

PART IV

EMERGENCY HANDLING

87. Action in the event of fire

(a) If the engine fire warning light comes on, the throttle should be closed immediately. If the light then goes out within 5 seconds, a hot gas leakage as distinct from a fire is indicated. It is safe to use the engine in this condition, but a landing should be made as soon as practicable. Reduced power should be used, but unless the power required is small the light will probably come on again. It is advisable, therefore, to throttle back every 5 minutes to check the light goes out in order to ensure that a fire has not started.

(b) Should the light remain on after throttling back, a fire is indicated. Should a fire occur; set:—

H.P. cock	OFF
L.P. cock	OFF
Booster-pumps	OFF

and quickly reduce airspeed to a practicable minimum. Then press the extinguisher pushbutton. Should the light remain on and the fire persist, the aircraft should be abandoned.

(c) If a satisfactory extinction has occurred the warning light should go out as the circuit is broken by the cooling of the flame switches. *The engine must not be restarted*, due to the risk of fire with the fire-fighting resources exhausted.

(d) Carry out forced landing procedure (see para. 92), or abandon.

88. Electrical system failures

(a) *Single generator failure*
If either generator fails, the output of the other is sufficient for non-combat flying provided that all non-essential electrical services are off.

(b) *Double generator failure*
If both generators fail, all electrical services will be supplied by the batteries. These, if fully charged, will maintain the following output before they fail (i.e., battery voltage below 16 volts).

Output—Amps.	..	150	125	100	75	50	38	25
Time—mins.	..	1½	2	3	5	10	18	40

NOTE.—When 2 24-volt batteries are fitted these times should be doubled.

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To assist the pilot in deciding which loads should be shed, if generator failure occurs, the following table lists the major services and the current they require.

Service	Load (amps.)	Service	Load (amps.)
Booster pumps ..	35	Pressure head heater ..	6
Radar ranging ..	30	Starter control (relighting) ..	6
A.C. inverters ..	15	Fuel contents gauge ..	4.5
Tailplane actuator ..	12	G.G.S. ..	4
Hood control ..	10	G.G.S. retraction ..	3.5
VHF sets ..	7.5	All other electrics ..	10
IFF set ..	6.5		
D.M.E. ..	6		
		Maximum flight load	156

NOTE.—The average flight load is 105 amps.

(c) Double generator and battery failure

Once the batteries are discharged, no electrical services may be operated, e.g. trim tab actuators, tailplane motors, electro-hydraulic selectors, etc. If the flying controls are in Power, selection of Manual will not be possible unless Mod. 502 has been embodied, in which case Manual may be selected by pushing the emergency selector buttons. In addition the fuel gauges, Mk. 4F compass and electrically-operated flight instruments will become unserviceable. The fuel booster pumps will cease operation, which may entail reduction in altitude and engine r.p.m. to ensure satisfactory engine running. (See para. 56 (f) (ii).) No relight facilities will be available when the batteries are fully discharged.

(d) Action in the event of double generator failure

- If complete generator failure occurs, switch off all non-essential electrical services to conserve the battery for as long as possible.
- Set the tailplane angle to zero incidence. (See Note 2 below.)
- Provided that the engine is running correctly and hydraulic pressure is normal the flying controls may be left in Power. The magnetic indicators will show white when the batteries are discharged although the controls will remain in Power.

NOTE.—1. If any doubt as to the serviceability of the hydraulic system exists, select Power OFF before the batteries are discharged, unless mod. 502 is incorporated.

- If it is necessary to descend more rapidly than at normal gliding speed, 15° flap may be used to increase the rate of descent, but the speed must not exceed 0.9 M and the tailplane incidence must be left at zero. Intermediate degrees of flap can only be selected if electric power is available. The pull force needed to reduce speed to 210 knots will be considerable in Manual.

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(e) Emergency operation of the tailplane

If the normal tailplane motor fails or "runs away", lift the cover of the standby switch on the port shelf and use that control. Rate of operation of the latter is about one-third that of the normal control. If complete electric failure occurs, control of the tailplane is impossible. It is important therefore to set the tailplane to zero incidence before the batteries are fully discharged.

(f) Aileron trim malfunction in Manual

- (i) When flying in Manual, should the aileron trim actuator malfunction resulting in full trim being applied with subsequent inability to rectify, carry out the following actions:—

89. Hydraulic system failures

(a) Complete hydraulic failure

Reduce speed below 200 knots.

Select elevator power ON.

If above 5,000 ft. select aileron power ON; if below 5,000 ft. leave ailerons in Manual (but see (iii) below).

Land as soon as possible.

- (ii) If a one-way restriction occurs when reselecting aileron power clear it in the normal way. If a both-ways restriction occurs reselect Manual immediately and remain in Manual.

- (iii) A landing in Manual with full aileron trim applied will be hazardous and should only be attempted if conditions are favourable.

89. Hydraulic system failures

(a) Complete hydraulic failure

- (i) Periodic checks of the triple pressure gauge should be made in flight and the central needle should normally read 2000 ± 150 lb./sq. in. If the reading drops substantially below this figure when no service is being operated, then hydraulic failure should be suspected. The red warning light, and the audio warning when Mod. 327 is fitted should come on if the pressure falls below 600 lb./sq. in.

- (ii) If the hydraulic supply pressure fails, there may be sufficient reserve in the power controls accumulators for a maximum of $3\frac{1}{2}$ full reversals of aileron and elevator, the actual reserve depending on the state of charge of the respective accumulators at the time of failure. However, even if no control movement is made, accumulator pressure will not be maintained for a long period, due to normal hydraulic component seepage. When the accumulators are exhausted the controls will revert automatically to Manual.

- (iii) A failure in the power controls hydraulic circuit, as distinct from supply failure, may lead to immediate and automatic Manual reversion when the pressure at the locking pawls has fallen well below that at which the warning light becomes illuminated.

- (iv) The wheel brakes accumulators provide sufficient pressure for brake operation during landing down to an accumulator pressure reading of 750 lb./sq. in. approximately.

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(b) Action in the event of complete hydraulic failure

- (i) Complete failure will be indicated by a loss of pressure on the gauge followed by the red light coming on and, when Mod. 327 is incorporated, by the audio warning.

(ii) Immediate action should be:—

- (1) Reduce speed to 250 knots, or if above 40,000 ft. 0.80M.
- (2) Release the aileron trim safety lock and check that the trim indicator shows zero.
- (3) The controls may be left in Power, provided electrical supply is normal, but when Manual reversion occurs, and in any case at a safe height before joining the circuit switch OFF elevator and aileron Power.

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- (iii) Lower undercarriage and flaps on the emergency systems.

(c) Partial hydraulic failure

Partial hydraulic failure can occur due to a type of leak which could cause complete loss of pressure during the operation of a service, but which would allow pressure to build up again when the operation is complete. This type of failure can cause the power controls to disengage temporarily and re-engage with the possibility of a false anchorage.

(d) Action in the event of partial hydraulic failure

- (i) Reduce speed to 250 knots or 0.80M.
- (ii) Release aileron trim safety lock and check that trim indicator shows zero.

(iii) The controls may be left in Power to assist in manœuvring, provided electrical supply is normal, but should a false anchorage occur and in any case before landing, switch OFF elevator and aileron Power.

(iv) If a partial hydraulic failure occurs subsequent to complete electric failure when the controls are still in Power, the landing is likely to be extremely hazardous, and it is recommended that the aircraft be abandoned.

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90. Engine failure and flame-out

(a) Engine seizure

Engine seizure will involve both hydraulic and electric supply failure. If the engine has failed due to obvious mechanical causes do not attempt to relight. Proceed as follows:—

- (i) Close the throttle. Turn off the H.P. and L.P. cocks and switch off the booster-pumps.
- (ii) Reduce speed and glide at 210 knots.
- (iii) Switch off all unnecessary electrics.
- (iv) Set tailplane incidence to zero. Release aileron trim safety lock and check that trim indicator is at zero.
- (v) The controls may be left in Power, but manual reversion must be expected. (SEE PARA.88 (d) NOTE 2) A.L.1.
- (vi) Carry out forced landing procedure (see para. 92) or abandon.

(b) Flame-out

If a flame-out occurs when the engine is at or above its set height and airspeed, the following procedure is recommended:—

(i) If a flame-out occurs a relight may be attempted immediately, while r.p.m. are decreasing, by pressing the relight button with the H.P. cock open and the throttle at its set position. A successful relight will be indicated by the r.p.m. stabilizing and then commencing to rise: the likelihood of a successful relight is increased if the height and airspeed are below the recommended maxima for relighting.

(ii) If no relight occurs within 10 seconds, release the relight button and proceed as follows:—

H.P. cock	OFF.
Throttle	Closed.
L.P. cock	Leave on.
All non-essential electrical services	OFF (see para. 88(b)).
If below 30,000 ft.	Relight at once.
If above 30,000 ft.	Switch off the booster pumps, descend to 30,000 ft. and carry out the relight drill.

(iii) If above 30,000 ft. the decision either to descend quickly or glide at 210 knots will depend on the prevailing circumstances, e.g., weather conditions, distance to travel, etc. The following should be borne in mind.

1. The likelihood of obtaining a relight increases with decrease in altitude.
2. At best gliding speed the aircraft will cover approximately $2\frac{1}{2}$ miles per 1,000 ft.

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3. With normal services running, the battery cannot be relied on for more than approx. 5 minutes. All non-essential services, including booster-pumps, should therefore be switched off to conserve battery power.
4. Unless mod. 502 is embodied Manual should be selected before attempting to relight, in case relighting is unsuccessful and the batteries are weakened to the extent that it will not be possible to select Manual.
5. Descending rapidly at a speed above 210 knots will increase windmilling r.p.m. Consequently hydraulic pressure will be higher and the generators may continue to supply power. (See also para. 88(d) Note 2.)
6. If a glide is to be made at 210 knots the tailplane should be set to Zero.

91. Relighting

NOTE.—Relights are obtained more easily at lower altitudes and with lower airspeeds. Every precaution should be taken to ensure success at the first attempt due to the loads on the battery. If the engine and its fuel system are serviceable and the drill is followed correctly, a relight should occur at the first attempt.

(i) Check and/or set:—

Maximum altitude	30,000 ft.
Maximum airspeed	To give 1,200 to 2,500 windmilling r.p.m.
All non-essential electrics	OFF (see para. 88(b)).
Throttle	Closed.
Battery master switch	ON.
Ignition switch	ON.
Starter master switch	ON.
Booster-pumps	ON or AUTO.

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- (ii) Press the relight button and at the same time open the H.P. cock fully, keeping the relight button pressed until the engine lights up and r.p.m. rise by about 200. R.p.m. should commence to rise almost immediately. The initial rise in j.p.t. may be small. When the r.p.m. rise to idling, increase power carefully.
- (iii) If no relight occurs within 15 seconds, release the relight button, close the H.P. cock, switch off the booster-pumps. Allow, if possible, 30 seconds for the engine to dry out before the next attempt.

(c) Emergency relighting

(i) In circumstances where the engine cannot be relit by use of the above drill, *provided that the pilot is reasonably certain that the fault lies in the relight button circuit*, it may be possible to obtain a light-up using the starter pushbutton in the following way:—

(ii) To ensure that a live cartridge is not fired, the spent cartridge with which the engine was ground-started should first be mechanically reindexed. To do this, set the starter master switch OFF and then press the starter pushbutton fully in and allow the button to spring fully out again.

(iii) Check and/or set:—

Maximum altitude	15,000 ft.
Maximum airspeed	To give 1,200-2,500 windmilling r.p.m.
All non-essential electrics	OFF (see para. 88(b)).
Throttle	Closed.
Battery master switch	ON.
Booster-pumps	ON or AUTO.
Starter master switch	ON.
Ignition switch	ON.

(iv) Press the starter pushbutton again and then open the H.P. cock fully. The igniters will then function but if the reindexing drill has been correctly carried

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out a cartridge will not be fired. If no relight occurs within 30 seconds, set the H.P. cock OFF when the starter button comes out. The spent cartridge must be reindexed as in (ii) above before any further attempt is made.

WARNING.—If for any reason the reindexing drill has not been correctly carried out and a live cartridge is indexed when the starter button is finally pressed, it is probable that damage will be caused to the starter and to the aircraft. This probability may be lessened to some extent if the engine windmilling speed is low and positive G is not applied at the time of operating the pushbutton.

(d) Failure to relight

- If the engine fails to relight turn off the H.P. and L.P. cocks and switch off all non-essential electrical services (including the booster-pumps).
- Set the tailplane incidence to zero and reduce speed to the trimmed condition. *(SEE PARA 88(d) NOTE 2)*
- Release the aileron trim safety lock and check that the trim indicator is at zero.
- Carry out forced landing procedure (see para. 92) or abandon.

92. Forced landing procedure

NOTE.—All the circumstances prevailing at the time of engine, hydraulic, or electrical failure cannot be predicted. Each system and the effects of failure of each system must be thoroughly understood. The following information is intended to help the pilot reach the best decision.

(a) The following are the recommended gliding speeds for maximum range and minimum sink.

Condition	Airspeed	Glide ratio	Approx. Rate of descent
Max. range	210	13.6:1	1,700 f.p.m.
Min. sink	175	11.9:1	1,500 f.p.m.

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The recommended gliding speed for maximum range is 210 knots. In still air conditions a distance of approximately 86 n.m. can be achieved from 40,000 ft. or about 2 n.m./1,000 ft. The average rate of descent is approximately 2,300 ft./min. These distances do not allow for the recommended overhead height of 7,000 ft. (See 92 (f).) The gliding speed of 210 knots should be maintained when gliding for range.

- If a deceleration is required to obtain the correct gliding speed climb rather than use the airbrake. If used, the airbrake requires considerable hydraulic power and constitutes a hazard on landing should it remain out.
- Check and/or set the following:—

H.P. and L.P. cocks	OFF
Booster-pumps	OFF
Tailplane incidence	Zero <i>(See Para 88(d) Note 2)</i>
All non-essential electrics	OFF
Aileron trim	Safety lock off Indicator zero
Elevator and aileron power	Leave on temporarily, but select OFF. <ol style="list-style-type: none"> Before electric power fails. If a false anchorage occurs.

* UNLESS MOD. 502 IS EMBODIED.

- Engine failure may lead to either or both electrical and hydraulic failure. Experience shows that at 200 knots windmilling r.p.m. will create sufficient hydraulic pressure for limited use of the power controls, but large or frequent use of the controls or selection of any of the services may cause Manual reversion. If pressure then rebuilds, false anchorages may occur.
- Selecting Power off can only be accomplished whilst electrical power is available. *To avoid the danger of obtaining a false anchorage with no electrical power available and to prevent inadvertent Manual reversion at an inconvenient stage of the approach, select Power off before electrical failure occurs.*

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- (iii) If electrical failure occurs before Manual can be selected, to keep in Power, windmilling r.p.m. should be maintained as high as possible and control movements kept to a minimum; if a reversion to Manual then follows, reduce airspeed (not below 170 knots) to decrease windmilling r.p.m. and use the controls excessively to avoid a rebuild of pressure. In these circumstances the landing is likely to be extremely hazardous and it is recommended that the aircraft be abandoned.
- (iv) If a false anchorage occurs with no electric power available it can only be cleared as described in para. 86. If for any reason this is not possible the aircraft must be abandoned.
- (e) If electrical power is still available, the undercarriage and flaps may be lowered by means of the normal systems, but the services will take longer than usual to lower. If electrical power is not available, the emergency systems can be used, but the undercarriage, once locked down, cannot be retracted either in the air or on the ground in the event of overshooting, and the flaps can only be lowered to the fully-down position.
- (f)
 - (i) If a forced landing on an aerodrome is being made attempt to arrive overhead at approx. 7,000 ft. or above.
 - (ii) Plan a Manual approach and aim to be downwind opposite the caravan at 4,000 ft. A.G.L. or above, depending on prevailing wind conditions, at 175 knots.
 - (iii) Turn across wind maintaining speed at 175 knots and when it is certain the touch-down point can be reached select full flap.
 - (iv) Maintain 175 knots on the final approach and aim to enter the threshold at 150 knots. In Manual the pull force to round out from a glide approach is large.

NOTE.—1. Experience suggests that it is preferable to lower the undercarriage when making a forced landing on an aerodrome or in open country. In the down position it absorbs much if not all of the initial impact, assists in retarding the aircraft, and, provided that electrical

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power is available and that the emergency lowering system has not been operated, it may be retracted after touch-down if necessary. With the undercarriage up, the aircraft must be lowered gently on to the ground *at the normal speed*; if the speed is too low a wing drop is likely to occur and if the speed is too high the aircraft is prone to bounce, the initial impact having a damaging effect on the cockpit.

- 2. With the undercarriage down the rate of descent is high and it increases rapidly as speed is reduced below 180 knots.
- 3. For practice forced landings, a flap setting of 20° and 5,000 r.p.m. will give a rate of descent comparable with an engine-off glide.

93. Undercarriage and flaps emergency operation

NOTE.—1. Both systems operate independently of their respective normal selectors.

- 2. When Mod. 428 is incorporated both systems are isolated from the power controls hydraulic system. Operation of either emergency system will *not* cause hydraulic fluid to be jettisoned and the flying controls will remain in Power. With Mod. 428 embodied the drills contained in (a) (ii)-(vi) and (b) no longer apply.

(a) Undercarriage

- (i) If the undercarriage fails to lock down by normal operation when both the electric and hydraulic systems are serviceable, repeated raising and lowering and the application of side-slip or G may have the desired effect.
- (ii) If all attempts to lower the undercarriage (or any unit of the undercarriage) by the normal system fail, the emergency system should be used. However, if

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electrical and hydraulic power is normal and either of the undercarriage selector buttons are in, all hydraulic fluid will be jettisoned resulting in Manual reversion. The rate of jettisoning is greater if the UP button is in. Therefore depending on prevailing weather conditions the following should be borne in mind.

- (iii) If conditions are favourable, i.e., good visibility and a steady wind down the runway, Manual should be selected before operating the emergency control and the landing made in Manual.
- (iv) If conditions are not favourable, i.e., a strong cross-wind or if the wind is gusting, a landing in Power should be made. To prevent the loss of hydraulic fluid both undercarriage selector buttons must be set to the out position. To achieve this carry out the following procedure.
 1. Select up normally to ensure that the "DOWN" selector button is out.
 2. Pull out the "UP" button (this requires little effort) and *ensure that it remains out*. See (v) below.
 3. Operate the emergency air selector by holding the knob in and then pulling the handle.
- (v) With both selector buttons out, both solenoids in the selector valve are de-energized enabling the slide valve to adopt a neutral position. The undercarriage hydraulic lines are thus isolated from the remainder of the hydraulic system and only the fluid in the lower end of the jacks will be jettisoned. The flying controls will remain in Power and the flaps may be operated normally. *It is essential that the UP button remains out. There is a tendency for it to return to its in position. If this occurs Manual reversion will follow in which case the power controls switches should be set to OFF. When the undercarriage up selector button is out the airbrake is isolated.*

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- (vi) If complete electrical failure has occurred, both solenoids in the selector valve will automatically be de-energized and the slide valve will be in the neutral position when the emergency lowering system is used. Only the fluid in the lower end of the jacks is jettisoned.
- (vii) To raise the undercarriage on the ground in an emergency following normal selection, rotate and press the normal UP selector button. It must not be used in this way to retract the undercarriage in the air as there is a risk of the legs being retracted when not fully extended and the leg fairings may be damaged. If the UP button cannot be pressed in normally after take-off, the wheels must be left down and the aircraft landed.

(b) *Flaps*

- (i) If electrical or hydraulic supply failure has occurred the flaps may be lowered, fully down only, by pulling out the emergency lowering control after first pushing in the central knob. If the electrical supply has failed only the hydraulic fluid in the lower end of the jacks will be jettisoned when the emergency system is used.
- (ii) If the electrical and hydraulic supplies are normal all fluid will be jettisoned when the emergency lowering system is used; a Manual reversion will then follow. The decision whether to make a flapless landing or a Manual landing will depend on the prevailing wind, length of runway available, and pilot experience.
- (iii) If the prevailing wind is strong, the runway length is adequate, i.e. 2,000 yards and the pilot has experience of flapless landings, a flapless landing in Power should be made, particularly if the wind is across the runway or gusty. The emergency flap should be used as soon as the nosewheel is lowered on to the runway.
- (iv) If there is little wind, a Manual landing should be made. Before turning downwind release the aileron trim lock and ensure that the aircraft is in trim, then set both power control switches off. Anticipate the nose-down change of trim, which will occur when emergency flap is selected, by retrimming nose-up. Pull the emergency flap selector early on the approach.

94. Landing with an undercarriage unit not locked down

NOTE.—Experience has shown that these techniques cause minimum damage to the aircraft and none to the pilot.

(a) Both main wheels only locked down

- (i) Use up as much fuel as is safe in order to move the C. of G. as far aft as possible. Unless circumstances dictate otherwise land on a runway.
- (ii) Check harness tight and locked.
- (iii) Select hood open when crossing the threshold.
- (iv) Make a powered approach at the normal speed; on touch-down turn the H.P. cock off and maintain a moderate nose-up attitude.
- (v) Trim the tailplane to give full nose-up trim and as the speed falls below 100 knots maintain a high nose-up attitude without actually touching the tail cone on the ground.
- (vi) When the nose drops on to the runway at approximately 80 knots use the brakes gently to keep straight.

(b) Nosewheel and one main wheel locked down

If all attempts to lower the undercarriage satisfactorily fail and only the nosewheel and one main wheel come down, make a normal approach and landing; on touch-down turn the H.P. cock off and hold the wings level for as long as possible by use of the ailerons. When aileron is applied and when the wing finally drops, the aircraft will swing in the direction of the unlocked wheel; this should be counteracted as much as possible by opposite brake. Experience has shown that the distance from the landing path to the point of rest averages approximately 250 yards, varying from 100 yards (min.) to 400 yards (max.). A runway should be chosen which has an area about 400 yards wide available in the direction of the anticipated swing.

(c) Belly landing

If it is necessary to land with the undercarriage retracted, make a normal approach and fly the aircraft gently on to the runway at the normal speed.

95. Landing with a burst tyre

No special difficulty is encountered when landing with a burst tyre(s), directional control and braking being adequate.

96. Flapless landing

A very long shallow powered approach should be made and the boundary crossed at the normal speed. Even when the throttle is closed, speed decreases very slowly; the aircraft should therefore be placed firmly on to the runway as soon as possible, the nosewheel lowered on, the brakes applied and if necessary the H.P. cock set off. The landing run is very much increased.

97. Wheel brakes emergency operation

- (a) (i) Should the hydraulic system fail, the wheel brake accumulators provide sufficient pressure for brake operation during landing, down to a gauge reading of 750 lb./sq. in. approximately. To conserve pressure when landing without main hydraulic pressure do not operate the lever during the down-wind checks.
 - (ii) Apply brake pressure in such a way that maxaretting does not occur (little pressure at high speed but increasing with decrease in speed) and avoid differential braking as much as possible. The brake lever should not be released after brakes have once been applied as this will result in a large loss of fluid.
- (b) The H.P. cock should be put OFF on touch-down, if the brakes accumulator pressure is low and the runway short.
- (c) Check the accumulator pressure after landing. If it is almost exhausted i.e. nearly down to 750 lb./sq. in. the aircraft must not be taxied.

98. Emergency use of oxygen

(a) Toxic fumes

If the cockpit becomes contaminated with toxic fumes, set the air-dilution switch on the regulator to 100% OXYGEN and deflect the EMERGENCY switch to either side, to prevent inward leaks on the mask.

(b) Blinker failure

- (i) If the blinker mechanism ceases to operate check that the main tube is correctly connected, that the pressure on the regulator gauge is normal and that the main oxygen contents gauge is indicating that oxygen is still available.
- (ii) If the above indications are satisfactory depress the regulator EMERGENCY switch when in the central position. A supply of oxygen under increased pressure indicates that the regulator is serviceable but that the blinker mechanism is defective. If the regulator is unserviceable, as indicated by no flow, use the emergency bottle and descend immediately to a safe altitude and check all oxygen tube connections.

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(c) Use of emergency bottle

- (i) If it is necessary to use the emergency oxygen bottle through failure of the regulator or because of exhaustion of the main supply, pull up the emergency control on the right of the seat, and disconnect the mask tube from the main supply point.
- (ii) The main supply tube is automatically released and the emergency bottle brought into use on ejection.
- (iii) The duration of supply from the emergency bottle is 10 minutes only.

99. Hood jettisoning

- (a) The hood is jettisoned by pulling the handle on the port shelf. When Mod. 281 is embodied the force required is greater and it is recommended that a firm sharp pull is used. Mod. 723 reduces the friction loads when the handle is pulled.
- (b) To ensure a clean jettison the hood should be closed and the speed should be in excess of 140 knots. The aircraft may be flown at speeds up to 450 knots with the hood jettisoned, but above this speed suction on the pilot's helmet may be disconcerting.
- (c) When Mod. 281 is embodied the hood is also jettisoned when either the ejection seat blind or the seat pan alternative handle is pulled, but the G.G.S. is not automatically lowered.

100. Abandoning the aircraft

- (a) Reduce speed as much as possible, set parachute container fully back, and lower the seat fully.
- (b) Jettison the hood and retract the GGS. If electrical power is available, the GGS should automatically lower on jettisoning the hood.
- (c) Place the feet in the footrests (if fitted) at the same time grasping the firing handle. The elbows must be drawn in close to the body and both hands must grasp the handle firmly, the backs of the hands facing forward.
- (d) (i) Draw the handle and face screen firmly over the face, keeping the head pressed hard against the headrest. It is not necessary to jerk the handle and in no circumstances should the blind be pulled outwards away from the face, as it may not then be possible to fire the cartridge.
- (e) After ejection, the drogue gun will fire automatically.
- (f) (ii) When the secondary firing handle is fitted, if conditions of positive G prohibit the use of the primary firing handle, ejection should be initiated by pulling the secondary handle upwards. In this event no protection is given to the face. It is essential that the head is pressed firmly against the headrest to avoid dislocation of the neck on ejection.
- (g) (iii) After ejection, the drogue gun will fire automatically.
- (h) (iv) If ejection takes place above 10,000 ft. automatic separation will not occur until that height is reached. If ejection takes place at or below 10,000 ft. automatic separation will occur within 3 seconds.
- (i) (v) If the automatic system fails after ejection:—
 - (i) When forward speed is sufficiently low, discard the face screen and disconnect the main oxygen tube from the seat.
 - (ii) Pull the override D-ring to isolate the parachute auto device.
 - (iii) Operate the harness quick release.
 - (iv) Disengage the seat restraining straps.
 - (v) Lift the flap over the rip-cord D-ring and grasp the handle.
 - (vi) Push clear of the seat and pull the rip-cord handle.
- (j) (vi) The recommended minimum heights for safe ejection, in straight and level flight (minimum airspeed 120 knots) are:—

With 60 ft./sec. gun	200 ft.
With 80 ft./sec. gun	100 ft.

101. Ditching

- (a) Model tests of a clean aircraft indicate that a ditching in any but ideal conditions would be very hazardous.
- (b) It is recommended, therefore, that except in calm sea and air conditions combined with good visibility, the pilot should abandon the aircraft rather than attempt a ditching.
- (c) If ditching is inevitable:—
 - (i) Jettison the hood, select 100 per cent. oxygen and deflect the emergency toggle sideways.
 - (ii) Lower full flap and make the approach at the lowest forward speed and rate of descent compatible with good control.
 - (iii) Ditch along the swell, or, if the swell is not steep, into wind.

NOTE.—The airbrake must be retracted.

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101A. Jettisoning drop tanks

Jettison of the drop tanks, if necessary, must be carried out in straight and level flight, without yaw or side slip, in the following speed ranges:—

- (a) Drop tanks without fins 250–300 knots
- (b) Drop tanks with fins 200–450 knots

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A close-up photograph of an aircraft's fuselage. The upper portion is painted red with several small, dark rivets visible. A vertical strip of blue material, possibly a cover or a different panel, runs diagonally across the frame. On this blue panel, the text 'LIGHTNING MK. 1', 'COVER PILOT HEAD', and 'EB2-88-5711' is printed in black. To the right of the blue panel is a small, dark, rectangular plaque with four small white dots at its corners. The background shows the metallic structure of the aircraft.

LIGHTNING MK. 1
COVER PILOT HEAD
EB2-88-5711