

P.C.U. FAILURE

1. Suspected failure
Reduce speed to 160 knots. Select **EMERGENCY** on f.f.p.s. After touchdown, close H.P. cock immediately to prevent engine stall.
2. Actual failure
Select **EMERGENCY** on f.f.p.s. Throttle back to Flight Idle. Reduce speed, and select 8,000 r.p.m. Land with **EMERGENCY** selected. Close H.P. cock immediately after touchdown.

RELIGHTING

1. If mechanical failure stop engine by closing H.P. cock and feathering propeller.
2. Flame-out
H.P. cock Close immediately
Throttle **GROUND IDLE**
F.F.P.S. **EMERGENCY**
Ignition Trip on, check
switch green light on
Airspeed 130-150 Kts.
H.P. cock Open and press
starting pitch
button button.
Throttle Release when
r.p.m. rise by
500
Throttle Open carefully
when r.p.m.
above 2,700. If
r.p.m. follow
throttle move-
ment, relight is
successful

NOTE.—Maximum altitude for relighting is 15,000 ft., minimum 2,500 ft.

FORCED LANDING

- Engage F.F.P.S. if engine still turning. If engine windmilling, feather propeller.
Manoeuvre at 160 Kts.
Lower full flap when landing certain.
Roundout at 130 Kts. (Min.).
If F.F.P.S. will not engage, longitudinal control will not be possible below 160 Kts. If propeller will not feather, abandon the aircraft.

ACTION IN EVENT OF FIRE

1. **ENGINE FIRE** warning light
Reduce power immediately. If no further evidence of fire continue flight at reduced power and land as soon as possible. If fire occurs, close H.P. cock and operate extinguisher. If fire persists abandon.
2. **JET PIPE** warning light
Close H.P. cock and operate extinguisher.
If fire persists, abandon.

ABANDONING

1. Reduce speed.
2. Jettison hood.
3. Retract G.G.S.
4. Parachute container fully back.
5. Feet in footrests.
6. Hands on firing handle.
7. Head hard back on rest.
8. Pull handle over face.
9. Drogue gun fires automatically.
10. Auto separation below 10,000 ft. (Mk. 2B seat only).
11. Failure of auto separation (Mk. 2B seat only).
 - (a) Operate override D-ring.
 - (b) Operate seat harness release.
 - (c) Raise flap and grasp parachute D-ring.
 - (d) Fall clear and pull D-ring.

DITCHING

- Do not lower flaps.
Manoeuvre at 160 knots.
Ditch at 130 knots.
Do not touchdown nose-up.

UNDERCARRIAGE AND FLAPS EMERGENCY

- Lower undercarriage and flaps (fully) by emergency control.

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF

Trimmers	All neutral
Throttle	Friction tight (catapult only)
Airbrakes	CLOSED
Fuel	H.P. cock fully ON Tank selector OUTER WING Pressure warning light out
Flaps	TAKE-OFF
Wings	Spread and locked Master control lever fully forward All warning lights out and indicators flush with wings. Check full aileron movement
Instruments	Set (inverters ON and indicator black)
Oxygen	High
Chartboard	Locked (catapult)
Hood	Locked as required
Harness	Tight and locked in rear position
Tailwheel	Locked

FINAL CHECKS FOR LANDING

Brakes	Off, check pressure
Airbrakes	CLOSED
Undercarriage	DOWN and locked Green lights on Tail wheel LOCKED (airfield) UNLOCKED (carrier)
Propeller	F.F.P.S. NORMAL
Flaps	TAKE-OFF FULLY DOWN on final
Fuel	Contents
Harness	Tight
Hood	Locked as required

FINAL APPROACH SPEEDS

Normal airfield	105-110 Kts.
With asymmetric load	125 Kts.
Deck landing	100 Kts.
Flapless landing	120-125 Kts.

INSTRUMENT APPROACH

	Torque-meter	Flaps	IAS
PATTERN	120	Manoeuvre	150 K
FINAL	120	Take-off	140 K
GLIDE PATH	120	Down	120 K

ENGINE LIMITATIONS

Take-off and operational necessity (10 mins.)	...	8,000	590° C.
Intermediate (30 mins.)	...	7,800	560° C.
Maximum continuous	...	7,800	530° C.
Flight Idling	...	7,800	500° C.

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