

Undercarriage Fails to Lower — continued**Nosewheel Red**

Request visual inspection

Speed Increase to 280 knots

Apply positive and negative g

If nosewheel red persists:

Normal selector ... Ensure DOWN

◀ Speed 200 knots ▶

Emergency selector ... Pull and hold at furthest extent

◀ *If no visual inspection or if nosewheel is visually confirmed down:*

Assume nosewheel is down

Land normally; have groundlocks fitted

If visual inspection confirms nosewheel not down:

Barrier Down

Arresting cables ... Ensure de-rigged. If fast end cable still rigged, touch down beyond it

Flaps UP

Ventral tank (F3/T5) Jettison (Card 24)

Canopy Jettison above 200 knots

Flaps DOWN

After touchdown:

Brake chute Stream

Maximum aerodynamic braking

Lower nose before tailplane effectiveness is lost

Engines Keep running until ground locks fitted ▶

Two Green Lights Only

◀ One or more legs with neither red nor green light indicated

Bulk changeover ... Check

Request visual inspection

If UC appears fully down, or no visual inspection available, but three thumps felt during lowering:

Speed 200 knots ▶

Emergency selector ... Pull and hold to furthest extent

Land as soon as practicable

*If UC not confirmed fully down:*Carry out actions for **Mainwheel Red** (Card 25) or **Nosewheel Red** (above) as appropriate

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A close-up photograph of a red aircraft fuselage. A grey fabric cover is draped over a section, with the text "LIGHTNING MK. 1", "COVER PITOT HEAD", and "EB2-88-511" printed on it in black. To the right, a rectangular metal plate is mounted on the red surface with four screws. The background shows the curved structure of the aircraft and several rivets.

LIGHTNING MK. 1
COVER PITOT HEAD
EB2-88-511