

BEFORE TAKE OFF CHECKS

1. Trims - Confirm positions
2. Speed-brakes - In
3. Flaps - TAKEOFF position
4. Fuel quantity and WING TIP TANKS light - Check
5. Flight and engine instruments - Check
6. Oxygen - Check quantity
7. Canopy - Closed and locked, handle forward, light out.

NOTE

If an instrument flying hood is carried, it must be kept at the retracted position throughout the takeoff and landing phases to ensure safe ejection.

8. Parachute harness - Tight and locked
9. Hydraulic pressure - Check
10. Caution and warning lights - Check, lights out
11. Flight controls - Check
12. Pressurization/ECS lever - Fully forward
13. Safety pins - Check removed
14. Runway entry - Request

LINE-UP CHECKS

1. Nose wheel - Aligned with R/W heading
2. Compasses - Check heading
3. ADF, RMI - Check
4. GMK - Align
5. Altimeter - Check
6. Pitot tube heating - As required
7. Landing/taxi lights - As required

TAKE OFF

Before starting the takeoff roll, mentally go through the "Abort" procedure and relevant take off data.

1. Engine instruments - Check within limits:
RPM
EGT
Oil pressure
2. Caution and warning lights - Out
3. Take-off clearance - Request
4. Clock - Start flight time counting

5. Throttle - TAKE UP
6. Wheel brakes - Release
7. Maintain directional control initially by differential braking and then by rudder. The rudder becomes effective at approximately 60 km/h.
8. At 150 km/h IAS, smoothly raise the nose wheel. An aircraft in clean configuration will become airborne at approximately 180 to 190 km/h IAS.

CAUTION

Exceeding Max gear extended speed (330 km/h IAS) may cause damage to the landing gear doors and prevent their subsequent operation.

9. With positive rate of climb at airspeed 220 km/h IAS and altitude 20 m AGL minimum:
 - Landing gear lever - Up
 - Landing gear indicator lights - Check sequence: Doors out light illuminates, three green extinguish, three red come on, doors out extinguishes
 - Mechanical indicator - Check
10. Airspeed 250 km/h IAS, altitude 50 m AGL minimum:
 - Flaps - Up
 - Electrical and mechanical indicators - Check
11. Trim - As required

NOTE

Flaps are automatically retracted at airspeed 310 km/h. Overcome this speed with flaps extended can cause, an unexpected change of aircraft behavior (unexpected flaps retraction).

CROSS WIND TAKEOFF

Use cross wind takeoff chart to obtain an improved controllability, refer to Appendix A.

During a cross wind take off, use the same procedures as for normal takeoff. However, since during the takeoff roll, the aircraft nose tends to crab into the wind, be prepared with the opposite rudder. Also as the speed increases the up-wind will tend to rise, be prepared with the ailerons into the wind. When airborne, be aware of the cross controls situation and prepare to align controls to gain a coordinated flight.

WARNING

Hot wheels and brakes may ignite fuel drained overboard during engine shutdown.

If a brake fire occurs:

5. Go to EMERGENCY EVACUATION, this section.

TAKEOFF EMERGENCIES**ABORTED TAKE-OFF****NOTE**

Aborting take-off at high speeds should not be taken lightly.

Once a decision to abort has been taken, accomplish the following immediately.

1. THROTTLE - STOP
2. BRAKE - NORMAL BRAKING
3. RADIO - Declare ABORT
4. "BARRIER" - As required
5. Asses the situation (consult with the control tower) and decide on the course of action. (Emergency evacuation, clearing the runway, taxiing back etc.).

ENGINE FAILURE DURING TAKE-OFF

Indication: Loss of power

Actions:

If possible:

1. ABORT TAKE-OFF - Follow abort take-off procedure

If airborne:

1. THROTTLE - MAX. Consider controlling engine by means of the secondary circuit

CAUTION

With the emergency fuel controller, a rapid move of the throttle may result in a flame out or an excessive EGT. Move the throttle with care while closely monitoring RPM and EGT.

2. SEC. REG. switch - ON
3. EXTERNAL STORES - JETTISON

If thrust is insufficient to maintain a safe climb:

4. Forced landing - Perform

If a safe forced landing cannot be performed

5. EJECT!

ENGINE FIRE DURING TAKE-OFF

Indications: "FIRE" light or an outside report from the control tower or from another aircraft.

Actions:

If possible:

1. ABORT TAKE-OFF - Follow abort take-off procedure
2. FUEL SHUT OFF - CLOSE
3. FIRE EXTINGUISHER button - DEPRESS
4. "BATTERY" - Off
5. EMERGENCY EVACUATION - PERFORM

If airborne:

1. THROTTLE - MAX
2. LANDING GEAR - RETRACT
3. EXTERNAL STORES - JETTISON

At flame-out landing conditions, if fire persists:

4. THROTTLE - STOP
5. FUEL SHUT-OFF lever - CLOSE
6. FIRE EXTINGUISHER button - DEPRESS

WARNING

Do not attempt to restart engine after fire has been extinguished.

7. FORCED LANDING - PERFORM

If a safe landing can not be performed:

8. EJECT!

BLOWN TIRE DURING TAKE-OFF

Indications: Aircraft "pulls" to one side accompanied by a rough run.

NOTE

At high speed, if directional control can be maintained, it is recommended to get the aircraft airborne rather than risking a high speed aborted take-off.

Actions:

At low speed:

- 1. ABORT TAKE-OFF - Follow abort take-off procedure
- 2. Runway center line - MAINTAIN with available brakes, rudder and by deflecting the control stick towards the "good" tire.

When airborne:

- 1. GEAR AND FLAPS - DO NOT RETRACT
- 2. Airspeed - 300 km/h IAS max.
- 3. Land (Refer to "Landing with a blown tire")

EMERGENCY STORES JETTISON

NOTE

Jettison is possible only when airborne.

- 1. "EMERG. JETTIS." switch - On

TAKE-OFF ABNORMALITIES

GEAR RETRACTION FAILURE

Indications: One or more gear components do not retract or lock in up position (confirmed by electrical and mechanical indicators).

Actions:

- 1. Air speed - Below 330 km/h IAS
- 2. Check back seat lever position - If "down" move to neutral
- 3. Landing gear lever - Down
- 4. Gear C/Bs - Check ON
- 5. Electrical and mechanical indicators - Check
- 6. Land as soon as practicable

FLAPS RETRACTION FAILURE

Indications: The selected button does not pop out and the respective light does not come on, confirmed by the mechanical indicators.

Actions:

- 1. Air speed - Below 300 km/h IAS
- 2. Flaps previous position - Select
- 3. Electrical and mechanical indicators - Check
- 4. Land as soon as practicable

IN-FLIGHT EMERGENCIES

ENGINE FIRE

Indications: Fire warning light, out side report, smoke trail behind the aircraft, fumes or heat in the cockpit, engine RPM loss accompanied by high EGT, unusual engine noise or vibration.

Actions:

- 1. THROTTLE - IDLE
- 2. Confirm existence of fire (a near-by aircraft may be of assistance).

If fire warning light goes out:

- 3. Fire warning CIRCUIT test switch - CHECK both circuits

CAUTION

If test shows the circuit to be defective, the wiring could have been damaged by an existing fire.

If fire is not confirmed:

- 4. PRECAUTIONARY LANDING - PERFORM