

EMERGENCY DRILLS

ENGINE FAILURE

(a) Mechanical

Throttle SHUT

H.P. & L.P. Cocks SHUT

Booster pump Off

Non-essential
electrics Off

Do not attempt to relight.

(b) Drop in engine speed. Throttle back and put isolating switch ON within 4 secs. Leave switch at ON until after landing. Use throttle carefully.

(c) Flame-out

Throttle SHUT

H.P. cock SHUT

Non-essential
electrics Off

RELIGHTING

Altitude Below 25,000 ft.

Airspeed 170-180 knots

Throttle SHUT

H.P. cock SHUT

Non-essential
electrics Off

Isol. switch ON (if defective
fuel system)

Booster pump ON

Press relight button and open H.P. cock simultaneously keeping button pressed. When relit dive aircraft if possible to reduce j.p.t. Use throttle carefully.

If relight fails try again after 60 secs. (30 sec. in emergency). If several relight attempts are unsuccessful, try with throttle OPEN. Close throttle immediately after relight.

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 to 150 knots and press extinguisher button.
5. Set oxygen to emergency and turn off cockpit pressure. If fire persists—abandon.

ABANDONING (Min. height/ speed—200 ft./120K) (level flight)

1. Reduce speed to 180 knots.
2. Set parachute container fully aft.
3. Lower seat and visor.
4. Retract GGS and jettison hood.
5. Feet from rudder pedals.
6. Grasp firing handle.
7. Head back hard on rest.
8. Pull handle over face.

Drogue fires automatically—auto-separation below 10,000 ft.

Failure of auto-separation.

1. Discard face screen and disconnect oxygen.
2. Pull override D-ring.
3. Operate seat harness quick release.
4. Disengage restraining straps.
5. Raise flap and grasp parachute D-ring.
6. Fall clear and pull D-ring.

Failure to eject.

1. Retract airbrakes.
2. Pull override D-ring.
3. Invert aircraft.
4. Release safety harness (captain last).

UNDERCARRIAGE AND FLAPS EMERGENCY A.L.1

Select service and use the handpump or, if Mod. 3627 embodied, move EMERGENCY HYDRAULICS lever aft.

Flaps neutral and windscreen wiper OFF before lowering undercarriage.

CRASH LANDING

1. Jettison hood and external stores.
2. If power available make normal approach with u/c as required.
3. Power off-glide 160 knots. Manoeuvre at 140 knots.
4. Lower flap as required.
5. Cross threshold at 105 knots.

DITCHING

1. Jettison hood and external stores.
2. Lower flaps 10° and use engine approach if possible.
3. Touch down 10 knots above normal. Avoid nose-up attitude.
4. Keep rate of descent at touchdown to a minimum.

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H.P. cock	SHUT
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H.P. cock	SHUT
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RESTRICTED

CHECK LISTS

CHECKS BEFORE TAKE-OFF		CHECKS BEFORE LANDING	
Trim	Neutral.	Airbrakes	In.
Airbrakes	In.	Undercarriage	DOWN (below 175 knots).
Fuel	H.P./L.P. cocks fully on. Fuel pressure warning lights out. Contents. Booster pump ON F.P.I. switch OFF (see para. 53 (c)).	Fuel	Contents.
Flaps	UP, indicated up (or 30° if drop tanks are fitted).	Flaps	As required (below 155 knots for 30°, below 145 knots for full flap).
Instruments	A/H OFF flag away, erected. Mk. 4F compass synchronised, annunciating. T. & S. OFF flag away, correct functioning. Magnetic indicator black. Pitot head heater—ON.	Harness	Tight and locked.
Oxygen	Fully ON. Contents. Emergency OFF. High flow. Connections checked.	Brakes	Check U/c—Three green lights. Pressure—ON—OFF—Exhausting.
Hood	Closed and locked D.V. panels shut.	THRESHOLD SPEEDS	
Harness	Tight and locked.	Max. weight	105 knots.
		T.S.L.	100 knots.
		Flapless	115 knots.
		INSTRUMENT APPROACH	
		R.P.M.	Speed
		Action	
		Q.G.H.	7,000 250 A/B Out
		Level	8,200 140 $\frac{1}{3}$ flap
		Glide Path	8,200 120/130 u/c Down
			$\frac{1}{2}$ flap
ENGINE LIMITATIONS			
Take-off and operational necessity (30 mins.)	*10,600 r.p.m.	710°C
Max. continuous	10,250 r.p.m.	630°C
Ground Idling	3,000 ± 200 r.p.m.	600°C
*10,500 r.p.m. above 25,000 ft. in climb, or above 35,000 ft. level flight.			

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