

# EMERGENCY DRILLS

## ACTION IF FIRE OCCURS.

1. Close throttle immediately.
2. Turn OFF H.P. and L.P. cocks.
3. Switch OFF booster-pump.
4. Reduce airspeed and press extinguisher button.
5. Turn OFF cockpit pressure.
6. Carry out forced landing. If fire persists—abandon.

## ENGINE FAILURE.

### 1. Mechanical

Throttle	Closed.
H.P. & L.P. cocks	OFF
Booster-pump	OFF
Non-essential electrics	OFF

Do not attempt to relight.  
Carry out forced landing.

### 2. Flame-out

Throttle	Closed.
H.P. cock	Off
Non-essential electrics	OFF

## RELIGHTING (if booster coil fitted)

Reduce airspeed to safe minimum.

Booster-pump	ON
Throttle	Closed.
H.P. cock	$\frac{3}{4}$ open.

Press booster coil button for 15 seconds max.

When relight occurs move H.P. cock slowly to open position.

Dive aircraft to help engine accelerate.

If light up does not occur do NOT attempt further relight.

## FORCED LANDING

Glide at 140 knots.

Jettison hood and stores.

Use flap as desired.

Cross threshold at 110 knots.

(If Grd./Flt. switch set to GROUND it must be set to FLIGHT if fire extinguisher is required.)

## DITCHING (in ideal conditions).

Jettison hood.

Jettison all external stores.

Lower flaps 10° only.

Approach with engine assistance if available.

Touch down 10 knots above normal speed.

Avoid nose-up attitude.

Rate of descent minimum at touch-down.

## ABANDONING.

Trim nose-heavy, invert and fall out.

## DROP TANK, BOMB AND HOOD JETTISON

D.T.'s & Bombs. Below 260 K. straight and level.

Hood. Minimum practical airspeed. Head well down.

## UNDERCARRIAGE AND FLAPS EMERGENCY

Use handpump after normal selection.

Flap selector neutral before lowering U/C.

## RELIGHTING (if time switch fitted)

1. Altitude Below 30,000 ft.

Airspeed 150 Knots (Min)

Booster-pump ON

Throttle Closed.

H.P. cock OFF

Non-essential electrics OFF

2. Rotate time switch fully to ON. Open H.P. cock. Relight should occur within 20 secs. Diving after relight reduces risk of high j.p.t. and assists in increasing r.p.m.

3. If relight fails try again after 60 secs. (30 secs. in emergency). ...

4. If several relight attempts are unsuccessful try with throttle open—close throttle immediately after relight.

# RESTRICTED

## CHECK LISTS

<p><b>CHECKS BEFORE TAKE-OFF.</b></p> <p>Trim            Neutral.</p> <p>Fuel            Contents. H.P. and L.P. cocks ON. Booster-pump ON (warning light out.)</p> <p>Flaps           Up. or take-off posi-                   tion. Airbrakes in.</p> <p>Instruments    Check and set. Pres-                   sure head heater                   ON.</p> <p>Oxygen         ON.</p> <p>Harness        Tight and locked.</p> <p>Hood            Lanyard attached.                   Hood fully closed.</p>	<p><b>CHECKS BEFORE LANDING.</b></p> <p>Brakes         Pressure - operation                   OFF.</p> <p>Airbrakes      In.</p> <p>Undercarriage Down (below 175                   Kts.). Three green                   lights.</p> <p>Fuel            Contents.</p> <p>Flaps           As required (below                   155 Kts.)</p> <p>Cockpit pressure OFF.</p> <p>Hood seal      OFF.</p> <p>Harness        Tight and locked.</p> <hr/> <p style="text-align: center;"><b>THRESHOLD SPEEDS</b></p> <p>Max. weight    95 Knots.</p> <p>Flapless        105 Knots.</p> <hr/> <p style="text-align: center;"><b>INSTRUMENT APPROACH</b></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 10%;">Speed</th> <th style="width: 10%;">Flap</th> <th style="width: 20%;">R.p.m.</th> </tr> </thead> <tbody> <tr> <td>DOWNWIND</td> <td>140K</td> <td>½</td> <td>8500</td> </tr> <tr> <td>BASE LEG</td> <td>115K</td> <td>½</td> <td>8500</td> </tr> <tr> <td>GLIDE PATH</td> <td>105K</td> <td>Full</td> <td>8500</td> </tr> </tbody> </table>		Speed	Flap	R.p.m.	DOWNWIND	140K	½	8500	BASE LEG	115K	½	8500	GLIDE PATH	105K	Full	8500
	Speed	Flap	R.p.m.														
DOWNWIND	140K	½	8500														
BASE LEG	115K	½	8500														
GLIDE PATH	105K	Full	8500														

## ENGINE LIMITATIONS

Take-off and operational necessity (30 mins.)	10,200 r.p.m.*	745° C. (680° C. without Mod. 404)
Max. continuous	9,700 r.p.m.	620° C.
Ground idling	3,000 ± 200 r.p.m.	600° C.
*10,000 above 25,000 ft. in climb, or above 35,000 ft. in level flight.		

RESTRICTED

This file was downloaded  
from the RTFM Library.

Link: [www.scottbouch.com/rtfm](http://www.scottbouch.com/rtfm)

Please see site for usage terms,  
and more aircraft documents.

