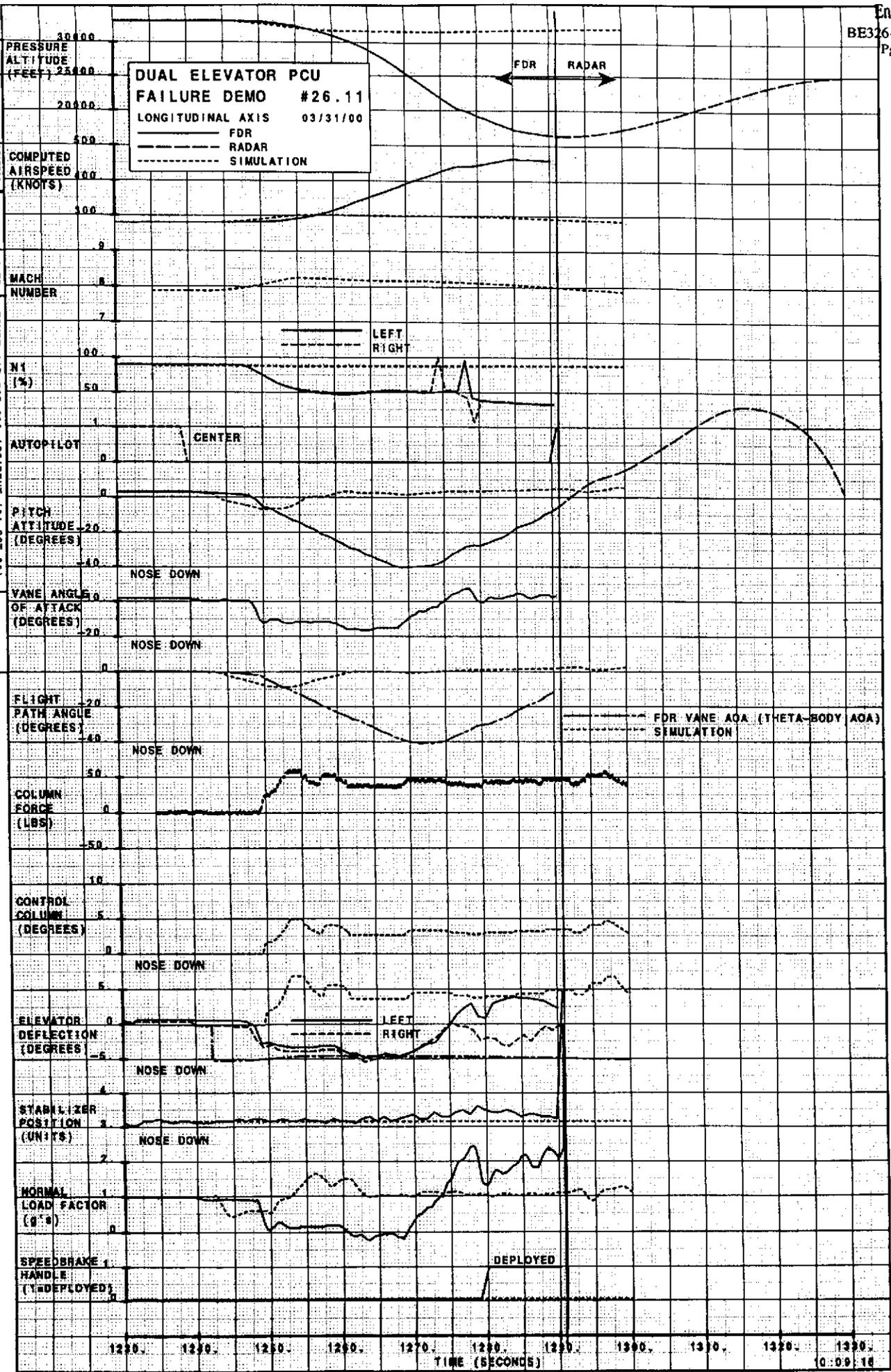
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 FDR, RADAR, & CAB SIMULATION DATA
 LONGITUDINAL AXIS: FIGURE #26.01
 THE BOEING COMPANY
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LONGITUDINAL AXIS: FIGURE #26.11
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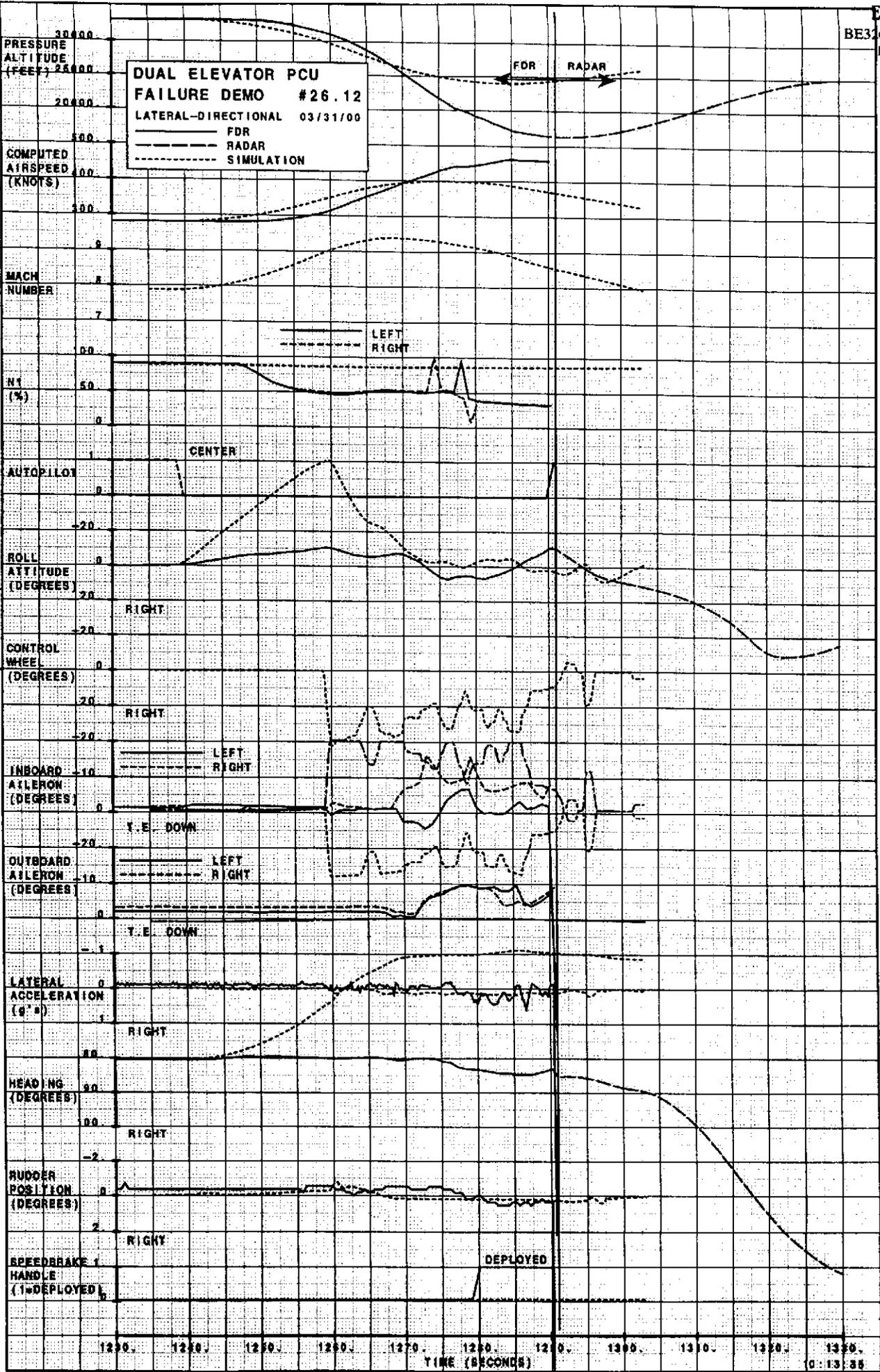


**DUAL ELEVATOR PCU
 FAILURE DEMO #26.12**
 LATERAL-DIRECTIONAL 03/31/00

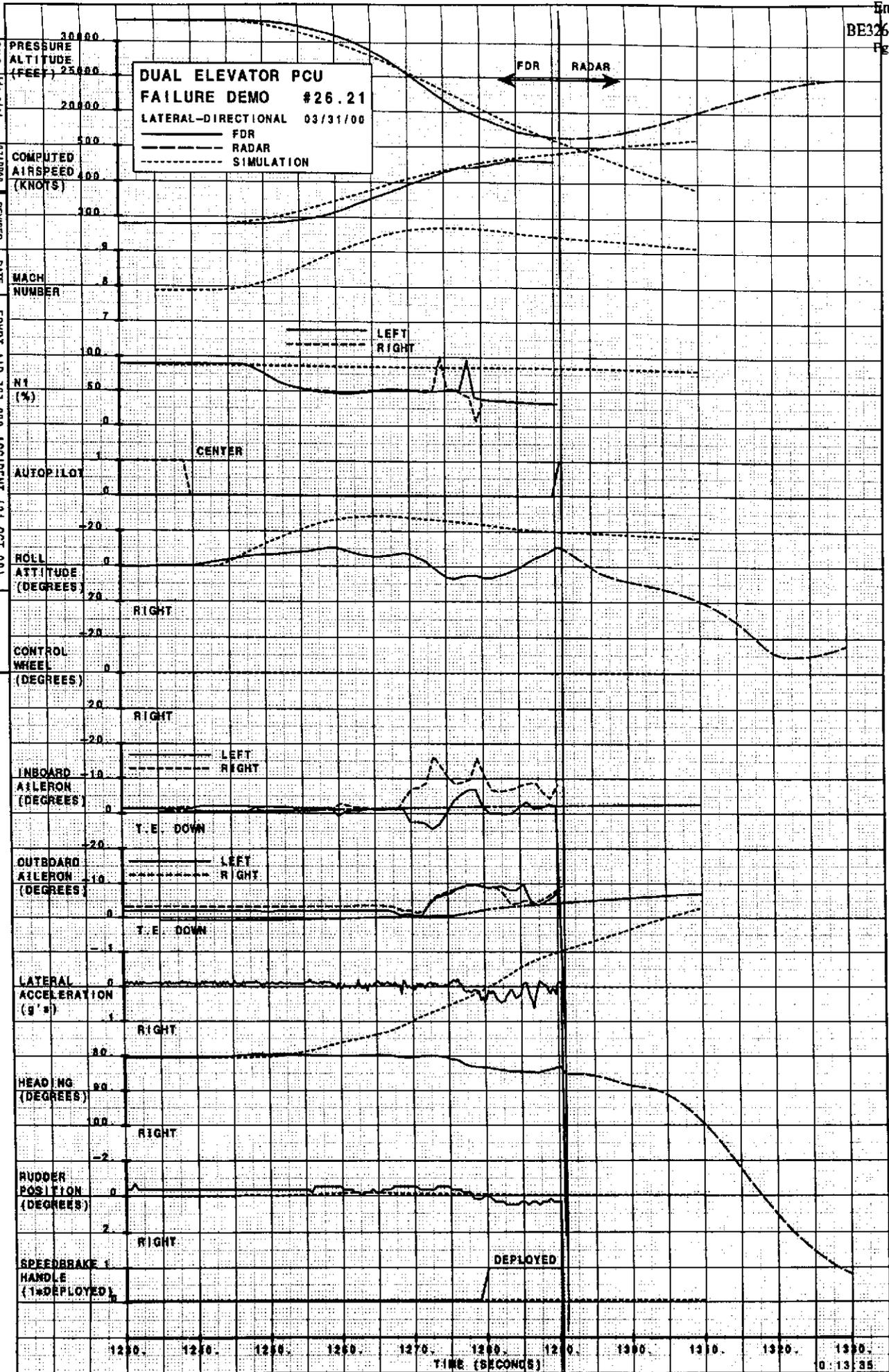
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 LATERAL-DIRECTIONAL AXES: FIGURE #26.12

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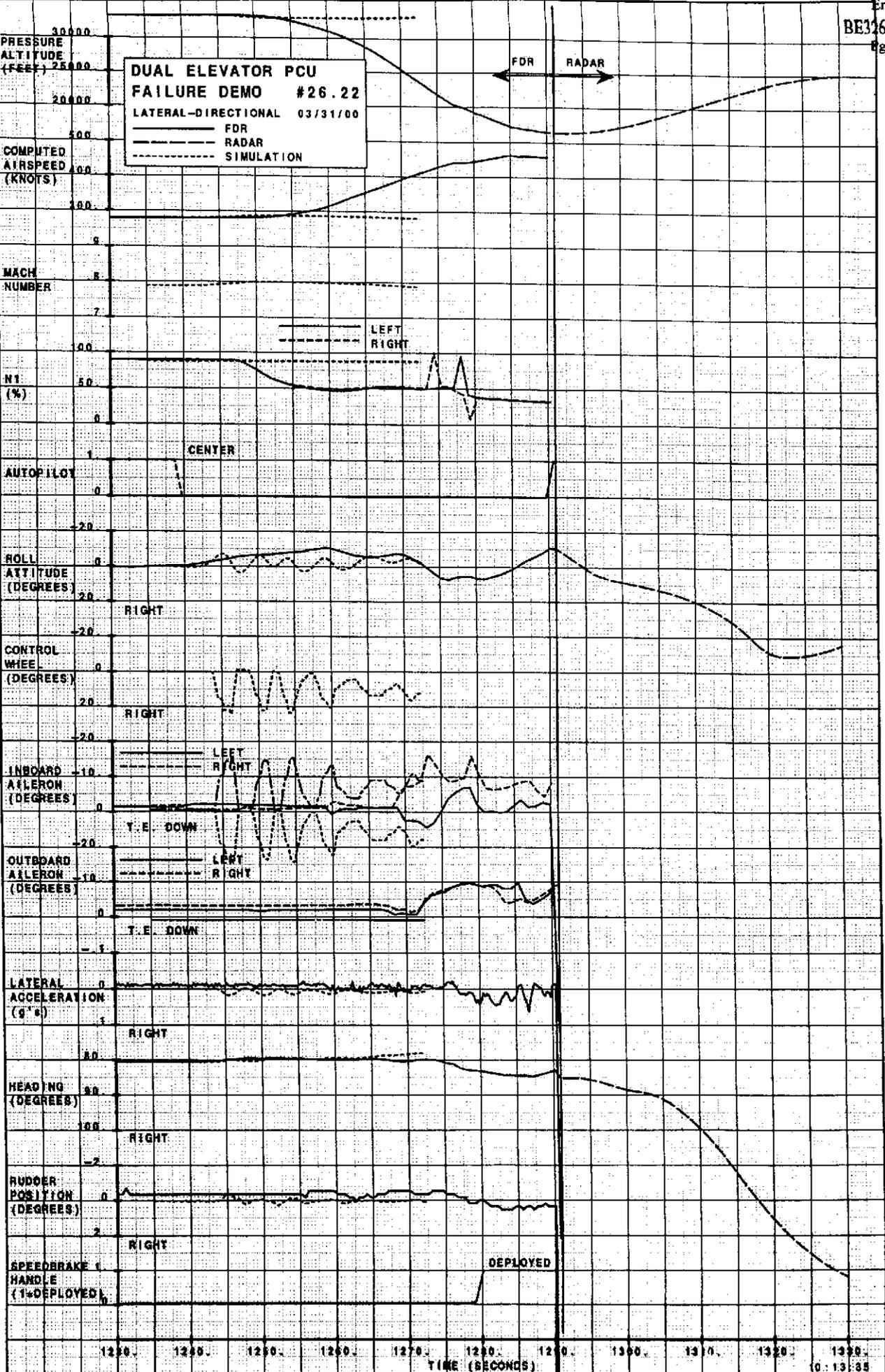
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**DUAL ELEVATOR PCU
 FAILURE DEMO #26.22**
 LATERAL-DIRECTIONAL 03/31/00

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EGYPT AIR 767-300 ACCIDENT (31 OCT 99)
 FDR, RADAR, & CAB SIMULATION DATA
 LATERAL-DIRECTIONAL AXES: FIGURE #26.22

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**DUAL ELEVATOR PCU
 FAILURE DEMO #26.23**
 LATERAL-DIRECTIONAL 03/31/00

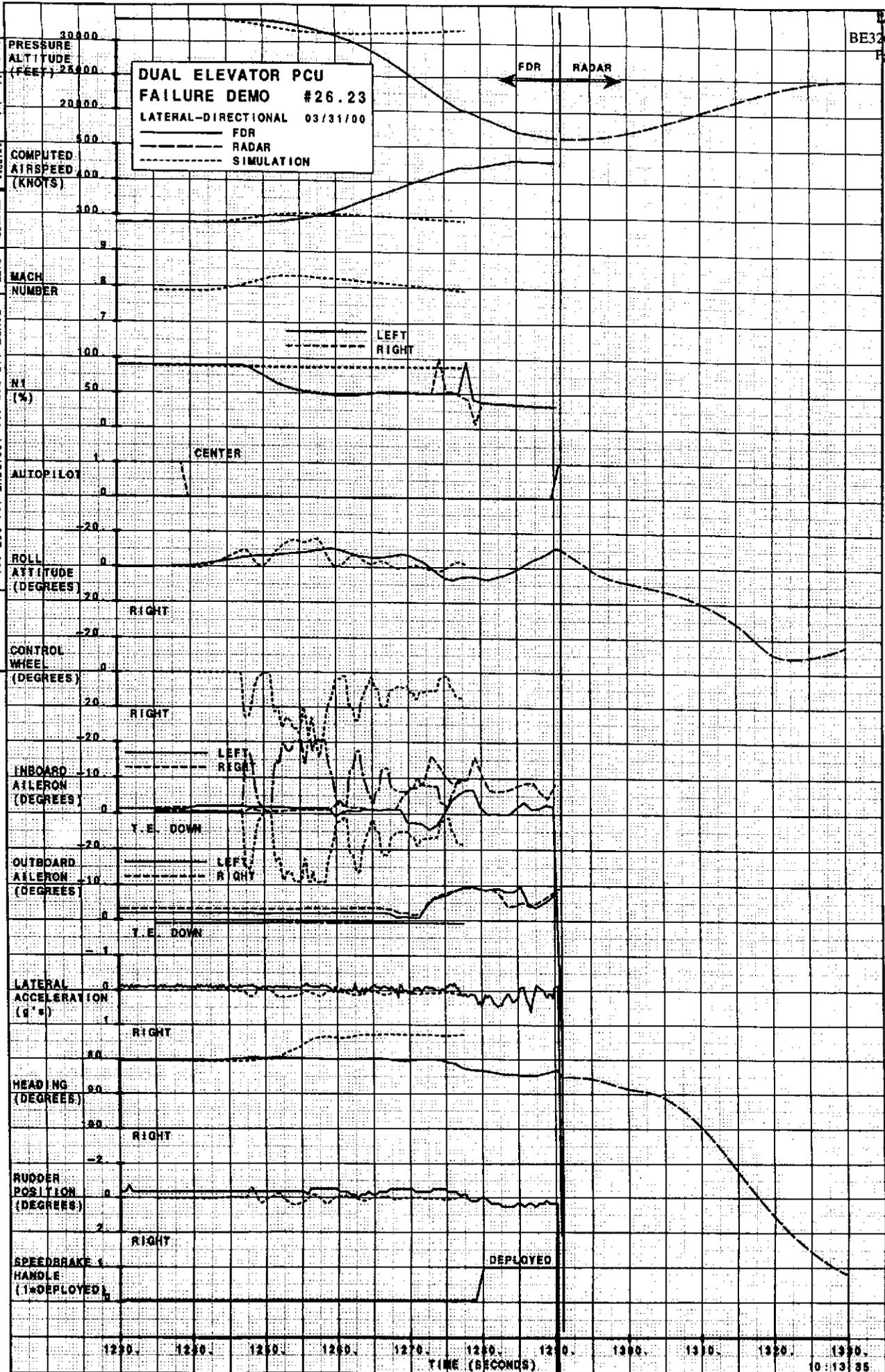
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 LATERAL-DIRECTIONAL AXES: FIGURE #26.23

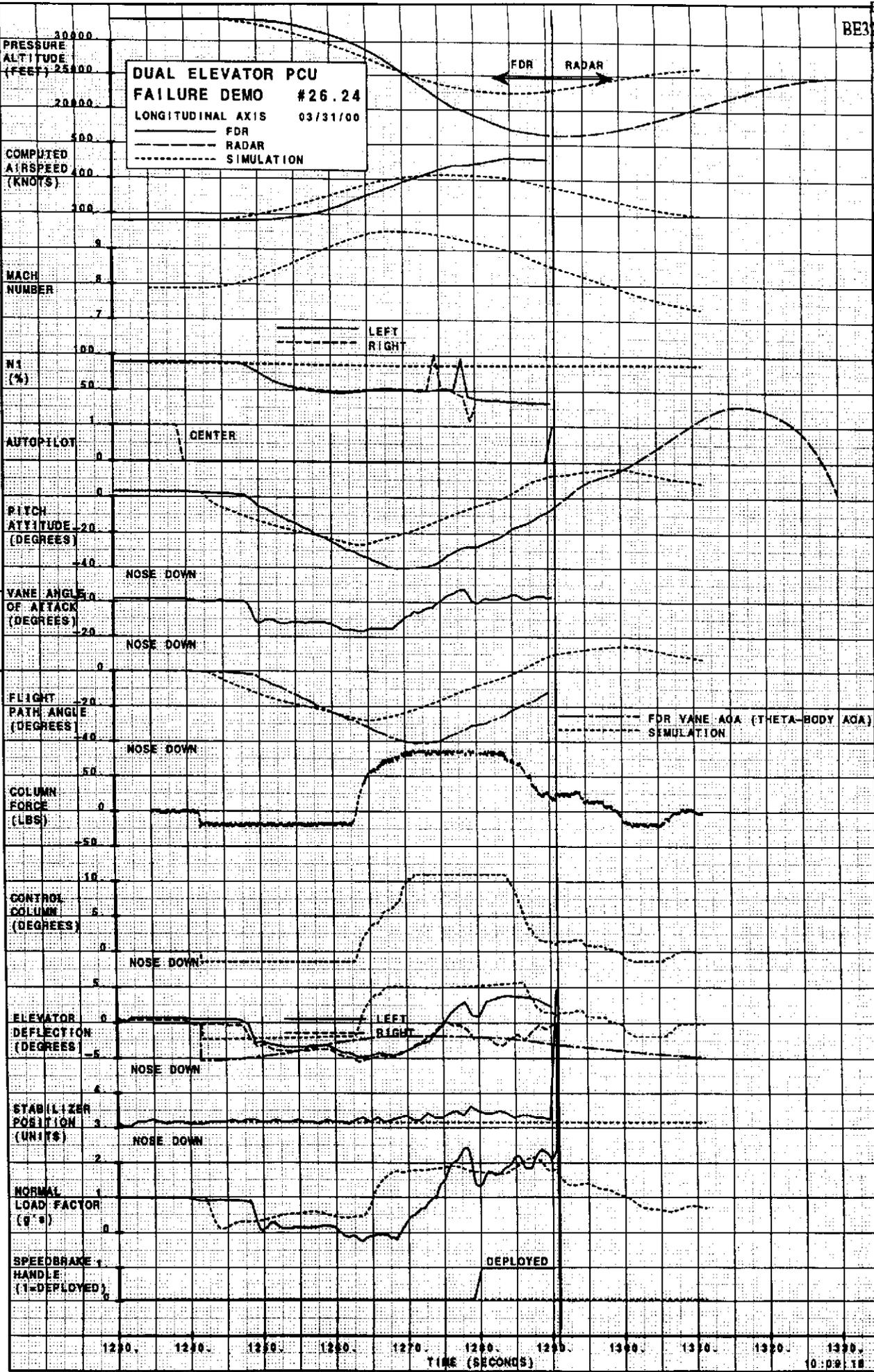
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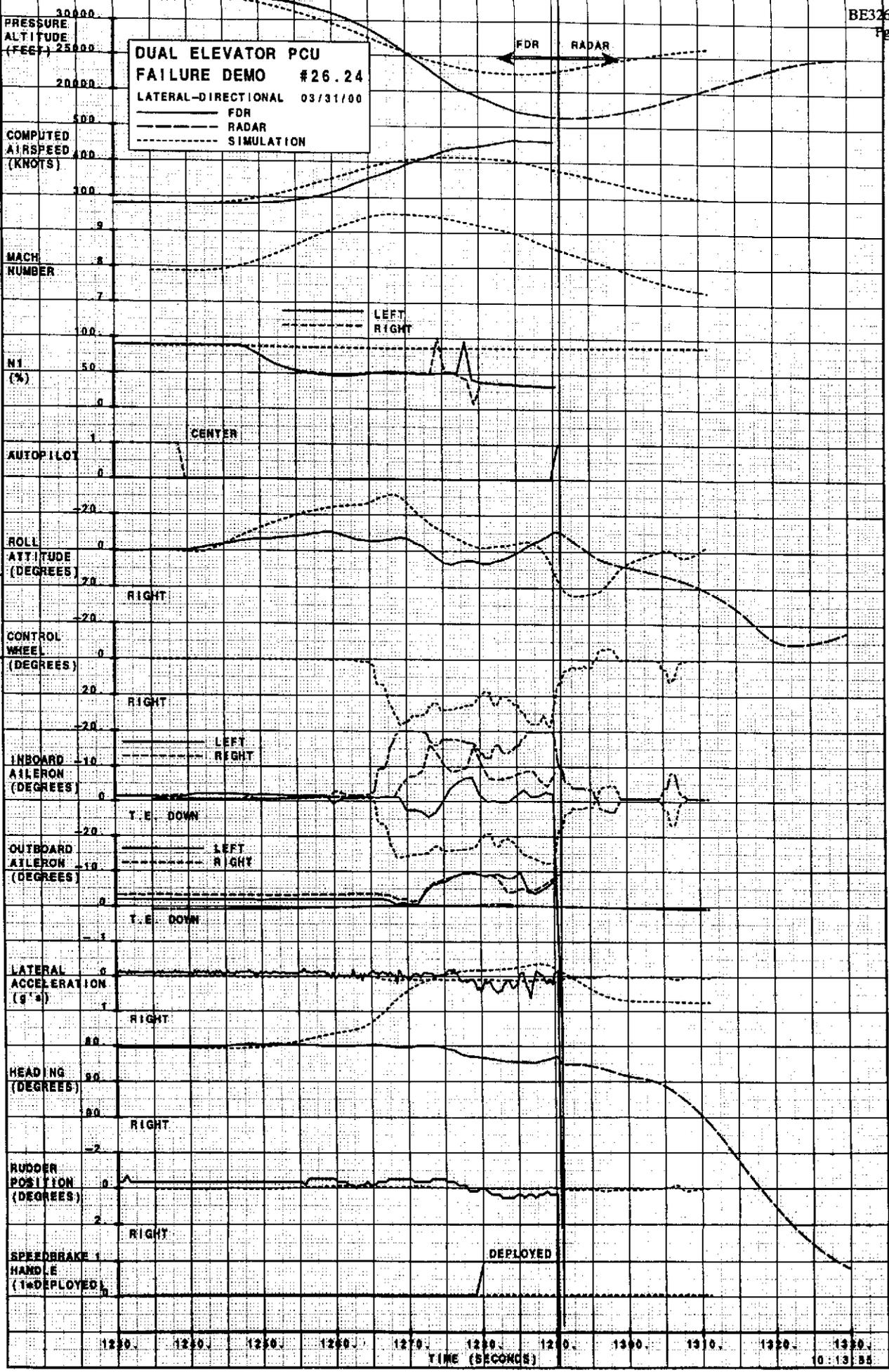
**DUAL ELEVATOR PCU
 FAILURE DEMO #26.24**
 LONGITUDINAL AXIS 03/31/00
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LONGITUDINAL AXIS: FIGURE #26.24			
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**DUAL ELEVATOR PCU
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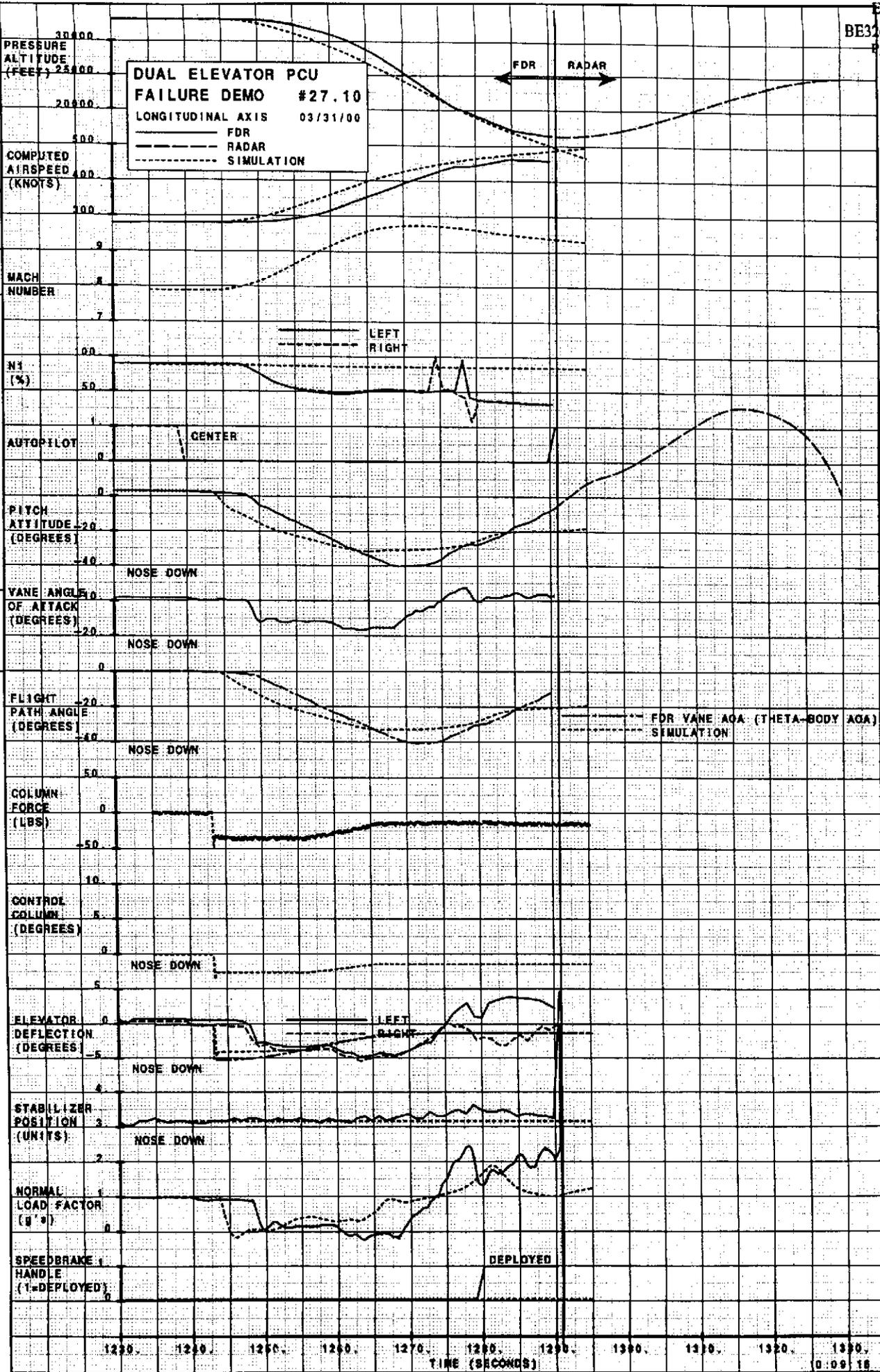
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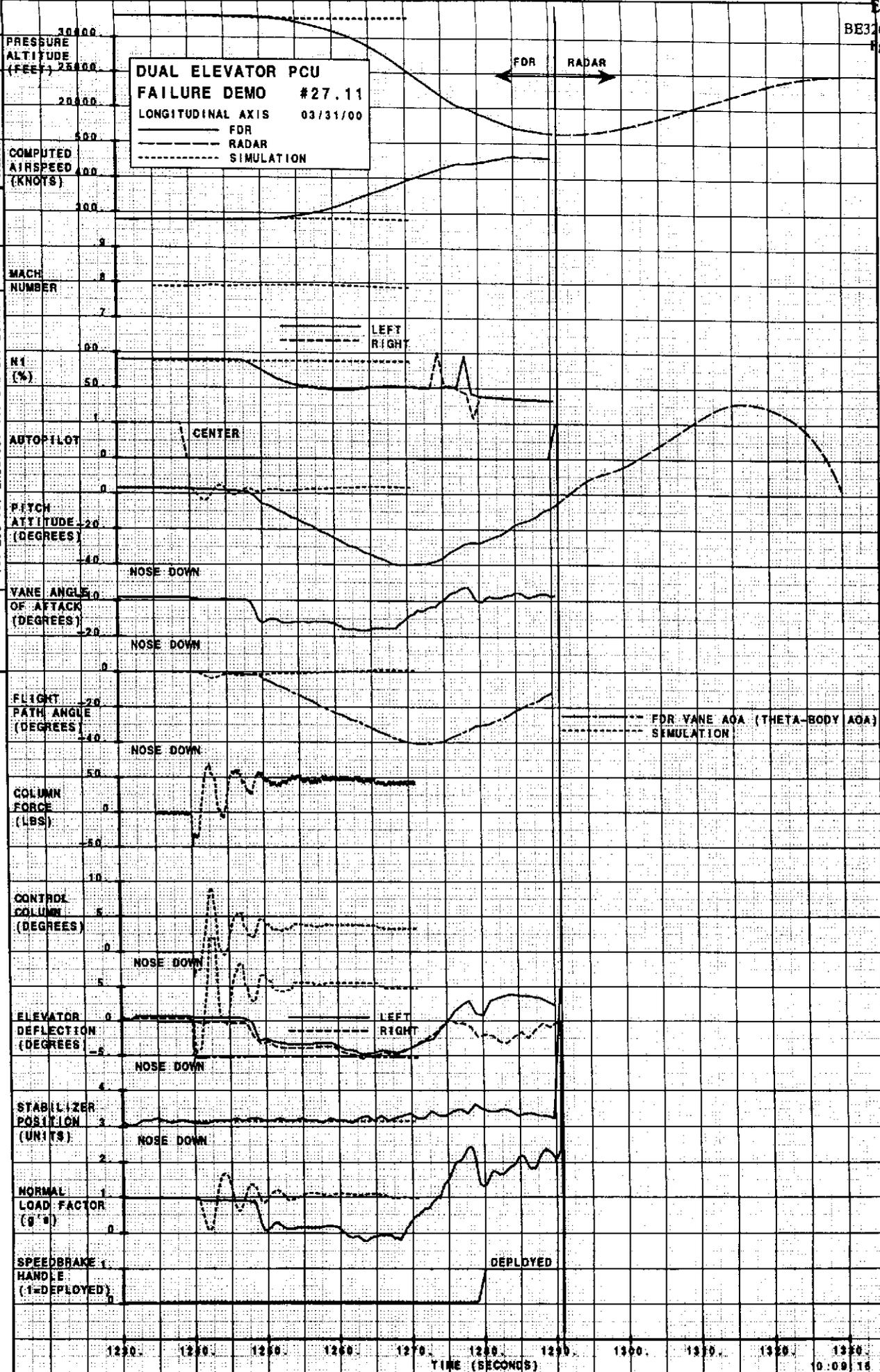
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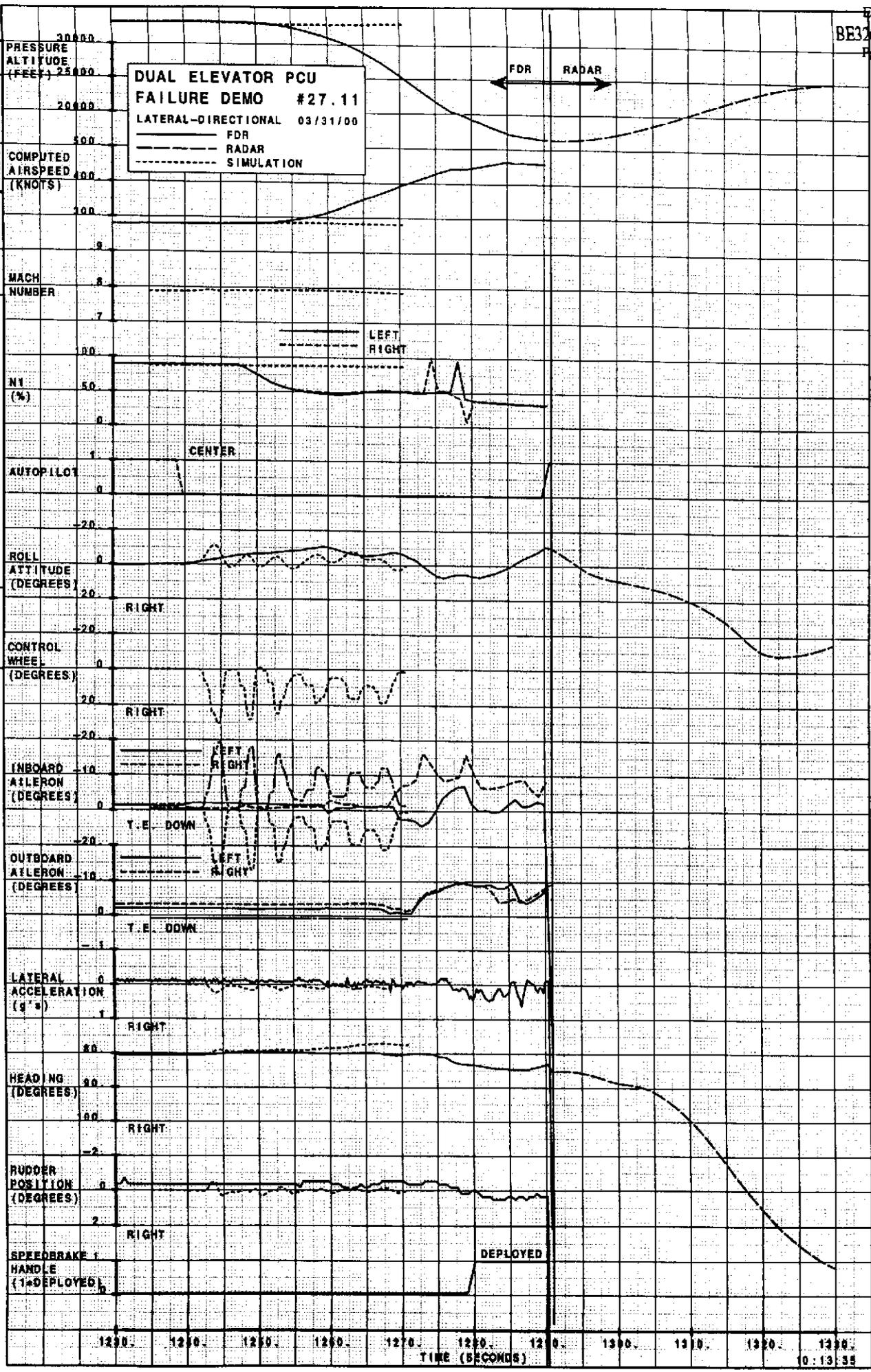
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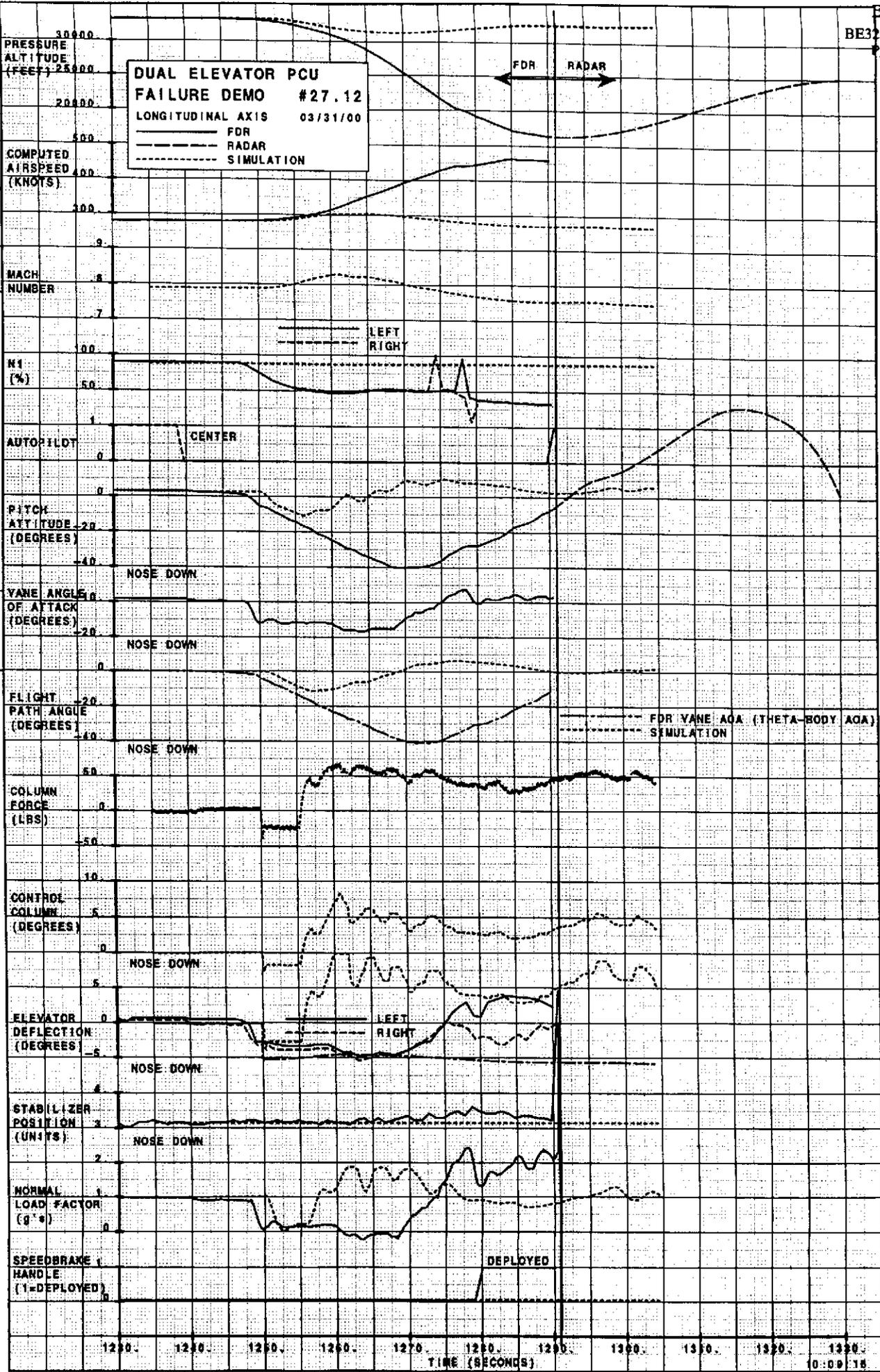


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**DUAL ELEVATOR PCU
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LONGITUDINAL AXIS 03/31/00

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