

PART IV

EMERGENCIES

60. Undercarriage emergency operation

If after selecting DOWN the red indicator lights do not come on, and the engine pump will not lower the undercarriage, the handpump or emergency release pedals and assister valve must be used as follows:

- (i) Leave the undercarriage selector lever DOWN and work the handpump until resistance is felt and the green lights come on. At least 120 strokes will be required. If the red lights do not come on after the first 12 strokes of the handpump the following procedure should be followed.
- (ii) Check that air bottle pressure is at least 200 lb./sq. in.
NOTE.—If the air pressure is less than 200 lb./sq.in. the aircraft should be landed with undercarriage up.
- (iii) Select undercarriage DOWN and then press the emergency release pedals. It is not necessary to press both pedals at the same time, but a firm push must be applied to move them 3 to 4 inches forward. The corresponding red light should then come on.

NOTE.—It is important when using the pedals to fly straight and level. Applying "g" will merely make it harder to release the pedals.

After using the pedals allow a few seconds for the wheels to drop and then hold open the pneumatic assister valve. Yaw the aircraft once each way *whilst holding the valve open*. The green lights may *not* come on until after the valve has been released.

If they still do not come on after release, the aircraft should be yawed and the assister used, as before, several times.

- (iv) The tailwheel lowers automatically on failure of the hydraulic system and locks on touching down.

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- (v) If the hydraulic system appears to function correctly when undercarriage DOWN has been selected but the green lights do not show, the pneumatic assister valve should be opened and released. This should bring on the green lights. If the lights have failed, check the visual wing indicators: these should project above the wing and remain steady when yawing the aircraft from side to side if the undercarriage is locked down safely.

61. Hood jettisoning

The hood may be jettisoned by pulling the red handle on the instrument panel. The starboard side panel will be jettisoned with the hood. A pull of about 15 lb. is required to operate the handle.

62. Ditching

- (i) Every endeavour should be made to bale out rather than ditch.
- (ii) If flying low over the sea the aircraft should be pulled up to gain as much height as possible.
- (iii) On the climb undo helmet and disconnect R/T plug. Jettison hood. Do not release harness until baling out has been decided upon.
- (iv) Bale out if sufficient height can be gained.
- (v) If ditching is unavoidable, flaps should be lowered half way and the touchdown made at as low a speed as possible with the tail well down. Drop tanks should be jettisoned.

63. Forced landing

In the event of having to make a forced landing, the glide may be lengthened considerably by moving the propeller speed control fully back if oil pressure is available. With flaps and undercarriage UP, the angle of glide is very flat at about 170 m.p.h. I.A.S.

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64. Tyre bursting

If a tyre has burst no attempt should be made to land with the undercarriage lowered. Greater safety to the pilot and less damage to the aircraft will result from a belly landing.

65. Emergency equipment

- (i) A crowbar is fitted to the outboard side of the right-hand heelboard.
- (ii) The first-aid outfit is stowed on the inboard face of the radio access panel on the port side of the fuselage.