

AIRPLANE FLIGHT MANUAL

L-188A Electra

Eastern Air Lines

E. J. Wilson

1008

RECORD OF REVISIONS

REV. NO.	DATE INSERTED	REV. NO.	DATE INSERTED	REV. NO.	DATE INSERTED
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EASTERN AIR LINES, INC.

ELECTRA FLIGHT MANUAL

This manual is applicable to the following airplanes:

<u>E.A.L. NUMBER</u>	<u>CERTIFICATE NUMBER</u>	<u>MANUFACTURER'S NUMBER</u>
501	N5501	1005
502	N5502	1007
503	N5503	1008
504	N5504	1009
505	N5505	1010
506	N5506	1011
507	N5507	1012
509	N5509	1013
510	N5510	1014
511	N5511	1016
512	N5512	1017
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515	N5515	1021
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517	N5517	1023
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519	N5519	1029
520	N5520	1030
521	N5521	1032
522	N5522	1033
523	N5523	1034
524	N5524	1036
525	N5525	1038
526	N5526	1042
527	N5527	1043
528	N5528	1045
529	N5529	1048
530	N5530	1053
531	N5531	1055
532	N5532	1060
533	N5533	1062
534	N5534	1066
535	N5535	1068
536	N5536	1071
537	N5537	1075
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FOREWORD

OBJECTIVE

The objective in preparing format and content of this manual has been to make this text as simple and as direct a reference for flight crew members as possible. Description of system components has been limited mainly to those units having instrumentation or a control which can be manipulated in flight, or which will help crew members with a basic understanding of the system's functioning. The major consideration has been kept in mind of "What can a flight crew member do about it?" This sort of information has been emphasized, while detailed descriptions of how automatically operated components function has been played down.

ARRANGEMENT

SECTIONS

This manual contains 20 numbered sections, each preceded by its own index. The first four sections contain CAA approved information and Operating Procedures. EMERGENCY PROCEDURES are contained in Section 1 at the very front of the manual to make them available with least possible delay. Sections 5 through 19 deal with description and operation of the aircraft and its various systems. Section 20 is an alphabetical index which complements in detail the general alphabetically arranged table of contents appearing on the frontispiece.

SUBSECTIONS

The arrangement of the material on each aircraft system has been treated uniformly, being broken down into:

1. Components
 - Description
 - Indicators-Instruments
2. Controls
3. Operation
4. Limitations and Trouble Shooting.

In the case of the larger systems, sections have been broken down into subsections to reflect the treatment outlined above. Numbers assigned to sections also reflect this breakdown. For instance, Section 8-1 contains a description of the components of the fuel system; 8-2 deals with fuel system's flight deck controls. Any subsection having a -2 number deals with controls for a particular system; -3 deals with operation of the particular system, etc.

Exceptions to the above numbering system will be noted in treatment of smaller systems requiring but a few pages for their entire coverage. An example is the Oxygen System covered in Section 16, which requires but 3 pages. Although the material has been covered according to the arrangement outlined above, the entire section has been assigned the number 16-1.

Page numbers are consecutive within each subsection.

CHANGES AND REVISIONS

The original edition of this manual has been prepared and distributed prior to aircraft certification. Data available to the editors in many cases has been vague or contradictory. Personnel responsible for formulating company policy on normal and emergency procedures have not yet flown the plane. Information on limitations and performance is not available.

For these reasons the first edition is incomplete and will require quite a few additions after publication. However, the philosophy behind its preparation has been to present the material in as simple, direct and practical a style as possible; dealing mainly with those features of the airplane that are of importance to the flight crew from an operational standpoint, and excluding the large amount of detail that has characterized our previous manuals and made them more of an aid to the maintenance than the flight department. For this reason it is felt that this manual, once finalized, will not require the continued flow of revisions experienced in the past.