

Part V—Emergency Handling

Chapter 1—Engine Emergency Procedures

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1 Engine failure on take-off

(a) If an engine fails while below the “stop” speed, the take-off must be abandoned. Throttle back all engines and stream the brake parachute.

(b) If an engine fails above the “stop” and “go” speeds, continue with the take-off. As soon as possible, shut the HP cock of the failed engine and, if necessary, switch OFF the LP cock.

(c) There is little tendency to swing and safety speed is always below the unstick speed.

2 Engine failure in flight

If an engine fails in flight under circumstances in which it is unlikely to have suffered mechanical damage and is not showing symptoms of having suffered mechanical damage, and is windmilling at a steady and reasonable speed, an attempt may be made to relight it. During the relight attempt a careful watch must be kept on the fire warning light, JPT, oil pressure and RPM gauges and at the slightest sign of malfunction or difficulty, the throttle must be closed immediately to the HP cock SHUT position and

no further attempt made to relight. As soon as the engine has been relit, a comparison check of JPT's and RPM must be carried out as described in Part III, Chapter 2, Para 3. If two engines have failed simultaneously, relight the outboard first.

3 Action in the event of engine fire

(a) Engine fire is indicated by illumination of the red warning light in the head of the appropriate fire extinguisher pushbutton. Take the following action without delay:—

(i) Pilot's actions

Warn crew.

Shut the HP cock of the affected engine.

Set the LP cock of the affected engine OFF.

Press the fire extinguisher button.

Select appropriate engine air switch SHUT.

◀ Switch OFF the booster-pumps of the affected engine. ▶

Order AEO to switch off the appropriate generator.

Order AEO to inspect the engine through the periscope.

(ii) AEO's *actions*

Switch to OFF & TRIM the generator of the affected engine.
Load shed as required.

Use the periscope to scan upper and lower surfaces, and inform Captain of any external indications of fire.

- ◀ (b) If, in addition to the fire warning light, there are other indications of fire, e.g. excessive JPT, smoke, flame, etc., the adjacent engine may be shut down at the Captain's discretion if flight con-

ditions permit. Use the drill above, except for pressing the fire extinguisher button. In the case of an explosive fire, or if extensive mechanical damage is suspected, the adjacent engine should be closed down as soon as possible.

(c) The warning light should go out when the fire is extinguished, and this may be confirmed by inspection through the periscope. *Do not attempt to relight the engine.* If the adjacent engine has been shut down, the Captain may relight this engine or use its fuel to supply the other engines, after the fire has been extinguished.

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