

EMERGENCY DRILLS

RELIGHTING

1. If mechanical failure, DO NOT RELIGHT

L.P. and H.P. Off
cocks

Booster pumps Off
and all non-essential
electrics

2. Flame out (R.p.m. below 3,000)

Throttle Closed

H.P. cock Off

L.P. cock On

Booster pumps On

Electrics All non-essential
off

Height Reduce below
30,000 ft.

Speed To give 1,200
windmilling
r.p.m.

Open H.P. cock at same time
pressing relight button (30 secs.
max.).

Increase power carefully.

ACTION IN THE EVENT OF FIRE

1. Close throttle immediately.
2. If light remains on
L.P. and H.P. Off
cocks
Booster pumps Off
Airspeed Minimum
Press extinguisher button.
3. Light goes out if fire out. DO NOT RELIGHT.
Glide 210 k. Approach 150 k.
4. If fire persists, abandon.

ABANDONING

1. Reduce speed.
2. Jettison hood above 140 k.
3. Retract GGS.
4. Feet in footrests.
5. Hands on firing handle
6. Head back hard on rest.
7. Pull handle over face.
8. Drogue fires automatically.
9. Auto separation below 10,000 ft.
10. Failure of auto separation
 - (i) Operate override D-ring.
 - (ii) Operate seat harness release.
 - (iii) Raise flap and grasp parachute D-ring.
 - (iv) Fall clear and pull D-ring.

ELECTRICS FAILURE

1. Both generator failure lights come on.
2. Switch off all non-essentials.
3. Batteries last 9 min. max. with radar off.
4. Without batteries
 - No trim
 - No selectors
 - No fuel gauges
 - No flying instruments
 - No booster pumps.
5. Aileron and elevator power remain as last selected.

POWERED CONTROLS FAILURE

1. ENGINE UNDER POWER, ELECTRICS O.K.
Reduce to 250 k. or 0.80M.
Switch aileron and elevator power OFF before landing.
2. ENGINE WINDMILLING, ELECTRICS O.K.
Electrical failure possible if r.p.m. below 3,700.
Aileron and elevator power OFF before electrics fail.
3. ENGINE WINDMILLING OR SEIZED, ELECTRICS U/S.
If aileron and elevator power ON, exhaust accumulators before landing.

RESTRICTED EMERGENCY DRILLS (continued)

UNDERCARRIAGE EMERGENCY (See Para. 76 NOTE)

1. Reduce speed.
2. Pull emergency control to lower undercarriage.

3. Emergency Up on ground, rotate selector button clockwise and press/DO NOT USE IN FLIGHT.

FLAPS EMERGENCY

- (See Para. 76 NOTE)
- Lower fully down only by pulling emergency control.

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF

Trim	Tailplane 1½ nose-down Rudder—neutral Ailerons— neutral, lock on
Fuel	Booster pumps ON Fuel pressure indicator black H.P. cock ON and locked L.P. cock ON Transfer indicators black Contents
Flap	Up (40° for shortest run)
Instruments	Check and set
Oxygen	On NORMAL— and reaching mask, blinkers operating
Hydraulics	Flying controls in power Indicators black Warning light out
Harness	Tight and locked
Hood	S H U T (not OFF) Clutch LOCKED Cockpit pressure ON

FINAL CHECKS FOR LANDING

Reduce speed to below 230 knots.

Brakes	Main supply 3,000 ± 150 lb./sq. in. 1,500 lb./sq. in. at each wheel
Airbrakes	In. Indicator black
Undercarriage	Down. Three green lights
Flaps	As required Fully down on final
Fuel	Contents Both booster pumps ON
Harness	Tight and locked

APPROACH SPEEDS (runway threshold)

Max. wt.	130 k.
Light wt.	125 k.
FLAPLESS LANDING	+ 5 to 10 k.

INSTRUMENT APPROACH CIRCUIT

BASE LEG

GLIDE PATH

ENGINE LIMITATIONS

Take-off and operational necessity (10 mins.)	...	8,600 ± 50	660° C.
Intermediate (30 mins.)	8,400	620° C.
Max. continuous	8,200	580° C.

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