

EMERGENCY DRILLS

RELIGHTING

H.P. cock Closed

H.P. pump On, if fuel system defect
isolating suspected
switch

Throttle Closed

Height Below 30,000 ft.

Speed 180 to 250K

Turn on ignition time switch, or, press
relight button and open H.P. cock
keeping button (if fitted) pressed for
15-20 seconds.

When relight achieved and idling
r.p.m. reached 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.

HYDRAULICS FAILURE

1. Audio warning sounds and red light
comes on.
2. Select manual below 0.82M.
3. DESCENT
Reduce speed below 220 K.
Lower undercarriage (by handpump
if necessary).
Descend at not more than 220
knots.
Lower full flap before glide path is
reached.

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 hand-
pump.

LOSS OF COCKPIT PRESSURE

1. Set emergency lever on Oxygen
regulator to ON.
2. Turn valve on type J mask to "H"
to inflate waistcoat.
3. Descend rapidly to below 35,000 ft.
4. When below 35,000 ft. switch OFF
emergency lever, return mask valve
to normal and select HIGH
FLOW.

JETTISONING HOOD

1. Speed 110-300 knots.
2. Lower head to level of coaming.
3. Pull jettison handle.

ABANDONING

1. Reduce speed.
2. Jettison hood.
3. Fire seat gun by pulling blind over
face.

IF EJECTION SEAT FAILS:—

1. Pull first "D" ring on parachute
harness.
2. Trim nose heavy and invert after
releasing safety harness.
3. When clear of aircraft, pull second
"D" ring.

IF AUTO-SEPARATION FAILS:—

1. Pull first "D" ring.
2. Release parachute restraining
straps.
3. Release safety harness.
4. Pull second "D" ring.

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF

Trim	Neutral
Airbrakes	In
Fuel	H.P. and L.P. cocks ON Contents Booster pump on Pressure warning light out H.P. pump isolating switch as required
Flaps	UP (30° with full tip tanks)
Instruments	Check and set Mk. 4F compass switch ON Pitot head heater ON
Oxygen	On
Hood	Shut. Handle locked with lanyard attached (if fitted) Hood seal cock OFF
Harness	Tight and locked
Flying controls	Aileron selector POWER warning light out All controls:—full free and correct movement

FINAL CHECKS FOR LANDING

Brakes	Check pressure Off
Airbrakes	In
Under-carriage	Down 3 green lights
Fuel	Contents H.P. pump isolating switch OFF (except in emergency)
Flaps	As required
Harness	Tight and locked
Hood	Closed Hood seal OFF

APPROACH SPEEDS

(runway threshold)

Max. weight	105K
Normal weight	100K
Flapless	120K

INSTRUMENT APPROACH

DOWNWIND		
8,000 r.p.m.	½ flap	145K
BASE LEG		
8,000 r.p.m.	½ flap	120K
GLIDE PATH		
7,000 r.p.m.	½ flap*	115K

*Flaps may be lowered fully and speed reduced when runway comes into view.

ENGINE LIMITATIONS

Take-off and operational necessity (30 mins.)	...	10,250 r.p.m.*	725°C.
Max. continuous	9,750 r.p.m.	625°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.

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