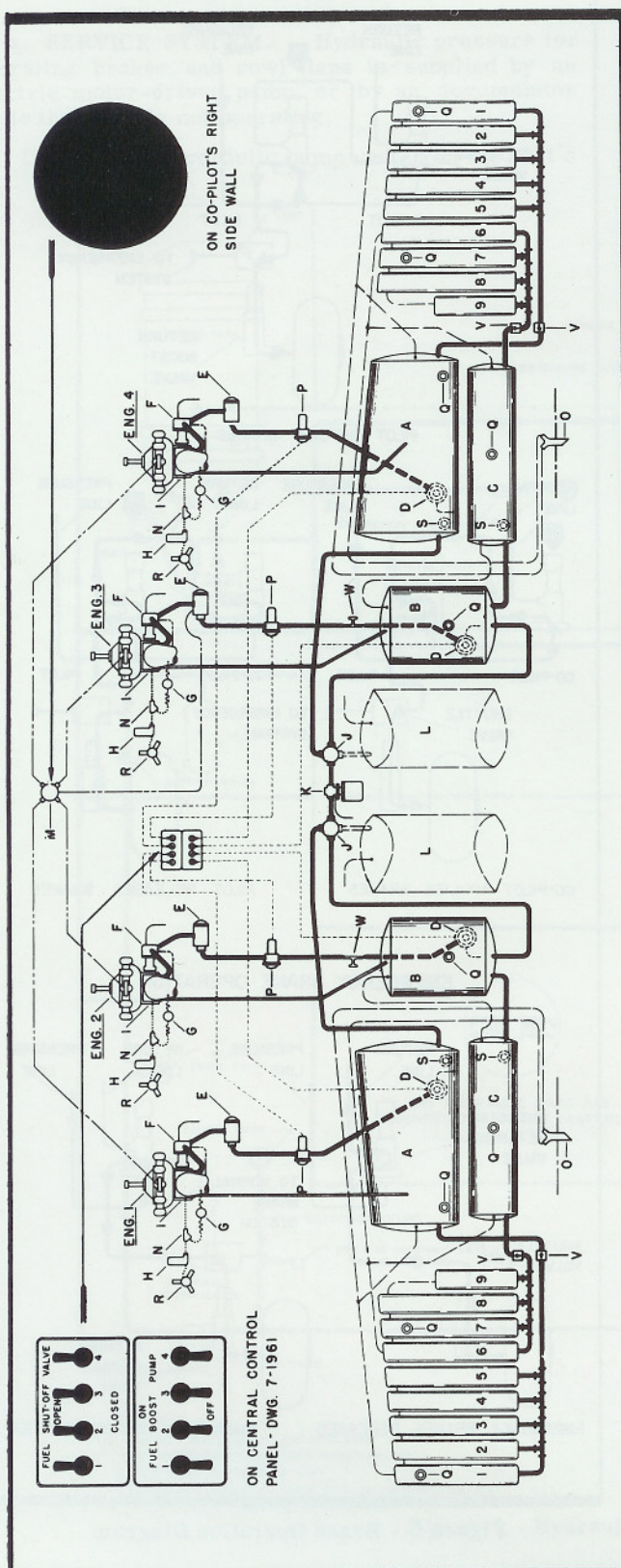


4. FUEL SYSTEM



The fuel system consists of four independent single-engine systems as shown in figure 7. The fuel supply for one engine can be used for another engine only by transferring fuel from one engine tank to another through the fuel transfer system. All fuel tanks are the self-sealing type.

a. FUEL BOOST PUMPS. - Electrically driven fuel boost pumps, controlled by toggle switches on the central control panel, supply pressure required for engine starting, and supplement the engine-driven fuel pumps for take-off and for high-altitude flight. The boost pumps are normally turned off after the climb from take-off is well under way and started again at 15,000 to 18,000 feet to prevent vaporization in the fuel lines to the engine-driven pumps. Booster pump pressure at engine No. 3 fuel strainer is used to supply the cylinder head primer.

b. FUEL SHUT-OFF VALVES. - Fuel shut-off valves, controlled by switches on the central control panel, are installed in the fuel lines between each booster pump and fuel strainer, providing immediate stoppage of flow to an engine in case a line is severed.

Figure 7 - Fuel Flow Diagram