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Benjamin O. Davis Jr. Collection - Flight Checks - Davis, Benjamin O. 1206-A. (1)

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39. An indication of the presence of carburetor ice is: [^][[reduced Man Pres.]]

40. The two methods used to combat carburetor icing are:
a. [^][[Heat]]
b. [^][[Alcohol]]

OIL SYSTEM

41. The usable oil capacity is [^][[25]] gallons and the oil tanks are located [^][[on each engine nacelle]]

42. The minimum oil temperature and fuel pressure for run-up are [^][[40°C]] and [^][[16 psi]] respectively.

43. Minimum oil pressure for flight is:
a. 40 PSI.
b. 70 PSI.
[[circled]] c. [[/circled]] 60 PSI.

44. Normal oil temperature should read:
a. 60°C to 90°C.
[[circled]] b. [[/circled]] 60°C to 80°C.
c. 40°C to 100°C.

45. The procedure for oil dilution is: [^][[1. Engines 1000-1200 rpm. 2. Oil temp below 50°C. 3. Dilute sw 2-4-7 min. 4. Prop controls. 5. Accelerate 10 sec. 6. Idle cut-off, holding dil s.w ON.]]

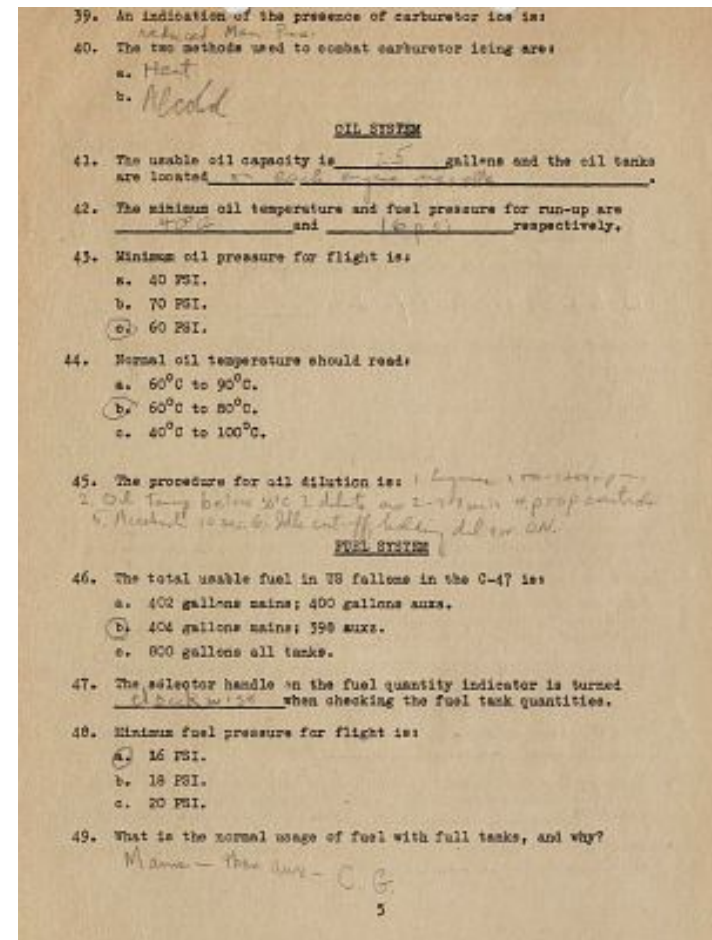
FUEL SYSTEM

46. The total usable fuel in US fallons in the C-47 is:
a. 402 gallons mains; 400 gallons auxs.
[[circled]] b. [[/circled]] 404 gallons mains; 398 gallons auxs.
c. 800 gallons all tanks.

47. The selector handle on the fuel quantity indicator is turned [^][[clockwise]] when checking the fuel tank quantities.

48. Minimum fuel pressure for flight is:
[[circled]] a. [[/circled]] 16 PSI.
b. 18 PSI.
c. 20 PSI.

49. What is the normal usage of fuel with full tanks, and why? [^][[Mains - then aux - C.G.]]





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