

## CHECK LISTS

### FINAL CHECKS FOR TAKE-OFF

Trimmers	All neutral.		Turn and slip checked.
Throttles	Friction nut tight		D.C. and A.C. volts.
Airbrakes	IN.		J.P.T.'s and oil pressures.
Fuel	Pump isolation switches NORMAL. H.P. cocks ON, friction nut tight Contents. L.P. pumps all ON. Fuel pressure warning lights out.	Oxygen	Contents: connected and flowing; emergency connected, check with crew. Cabin pressure ON, heat as required.
Flaps	L.P. cock and pump circuit-breakers made Selected and indicating UP.	Hatches	D.V. panel closed, entrance door jettison handle UP and strapped, normal handle locked. Master safety switches on—check with crew.
Instruments	Pressure head, D.V. panel and vent valve heaters ON. Canopy sandwich de-mist as required. Canopy internal de-mist OFF. Inverter indicator black. Artificial horizon erected, button out. Altimeter set. Mk. 4B synchronized—check E2A with navigator.	Harness	Tight and locked—check with crew.

NOTE.—If control locks have been used for taxiing do not pressurize the cabin until the locks have been placed inside the aircraft and entrance door closed. Test controls for freedom and check trimmers.

### FINAL CHECKS FOR LANDING

Brakes	Pressure 2,000 lb./sq. in. min. and off.	Fuel	Contents — all L.P. cocks and pumps ON.
Airbrakes	IN.		
Undercarriage	Down below 190 kts. Check three green lights	Harness	Tight and locked.

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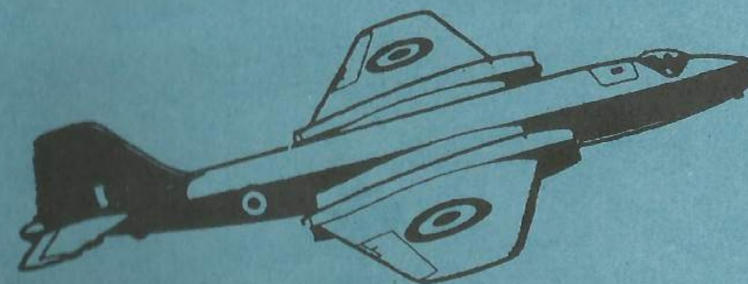
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A.P.4326B.—P.N.

## PILOT'S NOTES

# CANBERRA

B.2



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### NOTES TO USERS

These Notes are complementary to A.P.129 (6th Edition), Flying, and assume a thorough knowledge of the chapters which are relevant to the operation of this type of aircraft.

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### AMENDMENTS

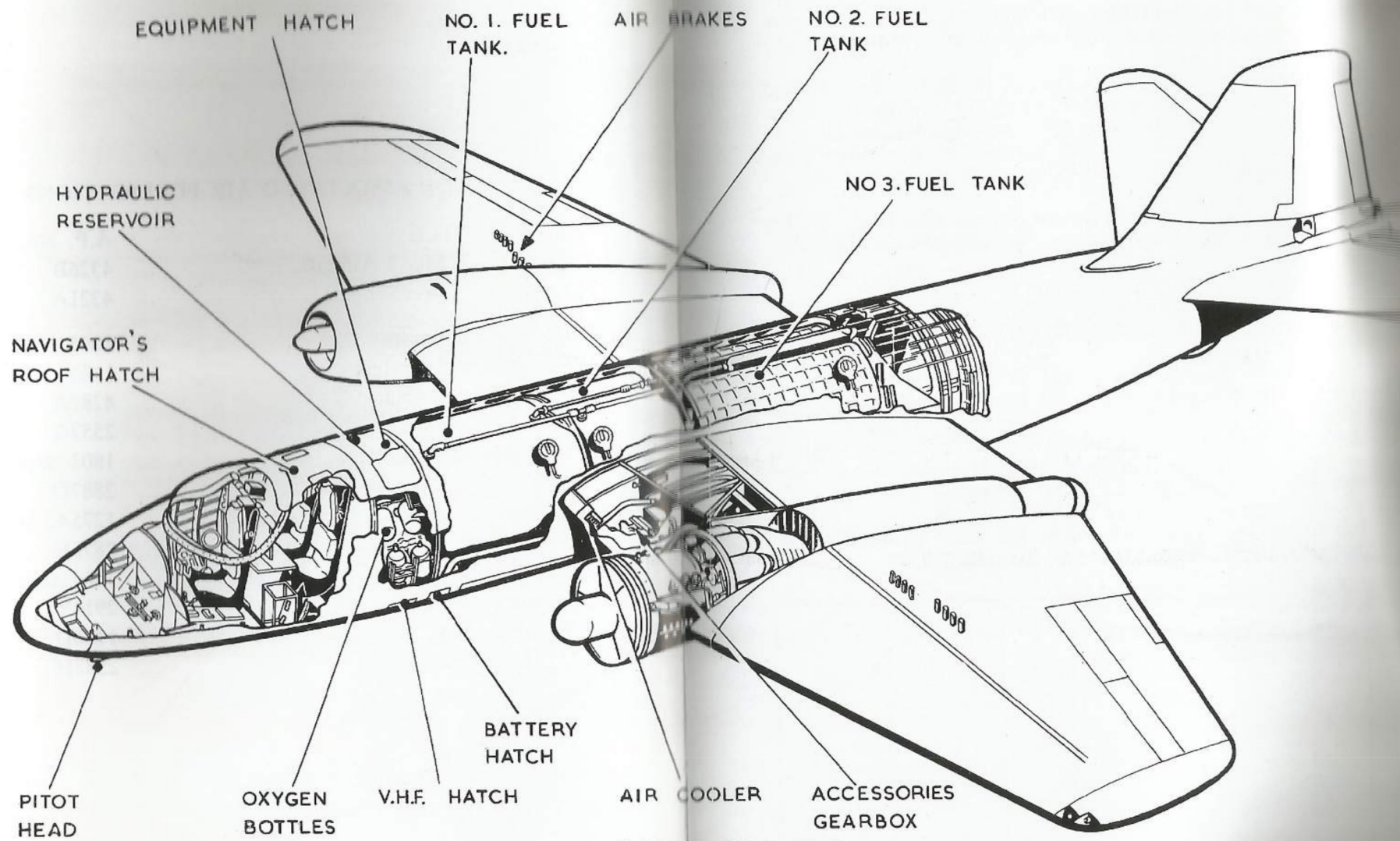
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CANBERRA B.2



## LIST OF ASSOCIATED AIR PUBLICATIONS

TITLE	A.P. No.
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## CANBERRA B. 2

This edition supersedes the second edition issued in September, 1953.

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A.P.4326B—P.N.  
*Pilot's Notes*

## CANBERRA B.2

### PART I

## DESCRIPTIVE

NOTE.—Throughout this publication the following conventions apply:—

- Words in capital letters indicate the actual markings on the controls concerned.
- The numbers quoted in brackets after items in the text refer to the illustrations in Part VI.
- Unless otherwise stated all airspeeds and Mach numbers quoted are "Indicated".

## INTRODUCTION

- The Canberra B.2 is a light bomber powered by two Avon Mk. 1 engines, each of 6,500 lb. static thrust. The cabin is pressurized and provides accommodation for a crew of three seated in ejection seats. There is an alternative position in the nose for the air bomber, but no provision is made for his ejection from this station. Bombs are carried in a bay in the belly of the fuselage, and provision is made for carrying a camera in the rear fuselage. A variable incidence tailplane is fitted. There is no auto-pilot.
- The pilot's controls and instruments are grouped as follows:—
  - In front of the pilot on the instrument panel (fig. 3);

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