

## VITAL DRILLS

## ENGINE FAILURE

1. If mechanical failure DO NOT RELIGHT

Throttle                      Shut  
H.P. and L.P.                Closed.

Booster pump                Off.  
Non-essential               Off.  
  electrics

2. Flame-out

Attempt relight immediately. If no relight within 10 seconds

Throttle                       $\frac{1}{2}$  open (shut if isolating switch ON)

H.P. cock                      Closed.  
Non-essential               Off.  
  electrics

Booster pump                On if immediate relight to be made, otherwise off.

## HYDRAULICS FAILURE

1. Audio warning sounds and red light comes on.

2. Select Manual below 0.82M.

3. DESCENT

Reduce speed below 220 knots.

Lower undercarriage (by handpump if necessary).

Descend at not more than 220 knots.

Lower full flap before glide path is reached.

## UNDERCARRIAGE EMERGENCY

- (a) Lower by normal selection.

If unsuccessful, use handpump.

(Up to 115 strokes may be necessary.)

- (b) Emergency up on ground by first operating override and then raising normal selector lever.

## RELIGHTING

Height                        Below 40,000 ft. if isolating switch OFF.

Below 30,000 ft. if isolating switch ON.

Speed                        180-250 kts.

Windmilling speed        Not more than 1,800 r.p.m.

Non-essential               Off.  
  electrics

Throttle                       $\frac{1}{2}$  open (shut if isolating switch ON)

Ground/flight switch        FLIGHT.

H.P. pump isolating switch    As required.

Booster pump                On.

Press relight button and open H.P. cock quickly, keeping button pressed 15-20 seconds. Close throttle when r.p.m. rise or after 5-6 seconds. Open throttle carefully when idling r.p.m. attained.

## FLAP EMERGENCY

Lower by normal selection and handpump.

## LOSS OF COCKPIT PRESSURE

1. Set emergency lever of oxygen regulator to ON.

2. Turn valve on type J mask to "H" to inflate waistcoat.

3. Descend rapidly to below 30,000 ft.

4. When below 30,000 ft. switch OFF emergency lever, return mask valve to normal and select HIGH FLOW.

## JETTISONING HOOD

1. Lanyard attached to handle. } If Mods. 1042, 1043 not embodied.

2. Open hood one inch. }

3. Pull jettison handle, keeping head below coaming.

## ABANDONING

1. Reduce speed.

2. Jettison hood or eject through.

3. Fire seat gun by pulling blind over face.

## IF EJECTION SEAT FAILS:—

1. Pull first D-ring on parachute harness.

2. Trim hose-heavy, invert and release 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.

## ENGINE FIRE

1. Close throttle immediately.

2. If light remains on:—

L.P. and H.P.                Off.  
  cocks

Booster pump                Off.

Airspeed                    Minimum.

Cockpit                      Off.  
  pressure

3. Press extinguisher button.

Light goes out if fire is extinguished.

4. If fire persists, abandon aircraft.

RESTRICTED

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF		FINAL CHECKS FOR LANDING	
Trim	Aileron: Neutral. Elevator: Neutral (clean or with empty tip tanks) ½ div nose-down (full tip tanks)	Airbrakes	IN.
Airbrakes	IN.	Undercarriage	Lever fully down, safety catch engaged. 3 green lights.
Fuel	H.P. and L.P. cocks on. Contents. Booster pump on. Pressure warning light out. H.P. pump isolating switch ON.	Brakes	Pressures, off. Contents.
Flaps	UP (20° with full tip tanks).	Fuel	H.P. pump isolating switch OFF (except in emergency).
Instruments	Check and set. Mk. 4F compass switch ON. Pressure head heater ON.	Flaps	As required.
Oxygen	ON. Reaching mask.	Harness	Tight and locked.
Hood	Shut. Handle locked with lanyard attached (if fitted). Hood seal cock OFF.	Hood	Closed. Hood seal off.
Harness	Tight and locked.	<b>APPROACH SPEEDS</b> (runway threshold)	
Flying controls	Aileron selector POWER, warning light out. All controls:—Full and correct movement.	Max. weight	.. .. . 105K
		Normal weight	.. .. . 100K
		Flapless	.. .. . 120K
		<b>INSTRUMENT APPROACH</b>	
		<b>DOWNWIND</b>	
		8,000 r.p.m.	¼ flap 14'
		<b>BASE LEG</b>	
		8,000 r.p.m.	½ flap 12'
		<b>GLIDE PATH</b>	
		7,000 r.p.m.	¾ 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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R-Type Mk2  
pressure breathing  
mask

R-Type mask  
used on Dominie  
by RAF until 2011  
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