

## PART IV

### EMERGENCIES

#### 49. Undercarriage and flaps emergency operation

In the event of failure of the engine driven hydraulic pump the handpump on the left of the seat can be used to operate the undercarriage and flaps through the normal pipelines. (See paragraphs 8, 9 and 10.)

NOTE.—The handpump will not operate the dive brakes.

#### 50. Sliding hood jettisoning

The sliding hood can be jettisoned by first pulling smartly on the rubber knob, fitted on the top centre of the windscreen, and then pulling back the yellow release lever mounted on the right-hand cockpit wall forward of the hood crank handle.

NOTE.—On later, and pressurised cabin aircraft, the rubber knob is not fitted, and it is only necessary to operate the canopy jettisoning handle. In all cases before jettisoning the hood, the seat should be lowered fully and the pilot should keep his head well down.

#### 51. Fire-extinguisher

- (i) The engine fire-extinguisher is controlled by a shielded pushbutton on the electrical panel on the right-hand cockpit wall. There is a shielded engine fire warning light just forward of the pushbutton.
- (ii) Should fire become apparent in the engine nacelle,
  - (a) the high pressure fuel cock lever should at once be set to FUEL OFF
  - (b) the throttle should be closed fully
  - (c) speed should be reduced as far as practicable by opening the dive brakes and pulling up the nose of the aircraft before the extinguisher is operated.

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### 52. Ditching

- (i) Whenever possible the aircraft should be abandoned by parachute rather than ditched, since model tests indicate that, in any but the calmest seas, the ditching qualities will be very poor.
- (ii) If ditching is inevitable,
  - (a) the sliding hood should be jettisoned,
  - (b) the undercarriage should be kept retracted, but the flaps should be lowered 40° to reduce the touch down speed as much as possible,
  - (c) the safety harness must be tightly adjusted and the R/T plug must be disconnected,
  - (d) if power is available, it should be used to help make the touch down in a tail down attitude at as low a forward speed as possible,
  - (e) ditching should be along the swell or into wind if the swell is not steep,
  - (f) when contact with the water is made the tailplane will probably break off and the aircraft will tend to bounce.

NOTE.—When modification 173 is incorporated to special order, introducing 100 gallon drop tanks (airship shape), these tanks must be jettisoned prior to ditching.

### 53. Emergency equipment

A crowbar is stowed in spring clips on the left-hand side of the bulkhead behind the pilot's seat.

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