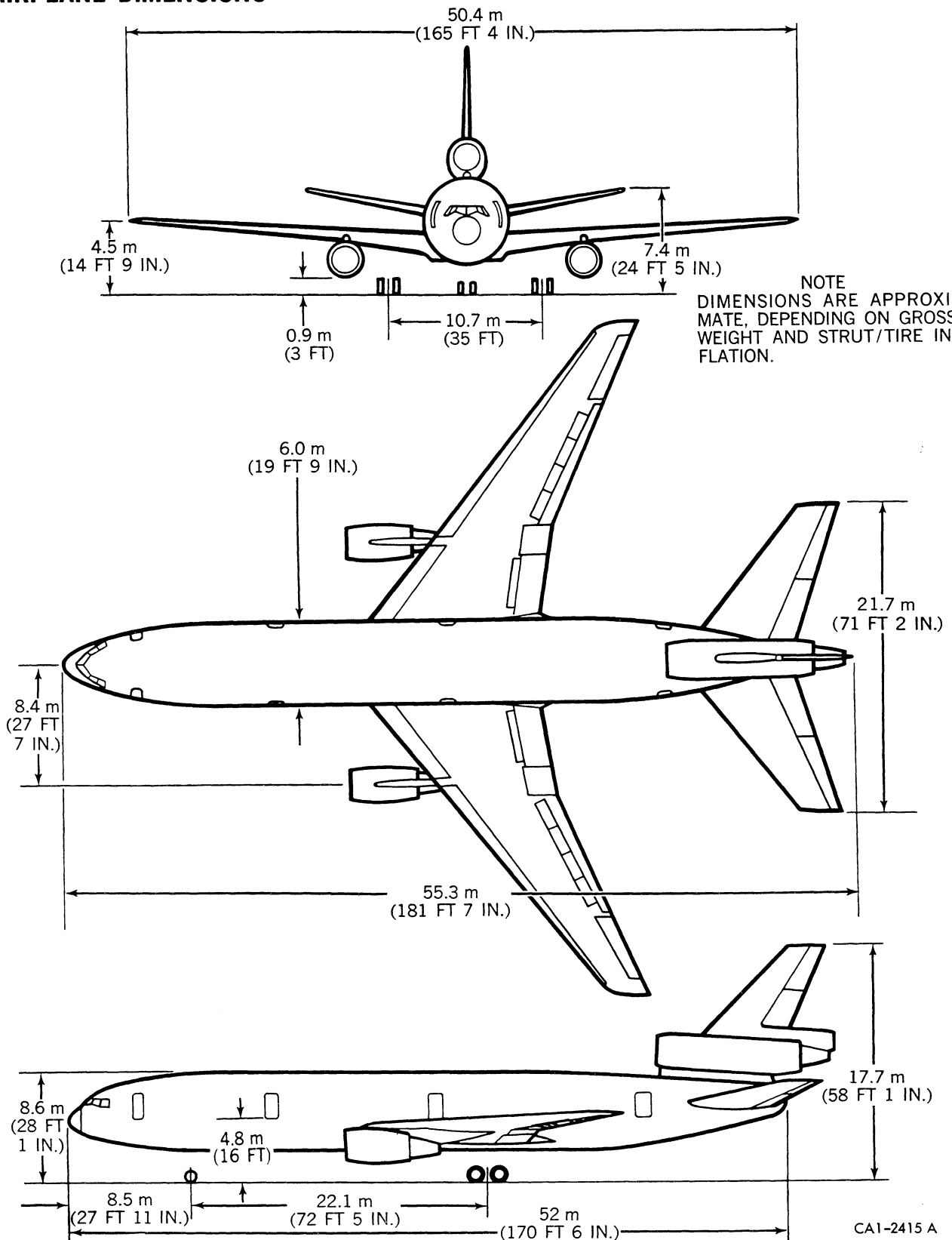


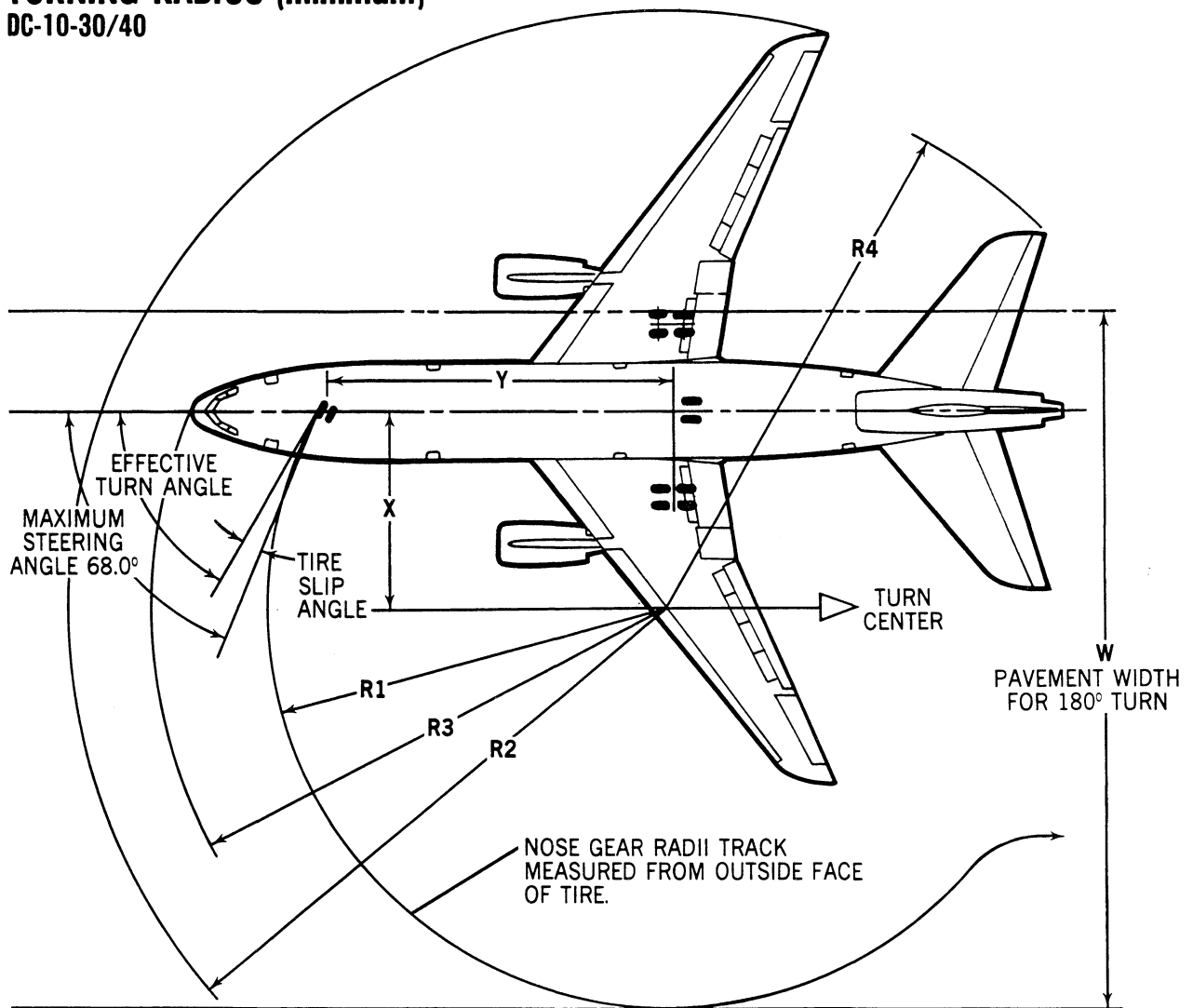
DC-10 FLIGHT CREW OPERATING MANUAL

AIRPLANE DIMENSIONS



DC-10 FLIGHT CREW OPERATING MANUAL

TURNING RADIUS (minimum) DC-10-30/40



1 MINIMUM RADIUS TURN RECOMMENDED FOR NORMAL, ROUTINE OPERATIONS.
TIGHTER TURNS CAN BE MADE OCCASIONALLY USING A COMBINATION OF MAXIMUM STEERING, ASYMETRICAL THRUST AND LIGHT INTERMITTENT BRAKING.

2 MAXIMUM STEERING SYMMETRICAL THRUST AND NO DIFFERENTIAL BRAKING
SLOW CONTINUOUS TURN
AFT CENTER OF GRAVITY
MAX GROSS WEIGHT

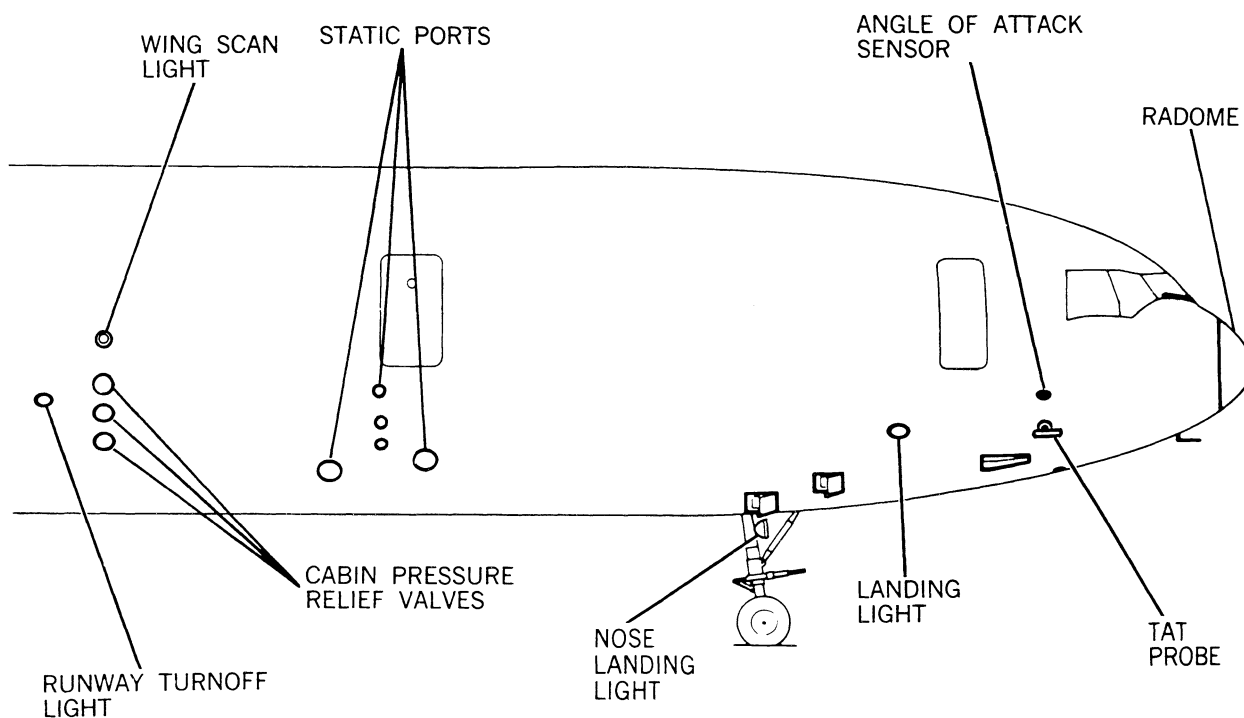
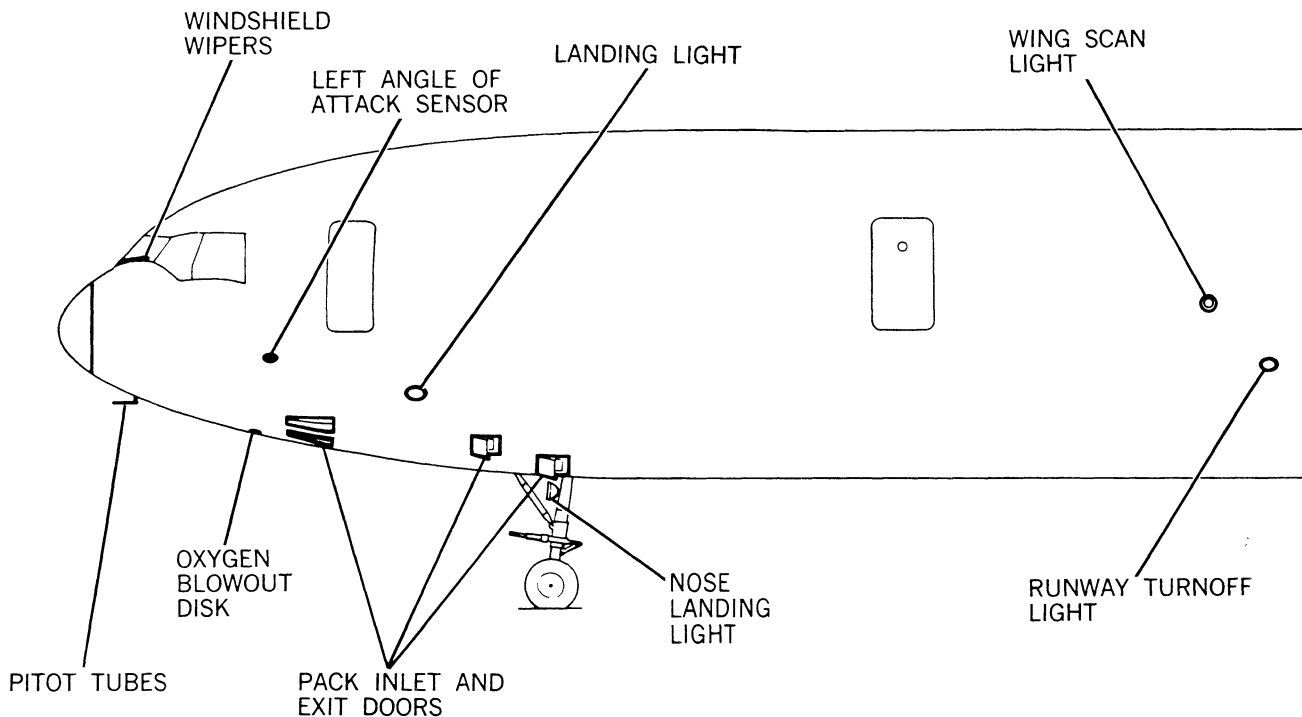
3 MAXIMUM STEERING ASYMETRICAL THRUST AND LIGHT INTERMITTENT DIFFERENTIAL BRAKING
SLOW CONTINUOUS TURN
AFT CENTER OF GRAVITY
MAX GROSS WEIGHT

TYPE OF TURN	EFFECTIVE TURN ANGLE	TIRE SLIP ANGLE	X	Y	W	R1	R2	R3	R4
1	—	—	42.7 FT	72.9 FT	149.5 FT	85.2 FT	130.5 FT	109.6 FT	109.8 FT
2	62.9°	5.1°	37.2 FT	72.9 FT	141.4 FT	83.5 FT	125.3 FT	107.5 FT	105.9 FT
3	66.9°	1.1°	27.6 FT	72.9 FT	128.5 FT	79.8 FT	116.1 FT	104.7 FT	99.5 FT

CA1-8520

DC-10 FLIGHT CREW OPERATING MANUAL

MISCELLANEOUS EXTERNAL ITEMS



CA1-4467

JL
May 1/76

Printed in U.S.A.

01-10-07/08

DC-10

FLIGHT CREW OPERATING MANUAL

COCKPIT

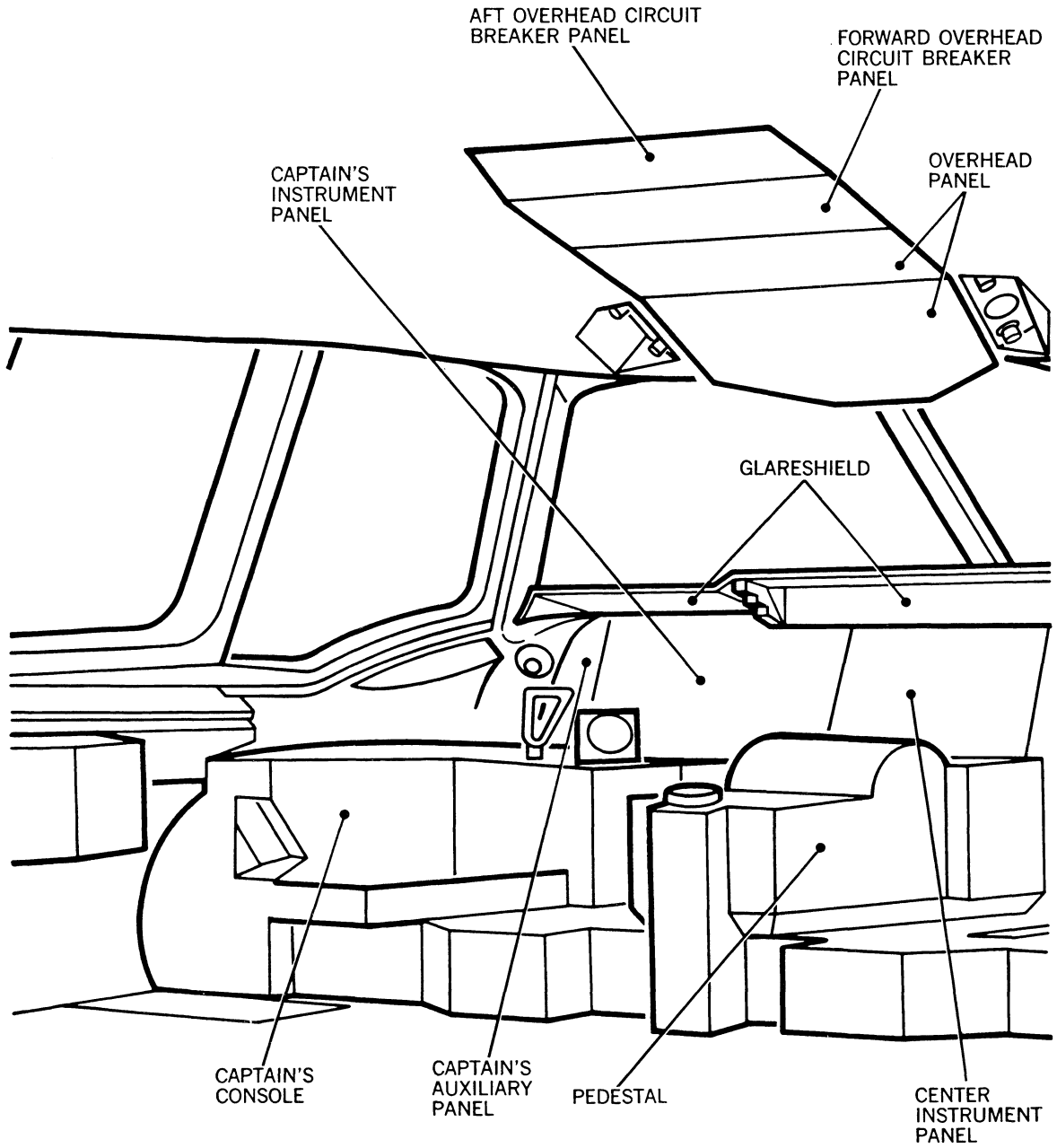
The cockpit is arranged in a conventional manner, the Captain's seat on the left, the Copilot's seat on the right, and the Flight Engineer's station facing outboard behind the Copilot's seat.

Seating, communications facilities, and oxygen outlets are provided for a First and Second Observer behind the Captain's station. Storage facilities for loose equipment are provided at each station in addition to storage areas in the coatroom.

All controls and indicators in the cockpit are illustrated in this section. The illustrations are arranged on foldout pages with an apron so that they may be extended and used as a reference in conjunction with the Controls and Indicators illustrations in the other chapters of this volume without having to remove the illustration from the book.

DC-10 FLIGHT CREW OPERATING MANUAL

FLIGHT COMPARTMENT Captain's Station



CA1-6A

01-20-02

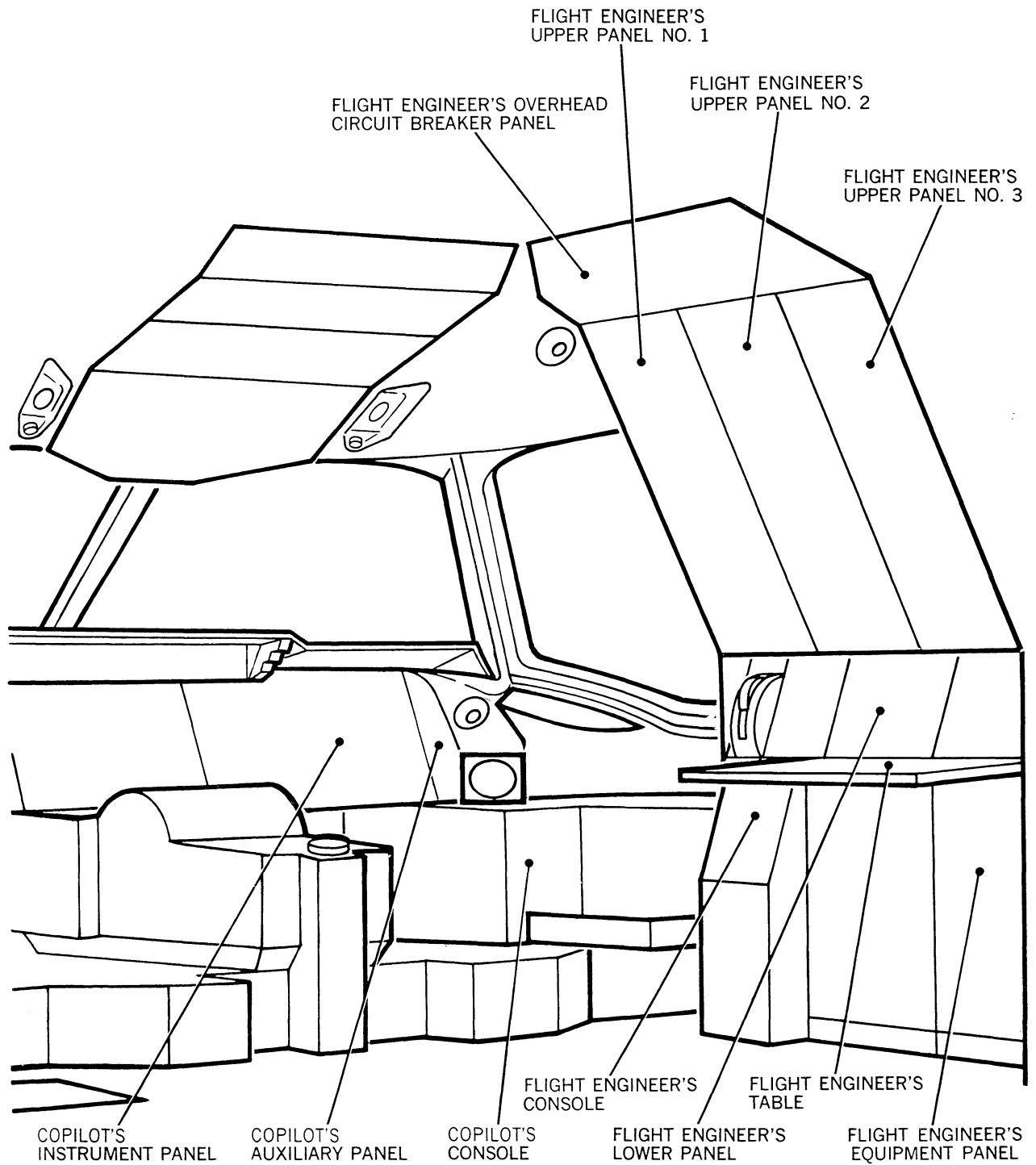
McDonnell Douglas Corporation Proprietary Information - Use or disclosure of THESE DATA SUBJECT TO RESTRICTIVE LEGEND ON TITLE PAGE OR FIRST PAGE.

Printed in U.S.A.

JL
Aug 1/87

DC-10 FLIGHT CREW OPERATING MANUAL

FLIGHT COMPARTMENT Copilot's and Flight Engineer's Station



CA1-4468

JL
May 1/76

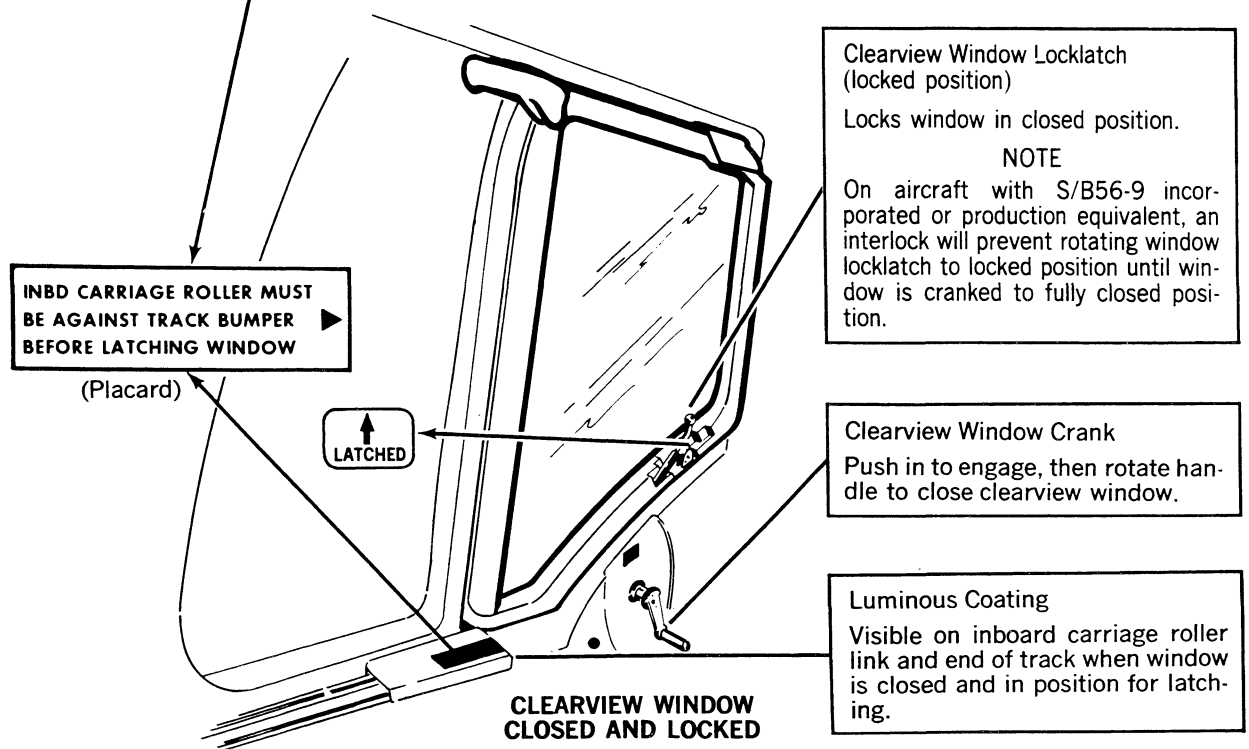
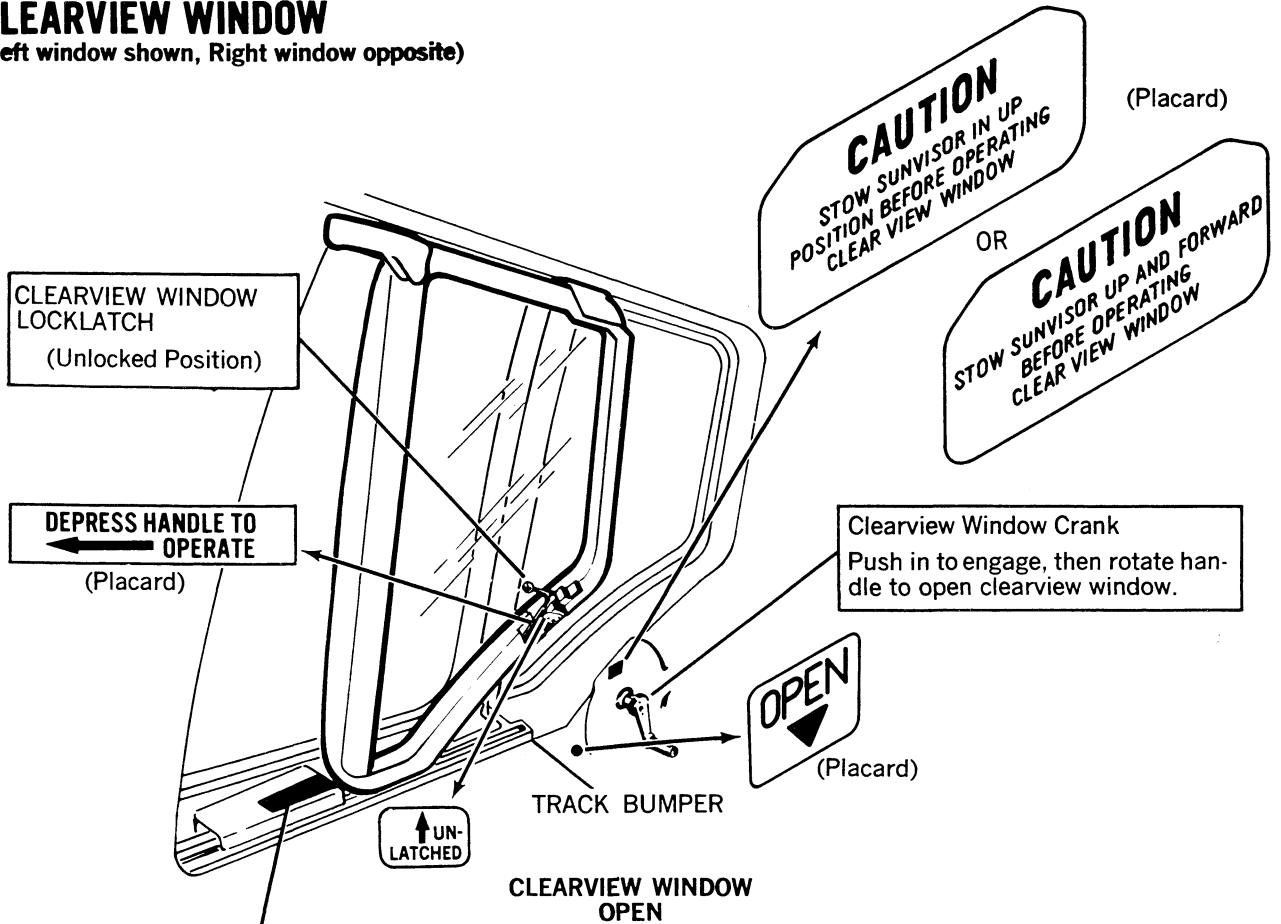
Printed in U.S.A.

01-20-03

DC-10 FLIGHT CREW OPERATING MANUAL

CLEARVIEW WINDOW

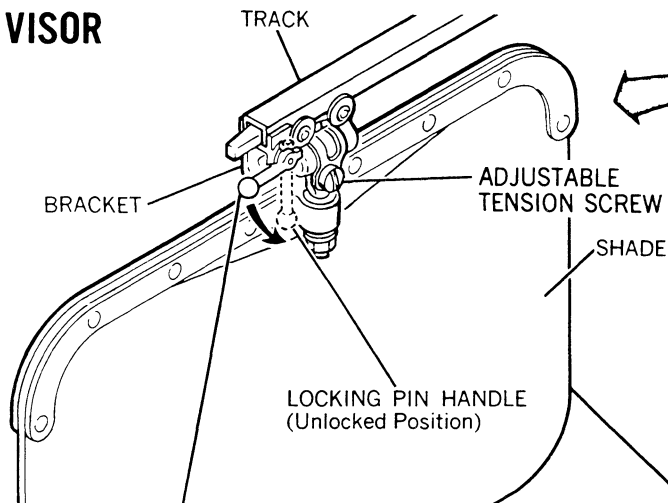
(Left window shown, Right window opposite)



CA1-8558

DC-10 FLIGHT CREW OPERATING MANUAL

SUN VISOR



LOCKING PIN HANDLE (Locked Position)
Spring-loaded to lock position. Turning handle down releases lock and allows visor to be moved to desired location.

Visor is moved by turning and holding locking pin handle down, grasping the bracket at top of shade and sliding visor to the desired location. Releasing locking pin locks visor in place.

Visor should be moved forward of the forward edge of clearview window and then raised to the stowed position before opening the clearview window. This allows the clearview window to be opened without damaging the visor.

NOTE

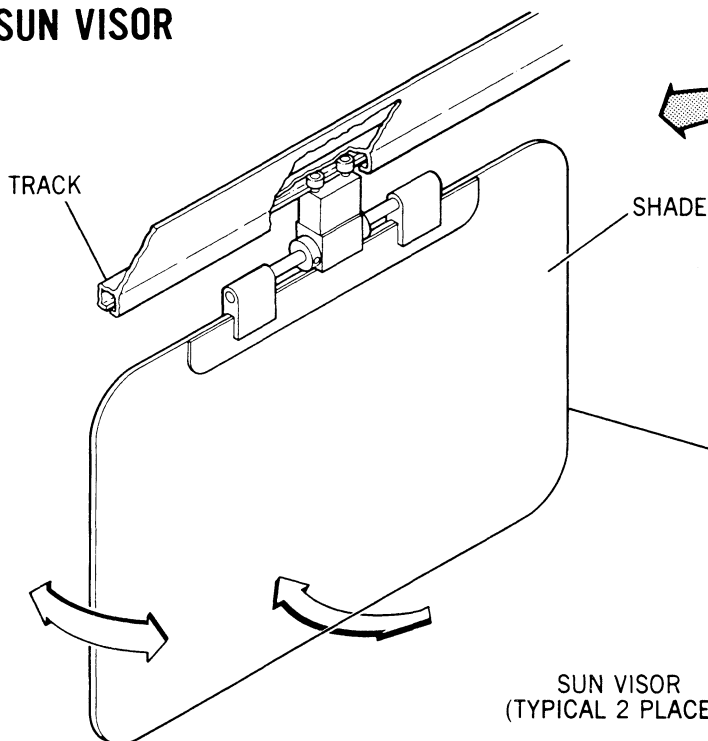
Do not move visor by holding lower edge of shade as damage may result due to the leverage applied to the bracket and resultant binding in the track. The adjustable tension screw immediately above the shade should be tightened only to the degree necessary to hold shade in desired horizontal position.

SUN VISOR
(TYPICAL 2 PLACES)

CA1-5868

Effective on airplanes with Adjustable Tension Screw type sun visor.

SUN VISOR



Visor is moved by grasping the slide block at top of shade and sliding visor to the desired location.

Visor should be moved forward of the forward edge of clearview window and then raised to the stowed position before opening the clearview window. This allows the clearview window to be opened without damaging the visor.

NOTE

Do not move visor by holding lower edge of shade as damage may result due to the leverage applied to the bracket and resultant binding in the track.

SUN VISOR
(TYPICAL 2 PLACES)

CA1-7581

JL
Aug 1/81

Effective on airplanes without Adjustable Tension Screw type sun visor.

01-20-05/06