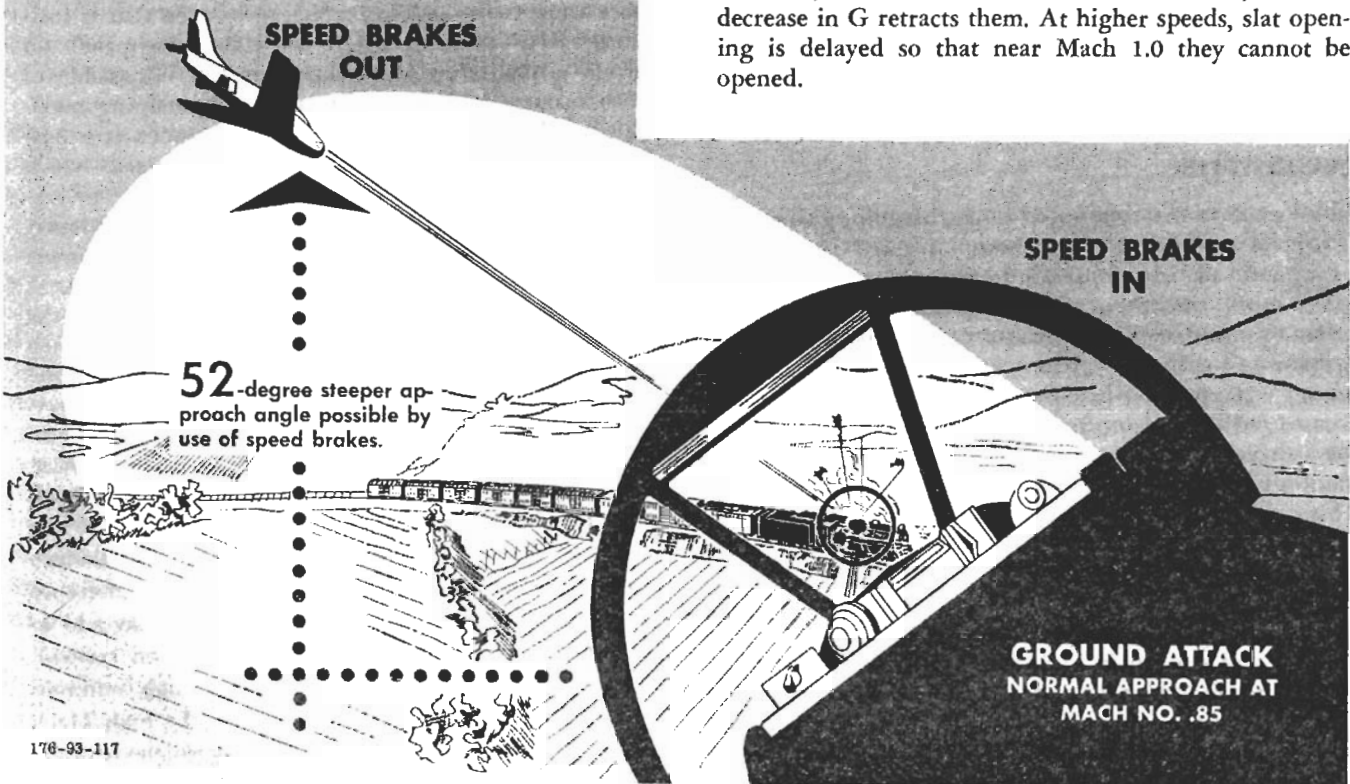
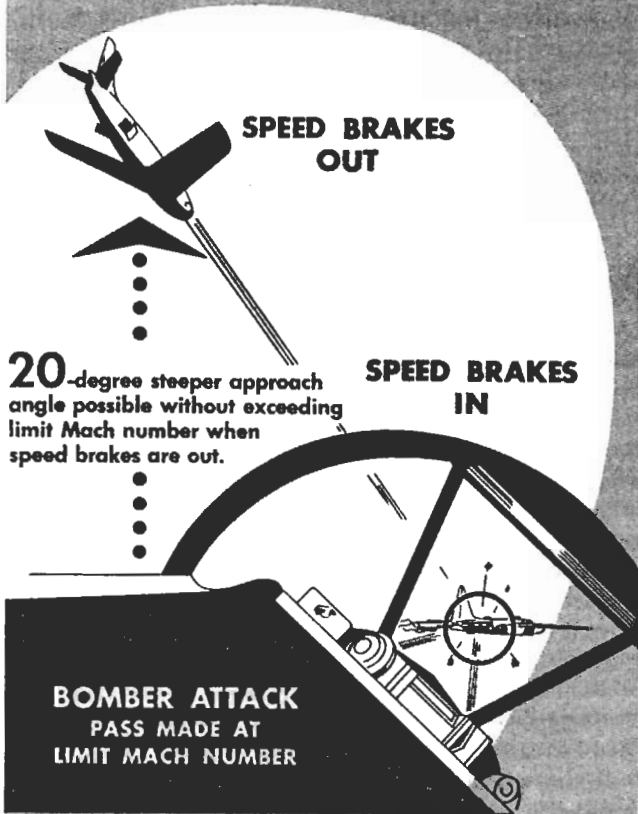


use of speed brakes



176-93-117

pull-out, recovery may be effected with minimum altitude loss by first opening the speed brakes and then pulling the maximum permissible G. Opening the speed brakes at high speed, without pulling on the stick at all, results in an automatic increase of about 2 G.

Warning

Remember to allow for the automatic 2 G increase when simultaneously opening the speed brakes at high speed and pulling back on the stick; otherwise, you may exceed the maximum allowable G.

WING SLATS.

Leading edge wing slats are installed on some airplanes to reduce the stalling speeds in both accelerated and unaccelerated flight. However, whether open or closed, they do not appreciably change the action of the airplane at the stall or during normal flight. The slats are fully automatic in operation, and depending upon the angle of attack, float to either the closed, partially open, or full open positions. Reduction in airspeed extends the slats and, conversely, increase in airspeed causes the slats to retract. On early airplanes, up to approximately Mach .65, an increase in G extends the slats, while a decrease in G retracts them. At higher speeds, the slats will not open regardless of G. The slats remain closed in climbing or cruising flight. On airplanes which have the extended leading edge with slats, up to approximately Mach .9, an increase in G extends the slats, while a decrease in G retracts them. At higher speeds, slat opening is delayed so that near Mach 1.0 they cannot be opened.

Figure 6-4