

# Airplane General

**Note:** This section contains notes on only selected "miscellaneous" components. They are the ones which, in the opinion of the author, are most necessary to know in time-critical situations.

## Overview

### Dimensions—757 with Winglets

Width (With winglets).....134' 9" (41.1m)  
 Gear, (main gear center of trucks).....24' (7.3m)  
 Elevator Width.....49'11" (15.2 meters)  
 Height—Tail.....44'6" (13.6m)  
 Winglets.....24'5" (7.4m)  
 Length—Fuselage.....154'1" (47m)  
 Total aircraft (to aft tips of Vertical Stab) ....155'3" (47.3m)  
 Nose gear to main gear.....60' (18.3m)  
 Turning Radius  
 Min pavement width, 180° turn.....120 Feet (36.6 Meters)

### Dimensions—767 300ER with Winglets

Width (With winglets).....166'11" (50.9m)  
 Gear, (main gear center of trucks).....30'6" (9.3m)  
 Elevator Width.....61'1" (18.6 meters)  
 Height—Tail.....52' (15.8m)  
 Winglets.....29'10" (9.1m)  
 Length—Fuselage.....176" (53.6m)  
 Total aircraft (to aft tips of Vertical Stab) ....180'3" (54.9m)  
 Nose gear to main gear.....74'8" (22.8m)  
 Turning Radius  
 Min pavement width, 180° turn....146 Feet (44.6 Meters)

References in respective QM Volume 2, AIRPLANE GENERAL 1.10.1 to 1.10.6 and QM Vol. 1, NORMALS 10.4 to 10.11

## Lighting and Status Indications

### Emergency Lighting

#### Exit Lighting and Signs

EXIT Signs over all possible exits  
 Emergency area illumination lighting inside aircraft by each exit  
 Emergency escape path lighting to assist passengers in finding exits  
 Exterior emergency lighting provided at Forward and aft entry and service doors  
 Over wing and flap areas

#### Cockpit Switch

OFF—Extinguishes lights

ARMED—Illuminates cabin and exterior emergency lights

with loss of R Main DC power

ON—Illuminates Lights

UNARMED Light —Off if switch not in ARMED position

#### Cabin Switch

Can be used to turn on lights regardless of position of cockpit switch.

Switch activates lighting for both cabin and exterior emergency lights

### Passenger Cabin Signs

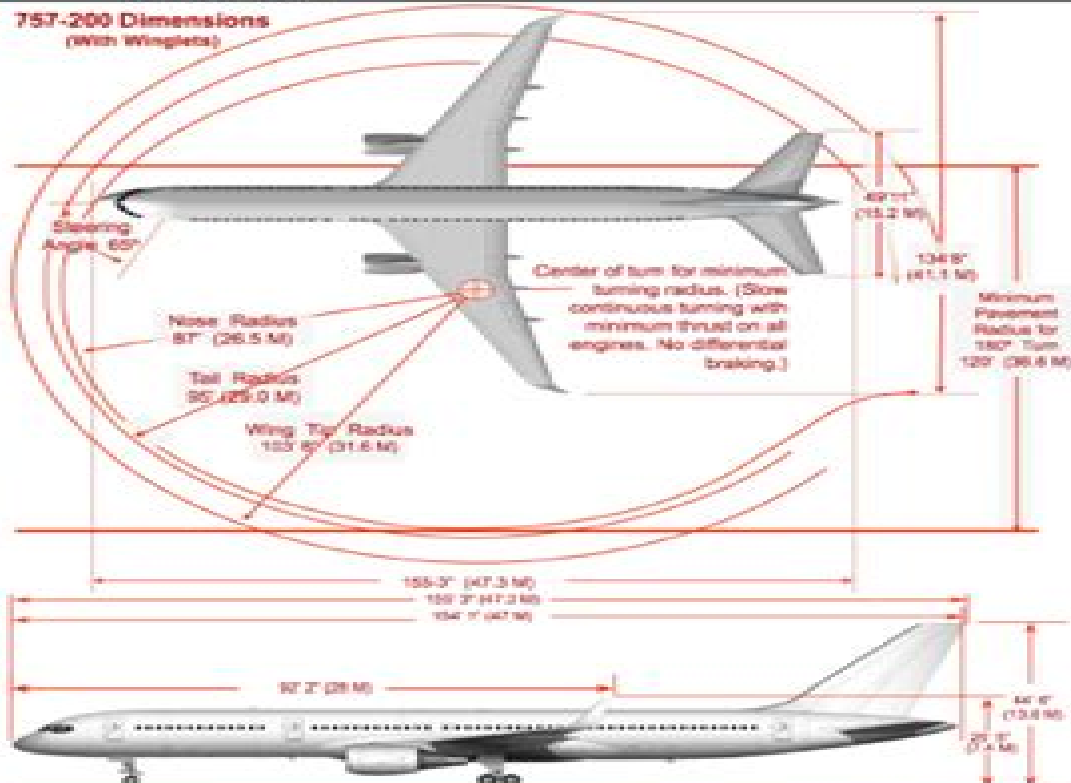
#### No Smoking Selector

OFF & ON—Self

Explanatory

AUTO—No smoking signs on when gear down

### 757-200 Dimensions (With Winglets)



Side Silhouette drawing courtesy of Norðlæ Stock Illustration and Design. [www.norðlæ.com](http://www.norðlæ.com)

#### Seat Belt Selector

OFF and ON—Self Explanatory

AUTO—Seat Belt signs on when gear or flaps not up

### Passenger Oxygen Switch

Pressed—Commands masks to drop

ON—Passenger oxygen system is operating

Masks have dropped

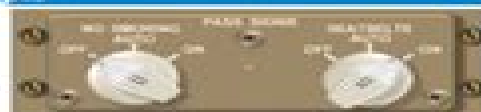
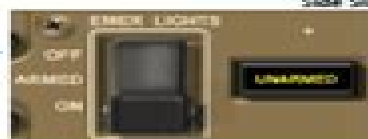
After deployment, temporary burning or electrical smell possible

Masks should not be deployed with smoke detected in unless pressurization is lost

Below 14,000' cabin altitude, reduced partial oxygen enrichment makes supplementary O2 ineffective

**Note:** Formerly in QM, removed from current QM edition.

See also "Key Altitudes," AIR section of this Study Guide, page 23



# 757 Pilot Study Guide

**Rick Townsend**



## 757 Pilot Study Guide:

**Boeing 757-767 Study Guide** Rick Townsend, 2021 The Boeing 757 767 Study Guide is a compilation of notes taken primarily from flight manuals but also includes elements taken from class notes computer based training and operational experience It is intended for use by initial qualification crewmembers and also for systems review prior to recurrent training or check rides The book is written in a way that organizes in one location all the buzz words acronyms and numbers the average pilot needs to know in order to get through qualification from an aircraft systems standpoint The book covers the Boeing 767 300 and 757 200 series aircraft **Boeing 737 Study Guide, 2021 Edition** Rick Townsend, 2021 **B-757**

**Study Guide Pilot Training Manual** Boeing Company, 1983 *Boeing 757-767 Study Guide, 2019 Edition* Rick Townsend, 2018-12-22 The Boeing 757 767 Study Guide is a compilation of notes taken primarily from flight manuals but also includes elements taken from class notes computer based training and operational experience It is intended for use by initial qualification crewmembers and also for systems review prior to recurrent training or check rides The book is written in a way that organizes in one location all the buzz words acronyms and numbers the average pilot needs to know in order to get through qualification from an aircraft systems standpoint The book covers the Boeing 767 300 and 757 200 series aircraft The author is a retired Air Force Fighter pilot with flight experience in seven different aircraft types including the F 101 F 106 and F 15 and instructional experience in the T 33 F 101 and AT 38B aircraft He also consulted on the acquisition and development of the F 22 and helped to write the F 22 operating manual Transitioning to the airline world in 1990 he began writing and publishing transport category aircraft study materials and software guides He holds type ratings in Boeing 727 737 757 767 and 777 aircraft as well as the Airbus A320 series aircraft He has over 17 000 flight hours and has written seven titles which have sold a total of over 100 000 volumes He retired with over 27 years work as an airline captain certification as a flight engineer check airman and management work in the area of managing operational specifications for a major airline

**Resources in Education** , 1999-04 **Transition to Glass: Pilot Training for High-Technology Transport Aircraft** , 1999 *Research in Education* , 1971 **Integrated Measurement of Crew Resource Management and Technical Flying Skills** George L. Kaemph, 1993 **Boeing 757-767 Study Guide, 2018 Edition** Rick Townsend, 2018 The Boeing 757 767 Study Guide is a compilation of notes taken primarily from flight manuals but also includes elements taken from class notes computer based training and operational experience It is intended for use by initial qualification crewmembers and also for systems review prior to recurrent training or check rides The book is written in a way that organizes in one location all the buzz words acronyms and numbers the average pilot needs to know in order to get through qualification from an aircraft systems standpoint The book covers the Boeing 767 300 and 757 200 series aircraft The author is a retired Air Force Fighter pilot with flight experience in seven different aircraft types including the F 101 F 106 and F 15 and instructional experience in the T 33 F 101 and AT 38B aircraft He also consulted on the acquisition and development of the F

22 and helped to write the F 22 operating manual Transitioning to the airline world in 1990 he began writing and publishing transport category aircraft study materials and software guides He holds type ratings in Boeing 727 737 757 767 and 777 aircraft as well as the Airbus A320 series aircraft He has over 17 000 flight hours and has written seven titles which have sold a total of over 100 000 volumes He retired with over 27 years work as an airline captain certification as a flight engineer check airman and management work in the area of managing operational specifications for a major airline *Flying Magazine* ,2000-03 The Library Journal Book Review R. R. Bowker LLC,1971 **Air Line Pilot** ,1997 **Popular Aviation** ,2005 **Baughman's Aviation Dictionary and Reference Guide** Harold Eugene Baughman,1942 Complete Guide and Index to ERIC Reports ,1970 **Resources in Education** ,1997 *A Subject Index of the Modern Works Added to the Library of the British Museum in the Years 1880-[95]: 1891-1895* British Museum. Dept. of Printed Books,1897 American Journal of Public Health and the Nation's Health ,1960 The Standard Periodical Directory ,2003 **British Book News** ,1951

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