

EMERGENCY DRILLS

MANUAL REVERSION

Max. speed	250K or 0.80M
Tailplane trim	Zero stick force
Aileron trim	Neutral
Trim guard	Release
Selectors	Power OFF, elevator followed by aileron

ENGINE FAILURE

1. Seizure
Close throttle. Turn off L.P. and H.P. cocks, switch off booster pumps.
Switch off non-essential electrics.
Set tailplane to zero.
Carry out forced landing, or abandon.
2. Flame out
Close throttle, turn off H.P. cock.
Leave L.P. cock on.
Booster pumps off.
Non-essential electrics off.

ACTION IN THE EVENT OF FIRE

1. Close throttle immediately.
2. If light stays on
L.P. and H.P. cocks OFF
Booster pumps OFF
Airspeed Minimum
3. Press extinguisher button.
4. If fire goes out, light goes out.
5. Do not relight.
6. Carry out forced landing.
IF FIRE PERSISTS—ABANDON.

ELECTRICS FAILURE

1. If one generator fails, keep r.p.m. above 4,000 and avoid use of non-essential electrics.
2. If both generators fail, batteries last 9 mins. max. without radar. After that no electrical selection.
3. Action:
Switch off all non-essential electrics.
Set tailplane to zero.
Reduce height if necessary.
If hydraulics O.K., leave flying controls in Power.
If hydraulics suspect, select Manual before batteries exhausted.
Lower u/c and flaps on emergencies.

RELIGHTING

Height	Below 35,000 ft.
Max. speed	200 knots above
	25,000 ft.
	0.8M below
	25,000 ft.
Battery master	ON
Engine master	ON
Ignition	ON
Booster pumps	ON

Press relight button (30 secs. max.) and open H.P. cock simultaneously. Release button when r.p.m. rise to idling.

FAILURE TO RELIGHT

Turn off H.P. and L.P. cocks.
Switch off all electrics (incl. booster pumps).
Set tailplane to zero.
Carry out forced landing, or abandon.

FORCED LANDING

Best gliding speed	210 knots
Airbrake	IN
H.P. and L.P. cocks	OFF
Booster pumps	OFF
Tailplane	Zero
All non-essential electrics	OFF
Power controls:	Select Manual: (1) Before electrics fail or (2) If auto-reversion occurs or (3) Before joining circuit

Plan a Manual approach. Overhead at 6,000-7,000 ft., downwind at 4,000 ft. Airspeed 175 knots. When certain of reaching touchdown point select full flap.
Cross threshold at 150 knots.

HYDRAULICS FAILURE

1. Complete failure
Flying controls Select Manual:
(1) If auto-reversion occurs or (2) Before joining circuit
U/c and Flaps Lower on emergencies
Wheel brakes Limited use only
2. Partial failure
As above, but select Manual if electrical failure is likely. If electrics have failed before partial hydraulic failure, prepare to abandon.

REMINDER:—If impossible to clear stick jam in flight select POWER OFF immediately.

EMERGENCY DRILLS (Contd)

UNDERCARRIAGE AND FLAPS EMERGENCY

1. Hydraulic dumping if electric and hydraulic power available.
2. Once either service lowered on emergencies cannot be raised again.
3. Flaps lower fully down only.
4. Undercarriage UP on ground only after normal down selection.

ABANDONING

1. Jettison hood above 140K. Retract GGS.
2. Feet in foot rests, head back on rest.
3. Pull blind handle.
4. Auto separation at or below 10,000 ft.
5. If auto-separation fails, operate override D-ring and seat harness release.

Raise flap and grasp ripcord D-ring. Push clear of seat and pull D-ring.

CHECK LISTS

FINAL CHECKS FOR TAKE-OFF

Trim	Tailplane $1\frac{1}{2}$ ° nose down. Rudder and ailerons neutral, trim lock engaged.
Fuel	Booster pumps ON or AUTO. Warning lights (when fitted) out. Fuel press indicator black. H.P. cock ON and locked. L.P. cock ON. Transfer indicators black. Contents.
Flaps	Up.
Instruments	Check and set.
Oxygen	As required, reaching mask, blinker operating.
Hood	SHUT (not OFF). Clutch LOCKED. Cockpit pressure ON (OFF in conditions of high humidity).
Harness	Tight and locked.
Hydraulics	Pressure 3,000 lb./sq. in. Flying controls in Power. At 4,500 r.p.m. apply full aileron and elevator and ensure that the magnetic indicators remain black. Warning light out.

FINAL CHECKS FOR LANDING

Speed below 230K.	Airbrake	In, Indicator black.
Undercarriage	Down.	Three greas.
Brakes	Main supply 3,000 ± 150 lb./sq. in.	1,500 lb./sq. in. at each wheel.
Flaps	As required.	Fully down on final.
Fuel	Contents.	Both booster-pumps ON or AUTO.
Harness	Tight and locked.	

THRESHOLD SPEEDS

At max. weight	135K
At light weight	130K

INSTRUMENT APPROACH

	Speed	Flap	R.p.m.
DOWNTWIND	170/180	40°	6,750
BASE LEG	170/180	40°	6,750
GLIDE PATH	150/160	Full	6,750

ENGINE LIMITATIONS (MK. 113)

Take-off (10 mins.)	$7,900 \pm 50$ 705°C.
Intermediate (9 mins.)	7,800 680°C.
Max. continuous	7,550 630°C.
Min. approach	4,500
Ground idling	$7,750 \pm 100$ 550°C.

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