

EMERGENCY DRILLS

RELIGHTING

1. If mechanical DO NOT RELIGHT.

L.P. and H.P. cocks	Off
Booster pump and all non-essential electrics	Off

2. Flame-out

H.P. cock	Closed
L.P. cock	On
Throttle	Closed
Height	Below 30,000 ft.
Speed	180-250k

Press relight button and open H.P. cock, keeping button pressed for 20-25 seconds.

When at idling r.p.m., increase power carefully.

ACTION IN THE EVENT OF FIRE

1. Close throttle immediately.

2. If light remains on:—

L.P. and H.P. cocks	Off
Booster pump	Off
Airspeed	Minimum
Cockpit pressure	Off

3. Press extinguisher button.

Light goes out if fire is extinguished.

4. If fire persists, abandon aircraft.

ABANDONING

1. Trim nose-heavy.

2. Invert aircraft

3. Fall out. Navigator first followed by pilot.

HYDRAULICS FAILURE

1. Audio warning sounds.

2. Aileron power failure warning light comes on.

3. Select manual below 0.82M.

HYDRAULICS FAILURE (contd.)

4. DESCENT

Reduce speed below 200 knots. Lower undercarriage (by handpump if necessary).

Descend at not more than 220 knots.

Lower full flap before glide path is reached.

5. Brakes pressure sufficient for landing. If necessary, charge accumulator by handpump.

UNDERCARRIAGE EMERGENCY

1. Lower by normal selection.

2. If unsuccessful, use handpump. (Up to 115 strokes may be necessary.)

3. Emergency up on ground by first operating override and then raising normal selector lever.

FLAP EMERGENCY

Lower by normal selection or by handpump.

HOOD JETTISON

1. Pull jettison handle. If hydraulics U/S, use handpump.

2. If unsuccessful:—

Pull handle at right of hinge. Open hood normally, keeping hand unclenched.

LOSS OF CABIN PRESSURE

1. If above 42,000 ft. select EMERGENCY OXYGEN.

2. Descend below 42,000 ft. (or if already below)

Emergency oxygen	Off
Select 100% on regulator.	

Do not fly above 40,000 ft. for more than 15 mins. or at 38-40,000 ft. for more than 30 mins.

RESTRICTED

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF		FINAL CHECKS FOR LANDING	
Trim	Elevator neutral	Brakes	Pressure, operation, Off
Throttle	Friction adjusted	Airbrakes	IN
Airbrakes	IN	Under-carriage	Down (Below 220 k.) Three green lights
Fuel	L.P. cock ON H.P. cock ON (catch engaged) Booster pump ON Fuel pressure indicator black	Fuel	Contents
		Flaps	As required
		Harness	Tight and locked
Flap	30° down	APPROACH SPEEDS (runway threshold)	
Instruments	Check and set, main inverter failure indicator black Pressure head heater ON	Max. weight 115 K.
		Normal weight 110 K.
Oxygen	On and reaching mask Blinkers operating	INSTRUMENT APPROACH	
Pressurization	OFF, HOT or REDUCE	DOWNWIND	
		7,500 r.p.m.	½ flap 150/155 K.
Hood	Closed and locked	FINAL	
Harness	Tight and locked	7,500 r.p.m.	½ flap 140/145 K.
Flying controls	Ailerons in power Warning light out Full, free and correct movement	GLIDE PATH	
		7,500 r.p.m.	½ flap* 125/130 K.
		* Flaps may be lowered fully when runway comes into view.	

ENGINE LIMITATIONS

Take-off and operational necessity (30 mins.)	10,250 r.p.m.*	760° C.
Max. continuous	9,750 r.p.m.	660° C.
Approach idling	5,000 (min.) r.p.m.	—
Ground idling	3,000 ± 200	450° C.
* Reduce to 10,100 above 25,000 ft. in climb or 35,000 ft. in level flight.		

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

