

PART IV

EMERGENCIES

48. Undercarriage and flaps emergency operation

In the event of failure of the engine-driven hydraulic pump and exhaustion of the accumulator pressure, the handpump on the left of the seat can be used to operate the undercarriage and flaps through the normal pipe lines with the appropriate selector in the required position.

49. Flapless landing

The aircraft requires a long run for a flapless landing and the approach should be low and fairly flat. Make the initial approach at 120 knots aiming to cross the airfield boundary at 105 knots. Speed drops off slowly and very little power is required.

50. Wing drop tank and bomb jettisoning

To jettison the wing drop tanks or bombs and carriers, the pilot should pull up the lever (25) marked JETTISON DROP TANKS positioned on the left of the pilot's seat.

51. Canopy jettisoning

Before pulling the jettison lever, the speed should be reduced as far as practicable, the seat should be lowered fully, and the pilot should keep his head well down.

52. Engine fire-extinguisher

The engine fire-extinguisher is operated by a shielded pushbutton on the electrical panel. An engine fire warning light is positioned on the instrument panel, either to the left, or in place of the generator warning light. The latter is then repositioned inboard and above the r.p.m. indicator.

On some aircraft the fire warning light may indicate either a split in the air casing or a fire in the nacelle. If, however, the engine is throttled, the light should go out in 3 to 4 seconds indicating a split air casing, in which case it is safe to use the engine to continue the flight although when power is increased, the light will come on again. If on closing the throttle the light does not go out after 3 to 4 seconds, it indicates a fire in the nacelle independent of a split air casing, and the normal fire action should be taken.

53. Crash landing

- (i) Open the canopy.
- (ii) Tighten and lock the safety harness.
- (iii) Keep the undercarriage retracted.

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- (iv) Maintain a speed of 130 knots while manoeuvring with the flaps up.
- (v) Do not lower the flaps fully until it is certain that the landing ground can be reached under full control.
- (vi) Make the final approach under power, if available.
- (vii) If time permits before the impact and if not already done, turn off the high-pressure cock.

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54. Parachute and ditching drill

- (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 poor.
- (ii) If the aircraft is to be abandoned, the following drill should be carried out.
 - (a) Initiate the distress procedure on R/T.
 - (b) Check dinghy pack secure, emergency oxygen supply connected and on (if applicable).
 - (c) Lower seat, and keeping head well down, jettison canopy.
 - (d) Detach R/T lead, main oxygen supply, and stow leads away.
 - (e) Reduce speed as much as possible, trim nose heavy, invert the aircraft and release the safety harness.
- (iii) If ditching is inevitable:—
 - (a) The canopy should be jettisoned.
 - (b) Wing drop tanks and external stores should be jettisoned.
 - (c) The undercarriage should be kept retracted, but the flaps should be lowered 40° to reduce the touch down speed as much as possible.
 - (d) The safety harness should be tightly adjusted and the R/T and oxygen leads disconnected.
 - (e) If power is available, it should be used to help make the touchdown in a taildown attitude at as low a forward speed as possible.
 - (f) Ditching should be along the swell or into wind if the swell is not steep.
 - (g) When contact with the water is made, the tailplane will probably break off and the aircraft will tend to bounce.

55. Emergency equipment

- (i) A crowbar is stowed in spring clips on the port side of the bulkhead behind the pilot's seat.
- (ii) A signal pistol is located in a bayonet fitting on the floor to the right of the pilot's seat. The cartridges are stowed to the left of the pilot's seat.

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