APO PARKER.

Card 1 October, 1973 (AL3, Sept 75) AP 101B-3801-14 (Issue 1)

Speechless procedure: 4: Homing
3: Say again
2: NO
1: Yes
X: further emergency

Fuel asymmetry not to exceed 3 UK gallons for spinning

FLIGHT REFERENCE CARDS

F.P. 6 2/3" at 1000'; reduce by 2/3" per 1000' i2 max; 9½ probably blocked inlet needle.

BULLDOG T Mk 1

NORMAL DRILLS

Temps during flight: O.P 60-90 psi
O.T 60-118°C
C.H.T. 80-246°C.

Prepared by Procurement Executive,
Ministry of Defence, in collaboration with
RAF Handling Squadron

Alternator failure: UHF -12 min
VHF -35 min.

BY COMMAND OF THE DEFENCE COUNCIL

Reduced airspeed: Rpm max 85 kt. INTER

Range: 89-94 kt 2200 Rpm min mix.

Turbulence: 85 kt
Booster pump ON
Flap UP

Bad Vis: 85 kt. INTER.

Endurance: 1500 Rpm 80 kt. Min mix.

NOTES TO USERS

1 These Flight Reference Cards are complementary to the Bulldog T Mk 1 Aircrew Manual (AP 101B-3801-15). The same conventions are used and amendment procedure is similar.

2 Comments and suggestions regarding these Flight Reference Cards should be forwarded to the Officer Commanding, RAF Handling Squadron, Boscombe Down, Salisbury, SP4 0JF.

LIST OF CARDS

Card No	Issued by	Card No	Issued by
1	AL3	9	AL1
2	AL3	10	Initial Issue
3	AL3	11	AL3
4	AL3	12	AL3
5	AL3	13	AL3
6	AL3	14	AL3
7	AL3	15	AL3
8	AL2		

INITIAL CHECKS

Initial checks

On approaching the aircraft check:

General position	...	Clear of other aircraft No fuel or oil leaks
Ground fire extinguisher		Available
Chocks		In position

Before commencing the external checks carry out the following checks in the cockpit:

Ignition		OFF
Battery master switch	...	OFF
Throttle		Closed
Mixture		CUT-OFF
Flying control locks	...	Removed and stowed
Starter circuit breaker	...	Tripped (aircraft without starter button cover)

EXTERNAL CHECKS

Carry out a systematic check of the aircraft for obvious signs of damage, leaks, loose panels or fairings. In particular, check:

Canopy	Condition and operation
Cockpit transparencies ...	Condition

Left landing gear

Fairings	Condition, secure
Brake lead	Secure
Tyre	Examine for cuts, creep and pressure

continued

External checks

External checks — *continued*

Left mainplane

Flap	Up. Linkages secure
Aileron	Full and free movement, linkage secure
Navigation light ...	Condition of cover
Pressure head	Cover removed, free of obstruction
Fuel tank filler cap ...	Access panel flush and secure

Engine

Cowling	Fasteners secure
Intakes and ducts ...	Clear
Spinner	Condition, secure
Propeller	Condition
Exhaust pipes	Secure

Nose landing gear

Nosewheel straight	
Steering torque link ...	Connected
Shock absorber	Correct extension
Tyre	Examine for cuts, creep and pressure

Right mainplane

As for left mainplane except pressure head

Landing and taxy lamps	Condition

Right landing gear

As for left landing gear

Tail unit

Elevator	Full and free movement, linkage secure
Rudder	Secure, trim tab secure, linkage secure

Do not move the rudder by hand

Tail bumper	Undamaged

COCKPIT CHECKS

On entering the cockpit, check:

Seats	Backs adjusted and locked
Harnesses	Condition and security
	Right harness connected and tightened if flying solo
Canopy jettison handle	Indicators aligned
Hand fire extinguisher, first aid kit, axe and asbestos gloves ...	Stowed and secure
UHF	Strap secure
Baggage (if carried) ...	Secure
Loose articles	None

Adjust and lock the rudder pedals evenly

continued

Cockpit checks — *continued*

Strap in
Check or select:

Propeller	Clear
Battery master switch ...	ON
External power	On (if required)
CCU	On, volumes adjusted Receiver and transmitter switches as required NORM/FAIL switch NORM NORM/EMERGY switch NORM
Internal and external lighting	As required
Parking brake	On
Circuit breakers ...	All made (in)
◀ Pressure head heater ...	OFF
UHF aerial switch ...	As required ▶
Accelerometer	Reset to +1·0 g
Clock	Working, correct
Flap indicator	Correct indication
Volt/amp selector ...	V, check voltage
Fuel contents	Sufficient and correct
Magnetic compass ...	Condition
Flight instruments ...	Condition Altimeter set to zero
Engine instruments ...	Condition
Vacuum gauge	Condition
VHF and UHF	OFF
Cabin heat controls ...	As required
Induction hot air ...	COLD
Fuel booster pump ...	OFF
Alternator	ON (OFF if external power in use)
Alternator warning light	On
Starter warning light ...	Press to test, then out
◀ Throttle/RPM lock lever	Fully forward ▶
Throttle	Exercise, set closed
RPM control	Exercise, set maximum
Mixture	Fully rich
Elevator trim	Full and free movement Set in TO band
Rudder trim	Full and free movement Set to TO
Fuel selector valve ...	LEFT
▶◀	
Flying controls ...	Ailerons and elevator — full, free and correct movement

Cockpit checks

STARTING THE ENGINE

Cold engine

To start the engine from cold, set the anti-collision light on and give the start-up signal to ground crew. When clear, select or check:

Ignition	OFF
* Starter button	Press, count 8 blades of propeller, then release
Throttle	¼ inch open
Fuel booster pump ...	ON, then OFF (see Note)
Ignition	L
Starter button	Press until engine starts

Note: It is easy to overprime the engine. The fuel booster pump should not be ON for more than 1 to 2 seconds.

* For aircraft's first flight of day only.

When the engine starts:

Starter button	Release
Starter warning light ...	Out
Ignition	BOTH

Hot engine

To start the engine from hot, set:

Anti-collision light ...	On
Mixture	CUT-OFF
Throttle	¼ inch open (see Note)

Note: When CHT is 50°C or above, up to half throttle may be required.

Give start-up signal to groundcrew. When clear, select ignition to L (left) and push the starter button fully in until the engine starts

When the engine starts:

Starter button	Release
Starter warning light ...	Out
Mixture	Fully rich
Throttle	Closed
Ignition	BOTH

If the starter warning light does not go out the engine should be closed down and the fault investigated

FAILURE TO START

If the engine fails to start after 10 to 12 seconds, release the starter button. Check the fuel booster pump is OFF, then wait for 5 minutes before making a further attempt to start. If the cause of the failure to start is overpriming, make the next attempt to start as for starting a hot engine.

AFTER STARTING

Oil pressure	25 PSI within 30 seconds
External power ...	Disconnected
Alternator	On

Set 1200 RPM

Alternator warning light	Out
Voltage	28 V
Ammeter	Positive reading
Pressure head heater ...	ON, ▶◀ groundcrew check, then OFF
Volt/amp selector ...	Amps
Vacuum gauge	Indicating
Horizon and DI ...	Erecting, DI aligned with magnetic compass
VHF and UHF	On, frequencies selected
◀ Ignition	Check for live and dead magneto ▶
Flap	Correct operation
Fuel selector valve ...	RIGHT
VHF and UHF	Test
Altimeter	Set QFE
◀ Canopy	Latched ▶

Engine starting

TESTING THE ENGINE

Aircraft into wind	
Parking brake	On
Control column ...	Central
Fuel selector valve ...	BOTH
Oil temperature ...	30°C min
Oil pressure	25 PSI min
Cylinder head temp ...	100°C min
Set 1800 RPM	
RPM control (three times for first flight of day)	Move towards minimum until RPM decrease Note: Do not allow RPM to decrease by more than 500 RPM. Return to max Check RPM restored
Set 2100 RPM	
Magnetos	Check max drop 175 RPM Max drop diff between mags 50 RPM Check RPM restored at BOTH
Induction hot air ...	Set HOT — RPM decrease Set COLD — RPM restored
Vacuum	4½ to 5 in Hg
Throttle	Close—idling RPM ~~720 to 730~~ 750 ± 25

TAKE-OFF CHECKS

Trims:	
Elevator	In TO band
Rudder	TO
Throttle friction ...	Adjusted
RPM control	Maximum
Mixture	Fully rich
Induction hot air ...	COLD
Fuel:	
Booster pump ...	ON
Contents	Sufficient
Selector valve ...	BOTH
Flap	INTER
Instruments:	
Taxy lamps	As required
Pressure head heater ...	ON
Vacuum	Indicating
Flight instruments ...	Erect, DI synchronised
Engine instruments ...	Temperatures and pressures
Alternator warning light	Out
Harness	Tight
Canopy	Latched
Flying controls	Aileron and elevator full and free movement

Note: The rudder should have been checked for full and free movement during taxying.

AFTER TAKE-OFF

Engine instruments	...	Checked
Flap	...	UP at safe height
*Mixture ...	...	Adjust for climb
*Fuel booster pump	...	OFF at transition altitude

* When clearing the circuit.

CHECKS BEFORE STALLING, SPINNING, AEROBATICS

Height

Sufficient to recover by briefed height

Airframe

Flap	...	UP for spins and aerobatics
Elevator trim ...	...	In take-off band for spins

Security

Canopy ...	...	Closed and locked
Harness ...	...	Tight
Loose articles ...	...	None

Engine

RPM control ...	...	2600 RPM
Mixture ...	...	Best power
Induction air ...	...	COLD
Fuel contents ...	...	Satisfactory
Fuel selector valve	...	BOTH
Instruments ...	...	Indications normal

Engine test/ Take-off/ In flight

Location

Clear of controlled airspace, active airfields, built-up areas and cloud

Lookout

Clear of other aircraft

Recommended speeds for aerobatics

Roll	...	130 kt
Barrel Roll ...	...	120 kt
Stall Turn ...	...	120 kt
Loop	...	140 kt
Half Roll off Loop	...	145 kt

CHECKS AFTER STALLING, SPINNING, AEROBATICS

Fuel selector valve	...	As required for balance
Mixture	...	Adjust as required
DI	...	Synchronised

APPROACH PROCEDURE

	Configuration	*RPM control*	*Throttle set to*	*IAS kt*
Initial descent	Flap UP	2400	2200 RPM	100
Glidepath	Flap INTER	Max	As reqd	80

When in visual contact with the runway, set FULL flap and reduce to threshold speed + 5 kt. Fly the GCA pattern at 100 kt, flap UP.

Checks before joining the circuit

Fuel ... ... Contents sufficient
Booster pump on below transition level
Instruments ... ... Erect and synchronised
Radio ... ... Correct frequency
Altimeter ... ... QFE set

LANDING CHECKS

Checks before landing

RPM control ... ... Max
Mixture ... ... Fully rich
Induction hot air ... COLD
Fuel ... ... Booster pump ON
Contents sufficient
Flap ... ... As required
Harness ... ... Tight
Canopy ... ... Latched
Brakes ... ... Off

~~Feet Off~~ + feet off.

Threshold speeds are given on Card 7

+ Say Threshold of Approach

continued

Landing checks — *continued*

Threshold speeds

	FULL flap	*Flap UP*
Powered	65	70
Glide	75	75
Short landing	55	—

These speeds are for an AUW of 2350 lb and may be reduced by 1 kt per 100 lb reduction in AUW.

For crosswind and/or turbulent conditions, add 5 knots

Checks after landing (aircraft stationary)

Pressure head heater ... OFF
Fuel booster pump ... OFF
Taxy lamps ... ... As required
Flaps ... ... UP

SHUTDOWN

Parking brake ... ... On

Set 1000 RPM and allow temperatures and pressures to stabilise. When cylinder head temperature is below 180°C:

Ignition ... ... Check for live and dead magneto
Throttle ... ... Closed
Mixture ... ... CUT-OFF
Ignition ... ... OFF (when engine stops)
Fuel selector valve ... LEFT or RIGHT
VHF and UHF ... ... Off
Alternator ... ... OFF
Electrical services ... Off
Starter circuit breaker ... Tripped (Aircraft without starter button cover)
Intercom ... ... Off
Battery master switch ... OFF
Chocks ... ... In position
Parking brake ... ... Off

AIRFRAME LIMITATIONS

Maximum speeds

Never exceed speed	185 kt
Normal operating speed	145 kt
For full application of aileron, elevator or rudder	140 kt
Flap: between UP and INTER	135 kt
between INTER and FULL	100 kt
Canopy open (max 8·87 in)	120 kt

Operating limitations

Max altitude	10,000 ft
Max OAT (sea level)	+35°C
Min OAT (sea level)	−10°C

Aerobatics and spinning prohibited when:

Flaps are extended
CG is aft of 68·9 in AOD
Baggage is carried
A PSP is fitted

Weight

Max for take-off and landing	2350 lb
Max zero fuel weight for operating in area A (card 8)	2050 lb

Note: If ZFW is above 2050 lb, operation is limited to areas B and C.

Max load in baggage compartment	220 lb

Airfield limitations

Max crosswind component (wet or dry runway)	30 kt

Aircraft approach limitations:

PAR	200 ft true or indicated AGL
Runway aids without glidepath guidance	250 ft true or indicated AGL

Arrester gear trampling:

RHAG ...	Erected cable may be crossed at right angles up to 30 kt, no braking applied
SPRAG ...	Erected cable should be crossed only at walking pace, with marshaller

Airframe limitations *(contd.)*

CG and Normal-acceleration

The CG must always lie within the outline boundaries of the envelope shown below.

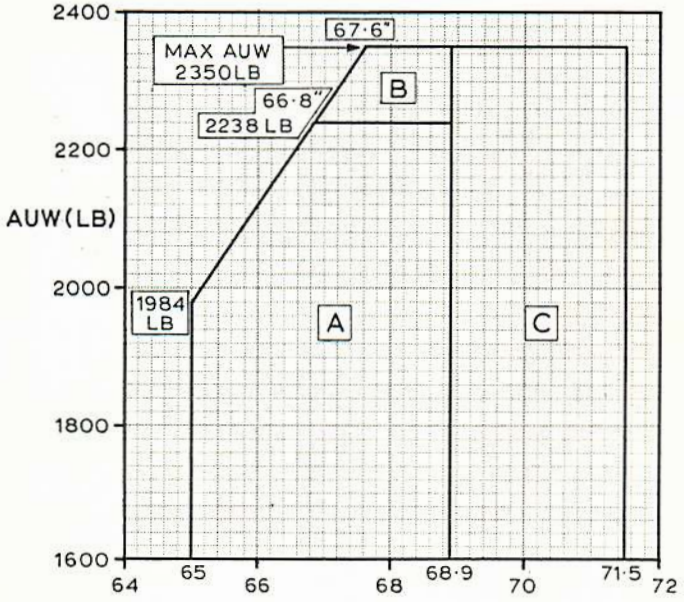
The normal max permitted positive and negative normal-accelerations are a function of CG position, weight and speed as given below.

Note: Never exceed limits are given in the Aircrew Manual.

Clean aircraft

1. Symmetric manoeuvres

	Aerobatics permitted	*Non-aerobatic*
Normal g limits	**A** +5·25 to −2·25 (−1·0 above 140 kt)	◀ **C** +3·0 to −0·75 (+0·25 above 140 kt) ▶
	B +3·75 to −1·0 (−0·5 above 140 kt)	



2. Rolling manoeuvres using full aileron at speeds up to 140 kt

Normal g limits	**A** +3·5 to +0·5	◀ C Limited to normal turns using low rates of roll ▶
	B +2·5 to +0·5	

Flaps extended at any setting

Max normal-acceleration ... ... +2·0g

ENGINE LIMITATIONS

RPM

Max permissible	2700
Max (oil temp below 30°c)	1200

Maximum manifold pressure (in Hg)

RPM	1800	1900	2000	2100	2200	2300
Sea level	25·0	25·6	26·3	26·9	27·5	28·2
Reducing to	23·2	24·1	25·0	26·0	26·9	27·8
At (altitude) (See NOTE)	6000	5000	4000	3000	2000	1000

NOTE: These altitudes correspond to full throttle height for the associated RPM

Magneto drop at 2100 RPM

Max each magneto	175
Max between magnetos	50

Cylinder head temperature (°C)

Max at full throttle	246
Max before shutdown (after flight)	180
Min before exceeding 1200 RPM (following engine start on ground)	100
Min during flight	50

Oil pressure (PSI)

Min at idling RPM	25
Min (normal operation)	60
Max (normal operation)	90
Max during start and warm up ...	100

Limitations (contd)

Oil temperature (°C)

Maximum	118
Min (continuous operation) ...	60
Min before exceeding 1200 RPM ...	30

Fuel pressure (PSI)

Maximum	12

CRUISE PERFORMANCE—BEST POWER MIXTURE

Pwr %	IAS (*Kt*)						*Fuel Consumption* (*Gal/hr*)		
	2300 lb AUW			1900 lb AUW					
	SL	4000	8000	SL	4000	8000	2600	2400	2200
95	134	—	—	135	—	—	12·5	—	—
90	130	—	—	132	—	—	11·8	—	—
80	123	120	—	126	123	—	10·7	10·5	—
70	116	113	110	120	116	113	9·7	9·4	9·1
60	108	107	103	113	111	107	8·7	8·4	8·1
50	100	97	95	104	102	101	7·7	7·4	7·1
40	89	86	83	94	91	89	6·7	6·4	6·1

CRUISE POWER SETTINGS — BEST POWER MIXTURE

Pwr %	2600 RPM				2400 RPM				2200 RPM			
	Fuel Press	Man Press			Fuel Press	Man Press			Fuel Press	Man Press		
		SL	4000	8000		SL	4000	8000		SL	4000	8000
95	6·4	28·5	—	—	—	—	—	—	—	—	—	—
90	5·7	27·5	—	—	—	—	—	—	—	—	—	—
80	4·7	25·0	24·0	—	4·5	27·0	—	—	—	—	—	—
70	3·9	22·5	21·5	20·5	3·7	24·5	23·5	—	3·5	26·5	25·5	—
60	3·1	20·0	19·5	18·5	2·9	21·5	21·0	20·0	2·7	23·5	22·5	21·5
50	2·5	17·5	17·0	16·0	2·3	19·0	18·0	17·5	2·1	20·5	19·5	19·0
40	1·9	15·5	14·5	14·0	1·7	16·5	15·5	15·0	1·6	17·5	17·0	16·0

continued

RANGE — BEST POWER MIXTURE

Fuel (Gal)	*Pwr %*	*Range* — NM								
		2600 RPM			2400 RPM			2200 RPM		
		SL	4000	8000	SL	4000	8000	SL	4000	8000
28	95	247	—	—	—	—	—	—	—	—
	90	256	—	—	—	—	—	—	—	—
	80	268	278	—	274	—	—	—	—	—
	70	283	293	302	290	302	—	300	312	—
	60	298	309	319	307	319	331	319	331	343
	50	312	321	334	324	334	348	338	350	362
	40	326	336	346	340	349	360	355	366	378
21	95	175	—	—	—	—	—	—	—	—
	90	181	—	—	—	—	—	—	—	—
	80	190	197	—	194	—	—	—	—	—
	70	200	207	214	205	214	—	213	221	—
	60	211	219	226	218	226	235	226	235	243
	50	221	228	237	230	237	247	239	248	257
	40	231	238	245	241	250	255	253	262	269
14	95	103	—	—	—	—	—	—	—	—
	90	107	—	—	—	—	—	—	—	—
	80	112	116	—	114	—	—	—	—	—
	70	118	122	126	121	126	—	126	130	—
	60	124	129	134	129	134	139	134	139	144
	50	130	135	140	136	140	146	141	146	152
	40	136	141	145	143	148	151	150	155	159

ABANDONING THE AIRCRAFT

The recommended minimum height for abandoning the aircraft is 2000 ft AGL or, in a spin, transition level plus height of ground above sea level

Warn crew
Make RT distress call
Jettison canopy
Release safety harness
Speed as low as possible
Disconnect RT lead
Dive head first towards trailing edge of mainplane

To jettison canopy

Pull down jettison handle
Push canopy away if necessary

Note: Above 75 kt it should not be necessary to push the canopy away.

DITCHING

If possible, abandon rather than ditch. If ditching inevitable:

Radio	... ...	Transmit distress call
Flap	... ...	As required
Canopy	...	Jettison
Parachute harness		Release
Safety harness	... ...	Tight

Approach into wind at normal speed with full flap
If power available, hold off just clear of water
Touch down at lowest practicable speed and close throttle
Land on crest of wave if possible or, if the swell is heavy, along the swell
Aircraft will probably turn on its back
Release harness and leave cockpit

COMMUNICATIONS FAILURE

UHF ground facilities available	*VHF ground facilities available*
NORM-FAIL switch ... FAIL I/C NORM-EMERG switch EMERG UHF transmission and reception with intercom using UHF sidetone	NORM-FAIL switch ... FAIL Receiver switches ... All down Speak into microphone without operating transmit switch and check if voice audible VHF receiver switch Up Transmitter selector VHF Then: *Voice audible*: Normal VHF TR available, no intercom *Voice not audible*: Normal VHF receive Speechless TR available No intercom

ELECTRICAL FAILURES

Alternator failure

Indications

Alternator failure warning light	On
Ammeter	Negative reading
Volts	Low reading

Actions

Reduce electrical load

Check alternator CHARGE and FIELD circuit breakers

Tripped: Alternator switch OFF, reset c/b, then alternator switch on

Not tripped: Alternator switch OFF, then on

If alternator regained, check voltage 29 V max

If alternator *not* regained or voltage above 29 V, switch alternator OFF and trip CHARGE c/b

Considerations

Reduced services are available from an 80% charged battery for 45 minutes but satisfactory communications will only be available for 12 minutes (UHF) or 35 minutes (VHF)

For landing, full flap selection and fuel booster pump may not be available

Flap actuator failure

If flap fails to operate when selected, check flap circuit breaker and if tripped make one attempt to reset

If flap still fails to operate, continue flight with flap in achieved position, observing flap limiting speeds.

FORCED LANDING

The recommended height for abandoning the aircraft is 2000 ft AGL

Check:

Fuel booster pump	...	OFF
Throttle	...	Closed
Mixture	...	CUT-OFF
Ignition	...	OFF
Fuel selector valve	...	OFF
Harness	...	Tight
Canopy	...	Closed and locked
Parking brake ...	...	Off

When final flap selection has been made, set battery master switch OFF. Flap operation will be dependent on battery state.

PROPELLER OVERSPEEDS OR FAILS TO GOVERN

If RPM exceeds 2700 or varies when throttle is moved in the constant speed range:

Set RPM control to minimum
Close throttle slowly
Reduce speed as much as practicable
Open throttle slowly

If governing is restored, reset power
If governing is not restored, close throttle and make a further attempt to restore

Persistent failure to govern

Land as soon as possible
Maintain lowest practicable speed and power

Engine Failure in Flight — *continued*

Non-mechanical Failure

Immediate actions

Warn crew
Fuel booster pump ... ON
Throttle ... ... Closed
Gain height if possible while reducing speed to 75 kt for the glide
Select landing area, noting wind velocity
Make RT distress call
Check altimeter setting
Plan descent

Subsequent actions

Check for cause of failure
Attempt to restart

RESTARTING THE ENGINE

WARNING: Do not attempt to restart the engine following either an engine fire or mechanical failure

Attempt to restart the engine by setting or confirming:

Fuel selector valve	...	BOTH
Fuel booster pump	...	ON
Mixture ...	...	Fully rich
RPM	...	Max
Ignition	...	BOTH
Throttle ...	...	Slightly open

Eng.Failure/ Restarting

Press the starter button and release it immediately the engine fires.

Check the starter warning light goes out

OR
If height is available, dive until the engine restarts

If stationary, the propeller may not start to windmill below 120 knots
This method of restarting may require 1500 feet

Note: If engine failure was caused by intake icing, use induction hot air until clear of icing conditions.

Forced landing — *overleaf*

FORCED LANDING

The recommended height for abandoning the aircraft is 2000 ft AGL

Check:

Fuel booster pump	...	OFF
Throttle	...	Closed
Mixture	...	CUT-OFF
Ignition	...	OFF
Fuel selector valve	...	OFF
Harness	...	Tight
Canopy	...	Closed and locked
Parking brake ...	...	Off

When final flap selection has been made, set battery master switch OFF. Flap operation will be dependent on battery state.

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▶◀

Engine Failure in Flight — *continued*

Non-mechanical Failure

Immediate actions

Warn crew
Fuel booster pump ... ON
Throttle ... ... Closed
Gain height if possible while reducing speed to 75 kt for the glide
Select landing area, noting wind velocity
Make RT distress call
Check altimeter setting
Plan descent

Subsequent actions

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Check the starter warning light goes out

OR
If height is available, dive until the engine restarts

If stationary, the propeller may not start to windmill below 120 knots
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Note: If engine failure was caused by intake icing, use induction hot air until clear of icing conditions.

Forced landing — *overleaf*

ENGINE FAILURE AFTER TAKE-OFF

Immediate actions

Warn crew
Select attitude for gliding speed
Pick a landing area
Lower flap as necessary

Subsequent actions

Make RT call
Carry out forced landing checks (see Card 13)

Note: Circumstances and time available will determine the least hazardous course of action and which of the drills can be completed.

ENGINE FAILURE IN FLIGHT

Mechanical Failure

Immediate actions

Warn crew
Gain height if possible while reducing speed to 75 kt for the glide

Fuel booster pump	...	OFF
Throttle	...	Closed
Mixture	...	CUT-OFF
Ignition	...	OFF
Fuel selector valve	...	OFF
Cockpit heating	...	Off
Alternator ...	...	OFF

Subsequent actions

Do not attempt to restart
Select landing area, noting wind velocity
Make RT distress call
Check altimeter setting
Plan descent
Carry out forced landing checks (see Card 13)

continued

ENGINE FIRE IN THE AIR

Note: No engine fire extinguisher is fitted.

Actions

Warn crew and reduce speed to 75 kt for the glide

Fuel booster pump	...	OFF
Throttle ...	...	Closed
Mixture ...	...	CUT-OFF
Ignition	...	OFF
Fuel selector valve	...	OFF
Cockpit heating	...	Off
Alternator ...	...	OFF
Make RT distress call		
Battery master switch	...	OFF when situation permits

If the fire does not go out, abandon if sufficient height is available (2000 ft AGL)

If the fire goes out or height is not sufficient for abandoning, make a forced landing (see Card 13)

Fire

WARNING: Do not attempt to restart the engine

COCKPIT FIRE

Battery master switch	...	OFF
Alternator ...	...	OFF
Cabin heating ...	...	Off
Use hand fire extinguisher		

Note: If time is sufficient, make RT distress call before battery master switch OFF.

ENGINE FIRE ON THE GROUND

Actions

Warn crew		
Fuel booster pump	...	OFF
Throttle	...	Closed
Mixture	...	CUT-OFF
Ignition	...	OFF
Fuel selector valve	...	OFF
Battery master switch	...	OFF
Parking brake ...	...	Off

Collect the hand fire extinguisher and vacate the aircraft

Card 11
(AL3)

AP 101B-3801-14

BULLDOG T Mk 1

EMERGENCIES

FUMES IN COCKPIT

CABIN AIR OFF
SELECT SCREEN DEMIST
BELOW 120 KT
OPEN CANOPY 2 notches
RT call
RTB
See Medic.

ENGINE FIRE ON THE GROUND/
ENGINE FIRE IN THE AIR/
COCKPIT FIRE

ENGINE FAILURE/
RESTARTING THE ENGINE

FORCED LANDING/
PROPELLER MALFUNCTIONING/
ELECTRICAL FAILURES

COMMUNICATIONS FAILURE/
ABANDONING/
DITCHING