C-54D/R5D/DC-4

Sec I, page 1-10

        COWL FLAPS: hydraulic, actuated by mechanical
                 PUSH PULL linkage.

        COWL FLAP LEVERS: = OPEN, OFF, TRAIL, OFF & CLOSE
          positions, each lever mechanically actuates
          a cowl flap selector valve to control hyd-
          raulic pressure to cowl flap actuating cyl-
          inder(s).

Sec I, page 20
    fig 1-9, item #10

        COWL FLAP Selector levers (lower right/control
        pedstal, below blower selector levers).

Sec 1IN
    page 2N-23   Before Start   =   "OPEN" ALL GRND OPNS.

                       Before T/O   =   TRAIL to TOC

                       Cruise   =   CLOSED

                       Descent   =   ""

                       APP CK   =   ""

                       Before LDG   =   TRAILA TRAIL (in cold
                                         weather may be closed.

                       After landing = OPEN

SEC I

page 1-2

fig   COWL FLAP SWITCHES: Four (4) position
cowl flap switches on aft overhead panel,
placard : positiong - OFF - OPEN - CLOSE

COWL FLAP RHEOSTATS: means of selecting
various preset C/F positions (-4 to +22°)
COWL FLAP switches must be SET to POSI-
TIONING before C/F remote control rheo-
stats will function.

The recommended C/F position for TAKE OFF
is plus (+3) degrees and positioned as
required for CLIMB, CRUISE, DESCENT, APP-
ROACH.

COWL FLAPS "OPEN" ALL GROUND OPERATIONS"

Before Engine Start: C/F OPEN

Before Take Off: C/F set to +3°
                          to TOC

Cruise: as required

Descent: as required

Approach: as required

After Landing: C/F "OPEN"

After engine shut down C/F CLOSED

Note: COWL FLAP control switches and COWL FLAP Drive
         motors are powered by 24vdc Secondary BUS.

PS: all this knowledge AND NO place to use it. ths

C-54D/R5D/DC-4

SEC. I, PAGES 1 – 10

COWL FLAPS: Hydraulic, actuated by mechanical
PUSH PULL linkage

COWL FLAP LEVERS: = OPEN, OFF, TRAIL, OFF & CLOSE
positions, each lever mechanically actuates a cowl flap
selector valve to control hydraulic pressure to cowl flap
actuating cylinder(s).

SEC I, Page 20
Fig 1 – 9, item #10

COWL FLAP Selector levers (lower right/control pedestal, below
Blower selector levers).

Sec IIN

Page2N – 23	Before Start	=	"OPEN" ALL GRND OPNS.
	Before T/O	=	TRAIL to TOC
	Cruise	=	CLOSED
	Descent	=	CLOSED
	APP CK	=	CLOSED
	Before LDG	=	TRAIL (in cold weather may be closed.)
	After Landing	=	OPEN

C-54D/R5D/DC-4

SEC. I, PAGES 1 – 10

COWL FLAPS: Hydraulic, actuated by mechanical
PUSH PULL linkage

COWL FLAP LEVERS: = OPEN, OFF, TRAIL, OFF & CLOSE
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SEC I, Page 20
Fig 1 – 9, item #10

COWL FLAP Selector levers (lower right/control pedestal, below
Blower selector levers).

Sec IIN

Page2N – 23	Before Start	=	"OPEN" ALL GRND OPNS.
	Before T/O	=	TRAIL to TOC
	Cruise	=	CLOSED
	Descent	=	CLOSED
	APP CK	=	CLOSED
	Before LDG	=	TRAIL (in cold weather may be closed.)
	After Landing	=	OPEN

C-118A/DC-6B

SEC I. Pages 1 – 2
        Fig.

COWL FLAP SWITCHES: Four (4) position cowl flap switches
on aft overhead panel, placard: positions – OFF – OPEN – CLOSE

COWL FLAP RHEOSTATS: means of selecting various preset
C/F positions (-4 to +22deg).   COWL FLAP switches MUST
be SET to POSITIONING before C/F remote control rheostats will
function.

The recommended C/F position for TAKE OFF is plus (+3) deg.
and positioned as required for CLIMB, CRUISE, DESCENT AND
APPROACH.

COWL FLAPS "OPEN" ALL GROUND OPERATIONS

Before Engine Start:	C/F OPEN
Before Take Off:	C/F set to +3 deg to TOC
Cruise:	As required
Descent:	As required
After Landing:	C/F "OPEN"
After Engine Shut Down:	C/F CLOSED

NOTE: COWL FLAP control switches and COWL FLAP Drive motors are
           powered by 24vdc Secondary BUS.

PS: all this knowledge AND NO place to use it.   (ths)

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Message-ID: <01BF1275.BBDC16E0@jdantho@ibm.net>
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Reply-To: "jdantho@ibm.net" <jdantho@ibm.net>
To: "Thomas H. Sullivan (E-mail 2)" <FineFinn31@aol.com>
Subject: Current news:
Date: Sat, 9 Oct 1999 16:45:44 -0700
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MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

C-118A/DC-6B

SEC I. Pages 1 – 2
       Fig.

COWL FLAP SWITCHES: Four (4) position cowl flap switches
on aft overhead panel, placard: positions – OFF – OPEN – CLOSE

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APPROACH.

COWL FLAPS "OPEN" ALL GROUND OPERATIONS

Before Engine Start:	C/F OPEN
Before Take Off:	C/F set to +3 deg to TOC
Cruise:	As required
Descent:	As required
After Landing:	C/F "OPEN"
After Engine Shut Down:	C/F CLOSED

NOTE: COWL FLAP control switches and COWL FLAP Drive motors are
           powered by 24vdc Secondary BUS.

PS: all this knowledge AND NO place to use it.   (ths)

> play chess?
>
> Health is merely the slowest possible rate at which one can die.
>
> It's not hard to meet expenses ... they're everywhere!

——————————— Headers ———————————

C-54D/R5D/DC-4

SEC. I, PAGES 1 – 10

COWL FLAPS:	Hydraulic, actuated by mechanical PUSH PULL linkage

COWL FLAP LEVERS: = OPEN, OFF, TRAIL, OFF & CLOSE
positions, each lever mechanically actuates a cowl flap
selector valve to control hydraulic pressure to cowl flap
actuating cylinder(s).

SEC I, Page 20
    Fig 1 – 9, item #10

COWL FLAP Selector levers (lower right/control pedestal, below
Blower selector levers).

Sec IIN
    Page2N – 23

Before Start	=	"OPEN" ALL GRND OPNS.
Before T/O	=	TRAIL to TOC
Cruise	=	CLOSED
Descent	=	CLOSED
APP CK	=	CLOSED
Before LDG	=	TRAIL (in cold weather may be closed.)
After Landing	=	OPEN

There were 3 men who all died in a car accident. Dave, Jon and Sam. As
they stood at the gates of heaven an angel appeared and said You will
all be given a mode of transportation around heaven. You will be judged
by you past deeds and then your transportation will be chosen
accordingly.

Dave was first. The angel says Dave you cheated on your wife 4
times-this is not good. You will drive an old beat up dodge..

Jon, you did better. You cheated 2 times and will drive a Toyota station
wagon.

Sam, you were perfect-you waited till after marriage to have sex and you
never cheated on your wife. You will drive a Ferrari up here.

Awhile later Dave and Jon pulled up next to Sam , who was leaning on his
Ferrari, crying. What is wrong, they asked. He says-I just saw my wife
go by on a skateboard.

Subj: **Fwd: (no subject)**
Date: 9/6/99 1:52:35 PM Eastern Daylight Time
From: com
To:
CC:

---- you wrote:
> > On their way to a justice of the peace to get
> >>> married, a couple had a
> >>> fatal
> >>> car accident. The couple found themselves sitting
> >>> outside Heaven's Gate
> >>> waiting on St. Peter to do an intake. While waiting,
> >>> they wondered if they
> >>> could possibly get married in Heaven. St. Peter
> >>> finally showed up and they
> >>> asked him.
> >>> St. Peter said, "I don't know, this is the first
> >>> time anyone has asked.
> >>> "Let
> >>> me go find out." and he left. The couple sat and
> >>> waited for an
> >>> answer...for
> >>> a couple of months... and they began to wonder if
> >>> they really should get
> >>> married in Heaven, what with the eternal aspect of
> >>> it all.
> >>> "What if it doesn't work?" they wondered, "Are we
> >>> stuck together forever?"
> >>> St. Peter returned after yet another month, looking
> >>> somewhat bedraggled.
> >>> "Yes," he informed the couple, "you can get married
> >>> in Heaven."
> >>> "Great," said the couple, "but what if things don't
> >>> work out? Could we
> >>> also
> >>> get a divorce in Heaven?"
> >>> St. Peter, red-faced, slammed his clipboard onto the
> >>> ground.
> >>> "What's wrong?", asked the frightened couple.
> >>> "COME ON!" St. Peter shouted, "It took me three
> >>> months to find a priest up
> >>> here! Do you have any idea how long it will take me
> >>> to find a lawyer?"
>

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