

## PART VI

### ILLUSTRATIONS

#### KEY TO FIGURE 1

1. Switches, from left to right:—  
Rebecca  
Orange Putter (Rear warning)  
Gee-H
2. Switches, from left to right:—  
No. 4 inverter  
No. 4/No. 5 inverter changeover  
No. 5 inverter start  
No. 5 inverter stop
3. Circuit-breakers, from left to right:—  
"Pilot's services"  
Port generator field  
Starboard generator field  
Armament services (B.(I)6)
4. Port generator switch
5. Starboard generator switch
6. Circuit-breakers for No. 1 tank pumps and cocks
7. Circuit-breakers for No. 2 tank pumps and cocks
8. Circuit-breakers for No. 3 tank pumps and cocks
9. Circuit-breakers for integral tanks pumps and cocks

#### KEY TO FIGURE 3

10. Bomb/flare doors position indicator (black closed, white open)
11. Bomb/flare doors switch
12. Bomb/flare jettison switch
13. Ventilated suit supply shut-off valve
14. Orange putter control unit
15. Oxygen regulator
16. Bomb/flare doors emergency opening lever
17. Air-conditioning diffuser
18. Press-to-call nav. switch
19. Radio compass mixer box
20. Red floodlamps dimmer switch
21. Take-off panel (see figure 2)
22. Canopy de-misting control valve
23. Flap position indicator

24. Undercarriage emergency lowering control
25. Wing tip tanks jettison pushbutton (guarded)
26. Flap selector
27. Undercarriage position indicator
28. Undercarriage selector pushbuttons
29. Throttle levers
30. Air-conditioning louvre
31. Canopy jettison switch
32. Throttles friction adjuster
33. H.P. cocks friction adjuster
34. H.P. cock levers
35. Tailplane incidence, coarse control switch (inoperative)
36. Wing clearing switch (B.(I)6)
37. Rudder trimmer switch
38. Aileron trimmer switch
39. External lighting switches, from right to left:—  
External lights master  
Ident. lights STEADY  
Ident. lights MORSE  
Landing lamp  
Taxi lamps  
Navigation lights
40. Control column snatch unit lever (under flap)
41. Engine anti-icing switches and indicators (hidden by seat back)

#### KEY TO FIGURE 4

42. Aileron trim position indicator
43. Ventilating air louvre
44. Radio altimeter limit lights
45. Rudder trim position indicator
46. Tailplane incidence indicator
47. Radio altimeter
48. Machmeter
49. Radio compass bearing indicator
50. Main instrument panel port U/V lamps dimmer switch
51. Main instrument panel port red floodlamps dimmer switch
52. Rear warning indicator (Orange Putter)
53. Pilot's oxygen supply remote blinker
54. Main instrument panel emergency lamps switch
55. No. 2 inverter failure indicator
56. Standby compass (under flap)
57. Main instrument panel starboard red floodlamps dimmer switch
58. Dual jet pipe temperature gauge
59. Main instrument panel starboard U/V lamps dimmer switch
60. Engine fire-extinguisher pushbuttons
61. Fuselage fuel tank and bomb bay warning light
62. Air-conditioning mixing valve position indicator



63. Cabin pressure warning horn override switch (guarded)
64. Cabin altimeter.
65. Hydraulic pressure gauge
66. Brakes hydraulic pressure gauge
67. Air-conditioning mixing valve control switch
68. Engine air switches
69. Starboard integral tank L.P. pump switch (guarded)
70. Fuselage tanks starboard L.P. pump switches, from top to bottom:—  
     No. 1 tank  
     No. 2 tank  
     No. 3 tank (guarded)
71. Starboard engine fuel pressure warning light
72. Fuselage tanks port L.P. pump switches, from top to bottom:—  
     No. 1 tank  
     No. 2 tank  
     No. 3 tank (guarded)
73. Port engine fuel pressure warning light
74. Accelerometer
75. Port integral tank L.P. pump switch (guarded)
76. Air-conditioning louvre
77. Compass/D gyro changeover switch
78. Starboard engine starter pushbutton
79. Gee-H indicator lights
80. Starboard engine ignition switch
81. Turn-and-slip indicator emergency supply switch
82. V.H.F. controllers
83. Port engine ignition switch
84. Port engine starter pushbutton
85. Master starting switches
86. Radio altimeter height band selector

#### KEY TO FIGURE 5

87. D.C. voltmeter
88. Generator failure warning lights
89. Radio compass bearing indicator and phase failure indicator lamps dimmer switch
90. Phase-failure indicator No. 2/No. 3 inverter output selector switch
91. Phase-failure indicator
92. Oxygen contents gauges
93. Entrance door jettison lever

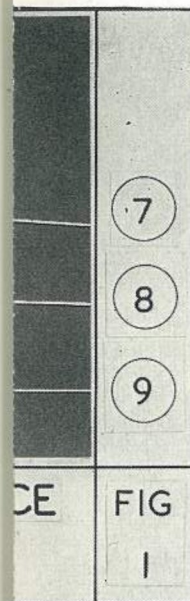
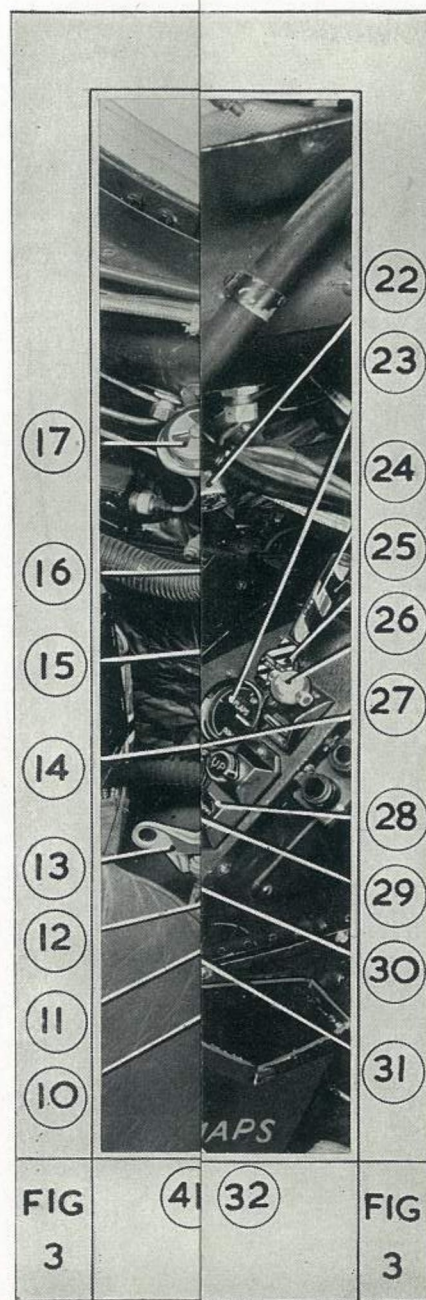
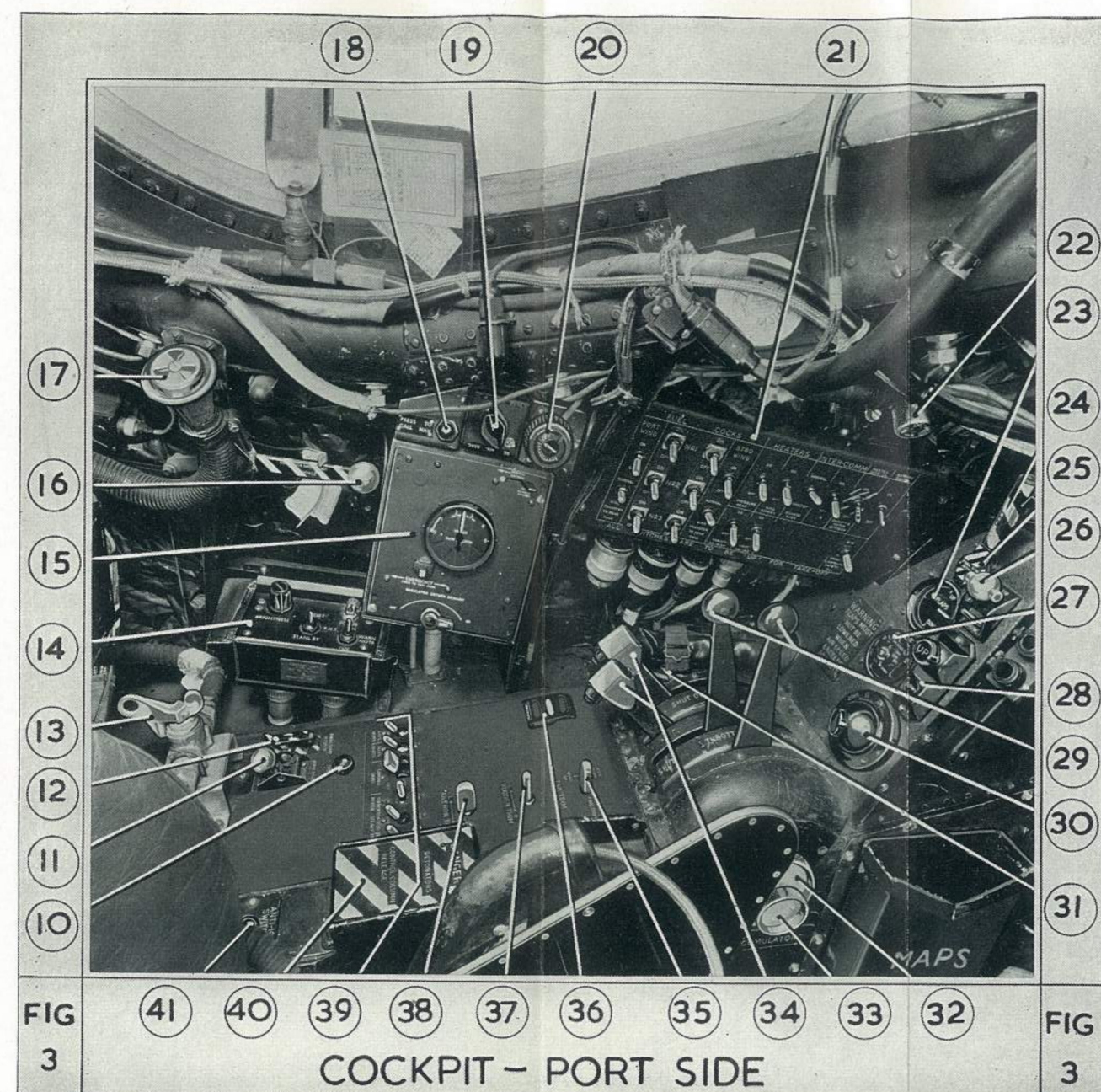
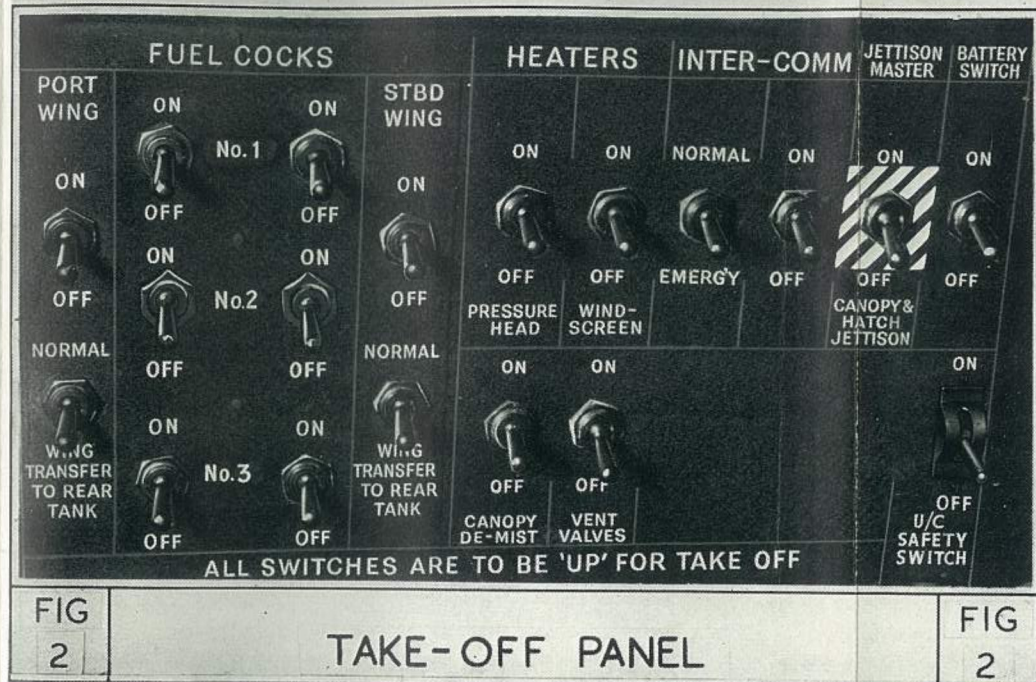
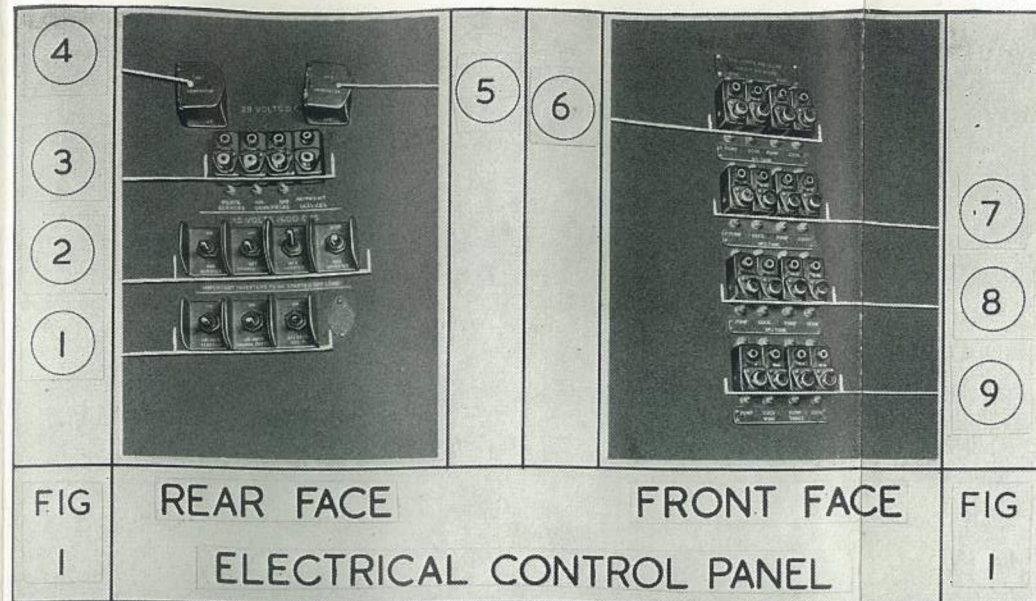


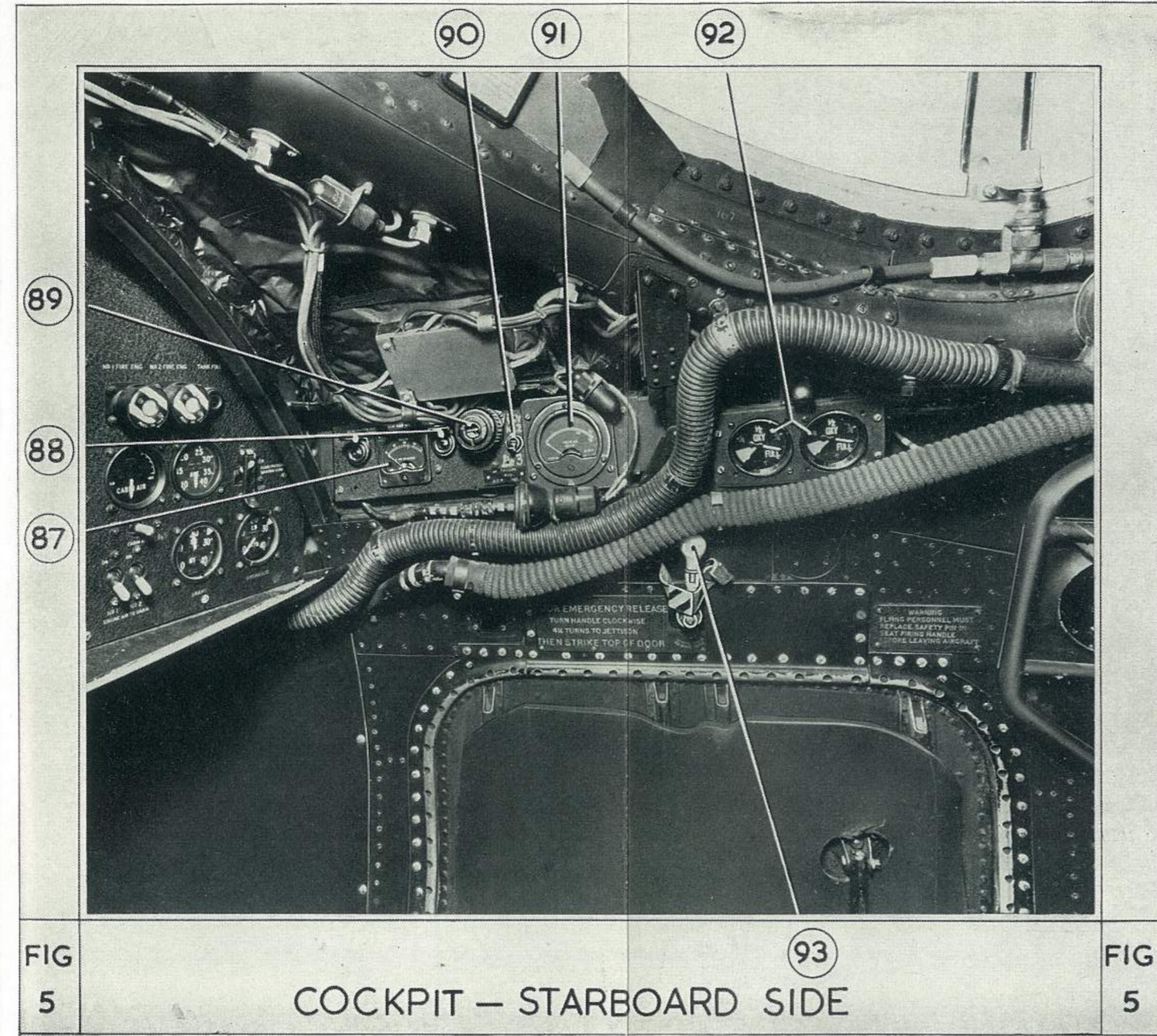
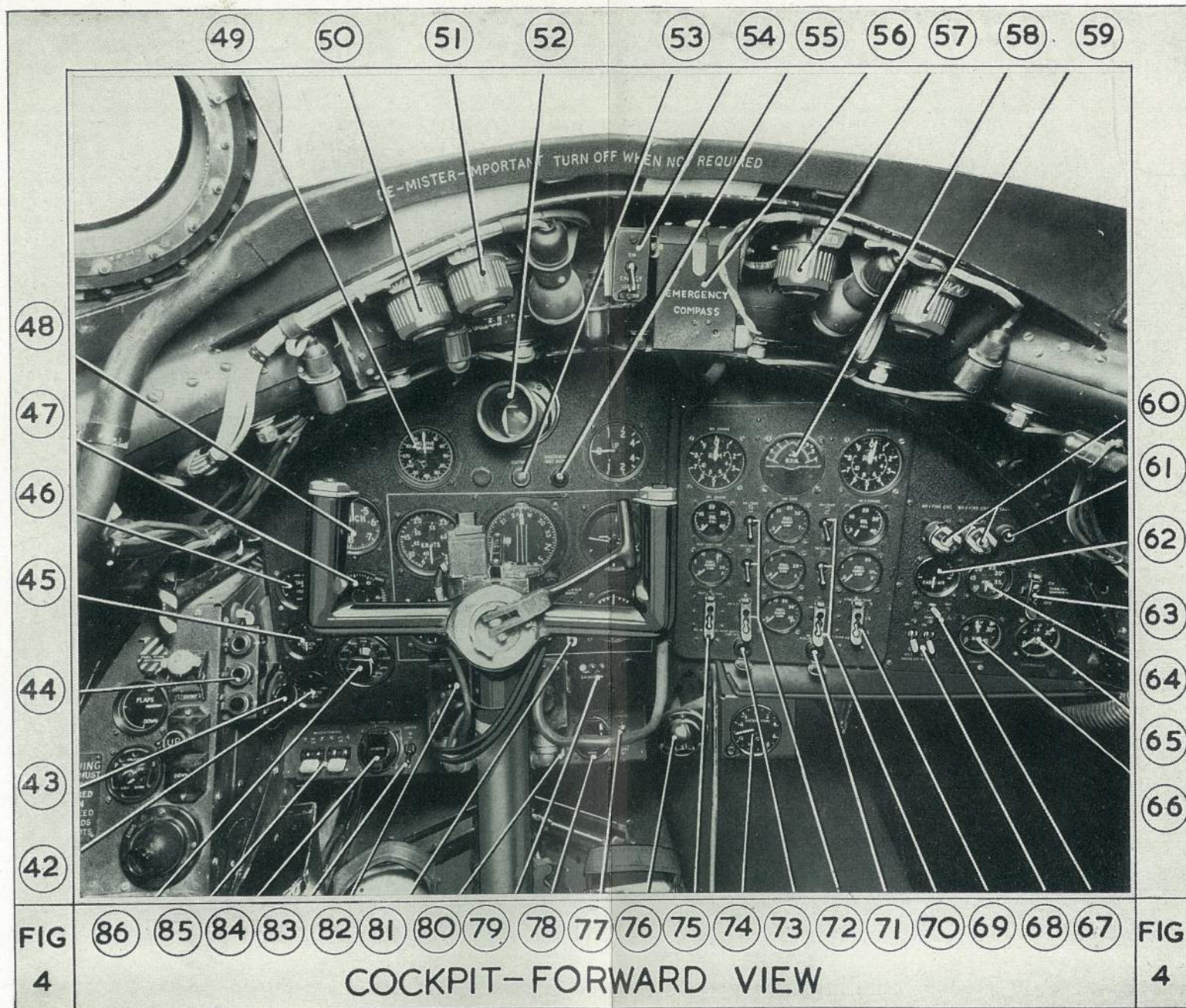
FIG  
2













## VITAL DRILLS

### RELIGHTING

1. If mechanical failure or fire, do not relight.
2. H.P. cock closed.
3. Altitude below 35,000 ft. speed below 200 knots. If below 25,000 ft. no speed restriction.
4. At least one L.P. cock and pump on, fuel warning light out.
5. Throttle fully closed.
6. Press relight button and open H.P. cock.
7. When r.p.m. rise release button.
8. Increase power smoothly when r.p.m. stabilised.

NOTE.—If no rise in r.p.m. within 30 secs. release relight button, close H.P. cock, reduce altitude if necessary and try again after two minutes.

### ABANDONING

1. Pilot checks jettison master switch ON.
2. Navigator and bomb-aimer jettison hatch (above 150 knots) and then eject.
3. Pilot operates snatch unit and then ejects through canopy.

### PRESSURISATION FAILURE AT ALTITUDE

1. Pilot warns crew IMMEDIATE DESCENT orders EMERGENCY OXYGEN.
2. Throttles fully closed.
3. Airbrakes OUT.
4. Bomb/flare doors open.
5. Descend at 0.79 M.
6. Below 40,000 feet engine air switches OFF, reduce altitude to 30,000 feet or below.

### ENGINE FIRE

1. Close L.P. and H.P. cocks immediately.
2. Engine air switch OFF.
3. Reduce speed as much as possible.
4. Press fire-extinguisher pushbutton.
5. Generator and engine air switch off.
6. Light goes out if fire goes out. DO NOT ATTEMPT TO RELIGHT.

### OXYGEN FAILURE AT ALTITUDE

1. Operate emergency oxygen bottle supply.
2. Disconnect main oxygen supply.
3. Descend to safe altitude.

## INSTRUMENT APPROACH

### ALL UP WEIGHT 30,000 lb.

	R.p.m.	U/c.	Flap	I.A.S. (knots)
Pattern .. .. .	6,300	Down	Up	140
Final .. .. .	6,300	Down	Up	140
Glide path .. .. .	6,300	Down	Down	115 reducing to 100

### ALL UP WEIGHT 40,000 lb.

Pattern .. .. .	6,600	Down	Up	150-160
Final .. .. .	6,600	Down	Up	150-160
Glide path .. .. .	6,500	Down	Down	150 reducing to 110

### ALL UP WEIGHT 40,000 lb. ONE ENGINE

Pattern .. .. .	6,700	Up	Up	160
Final .. .. .	6,700	Up	Up	160
Glide path .. .. .	6,700	Down	Up	150
Glide path, 3 miles ..	6,700	Down	Down	reducing to 120



# RESTRICTED

## CHECK LISTS

### FINAL CHECKS FOR TAKE-OFF

Take-off panel	All switches up.		with standby compass. Turn and slip indicator D.C. voltage. J.p.t.'s and oil pressures.
Trimmers	Tailplane to T.O. or neutral. Rudder and aileron neutral.	Oxygen	Contents, connected and flowing: emergency connected—check with crew.
Throttles	Friction nut tight.	Hatches	D.V. panel closed, entrance door jettison handle up and strapped, normal handle locked.
Airbrakes	IN.	Heating	Engine air switches ON, mixing valve as required.
Fuel	Contents. H.P. cocks ON, friction nut tight. L.P. pumps—All ON. Integral transfer cocks NORMAL. L.P. cocks—All ON. Circuit-breakers for all L.P. cocks and pumps made. Fuel pressure warning lights out.	Harness	Tight and locked—check with crew.
Bomb/flare doors	Closed.	Flying controls	Full and correct movement.
Instruments	Instrument supply indicator black. Phase-failure indicator. Artificial horizon erected, button out. Altimeter set. Mk. 4B compass annunciating and synchronised with navigator's—Check	Armament safety plug (B.(1)6)	In.
		NOTE.—If control locks have been used for taxiing do not pressurise the cabin until the control locks have been placed in the aircraft and the entrance door closed. Test the controls for full and correct movement and check the operation of the flaps and trimmers as required.	

### FINAL CHECKS FOR LANDING

Before joining the circuit check:—		Undercarriage DOWN, three green lights	
Fuel	Contents. L.P. cock and pump switches of tanks with fuel remaining ON and circuit-breakers made.	Bomb/flare doors	Closed.
After joining the circuit reduce speed to 170 knots and check:—		Harness	Tight and locked—check with crew.
Airbrakes	IN.	Brakes	Operation and off pressure 2,200 lb./sq. in. (minimum).

### ENGINE LIMITATIONS

Take-off and operational necessity (10 mins.)	7,950 ± 50	680° C.
Intermediate (30 mins.)	7,750	620° C.
Max. continuous	7,500	575° C.
Ground idling	2,750 ± 100	530° C.
Oil pressure, Normal at 7,500—20 lb./sq. in.; Min. at 7,500 and over—15 lb./sq. in.		