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INTRODUCTION

This chapter provides a general overview of the warning systems as well as normal operations and limitations of the warning systems.

GENERAL

There are twelve annunciator type warning lamps installed on the instrument panel of the DC-3. Six of these annunciators are as follows:

- Captain and First Officer "low fuel pressure" annunciators are located on each respective lower sub panel of the instrument panel. These amber indicators will illuminate any time that the main DC bus is powered, and the fuel pressure falls below approximately 12 PSI on either engine. The pressure for this remote switch is measured immediately down stream of each respective engine driven and/or electric fuel boost pump.
- Captain and First Officer "low oil pressure" annunciators are located on each respective lower sub panel of the instrument panel. These amber indicators will illuminate any time that the main DC bus is powered, and the oil pressure falls below approximately 10 PSI on either engine.
- Captain and First Officer "low vacuum pressure" annunciators are located on each respective lower sub panel of the instrument panel. These blue indicators will illuminate any time that the main DC bus is powered, and the vacuum pressure falls below approximately 3 PSI on either engine.
- In addition a green "door" annunciator is located near the "low vacuum pressure" indicator on the Captain's lower instrument panel. This door indicator indicates an unsafe cargo door condition in the rear of the aircraft.
- The eighth warning light is an amber "gear unsafe" light that is located on the lower sub panel of the First Officer's instrument panel. This amber indicator will illuminate any time the landing gear is unsafe for landing. There is also an aural warning that will sound any time the throttles are retarded below 17 IMP and the landing gear is not down and locked.
- Two red Low Oil Quantity lights are installed on the overhead panel near the ignition master switch.
- The last two warning lights are the engine "fire warning" lights located on the Captain's lower instrument panel. These lights illuminate whenever a fire condition is sensed by the engine fire loop detectors located in each engine compartment. Each engine loop also activates a fire bell to alert the crew of the fire condition. The aural warning may be silenced by actuating the fire warning cut out switch located on the Captain's lower instrument panel.

OPERATION

Observe annunciator indications in accordance with all checklists and periodically during flight.

LIMITATIONS

There are no published limitations for the DC-3 warning systems.



Engine Warning Lights

Cargo Door Unsafe Light

Gear Lights



Low Oil Quantity Light

Fire Warning Lights

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