

EMERGENCY DRILLS

MANUAL REVERSION

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

ELECTRICS FAILURE

1. If both generators fail, batteries last 10 mins. max. without radar. After that no electrical selection.
2. Action:—
 Switch off all non-essential electrics.
 Set tailplane to zero, *to zero, 1/2 nose-up*.
 Interconnection OFF.
 Reduce height if necessary.
 If hydraulics O.K., leave flying controls in Power.
 Lower u/c and flaps on emergencies.

Non-essential

electrics	OFF
Throttle	Closed
Battery master	ON
Engine master	ON
Ignition	ON
Booster-pumps	ON

Press relight button (30 secs. max.) and simultaneously set H.P. cock OPEN. Release button when engine lights up. When r.p.m. rise to idling increase power carefully.

FAILURE TO RELIGHT

Turn off H.P. and L.P. cocks.
 Switch off all electrics (including booster-pumps).
 Set tailplane to 1/2 nose-up.
 Interconnection OFF.
 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	1/2 nose-up
	Interconnection OFF
All non-essential electrics	OFF
Power controls	Select Manual:
	(1) If auto-reversion occurs
	or (2) Before joining circuit.

Plan a Manual approach. Overhead at 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.

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.

Inside back cover—Hydraulics Failure —A.L.I

HYDRAULICS FAILURE

1. Drop tanks Jettison if fuel therein.
2. Flying controls Select Manual:
 (1) If auto-reversion occurs
 or (2) Before joining circuit.
3. U/c and flaps Lower on emergencies.
4. Wheel brakes Limited use only.

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 1/2 nose-up.
 Interconnection OFF.
 Manual reversion is likely.
 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 K. above 25,000 ft.
	0.8 M. below 25,000 ft.

RESTRICTED EMERGENCY DRILLS—(contd.)

UNDERCARRIAGE AND FLAPS EMERGENCY

1. Once either service lowered on emergencies cannot be raised again.
2. Flaps lower fully down only.
3. Undercarriage UP on ground can only be selected after a normal down selection.

ABANDONING

1. Withdraw feet, head back on rest.
2. Pull blind or secondary handle.
3. Auto-separation at or below 10,000 ft.
4. If auto-separation fails, operate override D-ring and then pull manual separation lever.
5. Push clear of seat and pull ripcord D-ring.
Min. height/speed—100 ft./120 K.

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF

Trim	Tailplane— Clean—neutral 38° Flap and/or inboard stores—1° nose-up 38° Flap and outboard stores—1/2° nose-up. Interconnection ON Spring feel neutral. Rudder and ailerons neutral, trim lock engaged. ON or STDBY.
Autostabiliser	
Fuel	Booster-pumps ON. Warning lights out. L.P. warning light out. H.P. cock ON and locked. L.P. cock ON. Drop tanks inds. black (if fuel in outboard d.t.'s). Contents.
Flaps	Up (38° with stores).
Instruments	Check and set. Pressure head heater ON. 100%—reaching mask. Emergency toggle central Magnetic indicators operating.
Oxygen	
Hood	SHUT. Green light on. Indicators locked. Cockpit pressure On. (OFF in high humidity). Tight and locked.
Harness	
Hydraulics	Pressure 2,850 ± 150 lb./ sq. in. 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.

FINAL CHECKS FOR LANDING

Speed below 230 K.	
Airbrake	In. Indicator black.
Undercarriage	Down. Three greens.
Flaps	As required. Fully down on finals.
Fuel	Contents. Both booster-pumps ON.
Harness	Tight and locked.
Brakes	Pressure, operation, off. Main supply 2,850 ± 150 lb./sq. in. 1,500 lb./sq. in. at each wheel.

THRESHOLD SPEEDS

At max. weight	135 K.
At light weight	130 K

INSTRUMENT APPROACH

	R.p.m.	Speed	Flap	Action
QGH	6,600	280 K.	23°	A/B out
Slow	6,500	Reduce to	23°	U/c
descent		200 K.		down
Level	6,900	Reduce to	23°	—
		160 K.		
Glide path	6,900	150/160 K.	Full	—

ENGINE LIMITATIONS

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

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