New Performance System for B737 Series aircraft

A reality……no longer Experimental…!

STC # ST02246SE

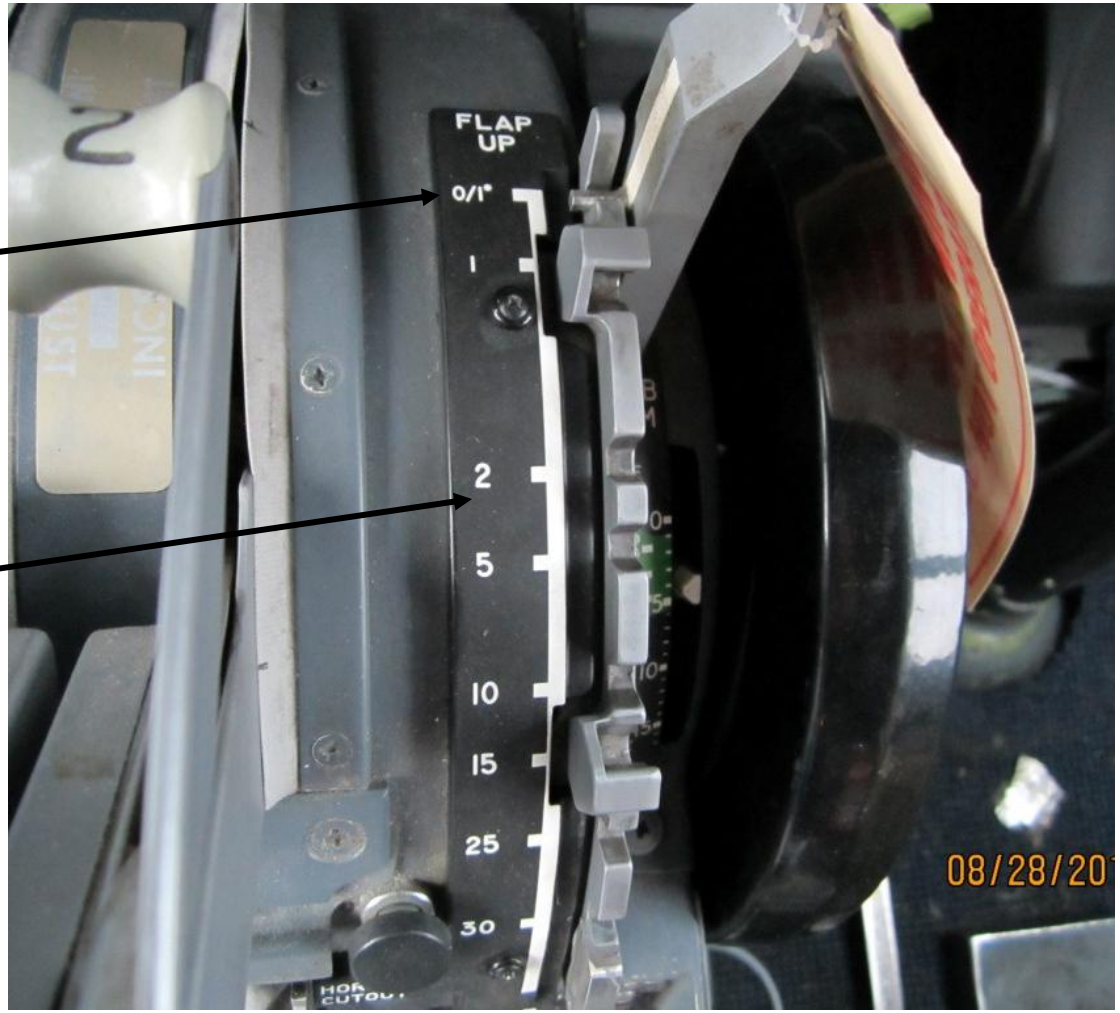
Sunrise in Moses Lake, WA USA with the flight test aircraft

B737-400 Flap Droop System

QUIET WING AEROSPACE

New Takeoff Flap setting

New detent plate



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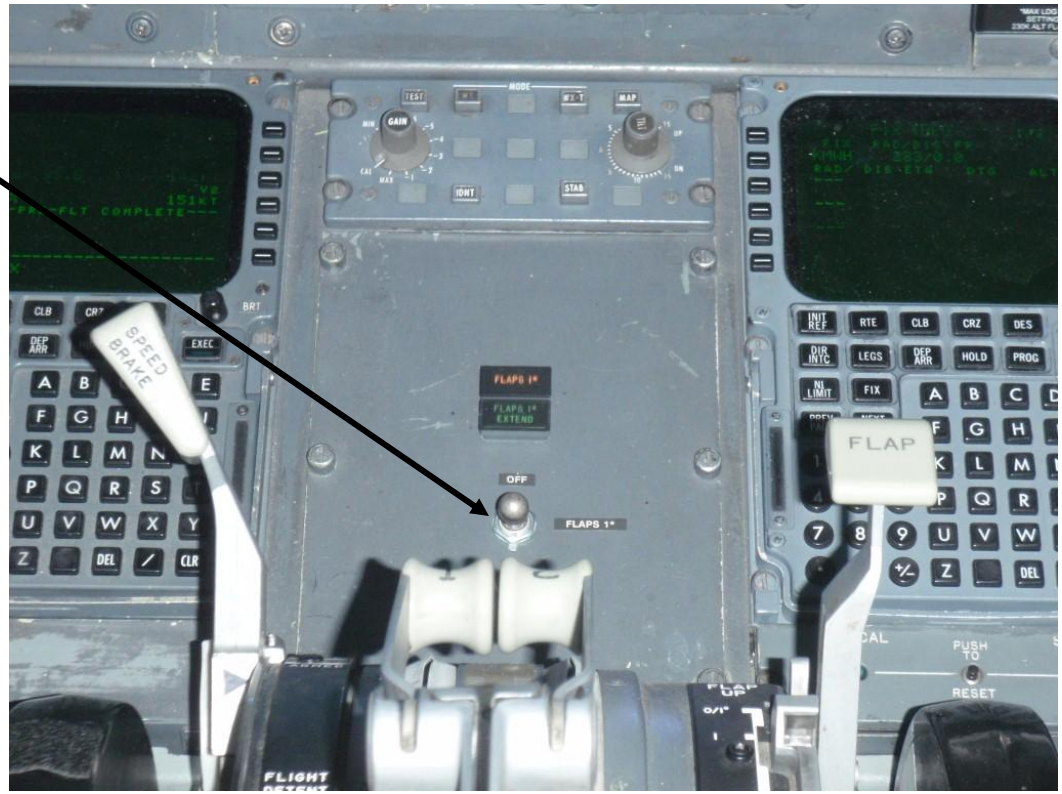
B737-400 Flap Droop System

QUIET WING AEROSPACE

Activation switch and annunciator lights for new takeoff flap setting

This activates the new Flap 1* setting for takeoff – Trailing edge remains “up” and leading edge move out to intermediate position



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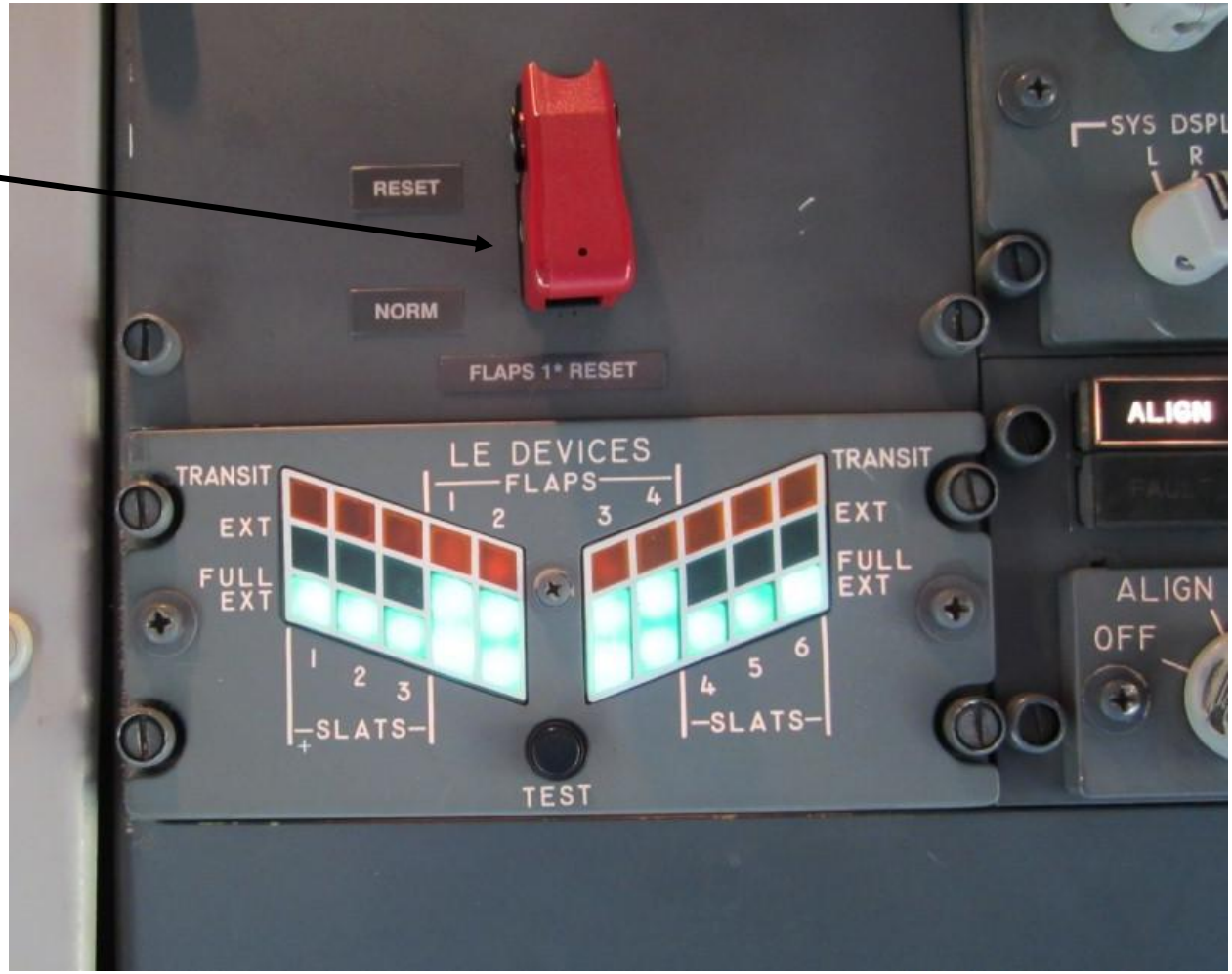
New LE Device reset switch. (Only used if flaps fail to retract normally)



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New gap seals

New push rod

Modified Canoe Fairing

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New bell crank

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New Hydraulic bypass valve in the wheel well + associated plumbing

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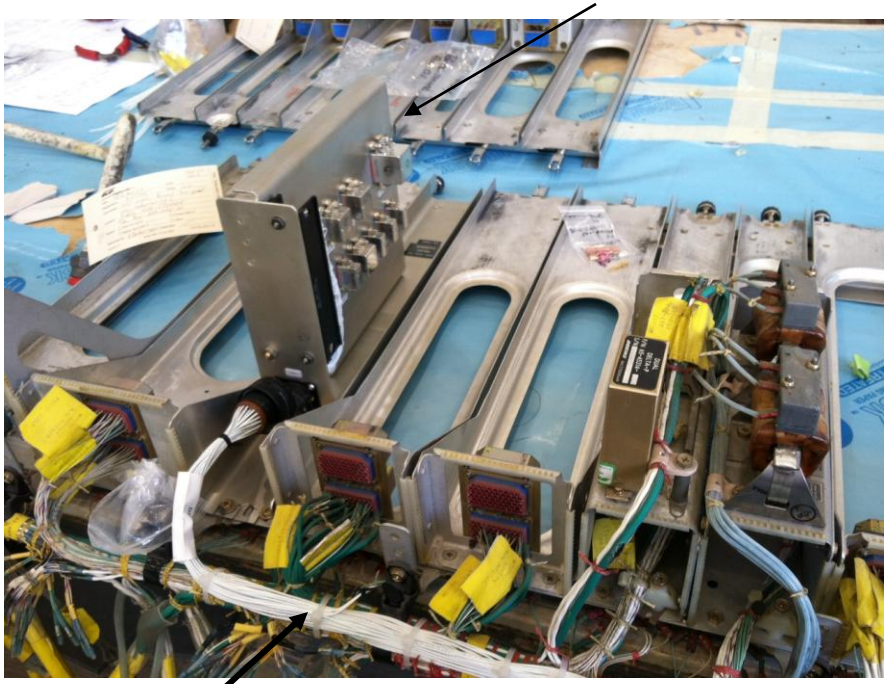
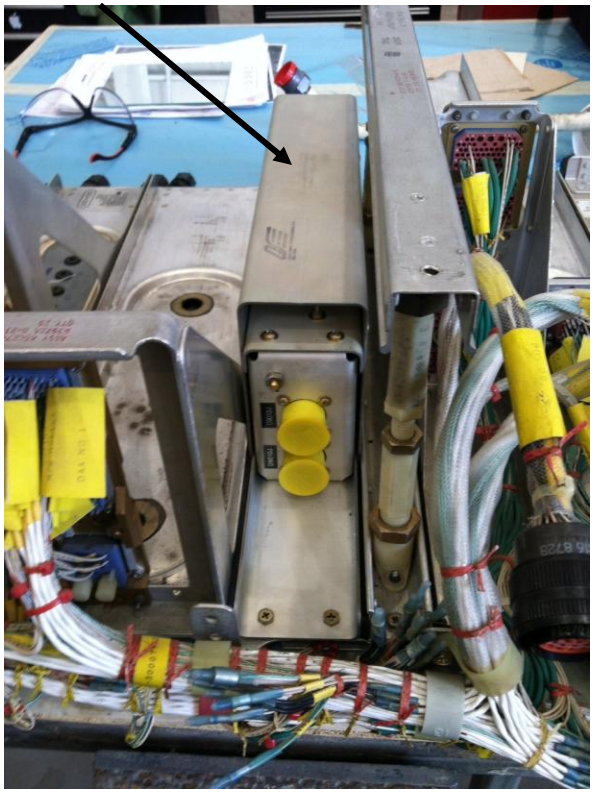
New relay Chassis in EE bay



New wire harness

New synchro Chassis in EE bay



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B737-400 Flap Droop System

How this system aids in overall performance of the aircraft…….

Drag reduction..

• Eliminates most climb/payload limitations

• Lowers fuel consumption

• Allows use of engine derate

• See actual flight test data on following slide

•Payload Improvements..

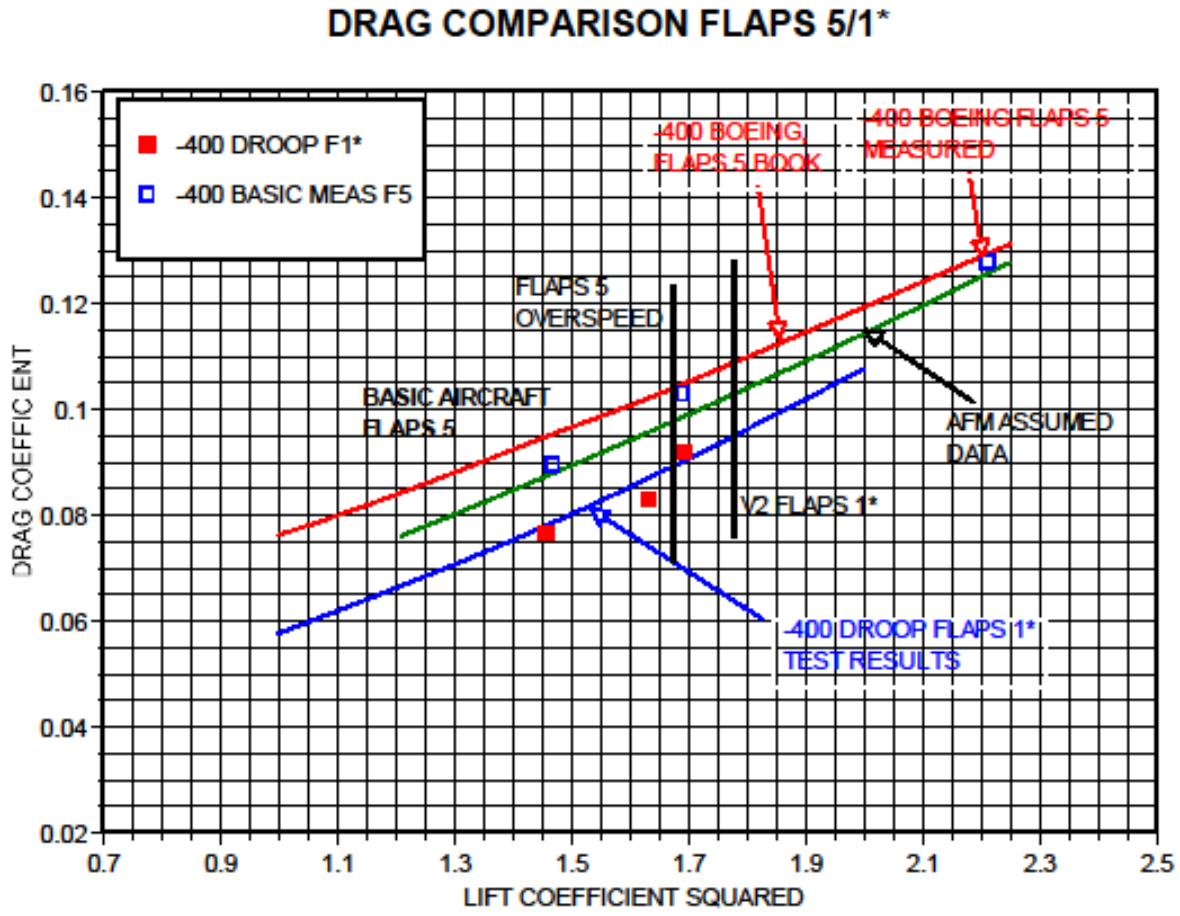
•A minimum of +4,500 lb out of ABQ on a 90F day

•A minimum of +5,000 Lb out of SKBO on a 90F day

•E-mail details on your 737-400 and airports served and we will prepare sample takeoff charts so you can see the capability.

B737-400 Flap Droop System

QUIET WING AEROSPACE



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