

## PART IV

# EMERGENCIES

### 56. Undercarriage emergency operation

If after selecting DOWN the undercarriage does not lower normally or the correct sequence of lights does not appear, proceed as follows :

- (i) Return the undercarriage selector lever to UP.
- (ii) Lower the flaps 30° by means of the handpump, then reduce speed to 130 m.p.h. (112 knots) I.A.S.

NOTE.—If the undercarriage red lights are on, up to 80 double strokes of the pump may be required to lower the flaps.

- (iii) Return the flaps selector lever to VALVE SHUT, select undercarriage DOWN and operate the handpump until the green lights come on. This may require up to 120 double strokes of the pump (resistance will at first be very light) but if the red lights do not come on after the first 12 strokes, this method of lowering the undercarriage should be abandoned and the following procedure adopted :
- (iv) Leave the undercarriage selector lever at DOWN, ensure that the aircraft is flying straight and then press the emergency release pedals one at a time. This may require a considerable force.
- (v) After the red lights come on, allow a few seconds for the wheels to drop, and then operate the pneumatic assister at the same time yawing the aircraft from side to side.

NOTE.—If the wheels do not lock down, close the throttle fully and, still maintaining a speed of 130 m.p.h. (112 knots) I.A.S., yaw the aircraft again. The lower attitude of the nose should ensure that the wheels lock down.

# PART III--OPERATING DATA

## (ii) Fuel consumptions

The approximate rich mixture consumptions are as follows :

Supercharger gear	Boost lb./sq. in.	R.p.m.	gals./hr.
M (low)	+ 8½	2,700	270
S (high)	+ 8½	2,700	260
M (low)	+ 6	2,400	210
S (high)	+ 6	2,400	200

The approximate weak mixture consumptions in gals./hr. at 5,000 ft. in M (low) gear and at 15,000 ft. in S (high) gear are as follows :

Boost lb./sq. in.	R.p.m.				
	2,400	2,200	2,000	1,800	1,600
+ 2	96	90	83	—	—
+ 1	90	84	78	69	—
0	84	78	72	63	56
- 1	78	73	66	58	54

## PART IV---EMERGENCIES

- (vi) If, in the first instance, it is not possible to lower the flaps  $30^\circ$ , speed should be reduced only to 150 m.p.h. (128 knots) I.A.S. before the procedure outlined in (iv) and (v) above is followed.

In this case more drastic yawing of the aircraft will probably be necessary before the wheels lock down ; this (due to the lower attitude of the nose, engine "off") will be more effective if the throttle is first closed.

- (vii) Check the visual indicators before landing.
- (viii) The tailwheel lowers automatically on failure of the hydraulic system and locks on touching down.

### 57. Hood jettisoning

- (i) The sliding hood (together with the right side-panel of the cockpit) may be jettisoned by pulling the yellow T-handle on the lower right-hand side of the instrument panel.

NOTE.—(a) A vigorous pull is required to operate the handle.

(b) Before jettisoning the hood the pilot should lower his seat fully and should keep his head well down.

- (ii) The hood may be jettisoned from outside by pulling a cable (fitted in the footstep for climbing from the wing into the cockpit). The cable is clearly marked with yellow paint.

### 58. Ditching

- (i) Wherever possible the pilot should abandon the aircraft by parachute rather than attempt to ditch it.
- (ii) If ditching is unavoidable
- (a) Jettison bombs, R/P or drop tanks if carried.
- (b) Jettison the cockpit hood and disconnect the R/T plug.
- (c) If the engine is still available lower the flaps fully and use the engine to help make the touchdown in a tail-down attitude at as low a forward speed as possible. If the engine has failed do not lower the flaps more than  $30^\circ$  ; otherwise, the rate of sink will be very high and judgment of the hold-off will in consequence be rendered more difficult.

## *PART IV—EMERGENCIES*

(d) Ditching should be along the swell or into wind if the swell is not steep.

### **59. Tyre bursting**

If it is known that 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.

### **60. Emergency equipment**

A crowbar is stowed on the outboard side of the right heelboard. Mod. 363 re-positions the stowage behind the pilot's head.

### **61. Emergency lighting**

There is an emergency lamp on the cockpit decking for use should the normal lighting fail. It is supplied with current from a small battery (59) mounted on the electrical panel and is controlled by a switch (61) also mounted on the electrical panel.