

COLD RELIGHT

| | |
|---------------------------|--|
| Speed | Below 300 knots/0-9M |
| Altitude | Below 40,000 feet |
| Live engine | Below 96% RPM |
| Windmilling engine | 15 to 20% RPM if possible |
| Throttle | HP COCKS OFF (for 1½ minutes) |
| Engine master | ON |
| Fuel switches | On |
| Relight button | Press for 2 seconds |
| Throttle | Idle (without delay). Ensure not fast idle |

If no relight within 20 seconds:

Throttle HP COCKS OFF

WARNING: Subsequent cold relight attempts must only be made on:

No 1 engine: If single-engine recovery is precluded for flight safety considerations

No 2 engine: If ejection is the alternative

Note: Subsequent relight attempts should be made below 25,000 feet between 250 and 300 knots

OIL PRESSURE FAILURE**OIL 1 or OIL 2**

Note: OIL warning may appear under negative g but should go out within 5 seconds after resumption of positive g

If warning is on under positive g:

Throttle Idle
 Land as soon as practicable
 RPM may be increased to 85% if essential

If there is vibration or other malfunction:

Shut down engine (below)
 Single-engine descent and approach (Card 12)

ENGINE SHUT DOWN

Throttle HP COCKS OFF
 Fuel cock OFF
 Fuel transfer switch ... To live engine side

Note: If No 1 engine is shut down anticipate slow/no chute; undercarriage emergency lowering is inoperative unless windmilling at more than 30% RPM

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