

## MANUAL REVERSION

Max. speed	250K or 0.80M
Tailplane trim	Zero stick force
Aileron trim	Neutral
Trim guard	Release
Selectors	Power OFF, elevator followed by aileron

## ACTION IN THE EVENT OF FIRE

1. Close throttle immediately.
  2. If light stays on  
L.P. and H.P. cocks OFF  
Booster pumps OFF  
Airspeed Minimum
  3. Press extinguisher button.
  4. If fire goes out, light goes out.
  5. Do not relight.
  6. Carry out forced landing.
- IF FIRE PERSISTS—ABANDON.

## ELECTRICS FAILURE

1. If one generator fails, keep r.p.m. above 4,000 and avoid use of non-essential electrics.
2. If both generators fail, batteries last 9 mins. max. without radar. After that no electrical selection.
3. Action:—  
Switch off all non-essential electrics.  
Set tailplane to zero  $\frac{1}{2}$  N.U.  
Reduce height if necessary.  
If hydraulics O.K., leave flying controls in Power.  
If hydraulics suspect and Mod. 502 not fitted select Manual before batteries exhausted.  
Lower u/c and flaps on emergencies.

## HYDRAULICS FAILURE

1. Complete failure  
Drop tanks Jettison if fuel therein  
Flying controls Select Manual:  
(1) If auto-reversion occurs  
or (2) Before joining circuit  
U/c and flaps Lower on emergencies  
Wheel brakes Limited use only
2. Partial failure  
As above, but if Mod. 502 not embodied select Manual if electrical failure is likely. If electrics have failed before partial hydraulic failure and Mod. 502 not embodied, prepare to abandon.

## ENGINE FAILURE

1. Seizure  
Close throttle. Turn off L.P. and H.P. cocks, switch off booster pumps.  
Switch off non-essential electrics.  
Set tailplane to zero.  
Carry out forced landing, or abandon.
2. Flame out  
Close throttle, turn off H.P. cock.  
Leave L.P. cock on.  
Booster pumps off.  
Non-essential electrics off.

## RELIGHTING

Height	Below 35,000 ft.
Max. speed	200 knots above 25,000 ft. 0.8M below 25,000 ft.
Battery master	ON
Engine master	ON
Ignition	ON
Booster pumps	ON

Press relight button (30 secs. max.) and open H.P. cock simultaneously. Release button when r.p.m. rise to idling.

## FAILURE TO RELIGHT

Turn off H.P. and L.P. cocks.  
Switch off all electrics (including booster pumps).  
Set tailplane to zero.  
Carry out forced landing, or abandon.

## FORCED LANDING

Best gliding speed	210 knots
Airbrake	IN
H.P. and L.P. cocks	OFF
Booster pumps	OFF
Tailplane	Zero
All non-essential electrics	OFF
Power controls:	Select Manual:

(1) Before electrics fail if Mod. 502 not fitted, or  
(2) If auto-reversion occurs or  
(3) Before joining circuit  
Plan a Manual approach. Overhead at 6,000–7,000 ft. Downwind at 4,000 ft. Airspeed 175 knots. When certain of reaching touchdown point select full flap. Cross threshold at 150 knots.

Inside  
back  
cover  
A.L.2

**RESTRICTED**  
**EMERGENCY DRILLS—contd.**

**UNDERCARRIAGE AND FLAPS EMERGENCY**

1. Hydraulic dumping if electric and hydraulic power available and Mod. 428 not fitted.
2. Once either service lowered on emergencies cannot be raised again.
3. Flaps lower fully down only.
4. Undercarriage UP on ground only after normal down selection.

**ABANDONING**

1. Jettison hood above 140K and retract G.G.S. (if Mod. 281 not fitted).
2. Feet from rudder pedals, in foot rests (if fitted). Head back on rest.
3. Pull blind handle.
4. Auto-separation at or below 10,000 ft.
5. If Auto-separation fails operate override D-ring and seat harness release. Raise flap and grasp ripcord D-ring. Push clear of seat and pull D-ring.

**CHECK LISTS**

**FINAL CHECKS FOR TAKE-OFF**

Trim	Tailplane Clean—neutral 38° Flap } Inboard } 1° N.U. Stores } Outboard } Stores—½° N.U.
Fuel	Rudder and ailerons neutral, trim lock engaged. Spring feel neutral. Booster pumps ON or AUTO (MANL with ungauged wing tanks and/or d.t.'s). Warning lights (when fitted) out. Fuel press indicator black. H.P. cock ON and locked L.P. cock ON. Transfer indicators black. Contents.
Flaps	Up (38° with stores).
Instruments	Check and set. Pressure head heater ON.

**FINAL CHECKS FOR LANDING**

Outside back cover A.L.3

Airbrake	In. Indicator black.
Undercarriage	Down below 230K. Three greens.
Flaps	As required. Fully down on final.
Fuel	Contents. Both booster-pumps ON (AUTO or MANL unmodified a/c.)
Harness	Tight and locked.
Brakes	Main supply 2,850 ± 150 lb./sq. in. 1,500 lb./sq. in. at each wheel.

**THRESHOLD SPEEDS**

At max. weight	135K
At light weight	130K

**INSTRUMENT APPROACH**

	Speed	Flap	R.p.m.
DOWNWIND	170/180	23°	6,600
BASE LEG	170/180	23°	6,600
GLIDE PATH	150/160	Full	6,600

**ENGINE LIMITATIONS**

(Mk. 121)

Take-off (10 mins.)	8,100 ± 50 690° C.
Intermediate (30 mins.)	7,950 655° C.
Max. continuous	7,700 625° C.
Min. approach	4,500
Ground idling	3,000 ± 100 525° C.

Oxygen	100% (17D), or NORMAL (17E), Emergency Switch central. Blinkers operation.
Harness	Tight and locked.
Hood	SHUT (not OFF). Clutch LOCKED. Cockpit pressure ON. (OFF in conditions of high humidity.)
Hydraulics	Flying controls in Power. At 4,500 r.p.m. apply full aileron and elevator and ensure that the magnetic indicators remain black. Warning light out.

Outside back cover A.L.3

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