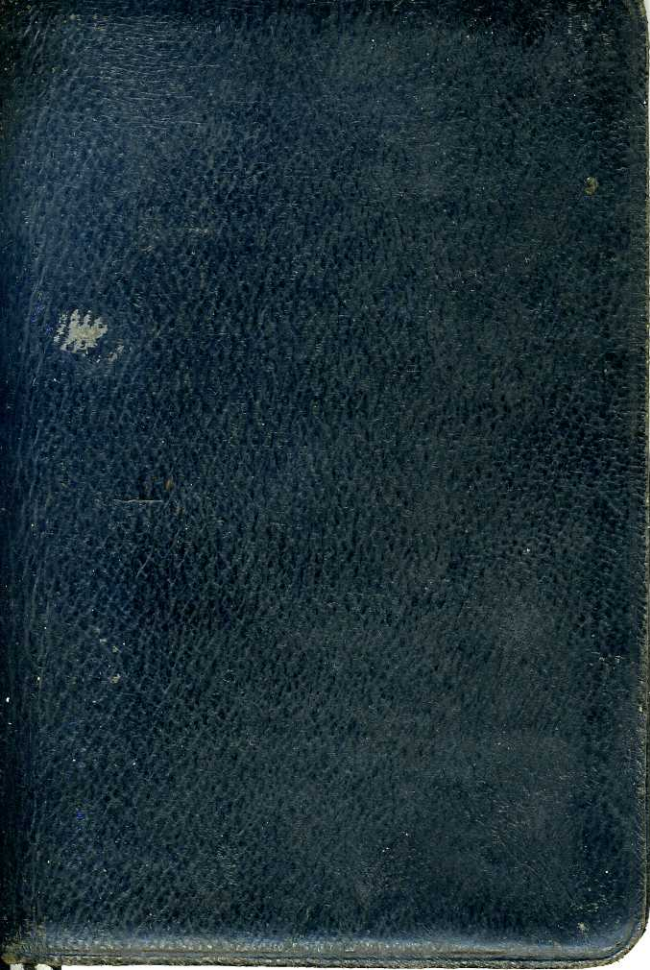






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12.30

Duffield Forks.
S. Clarke 77 Seymour Gardens
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S/Ldr F W Alexander

MERLIN 28-38 With Stromberg Carb.

GENERAL DESCRIPTION. MERLIN

TYPE. 12 CYL LIQUID COOLED.

IN-LINE. ENG. Overhead Poppet Valve.

ARRANGEMENT CYLS. 2 Bank

Inclined angle 60°

BORE. 5.4 INS.

STROKE. 6.0 "

SWEEP. VOLUME. 1648 CU. INS.

COMPRESSION. 6:1

S/C GEAR RATIO: TYPE TWO SPEED
SINGLE STAGE

M RATIO 8.14:1

S RATIO 9.49:1

IMPELLOR DIAMETER 10.25" INS.

DIRECTION OF ROTATION FROM COCKPIT

PROP SHAFT RIGHT HAND

CRANK SHAFT LEFT HAND

SPUR TYPE REDUCTION GEAR RATIO 420:1

MAGNETOS TWO BTM CSSE - 12510

OR ROTAX N. SE. 12-4

CARBURETOR STROMBERG PD. 16

S.V. A.V.T. 40 (1/8th inch)

Skimmers Union Aero Vertical Twin

FUEL PUMP PRESS 2 - 2 3/4 / sq"

POWER FOR TAKE-OFF 1280

MAX. WEIGHT (DRY) 1430 LBS.

FUEL 100 OCT. (2154 gals)

OIL D.T.D. 472 8. O. EUROPE.
128 GALS C.O. - TROPICAL

ENGINE LIMITATIONS (100 OCT.)

MAX	R.P.M.	BOOST	OIL T.	COOLANT T.
T.O. To 1000 =	3000	+14	90	125

MAX CLIMB	2850	+9	90(100)	125 (135)
(1HR LIMIT)	"M+5"			
	(9.500)			

MAX. RICA.	2650	+7	90(100)	105 (115)
CONTINUOUS "M+3"				
	14006			

MAX. WARK.	2650	+7	90(100)	105 (115)
------------	------	----	---------	-----------

COMBAT	3000, M+14	105	120 (135)
	S + 16		

OIL PRESSURE NORM 60 - 80 LBS sq"

EMERG (5 mins) 30 LBS.

OIL CONSUMPTION 6 - 18 PINTS / HR.

RAD SHUTTERS OPEN 109 - 115°C.

MIN TEMPS FOR TAKE OFF.

OIL 15°C.

COOLANT 60°C.

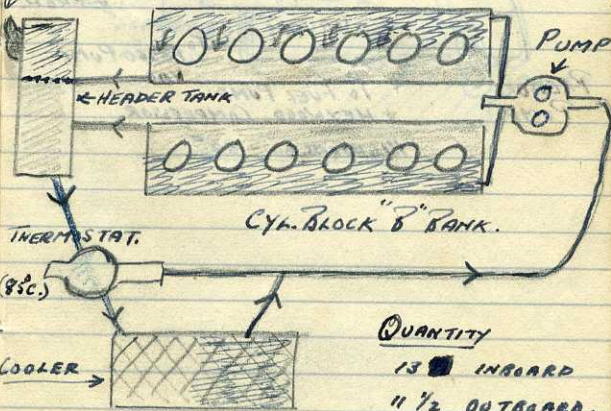
(If in warm temps. +15°C at start, allow temp to rise 5°C.)

TEMP. EFFECTS

COOLANT SYSTEM.

HEDDINGTON
RELIEF VALVE

"A" BANK



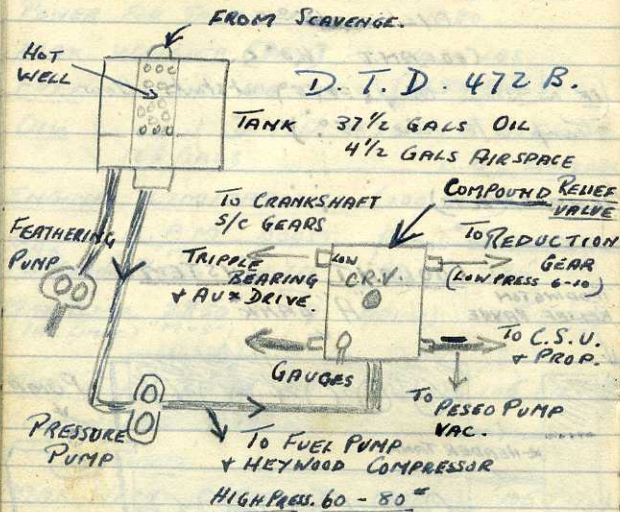
QUANTITY

13 INBOARD

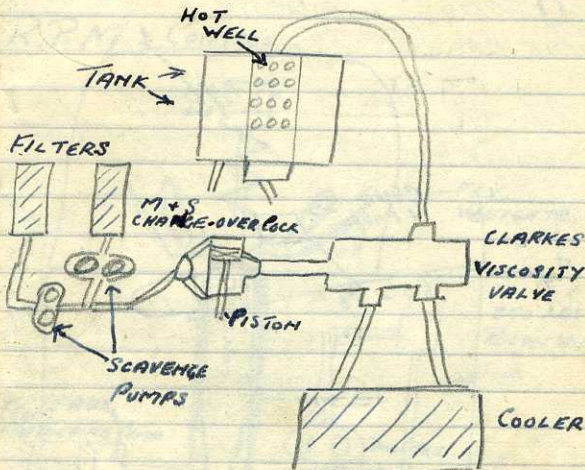
11 1/2 OUTBOARD.

30% GLYCOL
70% WATER.

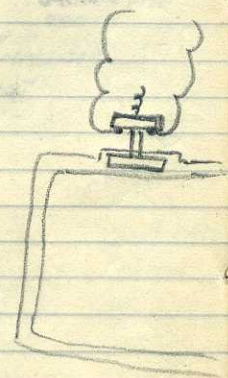
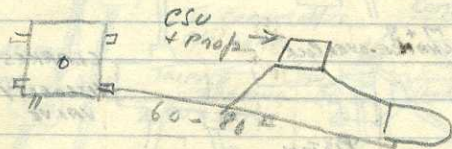
LUBRICATION SYSTEM.



SCAVENGE.

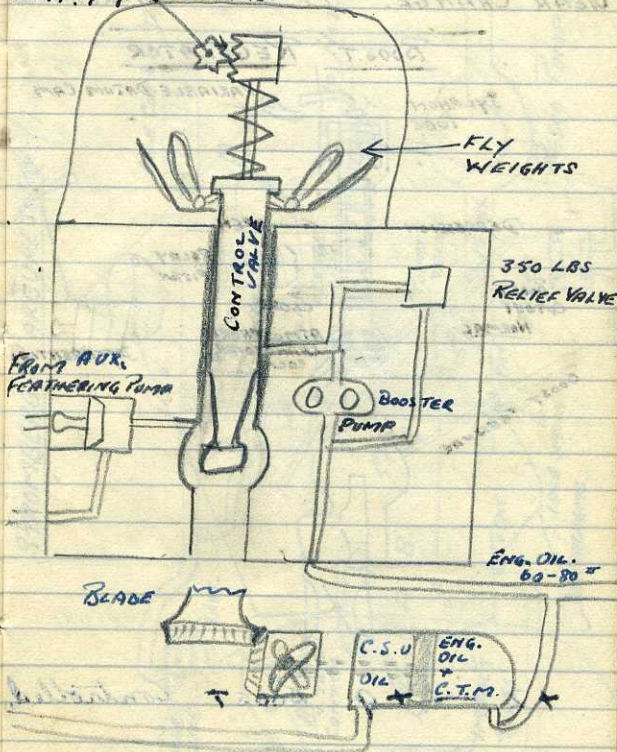


D.H. HYDROMATIC PROP.



DH. HYDROMATIC

R.P.M. CONTROL



C.T.M. Centrifugal Turning Movement.

STARTING - UP PROCEDURE

(With Stromberg Carburetor)

6/ SWITCH TO GROUND

1. C. O. to Idle Cut Off Posn.

Brake Pressure Minimum 150 lbs.

Set Throttle to 1000 - 1200 R.P.M.

Operate Wobble Pump 10⁺ sq in.

Select No 2 Tank, (M/S Switch to M.)

Magn Switches & Booster Coil ON

GROUND Flash to GROUND

PRESS STARTER BUTTON.

When eng. running smoothly:-

1. C. O. to ENG. ON position.

If Eng. cuts: 1. C. O. to 1. C. O. Posn.

(Wobble pump smoothly (10⁺))

+ stop if Eng cuts.)

Starting hot Engine no need to prime

CROSS-FEED CHECK CAN BE CARRIED
OUT DURING WARM-UP.

STOPPING ENGINE.

ENG. to 1000 - 1200 R.P.M.

1. C. O. to Engine Off Posn (HANKS OFF)

SWITCH OFF IGNITION WHEN ENG STOPS.

← (BOOSTER PUMPS ON)

FEATHERING PROCEDURE.

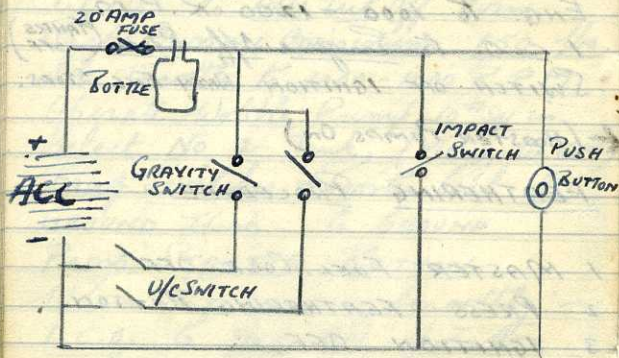
1 MASTER FUEL COCK OFF

2 PRESS FEATHERING BUTTON

3 IGNITION OFF

4 1. C. O. to ENG. OFF Posn.

GRAYNER FIRE EXTINGUISHER.



IF INBOARD ENG CATCHES FIRE NECESSITATING
USE of Fire Ext. turn off Cabin Heat-

RUN-UP CHECK.

WHEN OIL PRESS 90^{PSI} COOLANT 60°C

Idle 1200 R.P.M. Check Mags at S.R.

1/ When oil 90^{PSI} coolant 60 - Rads open.

2. OPEN UP TO 0 BOOST.

A. Reduce RPM 200 & return.

Check for original figure.

B. At "0" Boost: Check M & S GEAR

NOTE: drop in RPM & Red Light in "S."

3. OPEN UP TO GATE.

CHECK STATIC RPM 2850 MIN

CHECK BOOST

4 OPEN UP MOMENTARILY PAST GATE

CHECK FOR +14 # BOOST.

5 RETURN TO 0 BOOST

CHECK MAGS - 150 R. drop Max

6 RETURN TO 1200 SLOW RUNNING

1. ~~ON~~ ~~OFF~~ ~~ON~~

FULL THROTTLE HEIGHTS

		M	S
3000	+14	6,000'	11,000'
2850	+9	9,500	16,000
2650	+7	9,500	15,000
2650	+6	10,000	16,500
2650	+4	14,000	20,000
2400	+4	10,000	15,000
2200	+4	8,000	12,000
3000	+9	12,000	18,000

SPECIAL EMERGENCY.

MAX POWER CLIMB

IF RATE OF CLIMB IS AFFECTED
3000 RPM
TO INCR. BOOST

RESET TO +9 +
CONTINUE CLIMB TO
OPERATIONAL HEIGHT

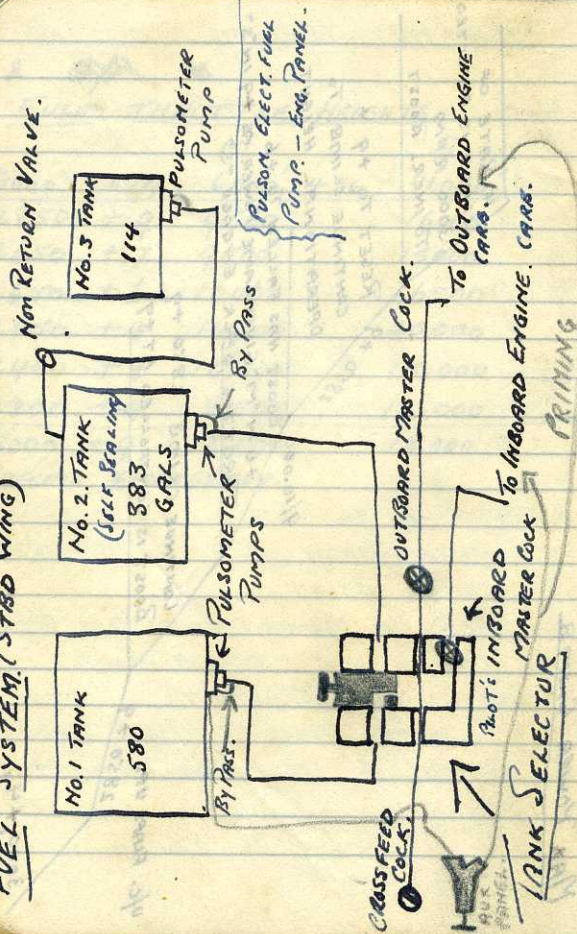
9/10,000 BOOST HAS FALLEN TO +6
+6 IN "M" GIVES SAME POWER AS +9 IN "S"
THROTTLE BACK ENGAGE "S"

CONTINUE CLIMB 2850 +9
BOOST IS CONTROLLED AT +9

v/c. FLAPS UP.
2850 +9

3000, +4,

FUEL SYSTEM (STBD WING)



TANK PUMP TESTS.

1. MAKE SURE THERMAL CUT-OFF SWITCHES ARE IN. & CHECK. BRAKE PRESSURE. 130 A
2. CHECK I.C.O TO I.C.O. POSN.
3. CHECK VOLTAGE OF ALL A/C ACCS.
4. CHECK GROUND/FLIGHT SWITCH IS FLIGHT

MASTER ELECTRIC PUMP MUST BE ON.

PULSOMETER PUMPS need
not be on during level
flight between 10000 &
11000 feet. So By Pass
line is then used.
Switches on Eng. Panel
Cross feed Cock. fwd. of main flap.
Tank selector Cock.
leading edge of wing flap.
4-8 Amps on panel reading
of Pulsometer Pumps.
SEE LIST OF FUSES.

MANIP. OF TANKS

1. 2. & 3.

Take Off on #2 ^{TANK Pumps} 1+2 Taps ON.
2000' (TAPS OFF) Pumps OFF.
USE 150 GALS FROM #2. 20

1+2 Taps on Change to No 1.

1+2 Taps OFF.

(Pump #3 into #2 while using no 1.)

No 3 Taps ON.

3 TANKS last 20 mins. (10 gals left and

No 3 Taps OFF.

No 1+2 Taps On, no 2 tank on

..... OFF. Use until

200 gals remain then 1+2

Taps on + change to no. 1

1+2 Taps off + use till 20 gals

left - 1+2 Taps off +

Use no. 2 + land.

Take off on 2 because

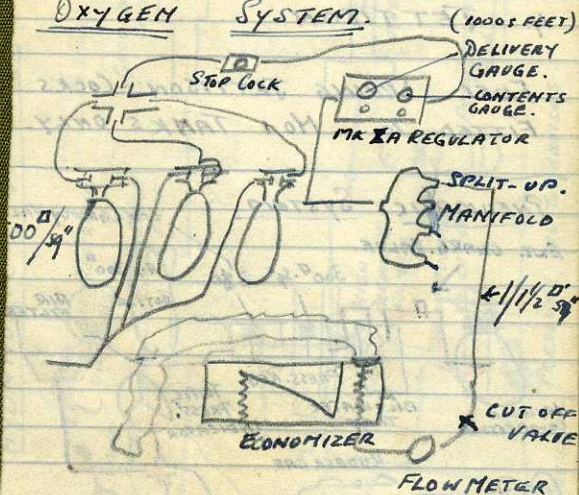
bleed off at tanks to #2.

from Carburetor.

FUEL FOR FLIGHT

TRACK MILES + 200 = GALS.
.8 FOR 1 ENG

OXYGEN SYSTEM.



5-9 Puffs Per min.
Check contents gauge.

15 BOTTLES = 750 LITRES.

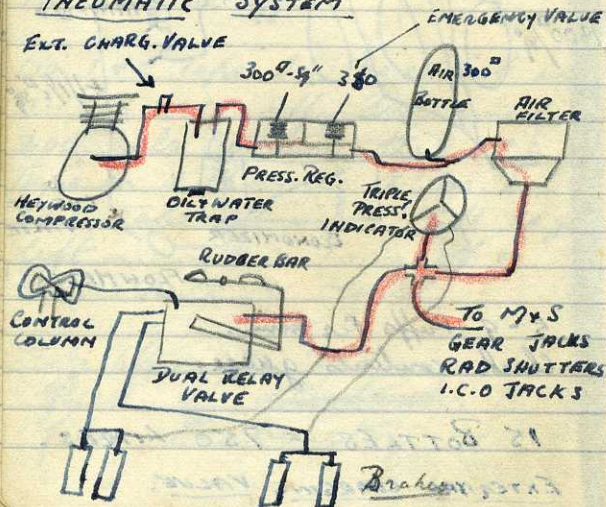
EXTERNAL CHARGING VALVE.

JETTISONING FUEL.

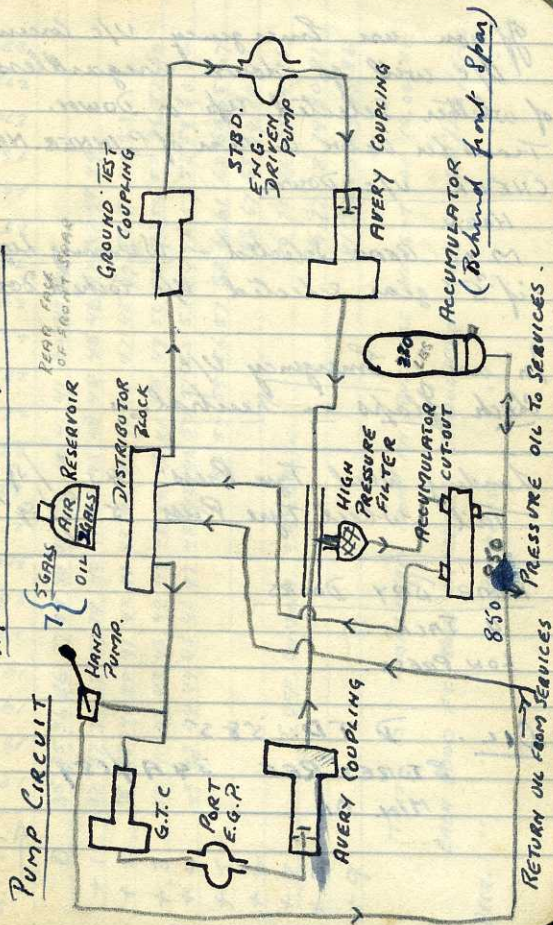
- 1 REDUCE A/S 120
- 2 LOWER FLAPS 15°-20°
- 3 BRING REAR A/G FORWARD
- 4 JETTISON

FUEL SPRING JETTISON COCKS
FITTED TO NO 1 TANKS ONLY.

PNEUMATIC SYSTEM



HYDRAULIC SYSTEM



	EACH 8000 FT.	THICK.	INCREASE	TABULATED FIGURES	IGAL/HIR/ENG.
DECR.	"	"	" DECREASE	"	"
	"	"	" INCREASE	"	"

#1 TANK = 580

2 = 383

3 = 114

1 Wing = 1077

TOTAL = 2154

1 GAL = 7.2# = 15508.8#

128 GALS OIL @ 8.4# = 1075.2

16584#

F/L Dick Ellis: _____
H.O.P.S. Hospital.
Basingstoke. 772.
Ward. 19

FUSES.

FUEL PUMPS.

ENG. LANC'S.

2 PORT. FUSE #49
1 PORT. " #50
1 STBD " #51
2 STBD " #52
3 PORT " #46
3 STBD #40

LANC. 10.

1 Port. 7
2 " 8
3 " 9
1 STBD 10
2 " 11
3 " 12

FUSES.

PULSOMETER PUMPS
ELECTRIC FUEL BOOSTER PUMPS.

1 fitted to Each tank
#1 + #2 Pumps have suction bypass
to allow fuel to be drawn from
the tanks when pumps are
not in use. The main use

of these pumps in No. 1 & 2 tanks
is to maintain fuel pressure
at altitudes of approx. 17000' or over.
They are also used for #

1. Take Off.
2. up to 2000'
3. When making a tank change.
4. Fighter affiliation.
5. Evasive Action.
6. Over Target Area.
7. When running 4 Eng from 1 Tank.
8. Landing.

(No. 3 Tank Pump only switched on
when it is necessary to transfer
contents into No. 2.)

Test:

At Fl. Eng Panel. set each
switch in turn to TEST POSN.
Ammeter should read 4-7 AMPS.

Know Test for S.V. Carburetor.

Normal Tank Manipulation

Take Off. on #2. 1 & 2 Tanks ON.

2000' Pumps Off.

USE 150 Gals of #2.

1 & 2 Tanks on Change to 1 Tank.

Pump 3 into 2. back to No. 2.

2 Off. (#1 pump off if below 17000')

Continue on No 2 till 200 GALS. left.

Change to 1 Tank.

Continue on No. 1. till 20 gals left.

Change back to No. 2 & land.

Tank Manip with No 3. TANKS EMPTY

Take Off. on No 2. with 1 & 2 Pumps
on.

2000' Pumps Off.

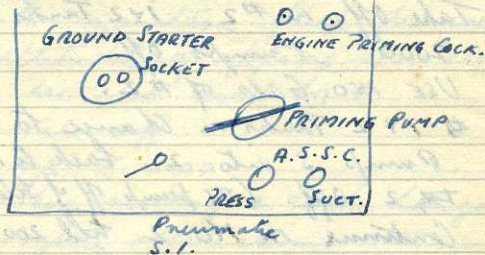
Continue on No. 2. until 200
Gals are left.

Change to No 1. (Pumps on)

Continue on No 1 till 20 gals left

Change to 2.

VIEW OF PANEL IN ENGINE NACELLE.



A.S.S.C. = Air Start Solenoid Couplings
(for testing hydraulics.)

FEATHERING PROCEDURE.

1. Master Fuel Cock Off.
2. PRESS Feathering Button.
3. I. C. O. to ENGINE OFF POSN.
4. IGNITION Off.

UNFEATHERING PROCEDURE.

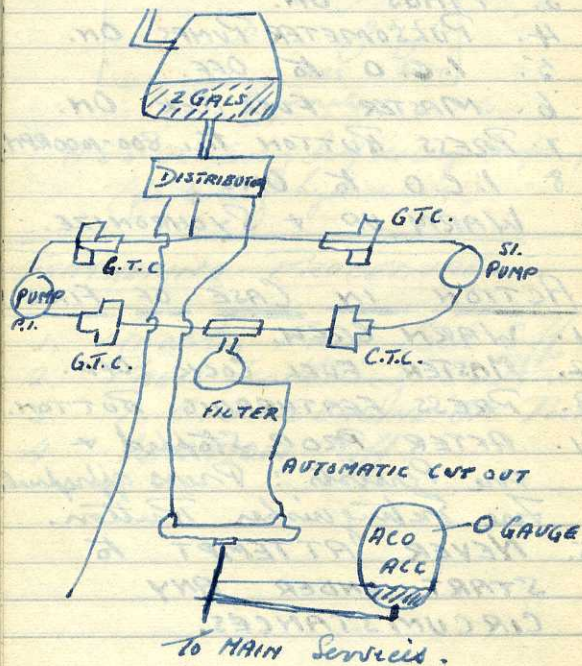
1. THROTTLE OPEN $\frac{1}{2}$ -1"
 2. R.P.M. LEVER to MINIMUM.
 3. MAGS ON.
 4. PULSOMETER PUMPS ON.
 5. I.C.O. to OFF.
 6. MASTER FUEL COCK ON.
 7. PRESS BUTTON till 800-1000RPM.
 8. I.C.O. to ON.
- WARM UP + SYNCHRONIZE.

ACTION IN CASE OF FIRE.

1. WARN CREW.
2. MASTER FUEL COCK OFF.
3. PRESS FEATHERING BUTTON.
4. AFTER PROP STOPPED + FIRE PERSISTS: Press appropriate Fire Extinguisher Button.
5. NEVER ATTEMPT to START UNDER ANY CIRCUMSTANCES.

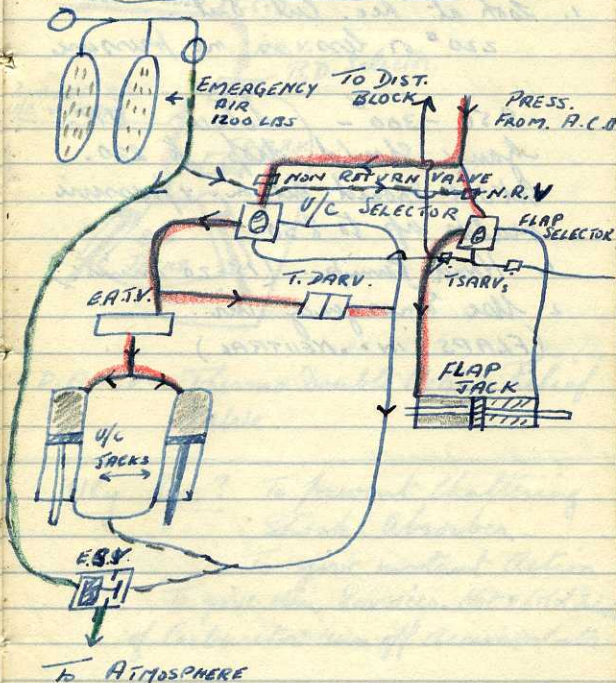
HYDRAULIC SYSTEM. LANC III

CAPACITY = 7 GALS. { 2 FLUID
5 AIR SPACE



HYDRAULICS U/C & FLAPS

WANT TO PREVENT SHUTTERING



T.D.A.R.V. = Thermodynamic Acting Relief Valve.
EATV = Emergency Air Transfer Valve
ESV = Emergency SAFETY VALVE.

V/C Emergencies.

After selecting down.

1. Look at Acc. Cut-out.

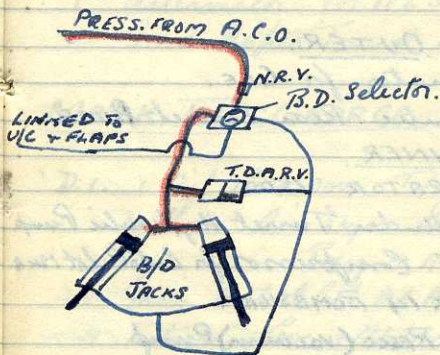
220⁺ or less is no pressure

850 - 300⁺ - select UP.
Gauge should drop to 220.
Cut-out should cut in. & pressure
builds up to 850

1. Hand Pump - (15-20 mins.)
2. Use Emergency Air.
(FLAPS IN NEUTRAL.)

HYDRAULICS

BOMB-DOORS



T.D.A.R.V. = Thermo Double Acting Relief Valve.

Why Acc.? To prevent Chattering Shock Absorber.

To give instant Action
To give other Services. Hot & Cold Starts
of Carburetor run off Accumulator.

ENGINE AUXILIARY SERVICES.

PORT OUTER.

1. Alternator for GEE.
2. Hydraulic Rear Turret Pump.

PORT INNER

1. GENERATOR 1500
2. Mid-Under Turret Hydraulic Pump.
3. R.A.E. Compressor for Auto Pilot MK 8
+ MK 14 BOMB SIGHT.
4. NO. 1. PESCO (Vacuum) Pump
- ~~SHARPOUR~~ 5. MAIN HYDRAULIC PUMP.

STBD INNER

1. GENERATOR
2. Hydraulic Pump for FRONT TURRETS
3. Heywood Compressor for Pneum. Servs.
4. NO. 2 (Emergency) Pesco Pump.
5. Main Hydraulic Pump

STBD Outer

1. Alternator for H2S.
2. Mid-Upper Turret Hyd. Pump.

MARK IV GEORGE.

- ANTI-FREEZE
- D.I. 1. Oil Reservoir Top Up. Grade A.
 2. Chem. Air Dryer. Silica Gel.
Every 10 Hours.
 3. Main Control Lock Ref to OUT. POSN
 4. Steering Lever & Attitude Cont. NEUT
 5. Check Gauge Supply Ind. 55-60°



PRE FLIGHT CHECK.

1. Ensure Clutches IN.
2. Check Press. 60° (55 min)
3. Thrust Posn Lock in OUT.

IN FLIGHT

1. Put Posn Lock to SPIN for 5 MINS.
2. Recheck Control levers & Locks.
3. Trim
4. Engage.

To Turn Put main switch in ON

To Disengage - Put control back to OUT

Emergency or Before Landing
Disengage & Put to OUT.

PRELIMINARY START-UP DRILL

1. Radiator Flaps to Auto Posn.
2. R.P.M. Control - MAX
3. THROTTLES $\frac{3}{4}$ " OPEN
4. S/C IN 'M' GEAR.
5. CARB - COLD AIR.
6. BRAKE PRESSURE 150 LBS MIN

ENGINE STARTING DRILL.

1. G/F. SWITCH TO GROUND
2. I.C.O. SWITCHES TO I.C.O.
3. SELECT NO. 2. TANK. NO. 2. PULSOMETERS ON.
4. BOOSTER COIL & ALL IGNITION ON
5. MASTER FUEL COCKS TO BE PUT ON ONLY AS EACH ENGINE IS READY FOR STARTING

6. PRESS STARTER BUTTON (20 SECS)

AS ENGINE FIRES EVENLY ON PRIMING
MOVE I.C.O. TO ENGINE ON POSN.

IF ENGINE FAILS TO START OR
CONTINUE RUNNING. I.C.O. MUST BE
MOVED TO I.C.O.

7. IDLE ENGINE 1200-1500 R.P.M

8. AFTER ENGINE STARTED

BOOSTER COIL OFF

G/F SWITCH TO FLIGHT

D.R. COMPASS ON

NOTE ORDER OF STARTING

SI. S.O. P.O. P.I.

COCKPIT CHECK AFTER ENGINES STARTED

1. SEE THAT BRAKE PRESS. BUILDS UP
2. CHECK FLAP & B/D OPERATION
3. CHECK VACUUM PUMPS ON BOTH INNER ENGS
4. ALL ESCAPE HATCHES SECURE & ENTRANCE DOOR CLOSED.
5. AUTO PILOT CLUTCHES ENGAGED TO FREE MOVEMENT
6. CHECK MOV. OF ALL TRIMS THROUGH THEIR FULL TRAVEL.

7. CHECK TO SEE FLYING CONTROLS
MOVE FREELY.

RUN-UP PROCEDURE

- 1 CHECK ENG. TEMPS & PRESSURES
MIN. OIL TEMP. - 20°C .
MIN OIL PRESS. - $45 \frac{\text{lb}}{\text{sq}}\text{in}$
MIN COOLANT TEMP. - 60°C
- 2 CHECK FOR U/S IGNITION AT 1200 RPM
- 3 OPEN THROTTLE SMOOTHLY THROUGH
GATE WHEN YOU SHOULD GET $+9 \text{ lbs Boost}$
& 2850 - 3000 RPM - TEST IGNITION
(MAX DROP 150)
- 4 THROTTLE BACK TO 0 BOOST TO TEST
CSU & SC
TO TEST CSU MOVE REV LEVER TILL
REVS DROP APPROX 200 & THEN RETURN
TO NORMAL
TO TEST S/C SWITCH TO S GEAR &
BOOST SHOULD ~~RAISE~~ RISE 1 LB & REVS
DROP 50 & AT SAME TIME RED LIGHT
SHOULD COME ON.
- 5/ THROTTLE ENGINES RIGHT BACK TO TEST
S.R. AT WHICH YOU SHOULD GET
APPROX 800 R.P.M.

6/ IDLE ENGINE AT 1200 R.P.M.

NOTE. THROUGHOUT RUN-UP, VERY
CLOSE WATCH SHOULD BE KEPT ON ENG.
TEMP. BECAUSE THIS IS CRITICAL STAGE
FOR ENG TEMP. TO RISE

SHUTTING DOWN PROCEDURE.

1. CHECK AIR PRESSURE (150 LB MIN.)
2. HAVE ENGINES RUNNING BETWEEN
1500 - 1800 R.P.M. FOR 30 SECS. & OPEN
B/D (NOT AFTER AN OPERATION.)
- 3./ STOP EACH ENGINE INDIVIDUALLY
BY SWITCHING I.C.O. TO I.C.O. POSN
- 4./ WHEN ALL ENGINES ARE STOPPED
TURN ALL PETROL COCKS, IGNITION
SWITCHES & PULSOMETERS OFF.
THE RAD. SHUTTERS TO BE LEFT IN
AUTO POSITION & I.C.O. IN
ENG. ON POSITION
- 5/ SELECT FLAPS DOWN TO RELIEVE
PRESS IN HYDRAULICS SYSTEM & FINALLY
TURN D.R. COMP, 1196 & PITOT HEAT
OFF. G/F SWITCH TO GROUND.

CHECKS

1 HOUR

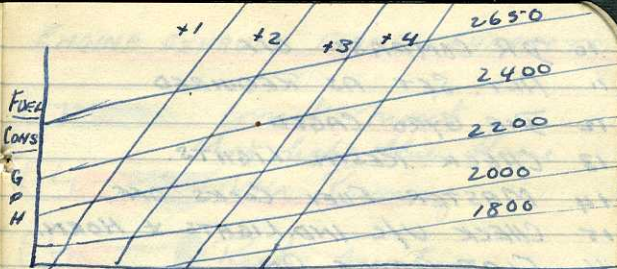
EXTERNAL

1. CHOCKS UNDER WHEELS
DISPERSAL CLEAR OF OBSTRUCTIONS
2. TEST FOR TYRE-CREEP / WHITE MARK.
+ VALVE
TEST BRAKE LEADS.
3. TEST MICRO-SWITCH (FREE OF MUD)
TEST U/C-DOWN LOCK
4. " OLEO EXTENSION = $4\frac{1}{2}$ "
5. LEADING EDGE SECURE
6. FUEL JETTISON WASHERS FLUSH WITH
MAIN PLANE SKIN
7. COWLINGS FOR LOOSE BOTTONS
COVERS OFF.
8. CHECK FOR EXTERNAL OIL, FUEL AND
COOLANT LEAKS.
9. PITOT HEAD COVER & WHEEL COVERS OFF
10. STATIC VENT PLUGS OUT
11. TAIL WHEEL & OLEO EXTENSION
12. ALL INSPECTION PANELS SECURE

INTERNAL CHECKS

1. REAR TURRET CENTRAL & LOCKED
DOORS CLOSED IF TAIL A/G NOT CARRIED.
2. EXTERNAL ROTATION (DEAD MAN'S RELEASE)
3. FIRST AID KITS IN POSITION
4. PORTABLE OXYGEN BOTTLES &
FIRE EXTINGUISHERS IN POSITION.
5. ALL PYROTECHNICS & STOWAGE SECURE
6. MAIN OXYGEN COCK ON IF REQUIRED.
(FULLY ON -)
7. NITROGEN SYSTEM ON IF FITTED.
8. CHECK EMERGENCY AIR PRESSURE 1200
9. " ALL ESCAPE HATCHES SECURE.
10. " HYDRAULIC ACCUMULATOR PRESS
(FRONT SPAR) 220 MINIMUM
11. GROUND/FLIGHT SWITCH TO FLIGHT
AFTER OK. FROM BOMB AIMER.
12. $\frac{1}{2}$ COMM ON.
13. CROSS FEED COCK FOR FREEDOM & OFF.
14. FUEL CONTENTS GAUGE SWITCH ON.
LEAVE ON FOR REMAINDER OF FLIGHT
15. TEST FUEL BOOSTER PUMPS } BY AMMETER
PITOT HEAD } (4-7 AMPS)
16. ALL FUEL BOOSTER PUMPS
SNITCHED OFF.

17. SELECT NO. 2. TANKS
18. CHECK FUEL GAUGE READINGS WITH F. 700
19. " PARACHUTES, CORRECTLY STOWED.
20. ALDIS LAMP CORRECTLY STOWED
BY NAV. TABLE.
21. FRONT PARACHUTE ESCAPE HATCH
FREE FROM OBSTRUCTIONS & EASY TO MOVE.



AUTOMATIC BOOST CONTROL
 TO CONTROL BOOST AT LOW ALTITUDES
 " " CONSTANT FUEL/AIR RATIO
 ANEROID CHAMBER - RELAY PISTON
 BOOST CONTROLLED BY THROTTLE OPENING &
 SPEED OF IMPELLER. (M.Y.S.)

SEE PREV. NOTES ON ENG. LIMITATIONS
CLIMBING &
CRUISING (S.V. CARB.)
 OPEN THROTTLES TO GATE - (IAS. INCREASES)
 REDUCE REVS (FRICT. DECR.) 16
 MAINTAIN A/S. BUTTERFLIES OPEN

B.H.P.

1800 + 4 gives lower GPH & higher BHP
 for same IAS as 2000 + 2.

- COCKPIT CHECKS.
1. Bomb-door lever UP
 2. AIR INTAKE COLD
 3. FUEL JETTISON HANDLE WIRED.
 4. NAV LIGHTS.
 5. 1196 AS REQUIRED.
 6. MIXER BOX to I.C.
 7. DEICING PUMP CLIP IN POSN
 8. P.H. COMPASS VERGE RING FREE
LOCK BAR & LIGHT O.K.
 9. AUTO CONTROL CLUTCHES IN.
MAIN COCK TO OUT

- 10 DR COMPASS OFF
- 11 ALT. SET AS REQUIRED
- 12 DIR. GYRO CAGED.
- 13 CHECK RESIN LIGHTS.
- 14 MASTER FUEL COCKS OFF
- 15 CHECK U/C IND. LIGHTS & HORN.
- 16 FLAP GAUGE. ON
- 17 SUPERCHARGER IN M GEAR
- 18 I.C. O. - OFF.
- 19 OXYGEN AS REQUIRED.
20. CHECK IDENT. LIGHTS.
- 21 BRAKE PRESS MIN. 150. 80 PER MIN.
- 22 RAD. FLAPS TO "AUTO".
- 23 U/C LEVER DOWN.
- 24 CHECK TRIMMERS.
- 25 FLAP LEVER NEUTRAL
- 26 PITCH FULLY FINE.
- 27 THROTTLES CLOSED.
- 28 COCKPIT LIGHTS
- 29 GROUND/FLIGHT TO GROUND.

ENGINE EXHAUST FLAMES CHARACTS.

-  Correct Mixture
short light blue flame
-  Over Running
-  Rich Mixture
Composite flame - Red. Invis. & Bl. Smoke
-  Incomplete Combustion
Intermitt Blue/White flame - on mag. disk
-  Burning Oil

-  Weak Mixture & Burning Oil
Reddish flame & blue tip - (Common)
-  Defective Sparking Plugs.
appears from one or more manifolds.
-  Weak Mixture

5998
H. S. Jackson

ENGINE
21. MORRIS RACE
JAVANE.
MRS S. MATTHEWS.

FAILURE TO START

1. INCORRECT PRIMING
2. CHECK NO. 1. TANK FOR FUEL (no pump)
3. CHECK NO. 2. TANKS ON
4. CHECK BOOSTER COIL SWITCHES ON.
MAGS ON & G/F SWITCH TO GROUND
5. CHECK PULSOM. PUMP ON. I.C.O. TO ON.
6. CHECK THROTTLE OPENING
7. CHECK CIRCUIT BREAKERS DOWN ON
ELECT. PANEL (ONLY ON MK II)

Charles Humphreys
c/o 234 Horne's Street
Glastonbury N.Z.

Kennell Antchell.

Fb
Buran fan base
Radar was set.
Wormiston
New.

UNEVEN SLOW RUNNING CAUSES.

1. DIRTY PLUGS
2. MAG FAILURE
3. LEADS
4. INCORRECT MIXTURE STRENGTH (WEAR)
5. INSUFFICIENT OIL
6. INTERNAL COOLANT LEAK (WHITE SMOKE)
7. FLAME-TRAP BURNT OR CHOKED (B. FIRING)
- 8

76 Base
Relating to 6. Amviro
Shoot & Baller via
Thurk w/ 9/5/45)

Kingsbury w.c. 2.

John. Samms
c/o Air Ministry PRS
Edwards House
Kingsbury w.c. 2.



