NAVWEPS 01-45HHA-501

NATOPS FLIGHT MANUAL

NAVY MODEL
F-8A, F-8B
AIRCRAFT

(BuNo. 141351 and Subsequent)

THIS PUBLICATION SUPERSEDES NAVWEPS 01-45HHA-501 DATED 15 JUNE 1961, REVISED 15 FEBRUARY 1962, WHICH SHOULD BE REMOVED FROM THE FILES AND DESTROYED.

ISSUED BY AUTHORITY OF THE CHIEF OF NAVAL OPERATIONS AND UNDER THE DIRECTION OF THE CHIEF OF THE BUREAU OF NAVAL WEAPONS

FLIGHT MANUAL INTERIM CHANGE NO. 23

Navy Model F-8A/B Aircraft

Of paramount interest to pilots. To be read by all pilots operating these aircraft.

1. CANCELLATION: None

2. PURPOSE: To set forth procedures for air pickup of dart targets.

3. INSTRUCTIONS: The following additions are made to the Flight Manual NAVWEPS 01-45HHA-501 of 15 June 1961, revised 15 February 1962.

a. Section IV, Page 114A, at the end of the page add the following:

"DART TARGET AIR PICKUP EQUIPMENT

Equipment consists of a 40 foot long steel chain, a 25 pound weight, and a grappling hook attached to the standard arresting hook-operated tow-release fitting for banner targets. For further information on air pickup ground setup and station refer to Chapter I, Section III of NAVAER 28-10A-501 "Handbook, Operation and Service Instructions, aerial targets and associated equipment."

FLIGHT OPERATIONS

1. Air Pickup and Climbout.

a. Approach the pickup station at an altitude of approximately 25 feet and an indicated airspeed of 165 knots with the wing raised and the landing gear retracted.

NOTE

Maximum fuel weight recommended for air pickup is 7800 pounds.

b. Approximately 25 yards prior to reaching the pickup standards, apply full throttle, select afterburner, simultaneously rotate the nose of the aircraft about 25° above the horizon, and commence a 165 - 175 KIAS climb.

CAUTION

Do not exceed the 2.0G wing-up limitation

NOTE

At 1,200 - 1,500 feet the pilot should feel the dart target liftoff.

c. At 2,000 feet altitude secure the afterburner to minimize heat damage to the nylon towline and do not use for the remainder of the towing mission.

d. Accomplish climbout from 2,000 to 10,000 feet at 165 - 175 KIAS with the wing up. At 10,000 feet lower the wing and continue climbout to mission altitude at approximately 200 KIAS.

2. TARGET PRESENTATION

a. Maneuvering flight at indicated Mach numbers of up to 0.85 are permissible at 20 - 25,000 feet altitude. Low altitude flights at indicated airspeeds up to 425 Kts are also permissible.

3. LET DOWN AND TARGET RELEASE

a. Perform let down from mission altitude at 250 KIAS or less, transitioning to the wing up configuration when approaching the drop area.

b. Drop target at altitude of 450 to 900 feet at airspeeds from 140 to 165 KIAS.

NOTE

Minimum damage to the target occurs when the drop is made over sand or soft dirt at an altitude of 600 feet and an airspeed of approximately 155 KIAS.

c. Release target by lowering tailhook.

CAUTION

The dart target will "fly" when released intentionally or inadvertently from the tow plane. It is imperative to exercise extreme caution when launching and releasing the target. The tow plane flight path during pick-up, climbout and approach for drop should be clear of populated areas, buildings, wires, etc.

4. EMERGENCY PROCEDURES

a. If unable to release the dart target, a landing with the towline and target attached can be made. Procedure is to make a steep diving approach to the runway, landing long, with a chase plane verifying target-to-terrain clearance."

END

NAVWEPS 01-45HHA-501
26 SEPTEMBER 1963

FLIGHT HANDBOOK INTERIM REVISION No. 21

Navy Model F-8A/F-8B **Aircraft**

PUBLISHED BY DIRECTION OF THE CHIEF OF THE BUREAU OF NAVAL WEAPONS

Of paramount interest to pilots. To be read by all pilots operating these aircraft

1. Cancellation: None

2. Purpose: To set forth procedures for operation and limits to be observed when utilizing supersonic towed target equipment.

3. Instructions: The following additions are made to the Flight Manual NAVWEPS 01-45HHA-501 of 15 June 1961 revised 15 February 1962.

a. Flight Handbook Interim Revision Number 18 of 8 May 1962, Page 12, after "Supersonic Target Towing", delete "These procedures will be provided when available" and add the following:

"Equipment and procedures are the same as for Subsonic towing except that the basket assembly on the fixed boom launcher is replaced by the Supersonic DL-6 Launcher Assembly, and the Supersonic TDU-21/B replaces the Aero -36, -36A Targets and the Supersonic TDU-21A/B replaces the Aero-42IR Target. Transonic limitations with the supersonic equipment is as shown in Figure 1, attached. Additional information is supplied in Figure 1 for all Delmar Targets to show towing limitations using 0.051-inch diameter wire.

0.051 IN. DIAMETER WIRE LIMITATIONS FOR AERO 36, 36A, 42 & TDU-21 TARGETS

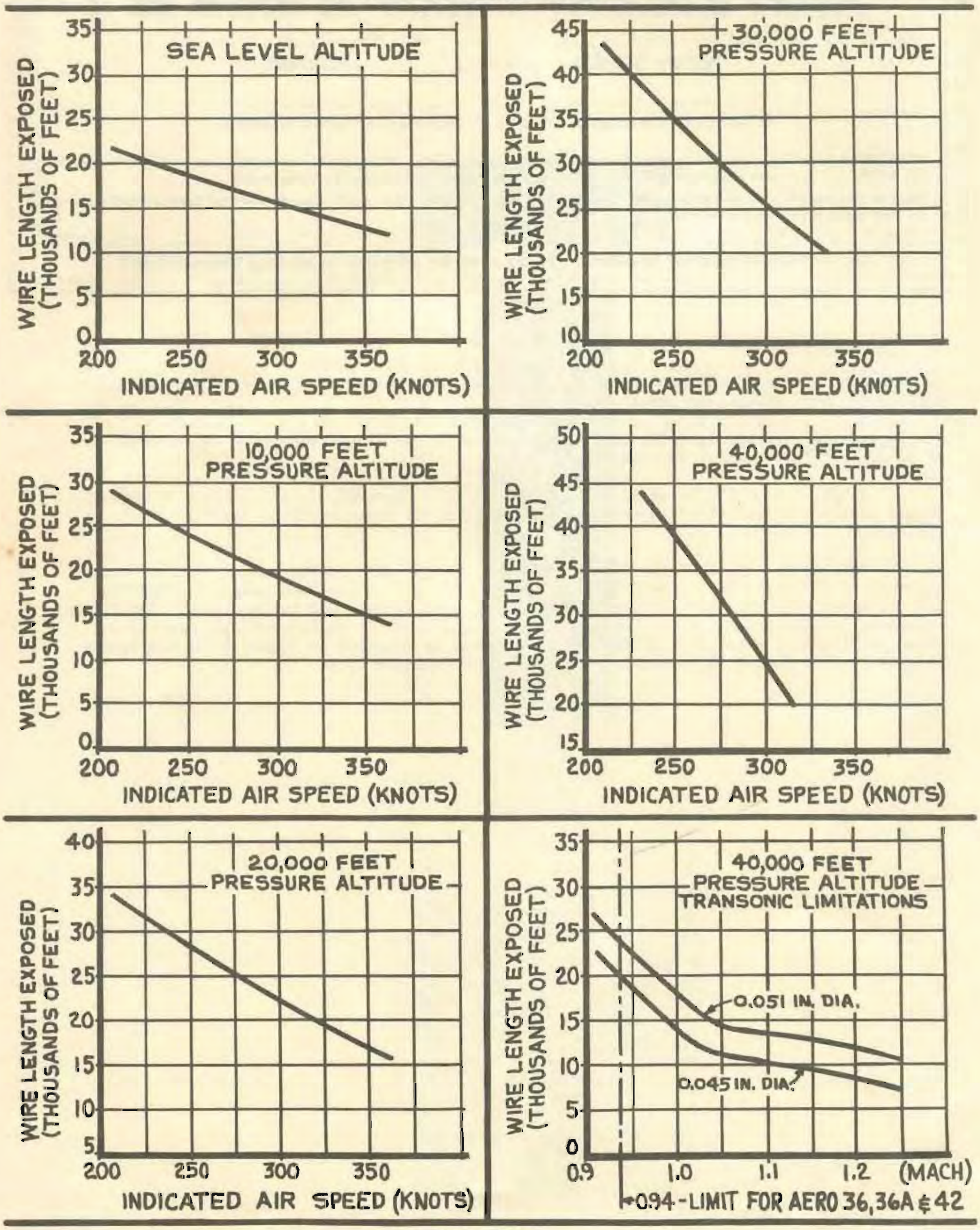

FIGURE 1.

END

FLIGHT HANDBOOK INTERIM REVISION No. 18

Navy Model F8U-1, 1E **Aircraft**

PUBLISHED BY DIRECTION OF THE CHIEF OF THE BUREAU OF NAVAL WEAPONS

Of paramount interest to pilots. To be read by all pilots operating these aircraft

1. CANCELLATION: None.

2. PURPOSE: To set forth procedures to be observed when utilizing banner or Del Mar target equipment on F8U-1, 1E Aircraft.

3. INSTRUCTIONS: The following changes and additions are made to the Flight Handbook NAVWEPS 01-45HHA-501, revised 15 June 1961, for the Navy Model F8U-1, 1E Aircraft.

a. Section IV, page 114A, preceding "TOW TARGET" add the word "BANNER".

b. Section IV, page 114A add the following after paragraph entitled "BANNER TOW TARGET":

"BANNER TOWING OPERATIONAL PROCEDURES

The drag take-off is used with banner targets. The entire length of tow line is laid out in a squat "S" pattern along the tow aircraft take-off run with the center leg of the "S" parallel to take-off, and the far forward turn of the "S" placed opposite the estimated take-off point. This procedure reduces the abrasion of the target before becoming air-borne. Before the take-off, the banner target is counter-balanced for either horizontal or vertical towing. Upon return from the towing mission, the target and towing gear are released over the recovery area by lowering the arresting gear. For additional information concerning take-off methods of banner targets refer to Section III of NA 28.10A-501 revised 15 September 1959: "Handbook of Operation and Service Instructions for Aerial Targets and Associated Equipments." Optimum operational parameters are outlined in table 4-18.

Table 4-18 BANNER TOWING OPERATIONAL PARAMETERS

CONDITION	WING	GEAR	KIAS	REMARKS
Take-off	Up	Down	150-180	Accelerate with afterburner
500 to 1000 test altitude	Up	Up	150-180	Rotate aircraft gently after lift off to prevent afterburner from burning chain.
Climb	Up	Up	150-180	Maintain afterburner in a steep and short duration climb to the desired altitude.
Level off	Down	Up	Accelerate to 220	Come out of afterburner and adjust power for 220 KIAS minimum.
Towing on range	Down	Up	220 min.	Maintain straight and level power at not less than 220 KIAS.
Orbiting	Down	Up	230 min.	Increase power or aircraft will become sloppy with this drag load at 220 KIAS. Occasional afterburner application at 30,000 feet is sometimes necessary to maintain altitude.
Let-down I	Down	Up	220-240	Maintain 80% or more power to keep windshield clear and chase pilot stable. Distance from the traffic pattern will determine type of let-down profile.
Let-down II	Up	Up or Down	165	Maintain 80% or more power as stated above.
Climb from 20,000 feet to 30,000 feet	Down	Up	220 min.	Apply afterburner to reach the desired altitude. See level-off above.

DEL MAR TOW TARGET EQUIPMENT

The Del Mar tow target equipment consists of a tow reel, fuselage shieve fitting, launcher boom, basket assembly, pilot's control box, and target. Except for the pilot's control box, all components mount externally on existing pylons or on special adapters designed for this purpose.

REELS

The AERO 43 (DX-4A) tow reel mounts on the port Sidewinder pylon and is powered by a variable pitch, wind driven turbine. The AERO 43 reel can carry 37,500 feet of 0.040 inch diameter wire or 28,500 feet of 0.045-inch diameter wire. 0.051-inch, or greater, diameter wire can be used with proportionally less footage.

LAUNCHERS

The Del Mar AERO 38B launcher is used to lead the tow wire from the reel to the target and to hold the target in position on the airplane except when the target is deployed.

CONTROL BOX

The pilot's control box may be mounted in the starboard console or other accessible location and has all the instruments and switches required to control and monitor tow reel functions. The instruments indicate turbine pitch and revolutions per minute, and a counter indicates feet of tow wire deployed. Switches include a "Master" switch which controls electrical power to the reel, a cable drum "Brake" switch, a "Turbine Pitch Control" switch to select reel-out or reel-in turbine RPM, and a "Cable Cutter" switch.

TARGETS

The AERO-36, AERO-36A and AERO-42 IR targets can be utilized. These targets consist of a streamlined pressed fiber shell with four expanded polystyrene tail fins. At tow speeds between 270 and 380 KIAS, the fins cause the target to rotate three to four revolutions per second.

SYSTEM GROUND CHECKS

1. The following operations shall be performed prior to pre-flight cockpit checks and in-flight operations of the equipment (Wing down):

a. Check reel, fuselage shieve fitting, and launcher for secure attachment to the aircraft.

b. Check launcher assembly for cracks and assembly bolts for proper security.

c. Check security of electrical plug between reel and aircraft, also between launcher and aircraft.

d. Check for proper reeving of tow wire and that cable cutter squib is installed.

e. Check reel lockpin in place.

f. With external power applied, place reel control box master switch in "ON" position. Check reel brake switch in "ON" position.

g. Test for proper function of the reel turbine pitch control. After test return reel turbine blades to "ZERO" (centered) position. Have ground crew visually inspect blades for feathered position.

h. Check tow reel brake and counter operation as follows: (Have ground personnel standing by target and tow reel.)

(1) Test tow reel brake operation by having ground personnel remove reel lockpin. Brake operation is satisfactory if turbine cannot be turned by exerting slight pressure on the turbine blades.

(2) For counter assembly check, with crewman holding turbine blades firmly, turn brake switch "OFF".

CAUTION

Prior to brake release insure crewman has firm hold of turbine blades as the spring-loaded target ejector will attempt to eject the target causing the turbine blades to spin and endangering hands. Very little effort is required, however, to hold turbine blades in stationary position and overcome ejector action.

(3) Allow turbine to rotate slowly by restricting blade operation with the hands and allow target to eject into hands of waiting crewman.

(4) Remove hands from turbine and have crewman holding target pull aft about 20 feet and monitor counter for proper action.

(5) Recover target by hand-turning turbine blades. Maintain wire tension. Observe proper counter action as target returns to basket.

(6) When target is properly seated in basket continue tensioning tow wire by hand-turning turbine blades until target is difficult to rotate by applying concerted physical effort at the largest diameter of the target. Turn brake switch "ON" and reinstall reel lockpin.

i. Check that target is secured in target locking device.

j. When utilizing AERO 42 targets insure that flare ignition safety plug is installed. Test target in accordance with NAVWEPS 28-10A-10 dated 1 October 1961.

PREFLIGHT COCKPIT CHECKS

1. The following preflight checks shall be performed:

a. Control box master switch in "ON" position.

b. Brake switch in the "ON" position.

c. Tow line footage counter set at "00000".

d. Tachometer indicator in the "ZERO" position.

e. Turbine pitch indicator in 2 units "IN" position. Verify this by having ground crew visually inspect turbine blades for "IN" pitch.

f. After starting engine, switch from external power to "MAIN" generator power and instruct ground crew to remove tow reel lockpin.

CAUTION

Prior to removing reel lockpin, ordnance/line personnel should insure that the pilot has switched from external power to "MAIN" generator and should also insure that the control box master switch and brake switch are "ON". One feature of the AERO 38B installation is that when the pilot is ready to launch the target, releasing the brake releases the target lock and allows a heavy spring loaded plunger in the launcher to propel the target out of the launcher basket. This action can be inadvertantly duplicated by removing tow reel lockpin while in external power. The momentary loss of power when switching from external power through "OFF", to "MAIN" has the same effect as turning the brake switch "OFF".

g. Raise variable incidence wing.

NOTE

If proper tension was placed on tow wire during target installation as outlined in paragraph 1h(6) of System Ground Check it should not be necessary to release brake and reposition target in launcher due to fuselage shieve installation.

h. Remove flare safety pin (AERO 42 target).

FLIGHT OPERATION

1. Take-off and climb out.

a. Perform normal take-off.

b. Raise gear and lower variable incidence wing in accordance with latest directives.

NOTE

Wing transition should not be a problem involving brake and turbine pitch manipulations providing target was properly seated as outlined in paragraph 1h(6) of System Ground Check. Do not exceed 250 KIAS, however, until target is initially launched. This is necessary as it is not possible to apply sufficient ground tension on tow wire to prevent target from rotating in the basket in speeds in excess of 250 KIAS. If the operating area is some distance from the operating base, high speeds in proceeding to the area may be desired. If so, stream target to 200 - 300 feet using the procedures outlined below. Airspeed can then be increased to 380 KIAS. Prior to continuing reel-out reduce airspeed to 250 KIAS.

2. Launching Procedures.

a. If possible seek smooth air for the initial phase of launching.

b. Establish 250 KIAS and about 1/8 ball left yaw (Del Mar installation on the left side). The airplane should be trimmed for this condition prior to launching and returned to balance flight after the target clears the empennage area. The yaw will also aid in initially freeing the target from the basket and will result in smoother transit of the turbulent area adjacent to the empennage.

c. Brake "OFF".

d. Intermittently and gradually reduce the amount of "IN" pitch until target breaks free from the launcher basket, then immediately apply about three units of "OUT" pitch. It is important to apply sufficient "OUT" pitch to allow rapid transit of the empennage area, however, too much pitch will cause reel overspeed.

CAUTION

Critical control of turbine RPM on reel-out up to at least 2000 feet of wire is required to reduce the probability of wire-out linear rate exceeding the launcher acceptance rate. This condition can cause a back lash resulting in target loss and possible reel damage.

e. Establish desired turbine RPM but do not exceed 4000 RPM. When tow line scope approaches desired length, begin to slow reel-out by momentary actuation of the turbine pitch control toward "IN". At desired tow line length, actuate the switch to "IN" until tow line counter stops and the tachometer indicator moves to zero position.

NOTE

Turbine RPM is a function of tow line length, airspeed, altitude, and turbine pitch. With constant pitch, turbine RPM will slowly change as operating conditions are varied. The tachometer indicator shall be monitored during the period that the brake system is in the "OFF" position.

CAUTION

Do not reel-out tow line in excess of the maximum permissible length or exceed airspeeds for cable being utilized as shown in figures 4-15 through 4-18.

f. Place brake switch to "ON" position. Note turbine position indicator reading required to stop reel-out for reference during tow line length change and target recovery operations, then actuate the turbine pitch control switch to feather turbine blades.

g. Increase airspeed as desired but do not exceed limits for cable scope and type being utilized (see figures 4-15 through 4-18).

3. Changing Tow Line Length.

a. Reduce airspeed to 250 KIAS and momentarily actuate the turbine pitch control to obtain the turbine position indicator reading noted in paragraph 2f.

b. Place brake switch in "OFF" position, then momentarily actuate the turbine pitch control switch to "IN" or "OUT" position as required to obtain the desired tow line length. When desired length is reached, stop operation as outlined in paragraph 2.e. and 2.f.

c. Increase airspeed as desired (refer to paragraph 2.g.).

4. Recovery Procedures.

a. Return to 250 KIAS and utilize the same procedures outlined in paragraph 3, slowly establish reel-in speed up to 4,000 RPM.

NOTE

When using long tow lines, or at low airspeeds, if reel fails to start reel-in with the turbine pitch control switch in the full "IN" position, gradually increase airspeed or momentarily yaw the aircraft slightly by applying slight rudder opposite the side of the reel.

b. When tow line length has been reduced to approximately 750 feet decrease turbine pitch to 750 RPM and monitor the target as it travels into the launcher basket. Momentarily increase turbine pitch in the "IN" direction to about 5 units until target is cinched snugly in the basket and rotation stops.

CAUTION

It is essential to maintain the aircraft in stable flight during recovery of the target. Moderate maneuvering or air turbulence may cause oscillation of the target as it approaches the launcher, with resultant recovery difficulty, or target loss. If severe oscillation of the target occurs during recovery, immediately stop reel-in by actuating the turbine pitch control switch to "OUT" position. Let out additional tow line and then repeat recovery procedures.

NOTE

If weather conditions or darkness prevent monitoring of the target, completion of target recovery will be indicated by an abrupt reduction of turbine RPM to zero as the target seats in the launcher basket.

c. When target is in the launcher basket, increase airspeed to the maximum to be used for the remainder of the flight but do not exceed 380 KIAS. Then place brake switch in "ON" position and actuate the turbine pitch control to feather turbine blades. During remainder of flight do not exceed airspeed used in the final cinching of the target in the basket. If target starts to rotate in basket, slow down.

5. Landing.

a. Make normal wing transition.

b. Make normal landing.

c. Instruct ground crew to insert tow reel lockpin before turning reel master switch and aircraft generator switch to "OFF".

6. Emergency Procedures.

a. Target loss on launching.

(1) Brake "ON" immediately.

(2) Feather turbine.

b. Target loss on long cable scope.

(1) Use reel-in procedures outlined in paragraph 3.

(2) When chase aircraft indicates approximately 500 feet of tow line remaining, stop reel and cut the remaining cable.

c. Cable Cutting.

(1) Actuate the turbine pitch control switch to feather turbine blades.

c. Cable Cutting. (continued)

(2) Brake switch "ON".

(3) Depress cable cutter switch button.

d. Reel Overspeed.

(1) The tow reel contains an overspeed switch set at 6000 RPM and a relay which will automatically apply the reel brake when overspeed occurs. As the brake is applied the tachometer indicator will suddenly drop to zero. The brake will remain engaged until electrical power to the reel has been interrupted. When an overspeed occurs, proceed to reset the system in the following sequence:

(a) Actuate the turbine pitch control switch to feather turbine blades.

CAUTION

This step is absolutely essential to prevent uncontrolled overspeed during reset of the system.

(b) Place tow system brake in "ON" position.

(c) Briefly cycle the tow system master switch to "OFF" and then immediately to "ON" position.

CAUTION

During the period that the master switch is in the "OFF" position, the tow reel brake will be disengaged. It is essential that the reel master switch be returned to "ON" as rapidly as possible.

(d) Proceed with desired operation using procedures outlined in paragraphs 2 through 4.

(e) If reel overspeed cannot be corrected, slow aircraft to minimum safe airspeed to minimize reel damage, cut excessive cable, and return to base.

WARNING

Do not jettison target or wire over any area where injury to personnel or property damage could result.

SUPERSONIC TARGET TOWING

This information will be supplied when available."

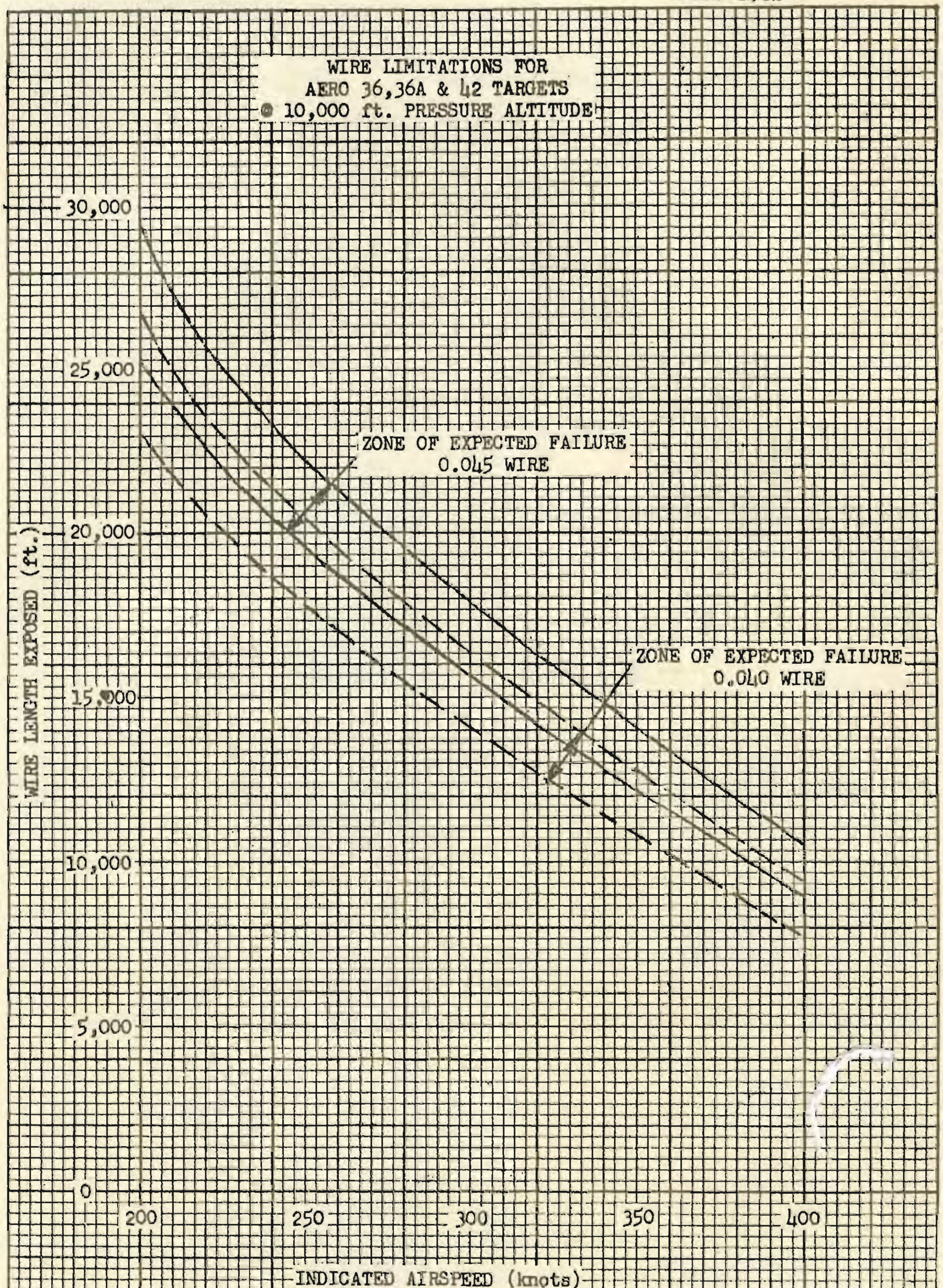
WIRE LIMITATIONS FOR
AERO 36,36A & 42 TARGETS
@ 10,000 ft. PRESSURE ALTITUDE
ZONE OF EXPECTED FAILURE
0.045 WIRE
ZONE OF EXPECTED FAILURE
0.040 WIRE
WIRE LENGTH EXPOSED (ft.)
30,000
25,000
20,000
15,000
10,000
5,000
0
200
250
300
350
400
INDICATED AIRSPEED (knots)

FIGURE 4-15

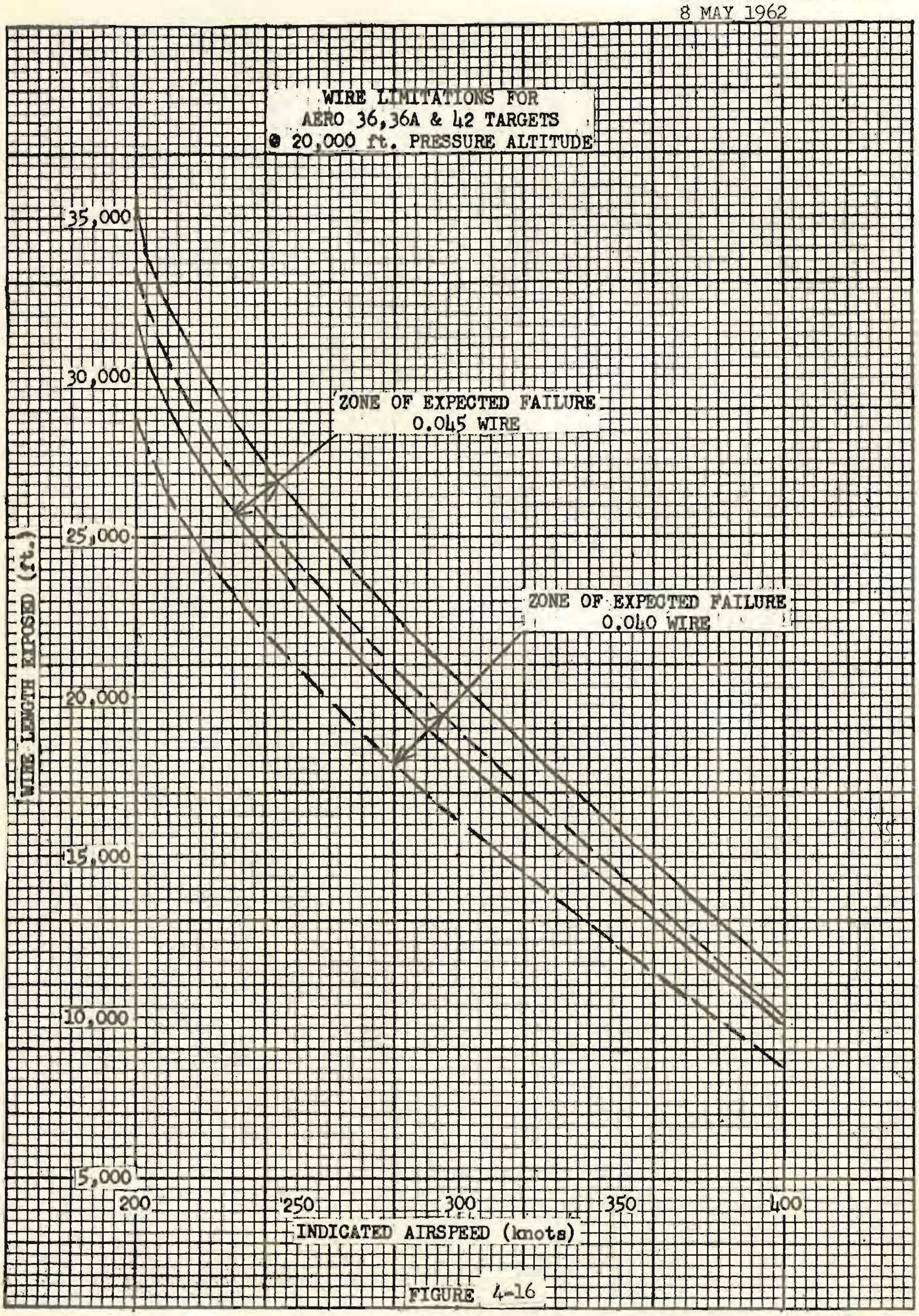
WIRE LIMITATIONS FOR
AERO 36,36A & 42 TARGETS
@ 20,000 ft. PRESSURE ALTITUDE
35,000
30,000
25,000
20,000
15,000
10,000
5,000
ZONE OF EXPECTED FAILURE
0.045 WIRE
ZONE OF EXPECTED FAILURE
0.040 WIRE
WIRE LENGTH EXPOSED (ft.)
200
250
300
350
400
INDICATED AIRSPEED (knots)

FIGURE 4-16

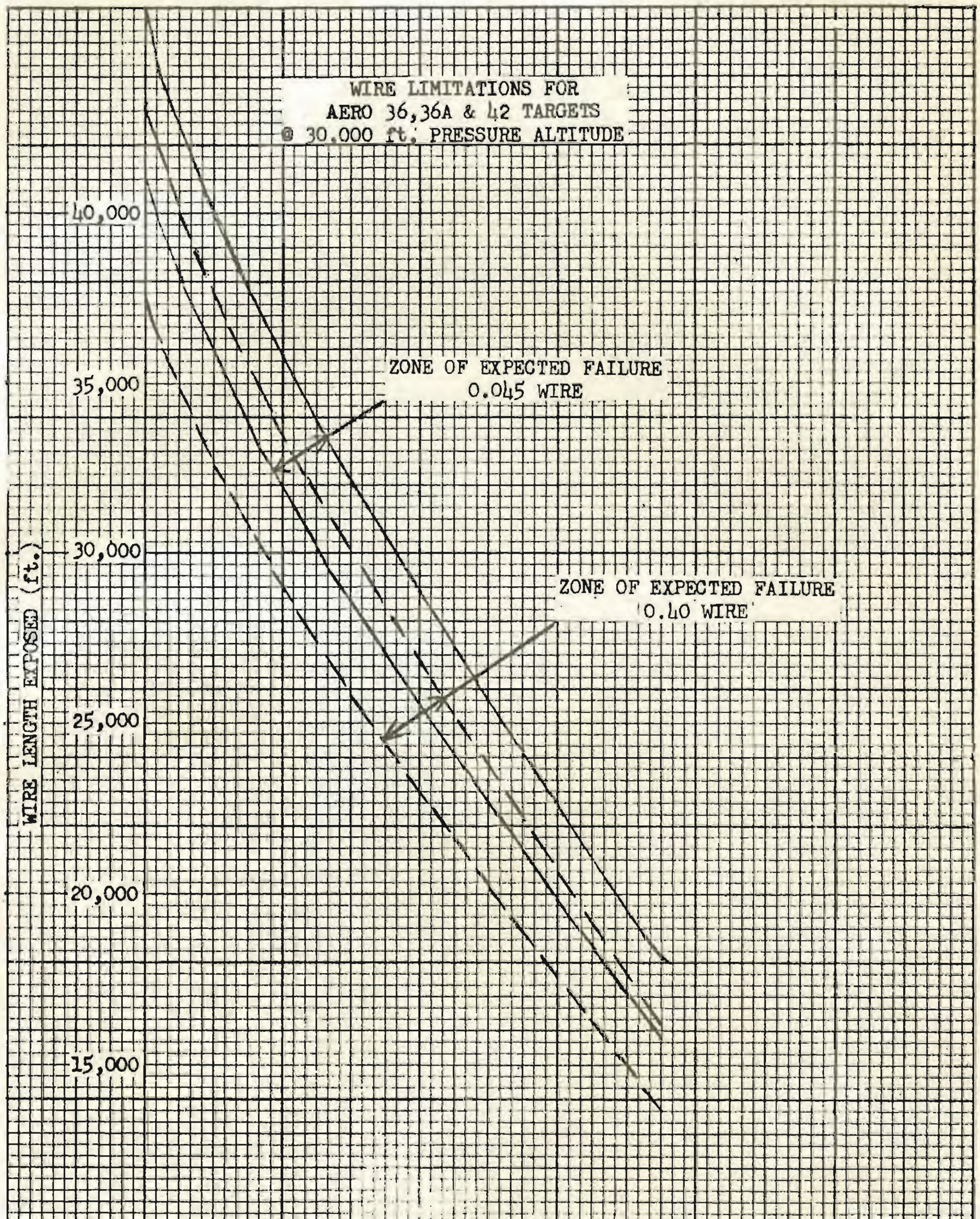
WIRE LIMITATIONS FOR
AERO 36,36A & 42 TARGETS
@ 30,000 ft. PRESSURE ALTITUDE
ZONE OF EXPECTED FAILURE
0.045 WIRE
ZONE OF EXPECTED FAILURE
0.40 WIRE
WIRE LENGTH EXPOSED (ft.)
40,000
35,000
30,000
25,000
20,000
15,000
10,000
200
250
350
400
INDICATED AIRSPEED(knots)

FIGURE 4-17

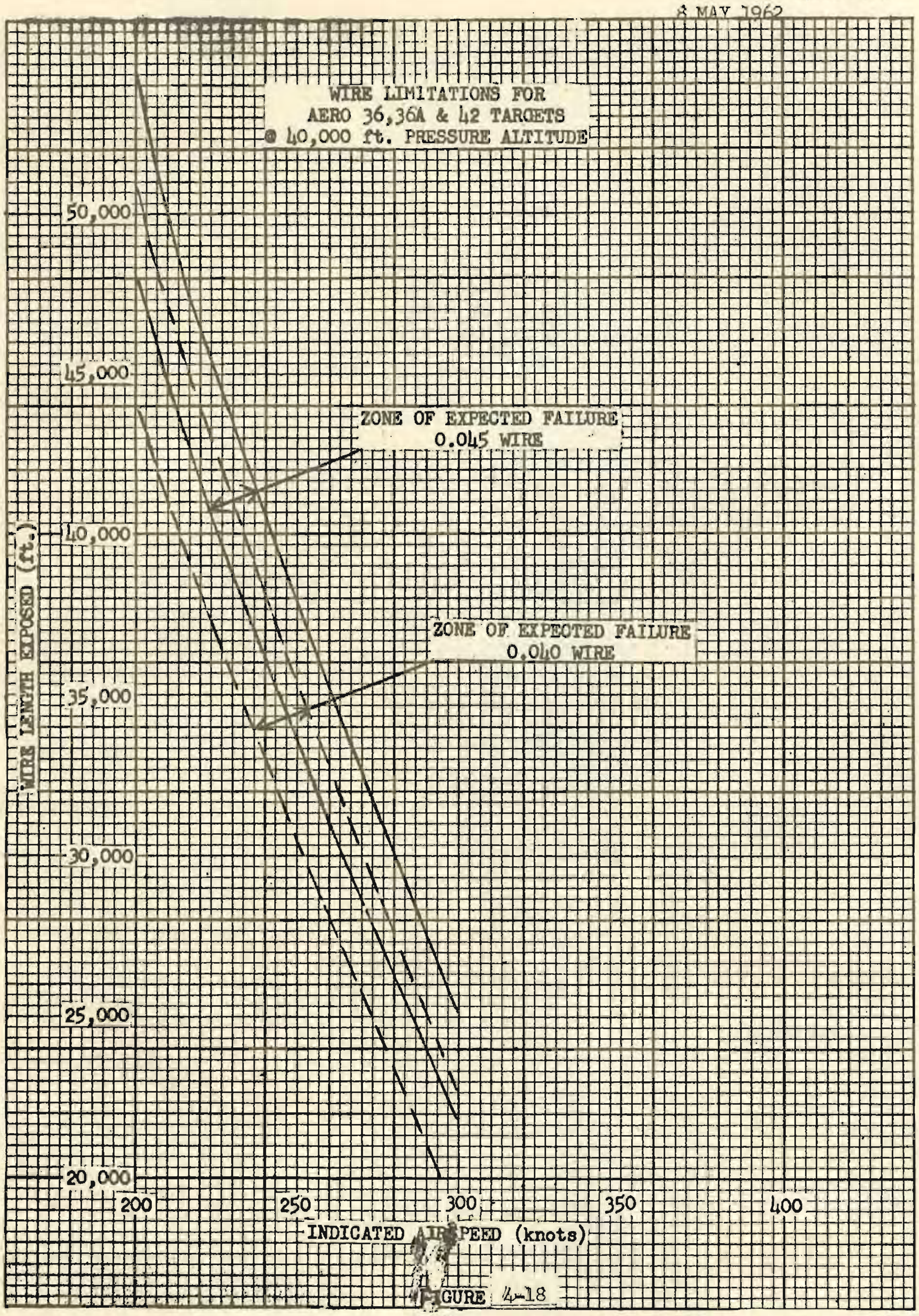

FIGURE 4-18

END

SOMERVILLE

NATOPS FLIGHT MANUAL

NAVY MODEL

F-8A, F-8B
AIRCRAFT

(BuNo. 141351 and Subsequent)

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ISSUED BY AUTHORITY OF THE CHIEF OF NAVAL OPERATIONS AND UNDER THE DIRECTION OF THE CHIEF OF THE BUREAU OF NAVAL WEAPONS

15 August 1964

LIST OF CHANGED PAGES ISSUED

INSERT LATEST CHANGED PAGES. DESTROY SUPERSEDED PAGES.

NOTE: The portion of the text affected by the current change is indicated by a vertical line in the outer margins of the page.

*The asterisk indicates pages changed, added, or deleted by the current change.

BuWeps

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DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

LETTER OF PROMULGATION

1. The Naval Aviation Training and Operating Procedures Standardization Program (NATOPS) is a positive approach towards improving combat readiness and achieving a substantial reduction in the aircraft accident rate. Standardization, based on professional knowledge and experience provides the basis for development of an efficient and sound operational procedure. The standardization program is not planned to stifle individual initiative but rather, it will aid the Commanding Officer in increasing his unit's combat potential without reducing his command prestige or responsibility.

2. This Manual is published for the purpose of standardizing ground and flight procedures and does not include combat tactics. Compliance with the stipulated manual procedure is mandatory. However, to remain effective this manual must be dynamic. It must stimulate rather than stifle individual thinking. Since aviation is a continuing progressive profession, it is both desirable and necessary that new ideas and new techniques be expeditiously formulated and incorporated. It is a user's publication, prepared by and for users, and kept current by the users in order to achieve maximum readiness and safety in the most efficient and economical manner. Should conflict exist between this manual and other publications, this manual will govern.

3. Check lists and other pertinent extracts from this publication necessary to normal operations and training should be made and may be carried in Naval aircraft for use therein. It is forbidden to make copies of this entire publication or major portions thereof without specific authority of the Chief of Naval Operations.

4. This publication supersedes NAVWEPS 01-45HHA-501 dated 15 June 1961, revised 15 February 1962, which should be removed from the files and destroyed.

J. S. Thach

J. S. THACH
Vice Admiral, USN
Deputy Chief of Naval Operations (Air)

INTERIM CHANGE SUMMARY

The following Interim Changes have been either canceled or incorporated in this NATOPS Flight Manual:

Canceled or Previously Incorporated

No. 1	No. 10
No. 2	No. 11
No. 3	No. 12
No. 4	No. 13
No. 5	No. 14
No. 6	No. 15
No. 7	No. 16
No. 8	No. 17
No. 9	No. 20

Incorporated in This Revision on Pages Indicated

No. 19, pages 3–5, 3–14
No. 22, page 3–12

No. 21 to NAVWEPS 01-45HHA-501A pages 1–92 and 1–97
No. 22 to NAVWEPS 01-45HHA-501A page 1–97

INTERIM CHANGES OUTSTANDING: (To be maintained by custodian of NATOPS Flight Manual)

Number	*Date*	*Purpose*
No. 18	8 May 1962	Procedure for towing Del Mar or banner target equipment
No. 21	26 September 1963	Procedures for operation and limits to be observed when utilizing supersonic towed target equipment
No. 23	6 May 1964	Procedures for air pickup of dart targets

CONTENTS

WHAT'S IN THE MANUAL

This NATOPS Flight Manual with its supplements, the Supplemental NATOPS Flight Manual (NAVWEPS 01-45HHA-501A) and the Pocket Checklist (NAVWEPS 01-45HHA-1B), contains information necessary for safe and effective operation of the F-8A or F-8B Crusader. It is a single-source publication presenting NATOPS standardized procedures, user "know-how" gained from fleet experience with the Crusader, and all the latest engineering information from the manufacturer, LTV Vought Aeronautics Division.

The instructions are intended to provide you with a general knowledge of the aircraft, its flight characteristics, and specific normal and emergency procedures. Requirements for qualifying in the F-8 are included in the manual, as well as the standardization requirements necessary for maintaining a high level of proficiency once qualified. The manual provides the best possible operating instructions for *most* circumstances, but is not intended to replace sound judgment or common sense. Your flying experience, accented by familiarity with these instructions, will enable you to make sound decisions when you encounter multiple emergencies, adverse weather conditions, or other unpredictable circumstances.

To acquire a comprehensive knowledge of the aircraft and its systems, read the *entire* manual carefully. It is suggested that you first read the descriptions in sections I and VIII. With a knowledge of the systems firmly in mind, read the normal and emergency procedures in sections III and V, then followup by reading the description of flight characteristics in section IV. Section XI and part 4 of section I should be consulted throughout the reading whenever there is a question about performance or restrictions. When studying the procedural sections, refer to the descriptive sections as often as necessary to relate the operation of various systems to the overall procedures. An index is provided so that specific information may be quickly located when the manual is later used for reference. You will find it helpful, before you begin to use the manual, to read the following page on WHAT AND WHERE.

AUTHORITY

The flight manual is issued by authority of the Chief of Naval Operations as the official source of information for authorized operation of the aircraft. The manual emphasizes what you are *permitted* to do in the aircraft; unusual operation not covered by the manual is *prohibited* unless prior approval is received from the Chief of Naval Operations.

CHANGES

Changes affecting *safety of flight* will be dispatched to you in the form of serially numbered Interim Changes. Interim Changes are prepared either as printed sheets forwarded by Naval Speedletter, or as regular Navy dispatches. The Interim Changes are to be placed at the front of your copy of the manual and removed only when the Interim Change Summary indicates that the information has been incorporated in the manual. Material which must be revised to reflect changes to the aircraft or its equipment will be kept current by the issuance of Changes or Revisions on an "as-required" basis.

PILOT'S POCKET CHECKLIST

A pocket checklist, NAVWEPS 01-45HHA-1B, has been issued for inflight presentation of the most important procedures covered in this manual. The checklist contains abbreviated normal and emergency procedures to which the pilot might be expected to refer in flight. The checklist also contains electrical distribution, cross-country servicing information and selected performance data for inflight reference.

NOTICES

Notices used in the manual bear the following connotations:

WARNING

Instructions that must be complied with to avoid injury or loss of life to either ground or flight personnel.

CAUTION

Instructions that must be complied with to avoid damage to equipment.

Note

Information that is sufficiently important to require special emphasis.

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SERVICE CHANGE SUMMARY

Following is a list of service changes which apply to this manual but which may not be incorporated in the aircraft. The service change is briefly described and, where applicable, information is given for visual determination of incorporation.

Service Change Number	*Description*	*Visual Identification*
4	Installs pressure ratio thrustmeter in place of turbine outlet pressure indicator.	
374	Improves wingfold controls and adds inspection ports for checking engagement of safety latches in wing hinge pins.	Two inspection ports on each wing lower surface at wingfold area.
404	Adds unsafe leading edge droop warning light to wing-wheels warning light.	When illuminated, warning light reads WING/WHEELS/DROOP.
406	Improves console lighting and adds dimming feature to emergency lights.	Emergency lights switch on right-hand console has BRT-OFF-DIM positions.
426	Installs provisions for use of an external pressure gage to monitor wing fuel tank trapped-air pressure during refueling.	Access opening decaled WING TANK PRESSURE GAUGE CONNECTION on right-hand wing lower surface.

WHAT AND WHERE

Section I, **AIRCRAFT,** consists of four parts which describe the aircraft, its systems, servicing requirements, and operating limitations. Part 1 describes the aircraft and gives principal dimensions and cockpit layout displays. Engine and afterburner description, controls, and operation are also covered in part 1. Part 2 states the function, lists the controls and indicators, and describes the normal and emergency operation and characteristics of each aircraft system or component. Essential systems and the systems not directly contributing to the physical act of flying the aircraft are included in part 2. Part 3 gives requirements for ground refueling of the aircraft and for servicing of the major systems (especially useful on cross-country flights). Part 3 also contains minimum turning radius, starting requirements, danger areas, and external power requirements. Part 4 specifies all important limitations that must be observed during normal operation of the aircraft. These limitations are derived from actual flight tests and demonstrations. Limitations which are merely associated with a certain technique or specialized phase of operation are discussed appropriately in other parts of section I, and in sections III, IV, and V.

Section II, **INDOCTRINATION,** summarizes all requirements necessary for qualification in the F-8. Ground training, and general and supplemental requirements are included in this section, as well as flight training, flight qualification requirements, and required personal flying equipment.

Section III, **NORMAL PROCEDURES,** is divided into four parts which prescribe the recommended procedures for operating the essential systems of the aircraft under normal conditions. Part 1 contains briefing and debriefing procedures and part 2 concerns mission planning. Part 3 presents each phase of operation from the time of approaching the aircraft before a shore-based flight, to leaving the aircraft after a flight. Part 4 is similar to part 3, but presents only those phases peculiar to carrier operation.

Section IV, **FLIGHT PROCEDURES AND CHARACTERISTICS,** consists of two parts. Part 1 contains operational information to be used with section III procedures during the familiarization stage of training. Part 1 also contains procedures to be followed in formation flying, aerial refueling, and flight test. Part 2 describes the characteristic control-response "behavior" of the aircraft and recommends pilot techniques appropriate to each kind of behavior. The purpose of part 2 is to present the means for utilizing those flight characteristics which place pilot and aircraft at an advantage and avoiding those which can place pilot and aircraft at a disadvantage.

Section V, **EMERGENCY PROCEDURES,** prescribes procedures for operating the essential systems of the aircraft under specific emergency conditions. (Procedures concerning emergencies affecting auxiliary equipment are prescribed in section I, part 2.) The section is divided into four parts covering ground emergencies (part 1), takeoff emergencies (part 2), inflight emergencies (part 3), and landing emergencies (part 4).

Section VI, **ALL-WEATHER OPERATION,** sets forth proper techniques and procedures to be used under simulated and actual instrument conditions (parts 1 and 2). Flight in turbulent air and thunderstorms and operations under extremes of weather and climate are covered in part 3. Some information contained in section III is repeated in this section for emphasis, clarity, or continuity of thought in procedures that differ from, or are supplementary to, the normal operating instructions contained in section III. Discussions relative to systems operation are included in section I.

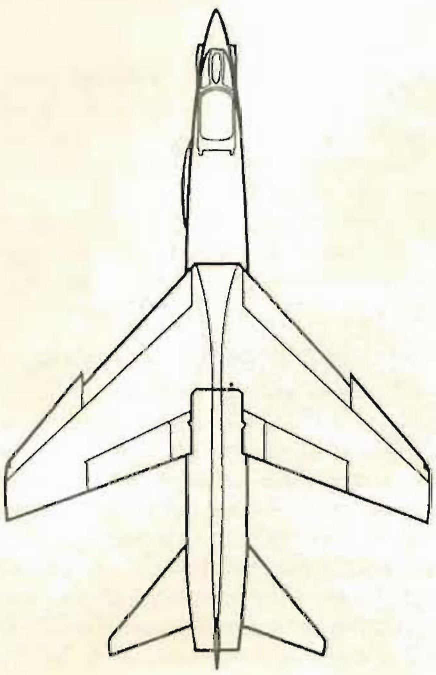
Section VII, **COMMUNICATIONS PROCEDURES,** contains information on radio discipline and procedures, and hand signals.

Section VIII, **WEAPON SYSTEMS,** contains descriptions of, and normal operating procedures for, the fire control system, guns, and classified armament systems.

Section IX, **FLIGHT CREW COORDINATION,** is not applicable to the single-place F-8A or F-8B.

Section X, **STANDARDIZATION EVALUATION,** describes the standardization program and presents requirements for ground and inflight evaluation (parts 1, 2, and 3). Instructions for grading written and oral examinations, OFT/WST and NAMT checks, and flight evaluation are presented in part 4. Final grade determination is also explained in part 4.

Section XI, **PERFORMANCE DATA,** contains data from which performance of the aircraft can be predicted. The information is not only useful for flight planning but also serves to illustrate the effects of any variables which affect the aircraft performance.



F-8A, F-8B

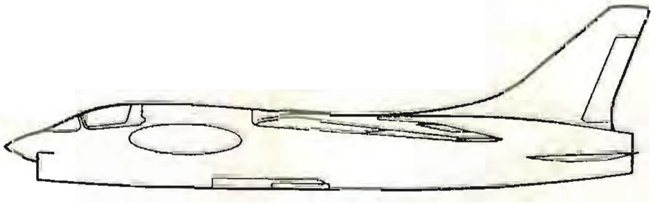


Figure 1 – 1

section I
aircraft

CONTENTS

PART 1 — AIRCRAFT AND ENGINE

PART 2 — SYSTEMS

CONTENTS (Continued)

PART 3 — AIRCRAFT SERVICING AND HANDLING

PART 4 — AIRCRAFT OPERATING LIMITATIONS

PART 1—AIRCRAFT AND ENGINE

AIRCRAFT

DESCRIPTION

The F-8A and F-8B are single-place, carrier- or land-based supersonic day fighters capable of combat at high altitudes.

The aircraft (figure 1–1) is identified by a long slender fuselage with a large air intake duct mounted under the nose section. A thin, swept-back, two-position wing is mounted high on the fuselage and is raised for takeoff and landing. The wing contains an integral fuel cell and incorporates flaps, ailerons (which also serve as flaps when the wing is raised) and a full-span leading edge droop. The entire horizontal tail moves as a unit to provide elevator control. A single, large speed brake is mounted on the fuselage underside just forward of the main landing gear. Figure 1–2 presents the general arrangement of the aircraft.

The arrangements of the F-8A and F-8B cockpit instrument boards and consoles are illustrated in figures 1–3 through 1–5.

PRINCIPAL DIMENSIONS AND WEIGHT

Wing	
Span, maximum	35 ft 8 in.
Span, wings folded	22 ft 6 in.
Chord (streamwise)	
At root	16 ft 10 in.
At construction tip (theoretical extended section at tip)	4 ft 8 in.
Mean geometric	141.4 in.
Incidence at mean aerodynamic chord	–1°
Sweepback of 1/4 chord line	42°
Dihedral	–5°
Aspect ratio	3.4
Tail	
Horizontal	
Span	18 ft 2.4 in.
Sweep of 1/4 chord line	45°
Dihedral	5° 25′
Aspect ratio (including enclosed fuselage area)	3.5
Vertical	
Sweep of 1/4 chord line	45°
Aspect ratio	1.5
Height (overall, static ground position; this height will not be exceeded with the wings folded.)	15 ft 9.1 in.
Length (overall, static ground position)	55 ft 3.2 in.
Approximate weight (less usable fuel, ammunition, pylons and stores, and 180 lb pilot)	17,830 lbs

GENERAL ARRANGEMENT

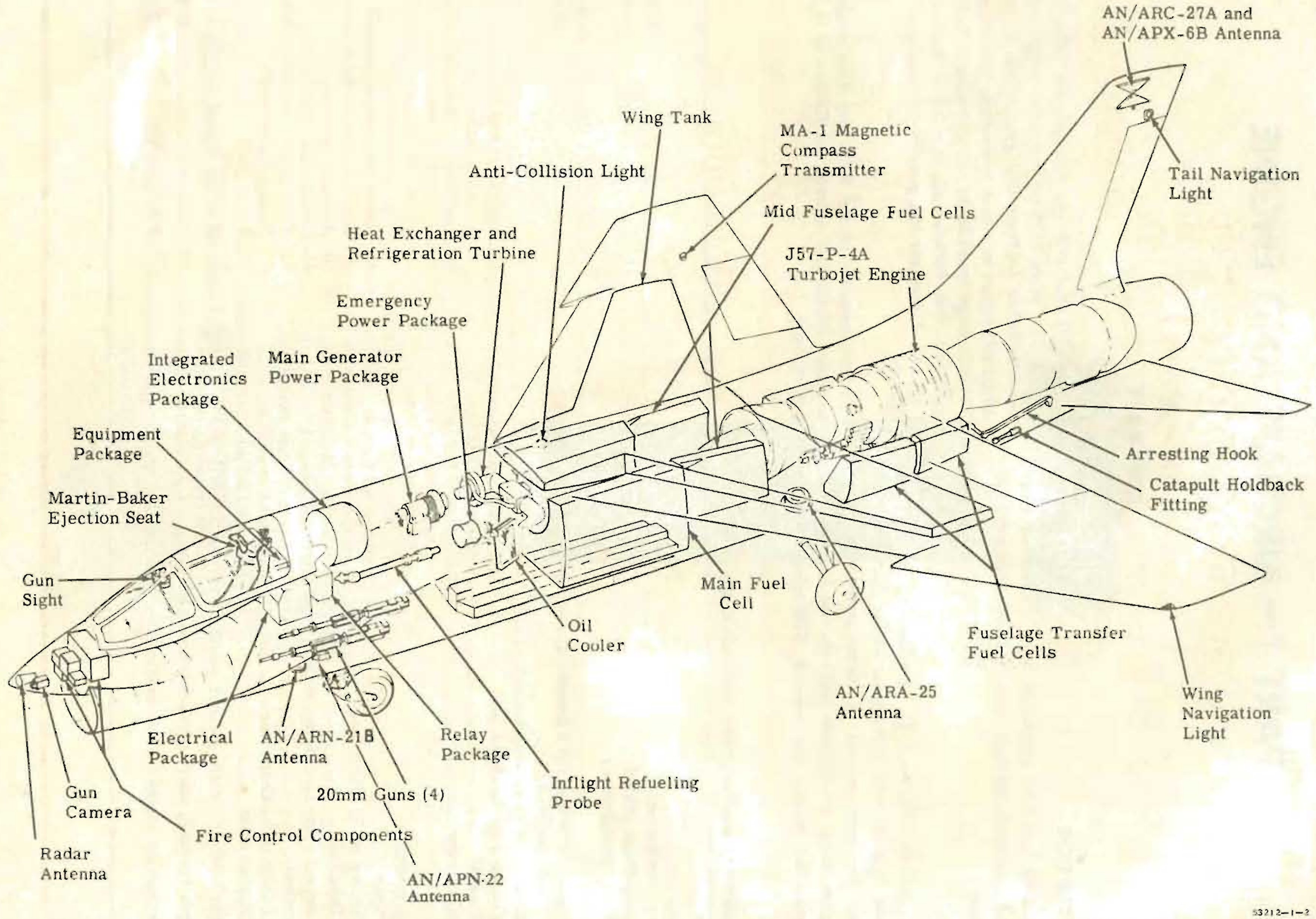
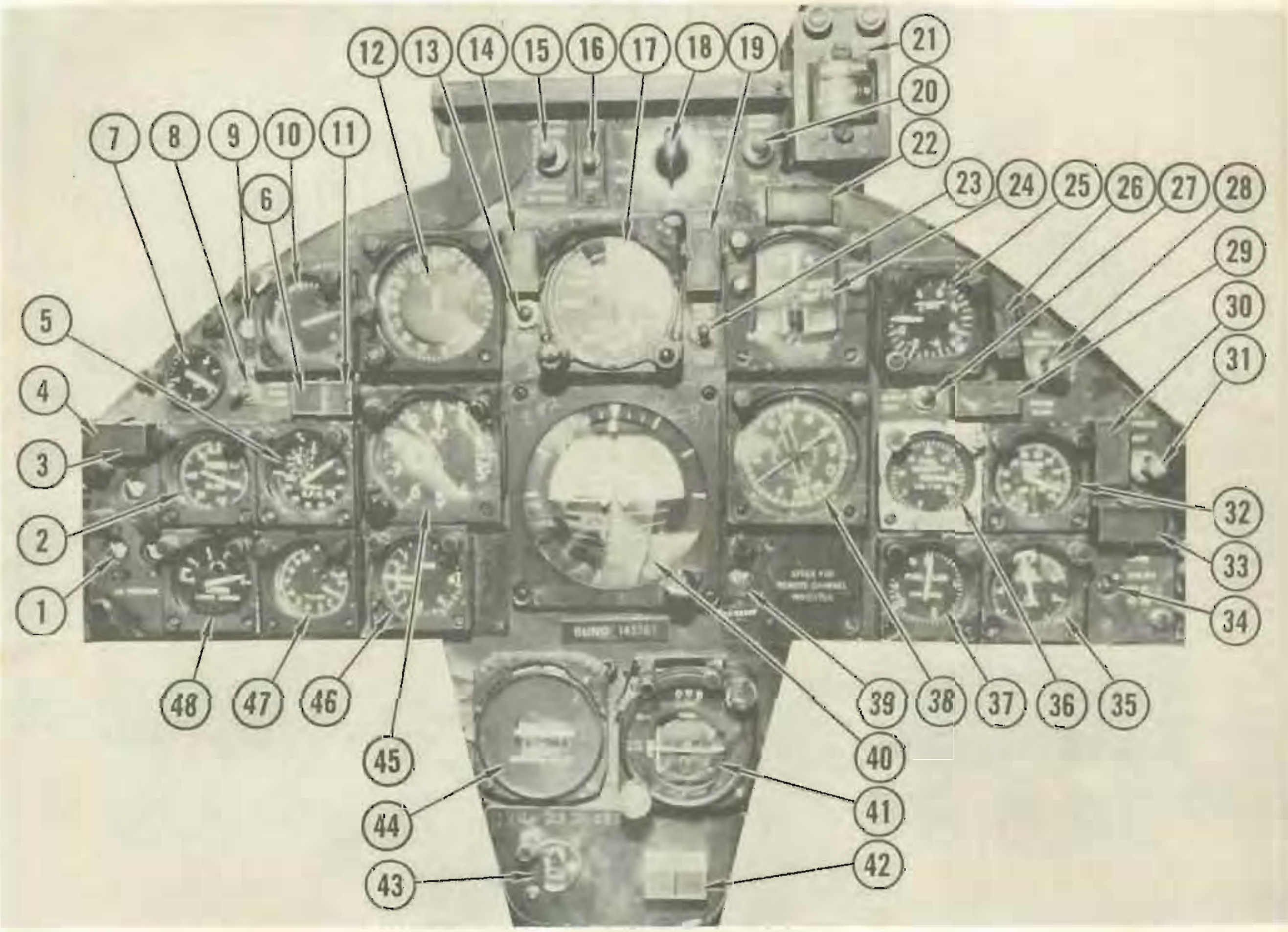


Figure 1–2

INSTRUMENT BOARD
F-8A (TYPICAL)



1. Landing gear position indicator
2. Turbine outlet pressure indicator
3. Fuel boost pumps warning light
4. Speed brake open light
5. Tachometer
6. Engine fuel pump warning light
7. Engine oil pressure indicator
8. Oil cooler door switch
9. Oil cooler door indicator
10. Angle-of-attack indicator
11. Fuel low level warning light
12. Airspeed-Mach number indicator
13. Fire warning test switch
14. Fire warning light
15. Missile jettison switch
16. Master armament switch
17. Radio altitude indicator
18. Armament select switch
19. Rocket pack fire light
20. Guns ready-safe switch
21. Missile release indicator
22. Wing-wheels-droop warning light
23. Rocket reset switch
24. Turn-and-bank indicator
25. Acceleration indicator
26. Fuel dump switch
27. Fuel quantity test switch
28. Fuel transfer switch
29. Transfer fuel pump caution light
30. Inflight refueling probe light
31. Inflight refueling probe switch
32. Transfer fuel quantity indicator
33. Engine oil and hydraulic pressure warning light
34. Hydraulic system gage switch
35. Hydraulic pressure indicator
36. Main fuel quantity indicator
37. Fuel flow indicator
38. Radio magnetic indicator
39. Leading edge droop indicator
40. Attitude indicator
41. Course indicator
42. Trim neutral warning light
43. Nose trim indicator
44. Range indicator
45. Altimeter
46. Rate-of-climb indicator
47. Exhaust temperature indicator
48. Oxygen quantity indicator

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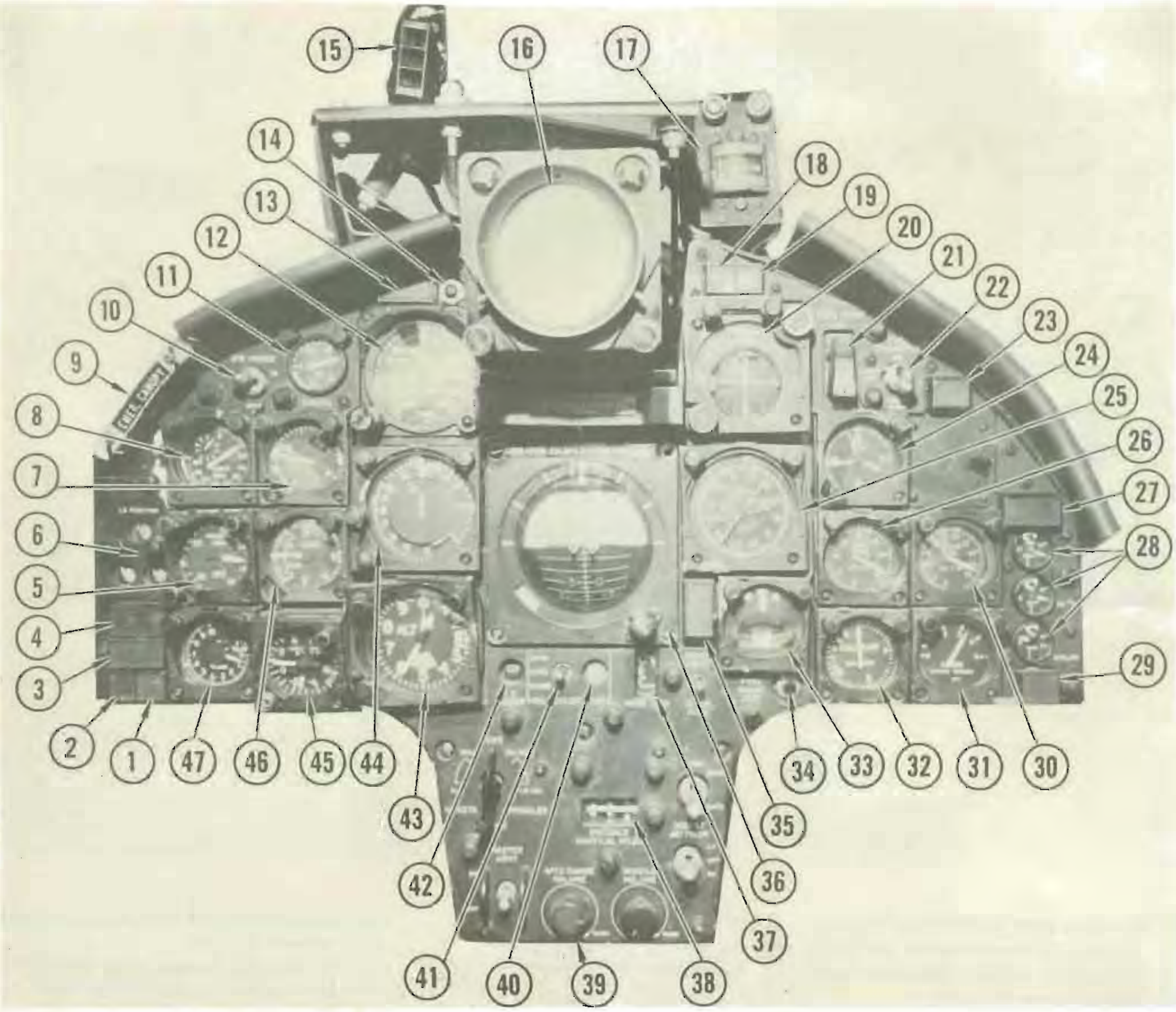
Figure 1–3 (Sheet 1)

INSTRUMENT BOARD

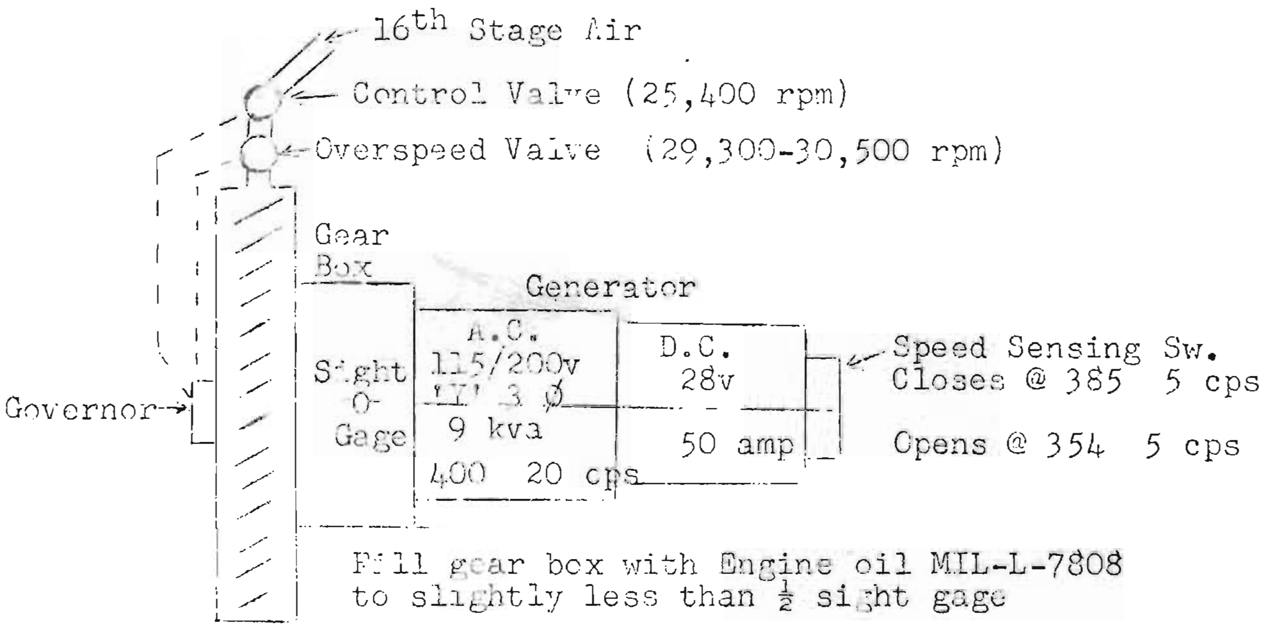
F-8B (TYPICAL)



1. Fuel boost pumps warning light
2. Speed brake open light
3. Inflight refueling probe light
4. Wing-wheels-droop warning light
5. Engine pressure ratio indicator
6. Landing gear position indicators
7. Angle-of-attack indicator
8. Tachometer
9. Emergency canopy jettison handle
10. Inflight refueling probe switch
11. Engine oil pressure indicator
12. Radio altitude indicator
13. Fire warning light
14. Fire warning test switch
15. Approach indexer lights
16. AN/APS-67 radar scope
17. Missile release indicator
18. Engine fuel pump warning light
19. Fuel low level warning light
20. Course indicator
21. Fuel dump switch
22. Fuel transfer switch
23. Transfer fuel pump caution light
24. Clock
25. Radio magnetic indicator
26. Main fuel quantity indicator
27. Oxygen warning light
28. Hydraulic pressure indicators
29. Engine oil and hydraulic pressure warning light
30. Transfer fuel quantity indicator
31. Oxygen quantity indicator
32. Fuel flow indicator
33. Turn-and-bank indicator
34. Fuel quantity test switch
35. Rocket pack fire light
36. Attitude indicator
37. Nose trim indicator
38. Range indicator
39. Armament panel
40. Oil cooler door indicator
41. Oil cooler door switch
42. Leading edge droop indicator
43. Altimeter
44. Airspeed-mach number indicator
45. Acceleration indicator
46. Rate-of-climb indicator
47. Exhaust temperature indicator

Figure 1–3 (Sheet 2)

MAIN GENERATOR



Fill gear box with Engine oil MIL-L-7808 to slightly less than ½ sight gage

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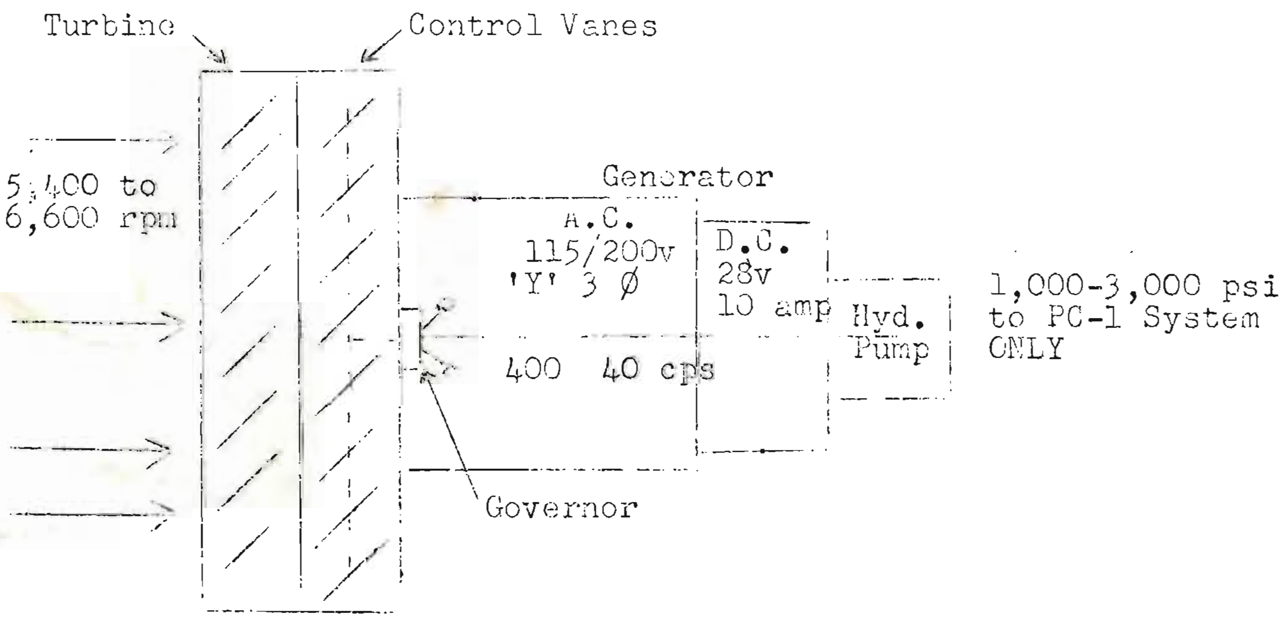
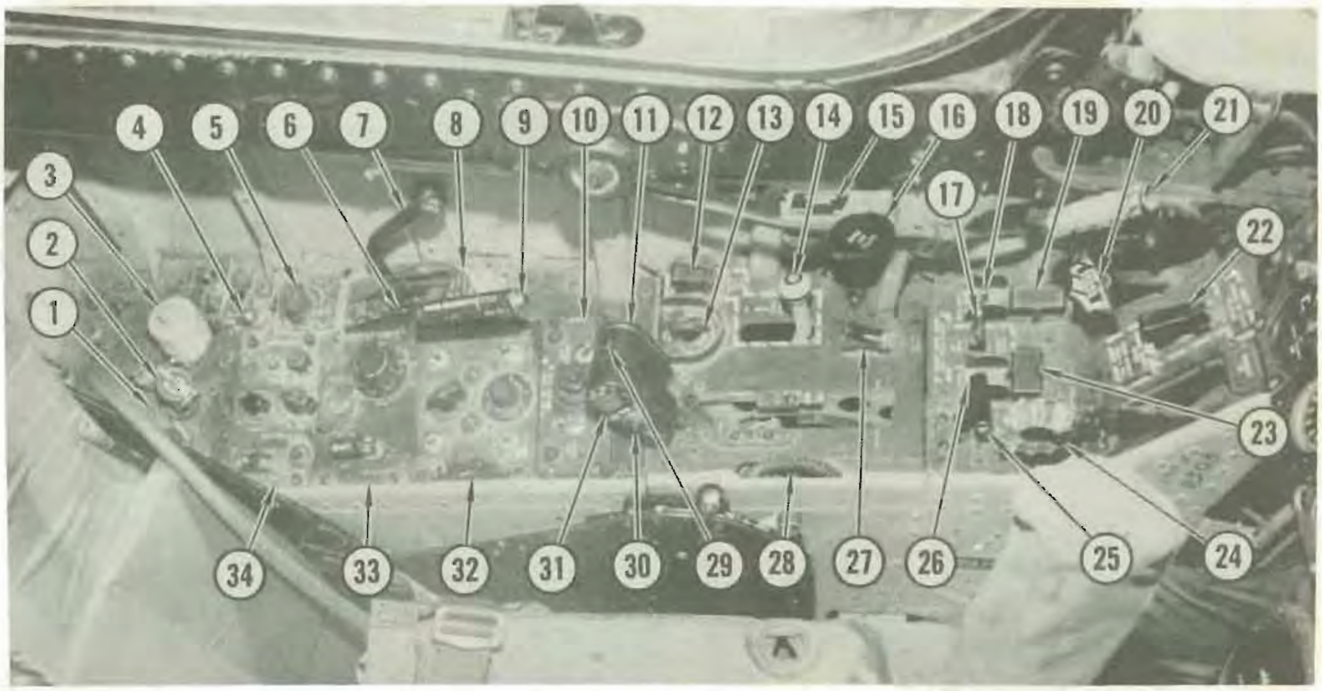
EMERGENCY POWER UNIT (MARQUARDT)



LEFT-HAND CONSOLE
F-8A (TYPICAL)



1. Oxygen disconnect
2. Ventilation air disconnect
3. G valve
4. Speed brake override switch
5. Face plate heat knob
6. Wing incidence handle
7. Wing downlock handle
8. Emergency droop and wing incidence guard
9. Wing incidence release switch
10. ARO panel
11. Throttle
12. Fuel control switch
13. Rudder trim knob
14. Emergency brake handle
15. Exterior lights switch
16. Gates out switch
17. Emergency pitch trim handle
18. Yaw stab switch
19. Yaw stab warning light
20. Emergency power handle
21. Canopy jettison handle
22. Emergency downlock release switch
23. Roll stab warning light
24. Landing gear handle
25. Throttle catapult handle
26. Roll stab switch
27. Engine master switch
28. Throttle friction wheel
29. Cruise droop switch
30. Microphone button
31. Speed brake switch
32. Fire control panel
33. Pressure suit panel
34. Armament panel

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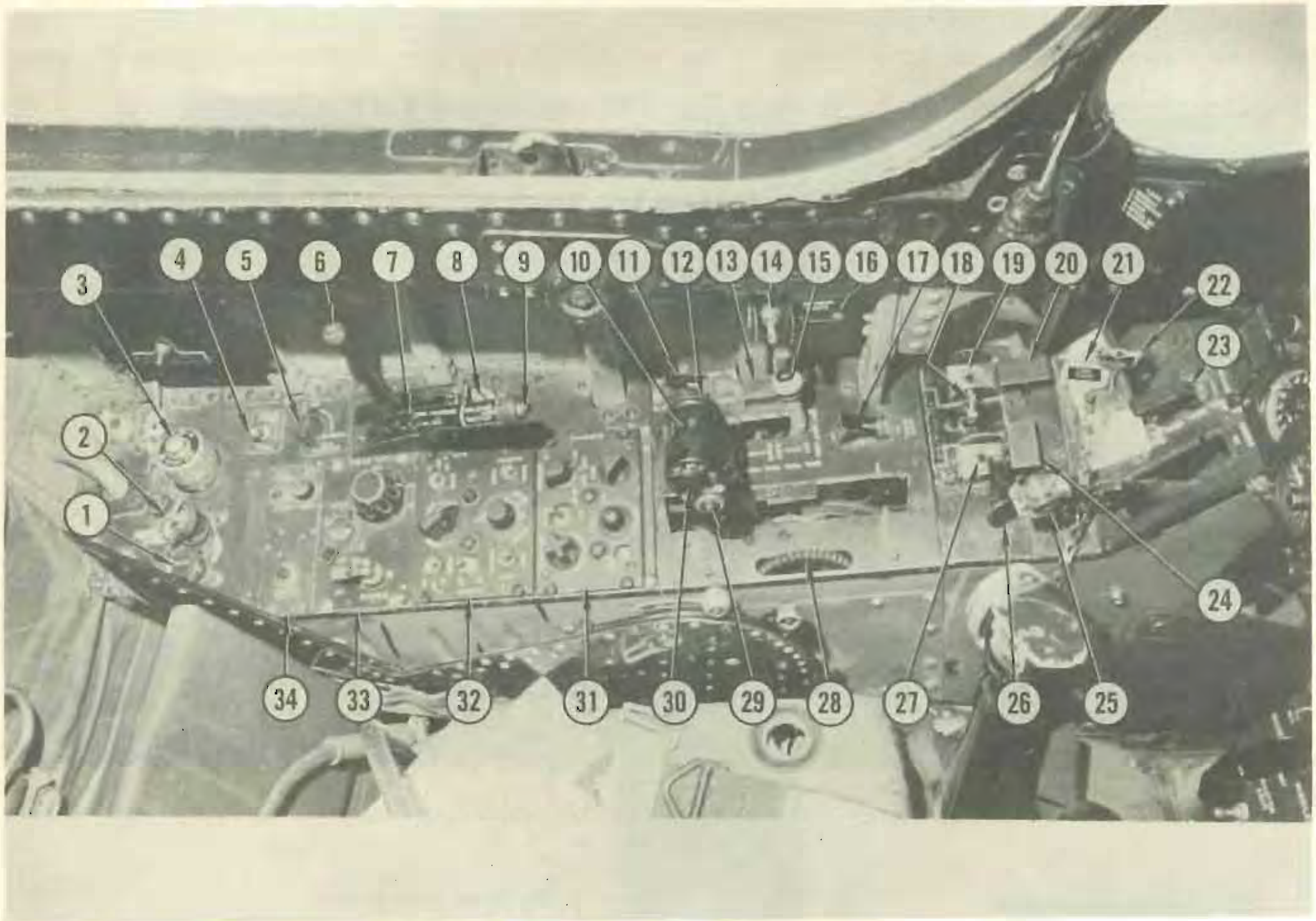
Figure 1–4 (Sheet 1)

LEFT-HAND CONSOLE
F-8B (TYPICAL)



1. Oxygen disconnect
2. Ventilation air disconnect
3. G valve
4. Speed brake override switch
5. Face plate heat knob
6. Wing downlock handle
7. Wing incidence handle
8. Emergency droop and wing incidence guard
9. Wing incidence release switch
10. Cruise droop switch
11. Fuel control switch
12. Rudder trim knob (behind throttle)
13. Manual (EMERG) fuel control light
14. IR cool switch
15. Emergency brake handle
16. Exterior lights switch
17. Engine master switch
18. Emergency pitch trim handle
19. Yaw stab switch
20. Yaw stab warning light
21. Emergency power handle
22. Emergency power handle safety pin
23. Emergency downlock release switch
24. Roll stab warning light
25. Landing gear handle
26. Throttle catapult handle
27. Roll stab switch
28. Throttle friction wheel
29. Microphone switch
30. Speed brake switch
31. Radar control panel
32. Fire control panel
33. Pressure suit panel
34. Armament panel

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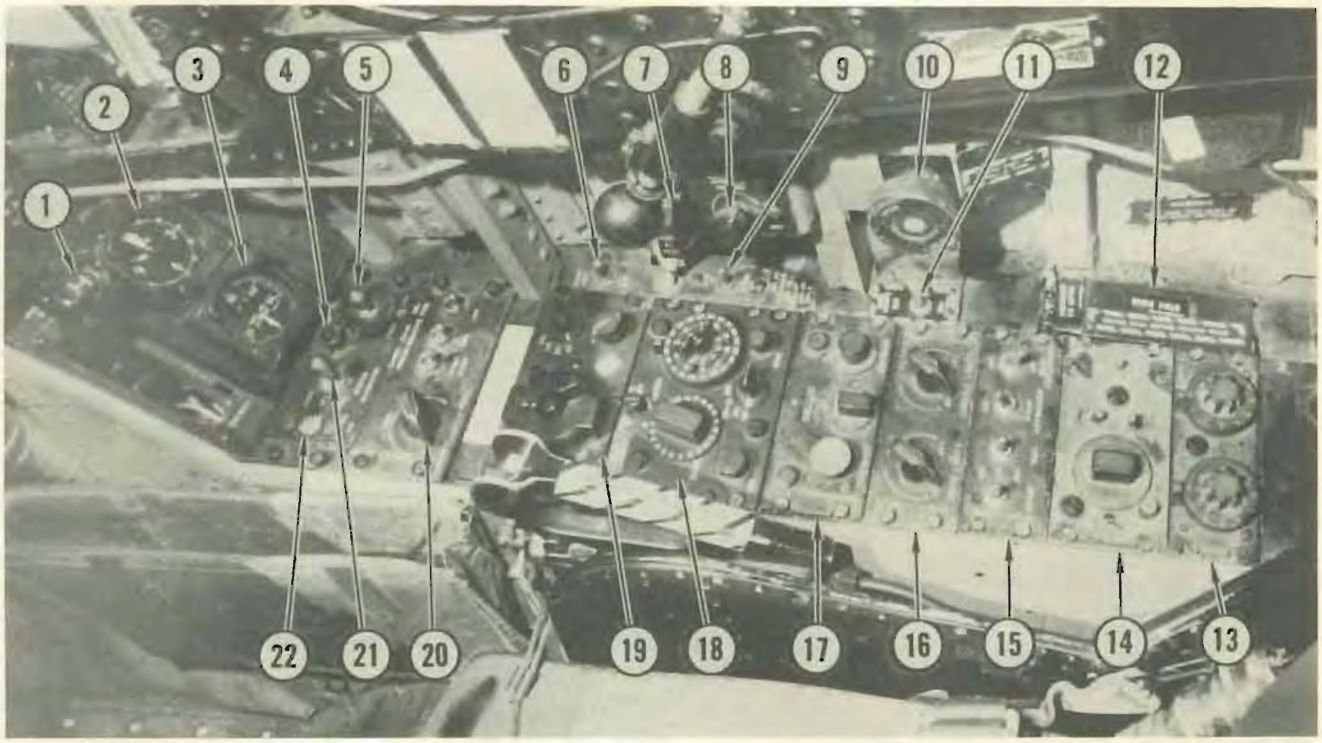
Figure 1–4 (Sheet 2)

RIGHT-HAND CONSOLE
F-8A (TYPICAL)



1. Arresting hook handle
2. Clock
3. Cockpit pressure altimeter
4. Emergency power indicator light
5. Emergency generator switch
6. Pitot heat switch
7. Hook bypass switch
8. Approach indexer lights switch
9. Seat adjust switch
10. Emergency vent air knob
11. Emergency lights switch
12. Wingfold controls
13. Coder group panel
14. IFF panel
15. Exterior lights panel
16. Interior lights panel
17. Compass panel
18. UHF panel
19. TACAN panel
20. Air conditioning panel
21. Master generator switch
22. DC power indicator

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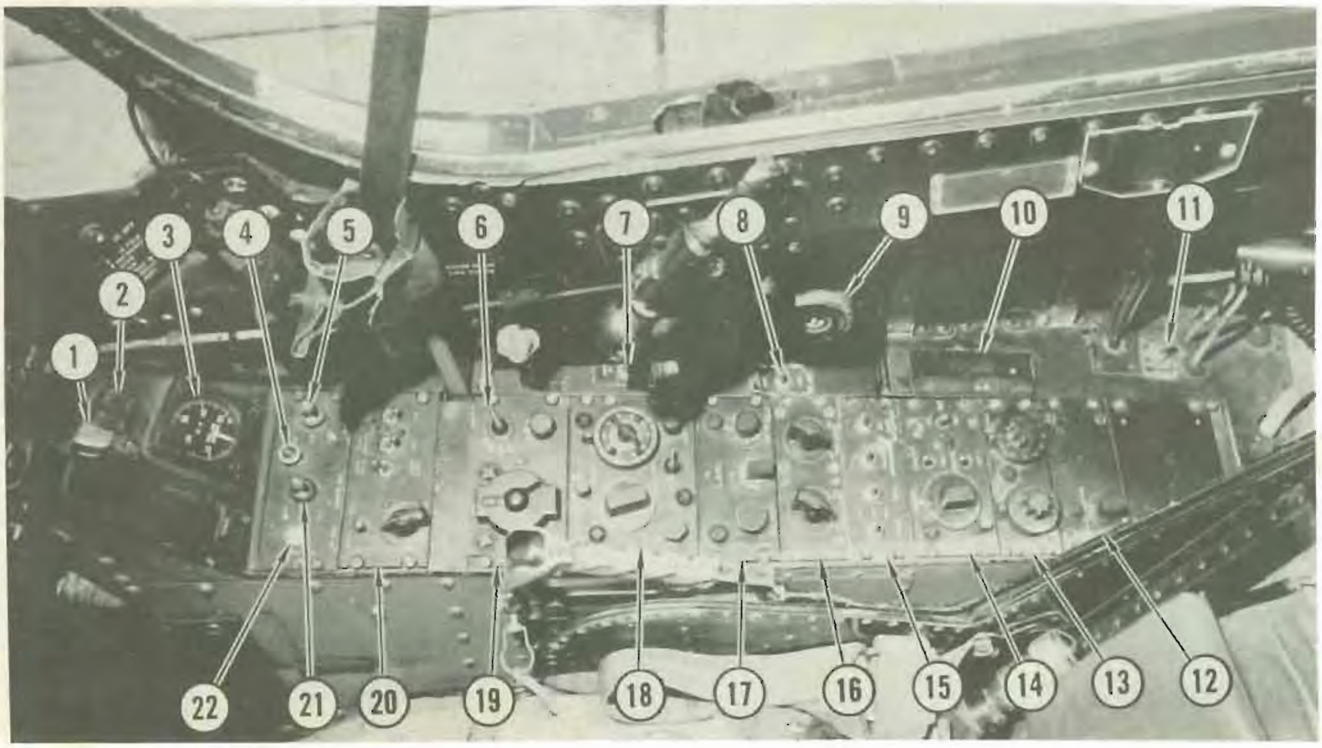
Figure 1-5 (Sheet 1)

RIGHT-HAND CONSOLE
F-8B (TYPICAL)



1. Arresting hook handle
2. Aileron-Rudder neutral trim lights
3. Cockpit pressure altimeter
4. Emergency power indicator light
5. Emergency generator switch
6. Pitot heat switch
7. Seat adjust switch
8. Emergency lights switch
9. Emergency vent air knob
10. Wingfold controls
11. Gunsight camera test switch
12. Missile release computer panel
13. Coder group panel
14. IFF panel
15. Exterior lights panel
16. Interior lights panel
17. Compass panel
18. UHF panel
19. TACAN panel
20. Air conditioning panel
21. Master generator switch
22. DC power indicator

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Figure 1-5 (Sheet 2)

ENGINE AND AFTERBURNER

DESCRIPTION

The aircraft is equipped with a Pratt and Whitney J57-P-4A continuous-flow gas-turbine engine with an afterburner for thrust augmentation. The axial-flow compressor is split into two mechanically separate rotors to provide greater flexibility for starting and to permit part load coasting operation. Each rotor is driven by a separate turbine. During starting, the external starter is connected to the high-pressure rotor since it is smaller and requires less torque. With the high-pressure rotor turning at governed speed, the low-pressure, low-speed rotor rotates so as to ensure optimum airflow through the compressor. Flow matching between compressors and turbines and prevention of surge are accomplished by interstage bleeding between the rotors. Engine speed is based on high-pressure rotor operation and is varied by a hydro-mechanical fuel control unit.

Test stand static thrust ratings of the engine are:

Military thrust........................10,200 pounds

Maximum thrust (afterburner)............16,000 pounds

ENGINE CONTROLS

Nomenclature	*Function*
Engine master switch (17, figure 1–4)	ON — accomplishes the following: 1. Admits aircraft fuel to engine driven pump by opening engine fuel shutoff valve. 2. Energizes crank and ignite switches. 3. Energizes temperature sensing element of oil cooler door temperature control unit. 4. Energizes main fuel cell boost pumps. 5. Energizes mercury attitude switch for operation of inverted flight pumps and energizes attitude switch heater element to prevent freezing of mercury. 6. Energizes fuel transfer switch.
Engine oil pressure indicator (11, figure 1–3)	Indicates oil pressure in psi.
Turbine outlet pressure (TOP)** indicator	Indicates turbine outlet pressure in inches of mercury.
Engine oil/hydraulic pressure warning light (29, figure 1–3)	On, indicates low pressure in one of the following systems: engine oil, utility hydraulic, or either power control hydraulic system.
Engine pressure ratio indicator* (5, figure 1–3)	Indicates ratio of turbine outlet pressure (TOP) to engine inlet pressure.
EPR indicator setting knob (5, figure 1–3)	Sets computed engine pressure ratio in window of indicator and moves index marker to corresponding value on periphery of dial for comparison with actual indication during power check.
Exhaust temperature indicator (47, figure 1–3)	Indicates average engine exhaust gas temperature in degrees centigrade.
Fuel flow indicator (32, figure 1–3)	Indicates rate of engine (but not afterburner) fuel flow in pounds per hour.
Oil cooler door switch (41, figure 1–3)	AUTO — normal position; system automatically controlled. OPEN and CLOSE — permits positioning of oil cooler door if automatic control fails.
Oil cooler door indicator (40, figure 1–3)	OPEN — indicates oil cooler door open. CLOSE — indicates oil cooler door closed. Barberpole indicates door in intermediate position or electrical power not connected.
Tachometer (8, figure 1–3)	Indicates high-pressure rotor speed by percent based on 9,976 rpm as 100%.
Manual fuel control light (F-8B aircraft only) (13, figure 1–4)	ON — With engine rpm more than 20%, indicates fuel control unit in manual mode. (With engine rpm less than 20% light will be on regardless of fuel control switch position)

*Aircraft BuNo. 145345 and subsequent and those with ASC 4.
**Aircraft without ASC 4.

ENGINE CONTROLS *(Continued)*

Nomenclature	*Function*
Throttle	OFF — shuts off fuel flow from fuel control unit. CRANK — momentary position, initiates engine ground cranking cycle. IGNITE — momentary position, energizes ignition timer for engine starting. IDLE — adjustable stop, prevents inadvertent retarding to OFF. MILITARY — selects maximum thrust without afterburner. MAX — placed outboard, selects maximum thrust with afterburner.
Throttle friction wheel (28, figure 1–4)	Rotate to adjust throttle friction.
Fuel control switch (10, figure 1–4)	NORMAL — activates automatic fuel metering of fuel control unit. EMERG — bypasses automatic fuel metering of fuel control unit, giving manual control with throttle position.
Engine fuel pump warning light (18, figure 1–3)	On, indicates insufficient fuel pressure from engine stage of fuel pump and engine operating from afterburner stage.

ENGINE OPERATION

Engine Fuel *(See figure 1–6.)*

Fuel is pumped from the main fuel cell through a motor-driven engine fuel shutoff valve to the engine fuel pump. The pump directs fuel to the fuel control unit for automatic fuel metering. Metered fuel then passes through the oil-fuel heat exchanger for fuel preheating and oil cooling. A pressurizing and dump valve directs the fuel to six dual orifice fuel nozzles for atomization in each of the eight burners and provides an overboard drain for the engine fuel manifolds after engine shutdown.

The engine-driven fuel pump serves both the engine and the afterburner. The pump consists of a centrifugal booster stage and separate gear stages for the engine and afterburner. The pump mounts a transfer valve which routes afterburner fuel to an internal recirculating line when the afterburner is not in use. If the engine stage of the pump fails completely, the transfer valve automatically transfers afterburner stage output to the engine fuel control unit and reduces fuel flow to the afterburner fuel control unit during high thrust conditions. Complete failure of the engine stage will be indicated by illumination of the engine fuel pump warning light.

The fuel control unit provides a speed governing control by metering fuel to compensate for variations in ambient conditions, compressor inlet temperature, and burner pressure to maintain optimum engine operation for various throttle settings. During rapid acceleration, the unit limits fuel flow to prevent surge, overtemperature and overpressure. During rapid deceleration, a minimum fuel flow is maintained to prevent engine flameout.

If a malfunction occurs in the automatic metering unit, engine operation may be continued by switching to manual fuel control. With the fuel control switch in manual (decaled EMERG), all automatic fuel metering functions are reduced and fuel flow is manually controlled by throttle movement. Care should be exercised when accelerating. Compressor stalls and overtemperature may result if throttle movement is too rapid. At normal climb airspeeds, EGT will increase with an increase in altitude. Throttle settings must be reduced as necessary to remain within allowable EGT limits.

Engine Oil *(See figure 1–7.)*

Oil is supplied from a tank by direct gravity feed to an engine-driven gear-type pump and directed to the main engine bearings and to the accessory drives for pressure lubrication.

Note

> During zero or negative g conditions, oil pressure fluctuations may be apparent. The fluctuations are normal and should damp out within approximately 30 seconds after resuming positive g conditions.

The oil, pumped from the engine by six gear-type scavenge pumps, is cooled by a radiator-type oil cooler and an oil-fuel heat exchanger, and then returned to the oil tank. Total system capacity is 7 gallons. Oil temperature is automatically stabilized by a thermal-sensing temperature control unit and a thermostatic regulator valve. The temperature control unit electrically controls the oil cooler door and prevents fuel from being overheated in the heat exchanger. The thermostatic regulator valve senses oil temperature and permits the oil to flow through or

ENGINE FUEL

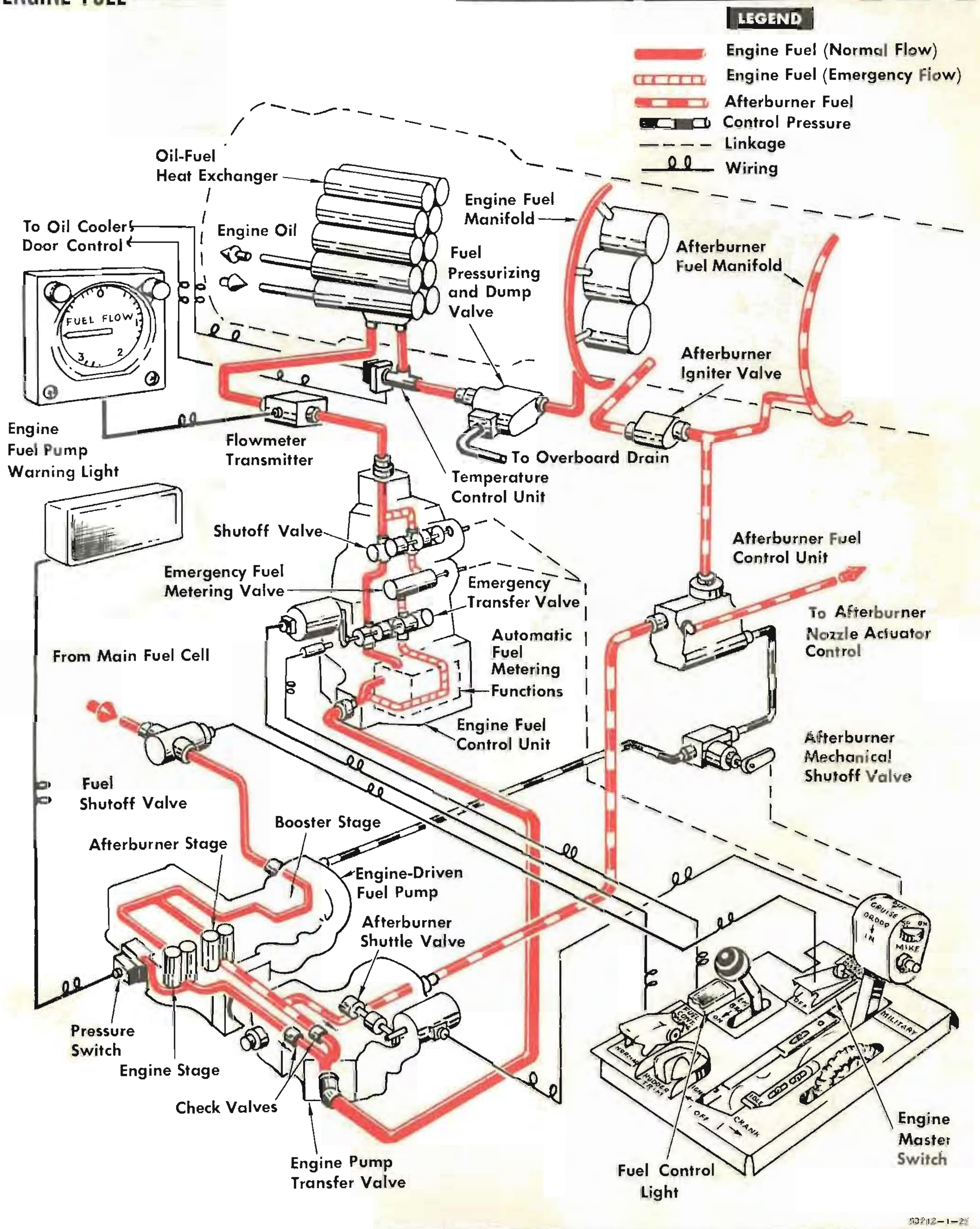


Figure 1–6

ENGINE OIL

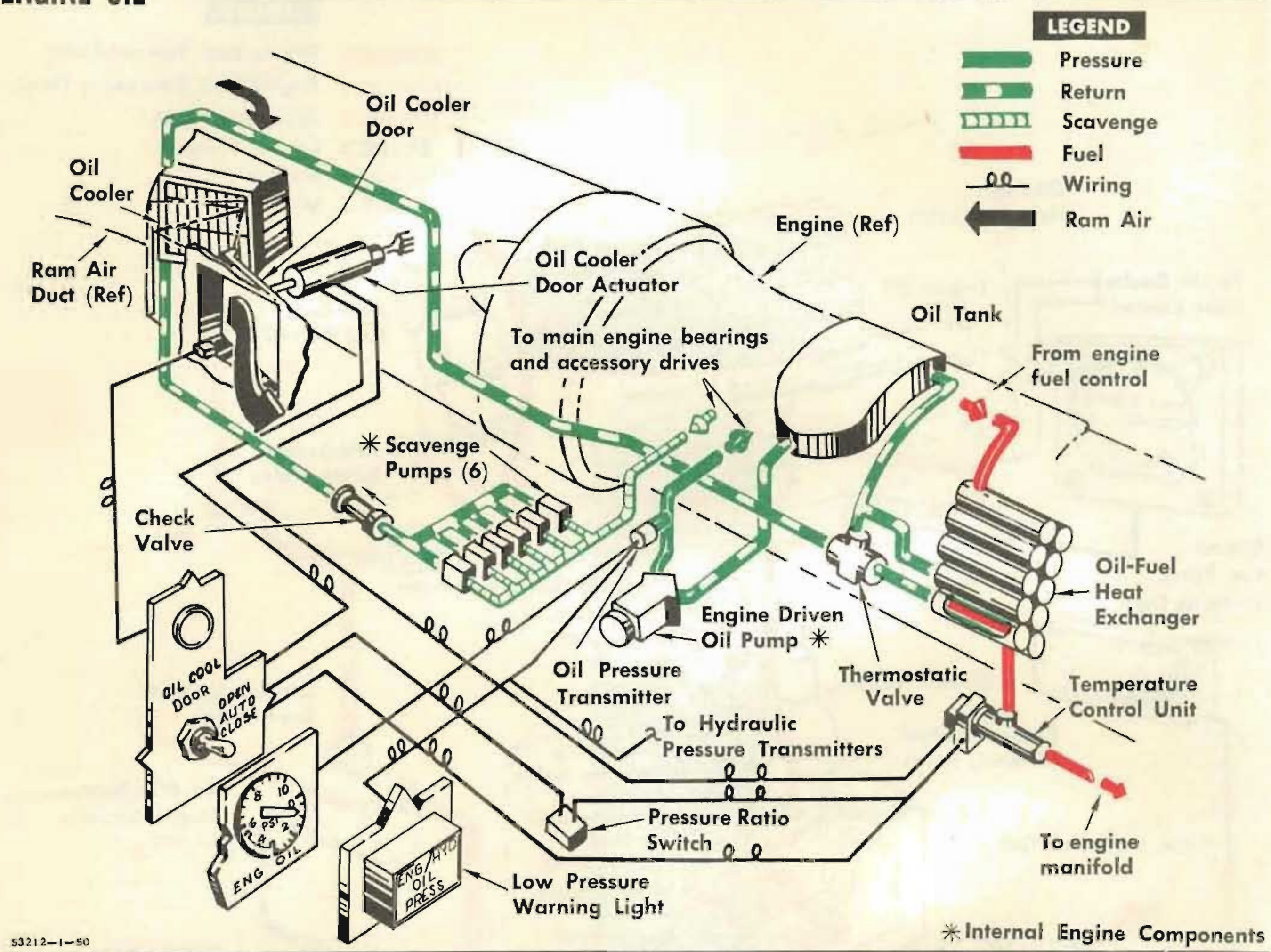


Figure 1–7

upon oil temperature. The oil cooler radiator is not effective unless the oil cooler door is opened. When the door is opened, ram air from the engine intake passes through the radiator and overboard. A pressure ratio switch automatically opens the oil cooler door to relieve ram-air pressure in the intake duct at speeds between 1.1 IMN and 1.2 IMN. At lower speeds, door operation is returned to the temperature control unit.

A three position switch in the cockpit provides manual control of the oil cooler door. The switch is normally positioned in AUTO with the OPEN and CLOSE positions used only if the pressure ratio switch fails to position the door. The oil cooler door position will be indicated in the cockpit by an oil cooler door indicator. A low-pressure warning light illuminates in the cockpit when the engine oil pressure drops below 34 psi. The warning light will also indicate a low-pressure condition in the power control or utility hydraulic systems. The engine and hydraulic pressure indicators should be referred to when the warning light is illuminated.

Engine Operating Limitations

Refer to section I, part 4 for engine operating limits.

Compressor Stalls

Compressor stalls result from conditions under which engine compressor blades operate at an excessive angle of attack in much the same way as stalling occurs on an airplane wing. Although compressor stalls may be caused by engine damage or accessory malfunctions, they are more commonly associated with high-altitude operation. Stalls may occur in either the high- or low-pressure compressors of the engine and are accompanied by an eventual engine speed drop to between 40% and 60% rpm. Some stalls do not make themselves known by noise or surges, but result in not being able to accelerate the engine, or loss of rpm with no movement of the throttle. At the other extreme, stalls may be characterized by severe vibration and a loud banging noise. It is often difficult at high altitude for the pilot to determine whether a compressor stall or an engine flameout has occurred; exhaust gas temperature is the most positive indicator.

Compressor stall recovery may be accomplished by retarding the throttle to idle to reduce the amount of fuel admitted to the engine and increasing airspeed to admit more air into the engine. It may be necessary to sacrifice as much as 10,000 feet to obtain recovery below 50,000 feet and even more at higher altitudes. Exhaust gas temperature must be monitored and if it exceeds the limits, the engine must be shut down.

Airstart may be accomplished as soon after shutdown as practical. However, increased airspeed and lower altitude are favored for the relight. Aircraft electrical power will be available if engine windmilling speed is high enough (electrical power will be available for approximately 3 to 5 seconds after flameout); otherwise, the emergency power package should be extended. Cockpit pressurization may fluctuate.

Acceleration stalls, or "chug stalls," are frequently encountered during rapid acceleration from idle. This type of stall usually occurs from 58% rpm through 66% rpm. The engine will usually recover from a mild stall of this type without any pilot action. Should a severe chug stall occur, the throttle should be retarded and the engine allowed to stabilize. The throttle may then be advanced to desired setting.

Compressor stalls can also occur as a result of operation at a very high altitude at low airspeed and high angle of attack with the oil cooler door open.

If unstable engine conditions persist and exhaust temperature does not return to normal following a stall, land as soon as practical. Continued engine operation with unstable engine conditions is dangerous.

AFTERBURNER OPERATION

Afterburner operation is initiated when the microswitch in the throttle quadrant is actuated by placing the throttle outboard in the afterburner detent. The switch energizes a motor-actuated afterburner shuttle valve to direct afterburner fuel from the fuel pump to the afterburner fuel control unit. Simultaneously, a fuel pressure signal is sent to the afterburner exhaust nozzle control unit to open the exhaust nozzle. The afterburner fuel control unit automatically meters fuel for changes in burner pressure as affected by throttle movement and altitude changes. The metered fuel is directed to the afterburner fuel nozzles and to the afterburner igniter valve. The igniter valve directs a charge of this fuel into number 3 burner can. A flame streak passes through the turbines into the afterburner section and ignites the fuel discharged by the afterburner fuel nozzles. The afterburner is normally ignited at MILITARY thrust; however, it may be ignited at any point above the afterburner aft detent stop.

Normally, no trim changes are associated with afterburner ignition but an immediate increase in airspeed will be evident at all altitudes. Thrust may be varied during afterburner operation by varying throttle position in the afterburner detent.

At or above an altitude of approximately 40,000 feet, afterburner lightoff may not be obtained on the first attempt using JP-4 fuel. If first attempt is unsuccessful, place throttle in MILITARY and wait 15 seconds before reselecting afterburner. This delay is necessary because vaporization of JP-4 in the fuel manifold creates a pressure which resists recycling of the afterburner igniter. This delay is not necessary when using the less volatile JP-5 fuel. A relight should be obtained within two attempts if the engine is operating normally. Afterburner lightoff is most reliable above 0.85 IMN and below 40,000 feet.

Afterburner Exhaust Nozzle *(See figure 1–8.)*

The exhaust nozzle area is automatically increased for afterburner operation by a fuel pressure signal transmitted from the fuel pump to the exhaust nozzle actuator control unit. The signal positions the control unit to direct engine compressor bleed air to the eight exhaust nozzle flap actuators. The actuators are mechanically linked to the exhaust nozzle flaps and hold the flaps open during afterburner operation. When afterburner is stopped, the exhaust nozzle control unit directs air to the actuators to close the flaps and hold them closed. If the exhaust nozzle fails to close, there will be a thrust loss of approximately 20% at MILITARY. In such a case, throttle settings approximately 3% to 5% rpm higher will be required to maintain approach

AFTERBURNER EXHAUST NOZZLE

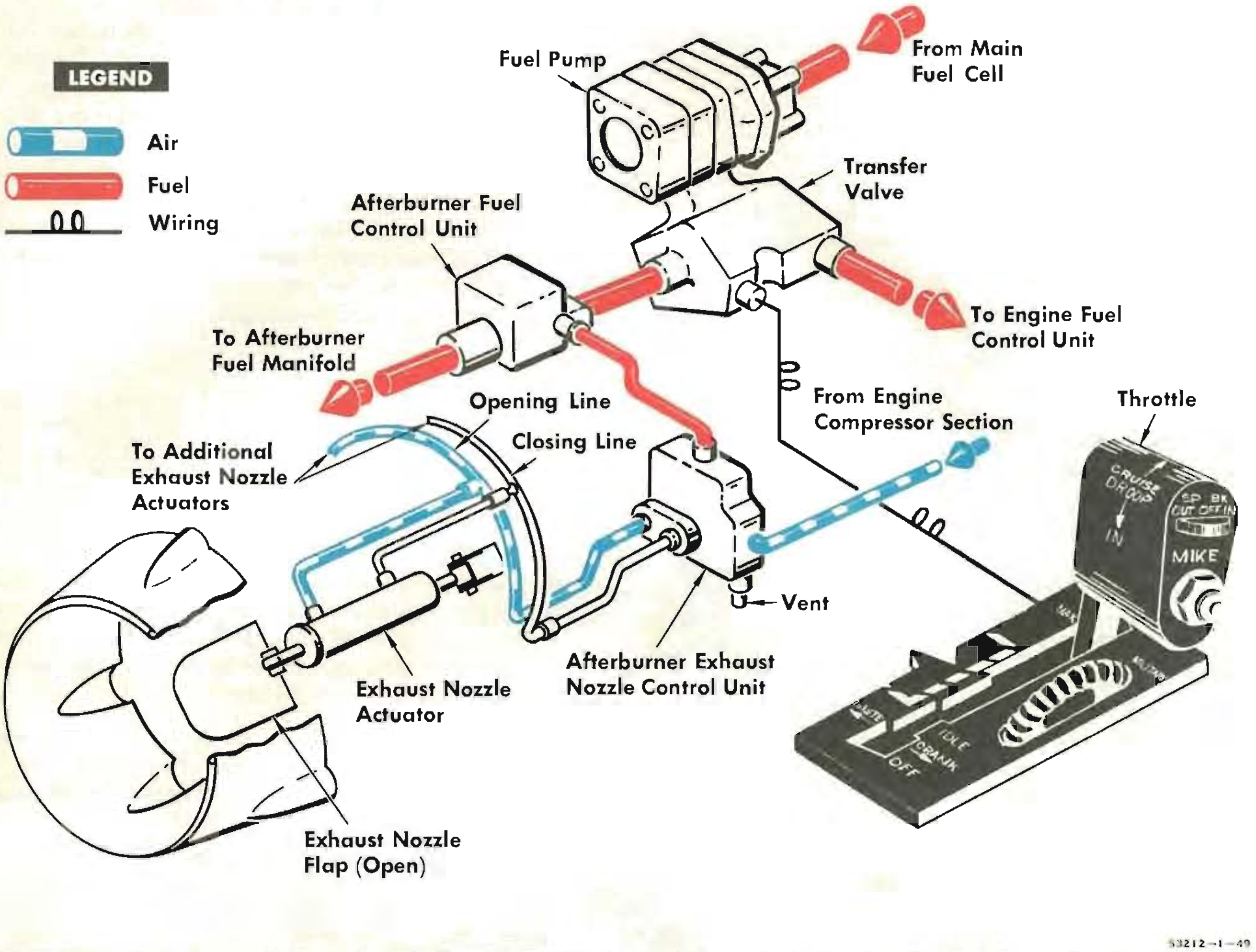


Figure 1–8

thrust. Selection of afterburner will restore full-thrust operation if required for a wave-off. The exhaust nozzle flaps open automatically whenever the throttle is at the IDLE stop and close when the throttle is advanced out of IDLE. The engine is capable of accelerating from idle to military thrust in approximately 7 seconds or decelerating through this range within 20 seconds.

The engine is equipped with a nozzle-closed lightoff (NCL) system. The NCL system, installed primarily to improve lightoff characteristics at high altitudes, prevents momentary loss of thrust during afterburner lightoff at all altitudes by delaying exhaust nozzle opening until lightoff has occurred. This feature is particularly advantageous when afterburner is selected in taking a wave-off.

The transfer fuel system composed of aft fuselage fuel cells and the wing tank semiautomatically sequences flow of transfer fuel to the main cell. Optimum center-of-gravity conditions are maintained provided the transfer switch is in the proper position. Float valves in the main cell open to admit fuel from the transfer system when the main cell fuel level drops to a predetermined point. Aft fuselage fuel is transferred under pump pressure. Wing fuel is transferred by air pressure supplied by the air-conditioning system. The transfer fuel pumps automatically shut off when the inverted flight boost pumps are operating.

FUEL QUANTITIES

Fuel load indications will vary depending upon temperature and type of fuel used. Under extreme temperature changes, gage readings can vary as much as 10% (6% gage tolerance and 4% fuel density change) of the average quantities.

With partial refueling selected (fuel selector switch in REFUEL PARTIAL), the main system cells will be fueled to the transfer level and the transfer system will be completely refueled for a total fuel load of 1,185 gallons. With only main cell refueling selected (fuel selector switch in REFUEL MAIN CELL), the main cell will be completely refueled (432 gallons). On some aircraft, the solenoid-operated check valves between the main fuel cell and the midfuselage cells are being replaced with acceleration check valves. On these aircraft, placing the refueling selector switch in REFUEL MAIN CELL will refuel the midfuselage cells in addition to the main cell for a total fuel load of 520 gallons.

Any desired fuel load can be attained by selecting REFUEL TOTAL, fueling to full load, then defueling to the desired quantity.

FUEL CELL PRESSURIZATION AND VENTING

Pressurization and venting maintain a constant pressure in the fuel cells and cell cavities during climbs, dives, fueling, defueling, and fuel transfer. Air pressure is used to transfer wing tank fuel. Pressure in all the cells prevents excessive fuel loss due to boiling at high altitude.

Pressurized air is bled from the engine compressor section and cooled by the air-conditioning system. The air passes through a check valve to the combined wing tank pressure regulator and relief valve and to the fuselage cells pressure regulator. The regulators admit the air to the fuel cells and wing tank as required. A check valve is installed in each pressure line to prevent fuel transfer between the cells and to keep fuel from entering the regulators. For all flight conditions except negative g, an emergency airscoop automatically admits ram air to pressurize the fuselage cells if the pressure regulator fails in the closed position, or the air-conditioning system is shut off. An emergency ram-air scoop prevents negative pressures in the wing tank.

The wing tank pressure regulator is electrically controlled to permit selection of fuel transfer conditions by the pilot. When the fuel transfer switch is placed in ON or PUMP OFF, the pressure regulator admits air to the wing tank at sufficient pressure to cause wing fuel to flow to the main cell when the condition of main cell fuel level and aft transfer fuel boost pressure permit. Placing the fuel transfer switch in PRESS

FUEL WEIGHTS

Fuel Cell	*Pounds — JP-4*	*Pounds — JP-5*	*US Gallons*
	Main Fuel System		
Main	2,808.0	2,937.6	432
Left-hand midfuselage	286.0	299.2	44
Right-hand midfuselage	286.0	299.2	44
MAIN SYSTEM TOTAL	3,380.0	3,536.0	520
	Transfer Fuel System		
Left-hand forward transfer (aft fuselage)	293	306.0	45
Right-hand forward transfer (aft fuselage)	306	320	47
Left-hand aft transfer	266.5	279	41
Right-hand aft transfer	266.5	279	41
Wing tank	3,764	3,937	579
TRANSFER SYSTEM TOTAL	4,895	5,121	753
TOTAL AIRCRAFT FUEL	8,275	8,657	1,273

DUMP shuts off the flow of air to the wing tank and vents the existing pressure to discontinue transfer of wing fuel. A vacuum relief valve admits air into the wing tank to preclude structural collapse from excessive negative pressure if no pressurization is provided. Because fuel outlets of the wing tank are located at the back of the tank, a horizontal or nose-up fuselage attitude is required to transfer wing fuel. Upon loss of normal wing tank pressurization (air-conditioning system failure or shutdown or, in F-8B aircraft, cockpit pressure switch placed in CABIN DUMP), wing tank fuel transfer is negligible.

The fuselage fuel cells are vented overboard through interconnected lines to a vent mast on the fuselage left-hand midsection. The common vent line is connected to a pressure relief valve which relieves cell pressure above 1.0 ($\pm$0.25) psi to prevent excessive pressures if the fuselage cells pressure regulator fails in the open position. A float valve in the main cell prevents main cell fuel from being vented overboard during maneuvering flight by shutting off fuel transfer when the vent outlet is covered. Check valves are installed in the other cell vent lines to prevent fuel from entering the vent lines during maneuvering or inverted flight.

FUEL SYSTEM MANAGEMENT

For takeoff, the fuel transfer switch is placed in ON which energizes the aft transfer pump and pressurizes the wing tank. Flow of transfer fuel to the main fuel cell is then automatically sequenced until all transfer fuel is consumed. Sequencing is obtained through variations in fuel line sizes and pressures to maintain proper aircraft center-of-gravity at all times. The aft transfer cells empty first and the wing tank empties last. During transfer from the aft cells there will be a noticeable transfer from the wing tank.

Failure of the aft transfer pumps (or loss of main electrical power) will result in as much as 1,200 pounds of aft transfer fuel being trapped in the cells. Wing tank fuel transfer will continue in such cases.

In level cruising flight, intermittent illumination progressing to steady illumination of the transfer pump caution light provides usable indication that the fuselage transfer fuel cells are empty. When the transfer cells are empty, there will be from 1,500 pounds to 3,000 pounds of wing tank fuel remaining, depending upon when the transfer pump is turned on. When the transfer pump caution light comes on under these conditions, turn the pumps and light off by placing the fuel transfer switch in PUMP OFF. For operational convenience, the transfer fuel quantity indicator is marked with an orange reference mark at 2,000 pounds fuel remaining (the nominal transfer quantity at which the fuselage transfer cells empty). This is a reminder to turn the transfer pump off.

When the transfer pumps are turned off, wing fuel transfer will continue until the wing tank is empty. In some cases, because of slight inaccuracies in fuel gaging, wing fuel transfer will continue for a short period even after the transfer fuel quantity indicator reads zero. To prevent wing tank air from entering the fuel lines, two pressure shutoff valves in the wing fueling manifold are automatically closed when the wing tank is empty or a fuel outlet is uncovered.

If the fuselage pumps are turned off too soon (as might be the case if turned off because of the caution light flickering during maneuvering flight), a small amount of fuel may be trapped in the aft cells. If this occurs, there will be an indication of transfer fuel remaining late in the flight when all fuel transfer would normally have been completed. This fuel can be pumped out by placing the fuel transfer switch in ON (in F-8B aircraft, cabin pressure switch must be in CABIN PRESS also) for a brief period. Maintaining a nose-up attitude will aid in pumping out the aft cells.

Excluding afterburner operation at high Mach numbers (see note), the transfer level in the main fuel system during flight at normal cruise attitude should hold at 2,400 to 2,700 pounds until the transfer fuel system is empty. The main system quantity indicator may read below 2,400 pounds during prolonged nose-down attitudes and when there are approximately 1,500 pounds remaining in the transfer system in certain other flight profiles. But in no case shall it read below 2,200 pounds before the transfer system is completely emptied. With the transfer fuel from the fuselage depleted, there will be negligible transfer from the wing in nose-down attitudes. Normal wing transfer will be regained with a return to normal flight attitude. The main system quantity may indicate between 2,200 to 3,100 pounds depending upon the flight profile.

Note

> During afterburner operation at high Mach numbers, the transfer fuel system will supply sufficient fuel to the main cell to hold the fuel level in the main cell at the transfer level down to 20,000 feet. Below 20,000 feet, transfer flow rate will fall slightly behind engine fuel demand and transfer level will drop slowly.

The main fuel quantity indicating system will indicate accurately only in steady wing-level flight between 20° nose-up and 10° nose-down. The transfer fuel quantity indicating system, a capacitance system designed for use in cruise control, will be accurate only between 10° nose-up and 4° nose-down.

PART 2 — SYSTEMS

FUEL SYSTEM

DESCRIPTION

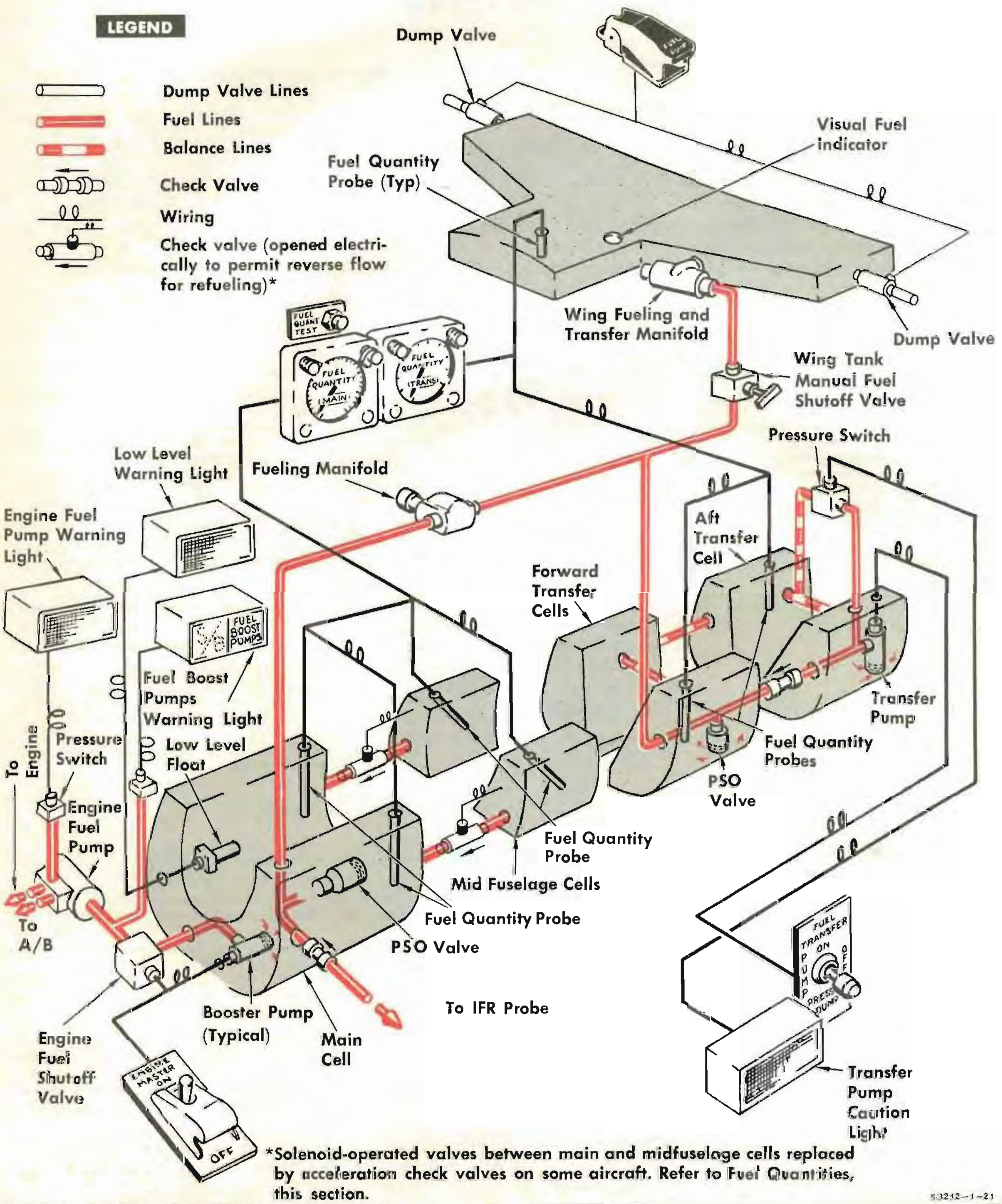
Refer to figure 1-9 for system illustration.

Fuel is supplied to the engine from the main fuel cell, through the engine fuel shutoff valve, by five fuel boost pumps. Three of these pumps operate at all times when the engine master switch is on and provide proper fuel flow for all upright flight attitudes. Two of the boost pumps are controlled by an attitude switch to supply fuel at inverted attitude. The inverted flight boost pumps operate when pitch attitude exceeds 120° nose up or 15° nose down, or when roll attitude exceeds 90°. Only one of the main fuel boost pumps operates when electrical power is being supplied by the emergency power package with the emergency generator switch in ON. With the emergency generator switch in LAND, none of the boost pumps operate and flight operation must be restricted to avoid flameouts. Fuel from the midfuselage cells of the main system flows into the main cell by gravity feed.

FUEL SYSTEM CONTROLS

Nomenclature	*Function*
Engine master switch (17, figure 1-4)	ON — energizes main fuel boost pumps, attitude switch (which controls inverted flight boost pumps) and fuel transfer switch.
Fuel selector switch (left main wheel well)	Positions fuel valves during central-point fueling for selection of different types of fuel loads, or for defueling. POWER OFF is the flight position.
Fuel transfer switch (22, figure 1-3)	PRESS DUMP — relieves wing tank pressure and shuts off transfer fuel pumps to discontinue all fuel transfer. ON — energizes transfer fuel pumps and provides wing tank pressure. PUMP OFF — shuts off transfer fuel pumps but permits wing fuel transfer to continue.
Fuel quantity test switch (34, figure 1-3)	Depressed momentarily, checks continuity of main and transfer fuel quantity indicating circuits.
Inflight refueling probe switch (10, figure 1-3)	OUT — opens probe door, extends probe, deenergizes the transfer fuel system and relieves wing tank pressure. IN — retracts probe, closes probe door, energizes the transfer fuel system and represurizes wing tank. OFF — deenergizes probe door valve and energizes the transfer fuel system.
Inflight refueling probe light (3, figure 1-3)	On, indicates probe door is open. Off, indicates probe door is closed.
Main fuel quantity indicator (26, figure 1-3)	Indicates total weight of fuel in main fuel system cells.
Transfer fuel quantity indicator (30, figure 1-3)	Indicates total weight of fuel in transfer fuel system cells.
Wing tank manual fuel shutoff valve (left main wheel well)	OPEN — allows normal operation of fuel system. *Engine cannot be air-started nor fuel transferred from or to wing tank unless valve is in this position.* CLOSE — prevents leakage of fuel from wing to main cell while aircraft is secured; also, aids defueling of main system after wing is empty by stopping airflow from wing.
Wing tank visual quantity indicator (left wing leading edge)	Appearance of red spherical float indicates wing tank is full.
Fuel dump switch (21, figure 1-3)	DUMP — jettisons fuel from wing tank.
Fuel low-level warning light (19, figure 1-3)	LOW LEVEL — on when fuel level in main cell drops to approximately 1,000 pounds (JP-5) in level flight.
Fuel boost pumps warning light (1, figure 1-3)	FUEL BOOST PUMPS — on when fuel boost pressure drops to 4 psi.
Transfer fuel pump caution light (23, figure 1-3)	TURN PUMP OFF — steady light with fuel transfer switch on, over 3,500 pounds transfer fuel remaining and aircraft in normal flight attitude indicates transfer fuel pump failure. Intermittent lighting progressing to steady indicates aft fuselage transfer fuel pressure drop induced by maneuvers or low fuel level in aft fuselage transfer cells.

AIRCRAFT FUEL



*Solenoid-operated valves between main and midfuselage cells replaced by acceleration check valves on some aircraft. Refer to Fuel Quantities, this section.

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Figure 1–9

The fuel low-level warning light will be on when the fuel in the main cell is at approximately 1,000 pounds. The light will indicate accurately at aircraft attitudes between 25° nose-up and 25° nose-down.

The fuel flow indicator, which indicates engine fuel flow in pounds per hour, may momentarily indicate zero flow when the throttle is retarded to IDLE from a high power setting. Should the indicator continue to reflect zero flow at a sustained IDLE power setting, advancing the throttle momentarily to obtain a higher fuel flow rate may restore proper indications.

WING TANK FUEL DUMPING

An electrically operated variable orifice restrictor, installed upstream of the wing tank pressure regulator, controls wing tank air flow for pressurization or provides a high fuel dump rate by allowing a greater air flow to the wing tank during fuel dumping. Two electrically operated dump valves, one in each outboard corner of the wing tank, permit fuel to be dumped overboard. Placing the fuel dump switch in DUMP fully opens the restrictor and opens the dump valves. After fuel has been dumped, the fuel dump switch should be placed in OFF.

Note

> A nose-up attitude must be maintained to obtain the maximum rate of fuel dumping. Engine power setting is also critical during the dump cycle and 87% rpm or above will always ensure a maximum rate of fuel dumping. A power setting of 80% or less with a nose-down attitude may stop fuel dumping completely.

In F-8B aircraft, when the cockpit pressure switch is placed in CABIN DUMP, wing tank fuel dumping may be accomplished at a reduced rate. Placing cockpit pressure switch in CABIN PRESS for a short time will increase the fuel dumping rate. In F-8A aircraft, normal wing tank dumping can be performed with the cockpit pressure switch in CABIN DUMP.

INFLIGHT REFUELING

DESCRIPTION

Note

> The inflight refueling system should be ground checked for leaks before a flight on which firing of guns is anticipated following inflight refueling.

A retractable probe (figure 1–10), mounted in a well on the left side of the fuselage, is extended and retracted by utility hydraulic pressure. Placing the inflight refueling probe switch in OUT deenergizes the transfer pump, depressurizes the wing tank, positions the fuel valves to accept fuel, opens the probe fairing door and extends the probe. The inflight refueling probe out light on the instrument board will also be illuminated when the fairing door opens. With the probe engaged in the tanker's drogue, fuel is admitted into the aircraft fuel system. If desired, partial refueling of the main cell up to the transfer level can be performed with the inflight refueling probe switch in OFF. Total time for refueling depends upon fuel

INFLIGHT REFUELING CONTROLS

Nomenclature	*Function*
Inflight refueling probe switch (10, figure 1–3)	OUT — opens probe door, extends probe, deenergizes the transfer fuel system and relieves wing tank pressure. IN — retracts probe, closes probe door, energizes the transfer fuel system and repressurizes wing tank. OFF — deenergizes probe door valve and energizes the transfer fuel system.
Inflight refueling probe light (3, figure 1–3)	On, indicates probe door is open. Off, indicates probe door is closed.

PROBE CONTROL

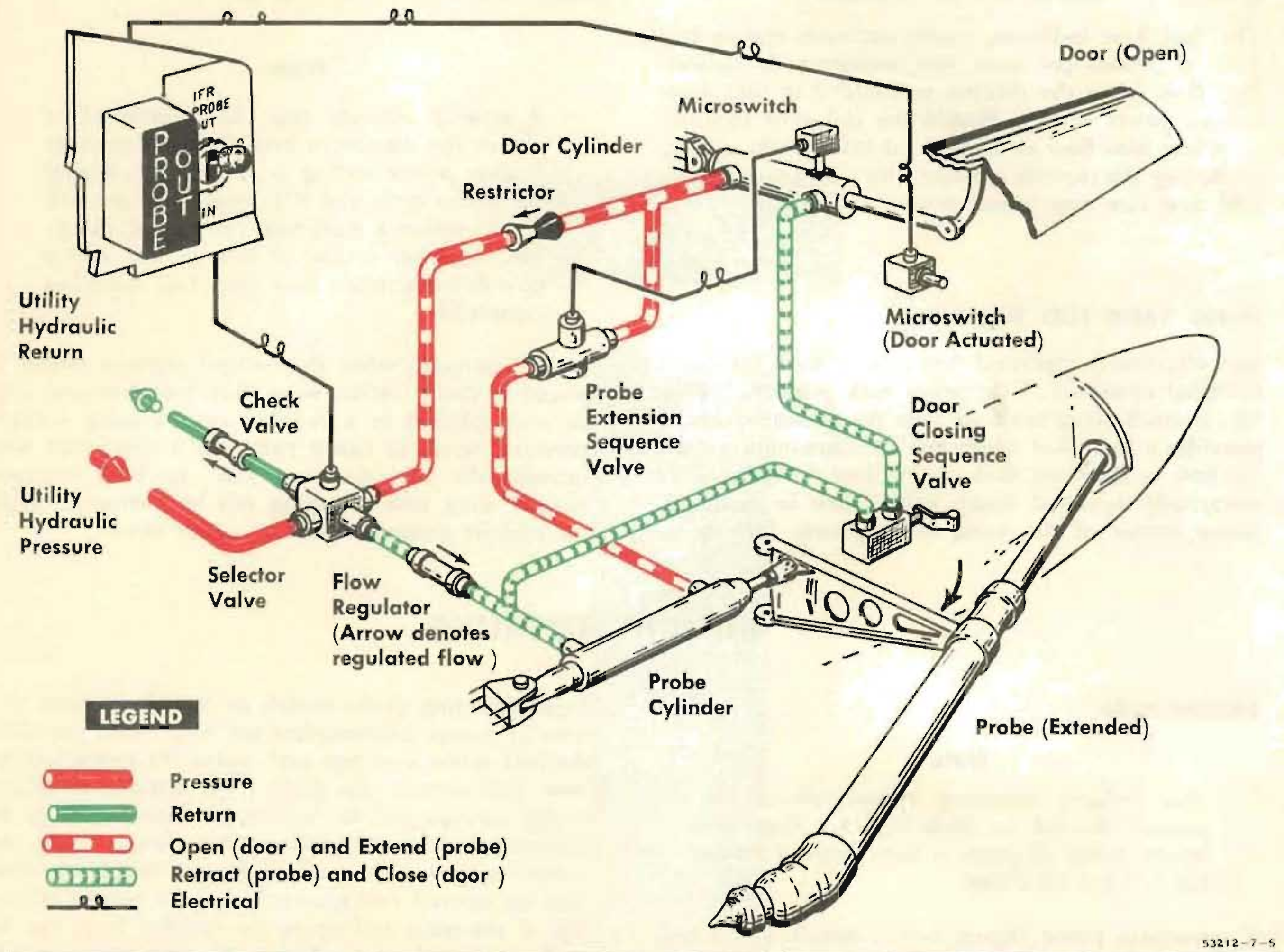


Figure 1–10

on board when fueling commences and type of tanker supplying fuel. When the desired amount of fuel has been taken aboard, as indicated by the fuel quantity indicators, a slight reduction in airspeed will disengage the probe. Holding the inflight refueling probe switch in the IN position will reenergize the transfer system and reposition the fuel valves for normal operation, retract the probe and close the fairing door. After the probe out light goes off, releasing the switch to OFF will deenergize the door selector valve.

The inflight refueling system is powered from the primary dc bus to permit refueling of all but the aft cells when electrical power is being supplied by the emergency power package. Fuel from the aft cells will not be available when using emergency electrical power.

Refer to section IV, part 1, for inflight refueling techniques and procedures.

POWER CONTROL HYDRAULIC SUPPLY

DESCRIPTION

The two power control hydraulic systems (figure 1–11), PC 1 and PC 2, each supply hydraulic pressure at 3,000 psi. The systems are completely separate and operate independently of each other. Both systems function in the same manner through identical components and act together to operate the flight control surfaces through the slider valves of the surface power control cylinders. The slider valves, positioned by the control stick, the rudder pedals or the trim and stabilization system servo actuators control the direction and amount of control surface deflection. The use of dual power control hydraulic control systems ensures full controllability of the aircraft in case of failure of one of the systems.

The only difference in operation of the two systems is that the aileron spoilers and the yaw stabilization system operate only off the PC 2 system, while roll stabilization operates only off the PC 1 system. An emergency hydraulic pump in the emergency power package is connected to the PC 1 hydraulic circuit to permit pressurization of the PC 1 system in case of a failure that does not involve loss of fluid from the system (pump failure). The emergency pump is placed in operation whenever the emergency power package is extended, but the pump will pressurize the system only when normal system pressure has been lost.

Refer to section V for procedure to be employed upon failure of the power control hydraulic systems; to section I, part 4, for flight restrictions imposed with one PC system inoperative; and to section IV, part 2, for flight characteristics encountered when operating on only one PC system. Hydraulic power is supplied to the yaw stabilization circuit from the PC 2 system and to the roll stabilization circuit from the PC 1 system.

Note

The engine oil/hydraulic pressure warning light will illuminate when either PC pressure drops below 1,500 psi, when the utility hydraulic pressure drops below 700 psi or when the engine oil pressure drops below 34 psi.

POWER CONTROL SYSTEM CONTROLS

Nomenclature	*Function*
Hydraulic pressure indicators (28, figure 1–3)	Indicates pressure in power control systems (selected by hydraulic system gage switch in F-8A aircraft).
Engine oil/hydraulic low pressure warning light (29, figure 1–3)	On (ENG/HYD OIL PRESS) when pressure drops excessively in either power control system, utility hydraulic or engine oil system.
Emergency power handle (21, figure 1–4)	Pulled to extend emergency power package and connect emergency hydraulic pump to PC 1 system. (Refer to ELECTRICAL SUPPLY for information on emergency generators.)
Hydraulic system gage switch (F-8A) (34, figure 1–3)	PC-1 — selects PC 1 system pressure reading or emergency pump pressure reading (emergency power package extended and PC 1 system inoperative) on hydraulic pressure gage. PC-2 — selects PC 2 system pressure reading on hydraulic pressure gage.

POWER CONTROL HYDRAULIC SUPPLY

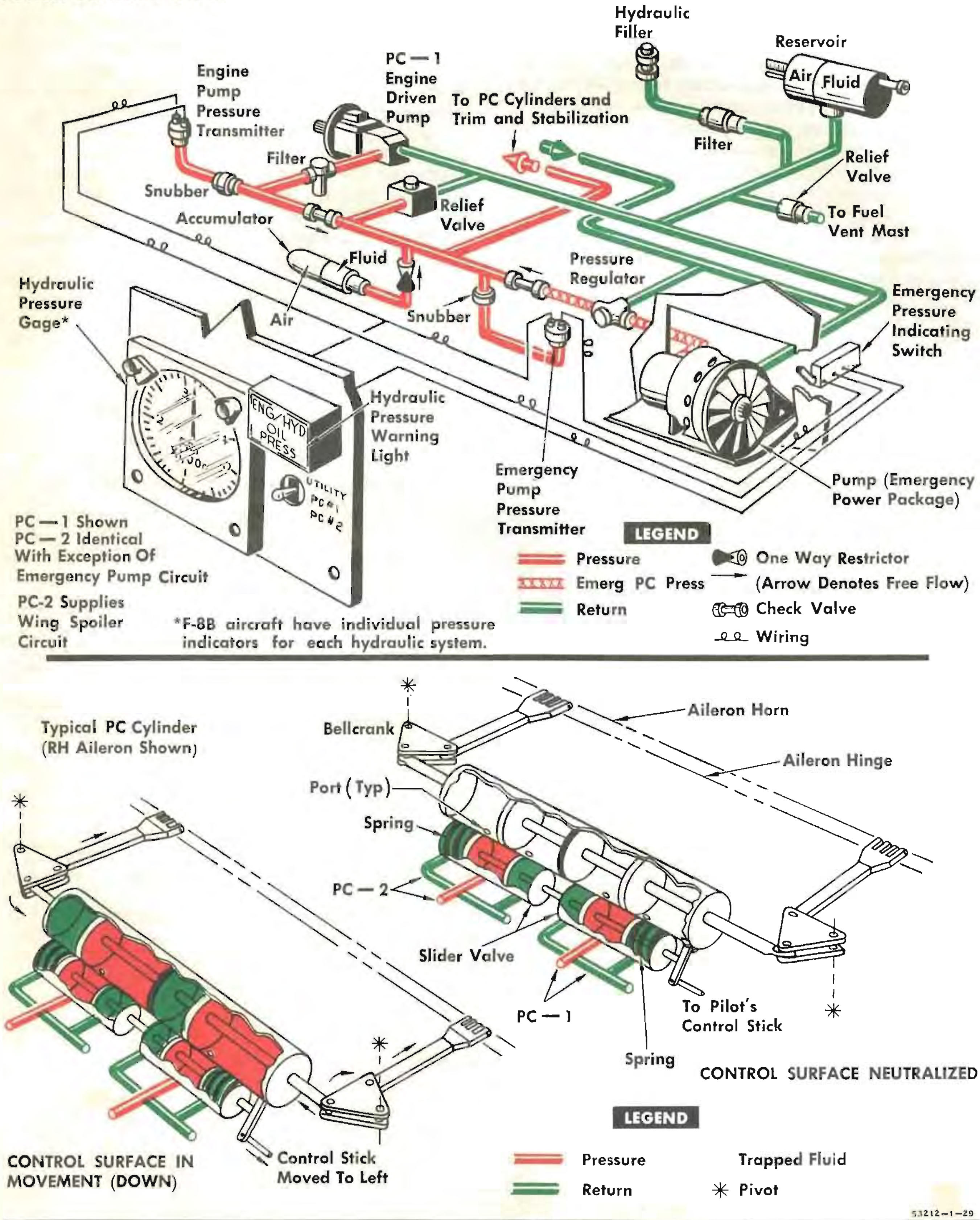


Figure 1–11

FLIGHT CONTROLS

DESCRIPTION

The flight control system uses the control stick and rudder pedals to operate mechanical linkage to position the slider valves of hydraulic power control cylinders. In response to this movement the slider valves, through mechanical linkage of the power control cylinders to the control surfaces (aileron, horizontal tail and rudder), cause movement of the desired surface. As this irreversible system has no airload feedback to the control stick or rudder pedals, artificial "feel" is introduced into the system by feel springs, bobweights and viscous dampers. The amount of simulated feel introduced is proportional to the amount of surface deflection. The feel springs return the control stick or rudder pedal to neutral after the stick or pedal has been actuated and released. Movement of the control surfaces is also controlled by the trim and stabilization system. Operation of this system does not affect the neutral position of the control stick or the rudder pedals.

An assembly of links and levers in the horizontal tail pushrod system reduces control sensitivity in the vicinity of neutral stick position by changing the ratio of stick travel to surface movement as the stick is moved away from neutral. By reducing surface travel for a given stick displacement, the variable gain linkage eliminates high pitch corrections at high airspeeds.

When the wing is raised to the landing position, the ailerons and flaps are automatically drooped 20° from the cruise neutral position. This is accomplished by means of mechanical linkage from the wing to the aileron power control hydraulic slider valves and the flap segment inboard of the ailerons. Aileron droop and flap action provide increased lift and stability when the wing is raised and the wing leading edge is extended.

A wing spoiler control surface is installed flush with the upper surface of the wing forward of each aileron to increase rate of roll at low altitudes and high airspeed. The spoilers are slaved directly to aileron control and function in both the clean condition and landing condition. When the aileron is deflected more than 2° above the aileron clean condition neutral, the spoiler control surface is deflected an amount proportional to aileron deflection. Maximum spoiler deflection is 49°. Mechanical linkage from the aileron power control package positions a slider valve, allowing PC 2 hydraulic pressure to actuate the spoiler control surface. The spoilers will be inoperative with loss of PC 2 hydraulic system.

FLIGHT CONTROLS

Nomenclature	*Function*
Pilot's control stick	Controls aileron deflection of 15° up and 45° down in landing condition (wing raised and ailerons drooped). Controls aileron deflection of 15° up and 15° down in clean condition (wing lowered and aileron cruise neutral restored). Overridable clean condition stops are encountered at 9½°. Controls horizontal tail deflection between 29° 30′ nose up and 6° 45′ nose down.
Rudder pedals	Control rudder displacement between 17° left and right of neutral with wing raised. Control rudder displacement between 6° left and right of neutral with wing down.
Rudder pedal adjustment crank	Rotated right or left adjusts rudder pedal assembly fore or aft.

TRIM AND STABILIZATION

DESCRIPTION

This system senses flight deviations about the yaw and roll axes and automatically applies corrective stabilization signals to the control system. Normal yaw, pitch and roll trimming and emergency pitch trimming are provided through cockpit controls. System operation is illustrated in figure 1-12.

Roll stabilization signals are automatically initiated by roll rate gyros. Yaw stabilization and "stiffening" signals are initiated by lateral accelerometers. The stabilization functions can be turned off and on by controls on the left-hand console. Roll and pitch trim knobs are located on the stick grip and the rudder trim knob is on the left-hand console. Pitch trim is calibrated with the wing in the landing condition and the control stick in neutral. With the wing in the clean condition, full nose up trim at the control surface is reached prior to full movement of the control knob. Movement of the trim knob does not affect the position or feel of the control stick.

TRIM AND STABILIZATION CONTROLS

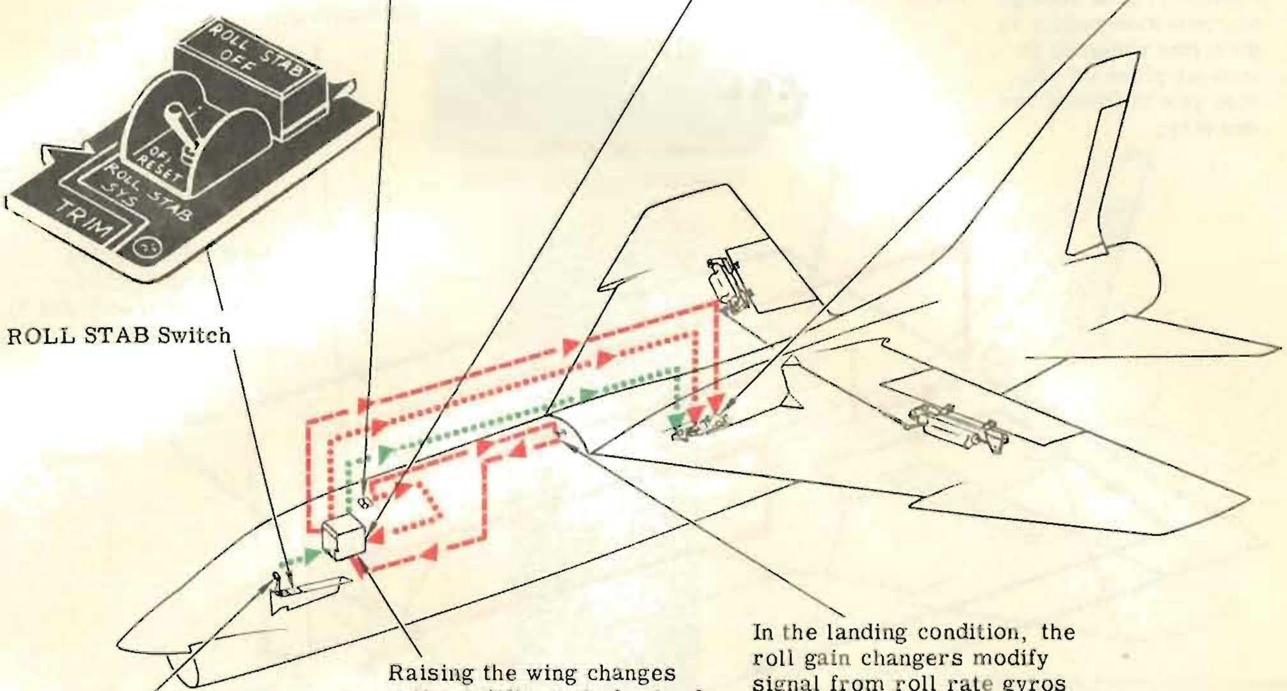
Nomenclature	*Function*
	Roll
Aileron neutral trim light* (2, figure 1-5)	On (AIL NEUT), indicates ailerons at 20° droop neutral (0° trim). Off, indicates ailerons not in neutral. Inoperative with weight off landing gear.
Roll stabilization switch (27, figure 1-4)	OFF RESET — shuts off roll damping and trim circuits and resets system after cutout by comparator circuit. ON — makes hydraulic power available for roll damping and trim.
Roll trim knob (On control stick grip)	Rotated left or right, adds corresponding roll trim.
Roll stabilization warning light (24, figure 1-4)	On (ROLL STAB OFF), indicates system not operating. Off, indicates system operating.
	Yaw
Rudder neutral trim light (2, figure 1-5)	On (RUD NEUT)†, indicates rudder in neutral (0° trim). Off, indicates rudder not in neutral. Inoperative with weight off landing gear.
Rudder trim knob (12, figure 1-4)	Rotated left or right, adds corresponding yaw trim.
Yaw stabilization switch (19, figure 1-4)	OFF RESET — shuts off yaw damping and trim circuits and resets system after cutout by comparator circuit. ON — makes hydraulic power available for yaw trim and damping.
Yaw stabilization warning light (20, figure 1-4)	On (YAW STAB OFF), indicates yaw stabilization system not operating. Off, indicates system operating.
	Pitch
Pitch trim knob (On control stick grip)	Rotated forward (nose down) or aft (nose up) adds pitch trim. (Calibrated in degrees of trim for wing up position.)
Nose trim indicator (37, figure 1-3)	OFF — indicates instrument inoperative. (Deenergized with weight off landing gear.) Degrees UP or DOWN indicates amount of pitch trim attained by the control surface with stick in neutral and wing up. Pitch trim available exceeds the limits of the indicator, but the indications are true within limits.
Emergency pitch trim handle (18, figure 1-4)	Pulled, cuts off normal pitch trim and places emergency trim circuit in standby. NOSE DOWN or NOSE UP — adds desired trim to horizontal tail.

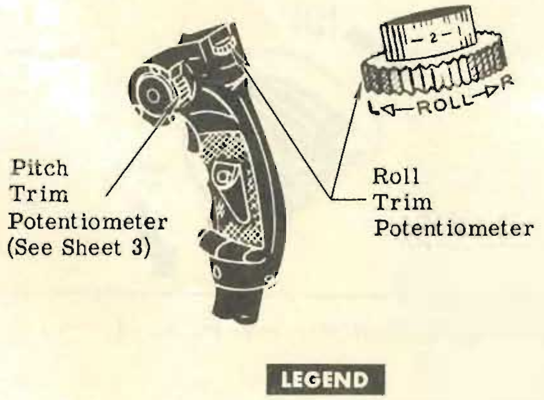
*Aircraft BuNo. 143702 and subsequent
†Decal (RUD NEUT) only on aircraft BUNo. 143702 and subsequent.

TRIM AND STABILIZATION

ROLL TRIM AND DAMPING

1. Roll rate gyros detect roll motions and signal amplifier to oppose these motions.
2. Amplifier relays signals from roll trim potentiometer and/ or gyros to roll actuator.
3. Roll actuator moves control system linkage to reposition ailerons in direction required to trim airplane or damp disturbance.





LEGEND

- Damping Signals (Landing Condition)
- Damping Signals (Clean Condition)
- Trim Signals

NOTES

1. Roll trim and damping operates electrically from emergency buses and hydraulically from PC No. 1 system.
2. A monitor system maintains a constant check of roll actuator. If the two channels within the actuator get more than 20% out of agreement, the monitor shuts off the system and it locks in neutral.
3. With the emergency power package extended and EMER GEN switch in "LAND," the roll monitor is overridden. To prevent energizing a malfunctioning system, (if the monitor has previously shut off the system because of a malfunction and the system cannot be reset), the ROLL STAB switch should be in "OFF" before the EMER GEN switch is placed in "LAND".
4. No emergency roll trim is provided because the electrohydraulic actuator will lock at neutral if electrical or hydraulic power is lost.

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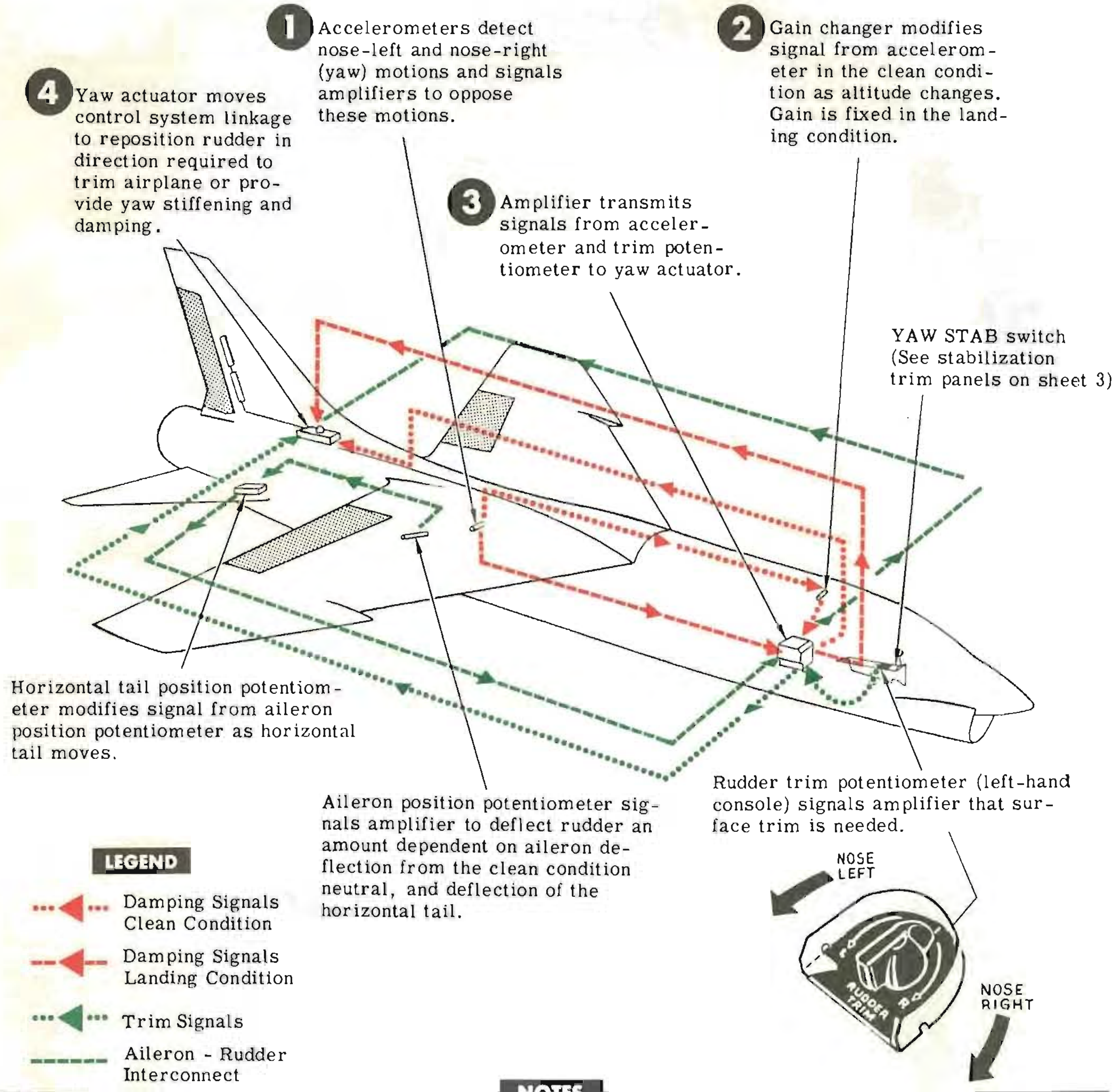
Figure 1-12 (Sheet 1)

TRIM AND STABILIZATION

YAW TRIM AND DAMPING



NOTES

1. Yaw trim and damping operates electrically from primary buses and hydraulically from PC No. 2 system.
2. This system incorporates dual servo channels with dual components throughout.
3. No emergency yaw trim is provided because the actuators will lock at neutral if electrical or hydraulic power is lost.
4. A monitor system maintains a constant check of yaw actuator. If the two channels within the actuator get more than 20% out of agreement, the monitor shuts off the system and it locks in neutral.

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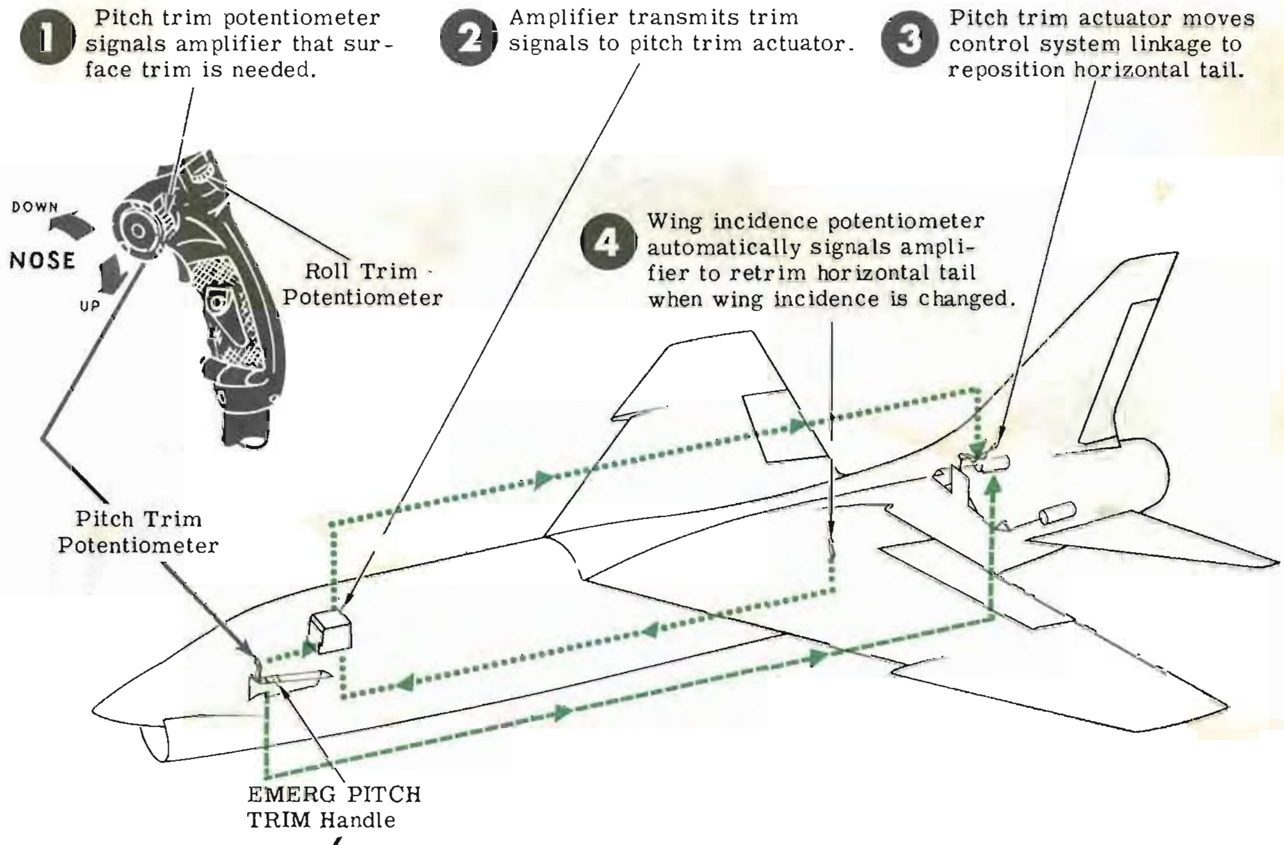
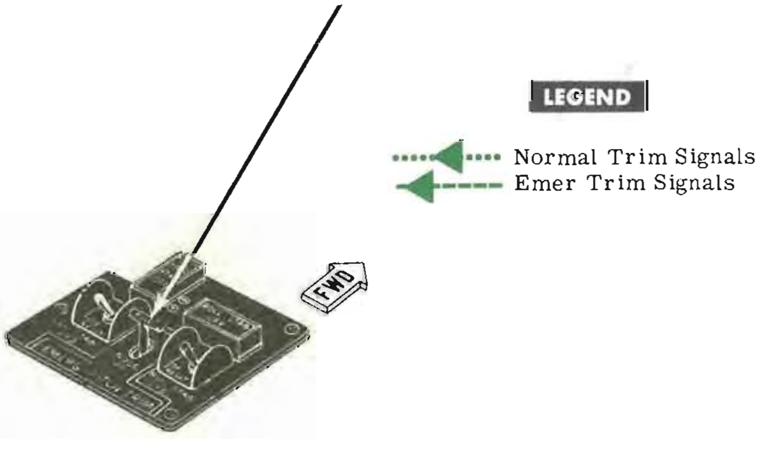
Figure 1-12 (Sheet 2)

TRIM AND STABILIZATION

PITCH TRIM





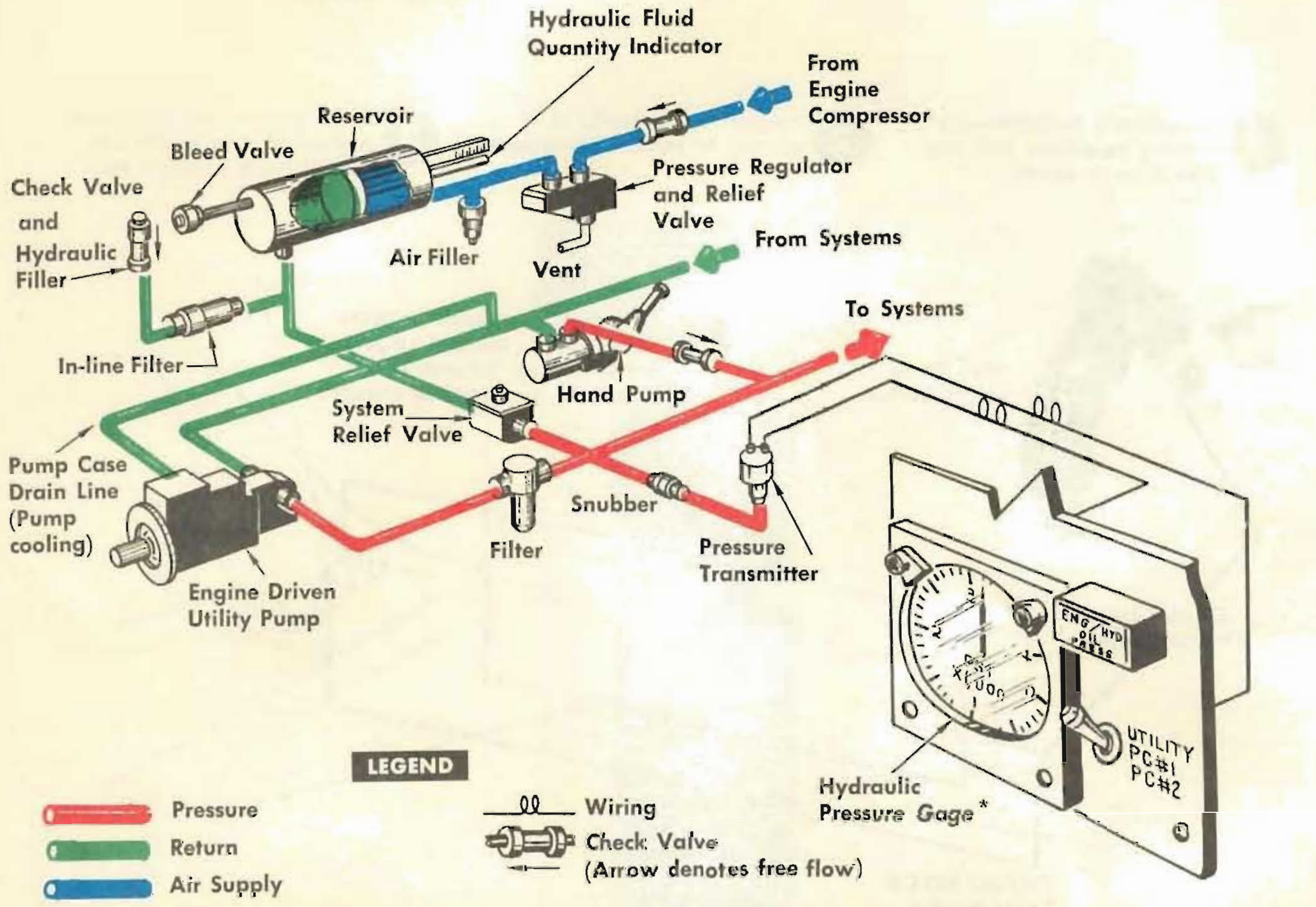
STABILIZATION TRIM PANEL

NOTES

1. Emergency trim is connected to emergency buses. Normal trim is connected to emergency buses.
2. The pitch actuator is a single electro-mechanical screwjack which acts as an extendible link in the control linkage.
3. No pitch damping is provided because inherent damping is satisfactory.

Figure 1-12 (Sheet 3)

UTILITY HYDRAULIC SUPPLY



*F-8B aircraft have individual pressure indicators for each hydraulic system.

Figure 1–13

UTILITY HYDRAULIC SUPPLY

DESCRIPTION

The system, illustrated in figure 1–13, provides hydraulic power to operate the following systems.

Arresting Hook	Two-Position Wing
Inflight Refueling Probe	Wheel Brakes
Landing Gear	Wingfold
Nose Gear Steering	Wing Leading Edge
Speed Brake	

An engine-driven hydraulic pump supplies pressure (3,000 psi) for the operation of the utility hydraulic circuits. Hydraulic pressure failure will be indicated by illumination of the engine oil/hydraulic pressure warning light.

Illumination of the engine oil/hydraulic pressure warning light also indicates that the utility hydraulic pressure has dropped below 700 psi, either PC hydraulic pressure has dropped below 1,500 psi or the engine oil pressure has dropped below 34 psi. If illumination occurs, check hydraulic pressure and oil pressure indicators to verify the system affected.

Note

Utility hydraulic pressure may surge to 3,500 psi when any of the systems are actuated.

There is no utility hydraulic emergency system. Emergency operation of major utility circuits is provided by air pressure from the pneumatic system. A hydraulic pressure indicator indicates utility pressure.

Refer to part 3, this section, for servicing information.

UTILITY HYDRAULIC SYSTEM CONTROLS AND INDICATIONS

Nomenclature	*Function*
Hydraulic system gage switch* (34, figure 1-3)	UTILITY — selects utility system pressure reading on hydraulic pressure gage.
Hydraulic pressure gage* (35, figure 1-3)	Indicates utility system pressure with hydraulic system gage switch in UTILITY.
Utility hydraulic pressure gage† (28, figure 1-3)	Indicates utility system pressure.
Engine oil/hydraulic pressure warning light (29, figure 1-3)	On, indicates that utility system pressure has dropped below 700 psi if confirmed by gage reading.

*F-8A aircraft.
†F-8B aircraft.

TWO-POSITION WING

DESCRIPTION

The two-position wing provides increased visibility at low takeoff and landing speeds by permitting the angle-of-attack of the wing to be increased without increasing the fuselage angle. The wing leading edge and ailerons are automatically drooped when the wing is raised to provide increased lift and stability during takeoff and landing. The system is illustrated in figures 1–14 and 1–15.

The wing is normally raised or lowered and the leading edge simultaneously extended to or retracted from the landing droop position by utility hydraulic system pressure. If hydraulic pressure is lost, the wing can be raised and the leading edge extended to the landing droop position by pneumatic system pressure.

Figure 1–14 illustrates changes automatically effected by raising or lowering the wing.

TWO-POSITION WING CONTROLS

Nomenclature	*Function*
Cruise droop switch (throttle grip)	OUT — extends leading edge to cruise position with wing incidence handle in DN position. IN — retracts leading edge from cruise droop to clean position with wing incidence handle in DN position.
Leading edge droop indicator (42, figure 1-3)	UP — indicates leading edge in clean position or in travel toward the cruise droop position. DN — indicates leading edge in cruise droop position or in travel toward the clean position or land droop pistons mechanically locked in land droop position. Barberpole indicates one or more land droop pistons unlocked, or electrical power not connected. Indication will normally occur during wing transition, but will not occur when cycling droops between cruise and clean position.
Wing downlock handle (6 figure 1-4)	UNLOCK — unlocks wing cylinder mechanical downlock and permits movement of the wing incidence handle. LOCK — with wing incidence handle in DN, locks wing in down position and turns out wing/wheels/droop warning light with gear retracted and landing droop locked up.
Wing incidence release switch (9 figure 1-4)	Held depressed, unlocks wing hydraulic selector valve to permit positioning of wing incidence handle.
Wing incidence handle (7 figure 1-4)	UP and DN — positions wing and leading edge selector valves for raising or lowering of wing and simultaneous extension or retraction of leading edge (for other changes taking place automatically when wing is raised or lowered) when related controls are properly positioned.
Emergency droop and wing incidence guard (8 figure 1-4)	Raised, permits moving wing incidence handle to EMERG UP to raise wing. Raised, permits moving wing incidence handle forward to blow landing droops down.
Wing/wheels/droop warning light (4 figure 1-3)	On (WING/WHEELS/DROOP) when: Landing gear handle up and wing not down and locked. Landing gear handle down and wing not up. Wing down with one or more land droop pistons unlocked.

WING INCIDENCE CHANGE

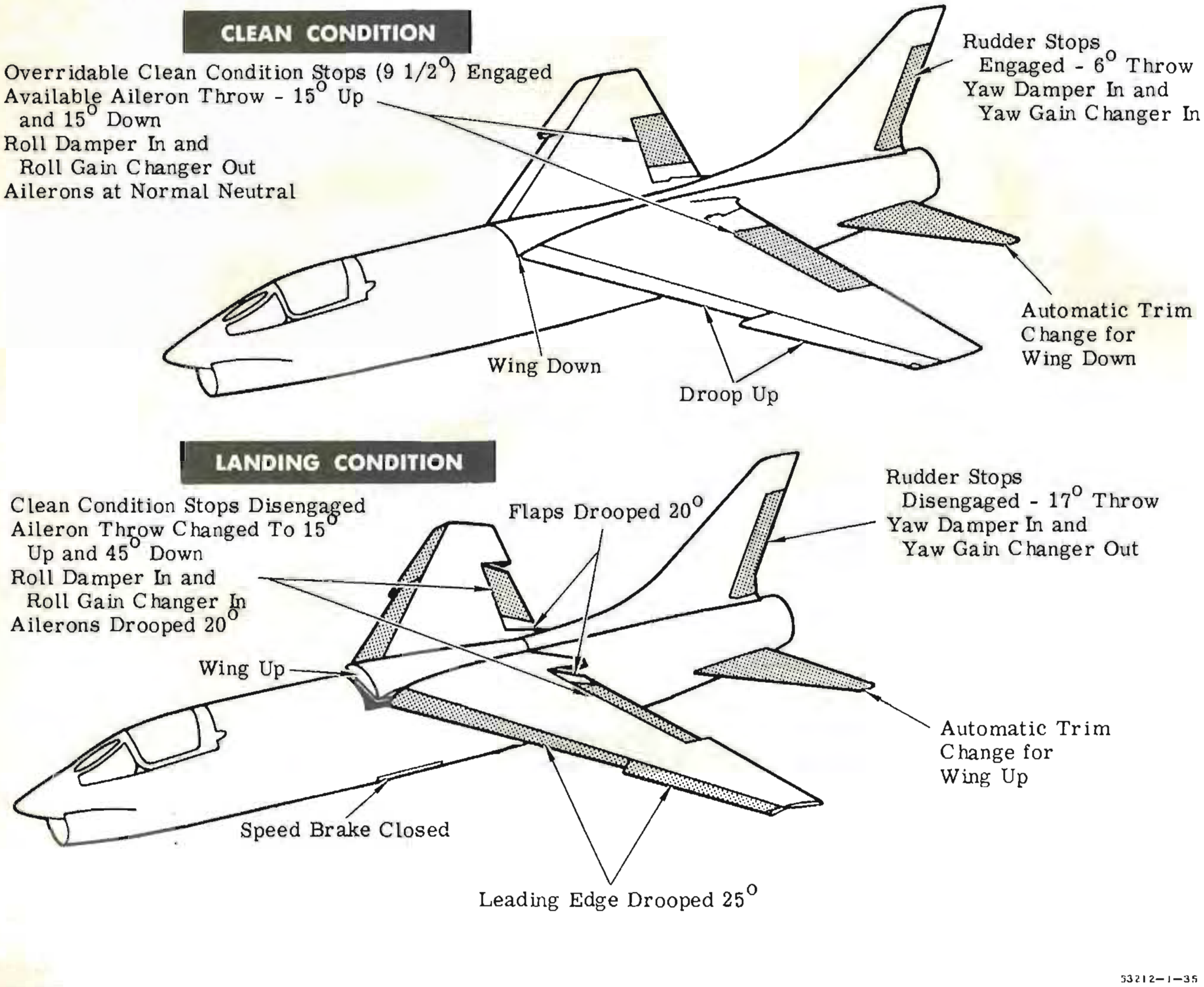


Figure 1-14

The wing actuating cylinder has both a mechanical downlock, controlled by the downlock handle, and an integral locking mechanism. The downlock handle must be fully engaged in the UNLOCK detent before the wing incidence handle is actuated. Positioning the wing incidence handle with the downlock handle out of detent will cause misalignment of wing cylinder mechanical downlock and binding of handles. During subsequent wing DN selection, mechanical interference between retracting cylinder and mechanical downlock will prevent further hydraulic or pneumatic operation of the wing and leading edge.

With a force applied to the handle, it will be possible to move the handle toward the LOCK detent, due to action of spring struts in the rigging, but not sufficiently so as to engage the detent. When the downlock handle is in LOCK, a cam is positioned to prevent the wing incidence handle from being placed in UP.

The wing cylinder internal lock locks the cylinder in position when it is not actuated or when pressure is lost. During wing positioning, the lock will engage if g forces are applied due to hydraulic pressure being neutralized. The wing will continue movement when g forces are removed.

The wing hydraulic selector valve has a solenoid-operated dual lock latch, which locks the valve in the up or down position and is controlled by the release switch. The dual lock latch is engaged when energized by secondary bus power and is unlocked by spring action when the circuit is broken by depressing the release switch or when electrical power is lost.

The wing leading edge is drooped by six actuating cylinders. Normal operating pressure is supplied by the utility hydraulic system. Each cylinder is divided into two elements by a wall inside the cylinder barrel, and each has two positions. One piston rod extends from each end of the cylinder barrel, with one rod connected (directly or indirectly) to the wing and the other to the leading edge. Both elements of the cylinder are used to obtain the land (full) droop position and only one element is used to obtain the cruise droop position. One piston (in the cruise element) is controlled by the cruise droop selector valve which is actuated electrically by the cruise droop switch (throttle grip). The other piston (in the land droop element) is controlled by a hydraulic valve which is actuated by direct linkage from the wing incidence handle in the cockpit. When the wing incidence handle is put in the UP position, the cruise droop selector valve is energized to include the operation of the cruise elements in obtaining full extension of the leading edge to the land droop position.

Mechanical locks in the land droop elements provide droop locking. Emergency land droop can be obtained by using the pneumatic system. However, there is no emergency provision for obtaining cruise droop.

NORMAL OPERATION

To raise the wing and extend the leading edge, proceed as follows:

1. Wing downlock handle — UNLOCK
2. Wing incidence release switch — DEPRESS
3. Wing incidence handle — UP

To lower the wing and retract the leading edge:

1. Wing incidence release switch — DEPRESS
2. Wing incidence handle — DN
3. Wing downlock handle — LOCK

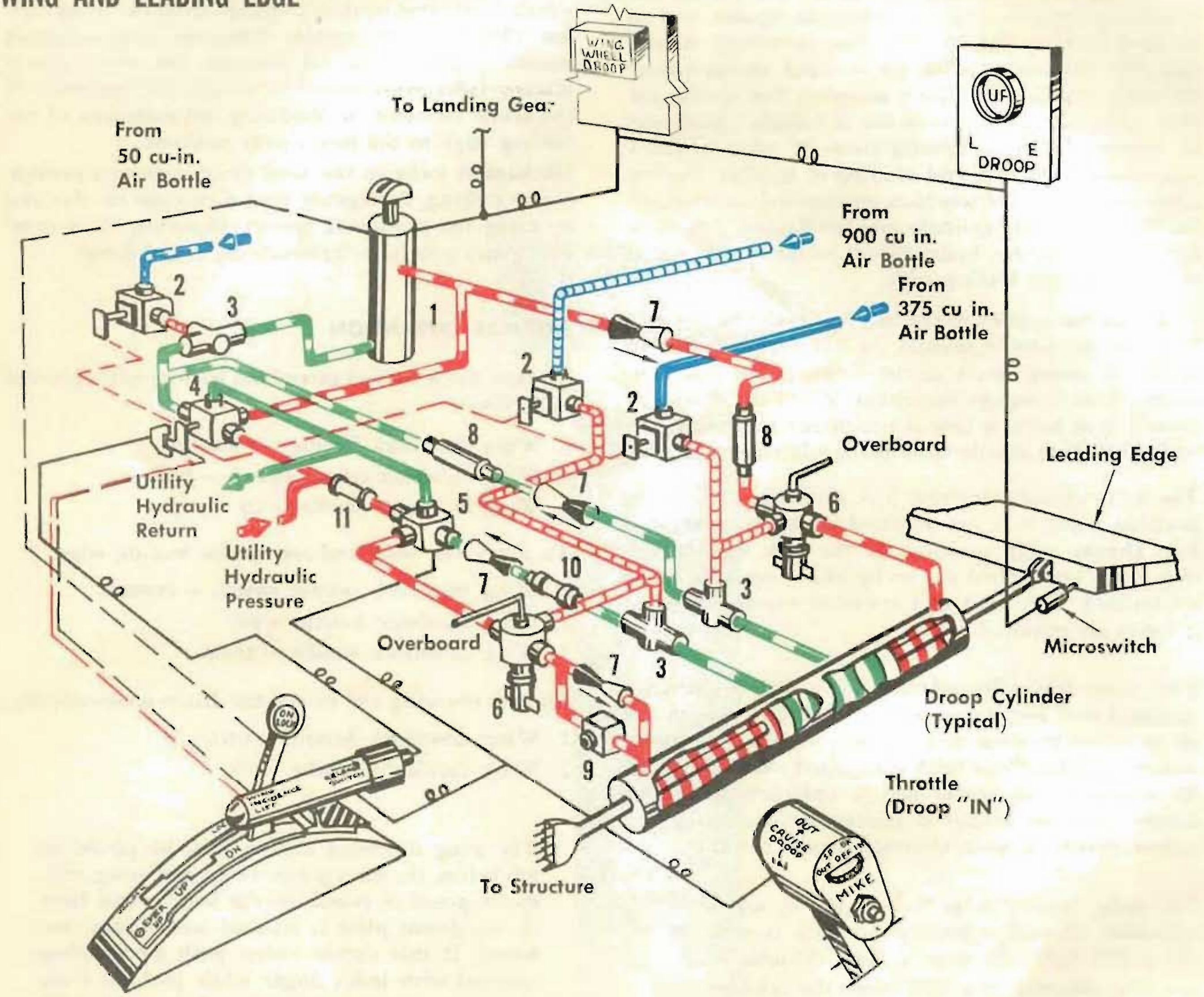
To raise the wing and extend the droop pneumatically:

1. Wing downlock handle — UNLOCK
2. Wing incidence handle — DN

- The wing incidence handle must be placed in DN before the emergency droop and wing incidence guard is raised, or the handle will bind as the detent plate is released and swings outboard. If this should occur, push detent plate inboard with index finger while pushing wing incidence handle outboard and forward with heel of hand or lower the emergency droop and wing incidence guard and then place wing incidence handle in DN.

3. Emergency droop and wing incidence guard—RAISE
4. Wing incidence release switch — DEPRESS
5. Wing incidence handle — Full forward to extend droop, then inboard and aft to EMERG UP

WING AND LEADING EDGE



1 Wing Incidence Cylinder (wing down)
2 Emergency Air Valve
3 Shuttle Valve
4 Selector Valve (Mechanically Operated)
5 Selector Valve (Solenoid Operated)
6 Bypass Valve
7 Restrictor (Arrow denotes free flow)
8 Sequence Valve
9 Pressure Relief Valve
10 Restrictor Relief Valve
11 Check Valve

LEGEND

Pressure
Return
Lower (wing) and Retract (leading edge)
Raise (wing) and Extend (leading edge)
Emergency Air
Pneumatic Pressure
Linkage (Red denotes emergency)
Wiring

53212—1—36 (2)

Figure 1–15

WINGFOLD

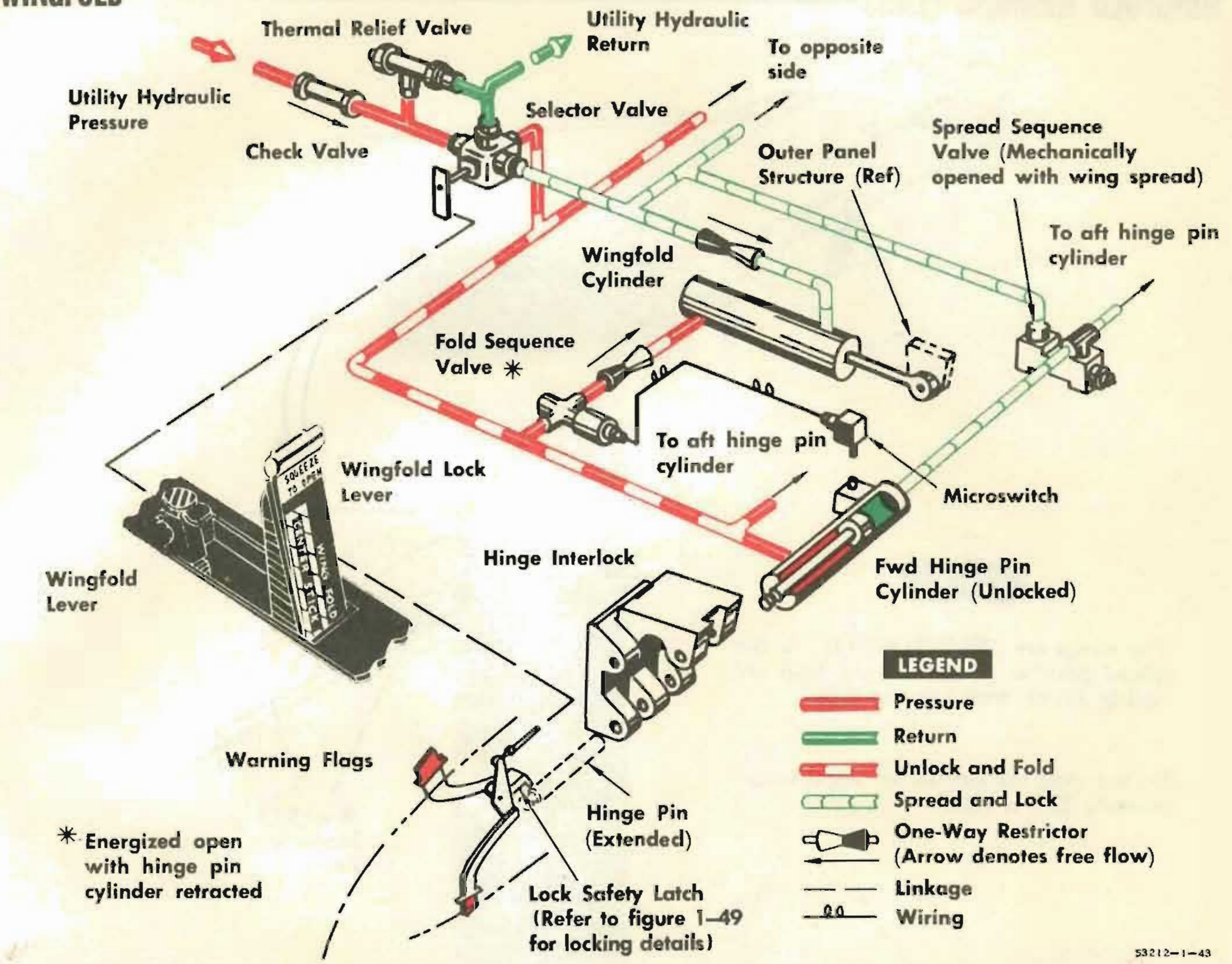


Figure 1–16

WINGFOLD

DESCRIPTION

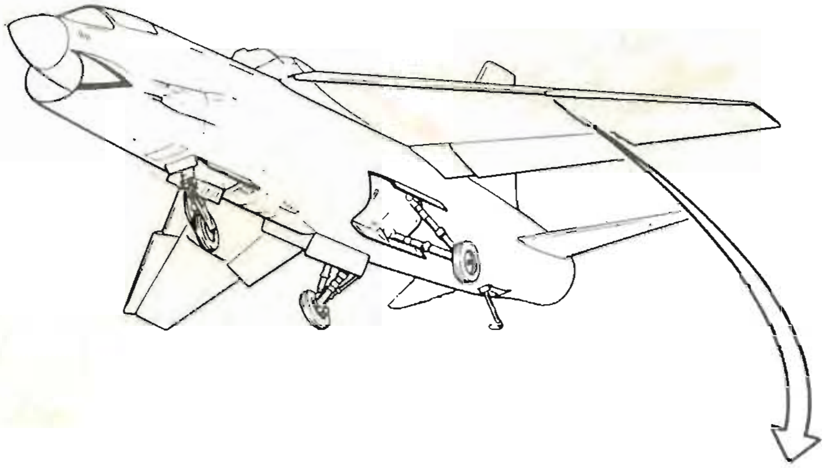
The wingfold system is illustrated in figure 1–16.

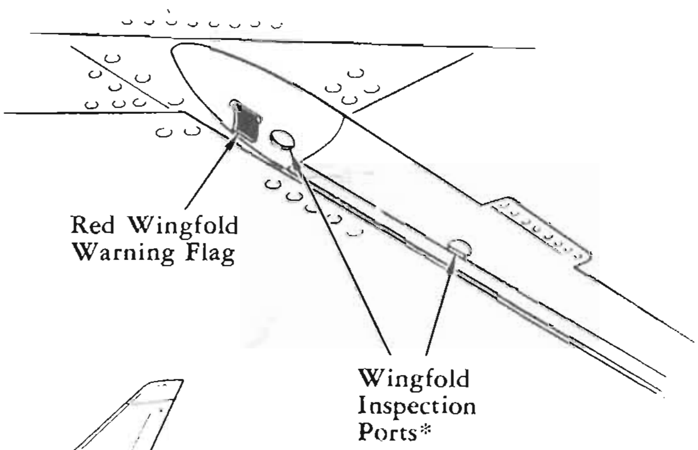
The wing outer panels are folded or spread by utility hydraulic pressure. They may be folded or spread with the wing raised or lowered. When the wings are folded, red warning flags (figure 1–17) are extended mechanically and the lock safety latches are released. At the same time a selector valve is mechanically positioned to supply hydraulic pressure to the hinge pin cylinders and the wingfold cylinders. The hinge pin cylinders retract the hinge pins. The wingfold cylinders are not actuated until the retracting hinge pins energize microswitches which open the fold sequence valves, permitting the wingfold cylinders to fold the outer panels.

During spreading the folding sequence is reversed. The wing is mechanically locked in the spread position by the wing hinge pins and the lock safety latches. The warning flags will be visible any time the lock safety latches are not engaged.

Aircraft with ASC 374 have inspection ports to permit a visual check of the wing hinge pin and lock mechanism to ascertain a positive wing-lock condition. (Refer to figure 1–18.)

WINGFOLD WARNING FLAGS

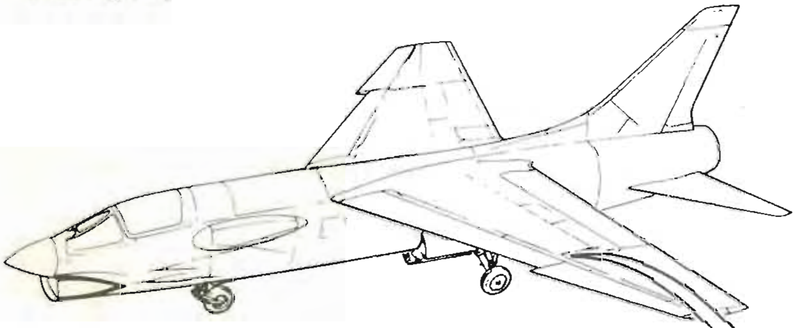


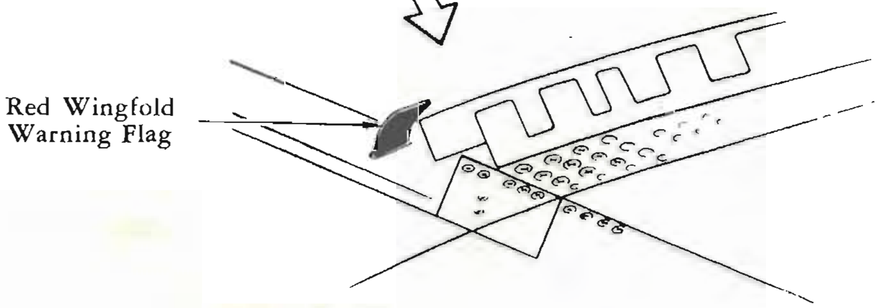


WARNING

The wings are "NOT LOCKED" in the spread position if the warning flags are visible. Check both left and right.

Do not clear the aircraft for flight if any warning flag is visible.





*Aircraft with ASC 374

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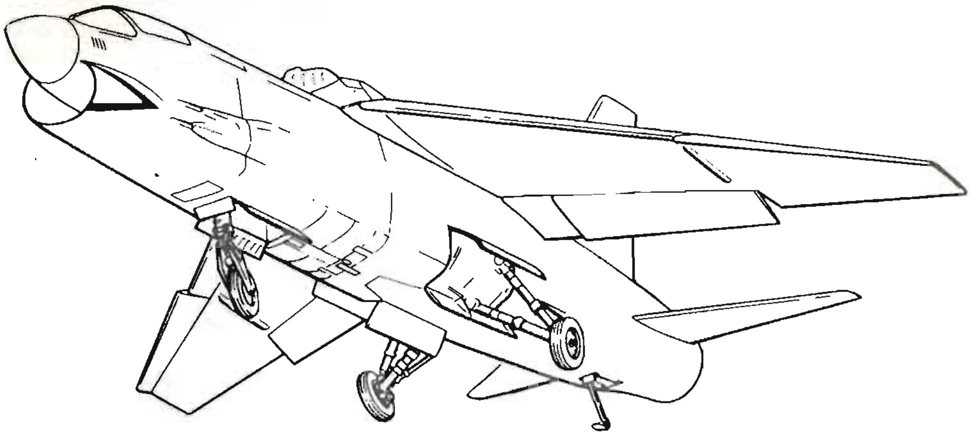
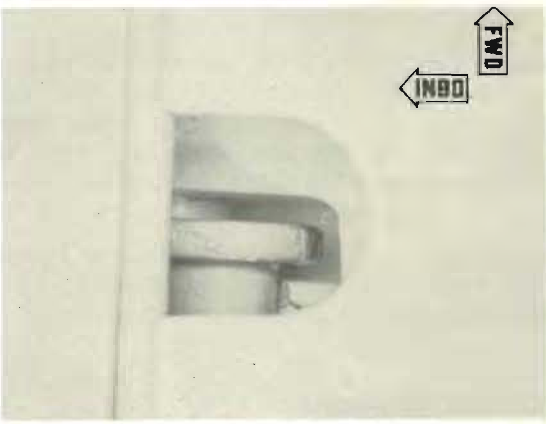
Figure 1-17

WINGFOLD SAFETY INSPECTION PORTS*

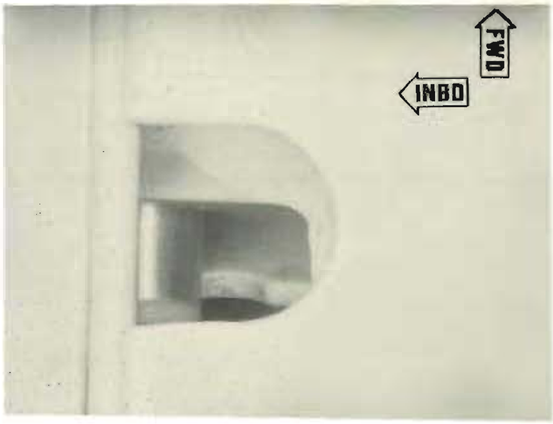


LATCHED
Forward Port



LATCHED
Aft Port

UNLATCHED
Forward Port



UNLATCHED
Aft Port

*Aircraft with ASC 374.

53212-1-56

Figure 1–18

WINGFOLD CONTROLS

Nomenclature	*Function*
Wingfold lock lever (10, figure 1-5)	Up (depress tab, squeeze latch and pull up and back until the lever engages the detent) mechanically releases lock safety latches and extends warning flags. Down (only after wings fully spread by placing wingfold lever in down position) mechanically positions lock safety latches to lock the hinge pins and to retract warning flags.
Wingfold lever (under wingfold lock lever)	*Ailerons must be neutral.* Do not deflect stick during folding. Up (squeeze and pull up), hydraulically folds wings. Down, hydraulically spreads wings. Wingfold lock lever must be fully aft.
Warning flags (top and bottom wing leading edge — wingfold area)	Extended, indicates hinge pins are not locked. Retracted, indicates hinge pins are locked.

SPEED BRAKE

DESCRIPTION

The system is illustrated in figure 1–19.

The speed brake is operated by utility hydraulic pressure and can be fully or partially extended. The brake is automatically closed and the speed brake switch circuit is broken by the wing-up switch when the wing is raised. An override circuit permits brake extension with the wing up.

To prevent the brake from contacting the runway when the override feature is used, the pilot must remember to retract the brake before touchdown.

The speed brake will partially close when excessive airloads exerted on the extended surface neutralize hydraulic pressure and cause a pressure relief valve to open. The brake is prevented from being fully extended by the same function at very high speeds. As airspeed decreases the brake can be further extended. With loss of main generator electrical power the speed brake automatically moves to a trail position and is inoperative until electrical power from the emergency power package is connected (emergency generator switch in ON). During ground operations, a safety circuit prevents opening of the speed brake when weight of the aircraft is on the main gear.

SPEED BRAKE CONTROLS

Nomenclature	*Function*
Speed brake light (2, figure 1-3)	On (SPEED BK OPEN or S/B), indicates speed brake is open.
Speed brake override switch (4, figure 1-4)	OVERRIDE — permits extension of speed brake (by use of speed brake switch) with wing raised. NORMAL — normal flight position.
Speed brake switch (30, figure 1-4)	OUT — extends speed brake. OFF — holds speed brake in any extended intermediate position. IN — closes and holds speed brake closed.

SPEED BRAKE

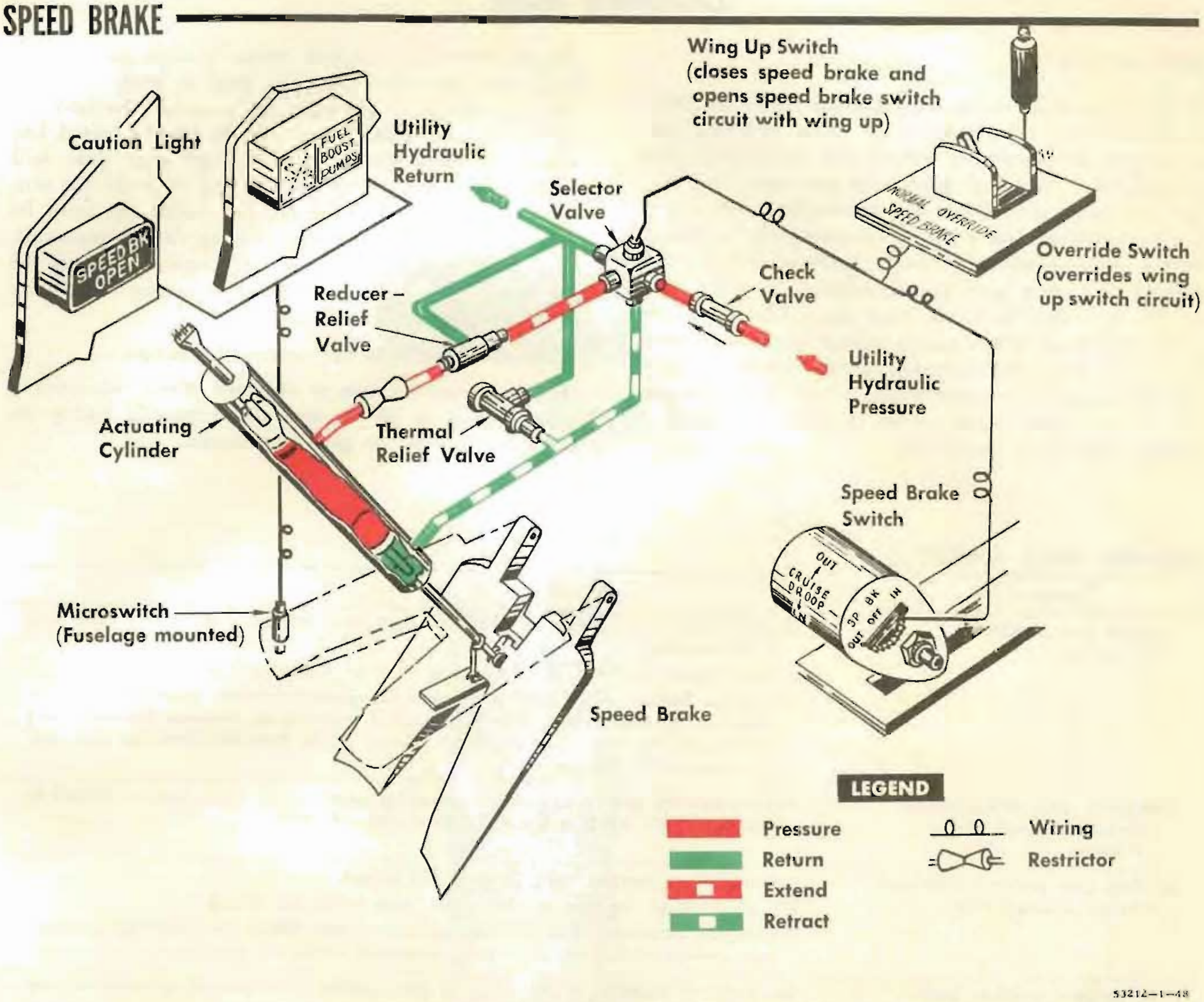


Figure 1–19

LANDING GEAR

DESCRIPTION

Normal operation is accomplished by means of utility hydraulic system pressure. Two doors covering each main gear automatically unlock and open when gear extension is selected. A third main gear door (fairing) and the nose gear doors are mechanically linked to the gear and extend with it. In emergency extension of the gear, pneumatic system pressure unlocks and extends the main gear doors, unlocks the main gear, and extends and locks the nose gear. The main gear falls by its own weight and is locked by airloads acting on it. A down-lock solenoid safety circuit prevents accidental gear retraction while weight is on the left-hand main gear. This circuit can be overridden to permit emergency retraction.

A mechanical linkage will center the nose gear during retraction provided the nose gear is within 30° of center position. If the nose gear is turned beyond the 30° limit, the landing gear handle can be raised and the main gear will retract, but the nose gear will remain extended due to interference between the centering linkage and the strut. The main gear must be extended and the nose gear steering switch depressed. This moves the nose gear toward center to permit the mechanical centering mechanism to center and release the nose gear for retraction.

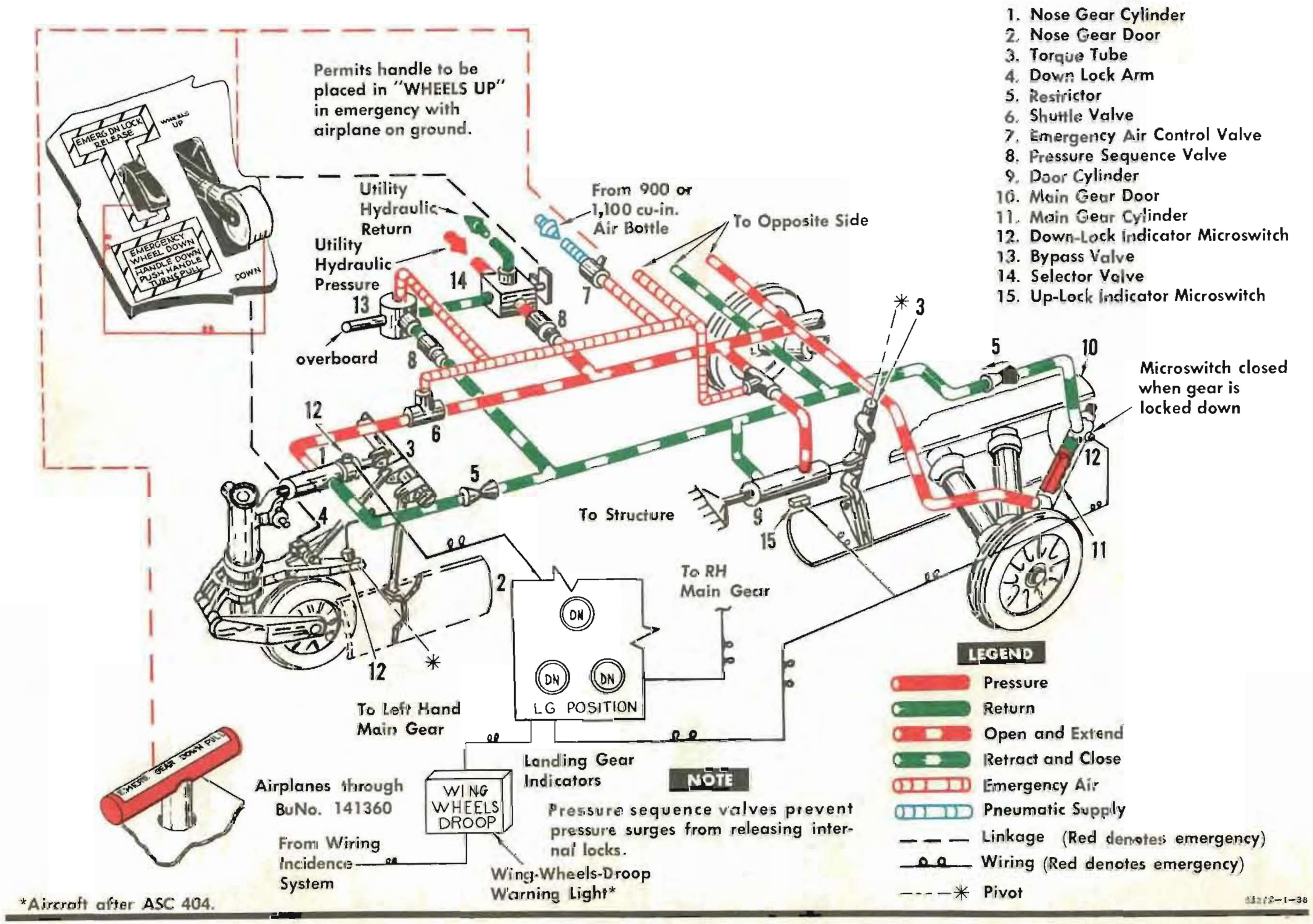
Refer to figure 1–20 for system illustration.

The armament system is dearmed when the landing gear handle is down, and the approach lights are energized when the gear is extended.

LANDING GEAR CONTROLS

Nomenclature	*Function*
Landing gear handle (25, figure 1–4)	WHEELS UP — with aircraft airborne and nose gear centered, retracts and locks gear in up position. WHEELS DOWN — extends and locks gear in down position. On aircraft BuNo. 141361 and subsequent, emergency extension (pneumatic) is obtained by placing handle in WHEELS DOWN, pushing in, rotating clockwise and pulling aft. Landing gear handle must be placed in WHEELS DOWN for nose gear downlock and indication.
Emergency gear down handle (Aircraft through BuNo. 141360)	PULL — extends gear pneumatically. Landing gear handle must first be placed in WHEELS DOWN for nose gear downlock and indication.
Landing gear position indicators (three) (6, figure 1–3)	UP — indicates corresponding gear up and locked. Miniature wheel, indicates corresponding gear down and locked. Barberpole, indicates position of corresponding gear differs from selected position, gear moving to selected position or electrical power not connected.
Landing gear warning light (in landing gear handle)	On, indicates position of one or more gears differs from selected position or gear moving to selected position. Off, indicates all gears locked in position indicated by handle position.
Emergency downlock release switch (inboard side forward LH console)	*For Emergency Use Only.* Up, permits moving landing gear handle to WHEELS UP while aircraft is on ground (nose gear need not be centered).
Wing position warning light*	On (WING POSITION). Landing gear handle up and wing not down and locked. Landing gear handle down and wing not up.
Wing/wheels/droop warning light† (4, figure 1–3)	On (WING/WHEELS/DROOP) under same conditions as for wing position warning light (above); also on when wing is down with one or more land droop pistons unlocked.

*Aircraft without ASC 404.
†Aircraft with ASC 404.



1. Nose Gear Cylinder
2. Nose Gear Door
3. Torque Tube
4. Down Lock Arm
5. Restrictor
6. Shuttle Valve
7. Emergency Air Control Valve
8. Pressure Sequence Valve
9. Door Cylinder
10. Main Gear Door
11. Main Gear Cylinder
12. Down-Lock Indicator Microswitch
13. Bypass Valve
14. Selector Valve
15. Up-Lock Indicator Microswitch
Permits handle to be placed in "WHEELS UP" in emergency with airplane on ground.
EMERG DN LOCK RELEASE
WHEELS UP
EMERGENCY WHEEL DOWN HANDLE DOWN PUSH HANDLE TURN & PULL
DOWN
Utility Hydraulic Return
Utility Hydraulic Pressure
overboard
From 900 or 1,100 cu-in. Air Bottle
To Opposite Side
Microswitch closed when gear is locked down
To Structure
To RH Main Gear
To Left Hand Main Gear
LG POSITION
DN
Landing Gear Indicators
WING WHEELS DROOP
Airplanes through BuNo. 141360
EMERG GEAR DOWN PULL
From Wiring Incidence System
Wing-Wheels-Droop Warning Light*
NOTE
Pressure sequence valves prevent pressure surges from releasing internal locks.
LEGEND
Pressure
Return
Open and Extend
Retract and Close
Emergency Air
Pneumatic Supply
Linkage (Red denotes emergency)
Wiring (Red denotes emergency)
Pivot
*Aircraft after ASC 404.

Figure 1-20

NOSE GEAR STEERING

DESCRIPTION

In addition to providing directional control during ground operation, the nose gear steering system (figure 1–21) provides mechanical centering of the nose gear for retraction and shimmy damping. The steering operation is pilot-controlled, while shimmy damping and mechanical centering are accomplished automatically. Powered centering (pilot-controlled) is also available, if desired.

Steering action is obtained by pressing the nose gear steering switch and pushing the appropriate rudder pedal, which admits utility hydraulic pressure to the steer-damper cylinder to rotate the nose gear. Powered steering is limited to 60° right or left by the steering cutout switch, which is actuated to deenergize the system whenever the nose gear rotates more than 60° in either direction.

Because of rudder stop engagement, the full nose gear steering range is not available with the wing down. Unpowered 360° nosewheel swivelling is available when the steering system is not actuated. The system is energized only when aircraft weight is on the main landing gear and the nose gear is down and locked. Nose gear steering is not available when operating on emergency electrical power or when the utility hydraulic system has failed.

Mechanical centering is provided for nose gear off-center condition up to 30° right or left. If travel beyond 30° exists when nose gear retraction is selected the gear cannot be fully retracted. In this case powered centering is made available by reextending the gear and depressing the steering switch, which drives the gear to the centered position regardless of rudder pedal position.

NOSE GEAR STEERING

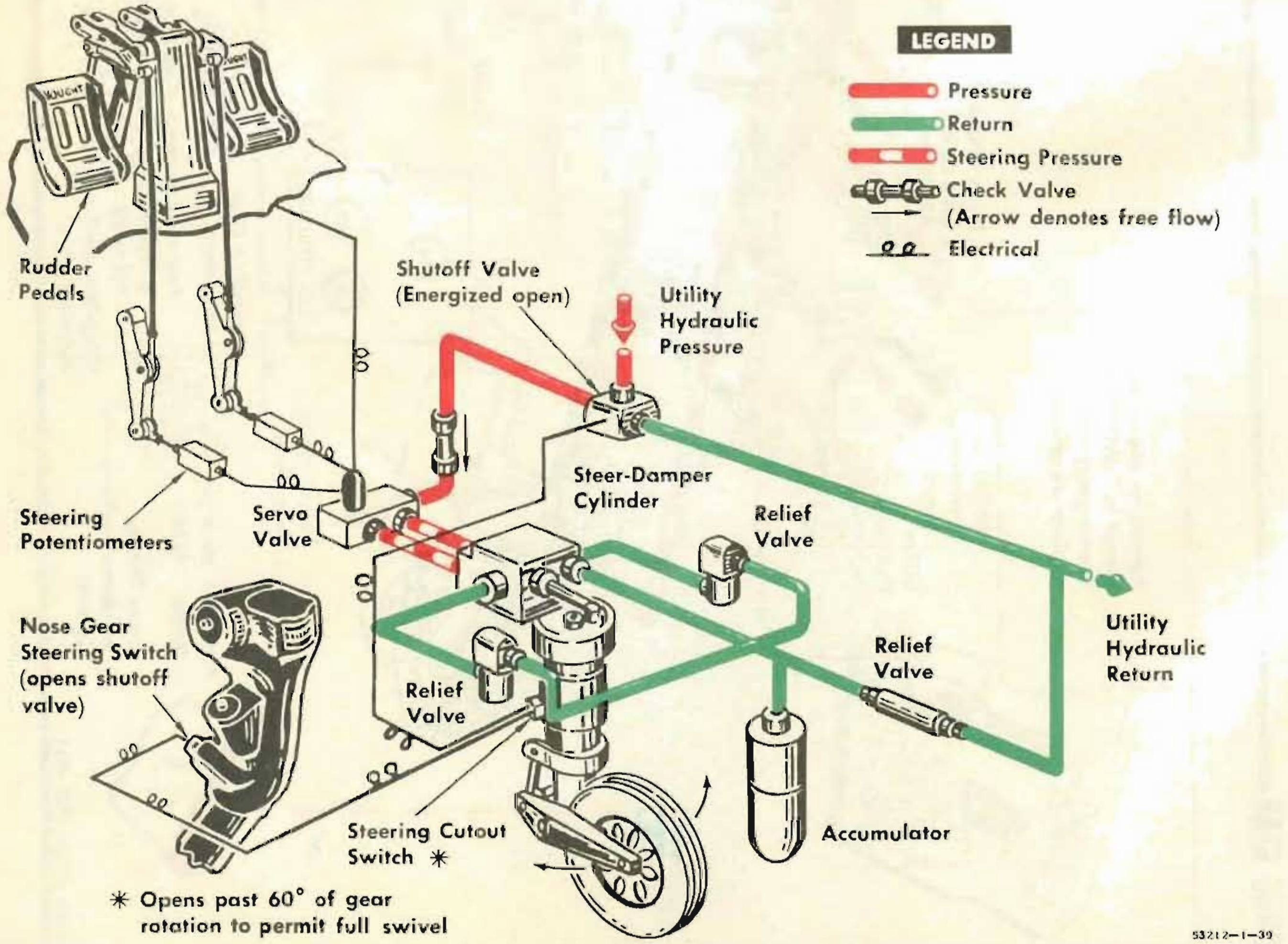


Figure 1–21

The damping function is automatically accomplished by the steer-damper cylinder. An accumulator is provided to ensure adequate damping pressure for all operating conditions.

NOSE GEAR STEERING CONTROLS

Nomenclature	*Function*
Nose gear steering switch (left side of flight control stick grip)	Depressed while taxiing, directs hydraulic pressure to steer-damper cylinder. Steering is effective when rudder pedals are moved. Depressed after takeoff, directs hydraulic pressure to steer-damper cylinder to center nose gear if automatic centering has not been effective, permitting gear to be retracted.
Rudder pedals	Control steering with steering switch depressed.

WHEEL BRAKES

DESCRIPTION

The self-adjusting wheel brakes are normally actuated by utility hydraulic system pressure. Mechanical linkage from the rudder pedal tips actuates the piston in the power-boosted brake cylinder which hydraulically operates the brake assemblies. The force applied to the rudder pedal tips governs the amount of braking action. A brake accumulator provides hydraulic pressure for approximately 6 to 12 "boosted" brake applications when utility system pressure is not available. Manual (no boost) operation of the brakes is possible for ground handling without the engine running and with brake accumulator pressure depleted. If all brake hydraulic pressure is lost a pneumatic metering system provides emergency brake pressure. Differential braking action (applying pressure to one brake at a time) is not possible when using pneumatic pressure.

The system is illustrated in figure 1–22.

WHEEL BRAKE CONTROLS

Nomenclature	*Function*
Rudder pedals	Depressing tips directs hydraulic pressure to wheel brake cylinders in proportion to amount of force applied.
Emergency brake handle (15, figure 1–4)	Pulled toward ON, directs pneumatic pressure proportional to handle movement to both wheel brake cylinders simultaneously. (If emergency brake system is used, hydraulic brake system must be bled before flight.) OFF — shuts off pneumatic pressure and releases brakes.

WHEEL BRAKES

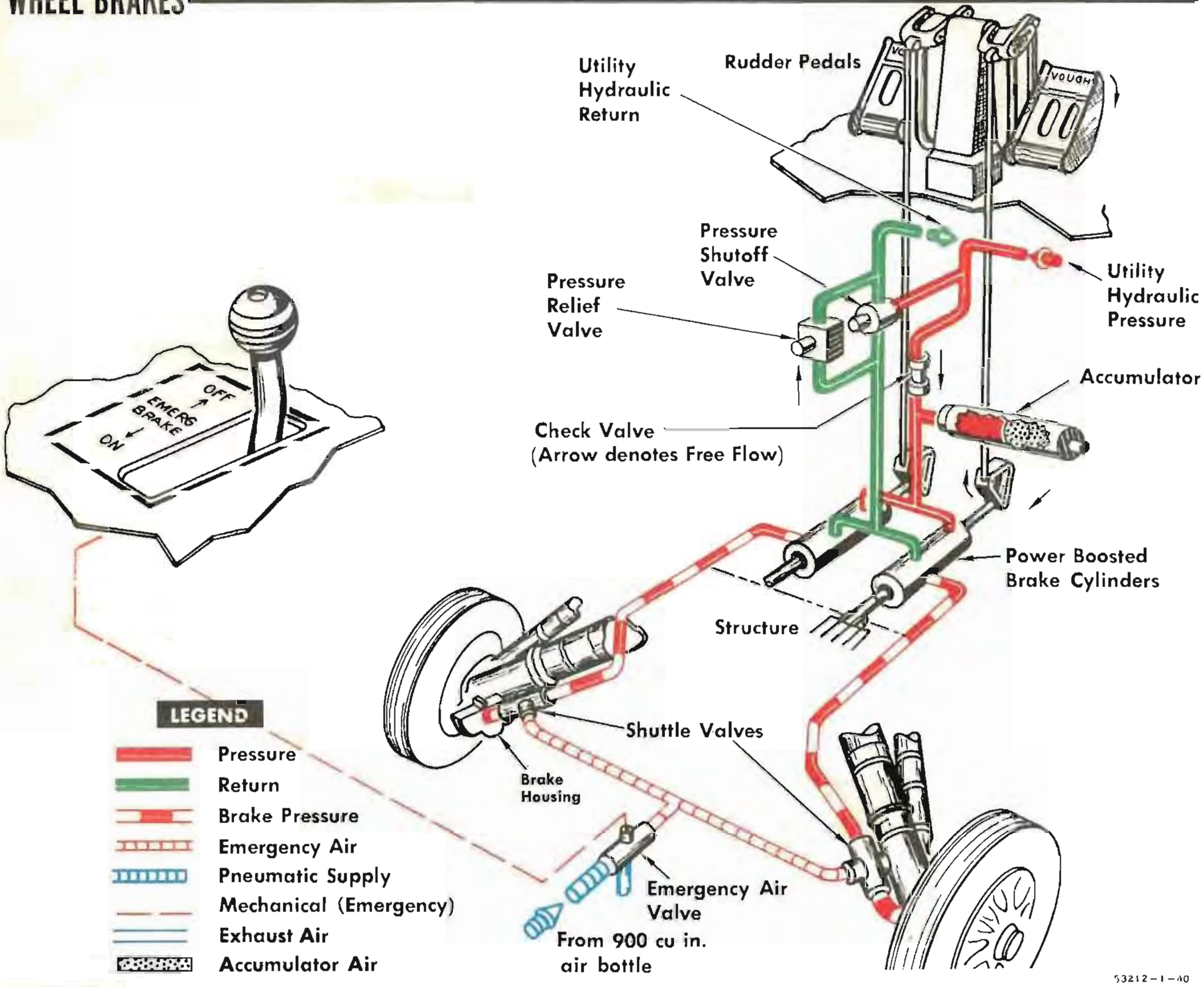


Figure 1–22

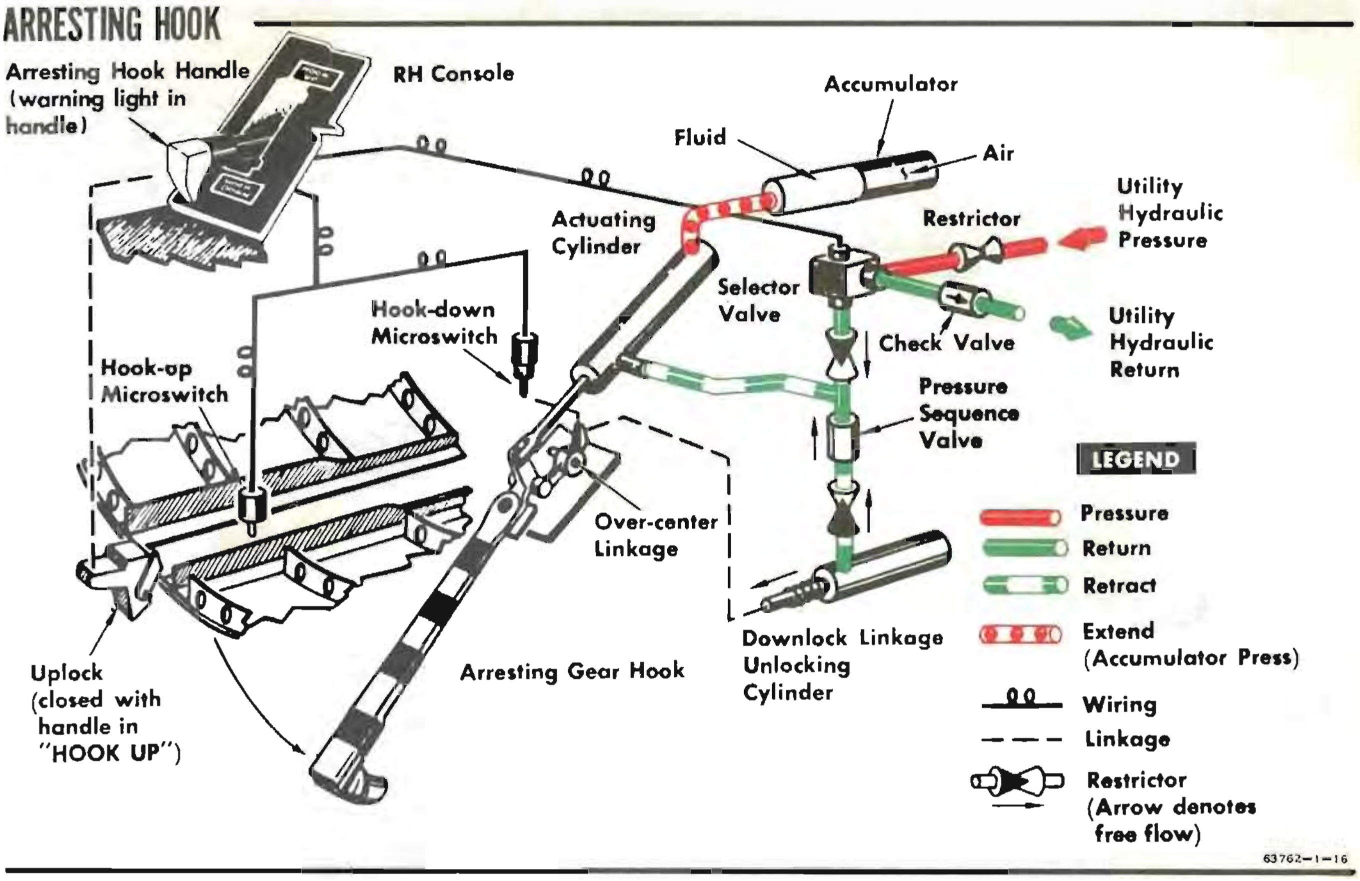


Figure 1–23

ARRESTING HOOK

DESCRIPTION

The arresting hook (figure 1–23) is retracted by utility hydraulic pressure and extended by pressure from an accumulator. The hook is normally held retracted by hydraulic pressure, and with loss of hydraulic pressure, by a mechanical uplock latch. The hook is held extended by overcenter locking-gear linkage which is connected to a spring-loaded linkage unlocking cylinder. Approximately 8 seconds are required to fully extend the hook. If accumulator pressure is lost, the hook will drop into position when the arresting hook handle is placed in HOOK DOWN.

ARRESTING HOOK CONTROLS AND INDICATORS

Nomenclature	*Function*
Arresting hook handle (1, figure 1–5)	HOOK DOWN — relieves hydraulic pressure, retracts uplock latch, and extends hook. HOOK UP — energizes selector valve, positions uplock latch, and retracts hook.
Arresting hook warning light (in arresting hook handle)	ON — arresting hook handle and hook positions do not agree.

PNEUMATIC SUPPLY

DESCRIPTION

This system (figure 1–24) supplies air from three high-pressure bottles for operation of the circuits listed. There is no cockpit indication of air bottle pressures. Bottle pressures are checked before flight during the exterior inspection (figure 3–1). (Refer to part 3, this section, for servicing information.)

PNEUMATIC SUPPLY

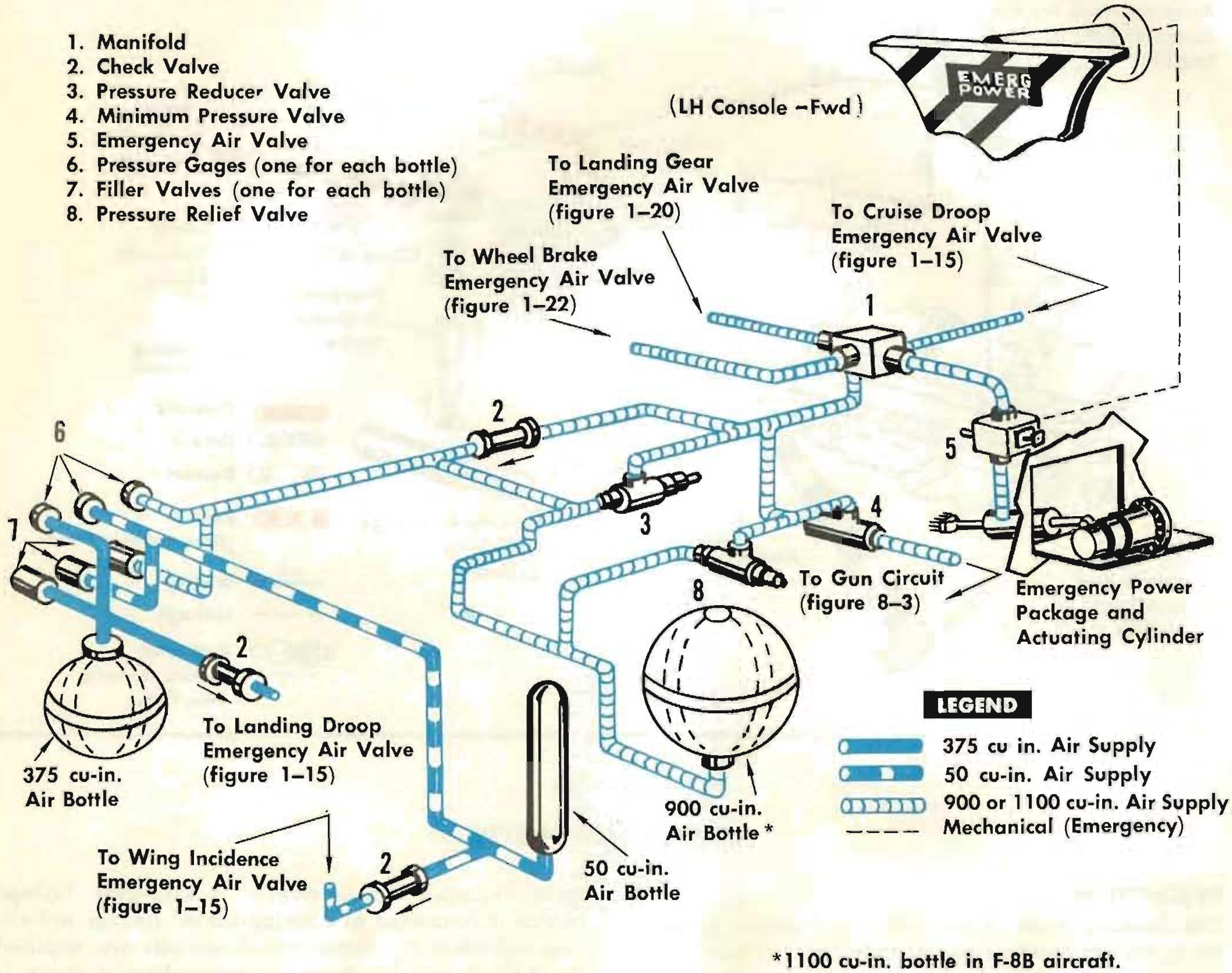


Figure 1–24

Pneumatic Circuit	Function
	900-Cu-In. Air Bottle Circuits*
Gun charging	To arm guns.
Gun vent doors	To open and close doors.
Emergency power package	For extension of package.
Landing gear	For emergency extension of landing gear.
Wheel brakes	For emergency operation of wheel brakes.
Wing leading edge	For emergency extension of cruise droop side of wing leading edge dual-element cylinders.
	375-Cu-In. Air Bottle Circuits
Wing leading edge	For emergency extension of landing droop side of wing leading edge dual-element cylinders.
	50-Cu-In. Air Bottle Circuit
Two-position wing	For emergency raising of two-position wing.

*F-8A aircraft only. Replaced by 1,100-cu-in. air bottle on F-8B aircraft.

ELECTRICAL SUPPLY

DESCRIPTION

The system is illustrated in figure 1–25.

This system supplies 115/200-volt, 400-cycle, 3-phase ac power and 28-volt dc power for operation of the circuits listed in figure 1–26. Power is supplied by a 9-kva ac generator and a 50-ampere dc generator on F-8A aircraft and a 12-kva ac generator and a 68-ampere dc generator on F-8B aircraft. The generators, contained in the main generator package are turbine-driven by bleed air from the engine compressor section.

Emergency electrical power is supplied by ram-air-driven ac and dc generators in the emergency power package, which is extended by pneumatic system pressure. The ac generator is rated at 2.5 kva and delivers 115/200-volt, 360- to 440-cps, 3-phase ac power to the primary and emergency ac buses. The dc generator is rated at 10 amperes and delivers regulated 28-volt dc power to the emergency and primary dc buses.

If a flameout occurs, engine windmilling speed may not be adequate to drive the main generator to operating speed, and power from the emergency generators must be used for engine ignition for an airstart. After an airstart, the main generator will automatically supply power to the secondary buses (master generator switch in MAIN) but will not supply power to the emergency bus or the primary bus until the emergency generator switch is placed in OFF.

ELECTRICAL SUPPLY SYSTEM CONTROLS

Nomenclature	*Function*
Attitude indicator (36, figure 1–3)	OFF — flag indicates that ac power is not connected to emergency bus or that ac power has failed.
DC power indicator (22, figure 1–5)	V — indicates that dc power is connected to emergency bus. Barberpole indicates that dc power is not connected to emergency bus or that dc power has failed.
Master generator switch (21, figure 1–5)	MAIN — connects power from the main generators to ac and dc buses through a speed sensing switch. EXT — connects external power to the ac and dc buses through the external power receptacle. OFF — disconnects power from the buses.
Emergency generator switch (5, figure 1–5)	ON — (emergency power package extended) connects power from emergency generators to emergency and primary ac and dc buses. LAND — (emergency power package extended) connects power from emergency generators to only the emergency ac and dc buses. This decreases electrical load on the emergency power package to improve package performance at low airspeeds. OFF — disconnects emergency electrical power from buses.
Emergency power handle (21, figure 1–4)	Pulled, extends emergency power package. Package cannot be retracted in flight. (Refer to POWER CONTROL HYDRAULIC SUPPLY for information on emergency hydraulic pump.)
Emergency power indicator light (4, figure 1–5)	On (emergency generator switch in ON), indicates that power is being supplied by emergency generators and serves as a reminder to place emergency generator switch in LAND (with engine running) prior to landing or in OFF if making a flameout landing. Off, indicates emergency generator switch in LAND or OFF.

ELECTRICAL SUPPLY

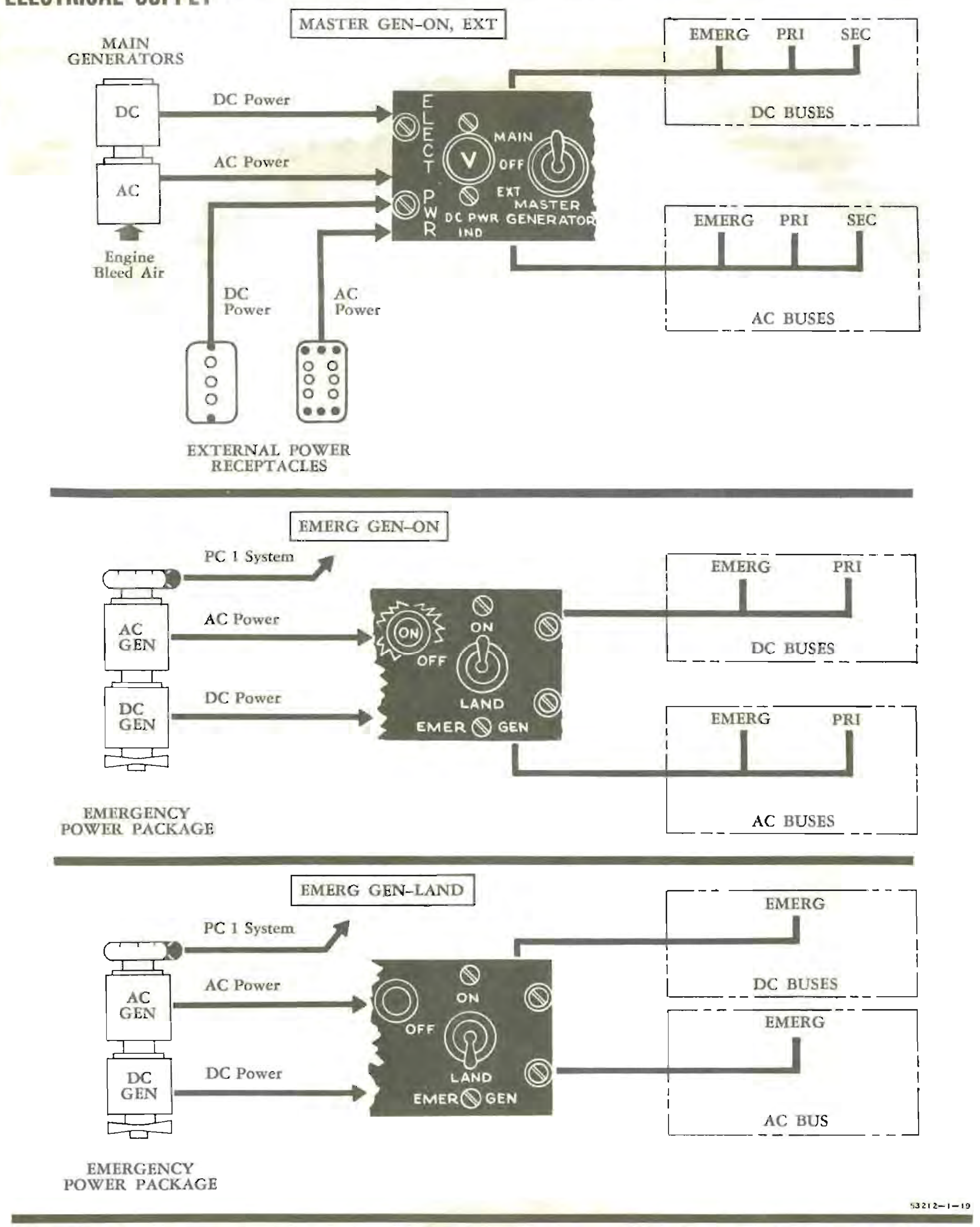


Figure 1–25

ELECTRICAL DISTRIBUTION

	EMERGENCY	PRIMARY	SECONDARY
A-C BUSES	Altimeter vibrator (after ASC 427) Attitude indicator Console lights Emergency pitch trim Engine fuel flow Engine oil pressure Engine pressure ratio Hydraulic pressure indicator Instrument lights (F-8A) Pitch trim Position lights (EPP in LAND) Primary instrument lights (F-8B) Roll trim and stabilization	ADF radio Cockpit temperature control (F-8A BuNo. 143772 and subsequent; all F-8B) Forward main fuel pump IFF radar Liquid oxygen quantity MA-1 compass Main fuel quantity Pitot heater Transfer fuel quantity UHF command radio Yaw trim and stabilization	Air bottle heaters Altimeter vibrator (before ASC 427) Anti-collision lights Cockpit temperature control (F-8A through BuNo. 143771) Fire control system Fuel pumps Aft main Center main Inverted flight Transfer Guns Inflight refueling probe light Missile system Oil cooler door Position lights (when on main generator) Radar Radar altimeter Seat adjust Secondary instrument lights (F-8B) TACAN radio Tape recorder
D-C BUSES	Approach lights Arresting hook warning DC power indicator Emergency lights Engine fuel pump warning Engine fuel shutoff Engine ignition and timer (F-8A BuNo. 144427 and subsequent; all F-8B) Engine oil/hydraulic pressure warning Fire detector Fuel low level warning (F-8A) Landing gear position Leading edge cruise droop Liquid oxygen warning (F-8A through BuNo. 145344) Manual fuel control Roll trim and stabilization Stabilization warning Transfer fuel pump caution Wing fuel dump Wing pressurization Wing-wheels-droop warning	ADF radio Afterburner fuel control Engine crank Engine ignition and timer (F-8A through BuNo. 143821) Faceplate heater Fuel boost pump warning IFF radar Inflight refueling (except aft cell) MA-1 compass Missile jettison Speed brake UHF command radio Yaw trim and stabilization	Armament system Arresting hook Crank air valve Fire control system Flasher Free air temperature Fueling Fuel low-level warning (F-8B) Gun camera Gun vent doors Inflight refueling (aft cell control) Landing gear downlock solenoid Liquid oxygen warning (F-8A BuNo. 154345 and subsequent; all F-8B) Missile system (except jettison) Nose gear steering Oil cooler door Radar TACAN radio Tape recorder Trim neutral light Wingfold Wing selector valve lock

Figure 1–26

EXTERIOR LIGHTS

DESCRIPTION

The exterior light system (figure 1–27) consists of anticollision lights, carrier landing approach lights and conventional position (navigation) lights.

The anticollision lights are high-intensity red lights mounted on the top and bottom of the fuselage at the centerline. These lights, which are powered from the secondary ac bus, flash off and on approximately 80 times per minute.

The position lights can be operated on emergency power only when the emergency generator switch is in LAND. These lights are powered by the emergency or secondary ac bus.

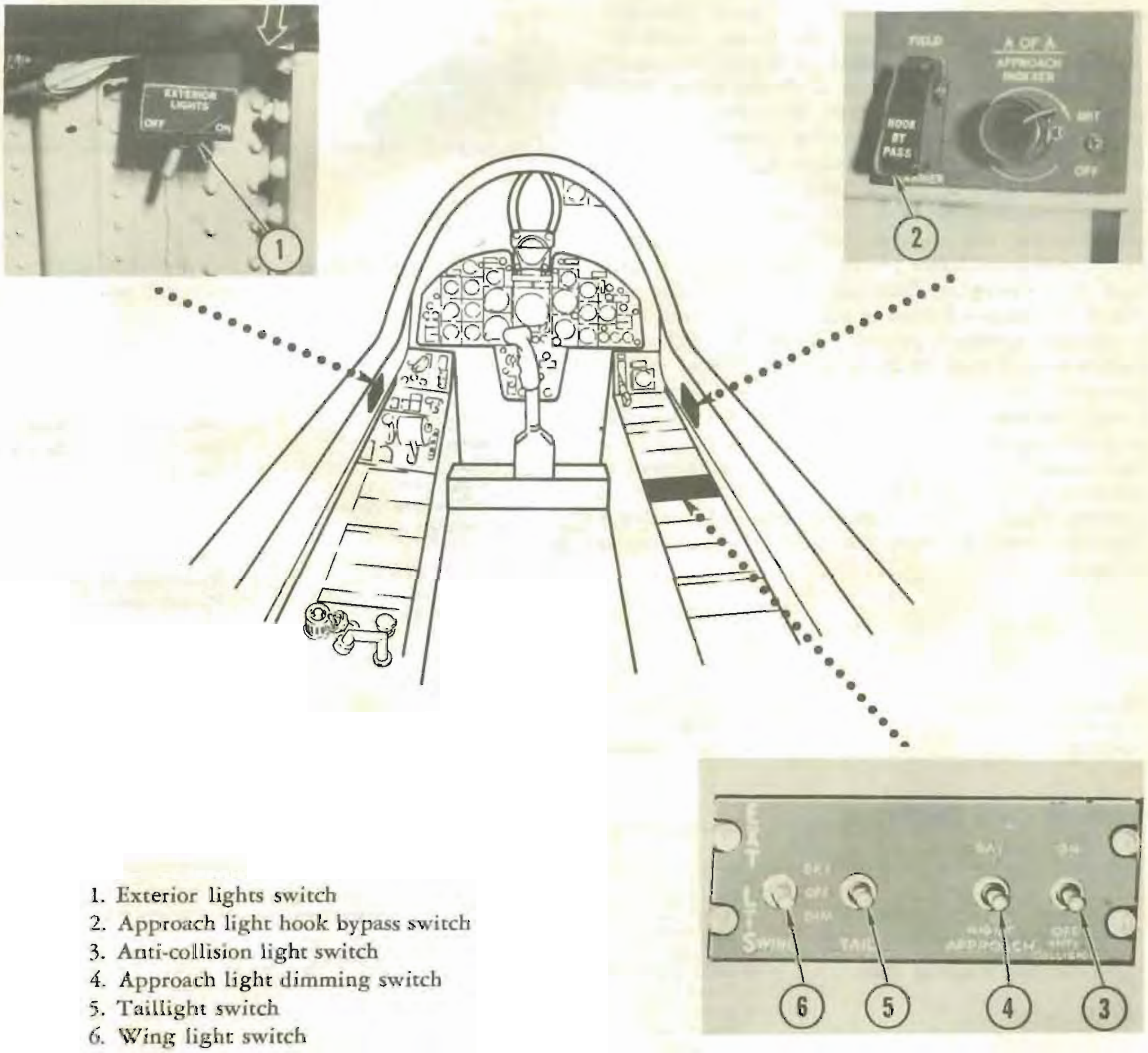
The separate red, green and amber approach lights are mounted on the nose gear flipper door and are powered, through the angle-of-attack indicating system, from the emergency dc bus. The approach lights come on automatically when the landing gear handle is placed in WHEELS DOWN and weight is off the gear, regardless of the position of the exterior lights switch. An approach light hook bypass circuit permits selection of approach light operation for either carrier landings or for field landings (field mirror landing practice). Refer to ANGLE-OF-ATTACK INDICATING SYSTEM, this section, for information concerning sequence of approach light operation. An exterior light master control circuit is provided with the exterior lights switch (1, figure 1–27) to permit signaling to catapult officer and for rapid turning out of all exterior lights in tactical operations that require blackout.

EXTERIOR LIGHTS CONTROLS

Nomenclature	*Function*
	Figure 1–27
Exterior lights switch	NORM (or ON) — energizes master light switch circuit to permit selection of desired exterior lights.
Anticollision light switch	ON — turns on red anticollision lights.
Approach light dimming switch	DAY* — selects bright lighting of approach lights for daylight operations. NIGHT* — selects dim lighting of approach lights for night operations, except when on emergency power.
Approach light hook bypass switch	CARRIER — causes approach lights to flash if arresting hook is not down when landing gear handle is in down position and no weight is on the gear. The lights will not flash when operating on emergency electrical power. FIELD — permits approach light to burn steadily for field mirror landing practice when arresting hook is up, landing gear handle is in down position and weight is not on the gear.
Taillight switch	BRT* — causes tail navigation lights to burn brightly. DIM* — causes tail navigation lights to burn dimly.
Wing light switch	BRT* — causes wing navigation lights to burn brightly. DIM* — causes wing navigation lights to burn dimly.

*With exterior light switch in NORM or ON.

EXTERIOR LIGHT CONTROLS (TYPICAL)



1. Exterior lights switch
2. Approach light hook bypass switch
3. Anti-collision light switch
4. Approach light dimming switch
5. Taillight switch
6. Wing light switch

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Figure 1–27

INTERIOR LIGHTS

DESCRIPTION

The interior lighting system provides optimum illumination of all indicators, panels and panel nomenclature for night or foul-weather flying. Glare-free illumination of panel nomenclature is provided on the instrument board and on most of the console-mounted panels (F-8B aircraft with ASC 406) through use of edge-lighting. Separate dimming controls (figure 1–28) are provided for the console lights and for the instrument lights to ensure flexibility in selection of lighting intensity. Separate dimming controls are also provided for the angle-of-attack approach indexer, radar scope bezel lights (F-8B aircraft only) and spotlight. Two emergency floodlights mounted one on each side of the cockpit just aft of the instrument board and a movable spotlight mounted above the right-hand console receive emergency dc power to light up the instrument board and consoles in case of failure of the normal instrument lights. On F-8A aircraft, all instrument and console lights receive electrical power from the emergency ac bus. On F-8B aircraft, the instrument and console lighting is divided into primary lighting, powered from the emergency ac bus and secondary lighting, powered from the secondary ac bus, as follows:

Primary Lights

- Airspeed-Mach number indicator
- Altimeter
- Angle-of-attack indicator
- Attitude indicator

Primary Lights (Continued)

- Cabin pressure altimeter
- Console floodlights
- Exhaust temperature indicator
- Land checklist
- Landing gear indicator panel
- Liquid oxygen indicator
- Main fuel quantity indicator
- Radio altimeter indicator
- Radio magnetic indicator
- Rate-of-climb indicator
- Tachometer
- Takeoff checklist
- Turn and bank indicator

Note

Only the primary lighting is available when operating on emergency electrical power.

Secondary Lights

- Accelerometer
- Armament panel
- Clock
- Course indicator
- Cockpit pressure altimeter
- Engine oil pressure indicator
- Fire control panel*
- Fire test panel
- Fuel flow indicator
- Fuel panel
- Hydraulic system panel
- IFF radar control panel*
- Inflight refueling panel
- MA-1 compass control panel*
- Missile release computer*
- Missile release indicator
- Power control No. 1 indicator
- Power control No. 2 indicator
- Pressure ratio indicator
- Radar control panel*
- Remote channel indicator
- SIF radar control panel*
- Standby compass
- TACAN control panel*
- Transfer fuel indicator
- UHF control panel*
- Utility pressure indicator

INTERIOR LIGHT CONTROLS

Nomenclature	*Function*
Approach indexer dimming knob	Rotated between OFF and BRT, turns on and controls intensity of angle-of-attack approach indexer lights.
Console light dimming knob	Rotated between OFF and BRT, turns on and controls intensity of the following lights: Cabin pressure altimeter‡ Armament panel† Fire control panel* IFF radar control panel* Land checklist MA-1 compass control panel* Missile release computer* Radar control panel* Console floodlights SIF radar control panel* TACAN control panel* Takeoff checklist UHF control panel*

Figure 1–28

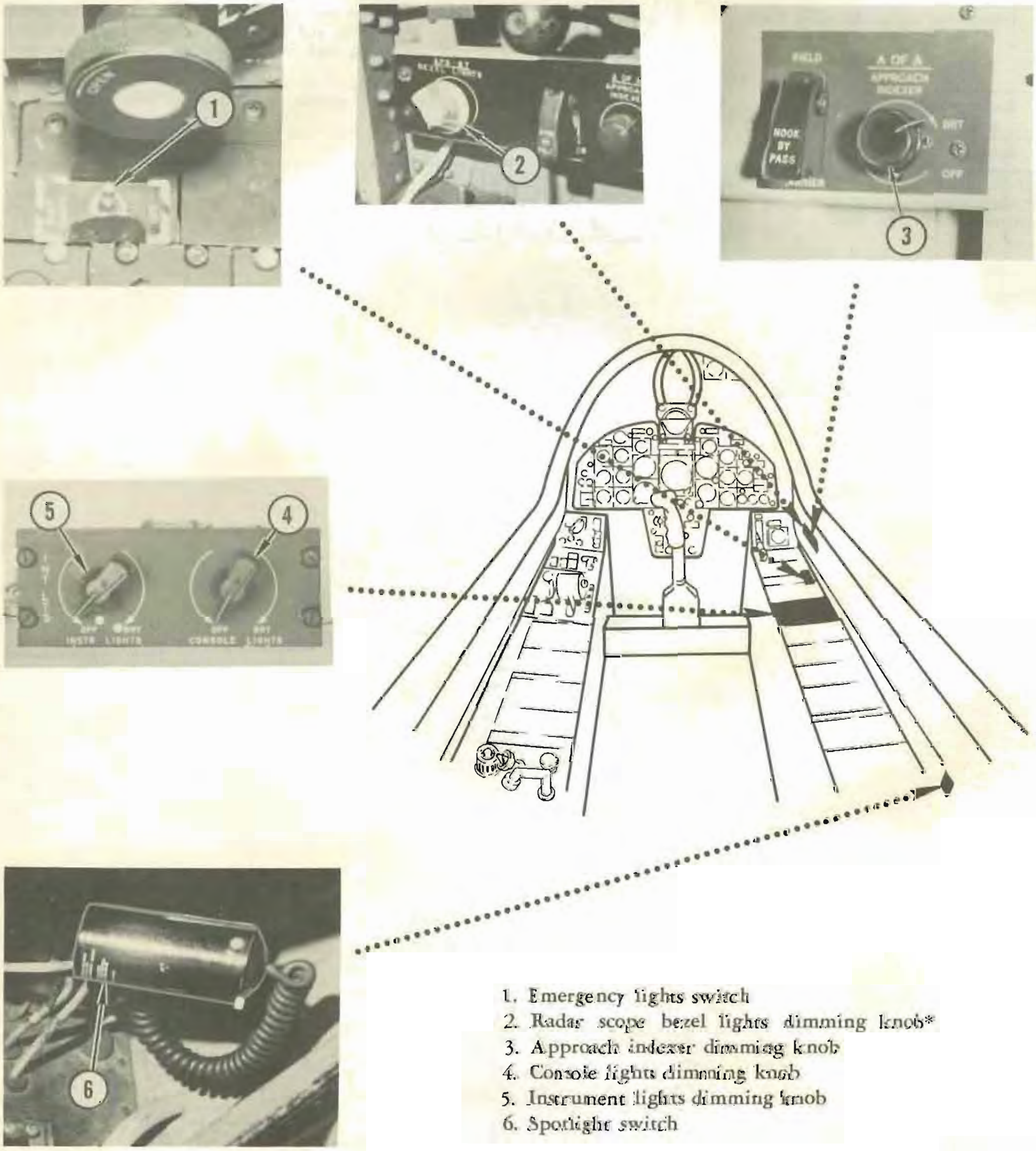
*F-8B aircraft with ASC 406
†F-8A aircraft
‡F-8B aircraft

INTERIOR LIGHT CONTROLS *(Continued)*

Nomenclature	*Function*
Emergency lights switch	EMERG LIGHTS — turns on two emergency floodlights.* DIM or BRT — turns on two emergency floodlights to either low or high intensity.†
Instrument lights dimming knob	Rotated between OFF and BRT, turns on and controls intensity of interior lights (except spotlight) emergency floodlights and lights controlled by console lights dimming knob. Also switches warning and indicator lights from high to low intensity.
Radar scope bezel lights dimming knob‡	Rotated between DIM and BRT, controls intensity of radar scope bezel lights.
Spotlight switch	Turns on spotlight.

‡F-8B aircraft
*Aircraft without ASC 406
†Aircraft with ASC 406

INTERIOR LIGHT CONTROLS (TYPICAL)



1. Emergency lights switch
2. Radar scope bezel lights dimming knob*
3. Approach indexer dimming knob
4. Console lights dimming knob
5. Instrument lights dimming knob
6. Spotlight switch

*F-8B Aircraft

Figure 1-28

ANGLE-OF-ATTACK INDICATING

DESCRIPTION

The angle-of-attack indicating system and the approach lights provide the pilot and the landing signal officer with visual indications of aircraft angle of attack. Indications are presented on the angle-of-attack indicator (7, figure 1–3) under all flight conditions and may be used for such purposes as stall warning and for establishing maximum endurance flight attitudes. For convenience in controlling airspeed in landing approaches, indicator readings are supplemented by lights on the angle-of-attack approach indexer which is mounted on the windshield frame. The approach lights, mounted on the nose gear flipper door, provide the LSO with a similar indication of angle of attack as illustrated in figure 1–29. (Refer to EXTERIOR LIGHTS this section, for additional information concerning approach light operation.) Electrical power for the angle-of-attack indicating system is supplied by the emergency dc bus.

The angle-of-attack transducer, located on the right-hand side of the fuselage, transmits to the indicator a signal representing the relative angle of the fuselage to the airstream. This information is presented to the pilot as the position of the indicator pointer over a scale reading from 0 to 30. Each unit on the indicator dial is equal to 1.5° of indicated angle of attack or approximately 5 knots indicated airspeed in the region of the optimum approach angle of attack.

The angle-of-attack indicator controls operation of the approach indexer and the approach lights to provide indications of high, optimum, and low angle of attack in the landing condition. The indexer and approach lights are operated relative to pointer movement about the reference index marker at the 3 o'clock position on the indicator (figure 1–29).

The angle-of-attack system is ground boresighted and the indicator dial is set so that an indication of 13 units, corresponding to the optimum approach angle of attack, coincides with the center of the approach index marker at the 3 o'clock position. If the aircraft is flown so that the indicator pointer is held at an indication of 13 units (centered on the approach index marker) the optimum approach speed for any aircraft gross weight within the allowable limits will result. A preflight check should be made as prescribed in figure 3–1 to assure that the angle-of-attack vane or arm is not bent.

NORMAL OPERATION

An inflight check of the angle-of-attack system may be made as follows:

1. Descend below 5,000 feet and maintain straight and level flight.
2. Raise wing and lower landing gear.
3. Stabilize airspeed at recommended value for aircraft gross weight corresponding to 13 units (figure 3–11).
4. Angle-of-attack indicator pointer should indicate 13 units.

CAUTION

The cockpit emergency ventilation port must be closed when using the angle-of-attack system as a flight reference. The port, when open, disturbs air flow, resulting in erroneous angle-of-attack indications.

The approach indexer lights function only when the landing gear handle is in WHEELS DOWN and the approach indexer dimming knob is rotated out of the OFF position. Indexer light brightness is controlled by positioning the approach indexer dimming knob (3, figure 1–28) as desired between OFF and BRT.

The approach is flown by coordinating throttle and stick movements to establish the desired glide path at optimum angle of attack. The stick is used to bring angle of attack to the optimum value, as indicated by illumination of the indexer circle (donut). As angle of attack goes high or low, with resulting decrease or increase in airspeed, the indexer upper or lower chevron will be illuminated to point the direction in which the nose should be moved to return to the optimum angle of attack. The throttle is manipulated to control rate of descent so as to establish the desired glide path. The relationships of the various indications to angle of attack and airspeed are shown in figure 1–29.

If the indexer lights fail, the approach may be flown with reference to angle-of-attack indicator readings. In this case, attitude is corrected to keep the indicator pointer as close as possible to the center of the 3 o'clock reference index. Indications above and below the index indicate that the approach is being made more than 5 knots slow or fast.

ANGLE-OF-ATTACK INDICATIONS

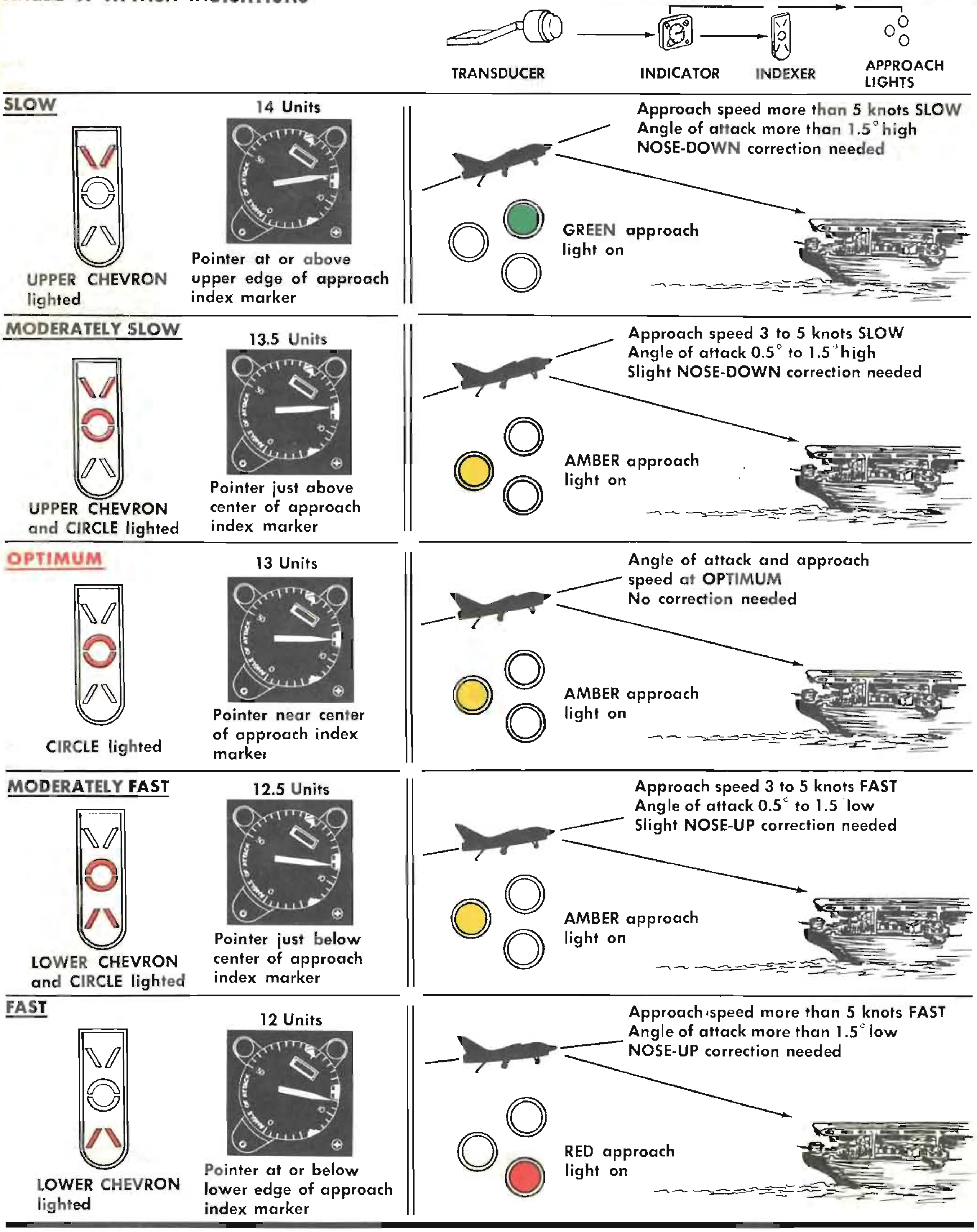


Figure 1–29

FLIGHT INSTRUMENTS

ATTITUDE INDICATOR

This indicator (36, figure 1–3) presents a pictorial indication of the aircraft pitch and roll attitude with respect to the real horizon. The system functions throughout 360° of roll attitude, but is limited to ±82° from the horizon in pitch attitude. A gyro caging switch is not provided because the system gravity-sensing erection circuit corrects induced errors at a rate of approximately 1° per minute. The indicator is operative any time the aircraft electrical circuits are energized. The OFF flag will appear when ac power is removed. A pitch trim knob, located on the face of the indicator, is provided for the purpose of setting the artificial horizon to the "zero pitch" position when in level flight attitude.

TURN-AND-BANK INDICATOR

The gyro of this indicator (33, figure 1–3) is operated by bleed air from the engine compressor section.

ACCELERATION INDICATOR

This indicator (45, figure 1–3) is self-contained and indicates continuously the existing g-load on the aircraft during flight. It also indicates the maximum positive and negative loads that were imposed on the aircraft during any particular flight period.

AIRSPEED – MACH NUMBER INDICATOR

This pitot-static pressure indicator (44, figure 1–3) provides indicated airspeed and indicated Mach number readings. An airspeed correction card provides calibrated airspeed data. Conventional pitot tube anti-icing is provided.

RATE-OF-CLIMB INDICATOR

This conventional indicator (46, figure 1–3), operated by static pressure, provides rate-of-climb and rate-of-descent information in feet-per-minute.

ALTIMETER

This instrument (43, figure 1–3), operated by static pressure, indicates pressure altitude based on the barometric pressure of a given station previously set on the barometric scale of the instrument. The altimeter permits readings to 80,000 feet.

An instrument vibrator is incorporated in the altimeter to prevent erroneous readings caused by sticking of the indicator. Vibrator electrical power is supplied by the emergency ac bus. A momentary lag will occur as the needle passes zero on each revolution during a descent with the vibrator inoperative. This lag may be overcome by a light tap on the instrument face as the needle approaches zero each time. After level flight is attained, altimeter readings will become normal.

ANGLE-OF-ATTACK INDICATOR

The indicator (7, figure 1–3) provides continuous angle-of-attack indications for use primarily as an aid in controlling attitude and, hence, in controlling airspeed in landing approaches. The indications can also be used in establishing various other flight conditions. The indicator also controls operation of the angle-of-attack approach indexer and the approach lights. Refer to ANGLE-OF-ATTACK INDICATING, this section, for details of system operation.

FIRE DETECTOR

DESCRIPTION

Abnormally high temperatures in the engine or afterburner compartments is sensed by the system, resulting in illumination of the fire warning light. The system is comprised of the warning light, detection control assembly and heat sensing elements. Electrical power is provided by the emergency dc bus. The system will operate any time the master generator switch is in MAIN or EXT with the engine running or with external electrical power connected.

FIRE DETECTOR SYSTEM CONTROLS

Nomenclature	*Function*
Fire warning test switch (14, figure 1–3)	Depressed, checks system circuit continuity and operation of fire warning light.
Fire warning light (13, figure 1–3)	On (FIRE), indicates fire or overheat condition in engine bay or afterburner compartment area.

RADIO EQUIPMENT

DESCRIPTION

The aircraft is equipped with UHF command radio, ADF, TACAN, radio altimeter and IFF radar. An integrated electronics package provides a cooled and pressurized housing for the UHF, ADF and IFF components.

Primary ac and dc bus power is connected to the modified UHF receiver-transmitter, IFF receiver-transmitter, and an ADF electronic control amplifier in the electronic package through the UHF function switch (figure 1–30).

The electronics package is pressurized and cooled by conditioned air from the air-conditioning system. If cabin pressure is dumped (or the air conditioning system fails) above 27,000 feet the UHF function switch should immediately be placed in OFF. Operating the radio equipment without integrated electronic package pressurization may result in arcing, causing loss of UHF, ADF, and IFF operation. On F-8B aircraft, the cockpit pressure switch may be placed in CABIN PRESS for short periods if radio transmission is desired. If a flameout occurs, the electronic package will remain pressurized for 3 minutes.

During ground operation without the engine running, operating time of the electronic package is limited by lack of forced cooling air. Do not operate IFF or UHF receiver-transmitter continuously for more than 15 minutes; this time period may be extended to 30 minutes if receiving only. If either time limit is reached, wait 30 minutes before continuing operation.

ELECTRONIC EQUIPMENT

Type	*Designation*	*Function*	*Range*	*Location of Controls*
Direction Finder (ADF) Group	AN/ARA-25 (modified)	Indicates bearing of received rf signals.	Line of sight	UHF panel (right console)
Radar Identification (IFF) Set	AN/APX-6B (modified)	Identification of aircraft as friendly when challenged.	Line of sight	IFF panel (right console)
	AN/APA-89	Coder group for IFF.	Line of sight	Coder group panel (right console)
Radio Navigation (TACAN) Set	AN/ARN-21B AN/ARN-21D*	Provides range and bearing information in reference to a selected beacon.	Line of sight	NAV panel (right console)
UHF Command Radio Set	AN/ARC-27A	Two-way voice communication.	Line of sight	UHF panel (right console) throttle, and grip
UHF Command Radio Set	AN/ARC-27A	Two-way voice communication.	Line of sight	UHF panel (right console) and throttle grip

*Aircraft with EMC 90-62.

COMMAND RADIO SET AN/ARC-27A

DESCRIPTION

This set provides the pilot with 1,750 channels for radio-telephone communications in the ultra-high-frequency range (225.0 to 399.9 mc). Twenty channels and a guard channel can be preset for automatic selection.

NORMAL OPERATION

1. Function switch — T/R or T/R + G
   - Allow a 1-minute warmup time before attempting to transmit.
2. Channel selector switch — DESIRED CHANNEL
3. UHF volume control knob — ADJUSTED
4. Sensitivity trim knob — ADJUST
   - Sensitivity must be adjusted for each frequency (except guard, which is preset) to assure maximum reception.
   - Rotate sensitivity trim knob clockwise until a background noise is heard, then slowly rotate the knob counterclockwise. Stop rotation the instant the background noise disappears.
   - To increase reception range, it may occasionally be necessary to adjust sensitivity to a point where background noise is audible.

CHANNEL PRESET PROCEDURE

Channel presetting is a mechanical procedure which does not require electrical power.

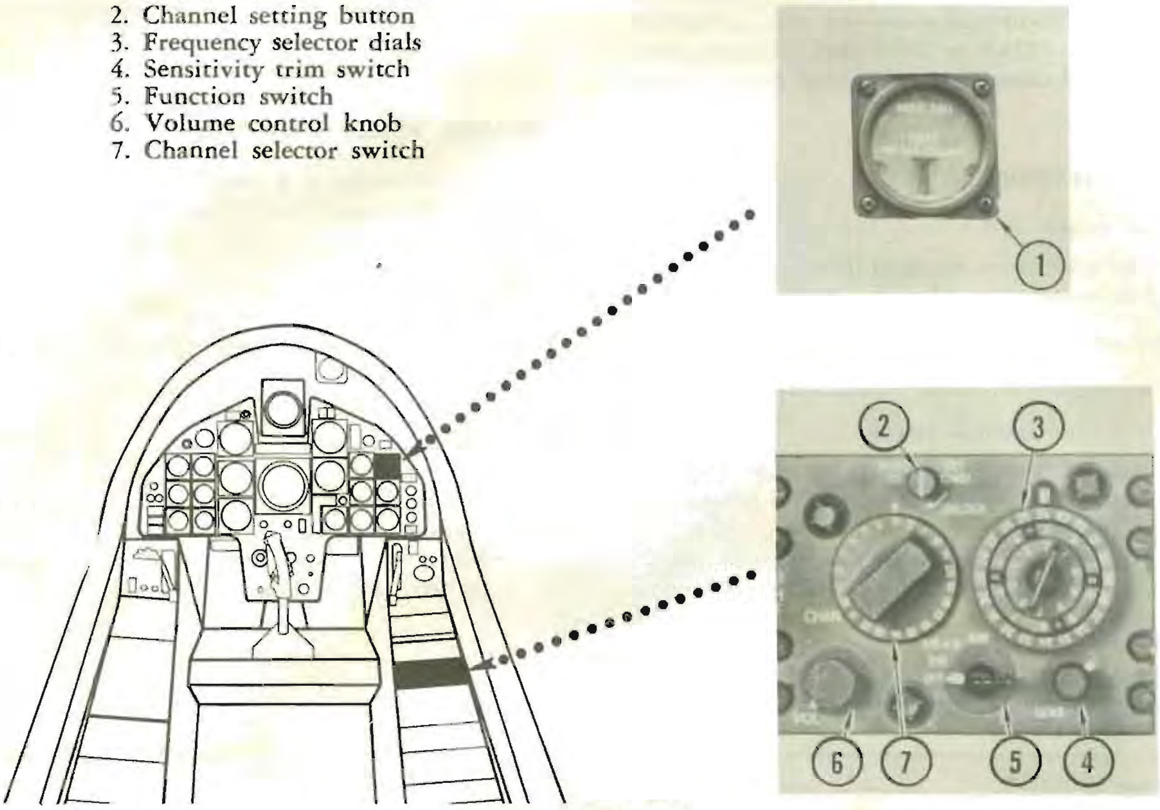
1. Channel selector switch — DESIRED CHANNEL
2. Frequency selector dials — FREQUENCY TO BE PRESET
3. Channel setting button — SET
   - Turn button one-quarter turn clockwise, depress and release.
   - Channel is correctly preset if index line assumes a vertical position.

COMMAND RADIO CONTROLS

Nomenclature	*Function*
Channel selector switch (7, figure 1–30)	M — permits manual selection of frequency channels. G — permits reception and transmission on guard channel. At all other positions, permits selection of 20 preset channels.
Preset channel indicator (1, figure 1–30)	Indicates which of 20 preset channels is selected for operation
Frequency selector dials (3, figure 1–30)	Used for selecting frequency when channel selector switch is at M or for presetting frequencies in channels selected by channel selector switch.
Function switch (5, figure 1–30)	T/R — puts main receiver in operation and transmitter in standby. T/R + G — puts main and guard receivers in operation and transmitter in standby. ADF — puts direction finder group (AN/ARA-25) in operation. OFF — turns off AN/ARC-27A and AN/APX-6B sets.
Microphone switch (29, figure 1–4)	Puts receivers in standby and operates transmitter.
Channel setting button (2, figure 1–30)	Locks preset frequencies in related channels for automatic channel selection.
Sensitivity trim switch (4, figure 1–30)	Adjusts receiver sensitivity.
UHF volume control knob (6, figure 1–30)	Controls headset volume.

COMMAND RADIO CONTROLS

1. Preset channel indicator*
2. Channel setting button
3. Frequency selector dials
4. Sensitivity trim switch
5. Function switch
6. Volume control knob
7. Channel selector switch



*F-8B Aircraft with ASC 307

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Figure 1–30

DIRECTION FINDER (ADF) GROUP AN/ARA-25

DESCRIPTION

The AN/ARA-25 direction finder group is operated in conjunction with the UHF command radio set to provide a continuous indication of the relative bearing of the rf signal received. ADF signals are received by the main receiver of the command set, and a command set control is used for operating the ADF system.

ADF CONTROLS

Nomenclature	*Function*
UHF function switch (5, figure 1-30)	ADF — starts direction finder group operation.
Radio magnetic indicator (2, figure 1-33)	Pointer No. 1 indicates magnetic bearing of UHF station in relation to aircraft.

NORMAL OPERATION

To start operation:
1. UHF function switch — ADF
2. Channel selector switch — DESIRED CHANNEL

To stop operation:
1. UHF function switch — ANY POSITION EXCEPT ADF

IDENTIFICATION SET AN/APX-6B CODER GROUP AN/APA-89

DESCRIPTION

The AN/APX-6B identification set (figure 1–31) is an airborne transponder used in conjunction with the AN/APA-89 coder group to provide a system of electronic identification and recognition. The purposes of the equipment are:

- To identify the aircraft in which it is installed as friendly when correctly challenged by friendly shore, shipboard, and airborne radars.
- To permit surface tracking and control of aircraft in which it is installed.
- To transpond automatically with an emergency reply signal following ejection, providing UHF function switch is in any position except OFF.

The use of the AN/APA-89 coder permits changing of mode 1 and 3 codes from cockpit; mode 2 is preset. Mode 1 code is on anytime the UHF and IFF switches are in any position except OFF. Modes 2 and 3 are energized by switches on IFF panel.

NORMAL OPERATION

To place the AN/APX-6B and AN/APA-89 equipment in operation, proceed as follows:

1. UHF function switch — ANY POSITION EXCEPT OFF
2. IFF master switch—STDBY for 3 minutes then NORM
3. Mode switches (IFF and coder) — POSITION DETERMINED BY MISSION
4. IFF I/P switch — OUT

Note

AN/APX-6B should be energized (master switch in NORM, LOW or STDBY) during every flight to minimize the possibility of package failure due to moisture condensation.

IFF CONTROLS

Nomenclature	*Function*
I/P switch (4, figure 1–31)	I/P — provides reply impulse for approximately 30 seconds after releasing switch, in mode 1 interrogation only (also in mode 3 with Avionics Bulletin 46 incorporated). OUT — deenergizes circuit. MIC — transfers reply impulse activation from I/P switch to microphone switch.
Master switch (2, figure 1–31)	OFF — deenergizes set. STDBY — energizes receiver-transmitter for immediate operation if UHF function switch is in a position other than OFF. LOW — provides partial receiver sensitivity when in the presence of strong nearby interrogations. NORM — allows full receiver sensitivity to provide maximum performance. EMERGENCY — provides full receiver sensitivity and allows special emergency replies to be transmitted when a mode 1 interrogation is received. After Interim Avionics Change 170, emergency replies will also be transmitted when a mode 3 interrogation is received. A pushbutton guard (located immediately adjacent to the master switch) prevents accidental switching of the AN/APX-6B into emergency operation.
Mode switches (3, figure 1–31)	Permit selection of reply signals and codes.
Code selector dials (1, figure 1–31)	Permit selection of mode codes as determined by mission.

IFF RADAR CONTROLS

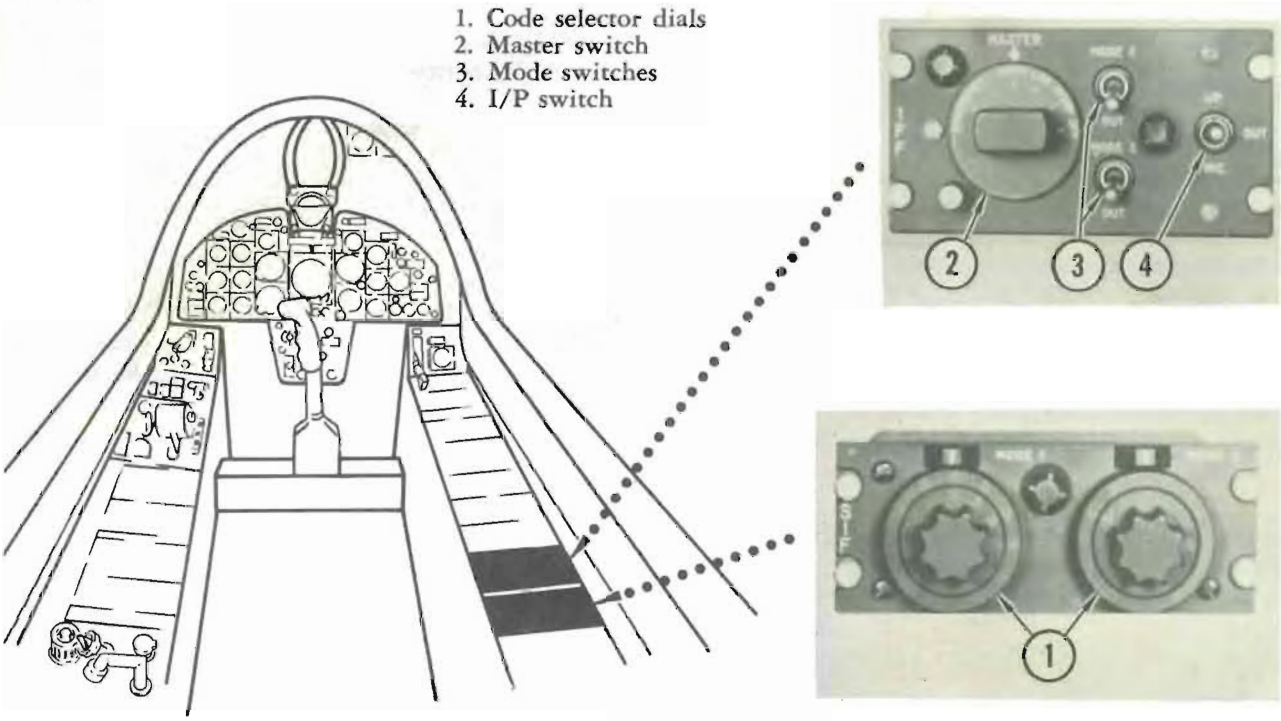


Figure 1–31

RADAR SET (RADIO ALTIMETER) AN/APN-22

DESCRIPTION

The AN/APN-22 radar set is a microwave radio altimeter which is designed to measure the terrain clearance of the aircraft without the necessity for externally mounted equipment. The equipment operates in the 4200- to 4400-mc band and is designed to provide reliable operation from 0 to 10,000 feet over land and 0 to 20,000 feet over water. This equipment is accurate to 2 feet from 0 to 40 feet and 5% of the indicated terrain clearance from 40 to 20,000 feet.

The radio altimeter (figure 1–32) may be set to provide a reference for flight at constant terrain height or to provide a warning of descent below a preset terrain clearance up to 20,000 feet. The adjustable index marker (bug) at the outside of the scale can be positioned at the desired reference height by turning the on-limit knob.

A reliability circuit disables the indicator when the signal is too weak, and the head of the pointer will assume an offscale position behind the dropout mask below the 0 scale mark.

WARNING

Radio altimeter indications become erroneous at airspeeds over 300 KIAS. Aircraft bank angles of more than 30° will cause the pointer to become erratic and assume the offscale position.

NORMAL OPERATION

To start operation:

1. On-limit knob — ON

RADIO ALTITUDE INDICATOR

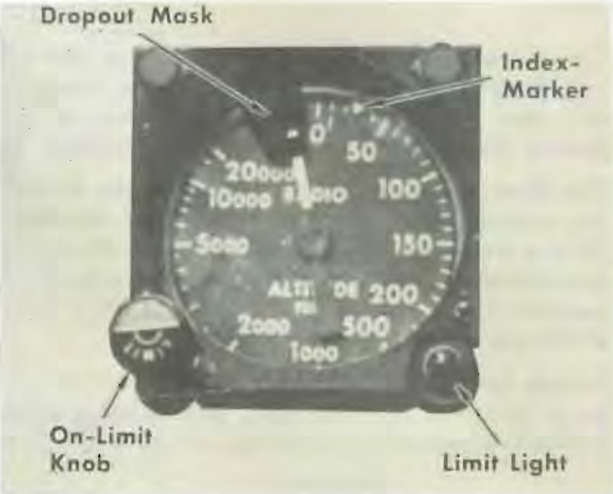


Figure 1–32

CAUTION

Allow at least 12 minutes warmup time after starting the equipment to ensure final accuracy.

2. On-limit knob — SET TO DESIRED HEIGHT
3. Limit light — ON (if below designated height)

RADIO ALTIMETER CONTROL AND INDICATIONS

Nomenclature	*Function*
Radio altitude indicator (figure 1–32)	Indicates terrain clearance on a scale with increments that vary from 10 feet, at low levels, to 5,000 feet, at high levels.
On-limit knob	Initial clockwise rotation — turns set on. Further clockwise turning increases setting of height index marker. Turned counterclockwise — decreases setting of height index marker. Turned fully counterclockwise turns set off.
Limit light	On — if aircraft is below height indicated by index marker. Off — if aircraft is above height indicated by index marker.
Index marker	Indicates reference height selected by the pilot.

RADIO NAVIGATION (TACAN) AN/ARN-21B OR AN/ARN-21D

DESCRIPTION

The signal transmitted by the surface beacon contains reference (fixed) and variable bearing information, the range reply signal, and the station identification signal.

The aircraft receiver-transmitter compares the difference between the fixed and the variable bearing signals, and transmits the resulting bearing signal to pointer No. 2 of the radio magnetic indicator.

The slant range in nautical miles from the aircraft to the surface beacon is determined from the time it takes a coded interrogation signal from the receiver-transmitter to reach the surface beacon and the time required for a reply. The resulting computation is shown on the range indicator.

Station identification signals are received in the headset in the form of Morse code identifying characters. TACAN is operative on emergency generator power.

CAUTION

When operating in air-to-air mode, if more than one aircraft in a formation is interrogating another distant aircraft on the same channel, the distance information displayed in the interrogated aircraft may be unreliable.

The AN/ARN-21D TACAN will furnish range information between two similarly equipped aircraft simultaneously operating 63 channels apart on the bilateral air-to-air mode.

Controls are illustrated in figure 1–33.

NORMAL OPERATION

1. Master switch — REC (bearing only)
   — T/R (bearing and range)
   — A/A (air-to-air range)†
   - Allow 90-second warmup.
2. Channel selector knobs — DESIRED CHANNEL
3. Volume control — MIDPOINT OF RANGE

If either REC or T/R is selected, pointer No. 2 of the radio magnetic indicator should stop and indicate bearing of surface beacon with relation to aircraft. If A/A is selected, pointer No. 2 will continue to rotate.

If T/R position was selected, the range dials will rotate for a short period, then stop to display slant range of surface beacon from aircraft.

If A/A is selected, only slant range between cooperating aircraft is displayed.

CAUTION

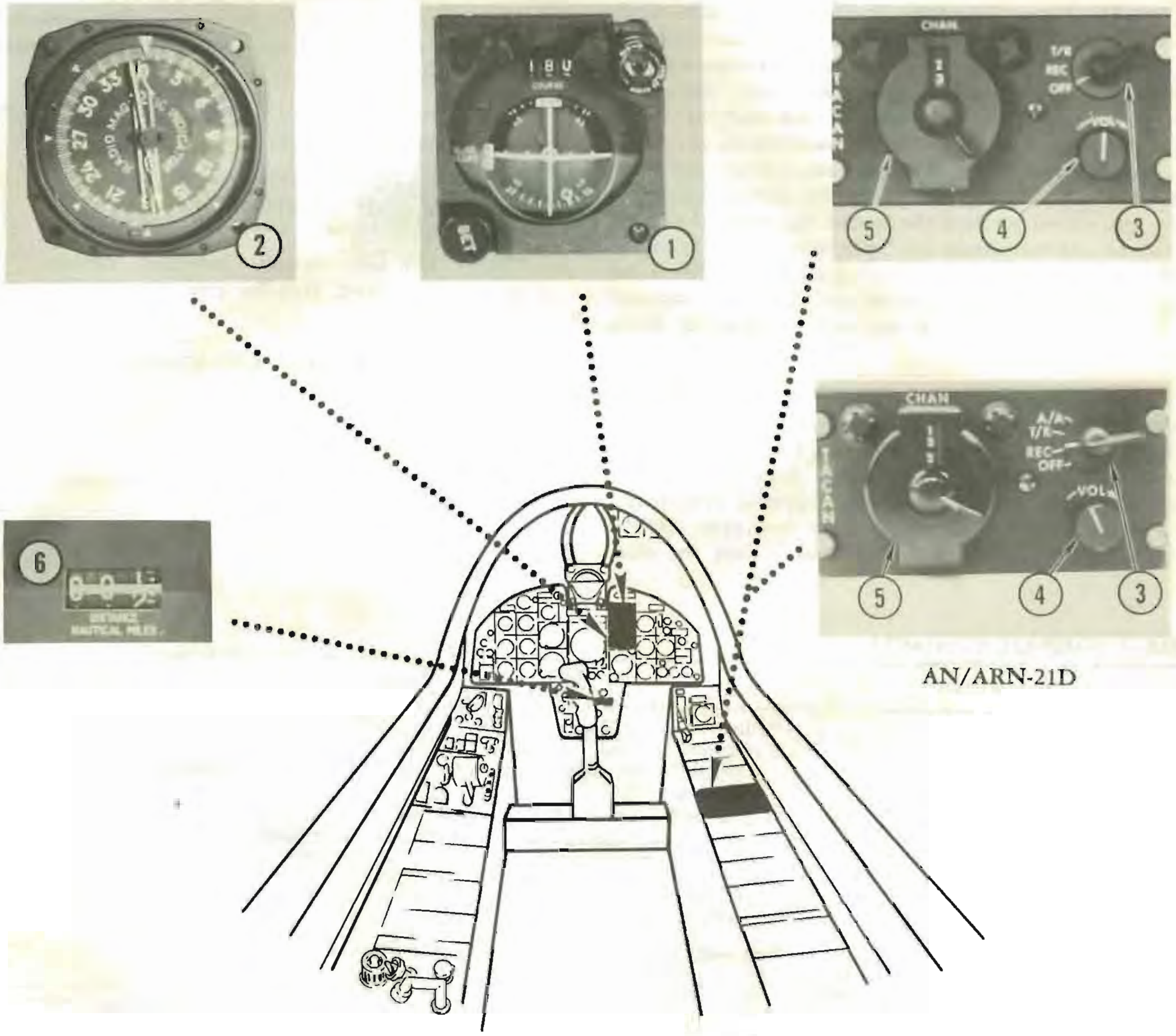
Turn AN/ARN-21B or AN/ARN-21D TACAN set off at altitudes above 50,000 feet to prevent damage to equipment as a result of arcing.

TACAN CONTROLS

Nomenclature	*Function*
Channel selector switch (5, figure 1–33)	Combined settings of both knobs select desired channel.
Course indicator (1, figure 1–33)	Vertical bar shows position of aircraft in relation to the set course. To-from window indicates whether selected course will take aircraft to or from the station. Course set knob permits setting of course heading in course window. Relative heading needle indicates angle between magnetic heading of aircraft and selected course. Warning flags show as result of power failure or loss of station signal. Horizontal bar not used.
Master switch (3, figure 1–33)	OFF — deenergizes radio set. REC — energizes bearing circuit only. T/R — energizes both bearing and range circuits. A/A† — energizes air-to-air range circuits.
Radio magnetic indicator (2, figure 1–33)	Pointer No. 2 indicates magnetic bearing of TACAN surface beacon with relation to aircraft.
Range indicator (6, figure 1–33)	Displays slant range (nautical miles) to surface beacon or air-to-air slant range† (nautical miles) to cooperating aircraft.
Volume control knob (4, figure 1–33)	Controls volume of audible signal to headset.

†AN/ARN-21D only.

TACAN CONTROLS (TYPICAL)



1. Course indicator
2. Radio magnetic indicator
3. Master switch
4. Volume control knob
5. Channel selector switch
6. Range indicator

53212-1-61

Figure 1–33

MA-1 COMPASS

DESCRIPTION

The MA-1 compass system combines the action of the remote compass transmitter and the directional gyro to provide accurate, reliable, and continuous azimuth headings on the radio magnetic indicator. The system can be set to operate by either of two methods: slaved or free gyro. The slaved method is normally used since inherent gyro drift errors are automatically corrected by the remote compass transmitter. During operation by the slaved method the system has normal slaving rate of approximately 1½° per minute. For example, if aerobatics cause a 3° heading error, the directional gyro will be properly aligned and the radio magnetic indicator will read true magnetic heading in about 2 minutes.

There are times when the remote compass transmitter is not dependable, such as when making sustained turns, or when flying in polar regions or near large masses of iron. If it is likely that the compass transmitter will be subjected to such magnetic disturbance for more than 1 or 2 minutes, the free gyro method should be used. When this method is used the compass transmitter is disconnected from the directional gyro, and since the directional gyro is then subjected to a drift of less than 4° per hour, the radio magnetic indicator should be reset whenever an accurate heading can be obtained.

A standby compass mounted on the windshield frame indicates magnetic heading.

CAUTION

With gunsight camera installed, camera motor operating, standby compass is unreliable.

Refer to figure 1-34 for controls illustration.

NORMAL OPERATION

Slaved Method

1. Power failure indicator flag — NOT SHOWING
2. Mode selector switch — AFTER 2-MINUTE WARMUP, PLACE IN SLAVED

MA-1 COMPASS CONTROLS

Nomenclature	*Function*
Compass setting knob (7, figure 1-34)	Pulling and turning (clockwise or counterclockwise as applicable) when operating system by slaved method, synchronizes directional gyro with remote compass transmitter and aligns radio magnetic compass card with exact magnetic heading of aircraft. Pulling and turning when operating system by free gyro method, adjusts radio magnetic indicator compass card to any desired heading.
Latitude setting knob (5, figure 1-34)	Adjusts system to the degree of latitude at which you are flying, when operating system by free gyro method. This compensates for apparent drift of gyro due to earth's rotation.
Radio magnetic indicator (2, figure 1-34)	Top index indicates aircraft magnetic heading on compass card.
Mode selector switch (6, figure 1-34)	SLAVED — connects remote compass transmitter to system which constantly corrects gyro drift. FREE N. LAT. — disconnects remote compass transmitter from system to allow free gyro operation north of the equator. FREE S. LAT. — disconnects remote compass transmitter from system to allow free gyro operation south of equator.
Synchronizer indicator (3, figure 1-34)	Alignment of the white bar of the synchronizing indicator with the arrow above the window (by turning compass setting knob) indicates that the compass system is "slaved in" and correctly synchronized. Constant oscillation of the white bar is a normal condition and provides another check that the system is operating normally.
Power failure flag (4, figure 1-34)	OFF — indicates that power is not connected to system. (Flag disappears 5 to 10 seconds after power is turned on.)

3. Setting knob — PULL OUT AND SET
   - Turn until white bar of synchronizing indicator is centered under arrow.

CAUTION

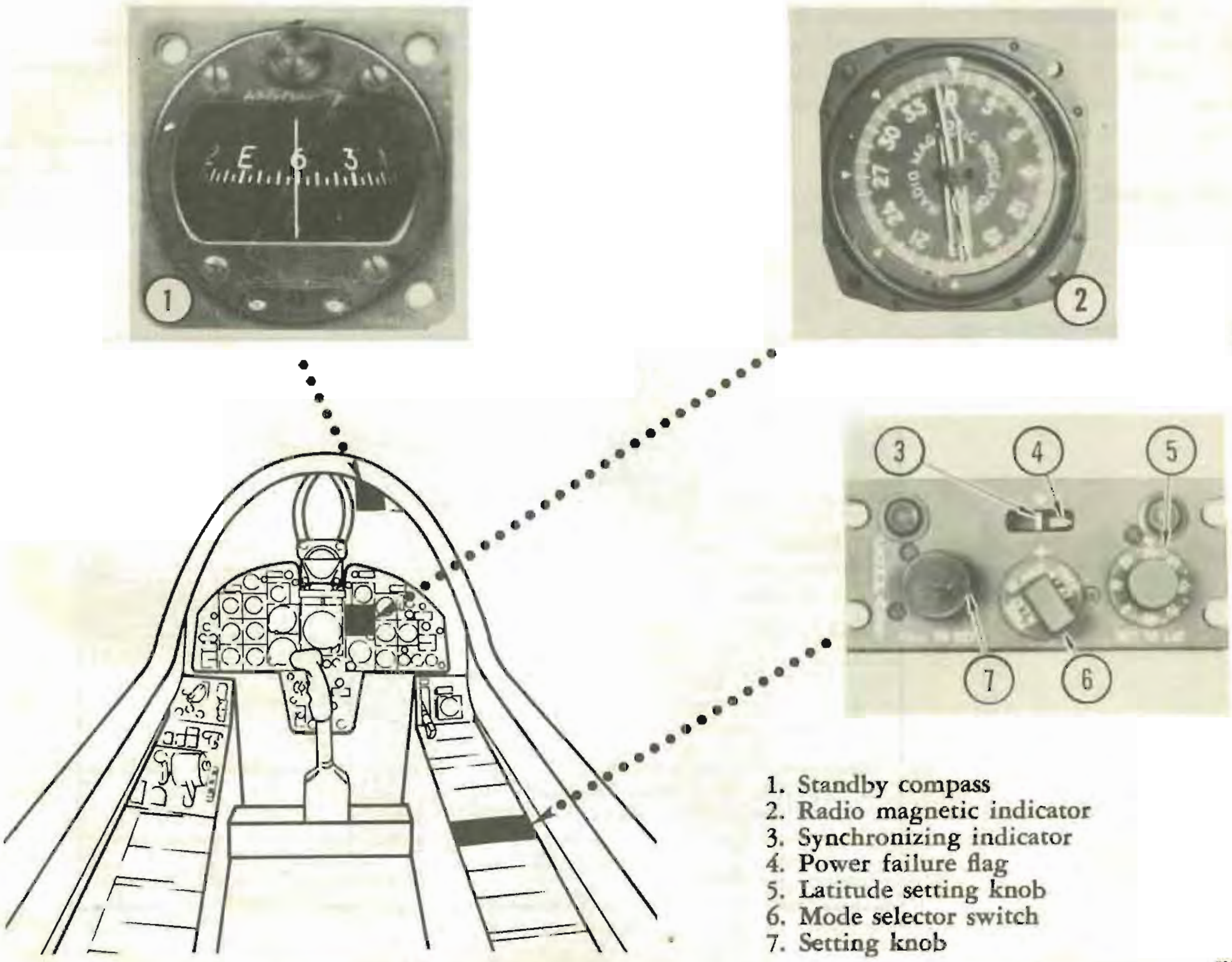
The white bar must move to the right with clockwise rotation or to the left with counterclockwise rotation of the compass setting knob. If it does not, the radio magnetic indicator compass card will reflect an erroneous indication. Continue rotation of knob until white bar moves in correct direction and is centered.

Free Gyro Method

1. Power failure flag — NOT SHOWING
2. Mode selector switch — FREE N. LAT or FREE S. LAT
   - After 2-minute warmup, set selector to hemisphere in which you are flying.
3. Compass setting knob — PULL OUT AND SET
   - Turn until radio magnetic indicator reads desired heading. Ignore synchronizing indicator.
4. Latitude setting knob — SET
   - Turn knob to latitude at which you are flying.

COMPASS CONTROLS

MA-1 COMPASS AND STANDBY COMPASS



1. Standby compass
2. Radio magnetic indicator
3. Synchronizing indicator
4. Power failure flag
5. Latitude setting knob
6. Mode selector switch
7. Setting knob

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Figure 1-34

AIR-CONDITIONING

DESCRIPTION

The air-conditioning system provides the following services:

- Cockpit temperature control and pressurization.
- Pressure suit ventilation and pressurization.
- Windshield defogging and rain removal.
- Automatic pressurization and cooling of the integrated electronic package.
- Automatic cooling of the electronic compartment.
- Automatic pressurization of the fuselage fuel cells and wing tank.
- Automatic pressurization and cooling of the AN/APS-67 radar (F-8B aircraft).

Hot bleed air from the engine compressor section is directed through the air-conditioning unit which cools this air by means of a heat exchanger and an expansion-turbine refrigeration unit. The heat exchanger reduces the temperature of the engine bleed air by transferring heat through coils to ram air from the engine intake duct. The refrigeration unit further cools some of the warm air from the heat exchanger by expansion through the turbine.

On F-8B aircraft, air flow to the air-conditioning unit is shut off by the bleed air shutoff valve when the pilot dumps cockpit pressure, resulting in loss of all air-conditioning and pressurization functions. On F-8A aircraft, loss of cockpit pressurization and air-conditioning are the only changes that occur when the pilot dumps cockpit pressure.

The temperature of the air entering the cockpit is controlled by mixing hot air from the temperature control bypass valve with cold air from the turbine. The cockpit temperature controller automatically regulates operation of the bypass valve to maintain the temperature selected by the pilot. On F-8B aircraft, a manual override switch provides manual control in case the automatic feature becomes inoperative. With manual control selected, the pilot controls the bypass valve directly by adjusting the cockpit temperature knob for each change in flight conditions. Pressure fluctuations in the manual mode are an indication that the temperature controller knob is set too high.

The cockpit air pressure regulator automatically regulates pressurization of the cockpit at altitudes above 8,000 feet by limiting outflow of air into the nose cone. (See figure 1–35 for cockpit pressurization schedule.)

The cool air that passes through the cockpit air pressure regulator is vented overboard through side vents in the nose section. Negative cockpit pressure is automatically limited to 0.25 psi maximum, and positive

COCKPIT PRESSURIZATION

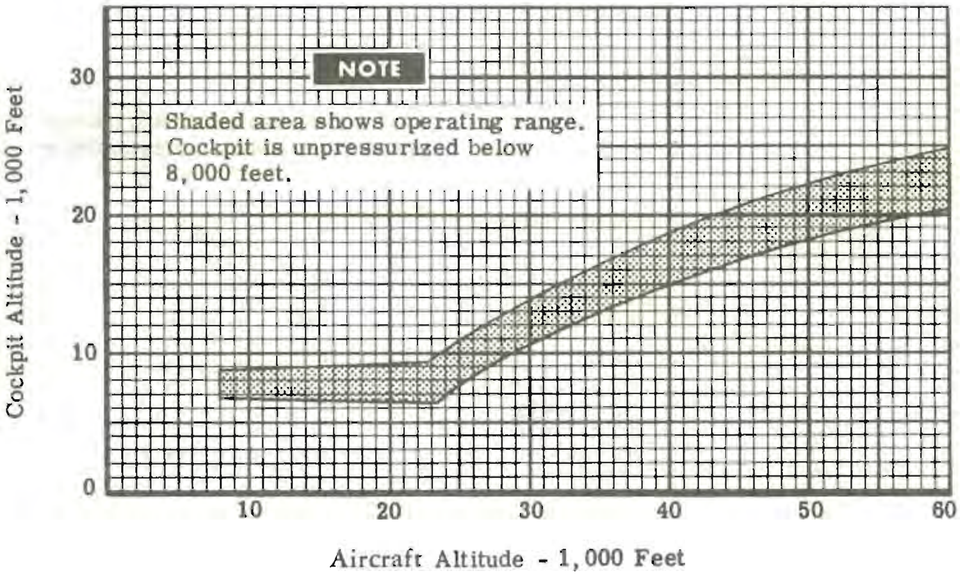


Figure 1–35

pressure is automatically limited to 5.5 psi maximum by the cockpit air safety valve. This valve also opens to depressurize the cockpit when the pilot elects to dump cockpit pressure.

A manifold pressure regulator valve is provided to automatically control pressure and airflow to the cabin and to maintain proper balance of pressure between the cabin and full pressure suit. On F-8A aircraft, placing the cockpit pressure switch in CABIN DUMP closes this valve and stops airflow to the cabin. However, all other air-conditioning functions will continue.

Cool air from the air-conditioning unit is directed to the integrated electronic package for pressurization and cooling. Air from the integrated electronic package is channeled through a flow limiter to cool the electronic compartment and is in turn vented overboard. Cooling is also provided by ram air circulated around the outside of the package. If pressurization is lost due to engine flameout or a system malfunction, a check valve temporarily traps pressure in the package.

Warm air flows directly from the heat exchanger through the rain removal valve and is discharged at high velocity on the exterior of the left-hand side panel for rain removal. Fog is removed from the inside of the windshield by directing hot air from the heat exchanger through the defogger valve and mixing this air with cool air from the air-conditioning unit. This air is then discharged on the windshield side panels through the windshield manifolds. Air from the heat exchanger is also used to pressurize the fuselage fuel cells and wing tank. (Refer to FUEL CELL PRESSURIZATION AND VENTING, this section.)

An external air inlet on the left-hand console (figure 1–37) provides for ground ventilation of the pressure suit. The system is illustrated in figure 1–36.

AIR-CONDITIONING CONTROLS

Nomenclature	*Function*
Cockpit pressure switch (7, figure 1–37)	CABIN PRESS — on F-8A aircraft, opens manifold pressure regulator valve, providing cockpit pressurization and temperature control. On F-8B aircraft, opens bleed air shutoff valve, energizing air-conditioning system. CABIN DUMP — On F-8A aircraft, dumps cockpit pressure, stops temperature controlled airflow to cockpit and eliminates windshield defogging capability. Does not affect operation of other air-conditioning functions. On F-8B aircraft, dumps cabin pressure and shuts off engine bleed air to air-conditioning turbine, stopping all air-conditioning functions.
Defogger switch (5, figure 1–37)	DEFOG — directs hot airflow to windshield and side panels through windshield manifolds.
Rain removal switch (6, figure 1–37)	RAIN REMOVE — directs high velocity stream of warm air across left-hand side panel to deflect rain.
Temperature control knob (8, figure 1–37)	COLD to HOT, selects temperature of conditioned air entering cockpit and full pressure suit.
Cockpit pressure altimeter (3, figure 1–37)	Indicates cockpit pressure altitude.
Cockpit emergency ventilation knob (4, figure 1–37)	Pulled and rotated, controls volume of ram airflow into cockpit for emergency ventilation.
Manual override switch* (9, figure 1–37)	AUTO — permits cockpit inlet air temperature to be automatically controlled to the controller knob setting. MAN — permits cockpit inlet air temperature to be manually controlled by the pilot.

*F-8B aircraft only. On F-8A aircraft, desired temperature setting selected by temperature knob is automatically controlled.

AIR CONDITIONING SYSTEM

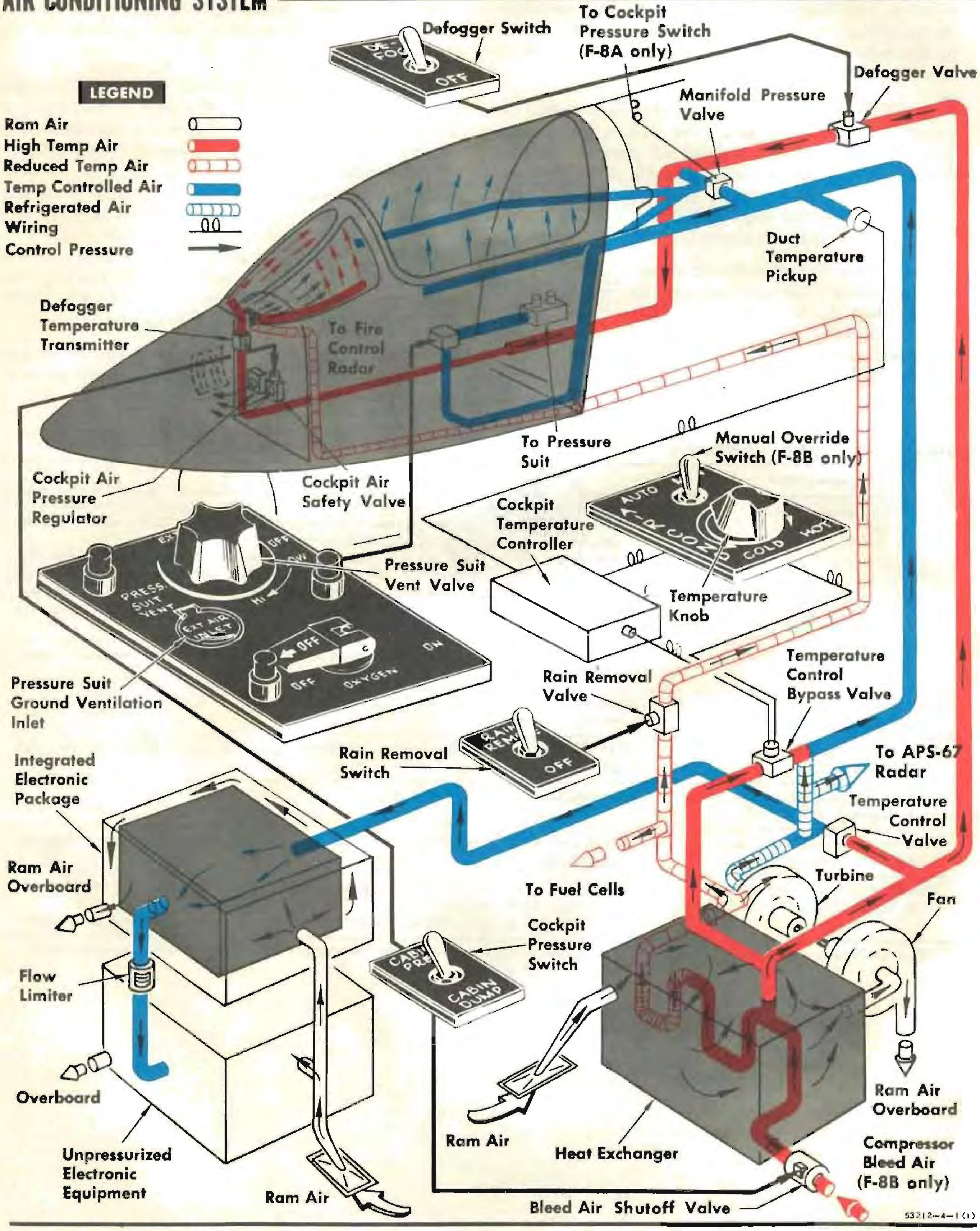
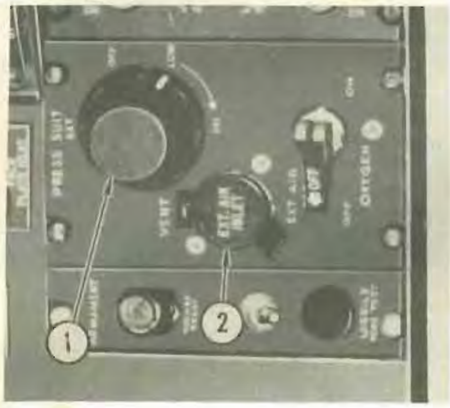
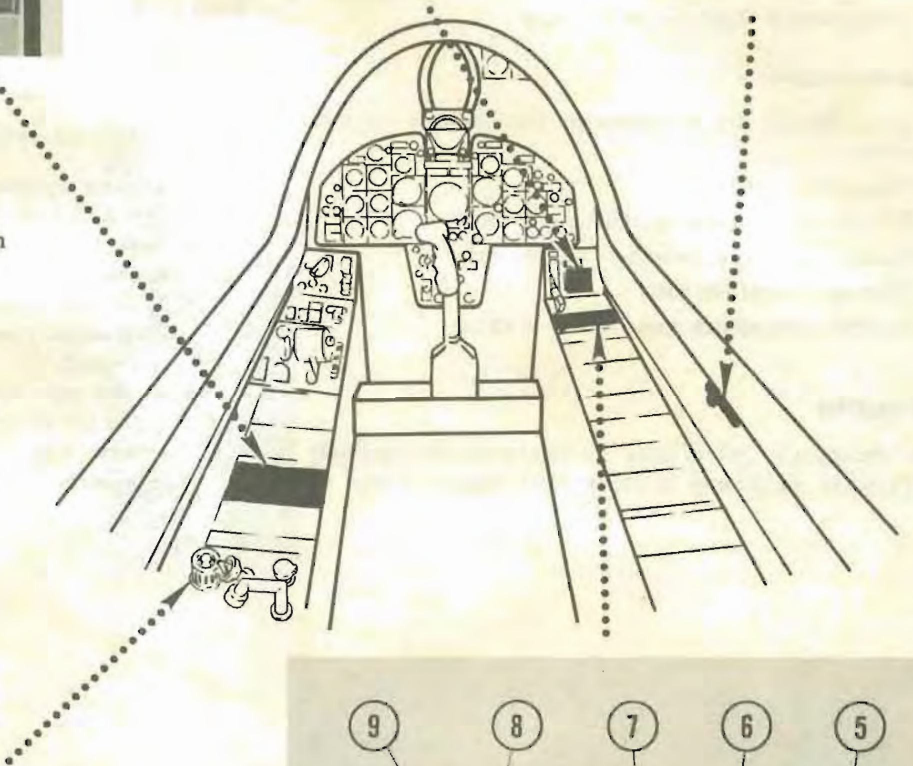


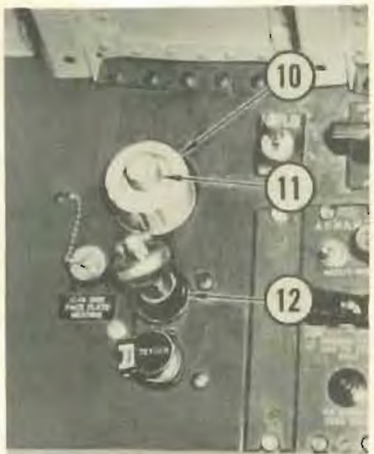
Figure 1–36

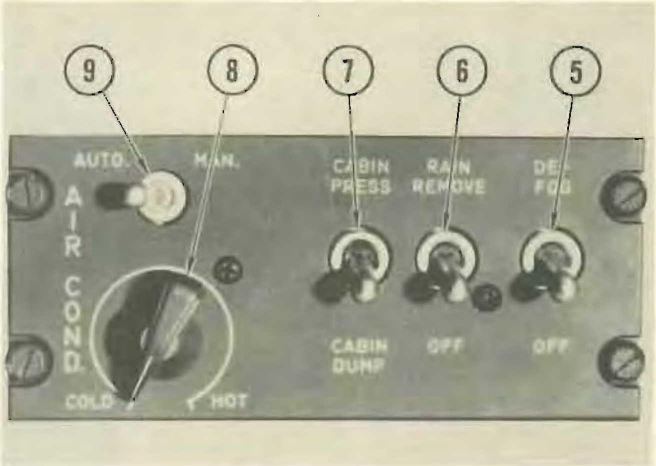
AIR CONDITIONING CONTROLS





1. Pressure suit vent valve
2. External air inlet connection
3. Cockpit pressure altimeter
4. Cockpit emergency ventilation knob
5. Defog switch
6. Rain remval switch
7. Cockpit pressure switch
8. Cockpit temperature control knob
9. Manual override switch*
10. G-valve
11. G-valve button
12. Antiblackout line





*F-8B Aircraft

53212-4-4

Figure 1–37

NORMAL OPERATION

Air-Conditioning and Pressurization

(See figure 1–37.)

To operate the air-conditioning and pressurization system, position controls as follows:

1. Cockpit pressure switch — CABIN PRESS
2. G valve — AS DESIRED
3. Pressure suit ventilation switch — NORMAL
    - If a pressure suit is not worn, place the pressure suit ventilation switch in the NORMAL position to obtain full cockpit pressurization.
4. Manual override switch — AUTO
5. Temperature knob — AS DESIRED

Repressurization

If it is desired to repressurize the cockpit at any altitude:

1. Throttle — IDLE
2. Cockpit emergency ventilation — OPEN
3. Cockpit pressure switch — CABIN PRESS
4. Throttle — CRUISE RPM
5. Cockpit emergency ventilation — CLOSE

Defogging

The defogging system may be operated continuously to provide additional cockpit heat during loiter or cruise above 30,000 feet. If fogging occurs, proceed as follows:

1. Defogger switch — DEFOG
    - During negative g operation, long periods of cruise, or at supersonic speeds, oil vapor or smoke may be emitted from the air-conditioning system when the defogger switch is turned on.
2. Temperature knob — HOT
3. Throttle — 90% RPM MINIMUM
    - After fog clears, reduce throttle to desired position and adjust cockpit temperature as desired.

Rain Removal

Operate the rain removal system as required during takeoff and landing.

1. Rain removal switch — RAIN REMOVE
    - Do not operate the rain removal system above 200 KIAS or the windshield and air-conditioning cooling turbine may be overheated. Overheating may cause the windshield to crack.
    - If left on after takeoff, a considerable reduction in cockpit pressurization will occur as altitude is gained.
    - If the rain removal system has not been activated for several flights, oil accumulation in the system may result in oil being blown on the windscreen when the system is first actuated.

PRESSURE SUIT

DESCRIPTION

Air, oxygen and communications services are provided to permit operation with either the MK 3 or MK 4 full pressure suit. (Refer to figure 1–43.)

The pressure suit oxygen regulator receives 100% oxygen from the aircraft supply through the pilot's oxygen valve. When the aircraft oxygen supply is lost, the emergency oxygen supply in the seat pan may be used for breathing and to maintain suit pressurization. The emergency oxygen supply must be manually actuated if the pilot remains in the aircraft, but it is actuated automatically upon ejection.

On the ground with the engine not operating, suit ventilation is supplied by an external air supply which is connected into the external air inlet connection (2, figure 1-37). With the engine operating, the suit receives ventilating and pressurizing air from the air-conditioning system.

A pilot's services disconnect mounted on the left console holds the antiblackout line and the full pressure suit ventilating and pressurization air line in position for proper separation at ejection. The oxygen supply line from the seat pan is separately connected to the oxygen receptacle on the left console. Communications connection between the pilot's equipment and the aircraft is automatically completed when the oxygen line is connected to the console fitting.

During normal operation, the pressure suit controller, which is an integral part of the pressure suit system, maintains a pressure that is slightly above cockpit pressure.

When cockpit pressurization is lost above 35,000 feet, but the air-conditioning system remains in operation, the controller automatically limits suit pressure to 3.4 psi absolute, the equivalent of 35,000 feet altitude. Suit ventilating airflow will continue while the controller maintains the pressure.

If suit ventilating airflow is lost through failure or shutdown of the air-conditioning system at altitudes above 35,000 feet, the controller automatically admits oxygen from the aircraft oxygen system to pressurize the suit. Pressure will be maintained at the equivalent of 35,000 feet until cockpit altitude is decreased below that altitude. As cockpit altitude decreases below 35,000 feet, suit pressure will be scheduled to the existing cockpit altitude.

PRESSURE SUIT CONTROLS

Nomenclature	*Function*
Cockpit pressure switch (7, figure 1–37)	CABIN PRESS — normal position. CABIN DUMP — On F-8A aircraft, maintains positive suit ventilating airflow by shutting off conditioned airflow to cockpit upon loss of cockpit pressurization. On F-8B aircraft, shuts off all conditioned airflow to the suit. CABIN DUMP — shuts off all conditioned airflow to, the suit.
Pressure suit vent valve (1, figure 1–37)	LOW to HI, regulates volume of ventilating air entering from air-conditioning system. EXT — permits ground ventilation of suit with external air supply hose inserted into external air inlet connection. OFF — stops flow of ventilating air.
Temperature knob (8, figure 1–37)	COLD to HOT, selects temperature of ventilating air entering suit.

ANTIBLACKOUT

DESCRIPTION

Antiblackout pressure is automatically supplied by routing engine bleed air through the G valve and into the pilot's suit. The G valve, opened by centrifugal force, regulates suit pressure as g-loads are applied or reduced. A HI and LO range may be manually selected.

The antiblackout connection is made at the pilot's services disconnect located on the left console. The antiblackout line is routed from the G valve through the base of the console to the disconnect. The antiblackout fitting at the disconnect serves both the full pressure suit and the anti-g suits worn with flight coveralls.

ANTIBLACKOUT CONTROLS

Nomenclature	*Function*
G valve (10, figure 1–37)	HI — supplies a pressure of 1.5 psi for each g over 1.75 g up to 10 psi. LO — supplies a pressure of 1 psi for each g over 1.75 g up to 10 psi.
G valve button (11, figure 1–37)	Depressed and released, permits inflating the suit for body massage to lessen fatigue and to check operation of G valve. If valve tends to stick or fails to close, it should be replaced.

OXYGEN

DESCRIPTION

Pure gaseous oxygen is supplied by a 5-liter vacuum-insulated liquid oxygen converter through the pilot's oxygen valve on the left-hand console to the full pressure suit regulator or to the miniature regulator of the modified face mask (refer to PRESSURE SUIT for suit connection information). These regulators deliver a constant positive safety pressure during use. Above 35,000 feet, the mask-mounted regulator will automatically deliver the required pressure for pressure breathing in the event cabin pressurization is lost. Figure 1–38 presents a graphic illustration of oxygen duration.

An emergency oxygen supply in the seat pan provides breathing oxygen upon manual actuation while in the cockpit or upon automatic actuation in the case of ejection from the aircraft. In addition to supplying breathing oxygen, this supply will maintain full pressure suit pressurization.

The emergency oxygen supply can be activated by either of two means. A "green apple" located at the forward edge of the seatpan permits manual operation of the emergency oxygen supply. A separate lanyard is attached to the structure of the aircraft so as to activate the oxygen bottle automatically upon ejection.

Oxygen controls are illustrated in figure 1–39.

NORMAL PROCEDURE

Before each flight, check the following:

1. Vent and buildup valve — BUILD UP
   - Access panel cannot be secured unless valve is in BUILD UP.
2. System quantity — CHECKED

Note

The liquid oxygen system must not be permitted to go dry or be exposed to surrounding atmosphere. Water vapors or other gases may condense in the converter bottle, causing system malfunction or contamination. If exposure to atmosphere has occurred for any extended period, the system should be purged with hot dry nitrogen prior to use.

3. Pilot's oxygen valve — OFF
4. Oxygen warning light* — ON

*Aircraft BuNo. 145345 and subsequent.

5. Helmet/mask connections — CONNECTED
   - Put on pressure suit helmet with faceplate open or put on face mask and connect hoses to aircraft supply (refer to PRESSURE SUIT, this section).
6. Faceplate (if worn) — CLOSED
7. Pilot's oxygen valve — PROPER OPERATING POSITION
   - Do not permit oxygen to flow freely from face mask or oxygen receptacle on left-hand console because liquid oxygen may enter supply line and pilot's personal equipment.
8. Oxygen warning light — OFF
   - Check oxygen flow by breathing several times. If difficulty in breathing is experienced, the pressure suit regulator, face mask regulator or oxygen supply system is not functioning properly.
   - Following servicing in which the bottle has been filled, the light will sometimes illuminate intermittently.
9. Oxygen connections — CHECKED
   - Complete or intermittent loss of radio communications or illumination of the oxygen warning light may indicate that oxygen connections are not fully engaged.
10. Emergency bottle — CHECKED
   - Check bottle for 1,800 (±50) pounds pressure when ejection seat is inspected before each flight.

During flight, frequently check the following:

1. Gage indication — OXYGEN REMAINING
2. Mask — CHECK FOR LEAKS
3. Breathing tube coupling — CHECK FULLY ENGAGED

Upon completion of flight:

1. Oxygen valve — OFF
2. Mask — DISCONNECTED
   - If flow continues from mask after shutoff, check for possible inadvertent actuation of the emergency system. If the system has been actuated, do not disconnect supply hose until emergency supply is depleted.

OXYGEN DURATION

CABIN ALTITUDE FEET	GAGE INDICATION - LITERS						
	5	4	3	2	1	1/2	Below 1/2
40,000 & Above	30:18	24:12	18:12	12:06	6:00	—	Descend Below 10,000 Feet
35,000	18:30	14:48	11:06	7:24	3:42	1:48	
30,000	13:36	10:54	8:12	5:24	2:42	1:24	
25,000	10:12	8:12	6:12	4:06	2:00	1:00	
20,000	8:00	6:24	4:48	3:12	1:36	:48	
15,000	6:24	5:06	3:48	2:36	1:18	:36	
10,000	5:00	4:00	3:00	2:00	1:00	:30	
5,000	4:12	3:18	2:30	1:36	:48	:24	
Sea Level	3:30	2:48	2:06	1:24	:42	:18	

Consumption data per Specification MIL-1-19326 (AER) taken from NAVAER 03-50-517.

NOTE

Duration is given in hours and minutes.
Consumption data assumes the use of properly fitted oxygen equipment.
Pressure suit or face mask leakage will decrease tabulated duration.

53?12-4-3

Figure 1–38

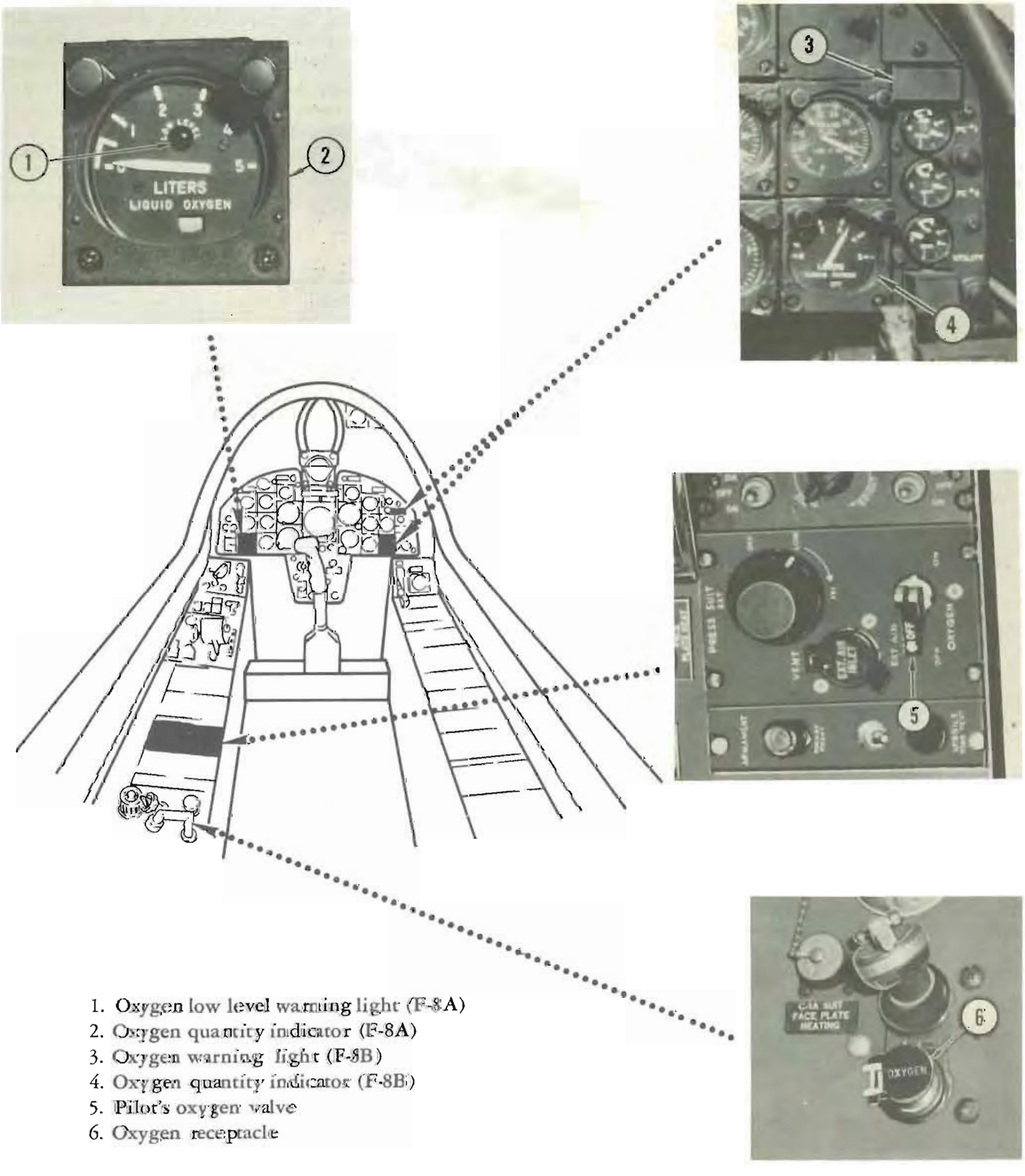
OXYGEN SYSTEM CONTROLS

Nomenclature	*Function*
Emergency bottle pressure gage	Indicates emergency bottle pressure.
Oxygen quantity indicator	Reflects quantity of liquid oxygen in converter.
Oxygen valve	OFF — closes oxygen supply. ON — opens oxygen supply.
Vent and buildup valve (in area behind liquid oxygen filler valve access panel on right side of nose section)	BUILDUP — normal position. Close system for automatic buildup of operating pressure. VENT — opens system to allow venting during refilling.
Oxygen warning light	On (OXYGEN),* indicates oxygen pressure drops in line to pressure suit composite disconnect or oxygen receptacle, whichever is in use. On (OXYGEN)†, indicates liquid oxygen quantity is at or below ½ liter or when oxygen pressure drops in line to pressure suit composite disconnect or oxygen receptacle, whichever is in use.

Figure 1–39

*Aircraft BuNo. 145345 through 145456.
†Aircraft BuNo. 145457 and subsequent.

OXYGEN CONTROLS



1. Oxygen low level warning light (F-8A)
2. Oxygen quantity indicator (F-8A)
3. Oxygen warning light (F-8B)
4. Oxygen quantity indicator (F-8B)
5. Pilot's oxygen valve
6. Oxygen receptacle

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Figure 1–39

CANOPY

DESCRIPTION

The one-piece clamshell-type canopy (figure 1–40) is attached to the aircraft by pivots or arms at the aft end of the canopy. A counterbalance strut is provided to aid the pilot in raising and lowering the canopy without the aid of power devices. Cockpit pressure sealing is provided by a striker and diaphragm arrangement. The canopy is locked in the closed position by four rotating hook latches that can be operated from either inside or outside the cockpit.

A cartridge-operated emergency canopy actuator provides for canopy jettisoning in landing emergencies, ditching, ground rescue and as part of the ejection sequence. Pulling the ejection seat face curtain handle, the secondary firing handle, or the emergency canopy jettison handle while in flight fires the canopy actuator cartridge. This blows open the canopy locks and forces the canopy up into the airstream where it is separated from the aircraft by air loads. On the ground, pulling the emergency canopy handle or either of the two exterior rescue handles fires the actuator to release the locks. This forcibly opens the canopy.

CANOPY CONTROLS

Nomenclature	*Function*
Canopy lock indicator (aircraft through BuNo. 143701)	Indicates positioning of canopy locks by control release handles.
Canopy lock indicator (aircraft BuNo. 143702 and subsequent)	Indicates canopy locks in locked or unlocked position.
Exterior canopy release handle	Open canopy — push forward end of handle, grasp aft end and pull outboard. Open canopy manually. Close canopy — close canopy manually and push aft end of handle inboard.
Interior canopy release handle	Open canopy — extend handle, pull aft and manually open canopy. Close canopy — pull and hold handle aft while manually closing canopy and then push handle fully forward to lock. Stow handle.
Emergency canopy jettison handle	Pulled out fully, fires canopy actuator to release canopy locks, and opens canopy.
Rescue handles	Pulled out to full length of lanyard, fires canopy actuator to release canopy locks and open canopy.

Figure 1–40

EJECTION SEAT

DESCRIPTION

The ejection system utilizes either the Martin-Baker MK-F5 or MK-F5A ejection seat. The minimum ejection altitude for the MK-F5 seat is 50 feet at an airspeed of 120 knots in level or climbing flight. The MK-F5A seat has an improved ejection capability and is readily identified by an orange decal, located on the left-hand side of the drogue parachute container (figure 3–3), which reads as follows:

> Martin-Baker MK-F5A Seat
> Ejection Seat Capability
> 120 knots — Min on Runway
> ACSEB 22-61

The low-level escape capability of the Martin-Baker ejection seat (figure 1–41) is obtained through the use of a telescoping long-stroke ejection gun to achieve high seat velocity. The telescoping gun makes high velocities possible with acceptable peak acceleration and rate of increase of acceleration. The use of drogue parachutes to stabilize and decelerate the seat and occupant and to deploy the pilot's parachute further ensures controlled action under all ejection conditions.

The seat is equipped with a pilot's restraint harness that accommodates standard suits with integrated harness provisions, but employs a special Martin-Baker parachute packed in "horseshoe" form and positioned behind the pilot's shoulders. This parachute position is used to permit positive parachute deployment at the moment the pilot is released from the seat. A leg restraint system is provided to prevent leg injuries during ejection. The leg restraint lines, one for each leg, are secured to the airframe and to the seat and are routed through the pilot's leg restraint garters so as to draw the legs back against the front of the seat during ejection. The pilot's legs are restrained until release occurs before deployment of the personnel parachute.

The seat bucket accommodates a PK-2 pararaft kit and a seat pan assembly containing the emergency oxygen supply and the full pressure suit controller. Seat height adjustment is provided by an electrical

CANOPY

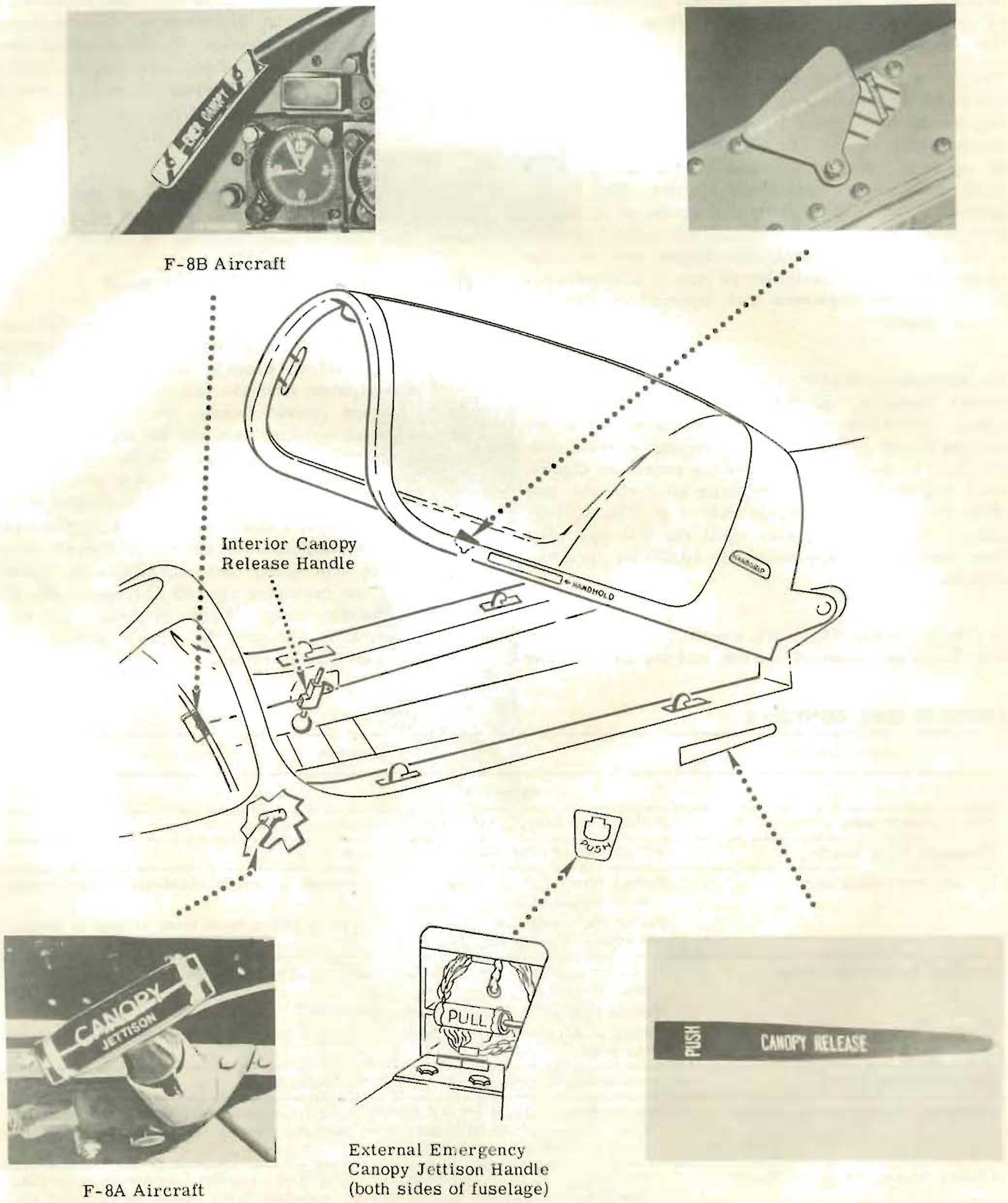


Figure 1-40

actuator that raises or lowers the bottom portion of the seat with respect to the upper portion. A wedge-pad mounted above the parachute pack serves as the pilot's headrest, and there is no headrest adjustment. An adjustable backpad cushion ensures proper posture for the occupant.

The upper housing of the seat contains the controller and stabilizer drogue parachutes and serves as a mounting for the face curtain handle and the canopy interrupter release handle. The housing is peaked at the top to ensure proper penetration of the canopy in a through-the-canopy emergency ejection. The drogue parachutes are deployed by the action of a drogue gun piston that is fired automatically during ejection to drag the 22-inch controller drogue into the slipstream. The 5-foot stabilizer drogue is automatically drawn into the slipstream and deployed by the controller drogue.

An acceleration limiter (g-controller) and an altitude limiter (barostat) delay operation of the seat timed release mechanism to control deployment of the 24-foot personnel parachute under varying ejection conditions. The g-controller delays the parachute deployment and harness release sequence until the seat and pilot decelerate to approximately 4 g. The altitude limiter delays the sequence until the seat and pilot have descended to approximately 10,000 feet pressure altitude.

A pilot's services disconnect, mounted on the left console, holds the antiblackout line and the full pressure suit ventilating and pressurization air line in position to ensure proper separation at ejection. The oxygen supply line from the seat pan is separately connected to the oxygen receptacle on the left console. Provision is made for automatic actuation of the emergency oxygen supply upon ejection. Communications connection between the pilot's equipment and the aircraft is automatically completed when the oxygen line is connected to the console fitting.

NORMAL OPERATION

See figure 1-42 for a description of the ejection sequence and figure 1-43 for a list of pilot's equipment that may be used with the Martin-Baker seat.

EMERGENCY RELEASE FROM THE SEAT

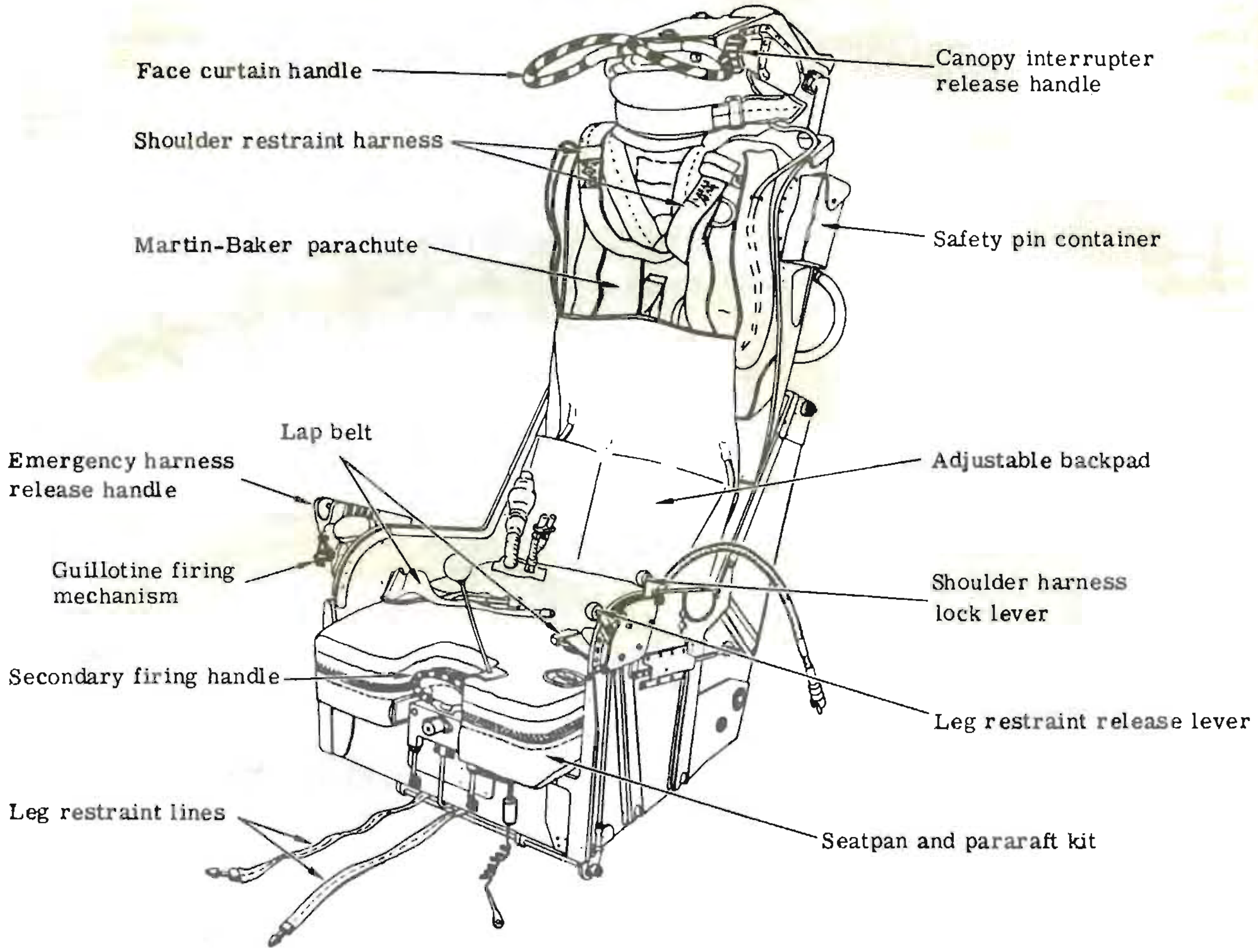
In landing emergencies, in ditching, and in the event of the automatic release failing to function in ejection, the pilot can release himself, his parachute, and his survival equipment from the seat by pulling the emergency harness release handle. Pulling the handle releases the leg restraint lines and the lap and shoulder harness, and trips the guillotine which cuts the link-line that connects the stabilizer drogue parachute to the pilot's parachute withdrawal line. Separation of the pilot from the seat should break the pilot's services connections at the disconnect on the left console. Parachute deployment under these conditions is attained by pulling the parachute ripcord D-ring on the left shoulder harness strap. When ditching, the pilot should manually separate the pilot's services connections to ensure separation.

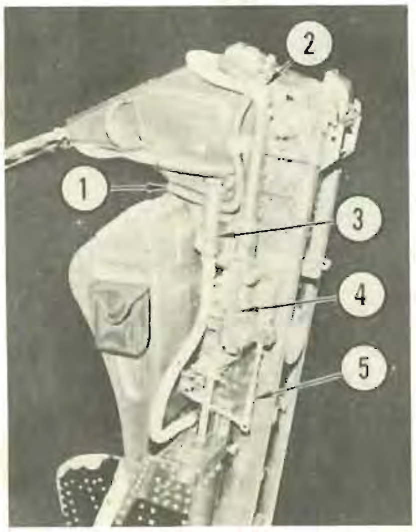
EJECTION SEAT CONTROLS

Nomenclature	*Function*
Face curtain handle	Pulled down fully, jettisons canopy and ejects the seat.
Secondary firing handle	Pulled upward fully, jettisons canopy and ejects seat.
Leg restraint release lever	Pushed forward, releases leg restraint snubber to permit additional length of line to be pulled out. Pulled aft, releases leg restraint line plug in fitting from front of seat to permit normal exit from aircraft.
Shoulder harness lock lever	Pulled aft against tension, unlocks shoulder harness inertia reel so that the pilot may lean forward. Neutral position holds unlocked condition. Pushed to forward position, locks inertia reel to prevent any forward motion of the pilot.
Seat adjustment switch	UP or DOWN raises or lowers seat pan to desired height.
Emergency harness release handle	Button pressed, handle rotated sharply aft, releases integrated harness, leg restraint lines, and parachute from seat, permitting the pilot to leave the seat with parachute and full survival equipment.
Canopy interrupter release handle	Pulled fully forward, bypasses canopy firing and overrides interrupter, permitting complete travel of the face curtain or secondary firing handle to eject the seat through the canopy.

Figure 1-41

EJECTION SEAT





1. Link-Line
2. Drogue parachute withdrawal line
3. Emergency release guillotine
4. Drogue gun
5. Drogue gun trip rod
6. Canopy interrupter
7. Drogue shackle scissors
8. Drogue parachute container
9. Timed release mechanism (including barostat and g-controller)
10. Seat catapult secondary charges
11. Timed release trip rod

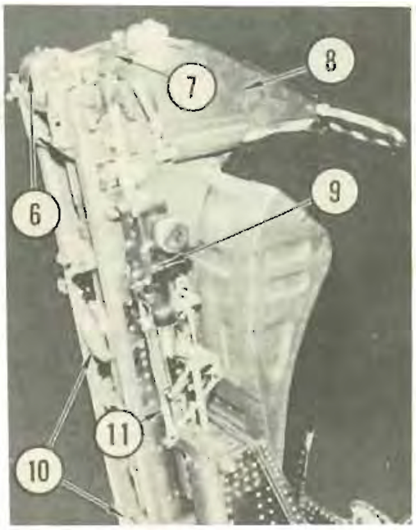


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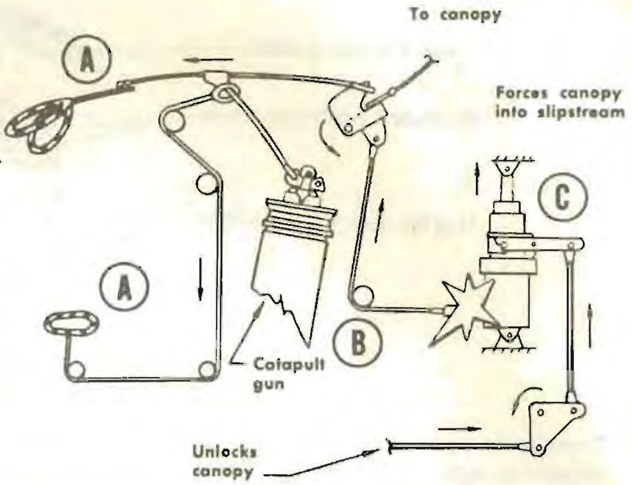
Figure 1–41

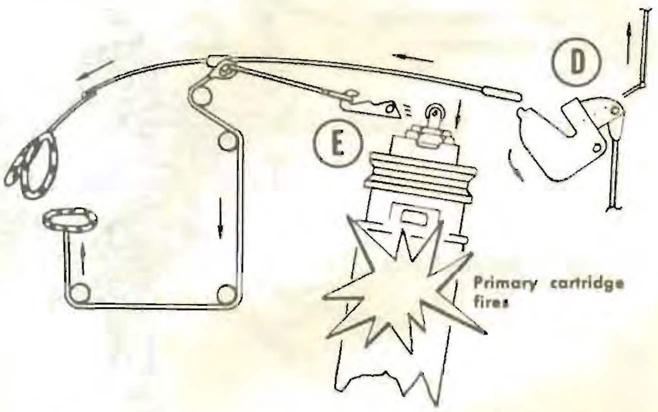
EJECTION SEQUENCE

LOW-ALTITUDE SEQUENCE
(BELOW 10,000 FEET)

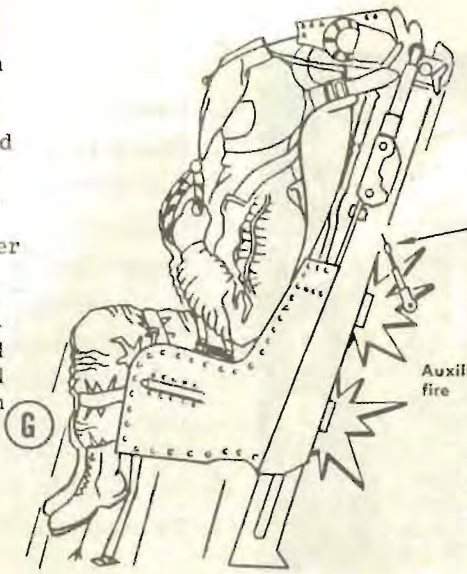
1 When either the face curtain handle or the secondary firing handle (A) is pulled, initial travel of the handle pulls the canopy firing cable (B) to fire the emergency canopy actuator (C), which opens the canopy locks and jettisons the canopy.



2 As the canopy separates from the aircraft, it pulls a lanyard to withdraw a pin from the canopy interrupter (D), permitting the interrupter to release either ejection control (face curtain or secondary firing handle) for further travel. Continued motion of the ejection control withdraws the catapult firing sear (E) at the top of the catapult to fire the seat primary cartridge.



3 As the seat begins to move upward, the drogue gun firing mechanism and timed release mechanism trip rods are pulled free and both mechanisms are armed (F); the drogue gun is fired after 1-second delay (0.5-second delay MK-F5 seat). Initial motion of the seat also causes the leg restraint lines, which are secured to the airframe by shear pins, to be drawn up to place the pilot's legs in the proper position against the front face of the seat (G). The leg restraint snubber in the bottom of the seat holds the pilot's legs in the restrained position until harness release occurs. When the seat is fired the pilot's services are automatically disconnected and the IFF is automatically switched into operation in the emergency mode. As the seat rises, the auxiliary cartridges are automatically fired to increase seat velocity.



53212-1-53(1)

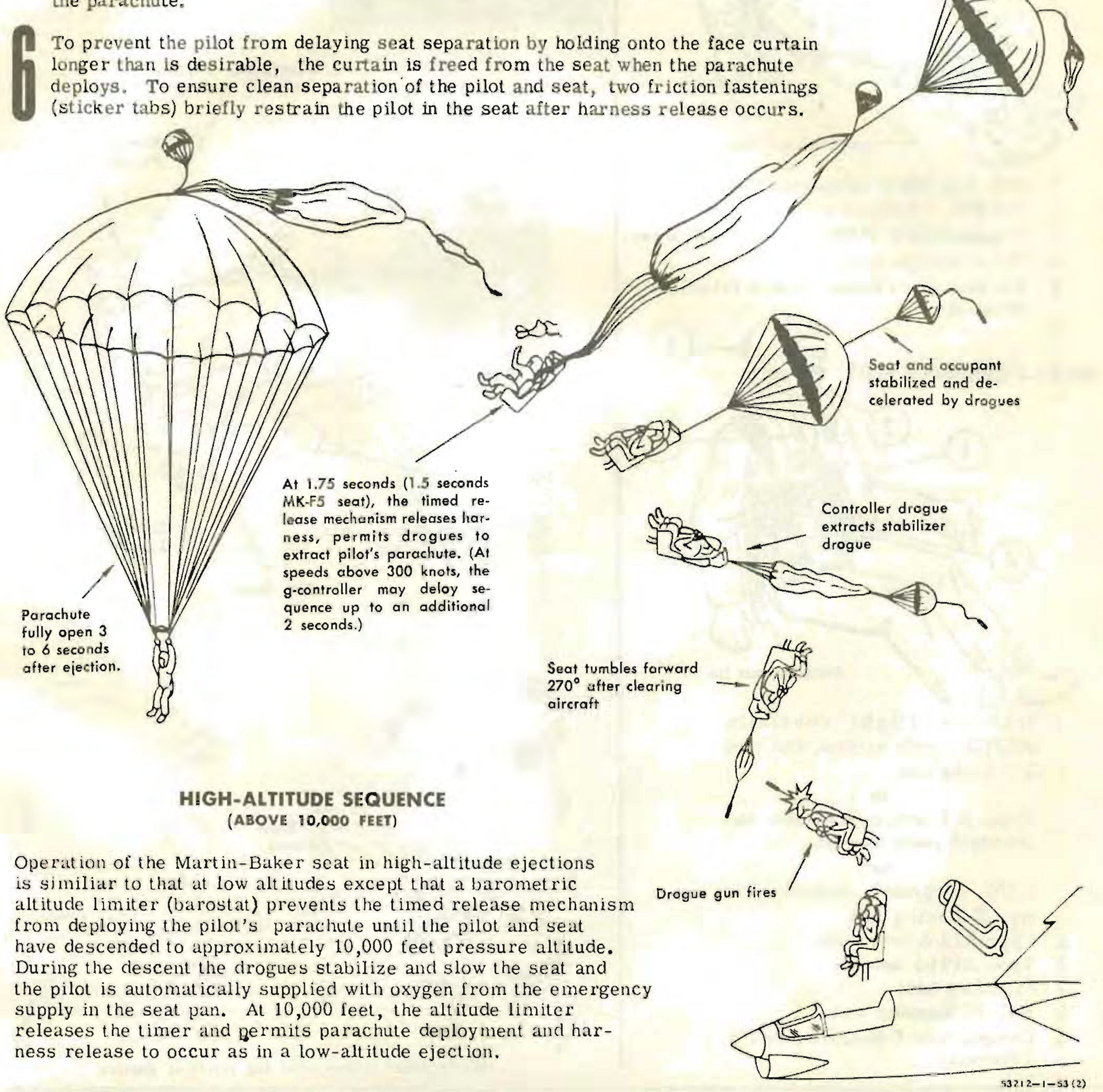
Figure 1-42 (Sheet 1)

EJECTION SEQUENCE

4 The drogue gun piston withdraws the controller drogue from the seat upper housing and pulls it into the slipstream where it tilts the seat into a horizontal attitude and, in turn, withdraws the stabilizer drogue.

5 In an ejection at low speeds, the timed release mechanism, which is armed by initial seat movement, releases the drogue shackle scissors and permits the drogues to withdraw and deploy the pilot's parachute after an interval of 1.75 seconds (1.5 seconds MK-F5 seat). At higher speeds, operation of the timed release mechanism in interrupted by the g-controller to permit the seat and pilot to decelerate to safe speed before the parachute is deployed. The timed release mechanism also actuates the integrated harness release devices to allow the pilot to be separated from the seat by the drag of the parachute.

6 To prevent the pilot from delaying seat separation by holding onto the face curtain longer than is desirable, the curtain is freed from the seat when the parachute deploys. To ensure clean separation of the pilot and seat, two friction fastenings (sticker tabs) briefly restrain the pilot in the seat after harness release occurs.



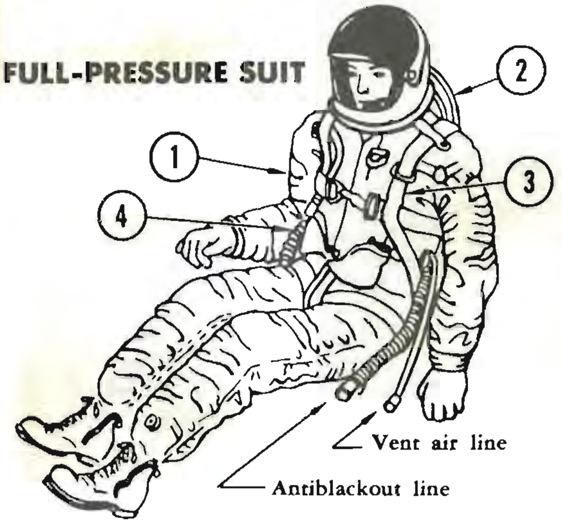
HIGH-ALTITUDE SEQUENCE
(ABOVE 10,000 FEET)

Operation of the Martin-Baker seat in high-altitude ejections is similiar to that at low altitudes except that a barometric altitude limiter (barostat) prevents the timed release mechanism from deploying the pilot's parachute until the pilot and seat have descended to approximately 10,000 feet pressure altitude. During the descent the drogues stabilize and slow the seat and the pilot is automatically supplied with oxygen from the emergency supply in the seat pan. At 10,000 feet, the altitude limiter releases the timer and permits parachute deployment and harness release to occur as in a low-altitude ejection.

Figure 1-42 (Sheet 2)

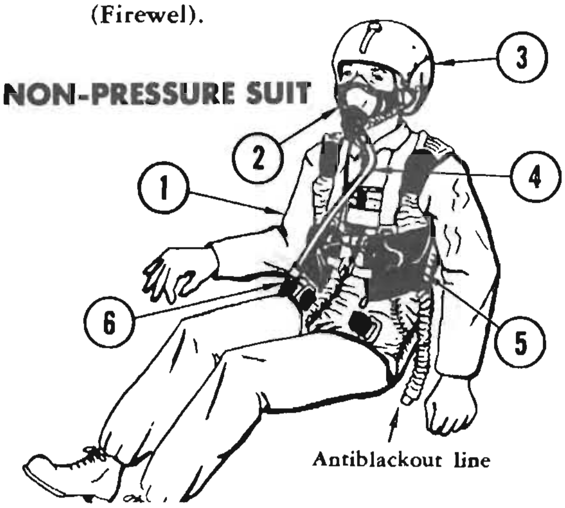
PILOT'S EQUIPMENT

FULL-PRESSURE SUIT



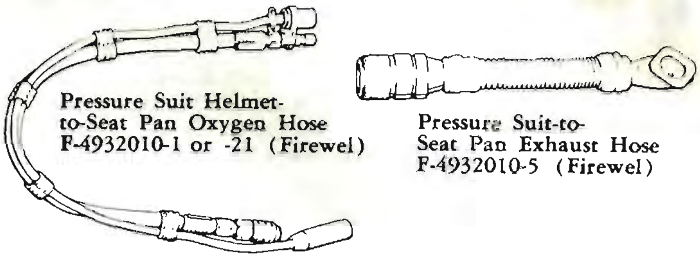
1 MK 3 or MK 4 full pressure suit and MK 3 flotation vest.
2 Oxygen hose F-4932010-1 or -21 (Firewel)
3 Torso harness, type MA-2P.
4 Pressure suit exhaust hose F-4932010-5 (Firewel).

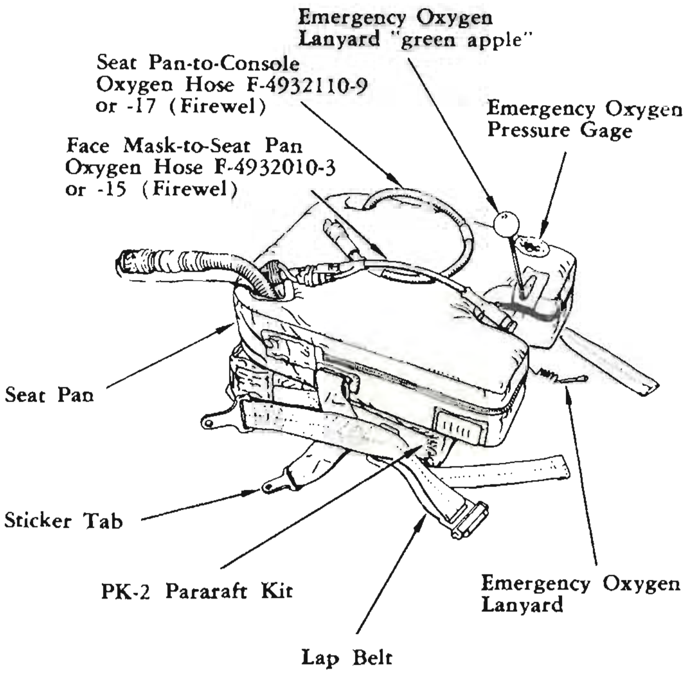
NON-PRESSURE SUIT

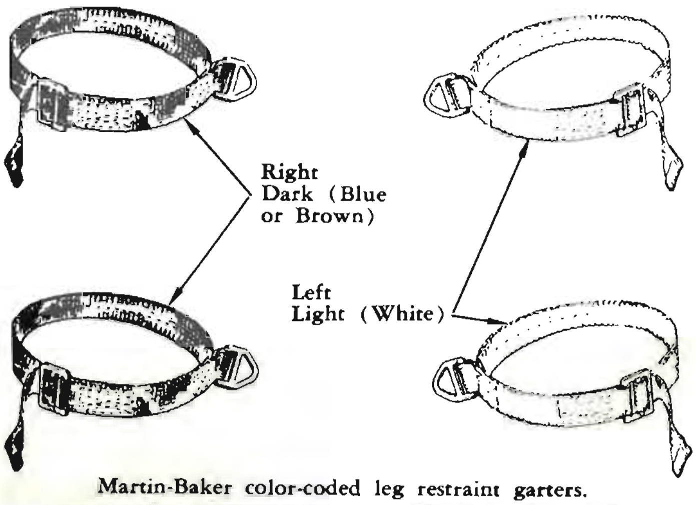


1 Standard flight coveralls, MS22015 torso harness, and type Z-3 anti-g suit.
or
Type Z-2 anti-g coveralls and MS22015 torso harness.
or
S-470 integrated coveralls and type Z-3 anti-g suit.
2 Type A13-A face mask.
3 Type APH-5 helmet.
4 Mini-Reg hose
5 MK 3C flotation vest.
6 Oxygen hose F-4932010-3 or -15 (Firewel)

FOR USE IN MARTIN-BAKER EJECTION SEAT







Martin-Baker color-coded leg restraint garters.

53212—1—54

Figure 1—43

MISCELLANEOUS EQUIPMENT

CATAPULT PROVISIONS

A catapult pin on the underside of the fuselage front section transmits the thrust of the catapult to the aircraft structure. The holdback pin on the underside of the fuselage aft section restrains the aircraft during the buildup of thrust, then releases it when a breakable link snaps. The throttle catapult handle on the left-hand console permits the throttle lever to be held in full forward position during catapult acceleration without locking the throttle lever.

REAR VISION MIRRORS

Three adjustable rear vision mirrors are mounted inboard on the canopy frame.

MAP CASE

A fixed map case is mounted on the inboard side of the left-hand console. A removable map case is mounted on the inboard side of the right-hand console.

GUN CAMERA PROVISIONS

Inflight recording of gunfiring performance is provided by a gunstrike camera installed in the nose section to photograph action along the gun boresight line. All aircraft have provisions for a gunsight camera, which photographs images on the gunsight reflector plate. Either camera is started automatically when the trigger is depressed to the first detent for gun firing. Film capacity of either camera permits approximately 44 seconds of recording; the gunsight camera has no overrun and the gunstrike camera has 3 seconds overrun. The gunsight camera test switch on the right console permits ground testing of the gunsight camera. Both cameras cannot be used at the same time.

PART 3 — AIRCRAFT SERVICING AND HANDLING

SERVICING

Refer to NAVWEPS 01-45HHA-2-1, Plane Captain's Handbook, for permissible panel removal and detailed servicing instructions. Figure 1–44 illustrates aircraft servicing points.

FUELING

Authorized fuels are JP-5 (F-44), primary grade, and JP-4 (F-40), acceptable alternate, when ashore and JP-5 (F-44) when afloat. AvGas, grades 91/96, 100/130 and 115/145 may be used for emergency fuel. When AvGas is used, observe the limitations listed in section I, part 4.

If the fueling facility is not equipped with a flowmeter, only procedural checkpoints applicable to aircraft fuel quantity gages will be used. The aircraft main and transfer indicating systems must be operating properly to obtain valid checks.

A pumping pressure of 40 to 60 psi should be used with a flow rate not to exceed 300 gpm.

No radio or radar activity is permissible within a radius of 75 feet during refueling. Check that the aircraft and fuel truck are properly grounded. Discharge any static electricity from the fuel nozzle before attaching it to the fueling manifold.

Failure of the vent system during fueling can cause cell rupture and structural damage.

Station a man at the fuselage vent and (aircraft without ASC 426) another at the vent outlet on the right-hand wingtip to check vent airflow throughout the complete fueling procedure. Check venting by holding the hand near the vent and feeling airflow. Do not block the vents by holding cupped hand over them. At the start of the fueling cycle, after completing the primary and secondary checks, there will be a strong continuous flow of air from the fuselage vent, with a barely detectable airflow from the right-hand wing vent. As the airflow from the fuselage vent decreases, the airflow from the right-hand wing vent will increase and remain as a strong continuous flow. Aircraft with ASC 426 have a quick-disconnect fitting installed in the wing pressure sensing line. A gage and hose (special support equipment) may be connected to this fitting (underside of the right-hand wing) during fueling. The gage will indicate approximately 1¼ to 1½ psi during fueling if wing tank fueling and vent systems are functioning properly. Should the gage reading exceed 1½ psi, stop fueling immediately.

If the aircraft is fueled with the fuselage aft section removed, check fuselage cells vent airflow at vent line disconnect on upper left-hand side of disconnect bulkhead. If engine has been run with aft section removed, the CV15-206325-1 drain hose must be removed from the vent line before fueling. If aircraft is fueled with the wings folded, check wing vent airflow at fuel dump line (donut) seal on right-hand wingfold rib.

All fueling personnel should be properly instructed before attempting refueling operation. The complete fueling procedure cannot be accomplished while the engine is in operation and is supplying electrical power since primary and secondary checks require external dc power with the master generator switch in EXT. Pressure fueling on the deck with the engine in operation should be limited to one such cycle between normal ground fueling operations. During every pressure fueling on the deck, with or without the engine operating, the vents must be checked. During every pressure fueling without the engine operating, primary and secondary checks must be performed in accordance with the fueling procedure. To permit complete fueling with the engine operating, the inflight refueling probe must be extended and the inflight refueling probe switch left in the OUT position. There must be enough wind across the deck to dissipate fuel fumes from the wing and fuselage vent outlets.

Fueling Procedure

1. Check that fueling nozzle, aircraft and fueling unit are grounded.
2. Place engine master, fuel dump, all radio/radar, inflight refueling probe, emergency generator and master generator switches in OFF.
3. Connect external dc electrical power.
4. Place master generator switch in EXT.
5. Open manual shutoff valve in wing fuel transfer line. Rotate fuel selector switch to CHECK SECONDARY. Check flowmeter and aircraft main transfer fuel quantity gages.
6. Attach fueling nozzle to fueling manifold. If nozzle has manual lever, lever must be locked fully open. Start fuel flowing into aircraft.

7. Fuel flow must stop before fuel admitted to aircraft exceeds 45 gallons on flowmeter, or 300 pounds total increase on gages. If fuel flow does not stop, disconnect nozzle immediately and notify proper maintenance personnel.

Note

This step is performed to prime the shutoff system.

8. Check flowmeter and aircraft main and transfer fuel quantity gages. Rotate fuel selector switch to CHECK PRIMARY. Fuel flow must stop before additional 30 gallons on flowmeter or 200 pounds on gages is admitted to aircraft. If fuel does not stop, disconnect nozzle immediately and notify proper maintenance personnel. Monitor flowmeter and gages for no less than 30 seconds. If flow rate after shutoff exceeds 3 gallons per minute on flowmeter or 20 pounds per minute on gages, disconnect nozzle and notify proper maintenance personnel.
9. Rotate fuel selector switch to CHECK SECONDARY and with switch in this position, repeat check of step 8.
10. If steps 8 and 9 are acceptable, rotate fuel selector switch to fuel load desired. While monitoring fuselage and wing vents, complete desired fueling.
11. Remove nozzle, place master generator switch in OFF and remove external electrical power.
12. Rotate fuel selector switch to the OFF position.

ENGINE OIL SYSTEM

Service the engine oil system with gas turbine lubricating oil, MIL-L-7808. When servicing, the required oil quantity is approximately 5 gallons; do not overfill. Check oil level within 5 minutes after engine shutdown. If this is not practical, operate engine for a minimum of 30 seconds at 75% rpm before checking oil level. If checked at any other time, an erroneous reading will be obtained.

OXYGEN SYSTEM

Service oxygen system with MIL-O-21749 (grade A, type I; or type II) liquid oxygen only. Liquid oxygen boils at −183°C (−297.4°F). Keep oxygen away from oil, grease, or other combustible materials. Ensure adequate ventilation.

UTILITY HYDRAULIC SYSTEM

Service the system with red hydraulic fluid, MIL-H-5606A and dry air or nitrogen. Use only hydraulic fluid produced by the following companies, and only the type shown:

American Oil and Supply Company (PQ 1296)
Bray Oil Company (Brayco 756, Code P-190; Brayco 756A; or Brayco 756B)
California Texas Oil Company (Caltex RPM No. 2; PED 2585; or TL-3969, Code 662)
Humble Oil and Refining Company (Univis J-43, Code WS2997)
Golden Bear Oil Company (Code 566)
Pennsylvania Refining Company (Code 3587 or Code 4751)
Royal Lubricants Company (Royco 756, 756A, or 756B)
Shell Oil Company (Aeroshell No. 4)
Socony-Mobil Oil Company (Mobil RL-102A only)
Standard Oil Company of California (RPM No. 2 or PED 2585)
Texaco, Incorporated (TL-3969, Code 662 only)

POWER CONTROL HYDRAULIC SYSTEMS

Service the systems with red hydraulic fluid, MIL-H-5606A and dry air or nitrogen. Use only the hydraulic fluids listed under UTILITY HYDRAULIC SYSTEM.

PNEUMATIC SYSTEM

Service with dry air or nitrogen to the pressures listed.

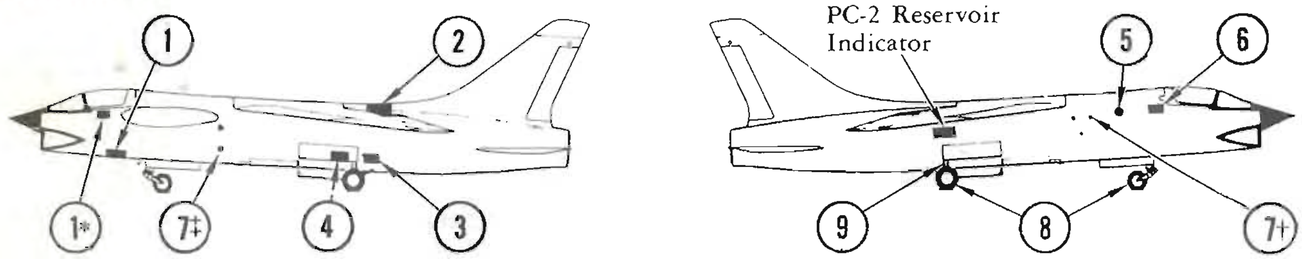
PNEUMATIC SYSTEM

At Ambient Air Temperature		Charge All Bottles To psi (+50, -0) Except 1100 Cubic Inch Bottle*	Charge 1100-Inch Bottle* To psi (+50, -0)
−18° to −1°C	(0 - 30°F)	2,070 psi	2,300 psi
−1° to 10°C	(30 - 50°F)	2,230 psi	2,490 psi
10° to 21°C	(50 - 70°F)	2,330 psi	2,620 psi
21° to 32°C	(70 - 90°F)	2,460 psi	2,740 psi
32° to 43°C	(90 - 110°F)	2,600 psi	2,900 psi

If bottle heaters have been operated, pressures will exceed those listed; do not reduce pressure.

*F-8B aircraft

SERVICING POINTS



1. Electrical power
2. Engine oil
3. Engine starter
4. Fuel system (central-point fueling)
5. Utility hydraulic system
6. Oxygen system
7. Pneumatic system
8. Tires
9. Power control hydraulic systems (PC 2 shown, PC 1 in same location in LH wheel well)

*F-8A Aircraft through BuNo. 143701
†F-8B Aircraft
‡F-8A Aircraft

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Figure 1–44

TIRES

Service with dry air or nitrogen as follows:

Main gear — 250 psi (land)
400 psi (carrier)
300 psi (FMLP)

Nose gear — 165 psi (land)
265 psi (carrier or FMLP)

HANDLING

EXTERNAL ELECTRICAL POWER REQUIREMENTS

DC power — 27.5 (±0.5) volts
AC power — 115 (±5) volts, 400 (±20) cps, 3-phase, ABC rotation

ENGINE STARTER REQUIREMENTS

Engine starting requires one of the following starting units:

GTC-85 or GTE-85 gas turbine compressor
MD-1A jet starting trailer
USAF Model MA-1TA gas turbine compressor
USAF Model MA-2 gas turbine compressor (set to low pressure ratio)
Boeing Model 502 gas turbine compressor

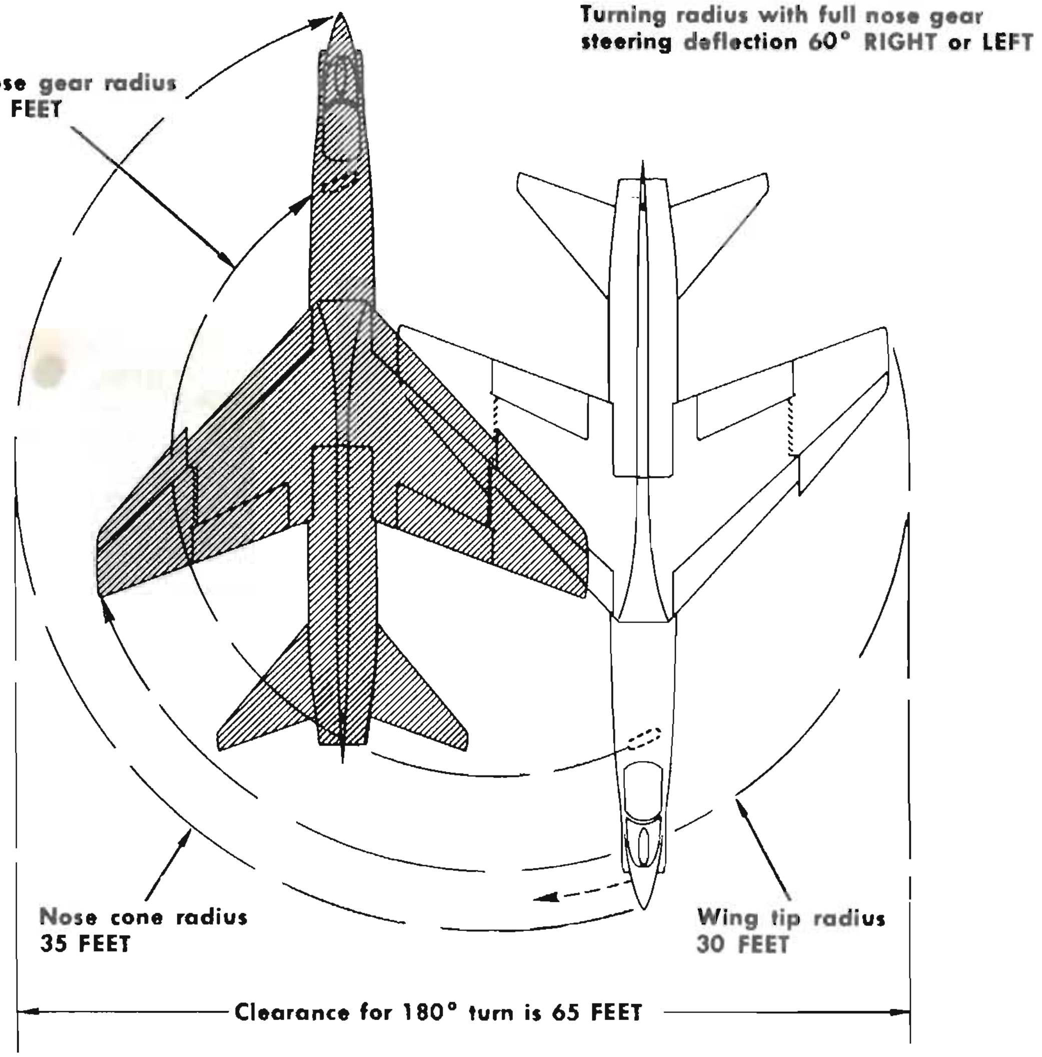
MINIMUM TURNING RADIUS

Minimum turning radius and approximate ground clearances while taxiing are illustrated in figure 1–45.

DANGER AREAS

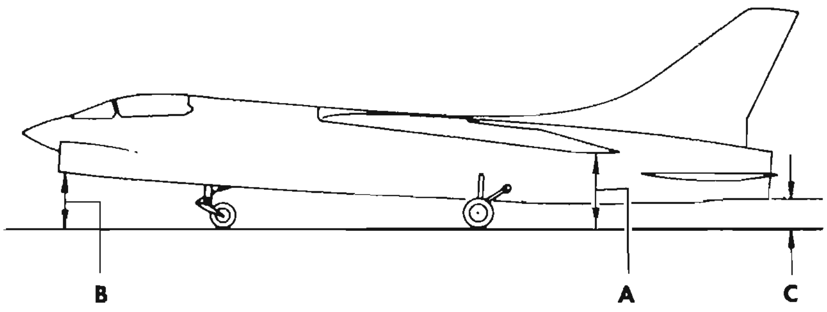
Exhaust, inlet, turbine and noise danger areas are illustrated in figure 1–46.

MINIMUM TURNING RADIUS
(TAXIING)



APPROXIMATE GROUND CLEARANCES*

A — Wing tip	(wing down)	— 5 FEET 6 INCHES
	(wing up)	— 3 FEET 6 INCHES
B — Duct lip		— 3 FEET 9 INCHES
C — Tail cone		— 2 FEET



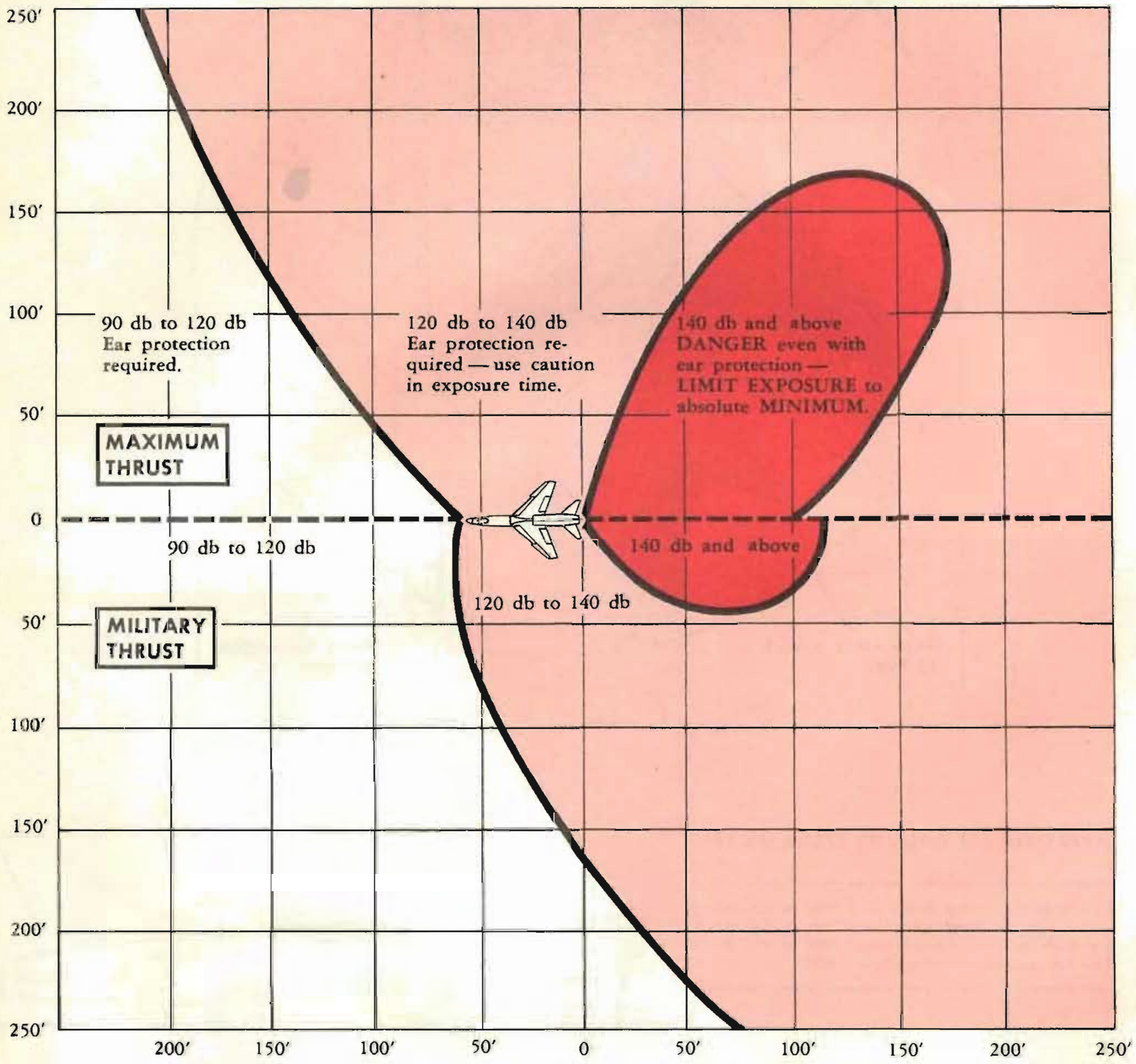
* Clearances vary slightly with aircraft loading and strut and tire servicing.

53212—1—64

Figure 1—45

DANGER AREAS — ENGINE GROUND OPERATION

NOISE DANGER AREAS



NOTE

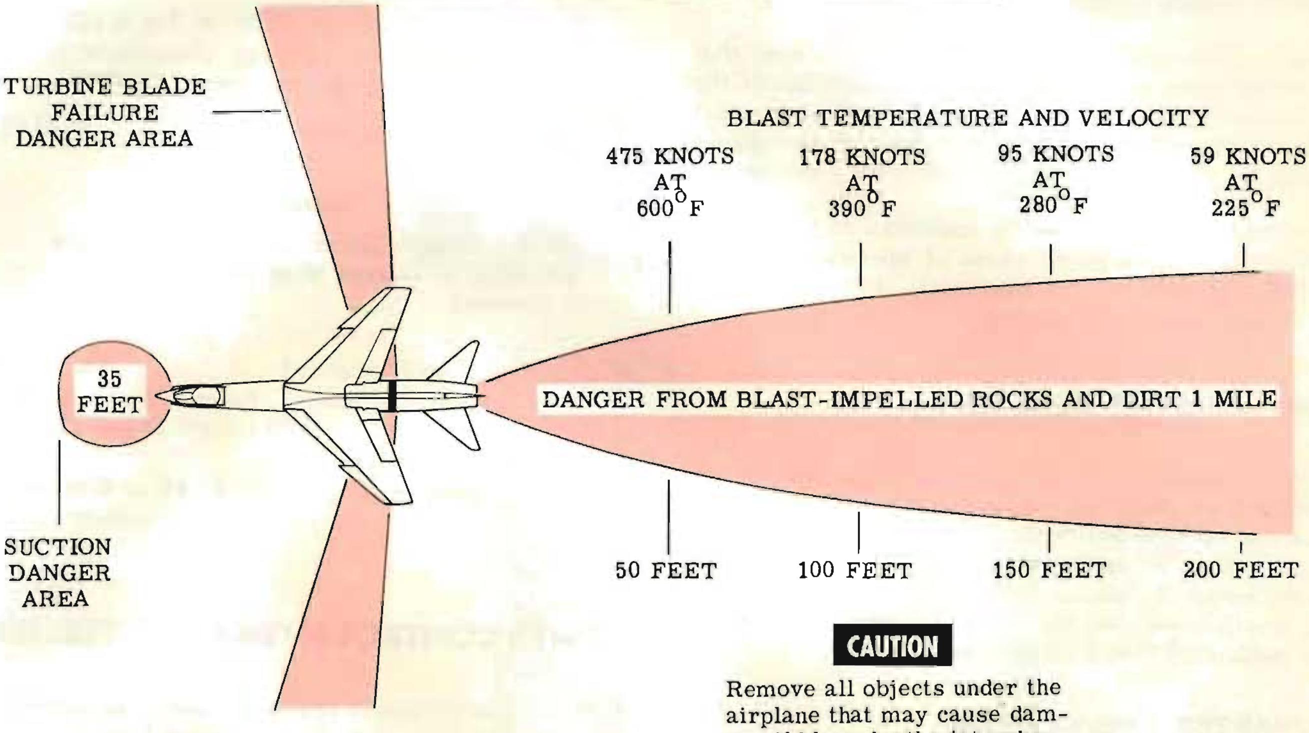
Approved ear protective devices are specified in Bu Med Inst. 6260.

53217-2-6 (1)

Figure 1–46 (Sheet 1)

DANGER AREAS — ENGINE GROUND OPERATION

EXHAUST, INLET, AND TURBINE DANGER AREAS



CAUTION

Remove all objects under the airplane that may cause damage if blown by the jet wake.

Jet wake will shift with wind.

53212-2-6 (2)

Figure 1–46 (Sheet 2)

PART 4 — AIRCRAFT OPERATING LIMITATIONS

INTRODUCTION

This section specifies all important limitations that must be observed during the normal operation of the F-8A and F-8B aircraft. They are derived from actual flight tests and demonstrations. Refer to Supplemental NATOPS Flight Manual for additional information.

Limitations which are merely associated with a certain technique or specialized phase of operation are discussed appropriately in sections III, IV, and V and in other parts of this section.

INSTRUMENT MARKINGS

The operating limits indicated by flight and engine instruments are illustrated in figure 1-47. These limits are not all repeated in the text. Should engine overtemperature or overspeed occur in excess of limitations listed, the engine should be shut down as soon as possible and the required maintenance inspection be performed before further operation.

AIRSPEED LIMITATIONS

The maximum permissible indicated airspeeds in smooth or moderately turbulent air are as follows:

With arresting hook, landing gear and speed brake retracted, wing leading edge droop retracted and wing down .... Refer to Supplemental NATOPS Flight Manual

With leading edge cruise droop
Extending or retracting .... 500 KIAS
Extended .... 550 KIAS

With wing down and leading edge landing droop extended pneumatically .... 300 KIAS

With leading edge droop unlocked (barberpole indication) .... 300 KIAS

For extension of emergency power package .... 690 KIAS or 1.40 IMN, whichever is less

Note

Refer to EMERGENCY POWER PACKAGE in section IV for handling characteristics when extending the package above 500 KIAS.

With wing up, landing gear extended .... 220 KIAS

Note

Do not exceed 220 KIAS until a positive indication of manual wing incidence locking is observed.

With arresting hook extended .... 350 KIAS
With speed brake extended .... Refer to Supplemental NATOPS Flight Manual

For operation of inflight refueling probe .... 350 KIAS or 0.90 IMN, whichever is less

POWER CONTROL HYDRAULIC SYSTEM

With one power control hydraulic system inoperative, operation is restricted to the following limits:

Maximum airspeed — 600 KIAS or 0.92 IMN, whichever is less

Maximum acceleration — (PC 1 out) 4.0 g
— (PC 2 out) same as yaw stab out (Refer to Supplemental NATOPS Flight Manual.)

Bank angle is not to exceed 90°.

No abrupt flight control movements are allowable.

No slipping or skidding is allowable.

When operating on emergency power control hydraulic pressure with no electrical load on the generator (as in a dead-engine approach and landing), the minimum airspeed for adequate flight control response is 140 KIAS. With the emergency generator switch in LAND under the same circumstances, minimum airspeed is 145 KIAS.

INSTRUMENT MARKINGS

ACCELEROMETER

Refer to figure 1–1 and 1–2, Supplemental NATOPS Flight Manual

TACHOMETER

102.2% — Absolute maximum rpm 92 to 96% — Normal rpm at standard day temperature.

TRANSFER FUEL QUANTITY

Turn transfer pump off at 2,000 pounds fuel remaining

OIL PRESSURE

37 psi to 53 psi — Normal Range

EXHAUST TEMPERATURES

MAXIMUM AND MILITARY RATED TEMPERATURE LIMITS

660° C above 30,000 ft (MAX only)
650° C above 30,000 ft (MIL only)

630° C below 30,000 ft (MAX only)
620° C below 30,000 ft (MIL only)

F-8A Aircraft

HYDRAULIC PRESSURE

Normal range: 2,800 to 3,200 psi

F-8B Aircraft

53212-5-1

Figure 1–47

TRIM AND STABILIZATION SYSTEM

In the clean condition, with only the roll stabilization system inoperative, restrictions are not changed from basic aircraft restrictions. With yaw stabilization and rudder-aileron interconnect systems inoperative, the following restrictions apply:

Maximum airspeed — 675 KIAS or 1.40 IMN, whichever is less

Aileron deflection — (1) Clean condition stops, 180° roll angles.
(2) Above 1.25 IMN or 45,000 feet — clean condition stops, 90° roll angles, and no abrupt lateral stick movement.

Maximum permissible load factors — Refer to Supplemental NATOPS Flight Manual

With any of the stabilization systems inoperative, the maximum permissible speed in the landing configuration is 180 KIAS.

MANEUVERS

Refer to Supplemental NATOPS Flight Manual.

ACCELERATION LIMITATIONS

Refer to Supplemental NATOPS Flight Manual.

FUEL SYSTEM ACCELERATION LIMITATIONS

The fuel system is not designed to operate at zero g for extended periods. However, the system will function properly during rapid transient periods between positive and negative accelerations.

To ensure adequate fuel flow to the engine at all times, flight in the range from +0.3 g to –0.3 g is restricted to rapid transient conditions only.

Avoid prolonged operation in the g ranges listed in figure 1–48.

FUEL AVAILABILITY

The following minimum fuel quantities must be maintained in the main fuel system to prevent flameout under the operating conditions stated:

Level flight	Military thrust	150 pounds
	Maximum thrust	300 pounds
Best glide ratio	Idle thrust	150 pounds
Normal landing attitudes	Military thrust	50 pounds
	Maximum thrust	300 pounds
90° climb	Military thrust	1,000 pounds
	Maximum thrust	2,000 pounds
70° climb	Military thrust	800 pounds
	Maximum thrust	1,500 pounds
Nose down attitudes	Military thrust	150 pounds
	Maximum thrust	2,200 pounds

Note

Since there is no instrument that indicates the very high afterburner fuel flow rate, monitor main system fuel quantity carefully when using afterburner following depletion of transfer fuel.

During operation in the allowable negative g range, fuel flow is not sufficient to maintain military thrust with less than 1,500 pounds of fuel in the main system or to maintain maximum thrust with less than 2,200 pounds of fuel in the main system.

In shallow dives (less than 10°), 1,400 pounds of wing tank transfer fuel will not be available because the fuel outlets are at the aft end of the tank.

In dives exceeding 10°, the transfer booster pump shuts down and neither wing tank nor transfer fuselage fuel is available during the dive.

No intentional slips or skids are permitted below 35,000 feet during afterburner operation with less than 2,000 pounds of main fuel.

FUEL SYSTEM ACCELERATION LIMITATIONS

Note

With 1,500 pounds or more of main fuel, adequate fuel flow is available for sustained operation at military thrust or less at any altitude and any Mach number while in the g range of +0.3 and above or in the range of -0.3g and below.

Power Setting	Main Fuel Quantity	Altitude	
		Below 45,000 ft	Above 45,000 ft
MILITARY	More than 1,500 pounds	+0.3g to -0.3g*	+0.3g to -0.3g*
MILITARY	Less than 1,500 pounds	+0.3g and below*	+0.3g and below*
MAXIMUM	More than 2,200 pounds	+0.5g to -1.0g*	+0.3g to -1.0g*
MAXIMUM	Less than 2,200 pounds	+0.5g and below*	+0.3g and below*

*Avoid prolonged operation in these g ranges.

93217-1-65

Figure 1-48

ENGINE LIMITATIONS

Note

Refer to the Supplemental NATOPS Flight Manual for classified limitations.

ENGINE OPERATION

For engine operating limitations, refer to figure 1-49

If engine pump warning light is on, use afterburner only in an emergency.

To maintain adequate cooling for the engine compartment, observe the limitations presented under COOLING FLOW LIMITATIONS.

OVERTIME ENGINE OPERATION

Engines should not normally be operated beyond the specified time limitations for maximum thrust and military thrust; however, if this becomes necessary for a particular mission, the engine should be operated continuously for the required period of use. Overtime operation can be sustained without immediate adverse results but the total operating life of the engine will be shortened. Operating continuously for one slightly longer period instead of using two or more shorter periods will avoid an additional heat cycling of the engine, which is detrimental to engine life.

FUEL GRADE

Approved fuels are JP-4 and JP-5. Emergency fuel is AvGas. Use of emergency fuel imposes restrictions which are required to prevent excessive fuel cell pressures or to prevent flameout due to booster pump cavitation. Emergency fuel restrictions, none of which apply to the approved fuels, are as follows:

- No afterburner operation above 6,000 feet or above 300 KIAS.
- Maximum rate-of-climb, 1,500 feet per minute.
- If less than 2,200 pounds of emergency fuel remains in the transfer system prior to reaching 10,000 feet, do not exceed this altitude. This restriction does not apply when this fuel loading is reached at altitudes above 10,000 feet.

ENGINE OPERATING LIMITATIONS

Operating Condition	*Max rpm (%)*	*Max Exhaust Gas Temp. (°C)*		*Time Limits*	*Oil Pressure Normal Range (psi)*
		Below 30,000 ft	*Above 30,000 ft*		
Maximum Rated Thrust (Afterburner)	102.2	640		5 Min takeoff and ground operation	45 (±8)
			670	15 Min in flight	
Military Rated Thrust	102.2	630	660	30 Min	45 (±8)
Normal Rated Thrust (Max Continuous)	102.2	590	620	Continuous	45 (±8)
Idle	55–58	350‡	—	Continuous	35, Minimum
(For pop-open nozzle)	64–69	340	—	Continuous	35, Minimum
Starting	—	630	630	Momentary	—
Acceleration*	—	680	680	2 Min	45 (±8)
Negative G Flight	—	—	—	10 Seconds	0

*Following acceleration, a thrust and temperature overshoot may be experienced. During this overshoot, exhaust temperature must remain within acceleration limits.

‡If temperature between 340°C and 350°C is noted at stabilized "IDLE" on an engine that does not have a pop-open nozzle, make a note of this fact in the aircraft flight report.

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Figure 1—49

COOLING FLOW LIMITATIONS

Ram air from the engine inlet duct is used for cooling many compartments and components, the most important being the engine compartment, air conditioning compartment, electronic compartment, radar unit and turbine generator. During most flight conditions, the ram air pressure in the inlet duct is greater than ambient pressure and air will flow from the inlet duct into the various compartments. On the ground and during flight at low airspeed with a high engine power setting, the cooling air flow reverses. Under these conditions, engine suction creates a low-pressure area in the inlet duct causing air to flow from the compartments into the inlet duct.

There are certain flight conditions for which the engine suction exactly matches the ram air pressure in the duct, and there will be no cooling flow. The flight conditions for no cooling depend on airspeed, altitude and engine power setting, but generally occur only during transient conditions, such as climb or landing approach. However, there are three steady-state flight conditions that can cause reduced or no cooling from the inlet duct and are therefore restricted. These are:

- Flight in the landing condition above 175 KIAS, limited to 5 minutes.
- Flight in the clean condition below 200 KIAS, limited to 5 minutes.
- Banner target towing, limited as shown in figure 1–50.

CENTER-OF-GRAVITY LIMITATIONS

The center of gravity of the aircraft will remain within acceptable limits if fuel sequencing is normal. Refer to section V for effects of the center of gravity exceeding aft limits as a result of fuel transfer system failures. Refer to the Handbook of Weight and Balance Data AN 01-1B-40 to determine actual center-of-gravity location. The recommended center-of-gravity ranges during flight are as follows:

Configuration	*Center-of-Gravity Range*
†Clean aircraft or aircraft with single pylons	24* to 36% MAC
†Aircraft with 2 Sidewinders	22.5* to 34% MAC

*Takeoff center of gravity with full fuel load and normal fuel sequencing.

†Fuselage pylon configurations include Sidewinder launchers.

COOLING FLOW LIMITATIONS

BANNER-TOWING CONFIGURATION

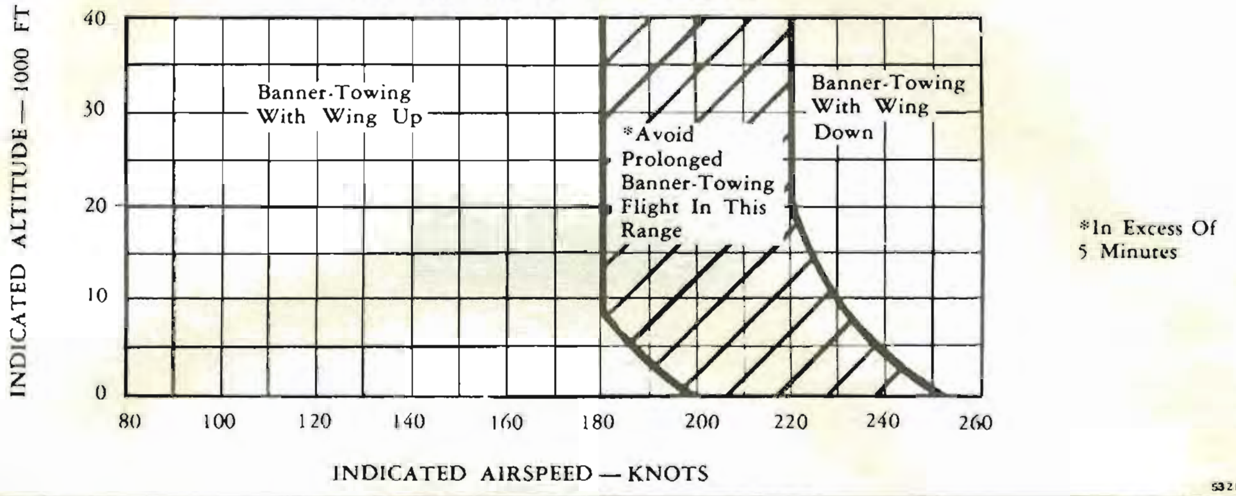


Figure 1–50

WEIGHT LIMITATIONS

The maximum recommended gross weights are as follows:

Field takeoff	28,000 lb
Field landing (minimum rate of descent)	26,000 lb
Catapulting	28,000 lb
Carrier landing, including touch-and-go landings, and field mirror landing practice	22,000 lb
Barricade engagement	22,000 lb

EXTERNAL STORES LIMITATIONS

Note

Refer to the Supplemental NATOPS Flight Manual for Sidewinder limitations.

CARRIER OPERATING LIMITATIONS

For barricade engagement, jettison external stores if possible. Stores will not interfere with barricade engagement but may tear loose and present a hazard to flight deck personnel. Refer to the appropriate recovery bulletin for permissible arresting gear and barricade engagement speeds.

TOW TARGET LIMITATIONS

The Aero 38B tow target launcher and the Aero 43 tow reel can be carried to the following limits:

Maximum permissible airspeed	500 KIAS
Maximum permissible acceleration range	0 g to 4.0 g
Maximum permissible bank angle change	180°
Full aileron deflections	400 KIAS
Clean condition stop deflections	500 KIAS
Avoid abrupt aileron reversals	

The maximum recommended airspeed for the tow target system, including the target, is 380 KIAS with the target in the basket or the airspeed limit determined from wire limitations, whichever is less.

section II
indoctrination

CONTENTS

GROUND TRAINING REQUIREMENTS

The overall ground training syllabus for each activity varies according to local conditions, field facilities, requirements from higher authority, and the immediate unit commander's estimation of squadron readiness. However, in order to ensure that all F-8 pilots are properly indoctrinated, thoroughly briefed, and adequately prepared to fly the aircraft, certain specific courses must be standardized. An outline of those courses and subjects which are required for all F-8 pilots is presented below. Also presented are the subjects upon which continued ground training is based. The frequency and number of hours devoted to each course depends upon the progress and circumstances pertaining to each command.

GENERAL REQUIREMENTS

Prior to familiarization flights in the F-8, the FAM pilot must:

1. Possess a current medical clearance.
2. Meet physiological requirements of the current edition of OPNAV Instruction 3740.3.
3. Complete the F-8 NAMT Pilot's Familiarization Course consisting of approximately 40 hours of instruction.

4. Receive lectures on the following subjects from the RCVW or an operating F-8 squadron:

    Powerplants
    Electrical system
    Fuel system
    Hydraulic and pneumatic systems
    Ejection seat, canopy, and pressurization.
    Variable incidence wing
    Flight controls and emergency power package
    Trim and stabilization
    Emergency procedures
    Flight characteristics and operating limitations to include high speed, high altitude flight
    Stall and spins (including LTV movie)
    Preflight and hand signals
    Local area and facilities

5. Complete a torso harness suspension drill.
6. Satisfactorily complete a minimum of two procedures trainer flights within two weeks of first FAM flight.
7. Practice a dry-run ejection in an F-8 ejection seat.
8. Satisfactorily complete a blindfold cockpit check.
9. Complete a supervised engine start and taxi checkout.
10. Satisfactorily complete test on F-8 operating limits, normal and emergency procedures, and aircraft systems.
11. Complete an appropriate course rules examination.

SUPPLEMENTAL REQUIREMENTS

The following subjects as guidelines should be included in the normal ground school syllabus which is supplemental and complementary to the flight training.

1. Technical subjects

    NATOPS Flight Manual
    Aircraft maintenance manuals
    Fire control system manuals
    Ordnance
    Auxiliary equipment
    Aerodynamics

2. Tactical subjects

    NATOPS Flight Manual
    NWP and NWIP
    Weapons System Tactical Handbook
    Tactics publications
    Rules of engagement

3. Instrument flight planning cross-country navigation

    Flight planning
    Rest computer
    Current OPNAV Instruction P3710 series
    DR NAV
    Special equipment

4. Flight safety

    AAR REVIEWS
    Emergency procedures
    Flight safety equipment
    Use of emergency arresting gear

5. Intelligence

    Military situation in theaters
    Functions and organization of Air Intelligence
    Security of information
    Aircraft recognition
    Maps, charts, and aerial photographs
    Enemy aircraft aerial tactics
    Amphibious operations
    Intelligence reports
    F-8 versus enemy fighter and bomber briefs

6. Communications

    Types of communications
    Brevity code
    Applicable communications, NWP, NWIP, ACP
    Authenticator tables

7. Survival

    Physiological and medical aspects
    Physical fitness and first aid
    Survival on land/sea
    Pilot rescue techniques

FLIGHT TRAINING

The geographic location, the specific flight training concept, local command restrictions, and other factors influence the actual flight syllabus and the sequence in which it is completed. This training is accomplished in the CRAW and/or squadron.

FLIGHT QUALIFICATION REQUIREMENTS

FAMILIARIZATION PHASE REQUIREMENTS

The following criteria will be met before specific flight phases.

1. Prior to the familiarization phase, all pilots will have:
    - Completed the ground training syllabus covered under GENERAL REQUIREMENTS
    - Prior landings in a swept-wing aircraft
    - Satisfactorily completed three OFT/WST procedures familiarization flights, at least two of which must have been within two weeks of the first familiarization flight

2. A qualified chase pilot will be assigned for a minimum of four familiarization flights.

3. An experienced F-8 pilot will monitor all familiarization landings from the runway.

ADDITIONAL PHASE REQUIREMENTS

Additional requirements for various phases are:

1. Instruments (Actual)
   - Be basic instrument qualified in series:
     Three satisfactory simulated instrument sorties
     Three satisfactory TACAN penetrations
     Five satisfactory GCA approaches
   - Have satisfactorily completed an instrument progress check on the instrument training portion of the aircraft series training syllabus and an in-type instrument check
2. Night
   - Be instrument qualified in series
3. Cross-Country
   - Have 25 hours in series
   - Be instrument qualified in series
   - Have completed a servicing checkout
   - Have had at least one night familiarization flight
4. Air-to-Air Gunnery
   - Have 25 hours in model
   - Perform gun camera flights until considered qualified for live gunnery. (Dummy flights for F-8E if camera is not available.)
5. Carrier Qualification
   - Day qualification:
     Have completed 8 FMLP periods
     Have a minimum of 50 hours in series
   - Night qualification:
     Have completed 15 night FMLP periods
     Be day carrier qualified
     Make a minimum of two day traps during the day of night qualification and have had a minimum of five day traps during the preceding ten days

CURRENCY, AIRCRAFT FERRY, AND REQUALIFICATION REQUIREMENTS

To be considered qualified in the F-8, the pilot must meet the following requirements:

Total Time in F-8 Series	*Pilot must have flown . . .*	*Within last . . .*
10 – 100 hours	5 hours	3 months
100 – 300 hours	10 hours	6 months
300 hours or more	10 hours	12 months

If these requirements are not met, familiarization phase requirements must be completed.

Training requirements, checkout procedures, evaluation procedures and weather minima for ferry squadrons are governed by the provisions contained in OPNAVINST 3710.6 series.

GENERAL REQUIREMENTS

Any pilot not flying for a two-week period after commencing a training syllabus will complete at least one OFT/WST procedures trainer flight (if available) prior to his next F-8 flight. Any pilot not flying the F-8 for a two-week period will be required to fly a day flight prior to any F-8 night flight.

Note

Commanding Officers are authorized to waive in writing minimum flight requirements and/or OFT/WST training where recent experience in similar models warrants.

PERSONAL FLYING EQUIPMENT

The following equipment will be worn or carried on all flights unless other safety considerations indicate otherwise. All flying equipment will be modified in accordance with current Aviation Clothing and Survival Equipment Bulletins.

1. Antibuffet helmet.
2. Oxygen mask.
3. Anti G suit.
4. Flight suit.
5. Ankle-high laced boots.
6. Life vest.
7. Integrated torso harness.
8. Sheath knife and shroud line cutter.
9. A red lens flashlight (for all night and cross-country flights).
10. A pistol with tracer ammunition, or BuWeps approved substitute, for all over-water flights, night flights, and flights over sparsely populated areas.
11. Flight gloves.
12. Identification tags.
13. Exposure suit or full pressure suit on all over-water flights when the water temperature is 59°F (15°C) or below; or OAT is 32°F (0.00°C) or below; or when the combined air/water temperature is 120°F (48.89°C) or below. Exceptions to these requirements are as follows:

    Not required when the water temperature is above 50°F (10°C) and aircraft is within gliding distance of land.

When high ambient cockpit temperature would create a hazardous debilitating effect on the pilot, type commanders are authorized to grant a waiver.

14. Survival kit.
15. Pressure suit during all flights exceeding 50,000 feet MSL.
16. Operational equipment appropriate to climate or the area.
17. Navigation packet.
18. Pocket checklist.

Survival equipment will be secured in such a manner as to offer ready accessibility and to ensure retention during ejection or landing.

section III

normal procedures

CONTENTS

PART 1 — BRIEFING/DEBRIEFING

PART 2 — MISSION PLANNING

PART 3 — SHORE-BASED PROCEDURES

PART 4 — CARRIER-BASED PROCEDURES

PART 1—BRIEFING/DEBRIEFING

BRIEFING

The flight leader is responsible for ensuring that all flight members are properly briefed on the operation and conduct of the mission. The briefing will be conducted using a briefing guide and a syllabus card, if applicable. Each pilot in the flight will maintain a kneepad and will record flight numbers, call signs, and all other data necessary to assume the lead and complete the assignment if it should become necessary. The following information will be covered during the briefing:

GENERAL

Aircraft assigned, call signs
Engine start, taxi, and takeoff times
Visual signals and rendezvous instructions

MISSION

Primary
Secondary
Operating area
Control agency
Time on station or over target

WEAPONS

Loading
Safety
Arming, dearming
Duds
Special routes with ordnance aboard
Minimum pull-out altitude
Jettison area
Tow/escort

COMMUNICATIONS

Frequencies
Radio procedure and discipline
Navigational aids
Identification and ADIZ procedures

WEATHER

Local area
Local area and destination forecasts
Weather at alternate
High altitude weather for jet stream, temperature, and contrail band width

NAVIGATION AND FLIGHT PLANNING

Takeoff
Climbout
Mission route, including ground controlling agencies (GCI, APC, etc.)
Fuel/oxygen management
Marshall/holding
Penetration
GCA or CCA
Recovery

EMERGENCIES

Aborts
Divert fields
Bingo and low-state fuel
Wave-off pattern
Ready deck
Radio failure
Loss of visual contact with flight
SAR procedures
System failures

AIR INTELLIGENCE AND SPECIAL INSTRUCTIONS

Friendly and enemy force disposition
Current situation
Targets
Safety precautions

OPERATING AREA BRIEFING

Prior to air operations in and around a new area, it is mandatory that a comprehensive briefing be given covering (but not limited to) the following:

Bingo Fields

Instrument approach facilities
Runway length and arresting gear
Terrain and obstructions

Emergency Fields

Fields suitable for landing but without required support equipment
Instrument approach facilities
Runway length and arresting gear
Terrain and obstructions

SAR Facilities

Type
Frequencies
Location

DEBRIEFING

Immediately after the flight, all pilots will assemble for a debriefing and critique. It will be conducted or supervised by the flight leader and will cover the following:

- Interrogation by an intelligence officer if applicable
- General discussion covering all phases of the flight
- Operational and tactical information that can be given to squadron operations for relay to flight leaders of subsequent flights (include weather, etc.)
- Critique of breakups and landings

The importance of the postflight debriefing and critique cannot be stressed too highly. To derive maximum benefit, constructive criticism and suggested improvements to doctrine, tactics, and techniques should be given and received with frankness, purpose, and in the spirit of improving the proficiency of the unit as well as the individual pilot.

PART 2—MISSION PLANNING

Refer to section XI, NWIP 41-4 and WSTH, Volumes I and II, for detailed instructions concerning mission planning.

PART 3—SHORE-BASED PROCEDURES

LINE OPERATIONS

ACCEPTING THE AIRCRAFT

Check the yellow sheet for flight status, fuel load, configuration and armament loading. Review at least the ten previous B sections for the discrepancies noted and the corrective action taken. When satisfied with the yellow sheet information, sign the applicable portions and proceed with the exterior inspection.

EXTERIOR INSPECTION

The exterior inspection is presented in figure 3–1, and is reproduced in the pocket checklist. During flight operations away from the parent organization, ensure that the following additional systems postflight and servicing procedures are completed:

Engine accessory gear drive oil level
Viscous dampers
Generator turbine oil level
Wing fuel quantity (external indications)
Liquid oxygen system
Hydraulic systems

COCKPIT ENTRY *(See figure 3–2)*

The canopy is opened manually by the canopy release handle, located on the left side of the fuselage directly below the canopy frame. Depress the forward part of the handle, grasp the handle arm and pull forward to unlock the canopy. Raise the canopy by using the handle on the canopy frame.

COCKPIT CHECKS

Perform the following checks before connecting external power:

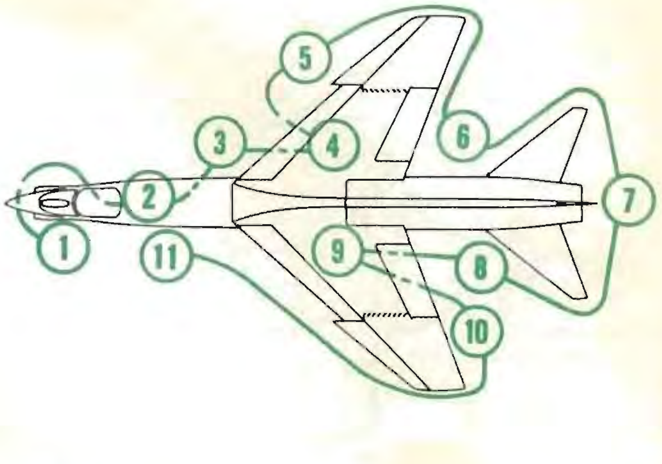
General

1. Ejection system — INSPECTED as outlined in figure 3–3
2. Rudder pedals — ADJUSTED

Left Side

3. Pilot's services — CONNECTED
4. G-valve knob — AS DESIRED
5. Speed brake override switch — NORMAL
6. Emergency gear down handle — STOWED
7. Pressure suit ventilation valve — AS DESIRED
8. Emergency droop and wing incidence guard — DOWN
9. Wing incidence handle — MATCH WING POSITION
10. Radar power switch — OFF
11. Fuel control switch — NORMAL
12. Rudder trim knob — NEUTRAL
13. Throttle — OFF
14. Speed brake switch — IN
15. Cruise droop switch — IN
16. Throttle friction wheel — ADJUST
17. Emergency brake handle — OFF
18. Engine master switch — OFF
19. Exterior light switch — OFF
20. Yaw stabilization switch — OFF RESET
21. Roll stabilization switch — OFF RESET
22. Emergency pitch trim handle — STOWED
23. Emergency power handle — STOWED
24. Emergency downlock release switch — OFF
25. Landing gear handle — WHEELS DOWN

EXTERIOR INSPECTION



1 NOSE SECTION

Access doors and panels	SECURED
Pitot cover	REMOVED
Nose cone	SECURED
Intake duct	NO OBSTRUCTION, WRINKLES, OR MISSING RIVETS
A/A transducer vane	NO DAMAGE
Oxygen filler	CAP SECURE, ON BUILDUP, COVER CLOSED
Gun camera window	NO DAMAGE
Emergency air vent	CLOSED

2 NOSEWHEEL WELL

Nose gear doors	SECURE
Nose gear	STRUT, TIRE
Approach lights	NO DAMAGE, LENSES CLEAN
Downlock	INSTALLED
Armament disable switch	GUARD DOWN
Underside of fuselage	NO HYDRAULIC LEAKS

3 RIGHT FORWARD FUSELAGE

Pylons and launchers	SECURED
Ordnance	SECURED, SAFETY PINS INSTALLED
Static ports	CLEAR
Utility hydraulic reservoir	PROPER SERVICE
Underside of fuselage	NO FLUID LEAKS
Lower anticollision light	NO DAMAGE
Access doors and panels	SECURED
Speed brake	NO DAMAGE OR FLUID LEAKS
Pneumatic gages (F-8B)	PROPER PRESSURE

4 RIGHT MAIN WHEEL WELL

Gear door and actuator	SECURE, NO CRACKS
Wheel well	NO HYDRAULIC LEAKS
Gear	STRUT EXTENSION, TIRE INFLATION
Brake pucks	WITHIN LIMITS
Wheel bolts	SECURE, NONE MISSING
Land/taxi light	NO DAMAGE
Fuel system vent port	NOT COVERED
Downlock	INSTALLED
PC accumulator	NO LEAKS
Tiedown ring	FLUSH
Gear-up lockpin	SECURE
Uplock roller	NO BINDING
Main fuel line	NO LEAKS

5 RIGHT WING

Check general condition	NO FLUID LEAKS
Access doors and panels	SECURED
Leading edge	NO DAMAGE OR HYDRAULIC LEAKS
Wing hinge pins	LOCKED (PANELS SPREAD AND LOCKED)
Wingfold warnings flags	RETRACTED (PANELS SPREAD AND LOCKED)
Donut seal	NOT LEAKING OR DEFORMED
Position light	NO DAMAGE
Aileron	NO DAMAGE OR LEAKS, BATTEN REMOVED
Spoiler	NO DAMAGE
Flap	NO DAMAGE

6 RIGHT AFT FUSELAGE

PC No. 2 reservoir	PROPER SERVICING
Access doors and panels	SECURED
Fuel cell cavity vent ports	NO OBSTRUCTION
Underside of fuselage	NO FLUID LEAKS

7 EMPENNAGE AND TAIL CONE

Tail hook	SECURE, NO LEAKS
Horizontal tail	NO DAMAGE
Vertical tail	NO DAMAGE
Rudder	NO DAMAGE, BATTEN REMOVED
Position light	NO DAMAGE
Tailpipe	NO WRINKLES OR CRACKS, COLOR NORMAL
Nozzle bearings	NO RUST OR BINDING
Nozzle flaps	NO DAMAGE, BINDNG OR RUST ON LINKAGE.
Upper wing surfaces	PANELS SECURE, NO WRINKLING OR BUCKLING
Fuel vent mast	CLEAR

8 LEFT AFT FUSELAGE

Repeat step 6

PC No. 1 reservoir	PROPER SERVICING

9 LEFT MAIN WHEEL WELL

Repeat step 4

Wing fuel manual shutoff valve	OPEN
Fuel selector switch	POWER OFF
Pressure fueling cap	SECURED
Jet starting receptacle	STARTER PROBE LEAD CONNECTION
Hydraulic hand pump handle	STOWED

10 LEFT WING

Repeat step 5

11 LEFT FORWARD FUSELAGE

Access doors and panels	SECURED
Static ports	CLEAR
Upper anticollision light	NO DAMAGE
Pylons and launchers	SECURED
Ordnance	SECURED, SAFETY PINS INSTALLED
Canopy	CRAZING OR CRACKS WITHIN LIMITS
Pneumatic pressure gages (F-8A)	PROPER PRESSURE

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Figure 3-1

COCKPIT ENTRY

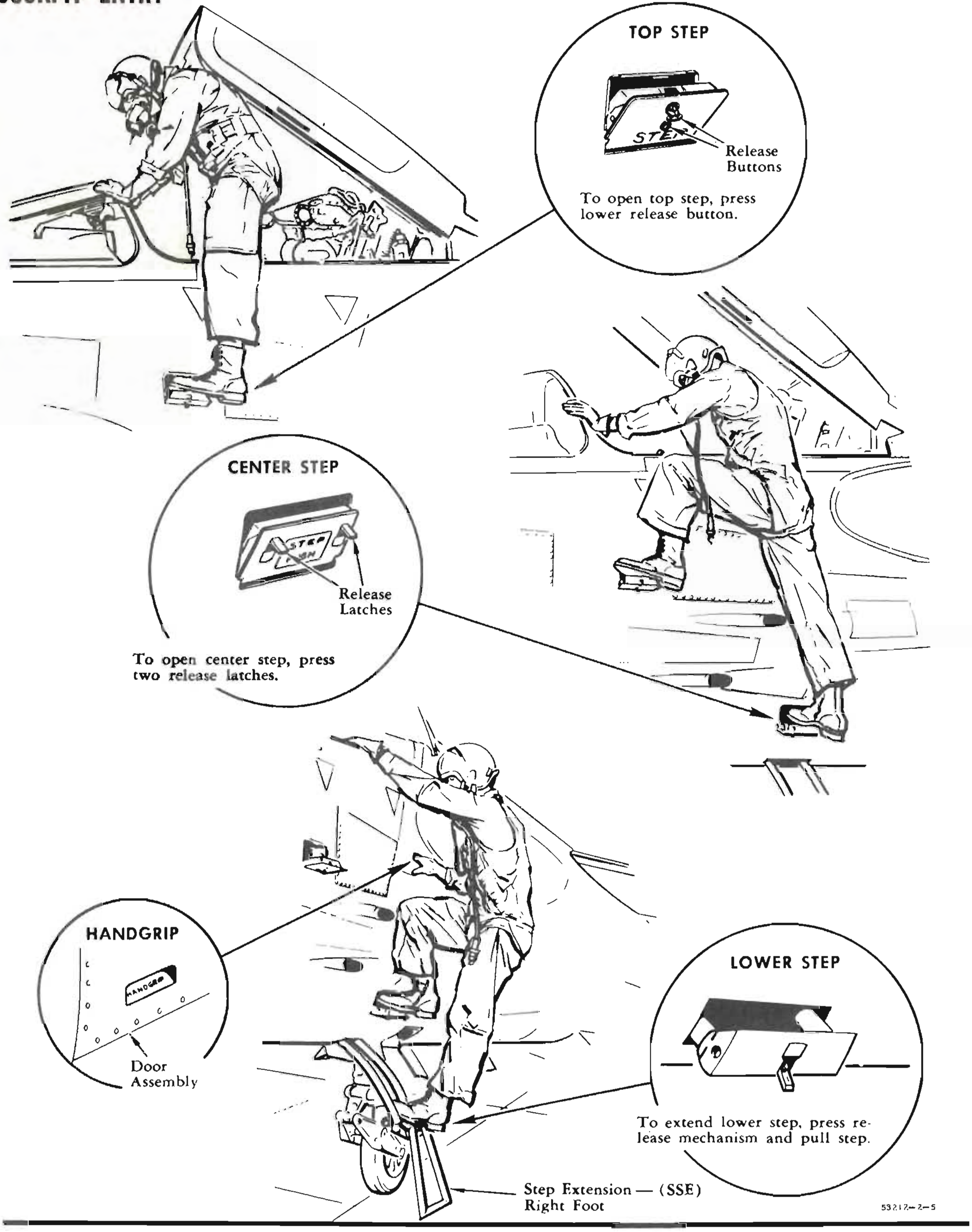


Figure 3–2

EJECTION SYSTEM INSPECTION

WARNING

Ensure that all six ejection system safety pins (sheet 3) are installed before entering the airplane.

BEFORE ENTERING SEAT, CHECK:

1 Check seat type (MK-F5 or -F5A) to determine ejection capability.

1A Canopy interrupter release handle stowed.

2 Link line passed through guillotine trap (yellow door) and connected to parachute withdrawal line with no gap between connector halves.

3 Parachute D-ring stowed.

4 Shoulder harness—to ensure proper attachment.

5 Drogue gun trip rod (LH side) pinned to bulkhead behind seat.

6 Face curtain handle stowed.

7 Face curtain firing cable undamaged and connected to ejection gun sear.

8 Canopy interrupter cable undamaged, properly routed, and connected to interrupter release pin and to canopy bulkhead.

9 Drogue parachute withdrawal line routed as shown and lying aft and below level of canopy breaker points.

10 Timed-release mechanism trip rod (RH side) pinned to bulkhead behind seat.

11 Emergency harness release handle stowed and attached to guillotine firing mechanism.

12 Lap harness — to ensure proper attachment.

13 Emergency oxygen bottle pressure. Emergency oxygen bottle lanyard secured to structure, lanyard quick-disconnect locked, and lanyard not fouled on seat or cockpit floor.

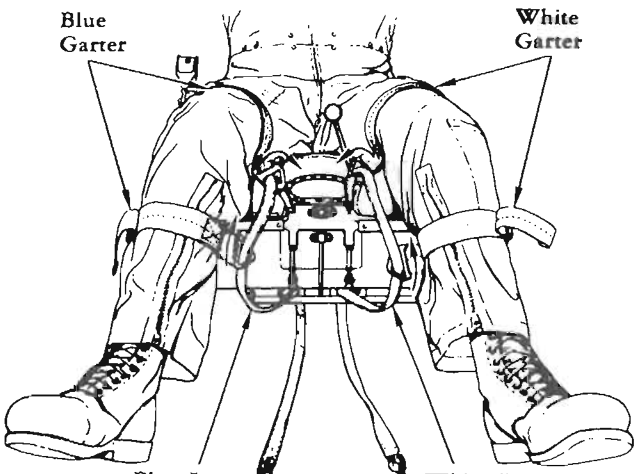
AFTER ENTERING SEAT, CHECK:

14 Secondary firing handle stowed.

15 Leg restraint lines pulled to check snubber action.

16 Emergency canopy jettison handle stowed.

17 Five safety pins (sheet 3) removed from face curtain, ejection gun, drogue gun, secondary firing handle, and guillotine firing mechanism and stowed in container.



18 One safety pin (sheet 3) removed from canopy actuator behind seat and stowed in container.

19 Route leg restraint lines as shown and attach plug-in fittings to front of seat. The leg restraint lines must be hooked up at all times during flight to ensure that the legs will be restrained in the aft position following ejection. This will prevent leg injury and enhance seat stability by preventing the legs from flailing.

WARNING

Do not cross the leg restraint lines or pass them around the control stick. Misrouted lines can result in serious pilot injury upon ejection.

20 Push leg restraining release lever and extend legs to normal operating position. If too much line has been released from the restraint snubber, raise the seat and have plane captain manually pull the line from the aft side of the snubber.

WARNING

Too much slack will hinder release of the leg restraint lines.

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Figure 3–3 (Sheet 1)

EJECTION SYSTEM INSPECTION

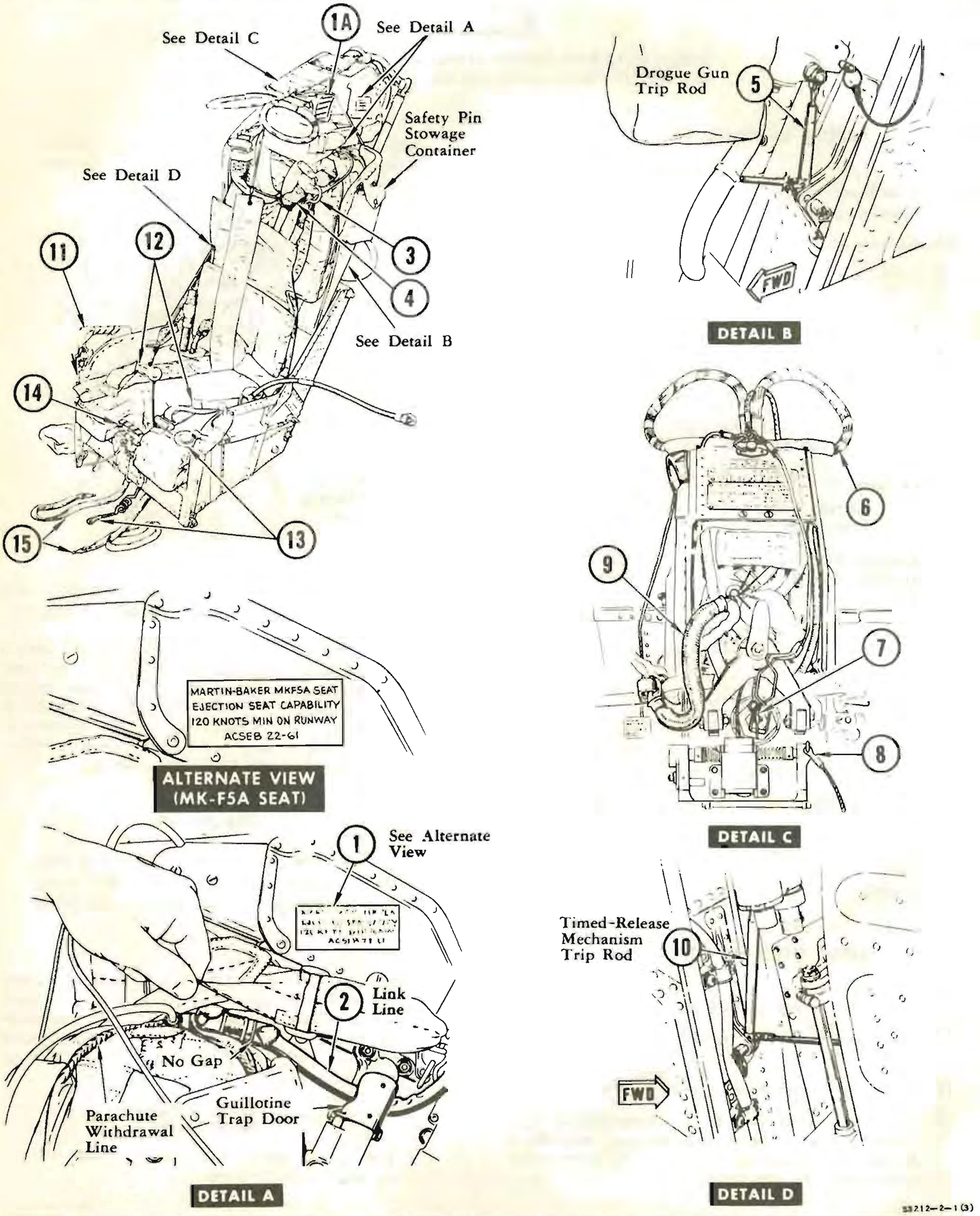
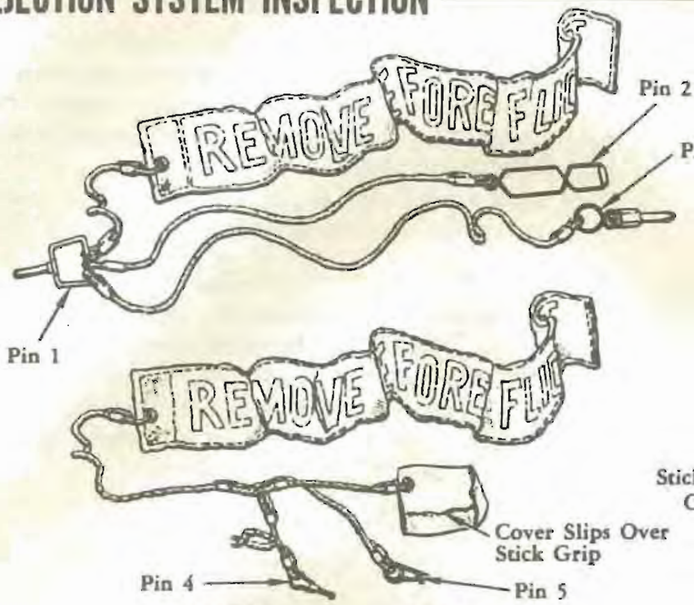
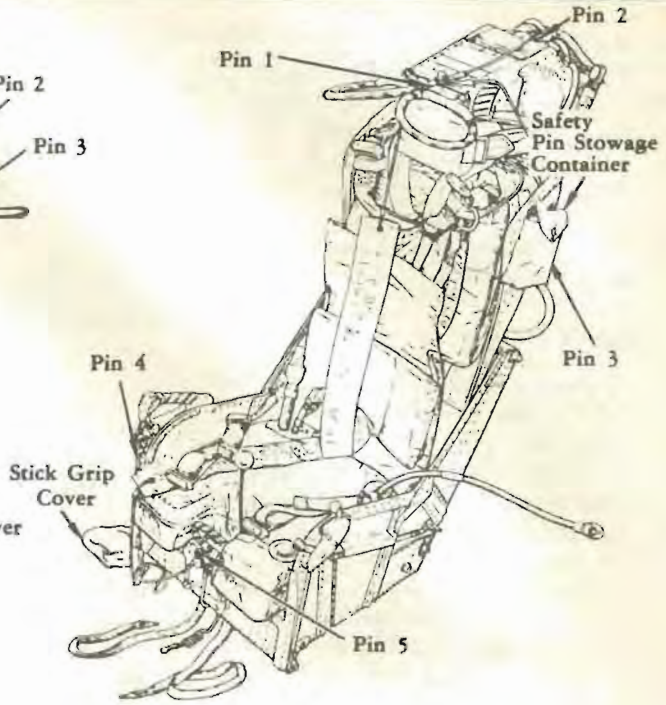
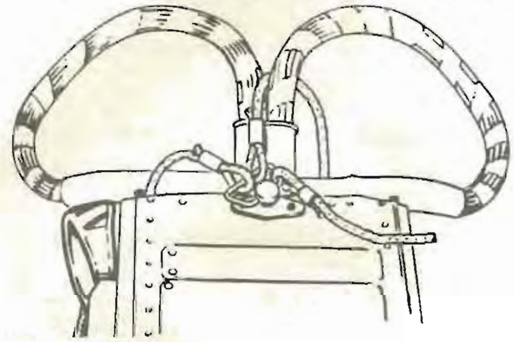


Figure 3–3 (Sheet 2)

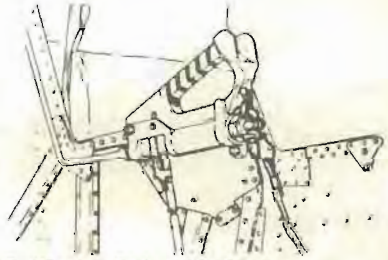
EJECTION SYSTEM INSPECTION





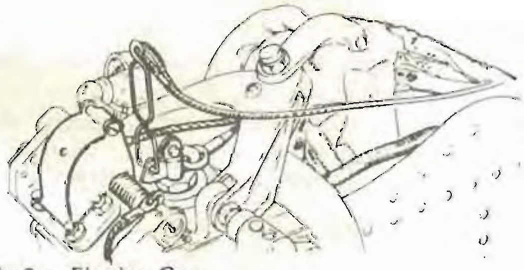


Pin 1 — Face Curtain



Pin 4 — Guillotine Firing Mechanism

Pin 5 — Secondary Firing Handle



Pin 2 — Ejection Gun

Pin 3 — Drogue Gun

DETAIL A

CANOPY ACTUATOR

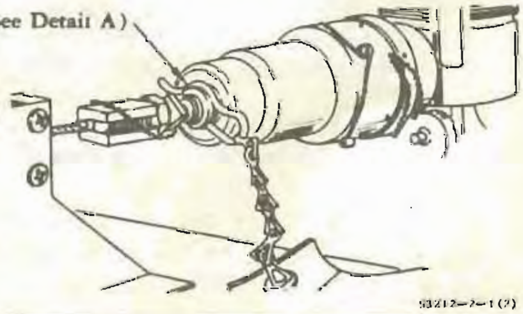


Figure 3–3 (Sheet 3)

Instrument Board

26. Radio altimeter — OFF
27. Oil cooler door switch — AUTO
28. Armament selector switch — OFF
29. Gun arming switch — SAFE
30. Missile jettison switch — OFF
31. Master armament switch — OFF
32. Fuel dump switch — OFF
33. Fuel transfer switch — OFF
34. Inflight refueling probe switch — OFF

Right Side

35. Arresting hook handle — HOOK UP
36. Master generator switch — OFF
37. Emergency generator switch — OFF
38. Air conditioning manual override switch — AUTO
39. Cockpit temperature knob — AS DESIRED
40. Cockpit pressure switch — CABIN PRESS
41. Rain removal switch — OFF
42. Defogger switch — OFF
43. TACAN master switch — OFF
44. Pitot heat switch — OFF
45. UHF function switch — OFF
46. IFF master switch — OFF
47. Cockpit emergency ventilation knob — CLOSED
48. Interior and exterior lights — AS DESIRED

Stick Grip

49. Pitch trim knob — NEUTRAL
50. Roll trim knob — NEUTRAL

STARTING ENGINE

Prestart Check

1. Starting equipment in position.
2. Fire guard standing by.
3. Danger areas (figure 1-43) clear.
4. External power — CONNECTED
   - Use of starters requires connection of an electrical harness from starter cart to jet starting receptacle in left wheel well. Separate jumper wires must not be installed on jet starting receptacle. If jumper wires were used and not removed before flight, overloading of emergency power package would prevent obtaining an airstart.
   - Give plane captain one-finger signal. When signal is returned, place master generator switch to EXT.
   - Check for "V" showing in dc power indicator and that the ac-powered indicators are operating.
   - Fuel control light will be on regardless of fuel control switch position until approximately 20% rpm is obtained.
5. Landing gear indicators — DOWN
   - If landing gear indicators do not show the gear down, a possible electrical malfunction exists. However, a down indication can usually be obtained by cycling the master generator switch between EXT and OFF several times.
   - Do not crank the engine until a positive down indication is received for all landing gear.
6. Main fuel shutoff valve — CHECK
   - Give the plane captain the drinking signal. When he is at the starboard wheel well, place the engine master switch ON.
   - Plane captain will check that the main fuel shutoff valve opens and will signify proper operation by a thumbs-up signal.
7. Fuel pump warning light — ON
8. Engine oil/hydraulic pressure warning light — ON
9. Fuel low level warning light — OFF (press to test)
10. Fire warning light — OFF (press to test)
11. Manual fuel control light — OFF
12. Warning lights — PRESS TO TEST
    - Press to test any warning lights not illuminated.

Starting Engine (Pilot Controlled)

1. External starter probe — CONNECTED
   - Give the plane captain the two-finger signal. He will check with the GTC operator and will return the signal when ready for start.
2. Throttle — CRANK (momentarily)
   — IGNITE (at 5% rpm)
   — IDLE (at 12% rpm)
   - The ignition circuit remains energized for 30 to 40 seconds.
   - Ignition normally occurs within 3 seconds.
   - Acceleration to idle rpm is normally attained 15 to 20 seconds after throttle is placed in IDLE.
3. Engine instruments — CHECK
   - Check EGT, oil pressure indicators and tachometer for proper indication and that limitations are not exceeded.
4. External starter probe — REMOVED
   - Starter air supply should automatically shut off between 46% and 53% engine rpm. When the engine reaches 40% to idle rpm, give the plane captain the two-finger unplug signal. The GTC will be disconnected and the starter probe withdrawn.

5. External electrical power — DISCONNECTED
   - When the engine stabilizes at idle rpm, turn master generator switch OFF.
   - Give the plane captain the one-finger unplug signal and ensure external electrical power disconnected.
6. Master generator switch—MAIN
7. DC power indicator—V SHOWING
8. Attitude indicator—OFF NOT SHOWING
9. Engine, fuel and hydraulic warning lights—OFF
   - Fuel pump warning light—OFF
   - Fuel boost pumps warning light—OFF
   - Engine oil/hydraulic pressure warning light—OFF

CAUTION

If throttle is inadvertently retarded to OFF, do not advance throttle to regain light as a hot start or fire will result. Allow a 30-second fuel drainage period, purge engine, and repeat STARTING ENGINE procedure. Retard throttle to OFF immediately if engine flames out. The aircraft is down until cause is determined.

Normally, no engine warmup is required. After the engine has stabilized to idle conditions, the throttle may be advanced to full power. At ambient temperature below −35°C (−31°F), operate engine at idle for 2 to 5 minutes before making higher power settings.

10. Communications and navigation equipment—ON

Starting Engine (Ground Controlled)

The ground crew will notify the pilot that the start will be ground controlled before cranking is initiated.

Give the two-finger signal for the ground crew to initiate cranking. Move the throttle to CRANK, to IGNITE at 5% rpm, and then follow the normal engine starting procedure.

When the start is ground controlled, automatic shutoff of the starter air supply will not occur. Give the two-finger unplug signal at 40% to idle rpm so the ground crew can shut off the starter air supply.

UNSATISFACTORY ENGINE STARTS

Hot Start

If the exhaust temperature exceeds the starting temperature limit, proceed as follows:

1. Throttle — OFF
2. Master generator switch — OFF
3. Investigate cause of difficulty and possible damage.
4. Perform PURGING ENGINE procedure before attempting another start.

Failure To Start

If the engine does not ignite within 20 seconds after throttle is placed in IDLE, or after ignition the engine does not stabilize to idle condition, proceed as for a HOT START.

CAUTION

Do not attempt another start until a check has been made to ensure that all excess fuel has drained from the aft section of the aircraft.

Cold Start Hang-Up

Below 25% rpm, if engine hangs up:

1. Throttle — OFF

If engine hangs up before reaching idle rpm:

1. Fuel control switch — MANUAL
2. Throttle — slowly advance if necessary
3. Fuel control switch — NORMAL
   - When engine reaches idle rpm.

PURGING ENGINE

If strong tail winds exist, it may be necessary to turn the aircraft into the wind prior to purging the engine.

To clear engine of trapped fuel or vapors:

1. Master generator switch — OFF
2. Throttle — OFF
3. External starter probe—CONNECTED
   - Operation of the external starter probe assembly is limited to 2 minutes in any 13-minute period, as follows: 1 minute operation, followed by a 10-minute cooling period.
4. Give plane captain two-finger signal for turnup.
5. Allow engine to rotate for 15 to 20 seconds.
6. Give plane captain signal to disconnect air.
7. Allow a 30-second fuel drainage period and have plane captain inspect tailpipe for excess fuel before starting engine.

GROUND CHECKS

Note

For each 5 minutes of static ground operation, cycle wing and flight controls to prevent overheating of hydraulic fluid.

Initial Check

1. Boost pump pressure — CHECKED
   - Give plane captain the drinking signal. He will check the boost pump pressures and if satisfactory give a thumbs-up signal.
2. Fuel transfer switch—ON
   - Observe flicker of transfer pump caution light (flight instrument light rheostat must be in OFF position).
3. Fuel flow—CHECKED
   - Occasionally the fuel flow indication may appear abnormal for idle (more than a 1,000 pph error). This is usually a phase error in the gage and can be corrected as follows:
     (a) After ensuring that the danger areas are clear, advance the throttle until the fuel flow needle has rotated clockwise to 0.
     (b) Place master generator switch OFF.
     (c) Retard throttle to IDLE and allow engine to stabilize.
     (d) Place master generator switch in MAIN.
     (e) Check that dc generator indicator is on and attitude indicator off flag is not showing.
     (f) Fuel flow should now read normal. If not, repeat procedure.
4. Landing gear downlocks—REMOVED
   - The plane captain will display the three downlocks after removal.
5. Fuel quantity test switch—PRESS
   - Main and transfer fuel quantity indicators drop to zero and return to original readings when released.
6. Hydraulic pressures—CHECKED, WARNING LIGHT OFF
   - All pressure gages read 3,000 (±200) psi.
7. Stab switches—OFF, lights ON
8. Stab switches—ON, lights OFF
9. Cockpit switches—AS DESIRED

Manual Fuel Switch Check

1. Throttle—IDLE
2. Fuel control switch—MANUAL
   - Cycle switch from NORMAL to MANUAL three times.
   - Modulate throttle to keep engine rpm between 65% and 74% to prevent the possibility of engine damage during acceleration.
3. Manual fuel control light — ON
4. Throttle — ADVANCE
   - Check for engine response.
5. Throttle — IDLE
6. Fuel control switch — NORMAL
7. Manual fuel control light — OFF

With Wing Down

Refer to section VII for information concerning hand signals.

1. Emergency pitch trim — CHECK
   - Raise the emergency pitch trim T-handle upon signal from the plane captain.
   - When directed, move the T-handle to obtain full UHT trim in each direction
   - Monitor the nose trim indicator for movement in the proper direction.
   - Zero the trim and stow the T-handle.
   - After the T-handle is stowed, check the nose trim indicator for a value equal to the stick pitch trim knob setting plus 5°.
2. Control surfaces — CYCLE
   - On signal from the plane captain, "wipe out the cockpit" with the control stick.
   - Follow a rectangular pattern and ensure that the stick contacts all lateral and longitudinal stops.
   - The plane captain will ensure that all controls move properly.

Note

If control binding occurs, maintain the binding position and notify maintenance personnel. Do not release control pressure, change configuration, or shut down until a thorough inspection has been made.

3. Aileron-rudder interconnect — CHECK
   - Apply full aileron in each direction while holding rudder pedals neutral.
   - Check that rudder neutral light flashes as ailerons are moved.
   - The plane captain will check rudder deflection in a direction opposite to aileron movement.
4. Cruise droop operation—CHECK
   - Check the leading edge droop indicator UP.
   - On signal from the plane captain, place cruise droop switch OUT.
   - Observe droop movement and check leading edge droop indicator DN.
   - Leave the cruise droop switch in the OUT position.
5. Wing—RAISE
   - On signal from the plane captain, unlock the wing and try to place the wing incidence handle to the UP position without first depressing the release switch. Do not use excessive force.

WARNING

If the wing incidence handle moves, down the aircraft.

- Depress the release switch and move the wing incidence handle to UP.
- Observe that the leading edge droop, flaps, and horizontal tail move to the landing condition.
- Check that the nose trim indicator has automatically corrected to a value corresponding to that of the stick pitch trim knob.
- Place hands outside the cockpit and have the plane captain check the wing well for leaks, damage, or foreign objects.

With Wing Up

6. Angle of attack system—CHECK
   - Move transducer vane (RH side of fuselage, just aft of emergency vent door) through entire range, noting operation of angle-of-attack indicator and indexer. Cross-check indexer and indicator within the approach range (figure 1–13).
7. Control surfaces—CYCLE
   - On signal from the plane captain, cycle the control surfaces.
   - Check that the clean condition stops have disengaged.
8. Aileron-rudder interconnect—CHECK
   - Apply full aileron in each direction while holding rudder pedals neutral.
   - Rudder should not move from neutral.
9. Rudder trim—CHECK
   - On signal from the plane captain, rotate the rudder trim knob full left, full right and then to zero.
   - Check that the rudder neutral trim light is on.
10. Aileron trim—CHECK
    - On signal from the plane captain, rotate the roll trim knob full left, full right, then to zero.
    - Check action of ailerons and that the aileron neutral trim light is on when trim is at zero.
11. Normal pitch trim—CHECK
    - On signal from the plane captain, rotate the pitch trim knob to obtain full nose-down trim, full nose-up trim and then to zero. Plane captain will visually check each UHT for zero trim position.
    - Numerical values of the nose trim indicator should closely correspond to the values of the stick pitch trim knob.
12. Viscous damper—CHECK
    - On signal from the plane captain, push the control stick fully forward. When released, the stick should reposition smoothly to its original position.
    - Repeat the check, releasing the stick from the full aft position.
    - If the stick snaps back, or overshoots its original position, down the aircraft.
13. Exhaust nozzle—CHECK
    - Plane captain will assume a position to the rear of the aircraft.
    - On signal, advance the throttle briefly to a maximum of 75% rpm and return it to IDLE.
    - The plane captain will confirm proper exhaust nozzle operation.
14. Brakes—CHECK
    - On release brake signal from plane captain, pump brake pedals and release.
    - Plane captain will check the brake discs for freedom of movement.
15. Arresting hook—CHECK
    - On signal from plane captain, place arresting hook handle in HOOK DOWN.
    - Place arresting hook handle in HOOK UP when cleared by plane captain.
    - Observe arresting hook warning light for proper operation.
16. Air refueling probe — CHECK
    - On signal from the plane captain, extend the probe.
    - Check probe out light on.
    - The plane captain will inspect the probe for integrity and for proper operation.
    - Retract the probe on signal from the plane captain.
    - Check probe out light off.
17. Wing—FOLDED (if necessary)
    - Turn the roll stab switch off and center the control stick.
    - Pull wingfold lock lever up and back until it engages the detent.
    - Raise the wingfold lever to fold the outer wing panels.
    - Do not taxi long distances with the wing panels folded.
    - Never actuate any of the wingfold controls without utility hydraulic pressure.

18. Wing—SPREAD AND LOCKED
   - Turn the roll stab switch off and center the control stick.
   - Place wingfold lever down to spread outer wing panels.
   - Place wingfold lock lever down to lock the hinge pins.

WARNING

If wingfold lock lever springs back during operation or an excessive force is required to move the lever to the lock position, down the aircraft. The wingfold lock system must be checked for proper operation and rigging before flight.

   - Plane captain will check that red warning flags are retracted and visually check that the hinge pins are locked.

19. Canopy — CLOSE, LOCK, STOW HANDLE
   - Turn cockpit pressurization and defog off.
   - Pull canopy down and hold with left hand.
   - Actuate canopy locking handle full aft, then full forward, making certain that full travel has been achieved (over center).
   - Check canopy lock indicator for locked indication.
   - Stow locking handle.
   - Turn on cockpit pressurization.

20. Oxygen — CHECKED

TAXI AND TAKEOFF

TAXIING

1. Fuel control switch — NORMAL
   - Do not taxi in manual fuel control.
2. Throttle — 70% to 80% rpm
   - Clear area fore and aft before adding power.
   - The aircraft will normally move at 70% rpm with the brakes released.
3. Brakes — RELEASE
4. Throttle — AS DESIRED
   - Idle power should be adequate for normal operation.
   - Do not ride the brakes or use excessive differential braking during normal taxi.
   - If the aircraft tends to pull laterally in one direction, return to the line.
   - Do not taxi with canopy open at airspeeds greater than 60 KIAS. When opening canopy, manually restrain to prevent combination of rotational velocity and air loads from shearing canopy actuator rod end shear pin.
5. Nose gear steering — CHECK
   - The wing must be up to obtain full nose gear steering.
   - Neutralize the rudder pedals before depressing the nose gear steering switch or the nosewheel will be abruptly displaced in the direction of rudder deflection.
   - If the aircraft turns with nose gear steering engaged and the rudder pedals in neutral, return to the line.
   - Steering will disengage above 60° angle of deflection. Brakes and power will be required to bring the nosewheel within the controlled steering limits.
   - If steering is sluggish, cycle the rudder pedals or make gentle S turns to build up accumulator pressure.
6. Magnetic compass — CHECK
   - Check for indication of proper direction and for freedom of movement.
7. Turn and bank indicator — CHECK
   - Check that needle moves in the direction of turn and that the ball is free in the race.

TAKEOFF

Refer to section XI for minimum takeoff distances and speeds required at varying gross weights, temperatures and field elevations. Maximum thrust (CRT) is recommended if more than 10,000 feet of runway would be required using military thrust.

Instrument Checklist

1. Altimeter—SET
2. Radio altimeter—ON
   - Allow at least 12 minutes warmup time to ensure final accuracy.
3. Airspeed indicator—ZERO
4. Vertical speed—ZERO
5. Gyro horizon—ERECT AND SET
6. Clock—RUNNING AND SET
7. MA-1 compass—SET
   - Check that white synchronizing bar moves to the left with counterclockwise rotation of compass setting knob and to the right with clockwise rotation.
8. TACAN—ON
9. Course indicator—AS DESIRED
10. ADF—CHECK
11. IFF/SIF—AS DESIRED
12. Pitot heat—ON

13. Rain removal—AS REQUIRED
14. Engine pressure ratio or turbine outlet pressure indicator—SET
    - Set the EPR indicator counter to the minimum acceptable value for existing ambient temperature (figure 3–4).
    - On aircraft equipped with the turbine outlet pressure indicator, determine the minimum acceptable value for the existing ambient temperature from figure 3–4 and retain the value for use during the power check (no counter is provided for presetting this indicator).

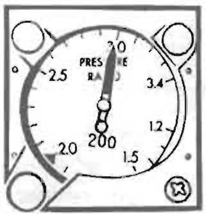
Takeoff Checklist

The takeoff checklist will be completed prior to takeoff. Figure 3–5 presents the short, cockpit-mounted checklist.

1. Fuel — CHECKED
    - Check for proper quantity in the main and transfer systems.
    - Check fuel transfer switch ON.
    - Check fuel control switch NORMAL and manual fuel control light out.
2. Wing — SPREAD AND LOCKED
    - Visually check that wings are spread.
    - Check wingfold lock lever down.
3. Wing — RAISED
    - Check wing incidence handle up.
    - Visually check that the wing is raised and that the landing droop is extended.
    - Check wing-wheels-droop warning light OFF.
4. Yaw and roll stab lights — OFF
    - Check stabilization switches ON, lights off.
5. Trim—SET FOR TAKEOFF
    - Set pitch trim 0° to 4° nose up (1° nose up for CRT takeoff) and rudder and aileron trim neutral.
    - Check trim neutral lights on.
6. Speed brake — RETRACTED
    - Check speed brake switch UP and light off.
7. Harness — LOCKED
    - Check shoulder harness lock lever locked in the forward position.
    - Strain against the harness to ensure that it is locked.
8. Compass — SET
9. Canopy — CLOSED, LOCKED, HANDLE STOWED
    - Check canopy fully closed with locking handle in full forward position and stowed.
10. Cockpit pressurization—ON

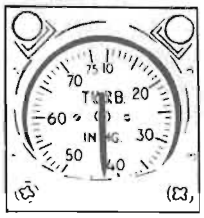
THRUST CHECK DATA—J57-P-4A

AIRCRAFT WITH ENGINE PRESSURE RATIO INDICATOR



°F	Minimum Pressure Ratio	°C	°F	Minimum Pressure Ratio	°C
122	2.00	50	50	2.34	10
120	2.00	49	48	2.35	9
118	2.01	48	46	2.36	8
117	2.02	47	45	2.37	7
115	2.03	46	43	2.38	6
113	2.04	45	41	2.39	5
111	2.05	44	39	2.40	4
109	2.06	43	37	2.41	3
108	2.07	42	36	2.42	2
106	2.08	41	34	2.43	1
104	2.08	40	32	2.44	0
102	2.09	39	30	2.45	−1
100	2.10	38	28	2.46	−2
99	2.11	37	27	2.47	−3
97	2.12	36	25	2.48	−4
95	2.13	35	23	2.48	−5
93	2.13	34	21	2.49	−6
91	2.14	33	19	2.50	−7
90	2.15	32	18	2.51	−8
88	2.16	31	16	2.52	−9
86	2.17	30	14	2.53	−10
84	2.18	29	12	2.54	−11
82	2.18	28	10	2.55	−12
81	2.19	27	9	2.56	−13
79	2.20	26	7	2.57	−14
77	2.21	25	5	2.58	−15
75	2.22	24	3	2.59	−16
73	2.23	23	1	2.60	−17
72	2.24	22	0	2.61	−18
70	2.25	21	−2	2.62	−19
68	2.25	20	−4	2.63	−20
66	2.26	19	−6	2.64	−21
64	2.27	18	−8	2.65	−22
63	2.28	17	−9	2.66	−23
61	2.29	16	−11	2.67	−24
59	2.30	15	−13	2.68	−25
57	2.31	14	−15	2.69	−26
55	2.32	13	−17	2.70	−27
54	2.33	12	−18	2.71	−28
52	2.34	11	−20	2.72	−29
			−22	2.73	−30

AIRCRAFT WITH TURBINE OUTLET PRESSURE INDICATOR



°F	Minimum Turbine Outlet Pressure*	°C	°F	Minimum Turbine Outlet Pressure*	°C
122	53.5	50	48	60.0	9
120	53.6	49	46	61.2	8
118	53.8	48	45	61.4	7
117	54.0	47	43	61.6	6
115	54.1	46	41	61.8	5
113	54.3	45	39	62.0	4
111	54.5	44	37	62.2	3
109	54.7	43	36	62.4	2
108	54.8	42	34	62.5	1
106	55.0	41	32	62.7	0
104	55.2	40	30	62.9	−1
102	55.4	39	28	63.1	−2
99	55.6	38	27	63.3	−3
97	55.7	37	25	63.5	−4
97	55.9	36	23	63.7	−5
95	56.1	35	21	63.9	−6
93	56.3	34	19	64.1	−7
91	56.4	33	18	64.2	−8
90	56.6	32	16	64.4	−9
88	56.8	31	14	64.7	−10
86	57.0	30	12	64.9	−11
84	57.2	29	10	65.0	−12
82	57.4	28	9	65.2	−13
81	57.5	27	7	65.4	−14
79	57.7	26	5	65.6	−15
77	57.9	25	3	65.8	−16
75	58.1	24	1	66.0	−17
73	58.3	23	0	66.2	−18
72	58.5	22	−2	66.4	−19
70	58.7	21	−4	66.6	−20
68	58.8	20	−6	66.8	−21
66	59.0	19	−8	66.9	−22
64	59.2	18	−9	67.1	−23
63	59.4	17	−11	67.2	−24
61	59.6	16	−13	67.3	−25
59	59.8	15	−15	67.5	−26
57	60.0	14	−17	67.7	−27
55	60.2	13	−18	67.9	−28
54	60.4	12	−20	68.1	−29
52	60.6	11	−22	68.3	−30
50	60.8	10			

NOTE

*These turbine outlet pressures are based on engine pressure ratio values, with average duct loss, at sea level (barometric pressure of 29.92 Hg). For each decrease of 0.2 below barometric pressure of 29.92, a decrease of approximately 0.4 in turbine outlet pressure indication will result. For each increase of 0.2 above barometric pressure of 29.92, an increase of approximately 0.4 in turbine outlet pressure indication will result.

53712—2—25

Figure 3–4

Takeoff (MRT/CRT)

Refer to figure 3–6 for illustration of typical takeoff.

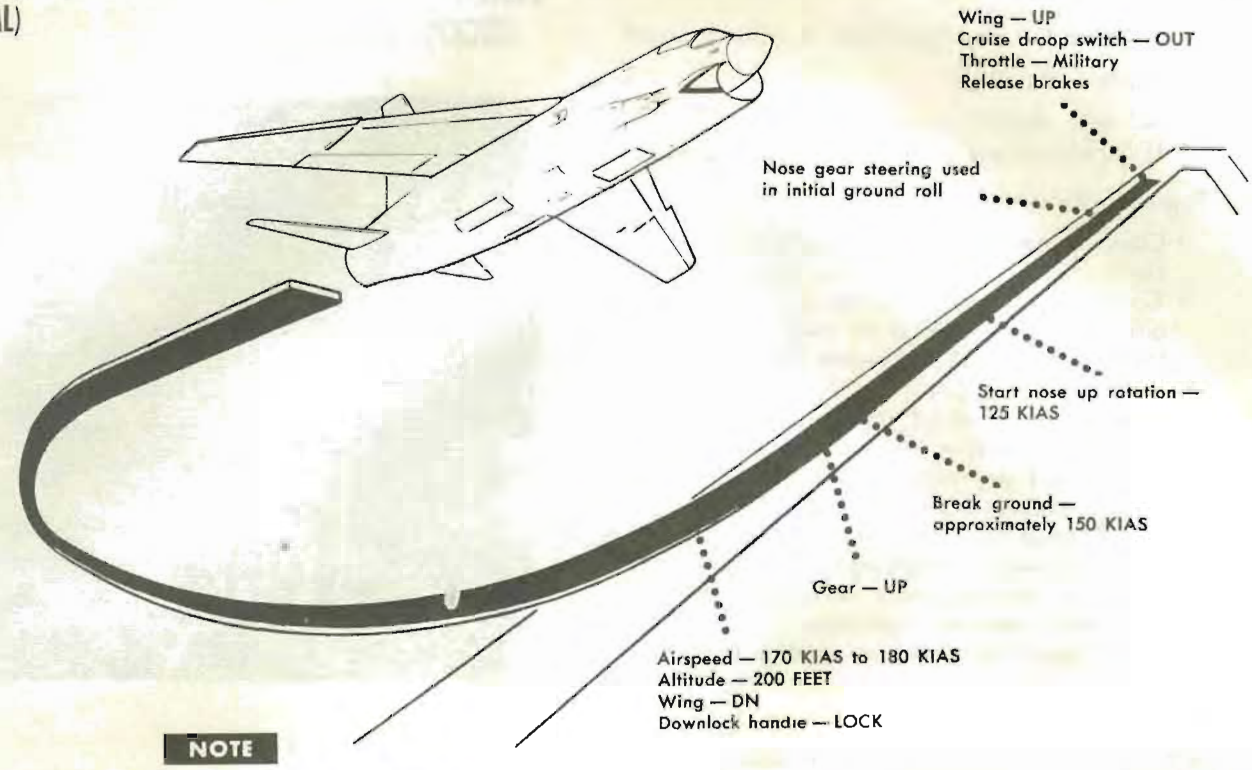
1. Throttle — MILITARY
   - Advance throttle to MILITARY
   - If brakes do not hold, return to the line.
2. Engine instruments — CHECK
   - Check engine oil pressure and EGT for indications within limits.
   - Check that the engine pressure ratio or turbine outlet pressure equals or exceeds the predetermined value. If it does not, the engine is not acceptable for flight.
   - Check engine speed within limits. RPM at military thrust should be between 92% and 96% at standard day temperature (higher rpm at higher temperatures and vice versa). If 102.2% rpm is exceeded, return to the line. If 102.2% rpm is exceeded during or after takeoff, reduce thrust to the minimum acceptable for flight and land as soon as practicable.
   - Check hydraulic pressures within limits.
3. Brakes — RELEASE
   - Release brakes and nose gear steering if engaged. Nose gear steering should only be used during the early part of the takeoff roll to correct for poor lineup.
   - For afterburner takeoffs, move throttle sharply to the outboard detent after releasing brakes. A noticeable increase in thrust and acceleration will occur as the afterburner ignites. Abort the takeoff if the afterburner fails to ignite. A rapid pressure ratio rise without subsequent decrease and rapid rise in exhaust temperature accompanied by a decrease of 4% rpm indicates that the exhaust nozzle flaps have failed to open. Stop afterburning immediately.
   - Maintain directional control with differential braking until the rudder becomes effective (approximately 60 KIAS).
   - At 125 KIAS, ease the nose wheel off the runway to establish takeoff attitude. The aircraft will become airborne at approximately 150 KIAS (28,000 lb aircraft gross weight). Refer to section XI for takeoffs at other aircraft gross weights.

TAKEOFF CHECKLIST
(COCKPIT MOUNTED)

Figure 3–5

4. Landing gear—RETRACT
   - After a positive climb has been established, move the landing gear handle to WHEELS UP. Check the landing gear position indicators UP and the warning light in the gear handle out.
   - Do not hold the nose gear steering switch depressed while retracting the gear. If the nose gear fails to retract fully, lower the landing gear and depress the nose gear steering switch to center the nose wheel. Release the switch and move the landing gear handle to WHEELS UP.
   - Do not exceed 220 KIAS until the landing gear is up and locked.
   - If hot brakes are suspected, leave the landing gear down for 5 minutes to allow the wheel assembly to cool.

TAKEOFF (TYPICAL)



NOTE

Speeds are for military thrust takeoff at gross weight of 28,000 pounds. Refer to section XI for data at other gross weights.

WARNING

The gear must be retracted and the wing must be down and locked before reaching 220 KIAS.

Figure 3–6

5. Wing — LOWER AND LOCK
   - Lower the wing at a minimum altitude of 100 feet (200 feet during FAM stage) in a positive climb at 170 KIAS to 180 KIAS.
   - Depress the wing incidence release switch.
   - Place the wing incidence handle DN.
   - Observe wing transition to full down and that the landing droop retracts.
   - Actuate the wing downlock handle to LOCK and note that the wing-wheels-droop warning light goes out. Do not force the downlock handle forward. Wait until it moves easily. If the handle cannot be placed in LOCK, or the wing/wheels/droop light remains on, recycle the wing.
   - Do not exceed 220 KIAS until the wing is down and locked.
   - Wing transition will require very little stick movement if proper trim is used for takeoff.
6. Droop indicator — NO BARBERPOLE
   - If indicator shows the droop unlocked (barberpole), do not exceed 300 KIAS or an acceleration range of 0 to 3.5 g.
7. Fuel transfer switch — ON
   - Check fuel transfer switch ON and note pump light is out.
   - Observe that main fuel gage holds between 2,200 and 3,100 pounds during fuel transfer.

Crosswind Takeoff (MRT/CRT)

Refer to figure 3–7 for allowable crosswinds for takeoff.

The aircraft tends to roll into the downwind wing and turn into the wind because of the narrow wheel tread and high vertical fin. However, the ailerons become effective at low speed and are effective in reducing the heel angle.

During takeoff, oppose rolling tendency with aileron, while maintaining directional control with the brakes until the rudder becomes effective. In extreme crosswinds, keep the nosewheel on the runway until flying speed (approximately 150 knots) is obtained; then lift the aircraft from the runway. This technique decreases the lift generated while on the runway, minimizing the tendency of the aircraft to drift laterally.

Whenever practical, takeoffs under substantial crosswind conditions should be individual rather than section.

Formation Takeoffs (MRT/CRT)

Formations will normally take off in two-aircraft sections. If a flight of four aircraft is involved, the second section will delay the takeoff roll until the first section becomes airborne. Should either aircraft of a section abort, a radio transmission will be made stating "—— (call sign) aborting." The other aircraft will continue the takeoff unless the abort occurs early in the takeoff roll.

The section leader will line up on the downwind side of the runway. The wingman will form in echelon with a wingtip separation of approximately 10 feet which will be maintained throughout takeoff.

When both aircraft are in position, the leader will give a two-finger signal to complete the takeoff checklist and the engine turnup. When these checks are completed, each pilot will visually check the exterior of the other's aircraft. A thumbs-up signal will be given when ready for takeoff.

After receiving the thumbs-up signal from the wingman, the leader will decrease rpm 1% and raise his hand to a vertical position. To commence takeoff roll, the leader will simultaneously drop his hand and release the brakes. If afterburner is to be used, it will be selected by both pilots when the leader turns his head smartly to the left. Minor adjustments to power setting may be made by the leader to compensate for mismatched aircraft.

During the takeoff, the leader will monitor the progress of the wingman. When both aircraft are definitely airborne, the leader will retract his landing gear without signaling. When the leader observes the wingman's gear retracted, he will place his head against the headrest as the preparatory signal for lowering the wing. Both pilots will lower the wing when the leader nods his head smartly forward. Afterburner, if used, will be deselected simultaneously by both pilots when the leader nods his head smartly to the right.

ALLOWABLE CROSSWINDS

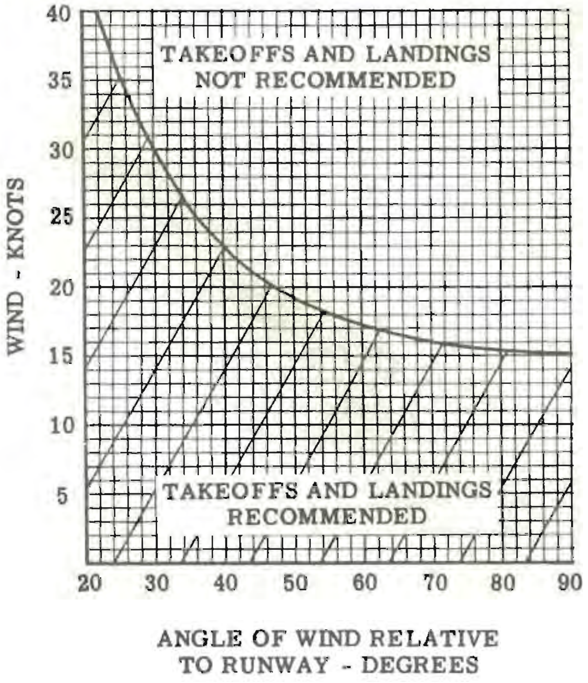


Figure 3–7

Scramble Takeoffs

Aircraft scrambles will generally occur under varying conditions of radio silence.

When assuming an alert posture that may result in actual launching of the aircraft, conduct the normal preflight, start and poststart checks. If practicable, conduct radio checks with the controlling agencies and the other aircraft of the flight. Check radar operation, observing ground radiation safety precautions. Shut down the engine, but leave the aircraft as ready for flight as possible. Check that ground equipment is positioned to provide for rapid removal during scramble.

If the radio is being monitored to receive the scramble order, observe the ground operating limitations (section I, part 2).

When the scramble order is received, restart the engine and ensure that all gear downlocks and safety pins are removed. When ground crew and equipment are clear, taxi expeditiously, but safely. Energize all electrical and electronic equipment.

Complete the takeoff checklist and the engine turnup check before takeoff.

CLIMB, CRUISE AND DESCENT

CLIMB

Refer to section XI for climb speed schedules, distances covered during climb, and climb rates.

Climbs are initiated with the aircraft in the clean or cruise droop condition. If climb is initiated in clean condition, select cruise droop as airspeed drops below 300 KIAS.

If afterburner is used for takeoff and a CRT climb is to be made, establish a steady-state climb of 450 KIAS until intercepting 0.92 IMN. If an MRT climb is desired, secure the afterburner at a minimum airspeed of 300 KIAS and establish a steady-state climb of 350 KIAS until intercepting the climb schedule. During the climb, it may be necessary to modulate the throttle to maintain operation within exhaust gas temperature limits.

CRUISE

Refer to section IV, part 2, for a description of flight characteristics, to section I, part 2 for fuel management information, and to section XI for cruise data.

DESCENT

Refer to section XI for time, fuel, distance and rate of descent data for both maximum range and constant speed descents and to section IV for dive recovery information.

Before Descent Checklist

1. Altimeter — SET
2. Defogger switch — DEFOG
   - To avoid fogging during rapid descent, place defogger switch to DEFOG at least 5 minutes prior to descent.
3. Cockpit temperature — AS DESIRED
4. Pitot heat—ENSURE ON
5. Fuel—QUANTITY CHECKED

Before Entering Traffic Pattern

1. Speed brake override switch — NORMAL
2. Shoulder harness — LOCKED
3. Fuel — QUANTITY CHECKED
4. Cruise droop — OUT

LANDING CHECKLIST
(COCKPIT MOUNTED)

53717—2—8

Figure 3–8

TRAFFIC PATTERN AND LANDING

TRAFFIC PATTERN

Refer to section I, part 4 for maximum recommended landing gross weights.

Enter the traffic pattern in a clean condition with cruise droop extended. At 300 KIAS, execute a level break. Perform cockpit check (cockpit-mounted checklist presented in figure 3–8) as follows:

1. Throttle — 75% MINIMUM RPM
2. Speed brake — AS REQUIRED
3. Landing gear — DOWN
   - At 220 KIAS, move the landing gear handle to WHEELS DOWN.
   - Check indicators down and the warning light in the gear handle off.
4. Wing — RAISE
   - Raise the wing after lowering gear.
   - Unlock the wing downlock handle.
   - Depress the wing incidence release switch.
   - Move the wing incidence handle up.
   - Check the wing-wheels-droop warning light off.

5. Leading edge droop — CHECK FULL DOWN
   - Visually check droop in landing condition.
   - Check droop indicator DN.
6. Speed brake — UP
   - Check speed brake switch IN.
   - Check speed brake light off.
7. Arresting hook — AS REQUIRED
   - If hook is to be used for an arrested landing, check that the hook warning light is out.
8. Hook bypass switch — AS REQUIRED
   - For unarrested landings, place the hook bypass switch in FIELD to prevent approach lights from flashing due to retracted hook.
9. Radar power switch — OFF

FIELD LANDING

See figure 3-9 for typical field landing pattern. Refer to section XI for landing speeds and ground roll distances. Permissible acceleration range in the landing configuration is 0 to 2.0 g.

When making familiarization landings, use center-of-gravity loadings forward of 32% (refer to Handbook of Weight and Balance) and do not attempt to closely control the point of touchdown. Enter the downwind leg of the traffic pattern for final landing with a minimum of 1,000 pounds of fuel remaining.

At the 180° position, the aircraft should be wings level, 145 to 150 KIAS, with sufficient power to maintain altitude and airspeed. Adjust the 180° position to permit approximately ¾ mile of straightaway on the final approach. Plan the turn from the 180° position to reach the 90° position at 500 feet above field elevation, with the angle-of-attack indexer circle (donut) illuminated and the power at approximately 85%. Check the cockpit emergency ventilation port closed to obtain accurate readings from the angle-of-attack indicating system.

If a mirror is available on the landing runway, fly a standard FMLP approach from the 90° position to touchdown. If no mirror is available, set up a power-on rate of descent with the angle-of-attack indexer indicating a circle (donut), and aim for a touchdown point 500 to 700 feet beyond the runway threshold. Use the throttle primarily to control rate of descent, and the stick to control attitude. If, at any time, the sink rate becomes excessive, correct first by adding power, and then adjust attitude. It is important to maintain proper touchdown attitude to prevent landing either on the tailpipe or nosewheel. Hold the donut to touchdown.

On touchdown, the nose has a tendency to rock forward, and unless a small amount of back pressure is applied, the nosewheel will contact the runway. If the aircraft bounces, reestablish the proper landing attitude and adjust sink rate with the throttle. If a porpoise develops, or if doubt exists as to the success of the landing, execute a wave-off.

On the rollout, adjust the fuselage attitude to produce optimum aerodynamic braking. As the airspeed approaches 90 KIAS, the nose will fall through. Once the nosewheel is on the runway, normal braking may be applied. Apply constant friction braking and gradually increase back stick. Keep the stick full aft even after the nosewheel is on the runway since the UHT is still effective in creating drag. On wet runways, intermittent braking may be necessary to avoid skidding.

Rudder control will be effective down to about 60 KIAS.

CAUTION

Neutralize the rudder pedals before depressing the nose gear steering switch or the nosewheel will be abruptly displaced in the direction of rudder deflection.

At normal landing gross weight, elect to go around when speed is in excess of 105 KIAS with 4,000 feet of runway remaining. Failure of the exhaust nozzle to open may result in excessive runout and high taxi speed. Employ normal engine shutdown to avoid these effects, if necessary.

CROSSWIND LANDING

The maximum perpendicular crosswind component recommended for landing is 15 knots. With proper technique, it is possible to land the aircraft safely with a component in excess of this limit.

Allow extra spacing behind the preceding aircraft and sufficient straightaway on the final approach to establish a stable crab/wing low approach. Maintain normal approach speed, and line up so that touchdown will be on the upwind side of the runway.

Just before touchdown, align the aircraft with the runway by using rudder. Maintain a wing low attitude with aileron. Once on the runway, use moderate aerodynamic braking, maintaining directional control with rudder. Keep aileron into the wind to prevent heeling and to keep more weight on the upwind wheel.

FIELD LANDING
(TYPICAL)

WARNING

Do not use a higher angle of attack than the optimum carrier approach angle indicated by the reference index marker of the angle-of-attack indicator

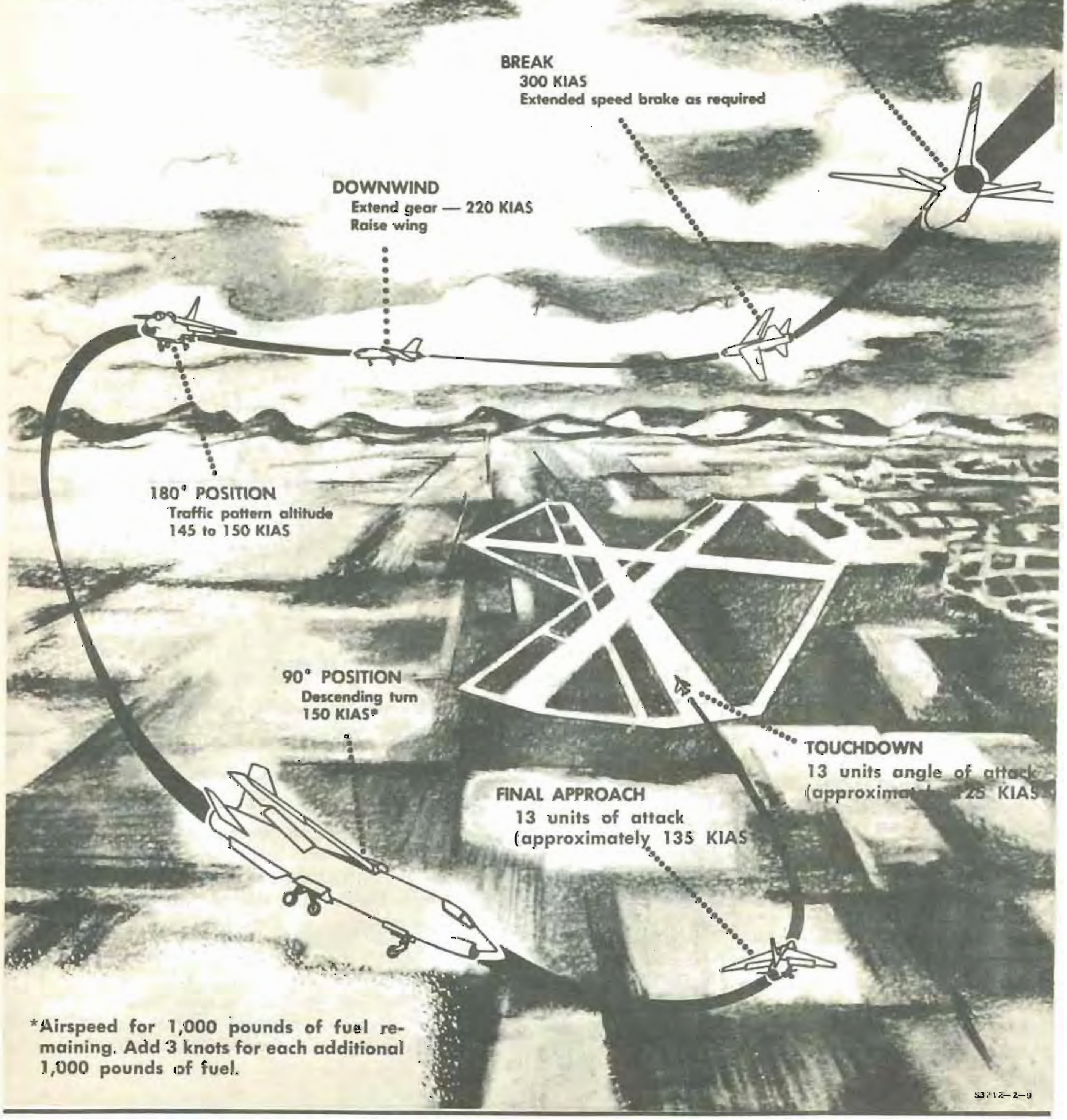


Figure 3–9

The aircraft has a tendency to weathercock (turn into the wind). Oppose this tendency by using downwind rudder. As speed decreases and the rudder loses effectiveness, the weathercocking tendency also decreases. Nose gear steering may then be used to assist in maintaining directional control. The rudder pedals must be neutralized before the nose gear steering switch is depressed.

Below 80 KIAS, weight distribution is generally equalized enough to permit normal braking. Do not apply excessive pressure to the upwind brake or it may lock, skid and blow the tire.

Downwind drift, sometimes erroneously interpreted as downwind weathercocking or weathercocking out of the wind occurs during a crosswind landing roll out. It is the result of the aircraft being literally blown across the runway while still "light on the gear." The effect on roll out is primarily one of ending up downwind on the runway relative to the point of touchdown. Accept the downwind drift, which will occur to a greater or lesser extent depending upon the severity of the crosswind. When landing in severe crosswinds (in excess of 15 knots), consideration should be given to landing at a gross weight greater than normal. Additional weight will help keep the aircraft on the runway and reduce the downwind drift. When the nose falls through, continue to apply aileron and rudder as necessary to maintain directional control. Ailerons are effective down to approximately 60 KIAS. Above all, continue to fly the aircraft until aerodynamic control is no longer effective.

FIELD MIRROR LANDING PRACTICE

PREFLIGHT INSPECTION

Conduct a normal preflight inspection and give special attention to strut and tire condition. Check the angle-of-attack system as soon as possible after engine start. Place the hook bypass switch in the FIELD position to keep approach lights from flashing.

TAKEOFF

Conduct the takeoff as briefed.

RADIO PROCEDURE

Before letting down, it is advisable to call the LSO to ascertain that the briefed Charlie time is still good. The approach to the field will usually be controlled by tower personnel who will advise when to switch to control frequency. Do not make approaches without radio contact with the LSO, and do not remain in the pattern without a radio receiver.

Give the following report upon reaching the meatball acquisition point and on each subsequent pass:

Aircraft call sign
Fuel state (nearest 100 pounds)
"Crusader"
"Meatball"

If the meatball is not visible, transmit the code word "Clara" to the LSO.

PATTERN

Refer to the LSO NATOPS Manual for further pattern information, and to section I, part 4 for maximum recommended gross weight at touchdown.

The break interval will be approximately 12 to 16 seconds. Initiate subsequent turns in the downwind portion of the pattern when the preceding aircraft bears 60° relative.

Fly a race track pattern with the 180° position approximately 1¼ miles abeam at an altitude of 500 feet above the terrain. Perform cockpit checks and cross check the airspeed indicator with the angle-of-attack indicator while on downwind. Although the airspeed indicator is more than adequate for attitude control, use the angle-of-attack indicator as the primary instrument for this purpose. Check the emergency cockpit ventilation port closed or angle-of-attack indications may be erroneous. Adjust the length of the groove to give a wings-level descent on the glide slope of 18 to 20 seconds (about ¾ mile).

Recommended airspeed at the 180° position is approximately 145 KIAS (donut airspeed). From the 180° position, an increase in power is required to effect a constant altitude turn to the 90° position. At this point you should pick up the meatball.

As the aircraft is rolled wings level in the groove, reduce power slightly to intercept the glide slope. Ideally, the meatball will be centered when rolling wings level and the required descent initiated immediately. In any event, center the meatball before starting the descent.

APPROACH AND LANDING

A poor approach rarely results in a good landing. A good pass on the mirror requires:

Angle of attack and/or speed commensurate with landing gross weight.
Meatball in the center of the mirror/lens face.
Aircraft lined up with the runway (or simulated carrier) centerline.

At the point where the meatball is first observed during the turn to final approach, the difference between a Roger and a high or low indication is 75 feet. At the ramp, the difference is 5.5 feet and at touchdown, only 2 feet. As a pass progresses down the groove, smaller corrections are required to move the meatball a certain distance on the mirror face. A 3.25° glide slope is normally used during FMLP to approximate the rate of descent encountered when landing aboard a carrier. Any time the meatball is lost close in, initiate a wave-off. Maintain the optimum angle of attack. Do not overrotate, and do not turn.

In the FMLP pattern, do not commence another approach with 1,000 pounds of fuel or less remaining.

All procedures and techniques that apply to day FMLP apply to night FMLP. Exterior lights should be on bright and anticollision lights off. For night CCA pattern, refer to carrier air traffic control manuals.

FIELD ARRESTMENTS

There are several types of field arresting gear. These include the anchor chain cable, water squeezer and the MOREST type equipment. At most Air Force bases, and many USN/USMC fields, there is some form of jet barrier, usually a Davis type. It is imperative to know the type and location of the arresting gear in use.

In general, engage the arresting gear, or barrier, on the runway centerline at as slow a speed as possible. If the arrestment is to be made at night, request to have the position of the arresting gear illuminated.

WAVE-OFF

When executing a wave-off, place the throttle in MRT (or CRT if required). Leave the landing gear and wing in the landing condition and level the wings while maintaining optimum angle of attack.

TOUCH-AND-GO LANDING

When making a touch-and-go landing, allow all three wheels to make firm contact with the runway, then follow normal takeoff procedures.

AFTER LANDING

AFTER-LANDING CHECK

1. Canopy — OPEN
   - Do not open the canopy in excessive wind conditions.
   - Turn cockpit pressurization and defog off.
   - If cockpit altitude indicator shows a negative reading (indicating cockpit is pressurized), open the emergency ventilation knob to relieve cockpit pressure before opening canopy.
   - Place left hand on canopy rail. Unlock canopy and immediately place right hand on right canopy rail.
   - Open canopy only after clearing the landing runway.
   - Monitor canopy opening by holding canopy rails to prevent excessive opening speed and possible overtravel which will shear the canopy actuator rod-end shear pins.
   - Turn cockpit pressurization on to assure cooling of the radio package.
   - Turn radar off since maximum cooling is not available with the canopy open.
2. Trim knobs — NEUTRAL
3. Rain removal switch — OFF
4. Pitot heat—OFF
5. Yaw and roll stab switches—OFF RESET

BEFORE SHUTDOWN

1. Wing — DOWN
   - Check wing/wheels/droop warning light on with wing down.
2. Cruise droop switch—IN
3. Wingfold — AS DESIRED
   - If wing panels are to be folded, the ailerons must be centered, yaw and roll stab switches off.
4. Landing gear ground locks — INSTALLED
5. Communications and navigation switches — OFF
6. Armament switches — OFF

STOPPING ENGINE

1. Throttle — OFF
   - When the engine has been operated at high power settings for an appreciable length of time, operate at 80% for 3 to 5 minutes to allow time for cooling. This prevents seizure of the rotors.
   - Prior to shutdown, stabilize engine at 75% rpm for at least 30 seconds to scavenge the oil.
   - Check tachometer for free engine deceleration.
   - Plane captain will signal engine cut after gear downlocks have been installed and wheel chocks are in place.
2. Master generator switch — OFF
   - Place switch off by the time the engine decelerates to 45% rpm.
3. Engine master switch — OFF
   - Do not shut engine down with the engine master switch except in an emergency or damage to the engine-driven fuel pump may result from cavitation.
4. Oxygen — OFF
   - If flow continues from mask after shutoff, check for possible inadvertent actuation of the emergency bottle. If bottle is actuated, do not disconnect supply hose until emergency supply is depleted.

BEFORE LEAVING AIRCRAFT

1. All electrical switches — OFF
2. Ejection seat pins — INSTALLED (5)
3. Canopy actuator safety pin — INSTALLED (1)
4. Wheels—CHOCKED
5. Perform postflight walkaround inspection.

NIGHT FLYING

The instructions contained in the following paragraphs are supplemental to those covered in the normal VFR or IFR flight procedures.

PREFLIGHT

After starting the engine, check operation of all interior and exterior lights.

TAKEOFF

Perform the takeoff using the same techniques and procedures used during day flight, but be prepared for transition to complete instrument flight immediately upon leaving the runway. It is common to experience distracting reflections of ground lighting from the gunsight glass and windshield.

FORMATION

The basic principles of formation remain unchanged. However, exercise extra vigilance since it is difficult to accurately determine depth, closure rate, and relative motion. Fly a rendezvous bearing that is slightly aft and more stepped down than that employed during daytime operation. Rendezvous speed must be prebriefed.

Reduce the closure rate. If recognized to be dangerously high, immediately break off the rendezvous to assure separation. Cross under and to the outside of the leader's turn. When in formation, fly a position further aft and more stepped down to compensate for a lack of depth perception and visual references.

Except for the last aircraft, exterior lights will be on dim. The last aircraft will have lights set to bright with the anticollision lights on unless the tactical situation dictates otherwise (during actual weather penetrations, etc).

During night landings, fly the angle-of-attack and airspeed indicators, and use a mirror if available.

PART 4 — CARRIER-BASED PROCEDURES

BRIEFING

Briefings will include the items outlined in the briefing guide, with particular emphasis placed upon bingo procedures, carrier's probable launch and recovery course, position in force, PIM, and ready deck. Operations Department and Air Department briefings covering the following procedures are required prior to actual carrier air operations:

- Deck Handling
- Air operations
- Communications
- Catapult launch
- CATCC
- SAR

Prior to initial night operation, additional briefings concerning night operations will be given by the flight deck officer, catapult officer, arresting gear officer, and the landing signal officer. The ready room will be lighted for night adaptation (red lights) during briefing. In addition, pilots may wear night adaptation glasses while going from the ready room to the flight deck to prevent loss of night vision.

FLIGHT DECK OPERATION

PREFLIGHT

Man the aircraft when directed by air operations (generally not in excess of 30 minutes prior to launch time). Conduct a normal preflight with particular emphasis given to the condition of the landing gear, shock struts, tires, arresting hook, and to the underside of the fuselage for launching pendant or arresting cable damage. A complete inspection of the aft fuselage may not always be possible due to aircraft spotting.

Leave the tiedowns installed until the engine is started. During night operation, conduct the exterior preflight using a red-lensed flashlight. Ensure that the exterior light switches are properly positioned for a poststart light check. Observe the general rule of not showing a white light on the flight deck at night. Set all colored lights to DIM and rotate the instrument and console lights out of OFF. This will prevent daytime illumination of the red and amber system lights when external power is applied. Emergency flood lights and spotlight may be used as desired.

ENGINE START

Engines will normally be started 10 minutes before launch time. Perform the system functional checks thoroughly. Adjust the rudder pedals and be prepared to hold the brakes when the tiedowns are removed.

POSTSTART

Adjust cockpit light intensity to desired level. Conduct an exterior lights check and then the systems checks outlined in normal procedures. Be ready to taxi when directed. As the carrier turns into the wind, either close the canopy or secure it with a lanyard to prevent damage bv wind or jet blasts. Spread the outer wing panels on signal from plane director as soon as possible after engine turnup to prevent damage to the wingfold casting.

TAXI

Normally, any signal by the plane director that is above his waist is intended for the pilot; any signal below the waist is intended for deck handling personnel.

Taxiing aboard ship is similar to taxiing ashore. Nose gear steering permits the aircraft to be maneuvered easily and should be used to prevent the nose gear from castering and the nose from swaying with the ship's roll. Keep taxi speeds under control, particularly in the landing area where the deck is slippery from cable lubricant. Use both brakes to stop sideways motion of the nose, since use of a single brake will only provide a different pivot point and the sideways motion will continue.

During night deck operation, the tempo is considerably reduced from daytime operation. Slow and careful handling by aircraft directors and pilots is mandatory. If any doubt exists as to the plane director's signal, stop the aircraft.

HANGAR DECK OPERATION

Occasionally, the assigned aircraft will be manned on the hangar deck. Follow the same procedures as those concerning flight deck operation. If the aircraft is not already on the elevator, it will be towed or pushed (with the pilot in the cockpit) into position to be raised to the flight deck. The signal to stop an aircraft that is being moved by other than its own power is either a hand signal or a whistle blast. The whistle blast signifies an immediate or emergency stop. Leave canopy open and the hard hat off to ensure hearing the whistle and keep the plane director in sight at all times. If unable to see the plane director, or if in doubt of safe aircraft movement, stop the aircraft immediately.

LAUNCH OPERATIONS

Refer to the applicable aircraft launching bulletin for offcenter spotting and launching limitations, and for minimum permissible endspeeds.

CATAPULT HOOKUP

Current deck procedures aboard CVA class carriers provide for astern and angling approaches to both forward and waist catapults. Approach the catapult track slowly, lightly riding the brakes, with the nose gear steering engaged. Watch the plane director's signals, using peripheral vision to sight down the catapult track. Anticipate the initial hold immediately after the nosewheel drops over the shuttle. The come ahead signal will be received after the tension bar is placed in the holdback. Use very slow movement to prevent overstressing the tension bar.

At night, it is very difficult to determine speed or motion over the deck. Rely on the plane director's signals and follow them closely. As the catapult is approached, the plane director should position himself forward of the aircraft and remain stationary. Use him as a visual reference to determine aircraft movement. It is very difficult to properly spot the aircraft on the catapult when the carrier is in a turn or listing.

During all catapult hookups, personnel designated as checkers will visually inspect the aircraft to ensure that it is suitable for flight. The inspection includes, but is not limited to: Checking the entire aircraft for evidence of fuel or hydraulic leaks; security of access panels; proper extension of struts; condition of the hook point; relative symmetry of control surfaces; proper UHT trim setting; wheels, wheel wells, and tires for damage or foreign matter; a positive check of wing hinge pin locks; and that the wing is raised.

TRIM SETTINGS

The recommended horizontal tail trim setting for catapult launching is a function of center-of-gravity position and end airspeed (see figure 3–10).

The recommended trim settings for military thrust launching at 5 to 15 KIAS above minimum end airspeed are pitch trim 6½° nose up, roll trim neutral and rudder trim neutral. Slightly less nose up trim should be used for launches at end airspeeds in excess of 15 KIAS above minimum. Slightly more nose up trim (7½° to 8½°) should be used for launches at or near minimum end airspeed.

CATAPULT TRIM SETTING

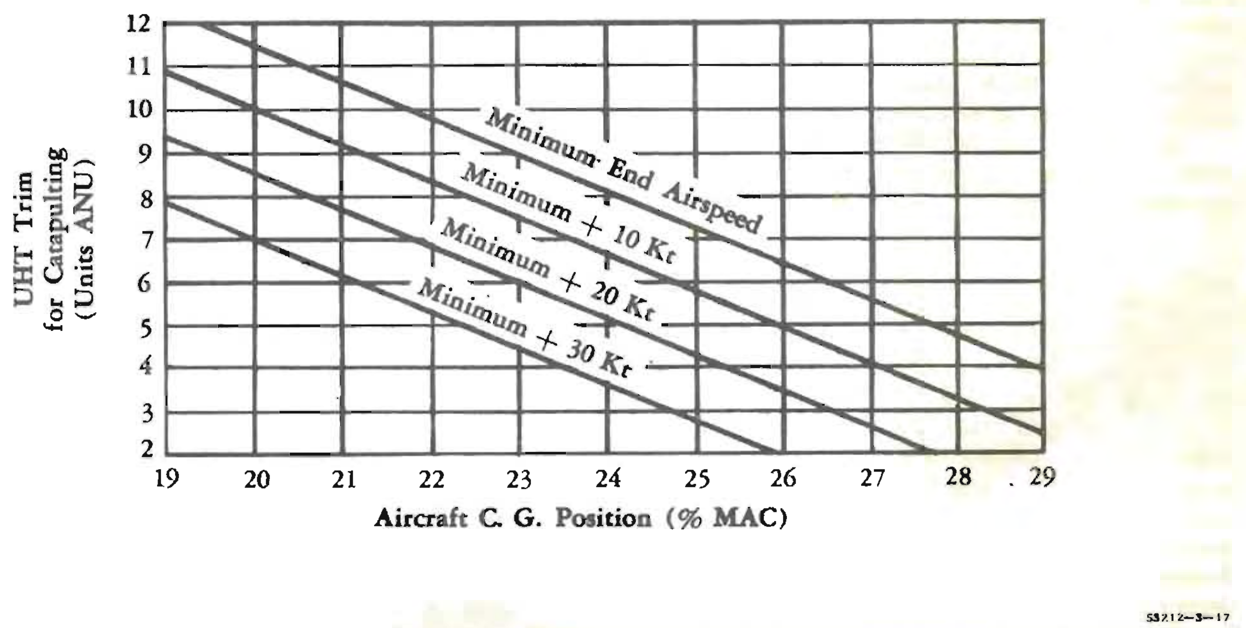


Figure 3–10

CATAPULT LAUNCH (MRT)

Complete all cockpit checks, except for engine turnup, prior to catapult hookup and tensioning. On run-through-the-deck periods, actuate the controls and positively check that the aileron and rudder neutral trim lights illuminate as the control surfaces pass through neutral. Failure of either light to illuminate is a downing discrepancy unless the controls are near center and it can positively be established that the fault lies in the indicating circuit. During the control check, flight deck personnel will note freedom and response of all control surfaces, that they return to relative symmetry when pressures are released, and that the UHT trim is properly set.

Upon receipt of the standard tensioning signal, apply military thrust and at the same time release the brakes and nose gear steering. When the turnup signal is received from the catapult officer, thoroughly check all engine instruments. Grip the throttle and the catapult handgrip firmly. When satisfied that the aircraft is functioning properly, place your head against the headrest, salute, and wait. Normally, a 3 to 5 second delay will occur before the catapult fires.

Normal catapult launches provide 15 knots excess end-speed. The aircraft leaves the catapult in a near-level attitude. A slight nose-up rotation may be beneficial, depending upon degree and angle of deck pitch and the UHT trim setting. Retract the landing gear and lower the wing according to land-based procedures. Clearing turns off the catapult will depend upon the ship's catapult configuration and the policy established within the air wing. Check alignment of the radio magnetic indicator once in stabilized flight.

CATAPULT LAUNCH (CRT)

The afterburner is not used under normal launch conditions and is not recommended at night. The catapult officer must know when an afterburner launch is to be made.

After reaching MRT and upon receipt of the two-finger turnup signal, check the engine instruments. When the catapult officer signals with 5 fingers (open hand towards the pilot), assume position for launch, select afterburner, check engine instruments, and salute. The catapult officer observes afterburner light and gives the catapult fire signal.

NIGHT CATAPULT LAUNCH

Follow the same cockpit procedures and signals used during a daytime launch. When satisfied the aircraft is ready for launch, signal the catapult officer by placing the exterior lights master switch to ON.

Be prepared to establish a wings level climbing attitude on instruments. A 5° to 7° nose up rotation is recommended after clearing the catapult. Do not make clearing turns. When established in a wings level climb, retract the landing gear. Lower the wing at a minimum altitude of 500 feet. At 2,500 feet or above, turn exterior lights to bright and turn on anticollision lights.

AIRCRAFT OR CATAPULT MALFUNCTION

If, after establishing power at MRT or CRT, it is determined the aircraft is down, signal this fact to the catapult officer by shaking the head from side to side. Never raise a hand into the catapult officer's view to give a thumbs down signal or it may be misconstrued to be a salute and the catapult will be fired.

The catapult officer will relay a no-go situation to the deck edge catapult operator by crossing his forearms in front of his face. He will then give the release tension signal and walk in front of the wing to give the throttle back signal. Then, and only then, reduce the throttle to idle.

The same signals will be used to signify a catapult malfunction. Leave the throttle at MRT/CRT until the catapult officer walks in front of the wing and signals for power to be reduced to idle.

If a no-go situation arises during night operation, do not turn on the exterior lights. Call on the land/launch frequency and advise that "——(call sign) on catapult number —— is down." Maintain MRT until the catapult officer walks in front of the wing and gives the signal to reduce power.

LAUNCHING CHARACTERISTICS

When spotted off center, the aircraft oscillates directionally during the catapult power stroke. The oscillations increase in magnitude with increasing forward center-of-gravity position, increasing main gear off-center distance and decreasing catapult pressures. Yaw will be noticed during the power stroke which will increase and reverse direction twice as the aircraft travels down the catapult. As the aircraft leaves the catapult, it tends to roll in the direction of the yaw. When spotted 6 inches off center (using minimum catapult pressures with a 20% MAC center of gravity), approximately one-half lateral stick deflection will be necessary to stop the roll. This control input is a natural reaction and should cause no difficulty.

MINIMUM END AIRSPEED LAUNCHING

Minimum end airspeed is determined by ability to rotate the aircraft to the optimum angle of attack when the gross weight is less than 25,000 pounds. At greater gross weights, proximity to the speed at which the aircraft drag is equal to or greater than the engine thrust becomes the limiting factor.

At gross weights below 25,000 pounds, sink-off-bow will be about 10 feet with moderate rotation required to prevent excessive sink. Do not overrotate. Avoid the use of excessive nose-up trim which will cause a high rate of rotation requiring rapid forward stick to avoid stall. Very light buffet will be encountered during rotation. Acceleration is reduced but comfortable, and as the usual end airspeed is attained acceleration becomes normal.

At gross weights above 25,000 pounds, moderate rotation will prevent sink-off-bow. Very light buffet will be encountered, and acceleration is reduced but comfortable.

CARRIER LANDING

Refer to field carrier landing practice, this section, for additional information, to figure 3–11 for illustration of typical carrier landing, and to section I, part 4 for carrier operating limitations.

While maneuvering to enter the traffic pattern, attempt to determine the sea state. This information will be of value in predicting problems that may be encountered during the ensuing approach and landing.

If the sea state is smooth, the carrier is creating all (or most) of the wind over the deck by hard steaming. Avoid entering the pattern at gross weights near the maximum since the approach speed could exceed the maximum engaging speed. Expect the wind to be down the axial deck which will result in a 10° crosswind when lined up with the angled deck. Stack wash will be encountered, so expect some turbulence when approaching the ship's wake. Pay particular attention to lineup.

With a moderate sea state, the carrier should be able to place the wind down the angled deck so lineup will not be a problem. As the wind over deck increases, additional power will be required to fly a proper approach.

If blowing spray is observed the sea state is rough and the carrier will be steaming to maintain steerageway. The wind over deck will be gusty which will necessitate more frequent power and control corrections to maintain the glide slope. Turn earlier at the 180° position to avoid being long in the groove.

PATTERN

Enter with a level break from a course parallel to Foxtrot Corpen, close aboard the starboard side of the ship at 600 feet MSL. If in formation, maintain a break interval of 12 to 16 seconds. When on downwind leg, descend to 500 feet and perform cockpit check. Cross-check angle-of-attack and airspeed indicators for 13 units angle of attack and proper airspeed. Check cockpit emergency ventilation port closed before using angle-of-attack indications. Fly a racetrack pattern with the 180° position approximately 1¼ miles abeam (check distance with TACAN, if desired) at 500 feet MSL. With a 30-knot wind over deck, begin the 180° turn to the final approach when approximately abeam the LSO platform. To be lined up with the angled deck centerline, roll out immediately to the right of the ship's wake. When the meatball is acquired, transmit call sign, fuel state (nearest 100 pounds), "Crusader" and "meatball." Signify no meatball by transmitting the code word "Clara."

GLIDE SLOPE

The physical glide slope projected from the ship is approximately 4°. Due to the wind over the deck, the aircraft flies approximately a 3.25° slope through the air. However, at any given point in the approach, the pilot is looking at the ship on a 4° slope. This, of course, gives the pilot the feeling that he is too high. This feeling should be disregarded, and only the meatball should be relied upon for proper glide slope control. Closure rate on the ship is on the order of 105 knots, whereas on the field, closure rate is usually equal to true airspeed (light wind). This difference in "distance/time" relationship further emphasizes the need for looking at, and flying the meatball all the way to touchdown, rather than estimating power required by looking at the deck. It is necessary to carry a little more power on the glide slope on the ship than ashore, in order to maintain the proper glide slope and airspeed.

FLYING THE MEATBALL

The technique for flying the meatball during steady deck operation approximates that used during FMLP. However, with increasing rough seas the glide slope varies, particularly in the vertical plane. The glide slope is stabilized only to the extent that it passes through a point in space 1,800 to 2,200 feet astern (approximately half way out on the final approach). As the deck pitches, the glide slope deflects as necessary to remain focused on this point. It is apparent that the vertical movement of the glide slope increases in magnitude as distance from the focal point increases. Therefore, the technique used to fly the meatball when the deck is pitching varies with position on the final approach.

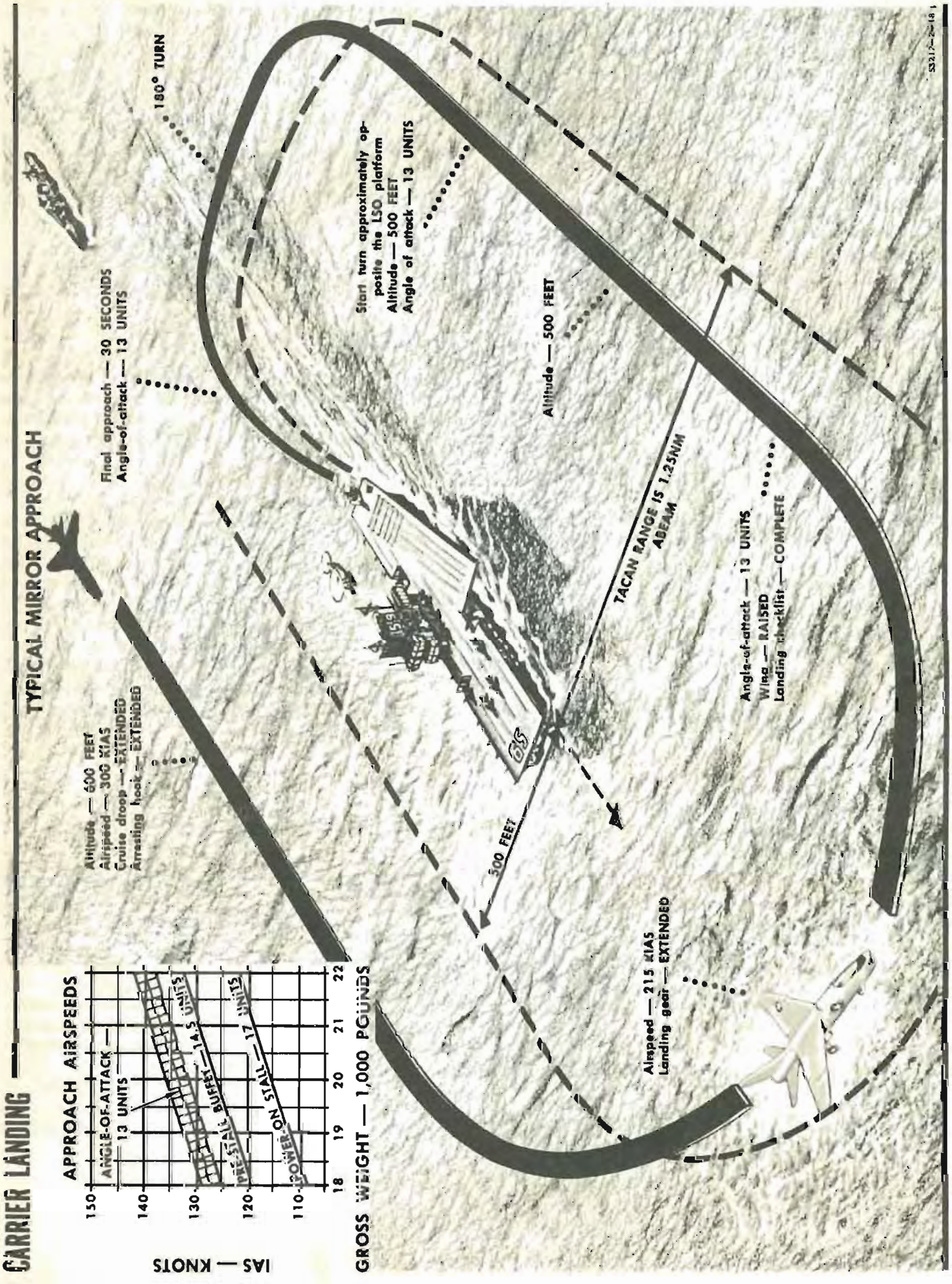

CARRIER LANDING
TYPICAL MIRROR APPROACH
APPROACH AIRSPEEDS
IAS — KNOTS
GROSS WEIGHT — 1,000 POUNDS
ANGLE-OF-ATTACK — 13 UNITS
14.5 UNITS
PRE-STALL BUFFET
POWER-ON STALL — 17 UNITS
150
140
130
120
110
18
19
20
21
22
Altitude — 600 FEET
Airspeed — 300 KIAS
Cruise droop — EXTENDED
Arresting hook — EXTENDED
Final approach — 30 SECONDS
Angle-of-attack — 13 UNITS
180° TURN
Start turn approximately opposite the LSO platform
Altitude — 500 FEET
Angle of attack — 13 UNITS
Altitude — 500 FEET
TACAN RANGE IS 1.25NM ABEAM
500 FEET
Angle-of-attack — 13 UNITS
Wing — RAISED
Landing checklist — COMPLETE
Airspeed — 215 KIAS
Landing gear — EXTENDED

Figure 3-11

Initial Approach

After rolling wings level on the final approach, begin a rate of descent of approximately 600 feet per minute. Average out the meatball movement. Maintain a glide path that shows the same degree, or distance, of meatball movement above and below the datum lights.

Middle Approach

As the aircraft progresses into the middle third of the approach, meatball movement due to carrier pitch is at a minimum. Use this part of the approach to advantage. Adjust power carefully and establish the proper rate of descent.

Final Approach

As the aircraft moves into the final third of the approach, the meatball will again begin to cycle on the optical landing system. Hold the power setting and the rate of descent established during the middle third of the approach, unless instructed otherwise by the LSO. If the meatball goes high when approaching the ramp, do not attempt to center it. The ramp could be cycling down, and an increased rate of descent, coupled with a rising ramp on touchdown, could exceed aircraft design limits. If the meatball starts to go low, add power to stop it. In this case, the aircraft could be descending below the glide path, or the ramp could be cycling up. In either event, the aircraft is getting too close to the ramp and the only correction is power. Accept the fact that wave-off and bolter rates increase when landing with a pitching deck. The higher rates are acceptable, particularly when the alternatives are considered (hard landings, ramp contacts, etc).

FOULED-DECK WAVE-OFF

Don't anticipate a fouled-deck wave-off. Aircraft will repeatedly clear the landing area fractions of a second before the wave-off point is reached, and a clearance to land will be received. Let the LSO give the wave-off.

Wave-off characteristics are good and the engine accelerates from approach thrust (about 84% rpm) to military thrust in about 2.5 seconds.

CLOSE-IN WAVE-OFF

Avoid a close-in wave-off whenever possible. However, if it becomes necessary, move the throttle smartly to MRT or CRT and maintain optimum angle of attack. Do not overrotate. Maintain a wings level flight attitude.

WARNING

Accept a touchdown short of the number one cross-deck pendant, accept a bolter, but do not overrotate and do not turn. In the event of a ramp strike, select afterburner.

BINGO FUEL

When the bingo fuel state is reached, clean up the aircraft and depart on course. Do not orbit the carrier awaiting instructions. Fly towards the bingo field and if you are in doubt as to the exact heading, ask for it prior to switching frequency. Shipboard control may be contacted for radar monitoring. Check heading to the bingo field with control and ensure that the RMI is set properly. If possible, relay a "feet dry" message to the ship.

ARRESTMENT OPERATIONS

Fly the aircraft on the glide slope all the way to touchdown and do not attempt a flare. Add power to MRT as the aircraft touches down. When forward motion has nearly ceased, reduce power to idle and allow the aircraft to roll aft Apply brakes on signal and immediately add taxi power. Hold brakes to arrest forward movement and raise the hook when directed. When the come ahead signal is received, release brakes and expedite exit from the landing area. Use brakes for initial directional control and engage nosewheel steering after forward motion is established. When clear of the landing area, turn stabs off and fold outer wing panels on signal.

While the hook is retracting, the aircraft must remain static or a reengagement is likely. If a reengagement occurs, reduce power, drop the hook when directed, and allow the aircraft to be pulled aft. Raise the hook again on signal.

Normally, all night recoveries will be from CATCC controlled approaches. The LSO will assume control when the aircraft is approximately one mile from the ramp. Exterior lights should be on bright with the anticollision lights off. Following arrestment, reduce power to idle and immedately turn off the exterior lights. Allow the aircraft to roll aft, apply brakes, raise the hook when directed, and taxi slowly out of the landing area. Do not stare at the director's wands, but use them as the center of a scan pattern. When clear of the landing area, signal aircraft status to flight deck control.

POSTFLIGHT

Taxi the aircraft as directed. Do not use excessive power. Keep the engine running until the chocks and at least one tiedown are installed. Landing gear downlocks should also be installed prior to engine shutdown. Execute a shutdown when the cut signal is received. Always control canopy opening rate by holding the rails with both hands. Install the lanyard before opening the canopy since wind across the deck makes it difficult to do so after the canopy has been opened.

If the aircraft is to be spotted on the hangar deck, open the canopy and remove the hard hat as you are descending on the elevator. Normally, taxi the aircraft from the elevator into the hangar bay. Expect the cut signal when clear of the elevator. Lower the wing and raise the droop prior to engine rundown. From this point, aircraft handlers will move the aircraft. Keep speed under control and be alert for stop signals. Hold the brakes after being spotted until a 3-point tiedown has been completed.

section IV

flight procedures and characteristics

CONTENTS

PART 1 — FLIGHT PROCEDURES

PART 2 — FLIGHT CHARACTERISTICS

PART 1—FLIGHT PROCEDURES

This section standardizes general flight and operating procedures to minimize confusion, maintain air discipline, and to achieve maximum effectiveness in the air. The general briefing guide (section III, part 1) will be used to brief each flight. Any mission not covered by the briefing guide must be briefed by a qualified individual who has thorough knowledge of all aspects of the mission.

TRANSITION AND FAMILIARIZATION

The paragraphs below contain operational information which will be used in conjunction with normal procedures during the FAM stage of training.

BRIEFING

The familiarization briefing will be all-inclusive and will cover all emergency procedures contained in section V.

PREFLIGHT

The chase pilot, or another qualified pilot, will monitor the FAM pilot during his first preflight inspection.

START

The chase pilot, or another qualified pilot, will monitor the FAM pilot's first flight start and poststart checks.

TAXI

The FAM pilot should call for taxi instructions and lead the flight to the runway.

TAKEOFF

The FAM pilot will call for takeoff instructions when ready, and will be the lead aircraft for the takeoff.

INFLIGHT

During the FAM stage, the FAM pilot is required to call off the individual items of the 3-point checklist (Fuel Transfer Switch — ON, Wing — Down and Locked, and Cabin Pressurization — ON) when he reports completion of the checklist to the chase pilot.

The FAM pilot will perform all prebriefed maneuvers, to obtain a general feel of the aircraft in both clean and dirty configurations.

FAM flights will be planned so that approximately 2,000 pounds of fuel remain upon return to the home field. Fuel remaining checks will be given by stating main fuel quantity first and transfer quantity second, eg, two eight and one six (2,800 pounds main and 1,600 pounds transfer).

RETURN TO THE FIELD AND LANDINGS

The FAM pilot will lead the flight back to the home field and will make the required radio calls to the tower. The chase pilot will fly a wing position that enables him to closely monitor the FAM pilot's landing pattern and approach to coach him as necessary. A chase pilot, or a qualified RDO, must be available while a FAM pilot is practicing landings, and two-way radio contact must be maintained. If these conditions are not satisfied, the FAM pilot will make a final landing on the first acceptable approach. A final landing will be made when the FAM pilot's fuel state at the 180° position first reaches 1,200 pounds or less.

CONFIDENCE MANEUVERS

Aileron rolls, loops, Immelmann turns, and Cuban eights will be practiced as confidence manuevers. The airspace will be cleared before starting, and the chase pilot will maintain a position that allows adequate clearance between aircraft and affords observation of the surrounding airspace.

The minimum airspeed for all confidence maneuvers is 220 KIAS.

Plan the entry to any maneuver so that the aircraft is level or climbing at a minimum altitude of 10,000 feet above the terrain. Enter overhead maneuvers between 10,000 and 15,000 feet at 500 KIAS and use a 4 g pullup. Use afterburner for the first half of the maneuver when fuel weight is 3,500 pounds or more. Enter rolls at an airspeed of 300 to 350 KIAS.

Do not exceed the flight restrictions outlined in section I, part 4.

PARADE AND TACTICAL FORMATION

PARADE FORMATIONS

Only the four basic parade formations (fingertip, echelon, diamond and column) and free cruise formation are covered. These formations are used for airshows, flybys, weather penetrations, rendezvous practice, nontactical point-to-point flight, and in traffic patterns.

FINGERTIP AND ECHELON

Fly the wing position on a line of bearing 35° to 40° aft the lead aircraft's beam, stepped down 5 to 8 feet, with a wingtip clearance of 5 feet (figures 4–1 and 4–2). When flying through weather, maintain the same wingtip clearance and stepdown, but hold a position 45° aft the lead aircraft's beam (figure 4–3). As visibility decreases, decrease lateral separation and increase stepdown as necessary to maintain visual contact with the lead aircraft.

DIAMOND

Fly the wing position on a line of bearing 45° aft the lead aircraft's beam, stepped down 8 to 10 feet, with a wingtip clearance of 5 feet. Fly the slot position in column on the lead aircraft, stepped down as necessary to avoid excessive jetwash. The slot position is equidistant, and on a 45° bearing, from each wingman (figure 4–4).

COLUMN

Fly directly behind and stepped down from the preceding aircraft. Maintain nose to tail clearance at all times, though distance between aircraft will vary with the type of maneuver being performed. For example, while parade column positions may be as close as 10 to 15 feet during a flyby, a separation of not less than 50 feet is maintained while maneuvering or in tail chase. Maintain sufficient stepdown to avoid excessive turbulence from jetwash (figure 4–5).

FREE CRUISE

The free cruise formation is primarily used for nontactical point-to-point flight for two or more aircraft. This formation facilitates cruise control, permits each pilot to look around, and allows considerable maneuvering. Free cruise positions require nose-to-tail clearance so that each aircraft can slide independently to maintain position (figure 4–6).

CROSS UNDER

When necessary to cross from one side of the leader to the other, adjust power to slide aft until nose-to-tail separation of 5 feet is attained. Maintain lateral separation and descend to obtain a vertical separation of 8 to 10 feet. Maintain vertical and lateral separation and cross under the leader's flight path. When proper horizontal separation is obtained on the opposite side of the leader, move vertically until the proper stepdown is attained and then move forward to the wing position.

TACTICAL FORMATIONS

Tactical formation is not an exact science. Both offensive and defensive techniques are involved, either at the same time or successively, in the overall offensive action. As such, there is not one solution to a specific tactical problem. Tactical formation is of necessity a compromise between maximum flexibility and maximum mutual support. Information concerning specific tactical maneuvers and doctrine may be found in classified Naval Warfare Publications and Weapons Systems Tactical Handbooks.

FORMATION RENDEZVOUS

RUNNING RENDEZVOUS

This type of rendezvous is most effective when aircraft are launched within visual or radar range. Using a predetermined power setting, the leader flies a designated course or TACAN radial at 350 KIAS until the climb schedule is reached. The wingman accelerates to the applicable climb schedule using MRT (CRT only as necessary to expedite the rendezvous). The throttle is retarded when approaching the leader (or desired tactical position) to avoid using the speed brake to prevent overrunning. If tactical conditions dictate a CRT running rendezvous, the leader designates a base course or TACAN radial, uses reduced CRT, and maintains the climb schedule. Trailing aircraft will maintain the base course and use full CRT until rendezvous is effected. When the last aircraft calls "aboard," the leader advances power to full CRT.

TACAN RENDEZVOUS

This rendezvous is an expeditious method of joining aircraft under all VFR conditions. The flight leader specifies the TACAN facility, channel number, altitude, radial, and distance to be used. This establishes a point in space where the rendezvous is to be effected. The joinup is accomplished as shown in figure 4–7.

ARA-25 (ADF) RENDEZVOUS

The ARA-25 is useful to join aircraft under all conditions, but is particularly effective for a straight course running rendezvous. Trailing aircraft select ADF position with the UHF control. The flight leader transmits a short count every minute and includes altitude if climbing. Trailing aircraft maneuver as necessary to keep the number one needle 5° left or 5° right of the nose position (the number 2 aircraft holds

FINGERTIP PARADE

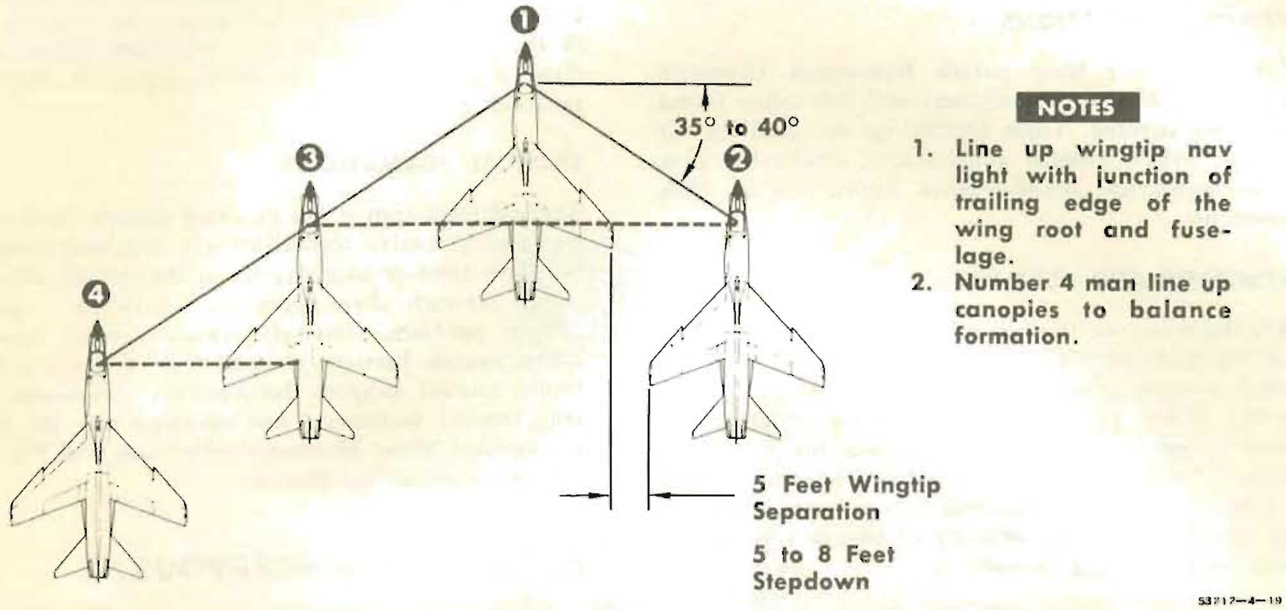


Figure 4-1

ECHELON PARADE

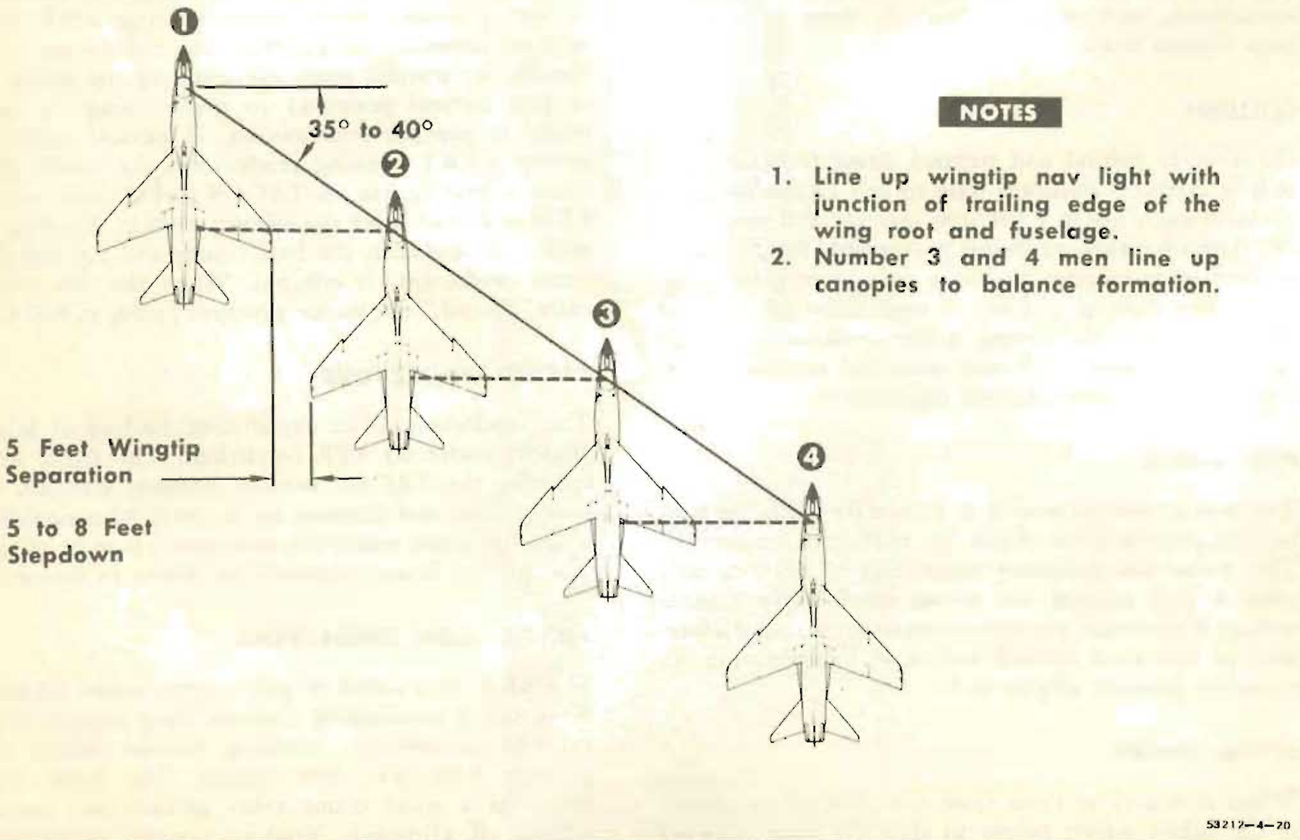


Figure 4-2

INSTRUMENT PARADE

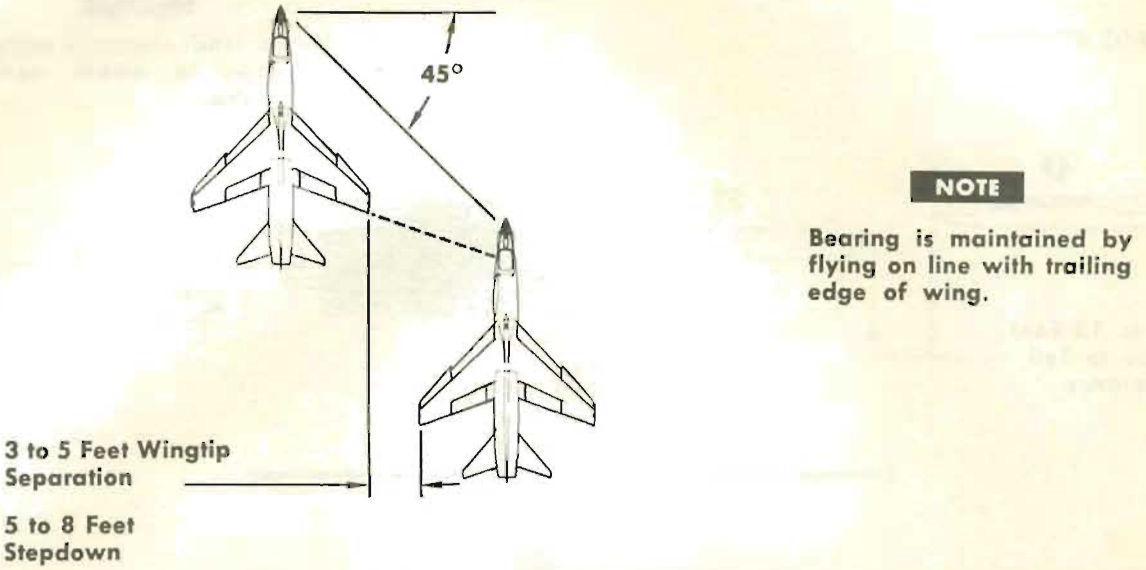


Figure 4–3

DIAMOND PARADE

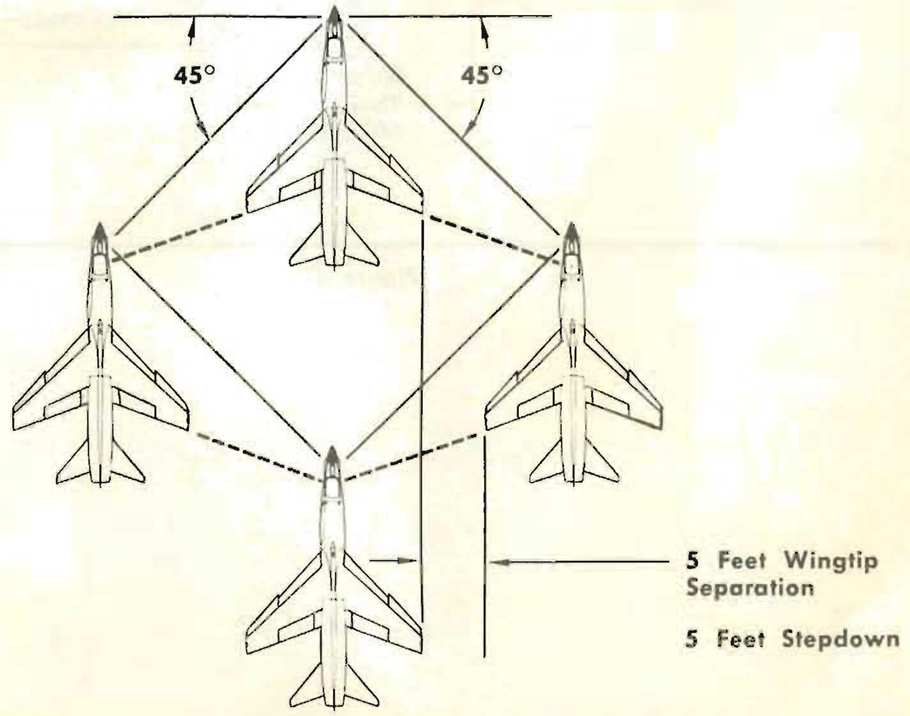


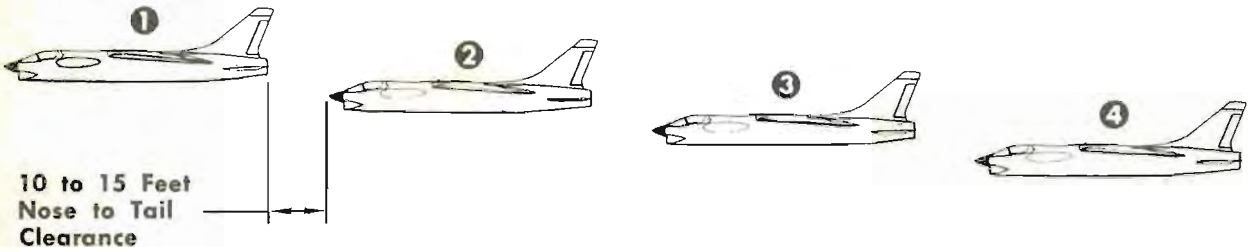
Figure 4–4

PARADE AND TAIL CHASE COLUMN

PARADE COLUMN

NOTE

Match lead aircraft's wing and stepdown to avoid excessive turbulence.



TAIL CHASE COLUMN

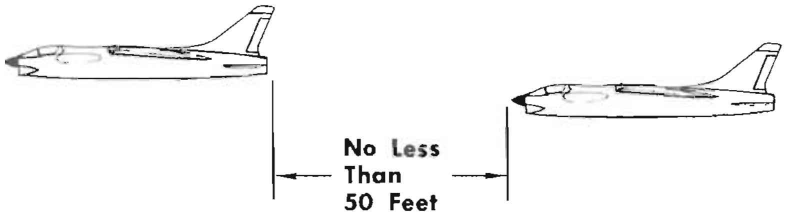


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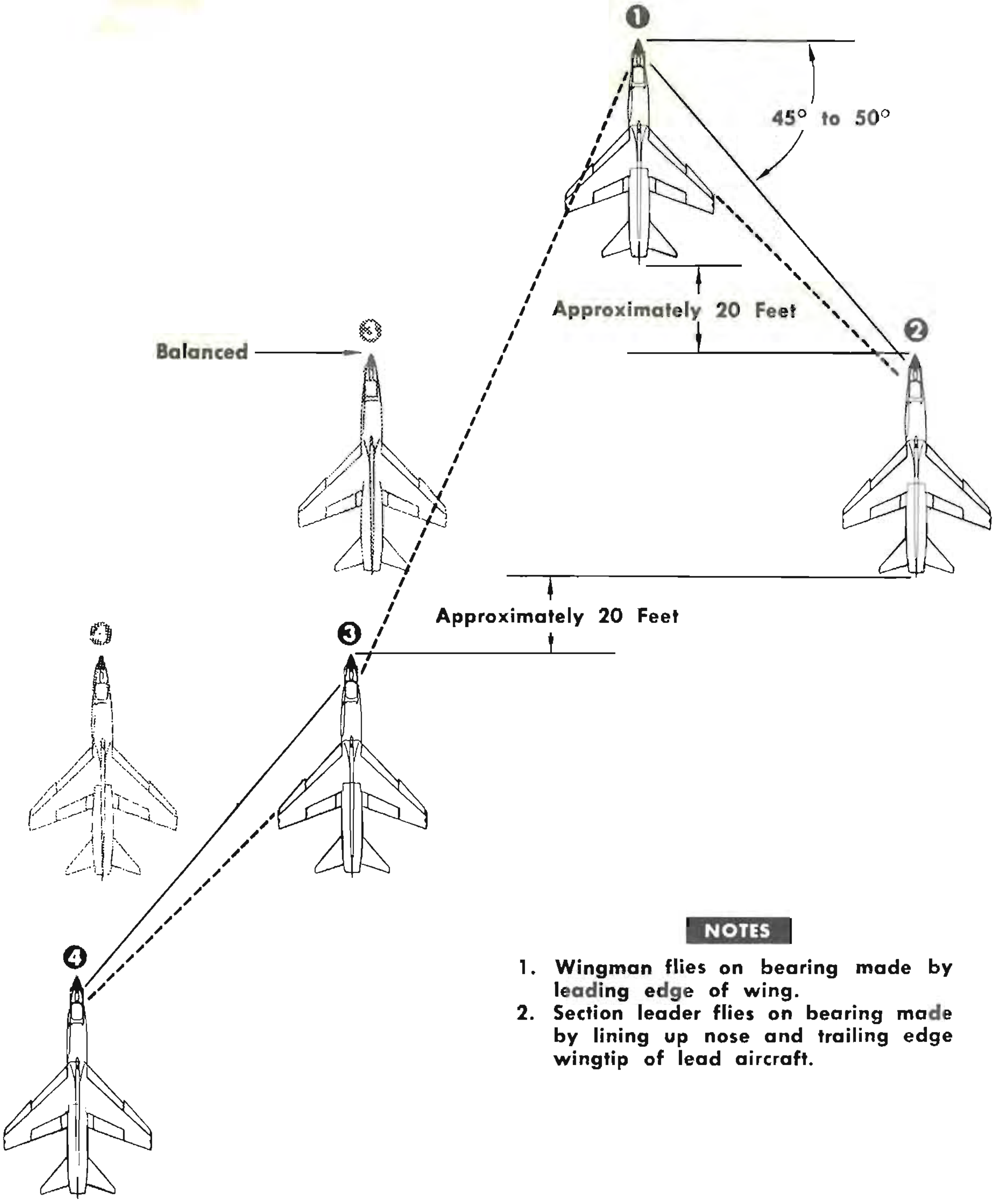
Figure 4–5

FREE CRUISE



NOTES

1. Wingman flies on bearing made by leading edge of wing.
2. Section leader flies on bearing made by lining up nose and trailing edge wingtip of lead aircraft.

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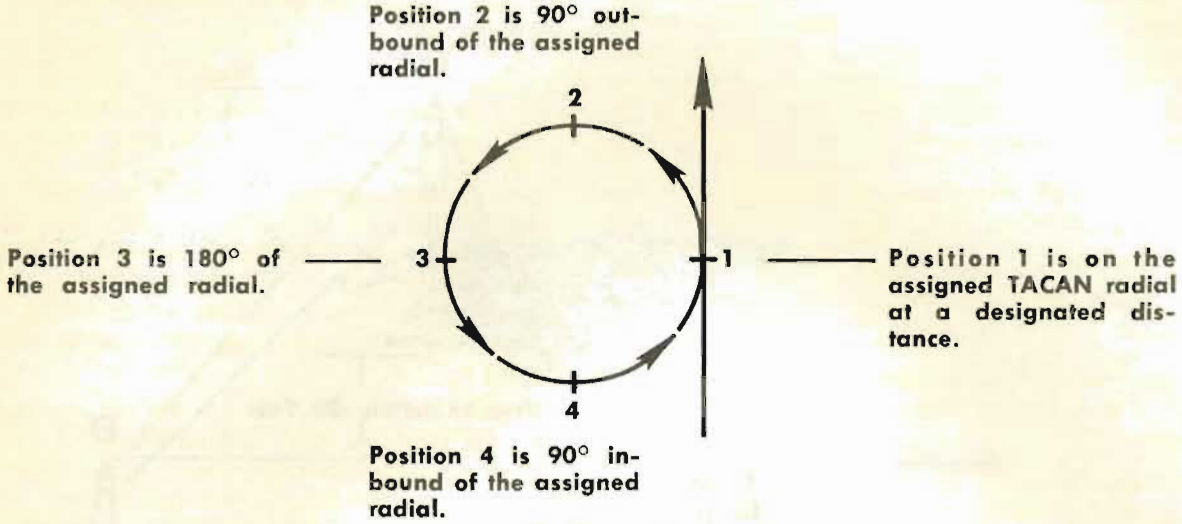
Figure 4–6

TACAN RENDEZVOUS



NOTES

1. Each pilot flies ahead for 1 minute, then turns to take a 30° cut to the assigned radial. Instrument climb schedule must be maintained.
2. Aircraft track outbound on assigned radial using course line indicator.
3. Division leader calls distance at which to begin joinup circle and when passing each position. This informs each pilot of the leader's actual position in the rendezvous circle.
4. All aircraft begin orbit at designated distance and modify orbit as necessary to effect joinup.
5. If not on top by 45,000 feet, leader will assign an altitude to each aircraft, allowing 2000 feet separation between aircraft (if not under positive control).
6. Leader uses 30° bank and 300 knots to 30,000 feet and 0.86 above.

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Figure 4–7

the leader 5° left, number 3 aircraft 5° right, etc.) until the leader is visually sighted.

If a circling rendezvous is to be made. the leader maintains a 30° bank at a prebriefed airspeed and altitude, transmitting a short count and heading every minute. Trailing aircraft correct heading as necessary to place the number one needle on the nose position each time the leader transmits. Proximity to the leader can be determined by the degree of change in azimuth of the number one needle. As distance to the leader decreases, the needle will change more degrees between counts, requiring larger corrections to keep the leader on the nose. When the leader is detected visually, a standard rendezvous is accomplished.

LOW VISIBILITY RENDEZVOUS

The initial procedures will be as previously described for standard rendezvous. Accomplish this type of rendezvous only in an emergency, when directed by higher authority, or when the urgency of the mission so dictates. Fly the aircraft at a safe maneuvering airspeed at an altitude that will permit safe ejection. Establish radio contact and determine the indicated airspeed, altitude, and flight path of the aircraft to be joined. Place all lights on bright and the anticollision lights on. Rendezvous first on a position 1,000 feet out, slightly aft the beam (4 or 8 o'clock) of the lead aircraft. Cautiously close while assuring nose-to-tail clearance. Maintain a constant relative bearing since changes in bearing make determination of closure rate difficult. Do not allow a rapid closing situation to develop.

CAUTION

Low visibility rendezvous is conducive to vertigo. A high degree of caution and good judgment must be exercised.

SAFETY DURING RENDEZVOUS

Keep the aircraft ahead in view constantly and join the formation in order. Reduce excess speed before reaching the wing position to avoid overshooting. Abort the rendezvous if necessary by leveling the wings, sighting all aircraft ahead, and moving to the outside of the formation.

Use only enough stepdown to ensure separation on the aircraft ahead.

If "sucked" during rendezvous, move to the outside of the leader and join after all other aircraft are in formation.

Stop all relative motion prior to joining an inside wing position. A cross under to the outside may then be made.

Use caution during the final steps of joinup of a running rendezvous. Relative motion is difficult to discern when approaching from the rear.

INFLIGHT REFUELING

Refer to section I, part 2, for system description. A-1, A-3, A-4, A-5 and KC-130F tankers are compatible for inflight refueling. The location of the refueling probe, which is 40 inches from the fuselage and abeam the pilot when extended, creates several problems. The probe is not within the pilot's peripheral vision upon engagement; the drogue is influenced by the airflow around the fuselage, tending to drift outboard during run-in; the drogue is in close proximity to the canopy creating a possibility of canopy damage on missed engagements.

PRE-REFUELING CHECK

Prior to taking on fuel, place the fuel transfer switch in PRESS DUMP and note transfer fuel quantity reading. Fuel transfer should cease immediately. Note the main and transfer fuel quantities for a period of 3 minutes. Main fuel quantity should decrease and transfer quantity should remain constant. Return the fuel transfer switch to ON. When ready for refueling, place the probe switch in PROBE OUT and note that fuel transfer stops. For this check to be valid, the pressurization system must be functioning and the wing tank must contain fuel.

AIR REFUELING TECHNIQUE

When available, another pilot will monitor the refueling and he will call clock position of missed engagements.

Whenever possible, conduct refueling in smooth air at optimum altitude and airspeed and with less than 50% receiver fuel remaining. To prepare the receiver aircraft, place the cruise droop out, turn off unnecessary electrical equipment, and extend the probe. Since canopies have been broken by the drogue during missed approaches, place the helmet visor down for protection.

Note

> The permissible acceleration range with the probe extended is −1.0 g to 3.0 g.

Line up behind the tanker with the probe 10 to 15 feet directly behind the drogue and trim the aircraft. The drogue will be slightly forward of the nose of the receiver aircraft. Check that the tanker amber ready light is on or obtain confirmation from the tanker pilot that he is ready for refueling before plugging in.

Execute the approach so that the drogue passes close to the fuselage. Any misalignment, sideways movement, or other deviation constituting a haphazard approach can result in a smashed canopy. Using the tanker and the hose as references, increase power to establish a 3 to 5 knot closure rate. This rate will minimize outboard drogue movement, receiver control problems, and will seat the probe smartly in the drogue coupling. The drogue will have a tendency to move to the left as the nose of the receiver passes it. Do not fence with the probe. Concentrate on flying toward a reference point on the tanker. The gunsight may be used as an aid to alignment.

When engagement is made, a slight ripple of the hose will occur. Adjust power to remain in refueling position and fly formation on the tanker.

Note

> At high closure rates, hose whip will occasionally follow engagement.

If engagement does not occur, reduce power and move slightly to starboard of normal hose trail position then down and straight back. Speed brakes may be used, but are generally not required at high altitude.

BREAKAWAY

To break away from a successful engagement, reduce power and drop back at a rate of 3 to 5 knots. Maintain alignment and altitude. The probe/drogue connection will separate when the hose reaches full extension.

OPERATION OF THE PROBE SWITCH

Extend the probe prior to the initial run and leave the switch in the OUT position until all runs are completed. When retracting the probe, hold the switch IN for 5 seconds after the door light goes out to ensure that the probe door locks.

FLIGHT TEST

Test flights will be conducted in accordance with current BuWeps Instruction 4700.2 series.

PART 2 — FLIGHT CHARACTERISTICS

INTRODUCTION

Note

Refer to section I, part 4, for limitations and restrictions.

The Crusader's operating regime covers an extremely wide band of flight conditions ranging from the low speeds required for carrier operations, through the speeds required for long-range cruising flight, to high speed flight at low and high altitudes. Flight stabilization, stick variable gain and a two-position wing are utilized to permit satisfactory operation throughout the flight envelope.

DEFINITIONS

The following definitions are of terms employed frequently in this section:

Dynamic pressure (q) — The product of $\frac{1}{2}pv^2_t$ (sometimes called ram pressure).

Equivalent airspeed (EAS) — Calibrated airspeed corrected for compressibility factors. A constant equivalent airspeed maintains a constant dynamic pressure regardless of altitude. At sea level, true airspeed, calibrated airspeed and equivalent airspeed are all equal. At altitude, equivalent airspeed is always less than true airspeed.

Yaw during roll — The yaw which almost always accompanies any rolling maneuver of any aircraft. It is caused by aileron or spoiler drag and by moments on tail and fuselage caused by rolling velocity and flow effects from the ailerons.

Adverse yaw — During a roll, yaw which causes the nose to move in the direction opposite to the direction of roll.

Favorable yaw — During a roll, yaw which causes the nose to move in the direction of the roll.

Rolling pullout — A maneuver in which g is being pulled while the aircraft is rolling, such as in turn reversals.

Symmetrical pullout — A maneuver in which g is pulled without rolling. A symmetrical pullout may be accomplished in a steady turn.

Trim change — A tendency of the aircraft to pitch, yaw, or roll because of the influence of movable components or of changing flight conditions.

FLIGHT CONTROLS

GENERAL

All flight controls, ailerons and spoilers, unit horizontal tail, and rudder, are fully powered through dual power control systems in order to overcome the high airloads encountered in high-speed flight. Artificial feel is provided by springs in the lateral (roll) and directional (yaw) control systems and by springs, viscous dampers, and bobweights in the longitudinal (pitch) control system. This feel system provides a force reference against which the pilot may judge his control motions. Feel forces are kept low to make the aircraft pleasant to fly and easy to maneuver. Variable-gain linkages are provided in the pitch control system to permit very small control adjustments when the aircraft is near trimmed conditions. The ailerons and rudder may also be moved about by signals from the stabilization systems, but this occurs automatically without affecting stick or rudder positions or feel.

UNIT HORIZONTAL TAIL

The unit horizontal tail is effective from the stall to the highest Mach number at the highest altitude. Horizontal tail effectiveness, or the g per degree of tail movement, varies considerably with flight conditions, and is least in the landing configuration and in high-altitude supersonic flight and most in low altitude, high-speed subsonic flight. Adequate effectiveness is present to rotate the aircraft for takeoff or for landing (even to the extent of bumping the tail) and to pull limit g in supersonic flight at altitudes even above 45,000 feet. In the areas of greatest effectiveness, such as near Mach 0.95 at low altitudes, care must be taken to prevent overcontrolling. The variable-gain linkage reduces these tendencies in the areas of greatest horizontal tail sensitivity or effectiveness by introducing a band of insensitive control response near neutral stick. These characteristics are described more fully under MANEUVERING FLIGHT in the Supplemental NATOPS Flight Manual. Longitudinal stick forces are also presented in the Supplemental NATOPS flight manual.

AILERONS AND SPOILERS

The ailerons and spoilers work together to provide lateral control. The ailerons are effective through most flight conditions but become completely ineffective at the stall and almost so in high-speed low-altitude flight. The spoilers improve roll performance at high speeds but are ineffective at the stall. However, ailerons are the most effective control in inducing or recovering from a spin. Roll rate is the characteristic that is most affected by the addition of the spoilers, although a slightly greater pitch down is encountered in low-altitude rolls.

Lateral stick forces are light in both the landing and clean configurations. Clean configuration stops provide a reference for observation of roll restrictions.

RUDDER

The rudder becomes effective at about 60 knots on the takeoff roll and remains so through all flight conditions. It provides adequate directional control for crosswind landings. Pedal forces are light in the clean configuration and are reduced even more in the landing configuration.

POWER CONTROLS

The loss of either of the power control systems will produce only a slight reduction in maximum longitudinal control. This reduction occurs only at supersonic speeds between 22,000 and 42,000 feet altitude. The greatest reduction occurs at Mach 1.1 at an altitude of approximately 35,000 feet.

The loss of one of the power control systems results in a general decrease in response to maximum control inputs above 400 KIAS. Loss of response will generally not be apparent except at high airspeeds or during extreme maneuvers when PC 2 is inoperative.

The effects of the loss of one power control system on maximum lateral control vary significantly depending upon which system is inoperative, as follows:

- With PC 1 inoperative, there is no decrease in maximum lateral control effectiveness below 400 KIAS, but there is a decrease of up to 50% between 25,000 and 35,000 feet altitude at supersonic speeds. The decrease in effectiveness is less at other altitudes. In addition, roll stabilization is inoperative.
- The loss of PC 2, which is the only system that supplies pressure for operation of the spoilers, results in significant decreases in maximum lateral control effectiveness at speeds above 400 KIAS, but only minor decreases below that speed. At speeds above Mach 0.92 below 9,500 feet altitude, or at very high airspeeds (above 680 KIAS), lateral control may be inadequate to correct for an extreme lateral out-of-trim condition.

Directional control is not appreciably affected by loss of either power control system. However, yaw stabilization and aileron-rudder interconnect are lost with PC 2 inoperative. With loss of PC 2, acceleration restrictions governing loss of yaw stabilization apply.

SPEED BRAKE

The speed brake, functioning as a controllable high-drag device, provides a quick and effective means of making airspeed adjustments in tactical situations and of limiting airspeed in dives. Precise speed adjustments, such as those desired in formation flying, are difficult to make by use of the speed brake because of its high rate of motion. The brake will open to its full open position of 60° in about 1.5 seconds if the airspeed is below 475 knots EAS. Above this speed, the brake opens only an amount proportional to the speed because ram pressure overcomes the actuator. At 725 knots EAS, the brake will open only about 15° and has lost considerable effectiveness.

Full extension of the speed brake results in moderate buffeting that increases in intensity with increasing airspeed at subsonic speeds. Partially closing the speed brake will decrease or eliminate buffeting without causing an appreciable loss in speed brake effectiveness. No buffeting will be encountered with speed brake operation at supersonic speeds.

Because there is insufficient ground clearance to permit landing with the speed brake extended more than 30°, the brake is automatically closed as the wing is raised unless the speed brake override switch is used.

Refer to Supplemental NATOPS Flight Manual for additional information.

CRUISE DROOP

The cruise droop position of the wing leading edge provides a means of obtaining a more efficient wing under certain flight conditions. These conditions and the corresponding improvements obtained with the leading edge extended to the cruise droop position are:

Condition	*Improvement*
Military climbs above 35,000 feet and afterburner climbs above 40,000 feet.	Drag is decreased.
Subsonic turning flight, particularly above 30,000 feet.	Buffet is delayed and diminished.
Maximum cruise and loiter.	Drag is reduced.
Very low speed flight with the wing down, such as inflight refueling and two-position wing transitions.	Stall and buffet speeds decrease, thereby providing a greater safety margin. (To take advantage of this margin, cruise droop should be extended before takeoff and landing.)

Performance will be reduced to varying degrees under all other flight conditions if the leading edge is left extended to the cruise droop position with maximum speed as the most seriously affected item.

Within the operating limitations, there is a mild nose-down trim change when extending the leading edge and a nose-up change when retracting it. Small lateral trim changes also may occur during leading edge operation.

EMERGENCY POWER PACKAGE

Extension of the emergency power package (Marquardt unit) at airspeeds up to approximately 500 KIAS causes practically no trim change. In most cases a very slight vibration is the only indication that the unit is extended although sometimes small directional trim changes may occur as the speed brake is opened or closed with the power package deployed.

Above 500 KIAS, the aircraft tends to yaw left, roll right, and pitch down as the unit is extended. These trim changes increase in severity as the extension speed increases and become quite severe above 690 KIAS, constituting a serious handling problem. For this reason, it is imperative to reduce speed at least to the restriction limit and it is highly desirable to slow considerably more before extending the package in the case of electrical or power control hydraulic system failure. Fortunately, after all such failures (except for failure of both power control systems as in the unlikely case of a frozen engine), control power and basic aircraft stability remain adequate so that there is no immediate necessity to extend the emergency package. The aircraft can be and should be slowed to less than 600 KIAS while deciding whether to extend the package or not. The main consideration in making this choice is the considerable drag increase which results from the extended package and leads to a reduction in specific range of approximately 18%. Whenever possible, slow down first, then extend the package if desired. The unit has been proven structurally and functionally sound to 740 knots EAS.

Extension of the emergency power package in the landing configuration causes no trim changes and has no effect upon handling qualities, stall speed, or stall characteristics.

STABILIZATION

Automatic roll and yaw stabilization systems improve gun platform characteristics, permit greater maneuvering capabilities, and improve general handling qualities. With stabilization systems operative, the Crusader is a smooth, effective, and competitive flying and fighting machine throughout its flight envelope. Without stabilization, it still may be flown successfully through the same speed envelope but is subject to drastic reductions in permissible maneuvering and to a considerable reduction in its ability to track and hit a target.

In other words, flight stabilization improves the performance of the aircraft as a weapon by performing the following significant functions:

- Damping of undesirable roll and yaw motions caused by air turbulence or rough control usage.
- Stiffening the aircraft directionally, making it more prone to fly with zero yaw angle.
- Applying opposite rudder in all rolls so as to reduce the buildup of favorable yaw at high Mach numbers and altitudes.

Stabilization output is regulated by use of altitude yaw gain changers and by switching between clean configuration and landing configuration roll amplifier gains to give the best performance under all flight conditions. The net result is a steadier aircraft which does not develop excessive yaw angles during maneuvering flight. All stabilization effects are accomplished without effort on the part of the pilot and with no feedback into the controls except for an occasional minute roll "nibble" in the landing configuration.

In the clean configuration, yaw stabilization is the more important function since it is necessary to maintain the yaw angle as near zero as possible at all times. This factor accounts for the reduction in the operating envelope with yaw stabilization inoperative. If a failure should occur at a speed above the restriction speed, avoid abrupt maneuvers or control motions and reduce speed as rapidly as practicable.

In the landing configuration the basic roll damping of the aircraft is poor and roll stabilization accordingly is of major importance. Fortunately, basic damping improves as airspeed decreases so that loss of roll stabilization does not cause a serious approach or landing problem. With roll stabilization inoperative, roll damping will become marginal at airspeeds above 180 KIAS, so avoid abrupt maneuvers, reduce airspeed, or lower the wing.

TRIMMING

Use of trim will reposition any of the control surfaces without changing the neutral position of the stick or rudder pedals because the trim actuators move only the linkage downstream of the feel systems. Because of the variable gain linkage in the longitudinal system, flying the aircraft with force applied to the stick (aircraft not in trim) will cause increased sensitivity the further the control is held from neutral. By keeping the aircraft trimmed under high-speed flight conditions, full benefit is obtained from the variable-gain linkage in maintaining pitch attitude without increased control sensitivity.

Movements of the trim knobs will result in changes of aircraft attitude unless compensating movements of the stick or rudder are made. As trim is applied, relax pressure on the stick or rudder pedals to determine the effect of the amount of trim used. This will avoid overtrimming or unwanted changes of aircraft attitude. Until familiar with trimming, apply trim in small amounts to obtain the desired attitude.

Because of the rapidity with which flight conditions change at low altitudes with afterburner, precise trimming is difficult. Attempt minimum trimming during an afterburner climb below 20,000 feet until familiar with the trimming characteristics in this flight regime.

Since roll and yaw trimming is achieved with the same actuators used for stabilization, normal trimming will be lost if the stabilization system fails or is turned off. Remember that in such a case, any roll or yaw trim already applied will be removed since the actuators automatically return to neutral. Emergency pitch trimming is available if normal pitch trim circuits fail.

LEVEL FLIGHT

MAXIMUM SPEED

Refer to the Supplemental NATOPS Flight Manual for maximum speed limitations.

LANDING CONFIGURATION

Landing configuration characteristics are normal and satisfactory in all respects. The aircraft may be trimmed fairly easily during the approach and all controls operate smoothly and effectively.

Military thrust is sufficient for most wave-offs and enormous extra thrust is available from the afterburner for a desperation-type wave-off.

CLEAN CONFIGURATION — SUBSONIC

The aircraft normally spends most of its flight time in the subsonic region and has quite conventional characteristics there. The afterburner gives it excellent acceleration characteristics under practically all conditions. Trimming generally is good except in the trim change region of about 0.90 IMN to 1.05 IMN, where attention to control is required if you desire to hold a given altitude. High-speed flight at low altitude in turbulent air is rather uncomfortable and disturbing because of the jostling experienced in the cockpit. Sensitive pitch control will be encountered in low-altitude flight at high subsonic speeds.

CLEAN CONFIGURATION — SUPERSONIC

Supersonic flight characteristics of the Crusader are excellent and enjoyable. Control response is smooth and precise in pitch, yaw and roll, and trimming is at its best. There is a general reduction in noise and vibration as soon as the aircraft goes supersonic, particularly after the oil cooler door opens. The energy level is very high, enabling the aircraft to be zoomed to high altitudes or turned extensively while maintaining supersonic conditions. Acceleration in level flight is fairly slow as compared to acceleration at subsonic speeds, but in dives airspeed increases very rapidly. Take care to avoid exceeding restrictions. Deceleration is also relatively slow unless a combination of thrust reduction and speed brake is used.

MANEUVERING FLIGHT

Note

Refer to the Supplemental NATOPS Flight Manual for flight characteristics during pullouts, rolls, rolling pullouts and climbs.

DIVES

The aircraft picks up speed quite rapidly in dives. Engine thrusts and dive angle are very influential in controlling speed during dives. Thrust reduction and pulling the nose up will be found more effective than speed brake extension when it is desired to reduce speed from very high values. Stability and control characteristics are generally good.

Dives to lower altitudes are required during attack missions. Be especially cautious about target fixation during these dives.

As indicated under TRIMMING, malfunction of the yaw-stabilization system will result in the rudder immediately returning to neutral and the directional trim system becoming inoperative. If this malfunction occurs at high airspeed or where a large amount of rudder trim is required to maintain balanced flight an abrupt yaw will occur. Poor damping characteristics under these conditions make it easy to set up lateral-directional oscillation if abrupt, large lateral or directional control movements are used. In the event of stabilization failure in high speed dives, reduce speed immediately and effect recovery using small slow aileron or rudder movements if required. Refer to the Supplemental NATOPS Flight Manual for additional dive characteristics.

AEROBATICS

Aerobatics in the Crusader are typical of most contemporary jet aircraft. No special techniques or knowledge are required. Since loops and Immelmann turns develop considerable changes in altitude, start them at altitudes near 10,000 feet with at least 500 KIAS until familiar with the aircraft. Afterburner may be used during these maneuvers either as a means of keeping the airspeed up or of increasing the altitude gain. If the airspeed gets low on top, allow the aircraft to "fly through" at a low g value. Avoid pulling into buffeting throughout the maneuver.

Satisfactory rolls may be performed at most speeds without attempting to coordinate rudder with ailerons, but coordination may be improved by use of rudder if desired. The best and smoothest rolls are obtained by putting in and taking out aileron rather slowly.

ARMAMENT

The following discussions cover flight characteristics during armament separations.

GUN FIRING

Gunfire vibration in the cockpit varies considerably with airspeed and altitude. At high altitudes the vibration is very light and is not influenced very much by speed. At low altitudes the vibration is higher, and reaches a moderate peak level around 475 KIAS. At higher or lower speeds, the vibration level is light but even under these conditions the instrument board and gunsight will vibrate to a moderate degree during gunfire. Tracking is not hampered even under the heaviest vibration encountered. No adverse engine effects resulting from gunfiring.

SIDEWINDER MISSILE FIRING

Refer to the Supplemental NATOPS Flight Manual.

ANGLE OF ATTACK

Refer to the Supplemental NATOPS Flight Manual.

STALLS

CHARACTERISTICS

(See figure 4-8 for stall speeds)

NORMAL OR 1g STALLS.

Landing Condition

Stall warning is first evidenced by prestall buffet commencing around 14.5 units indicated angle of attack, increasing in intensity to heavy buffeting, roll oscillations, porpoising or poor response to lateral control at about 17 units. The stall is marked by a definite wing drop, roll, or snap roll. The horizontal tail and rudder remain effective throughout the stall. Ailerons become ineffective as the stall is reached. Recovery is initiated by immediately neutralizing lateral and directional control, positioning the stick slightly forward of neutral (avoiding use of ailerons) and allowing airspeed to increase in whatever bank angle or pitch attitude exists until well out of buffet.

Clean Condition

Clean condition stall behavior is similar to the landing condition, with warnings and stall occurring at higher airspeeds. Buffet onset will occur at least 40 knots above the stall speed and increases to heavy buffet at the stall. At the stall, the wing drop will be more abrupt to approximately 45° but the condition can be aggravated into greater and faster roll departures by maintaining or increasing aft stick at or beyond the stall. With cruise droop extended, stall warnings will occur at airspeeds approximately 10 to 15 knots lower than with leading edge retracted. The stall will occur approximately 5 knots lower with cruise droop extended.

ACCELERATED STALLS.

Stalls in Pullouts or Turning Flight

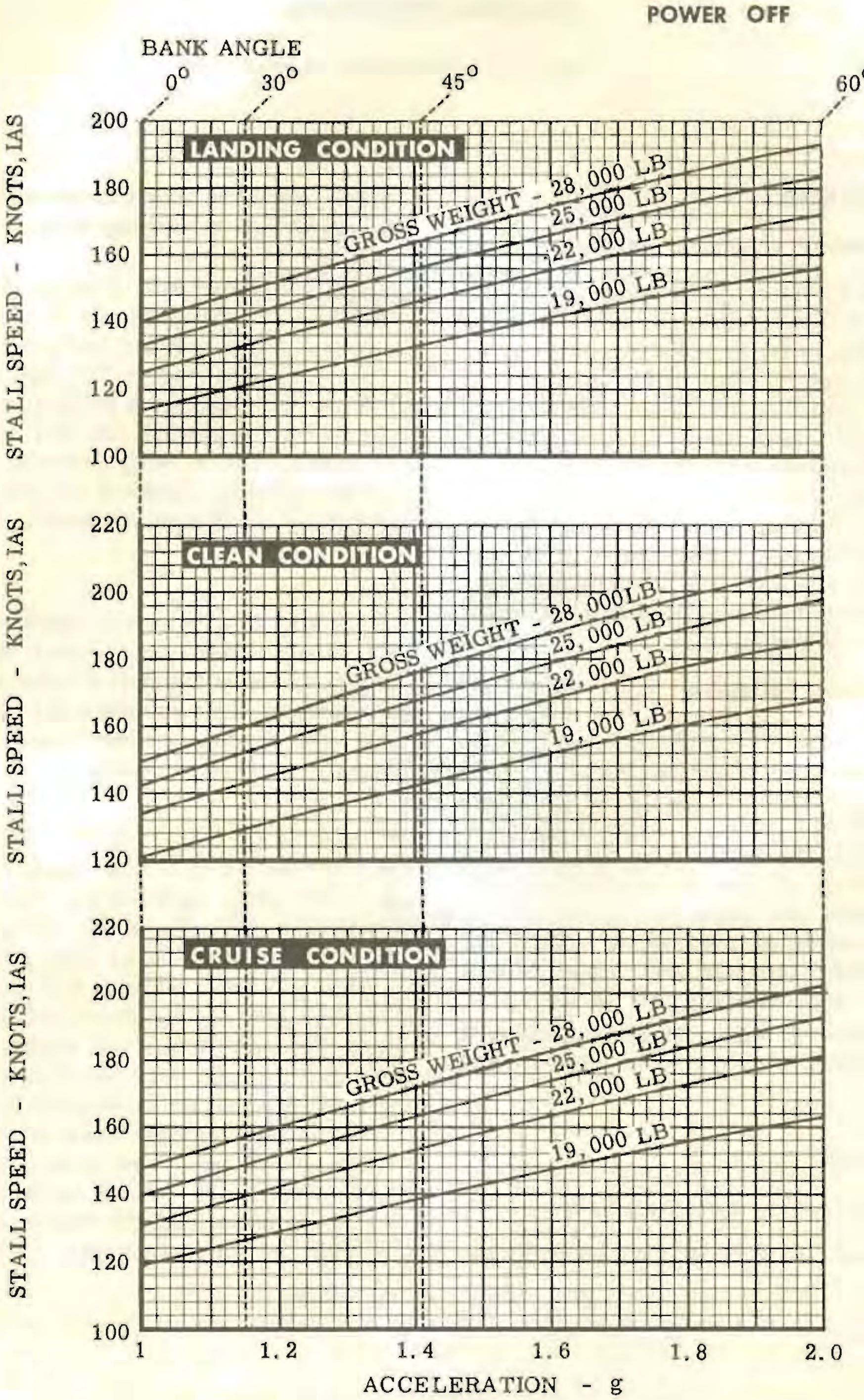
Accelerated stalls will occur whenever excessive aft stick is used for maneuvering at subsonic speeds such as in pullouts or turning flight.

In a gradual approach to an accelerated stall, warning of the stall occurs initially in the form of buffeting, which increases to heavy buffet at the stall. In addition, roll oscillations (up to 30° left and right) and porpoising will occur just prior to reaching the stall. At the stall a very abrupt roll will occur which can reach or exceed 180° of wing position change. This can be accompanied by a marked increase in nose-up attitude, especially if ailerons are used to oppose the roll.

If the stall is approached rapidly, warning motions of the airplane prior to the stall will be less apparent, and behavior at the stall will be more violent. At low airspeed or Mach numbers, all stall warnings will be less intense, and greater caution must be used to prevent inadvertent stalls.

An accelerated stall may result from holding a high g level while decelerating from supersonic speed. Particular care should be taken to maintain speed with adequate thrust or nose attitude while holding a high g level in turns at low supersonic speeds. The airplane can rapidly decelerate from these speeds to high subsonic speeds at which the stall boundary decreases and the tail effectiveness increases, making it more likely that an accelerated stall would be entered abruptly. During the deceleration, the time between warning (if felt) and actual stall can be as short as 2 seconds. To ensure against an accelerated stall occurring under such conditions, maintain speed while holding g's or reduce the g's before decelerating.

STALL SPEEDS



NOTE

Power-off stalling speeds are based on operation with the engine idling. Stalling speeds with the engine windmilling are essentially the same as presented for power-off. Since power-on stalling speeds are affected more by pilot technique than by thrust effects, power-on stalling speeds are not presented.

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Figure 4-8

Stalls in Turn Entries and Reversals

Accelerated stalls may also result from attempting aileron rolls at g loads below but close to the stall boundary, such as in turn entries, turn reversals or turn recoveries.

Rolls attempted under these conditions result in large yaw angles which can cause the airplane to stall. In such cases, the usual warnings of an accelerated stall may not be apparent. The most positive warning of a possible stall entered from a roll is indicated by the roll behavior of the airplane. If response to the ailerons is very sluggish, if the roll appears to be stopping while the ailerons are still deflected, or if there is no response at all to the ailerons, the roll is being attempted at too high a g loading or too low an airspeed. When any of these characteristics occur, ailerons should be neutralized immediately and g loading reduced.

If the ailerons are not neutralized immediately, the airplane may yaw and pitch into a stalled attitude, or an uncontrolled flight maneuver (similar to a snap roll) may occur.

To take advantage of the higher rates of roll and best behavior of the airplane, rolls through large bank angles such as in turn entries or turn reversals should be performed under buffet-free conditions.

Rolls initiated at buffet onset or above should be limited to small lateral stick deflections and small bank angle changes such as occur when tightening a turn or making tracking corrections. To avoid the possibility of entering uncontrolled flight, rolls should not be attempted above moderate buffet levels.

RECOVERY PROCEDURE

Upon first signs that the stall point has been reached or upon recognition from the roll behavior of the airplane that a stall is imminent, the following recovery action should be taken immediately:

1. Relax all stick and rudder forces, allowing controls to return to their neutral positions, then push stick forward of neutral as required to reduce angle of attack or g load.

2. Avoid use of ailerons and allow airspeed to increase in whatever bank angle or pitch attitude exists, even if inverted, until well out of buffet.

Never displace ailerons to raise a wing at or beyond the stall or to stop a snap roll. It is emphasized that the use of ailerons during stall or stall recovery will not produce the expected roll but will develop sufficient yaw to result in a spin.

Even though the airplane may be gyrating (snap rolling, yawing and pitching) or appears to be entering a spin, hold controls in neutral until either recovery or a spin is clearly indicated. Look at stick and rudder pedals to ensure that they are in neutral. *It should not be assumed that the airplane is in a spin until at least one yawing turn (not roll) has occurred without reversing, as described under "Recognition Of The Spin."*

STALL SUMMARY

1. Warning in the form of heavy buffeting, roll oscillations, porpoising, or poor response to ailerons always precedes the stall.
2. The stall is marked by abrupt wing drop, roll, or snap roll.
3. Recovery is initiated by immediately neutralizing controls.
4. Hold neutral controls (stick slightly forward) until either recovery occurs or a spin is clearly indicated.
5. Do not use ailerons to stop roll or correct bank angle at or beyond stall.
6. Do not attempt rapid rolls through large bank angles in buffet conditions.

SPINS

CHARACTERISTICS

GENERAL.

Regardless of the flight conditions, attitudes, gyrations or control manipulations leading to departure from controlled flight, and regardless of those imposed during uncontrolled flight, the airplane will perform only the one type of upright spin described below.

Crusader spins are characterized by large frequent changes in pitch attitude and bank angle in the first 2 to 3 turns. In these initial turns the pitch attitude may rapidly change from a nose-high position near or above the horizon, to 40° or 50° nose down, and then back to the nose-high position again. In the same period, the bank angle may vary from 45° wing down to 45° opposite wing down. The nose of the airplane returns to a high position once in each turn. These large motions gradually reduce in magnitude, and during the third turn may reach a level as little as one-half to one-fourth of the initial motions. The behavior of the spin appears considerably smoother to the pilot from this time on. After the third turn, average pitch attitude is relatively flat, with the nose 10° to 20° below the horizon. A complete turn occurs in 4 to 5 seconds. Average altitude loss is 1,400 feet per turn.

Occasionally, while in a spin, the airplane will roll outside wing down to an inverted attitude for a few seconds so that it describes part of a turn (as much as one-half turn) at a negative 1.0g. The airplane will continue to roll, in the same direction that created the inverted attitude, to an upright attitude and will continue in an upright spin regardless of how long the spin is maintained. The general rotation of the spin will remain in the same direction relative to the earth before, during and after the roll through the inverted position. It is possible that while the airplane is inverted, the pilot may have the sensation that a spin reversal has occurred. *However, this is not a reversal.* This inverted condition, when it occurs, usually does so in the latter part of the second turn and the first part of the third turn. However, it is not violent, nor does it affect ability of the pilot to select and apply proper recovery controls. The recovery does not appear to be lengthened or otherwise changed by this phenomenon.

The most violent airplane motion will be encountered in the initial departure from controlled flight at higher airspeeds in accelerated stalls. The airplane cannot be made to enter a spin at speeds in excess of 170 knots IAS; however, above this speed, uncontrolled flight (such as violent snap rolls) can be generated from which it is possible to effect recovery providing controls are immediately neutralized. *During uncontrolled flight, speed can be lost at very high rates up to 40 knots per second, which may result in speed very rapidly dropping below 170 knots.* If recovery from uncontrolled flight has not been effected before this time, the airplane will enter a spin with no break in the motion. In such entries the airplane may initially snap roll over the top or under the bottom before autorotation. Occasionally the airplane will perform, initially, a severe cartwheel type of maneuver in which the nose goes well above and below the horizon to near vertical attitudes. Independently of the manner in which the initial departure occurs, either through a snap roll or cartwheel, the resultant extreme attitudes will be reduced to the typical spin attitudes by the end of the second turn.

Although, the airplane may flip right side up and enter an upright spin as a result of loss of flying speed in inverted flight, it will not perform an inverted spin.

Spin characteristics and spin recovery procedures are not affected by extended landing gear and speed brake, or by fuselage missile pylon installations. Fuselage missiles installed on the airplane have a beneficial effect in that the spin is somewhat milder and recovery is faster. Wind tunnel tests indicate that landing condition spins and recovery procedures are similar to those for the clean condition.

ENGINE AND ELECTRICAL SYSTEM BEHAVIOR IN SPINS.

Because of the high angle of attack encountered in a spin, the ability of the duct to carry air to the engine is greatly reduced and engine compressor stalls may result. This will be evidenced by loud coughing and banging noises which can lead to excessive engine exhaust temperatures. To reduce the severity of compressor stalls and engine overtemperatures, the throttle must be retarded to IDLE if a spin is encountered. Overtemperatures as high as 770°C have occurred during spins after IDLE was selected. However, in each case engine operation has remained normal.

Severe compressor stalls can also result in complete loss of electrical power if the low pressure compressor rotor speed drops below normal idle values. On some occasions compressor stalls have persisted after idle thrust was selected, until 250 knots IAS and altitudes below 30,000 feet were achieved in the recovery dive.

As compressor stalls cease, engine exhaust temperatures will return to normal and the main generator will automatically return to service. However, yaw and roll stabilization and trim systems will have to be manually reset to regain operation. No engine flameouts occurred during Crusader spin investigations.

RECOVERY CHARACTERISTICS AND PROCEDURES

RECOVERY PROCEDURE.

Recovery from a spin is obtained by using the following technique:

1. Retard throttle to IDLE.

WARNING

When selecting emergency droop to aid spin recovery, do not unlock the wing.

2. Extend leading edge to landing droop by raising emergency droop and wing incidence guard and moving the WING INCIDENCE handle to the full forward position.

3. Place full rudder against spin; apply full aft stick and full lateral stick opposite to rudder (with the spin).

EXAMPLE

Control	*Right Spin*	*Left Spin*
Rudder	Full left	Full right
Stick	Full aft and full right	Full aft and full left

4. As spin rotation stops, promptly neutralize ailerons and rudder, and push stick 2 to 3 inches forward of neutral.

WARNING

Full lateral stick deflection must be applied since as little as ½-inch less than full deflection may add one additional turn to the recovery.

Spin recovery may take as long as 12 seconds, a period that may *seem* considerably longer to the pilot. Concentrated effort must be made to hold correct recovery controls until recovery is indicated.

For this technique to be effective, the pilot must be aware of the behavior of the airplane during recovery from the spin. Incorrect interpretation of these characteristics can result in wrong use of recovery controls and failure to recover from the spin. The following paragraphs describe in more detail the recovery behavior of the airplane and the appropriate actions for obtaining prompt recovery.

USE OF THROTTLE.

Engine operation above IDLE during the period between radical departure from normal flight and entry into true spin rotation can be beneficial in recovery with neutral controls. Once the spin is entered, however, the throttle must be at IDLE to minimize the effects of compressor stall and overtemperature. IDLE power settings will prevent overtemperature below 37,000 feet, but compressor stalls may continue. If neutralizing the controls does not result in immediate arrestment of the departure from controlled flight, the throttle should be retarded to IDLE immediately. *When in doubt as to how far the stall has progressed towards a spin, retard the throttle to IDLE.*

RECOGNITION OF THE SPIN.

Spin recovery procedures should not be attempted until the pilot is certain that a spin exists. In the Crusader a spin differs from other stall gyrations in that the nose of the airplane will continuously yaw in one direction. *A spin should be assumed only if the yaw is continuous in one direction for at least one turn.*

DIRECTION OF ROTATION.

Direction of rotation must be positively established so that the rudder and aileron may be deflected in the proper direction to stop the spin.

Direction of rotation can easily be determined by observing traverse of terrain over the nose of the airplane. Spin direction can also be determined by use of the needle of the turn-and-bank indicator. Needle to the right indicates a right spin, and needle to the left, a left spin.

RECOVERY BEHAVIOR.

When the leading edge is extended to landing droop and controls are placed to stop the spin, continuous rotation in the initial direction will cease within 2½ additional turns. The only positive means of recognizing that rotation has stopped is by closely watching the traverse of the terrain. As the apparent motion of the ground past the nose is stopping or when it has stopped, quickly neutralize rudder and ailerons and push stick 2 to 3 inches forward of neutral. Failure to neutralize controls promptly can cause a spin in the opposite direction.

As the rotation stops, a nose-down pitch will usually occur, followed by an increase in airspeed, and eventual recovery to normal flying speed in a 70° to 90° dive. A rolling tendency usually occurs early in the recovery dive just after controlled flight has been regained. This tendency should not be opposed with aileron as the motion will damp as airspeed increases. The use of aileron at this time may develop another spin.

USE OF LANDING DROOP.

The use of landing droop results not only in more positive spin recovery, but also results in more positive pilot recognition of the recovery phases. Therefore, landing droop should be selected immediately on recognition that a spin exists. The pilot should devote his full attention, if necessary, to actuation of the droop controls. Visually observe droop control actuation, and if need be, release the stick and use both hands to obtain proper actuation. Releasing the stick will not cause the airplane to enter any other type of maneuver or to fall or spin any faster. There are no restrictions with respect to extending leading edge to landing droop *during* a spin. If a reasonable attempt at droop extension is unsuccessful due to buffeting, the pilot should continue the spin recovery sequence, but not beyond altitude limits which would preclude successful ejection. Once recovery controls are applied, additional attempts at droop extension may be made.

TRIM SETTINGS.

Under normal trim usage, trim settings will not have significant effect upon spin and recovery characteristics. Full directional or lateral trim settings will not be noticeable until considerable speed is picked up in the recovery dive. Since the longitudinal trim setting existing may not be known, recovery can be hastened by pushing the stick 2 to 3 inches forward of neutral, as the spin ceases, regardless of trim position. A slightly steeper recovery dive may result from this technique.

RECOVERY TO LEVEL FLIGHT.

To avoid progressive stalls, do not initiate pullout prior to reaching at least 200 knots IAS. Available g's will not permit rapid round out at low airspeeds, and high drag from a pullout started too early will retard buildup of speed to safer pullout speeds. The altitude loss from the point at which a controlled dive is reached to that at which level flight is achieved will be about 6,000 to 8,000 feet. Speed brake may be extended in the dive, after reaching at least 200 knots IAS, to prevent excessive airspeed buildup. Do not exceed landing droop restrictions in the recovery; the airspeed and g loadings will not exceed these restrictions during the spin.

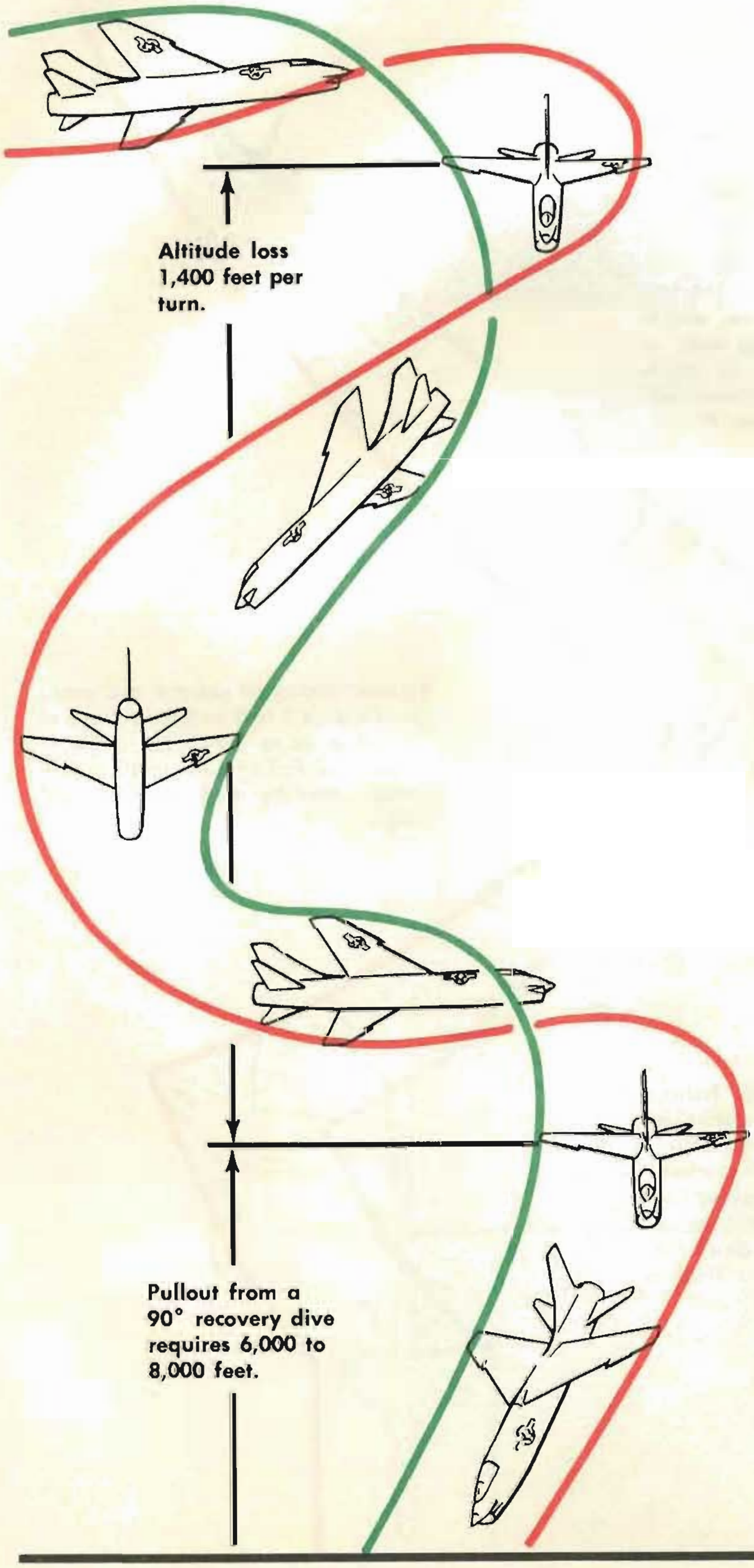
SPIN SUMMARY

(See figure 4–9)

FALLING LEAF

(See figure 4–10)

SPIN



SPIN SUMMARY

1. Initial turns involve large variations in pitch attitude and bank angle.

2. A spin should be assumed only if the yaw is continuous in one direction for one turn.

3. Retard throttle to IDLE.

4. Using emergency pneumatic system, extend leading edge to landing droop immediately.

5. Determine direction of spin by observing traverse of terrain over the nose or observing needle of turn-and-bank indicator.

6. Place full rudder against spin, full aft stick and full lateral stick opposite to the applied rudder (with spin).

EXAMPLE

Control	*Right Spin*	*Left Spin*
Rudder	Full left	Full right
Stick	Full aft and full right	Full aft and full left

7. As continuous rotation in initial direction ceases, promptly neutralize ailerons and rudder and push stick 2 to 3 inches forward of neutral; visually check position of stick.

8. Hold neutral control positions until at least 200 knots is obtained in steep dive. Do not revert to spin recovery control positions unless continuing spin is clearly established.

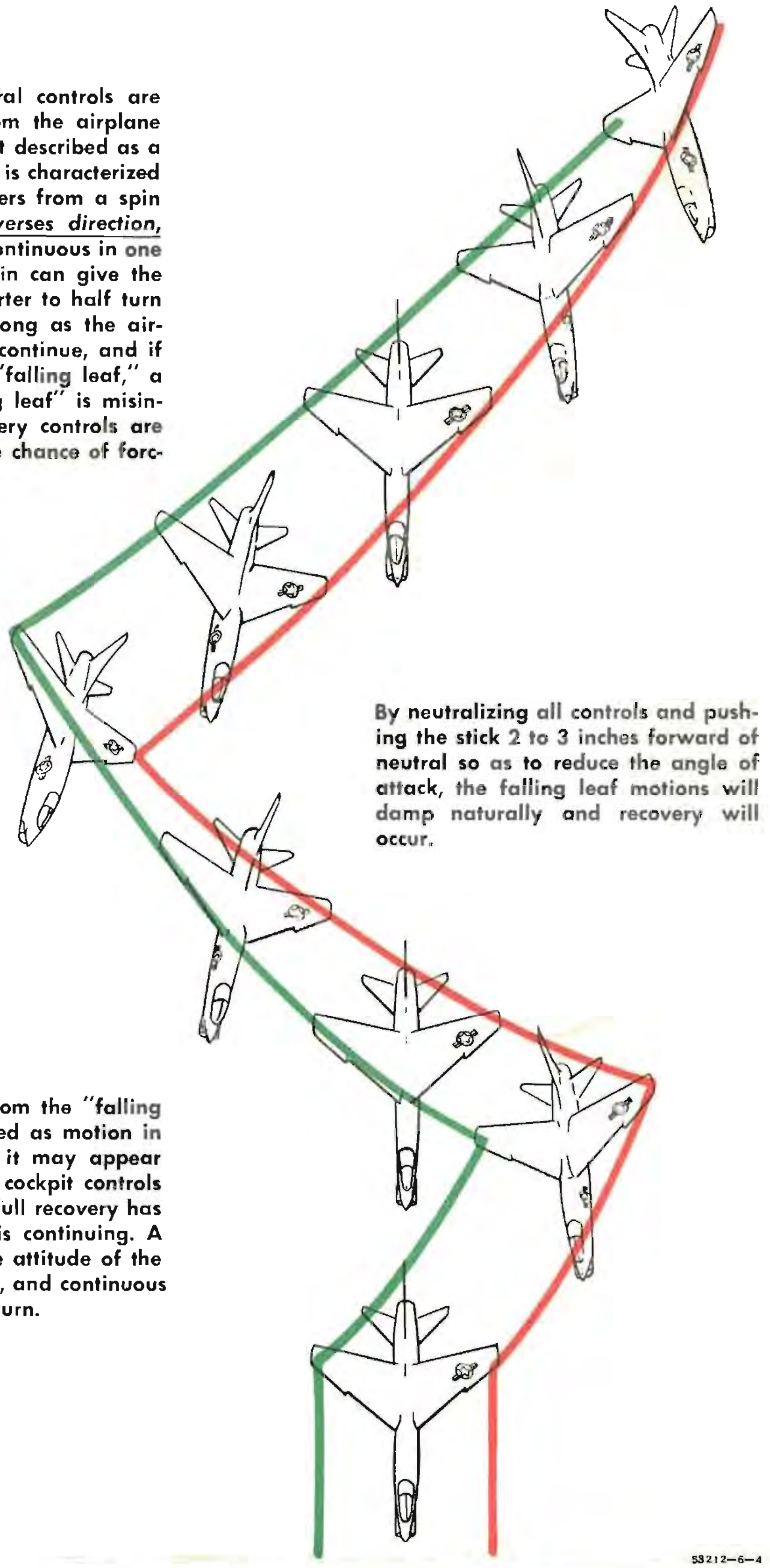
9. Do not confuse "falling leaf" behavior with a continuous spin.

10. In recovery dive, extend speed brake as required after reaching 200 knots IAS as an aid in preventing excessive airspeed.

Figure 4–9

FALLING LEAF

As the initial spin rotation stops, and neutral controls are applied, a reversal in rotation can result from the airplane entering a stalled maneuver which can be best described as a "falling leaf." A "falling leaf" in the Crusader is characterized by rolling and yawing as in a spin, but differs from a spin in that the yawing motion continuously reverses direction, whereas in a true spin the yawing motion is continuous in one direction. A "falling leaf" entered from a spin can give the impression of spinning for as much as a quarter to half turn before the direction of motion reverses. As long as the airplane remains stalled, the "falling leaf" can continue, and if ailerons are used to oppose the rolling of a "falling leaf," a spin may recommence. Further, if the "falling leaf" is misinterpreted as a spin reversal, and spin recovery controls are applied for a spin in the reverse direction, the chance of forcing a spin re-entry is very great.



By neutralizing all controls and pushing the stick 2 to 3 inches forward of neutral so as to reduce the angle of attack, the falling leaf motions will damp naturally and recovery will occur.

To avoid spin re-entry and assure recovery from the "falling leaf," *all* controls should *always* be neutralized as motion in the initial spin direction stops, even though it may appear that the spin is reversing. The position of the cockpit controls should be checked visually and held until the full recovery has been obtained or it is certain that the spin is continuing. A continuing spin should be assumed only if the attitude of the airplane remains relatively flat as in a spin, and continuous rotation occurs in one direction for at least 1 turn.

Figure 4–10

section V
emergency procedures

CONTENTS

PART 1 — GROUND EMERGENCIES

PART 2 — TAKEOFF EMERGENCIES

PART 3 — INFLIGHT EMERGENCIES

PART 3 — INFLIGHT EMERGENCIES

PART 4 — LANDING EMERGENCIES

PART 1—GROUND EMERGENCIES

ENGINE FIRE ON GROUND

Indications

Fire warning light — ILLUMINATED
Fire observed

Procedures

With external power and starter connected:

1. Throttle — OFF
2. Engine master switch — ON
3. Master generator switch — EXT
4. Throttle — CRANK
   - Continue cranking until fire is out.

When fire is out:

5. Master generator switch — OFF
6. Engine master switch — OFF

If impossible to reconnect external power and starter:

1. Throttle — OFF
2. Engine master switch — OFF
   - Operate switch before losing aircraft electrical power.
3. Master generator switch — OFF
4. Abandon aircraft.

BRAKE FAILURE

Procedures

To obtain emergency (pneumatic) braking:

1. Emergency brake handle — PULL AFT SLOWLY
   - Pull handle slowly to avoid locking the brakes. This also allows pressure to be applied evenly to the wheels.
   - Brake pressure is directly proportional to distance handle is moved.
   - Manipulate handle to obtain momentary braking action.
   - Push handle full forward to release brakes.
   - Differential braking is unobtainable.
   - If necessary, shut down engine to aid stopping.
2. Perform short field arrestment (if possible) or normal carrier arrestment.
   - Refer to FIELD ARRESTMENTS, this section, part 4, for short field arrestment procedure.
   - After carrier arrestment, leave hook down.

HOT BRAKES

Hot brakes can be expected when:

Takeoff aborted
Excessive brakes used after a landing
Brakes dragging

Note

Any of the above conditions could raise temperatures to a point where normal takeoff would heat a wheel enough to produce explosive failure.

Time-temperature histories indicate that normal taxiing using nose gear steering, military and afterburner takeoffs, FMLP and touch-and-go landings do not significantly increase wheel temperature.

Procedures

1. Taxi (or have aircraft towed) to nearest hot brakes area.
   - If hot brakes are discovered on the line, promptly taxi or have aircraft towed to an isolated position, and warn personnel to stay clear.
2. Notify tower to alert crash crew.

3. Park aircraft with wing down and wheel axis pointed in safe direction.
   - Tire/wheel failure usually occurs after returning to the line. This is because maximum transfer of heat from the brake discs to the wheel usually requires 15 to 20 minutes. Therefore, should it become necessary to approach the aircraft, personnel should move toward the aircraft from the front or rear, never from the sides.
   - Where hot brakes result in fire, the use of dry chemicals in preference to CO_2 and foam (as fire extinguishing agents on tires and brakes) is recommended due to metal stresses caused by the cooling action of CO_2.
   - The wheels require 45 to 60 minutes to get rid of 60% of the heat absorbed in a landing rollout or aborted takeoff. If an agent to accelerate cooling is necessary, use water by directing a stream to the brake in 10- to 15-second bursts (3 to 5 applications) with 30 to 60 seconds between applications.

EMERGENCY ENTRANCE

Refer to figure 5–1 for the procedure to be followed when entering the cockpit under emergency conditions.

EMERGENCY EGRESS

Begin egress procedure *immediately* after aircraft comes to rest. Use the following procedure for either water or field emergency egress.

Procedures

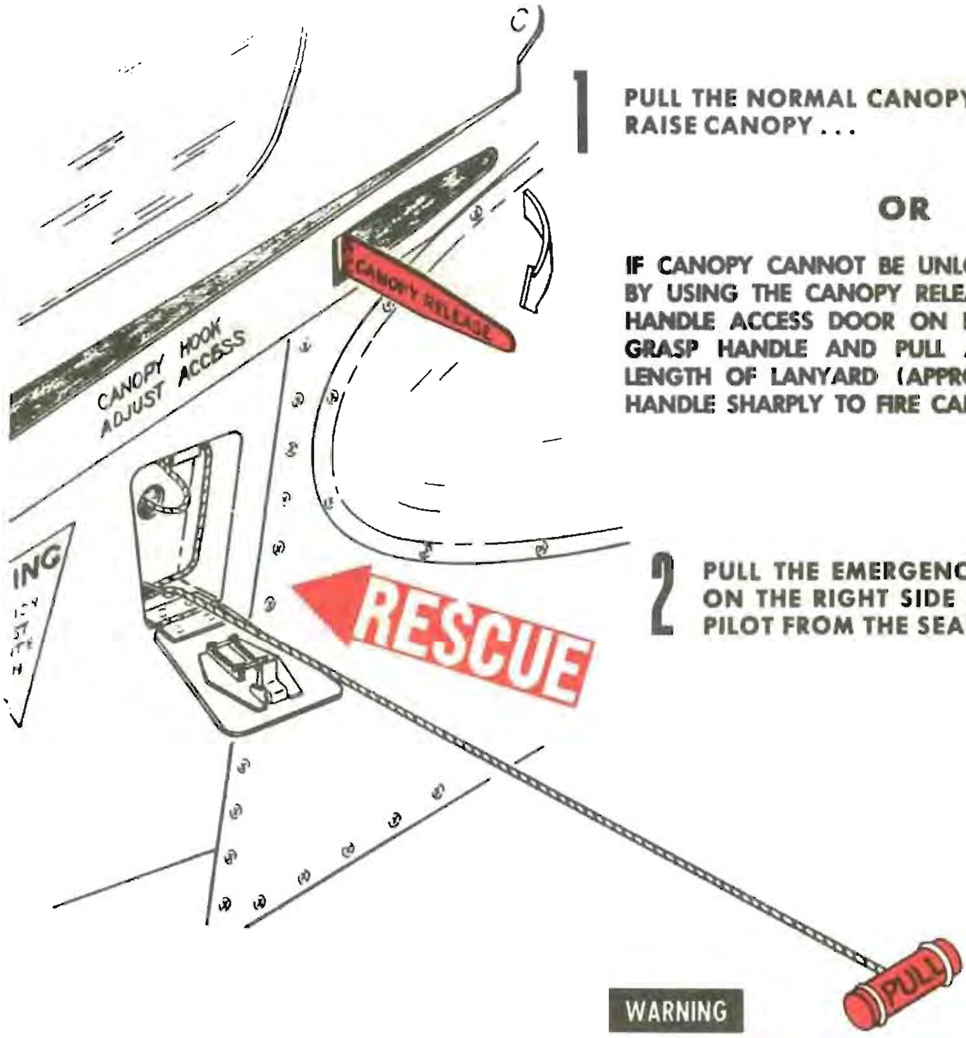
Note

To obtain breathing oxygen supply before actually leaving the aircraft, pull emergency oxygen "green apple."

1. Emergency harness release handle — PRESS BUTTON, ROTATE AFT
   - The handle releases seat-harness connections.
2. Ensure separation of leg restraint line fittings.
3. Shoulder harness fittings — RELEASE
   - This releases the parachute.
4. Pilot's services connections — DISCONNECT AT CONSOLE
   - Disconnect oxygen, antiblackout and/or pressure suit lines.
5. Abandon aircraft with survival equipment.
   - As aircraft is abandoned, emergency oxygen bottle activates.
   - If desired, release survival equipment after abandoning by releasing hip harness fittings from suit.

EMERGENCY ENTRANCE

TO OPEN THE CANOPY AND REMOVE PILOT:



1 PULL THE NORMAL CANOPY RELEASE HANDLE AND RAISE CANOPY . . .

OR

IF CANOPY CANNOT BE UNLOCKED AND OPENED NORMALLY BY USING THE CANOPY RELEASE HANDLE, OPEN THE RESCUE HANDLE ACCESS DOOR ON EITHER SIDE OF THE AIRCRAFT — GRASP HANDLE AND PULL AWAY FROM FUSELAGE TO FULL LENGTH OF LANYARD (APPROXIMATELY 6 FEET), THEN PULL HANDLE SHARPLY TO FIRE CANOPY ACTUATOR CARTRIDGE.

2 PULL THE EMERGENCY HARNESS RELEASE HANDLE ON THE RIGHT SIDE OF THE SEAT TO RELEASE THE PILOT FROM THE SEAT.

WARNING

BE EXTREMELY CAREFUL NOT TO INJURE THE PILOT WHEN FORCING ENTRY TO THE COCKPIT. BE EXTREMELY CAREFUL NOT TO PULL THE EJECTION SEAT FACE CURTAIN OR THE SEAT SECONDARY FIRING HANDLE WHEN FORCING ENTRY TO THE COCKPIT AND WHEN REMOVING THE PILOT.

DO NOT USE RESCUE HANDLE IF SPILLED FUEL IS IN THE COCKPIT AREA. PULLING HANDLE FORCIBLY OPENS CANOPY BY FIRING EMERGENCY ACTUATOR CARTRIDGE WHICH CAN IGNITE FUEL. IF FUEL IS IN COCKPIT AREA, USE AXE TO FORCE ENTRY THROUGH CANOPY.

NOTE

IF IMPOSSIBLE TO OPEN CANOPY BY NORMAL OR EMERGENCY METHODS, BREAK CANOPY GLASS WITH FIRE AXE OR SIMILAR INSTRUMENT.

FIRING OF THE EMERGENCY ACTUATOR CARTRIDGE BLOWS OPEN THE CANOPY LOCKS AND FORCIBLY OPENS THE CANOPY. IF CANOPY DOES NOT SEPARATE FROM AIRCRAFT, IT MAY FALL TO CLOSED POSITION BUT WILL NOT LOCK.

53212-3-15

Figure 5-1

PART 2 — TAKEOFF EMERGENCIES

FIELD

ENGINE FAILURE

Procedures

Before becoming airborne:

1. Abort or eject (MK-F5A seat only).
   - To abort, retard throttle to OFF and depress brake pedals. If pedal braking is not sufficient, use emergency brake handle. If field is equipped with arresting gear, place arresting hook handle in HOOK DOWN. If aircraft has already run beyond arresting gear and barricade is available, engage the barricade. (Refer to BARRICADE ENGAGEMENT, part 4, for engagement techniques.)
   - Ground-level ejection is possible above 120 KIAS with MK-F5A seat.

Immediately after becoming airborne:

1. Eject (if possible).
   - Refer to EJECTION AND BAILOUT, part 3, to determine safe ejection envelope following takeoff.

If unsafe to eject, land straight ahead. Perform as many of the following operations as possible:

2. Airspeed — 140 KIAS MINIMUM
3. Wing — AS IS
4. Throttle — OFF
5. EPP — EXTEND
6. Canopy — JETTISON
   - Emergency canopy jettison handle — PULL
7. Missiles — JETTISON (if practical)
   - Stores cannot be jettisoned unless landing gear handle is in WHEELS UP. (Refer to MISSILE JETTISONING, part 3, for jettisoning procedures.)
   - Local directives and operational procedures will govern jettisoning of external stores.
8. Landing gear — DOWN
   - Place landing gear handle in WHEELS DOWN.
   - If this step and step 7 cannot both be performed in the time available (due to requirement for gear handle to be in WHEELS UP position for jettisoning), this step shall take precedence.

AFTERBURNER FAILURES

Procedures

If afterburner fails to light:
Abort takeoff.

If afterburner blows out and conditions permit, perform following procedure; otherwise continue takeoff:

1. Deselect afterburner.
2. Abort takeoff.
   - For maximum stopping effect, shut down engine. If field equipped with arresting gear, place arresting hook handle in HOOK DOWN and engage gear. (Refer to FIELD ARRESTMENTS, part 4, for arrestment techniques.)

BLOWN TIRE

Procedures

1. Abort, conditions permitting.
   - If needed, use nose gear steering for maintaining directional control.
2. Perform short field arrestment.
   - Refer to FIELD ARRESTMENTS, part 4, for short field arrestment techniques.

SUSPECTED HOT BRAKES

Procedure

Leave gear down for approximately 5 minutes following takeoff.

- The 5-minute gear-down time is required for wheel/brake assembly cooling. An exploding wheel assembly can rupture the main fuel line in the wheel well.

CARRIER

CATAPULTING EMERGENCIES

Procedures

If definite loss of catapult thrust is experienced early in the launch and decision is made to remain on deck, take the following actions immediately:

1. Shut down engine.
2. Apply maximum braking.

All Other Catapulting Emergencies

Select afterburner immediately if additional thrust is needed to aid directional control and escape potential.

PART 3 — INFLIGHT EMERGENCIES

ENGINE MALFUNCTIONS

FLAMEOUT

Procedures

1. Throttle — OFF
   - To prevent entry of air into the engine fuel system at nose-down attitudes, leave throttle in this position until airstart is begun.
2. Ensure engine master switch ON, fuel transfer switch ON and emergency generator switch OFF.
   - If flameout occurred because main fuel cell ran dry, turning on transfer fuel system may transfer enough fuel to permit an airstart.
   - Emergency generator switch must be in OFF position to prevent a load from being placed on the emergency generators when the power package is extended. Extending the EPP with a load on the generators could prevent obtaining electrical power for an airstart.
3. Determine cause of flameout.
   - Pilot-induced flameouts are those caused by inadvertently moving engine master switch to OFF, failure to transfer fuel, low-speed high-angle-of-attack flight resulting in compressor stalls, prolonged zero-g flight and exceeding the recommended nose attitudes or operating limits with partial or complete electrical failure.
   - Troubleshooting the cause:
     a. *Fuel boost pump failure* will be indicated by illumination of the boost pump warning light, unstable engine operation (climbing through 30,000 to 37,000 feet at high power setting) and subsequent flameout. The engine fuel pump light will illuminate as the flameout occurs. After electrical power has been regained by the EPP, the fuel pump light will be out if windmilling rpm is greater than 10%. A relight is highly probable.
     b. *Main fuel exhaustion* may also have the same symptoms as a boost pump failure, but the main fuel quantity indication and fuel flow should be near zero. The engine pump light should remain on with electrical power supplied. A relight is highly improbable.
     c. *Complete engine-driven fuel pump failure* should be typified by the engine fuel pump light coming on and the engine flaming out. Airstart attempts will produce the same indications as main fuel exhaustion with the exception of the fuel quantity indication. A relight will be impossible.
     d. *Normal fuel control failure* will most likely be indicated by unstable engine operation or rpm restriction before the flameout. The engine fuel pump light may also come *on*. Relights in manual fuel control are highly probable.
     e. *Engine oil system failure* with subsequent bearing failure will most likely be indicated by noticeable vibration, high EGT, loss of oil pressure and perhaps smoke in the cockpit. A relight is impossible.
4. Perform airstart (if practical).

TURBINE FAILURE

Indications

High EGT
Low RPM
Low EPR (or TOP)
Compressor stalls

ENGINE INSTABILITY

Indications

Erratic EGT
Rapid reduction or fluctuation in RPM at constant throttle
No increase in RPM when throttle advanced
EPR (or TOP) not responding to throttle movement
Compressor stall
Physical sensation (If no physical sensation, verify by at least two engine gage readings.)

Procedures

If engine flames out or must be shut down because limitations exceeded:

Perform FLAMEOUT procedure.

If operation unstable but not exceeding limitations:

1. Throttle setting — IDLE, time permitting
2. Fuel control switch — MANUAL
   - Do not hesitate to select manual fuel control at any power setting if necessary.
   - The manual fuel control in the F-8 has proven extremely reliable, but remember: when in manual the main fuel regulating valve is the throttle. Take it easy.
3. Land as soon as practical (precautionary approach recommended.
   - Refer to PRECAUTIONARY APPROACH, part 4.

INCORRECT OR FLUCTUATING OIL PRESSURE

Indications

Oil pressure below 37 psi or above 53 psi

- Engine/hydraulic oil pressure warning light illuminates at or below 34 psi.
- Pressures during zero or negative g operation do not necessarily indicate a failure.

Oil pressure fluctuating more than 10 psi in the normal (37 to 53 psi) range.

- Occasionally, air in the oil transmitting line will cause a pressure fluctuation. This, however, will be a narrow range (3 to 5 psi), rapid fluctuation.
- Pressure fluctuations during zero or negative g operation do not necessarily indicate a failure.

Procedures

1. Throttle — MOVE SLOWLY TO CRUISE SETTING (85% to 87%)
2. Avoid unnecessary power changes and flight accelerations and use of speed brakes.
3. Land as soon as practical (precautionary approach recommended).
   - There have been instances where the engine continued to run for as long as an hour without oil pressure, but the engine has also been known to fail in a matter of minutes. Because of this, it is of the utmost importance to land as soon as possible after an engine oil system malfunction is detected.
   - Refer to PRECAUTIONARY APPROACH, part 4.
   - After landing, shut down as soon as practical to prevent further engine damage.

ENGINE FAILS TO RESPOND TO THROTTLE MOVEMENT

The optimum stuck throttle approach is started from a "hoop" position 4,000 feet from the end of the runway at 300 feet above ground level at 175 KIAS. These conditions are based upon an aircraft gross weight of 22,000 pounds, a 20-knot headwind, and standard day conditions. (Add 5 knots airspeed per 1,000 pounds fuel above 22,000 pounds aircraft gross weight.) Other contingencies, such as inability to obtain recommended approach airspeed, are covered within the procedure.

Procedure

Before reaching the hoop:

1. Landing gear — DOWN
2. Wing — RAISE
3. EPP — EXTEND
   - The emergency power package is used to provide roll stabilization and speed brake after engine shutdown.
   - To extend the package:

     a. Master generator switch — OFF
     b. Emergency power handle — PULL
     c. Emergency generator switch — ON
4. Arresting hook— HOOK DOWN
   - Plan for long field arrestment if gear available.
5. Speed brake override switch — OVERRIDE
6. Airspeed — ADJUST
   - Use speed brake as necessary to pass through the hoop at 175 KIAS.
   - If level flight speed exceeds 200 KIAS in landing condition with full speed brake, maneuver the aircraft so as to pass through the hoop at less than 200 KIAS.
   - Extend the inflight refueling probe if additional drag is desired.
   - If it is impossible to maintain a level flight speed of 150 KIAS in landing condition, an approach can still be made if 150 KIAS can be obtained without exceeding 1,000 fpm rate of descent.

Through the hoop (4,000 feet from runway, 300 feet above ground level, 175 KIAS):

7. Intercept meatball.
   - Centered meatball (using 3½° glide slope) and altimeter reading 300 feet indicate aircraft is 4,000 feet from mirror touchdown point.
8. Engine master switch — OFF
   - With the engine master switch in OFF the engine will continue to produce thrust for a period

of approximately 4 seconds (at MRT) to 24 seconds (at IDLE).

- Turning the engine master switch off upon passing through the hoop will provide time for the engine to use up available fuel and the aircraft to decelerate to 140 KIAS between the end of the runway and 1,000 feet down the runway. At higher airspeeds the power required will consume the fuel faster and vice versa.

Approach:

9. Fly normal meatball approach.
   - This approach allows safe ejection prior to reaching 1,500 feet from the end of the runway, 150 feet above ground level. From this point a safe landing can be made with a dead engine.

10. Airspeed — 175 KIAS
    - Use speed brake to maintain as close to 175 KIAS as possible during the approach. Do not use brake below 175 KIAS except to remain below this speed.

After engine stops:

11. Speed brake — AS REQUIRED
    - Use speed brake as necessary until just before touchdown.

AIRSTARTING

FIRST AIRSTART ATTEMPT

The fundamental starting ingredients for any air-breathing engine will always remain the same: air, fuel and ignition. Be aware of what the engine instruments are reading, and the chances of success will be known in advance.

Procedures

1. Optimum airspeed — 170 TO 250 KIAS (13 UNITS)
   - Airstarts are obtained most consistently below 35,000 feet and with 170 to 250 KIAS and 17% to 30% rpm. However, do not wait to obtain these conditions before proceeding with airstart. Proceed with airstart immediately. Airstarts have been obtained at higher altitudes and engine speeds up to the maximum capability of the aircraft. If a flameout occurs above 35,000 feet, it is necessary to perform airstart procedure quickly to utilize maximum available engine rpm.

   - The pump that supplies fuel for an airstart is at the aft end of the main cell on aircraft through BuNo. 145464, and it may be uncovered if excessive attitudes are established. For all fuel loads, a clean condition glide speed of 190 to 220 KIAS will ensure that fuel is available. If for some reason speed cannot be maintained in this range, fuel will be available as long as the following nose-down attitudes are not exceeded for the specified amount of main system fuel remaining:

     Above 1,200 pounds .... −20°
     600 to 1,200 pounds .... −10°

     On airplanes BuNo. 145465 and subsequent, the pump that supplies fuel for an airstart is at the forward end of the main cell and the above restrictions do not apply.

2. Electrical power — AVAILABLE (extend EPP if required)
   - The emergency power package is normally used to provide electrical power for airstart ignition. However, it may be possible to obtain an airstart using only aircraft electrical power if engine windmilling rpm is sufficient (the generator drops off the line 3 to 5 seconds after flameout) and main generator power is still available. A high-rpm, high-altitude airstart may be attempted by placing the throttle in IGNITE and back to IDLE. A high-rpm, low-altitude airstart may be attempted by thumbing the ignite microswitch and placing the fuel control switch in MANUAL without repositioning the throttle. Both procedures must be accomplished immediately following flameout and prior to generator dropping off the line.

   - If necessary to extend emergency power package, use the following procedure:
     a. Master generator switch — OFF (When selecting power source after extending EPP, master generator switch must be placed in OFF before emergency generator switch placed in ON or LAND to prevent complete loss of electrical power.)
     b. Emergency power handle — PULL (Do not extend the emergency power package with the emergency generator switch in ON or LAND.)
     c. Emergency generator switch — ON (In aircraft through BuNo. 143821, airstarts can be obtained only with the emergency generator switch in ON. In airplanes BuNo. 144427 and subsequent, airstarts can be made with the switch in either ON or LAND position, but the ON position is recommended since fuel pump pressure is available in that position.)
     d. Emergency power indicator light — ON
     e. DC power indicator — V SHOWING

3. Fuel control switch — NORMAL or MANUAL

4. Throttle — IGNITE momentarily, then gradually advance to a maximum point slightly above IDLE
   - Monitor fuel flow and attempt to meter if flow does not pass through the desired airstart range (700 to 750 pph), which may be above or below the IDLE stop.
   - The ignition timer fires continuously for 30 to 40 seconds. (The ignite switch should not be actuated more than once every 40 seconds since the timer cannot be reset until the cycle is complete.) Therefore, the throttle should be moved to the desired setting in less than 30 seconds. In most cases, firing of the igniters can be verified by noting a clicking sound in the pilot's earphones, especially if the UHF volume control is set at a high level.
5. Engine instruments — INDICATION OF START, WITHIN LIMITS
   - Monitor tachometer and exhaust temperature gages. These gages will give the first indication of a start.
   - Check oil pressure gage for normal indication as rpm approaches idle.
6. Throttle — DESIRED SETTING AFTER ENGINE STABILIZES
   - If loss of all fuel boost pumps is suspected as cause of flameout and no pumps are regained following airstart, descend below 30,000 feet before advancing throttle out of idle. Observe limitations described under FUEL BOOST PUMP FAILURE.
   - If loss of engine stage of engine fuel pump suspected as cause of flameout, use afterburner only in an emergency.
   - If operating in manual fuel control, move throttle slowly to avoid overtemperature, overspeed or another flameout.
7. Emergency generator switch — OFF
8. Master generator switch — MAIN
9. DC power indicator — V SHOWING
10. Attitude indicator — OFF NOT SHOWING
11. Hydraulic pressure — CHECK
12. Roll and stab switches — OFF RESET, then ON
13. Roll and yaw stab warning lights — OFF

UNSATISFACTORY AIRSTART

Indications

Ignition does not occur within 20 seconds after throttle advanced to maximum point slightly above IDLE

— OR —

Engine does not accelerate to idle speed within 45 seconds after ignition

— OR —

Exhaust temperature exceeding 630°C

Proceed immediately with the second airstart attempt if sufficient time remains in the preceding ignition timer cycle to complete the airstart. If insufficient time remains, delay the second attempt until 40 seconds after the throttle had been placed in IGNITE for the first attempt. This will allow the ignition timer to be reset for an additional 40-second cycle.

SECOND AIRSTART ATTEMPT

Procedures

1. Throttle — OFF
2. Fuel control switch — REPOSITION
   - Move switch to different position than was used for first attempt.
3. Repeat AIRSTART procedure from step 4.
   - If all airstart attempts are unsuccessful, conform to the ejection/bailout doctrine under EJECTION AND BAILOUT. Do not attempt bailout, ditching or dead-engine approach unless the ejection seat malfunctions. If dead landing is to be made, follow the procedure under DEAD-ENGINE LANDING, part 4.
   - Simulated flameout approaches are prohibited.

If start not obtained on second attempt:

4. Depress ignite microswitch and repeat airstart procedure.

AFTERBURNER MALFUNCTIONS

AFTERBURNER FLAMEOUT OR FAILURE TO LIGHT

Indications

If afterburner flames out:

EPR (or TOP) drops
Thrust decreases (below 55,000 feet)

Procedures

1. Throttle — MOVE INBOARD IMMEDIATELY
   - Move throttle inboard to MRT position immediately to stop afterburner fuel flow and to close exhaust nozzle flaps.
2. Verify nozzle closure by noting EPR (or TOP) increase.
   - If JP-4 fuel is being used, before relight allow from 1 second at sea level to 15 seconds above 40,000 feet for afterburner igniter valve to recycle. If JP-5 fuel is being used, no delay is required.

AFTERBURNER FAILS TO CUT OFF

Indication

Afterburning continues after throttle moved inboard.

Procedures

1. Throttle — RETARD FOR MECHANICAL CUTOFF
   - Mechanical cutoff occurs in the 88% to 92% range (past afterburner aft detent stop).
2. Do not relight afterburner unless necessary.
   - Advancing throttle past aft detent stop will reignite afterburner.

THROTTLE STUCK IN AFTERBURNER POSITION

Procedure

Pull throttle inboard, using both hands, until burner detent pin breaks.

- Approximately 100 pounds of force using both hands is required to shear the afterburner detent pin, moving the throttle out of burner.

NOZZLE REMAINS OPEN

Indications

Abnormal lack of thrust

- Most probably noted during runup to MRT or after deselecting afterburner.
- If desired EPR (or TOP) for present flight condition is known and the nozzle is open, cockpit reading will be much lower than the desired figure.

Observation by wingman

Procedures

If in flight and unable to close nozzle:

1. Ensure adequate thrust for landing.
   - With an open nozzle, there is adequate thrust for a normal landing if the aircraft is at a reasonable gross weight. Throttle settings approximately 3% to 5% higher than normal will be required to maintain approach thrust.
   - Afterburner should still be available for recovery from a low and slow situation during the approach.
2. Burn down to a reasonable gross weight (if necessary) before landing.

NOZZLE REMAINS CLOSED

Indications

Upon selecting burner:

Instantaneous increase in EPR (or TOP) and thrust
— FOLLOWED BY —
Rise in EGT
Decrease in RPM (3% to 5%)
Decrease in thrust

Procedures

1. Deselect afterburner.
2. Do not relight afterburner.
   - Do not use afterburner again until engine has been ground checked for damage.

ASYMMETRICAL NOZZLE OPENING

Indication

As lightoff occurs:

Yaw and/or pitch

Procedure

Deselect and discontinue after using afterburner.

FUEL SYSTEM MALFUNCTIONS

FUEL CONTROL UNIT FAILURE

Indications

EPR (or TOP), EGT and RPM erratic at constant throttle
Unusual or no engine response to throttle movement
Excessive decrease in EGT and thrust with gain in altitude

Procedures

1. Throttle — IDLE, time permitting
2. Fuel control switch — MANUAL
   - Changeover to manual fuel metering is not automatic and can only be accomplished in this manner.

3. Throttle — ADVANCE SLOWLY TO DESIRED SETTING
   - Advance throttle slowly to avoid flameout, overtemperature or overspeed.
4. Land as soon as practical.

ENGINE FUEL PUMP FAILURE

Indications

Engine fuel pump warning light — ILLUMINATED

- Indicates insufficient fuel pressure from engine stage of fuel pump to sustain engine operation. If engine continues to operate, afterburner stage is delivering fuel to engine.

— AND POSSIBLY —

Engine flameout

Procedures

1. Do not use afterburner, except in an emergency.
2. Land as soon as practical.

If engine flames out and no fuel flow indicated:

Relight improbable

If engine flames out, but fuel flow is indicated:

Perform relight

- If fuel flow indicated, the afterburner stage of the fuel pump is delivering fuel to the engine and a relight may be obtained. When this condition exists, use the afterburner only in an emergency.

FUEL BOOST PUMP FAILURE

Indication

Fuel boost pump warning light — ILLUMINATED

- Warning light comes on when pressure in engine fuel feed line, between main cell boost pumps and engine pumps, has dropped below the pressure required to sustain engine and afterburner operation at high altitudes.
- This warning light is inoperative when emergency generator switch is in LAND. With the emergency generator switch in LAND, the boost pumps will not operate and flight operation must be restricted to avoid flameout.

Procedures

To prevent flameout because of loss of boost pump pressure:

1. Retard throttle to IDLE and descend below 30,000 feet.
2. Observe following limitations on return to base:
   - Use lowest possible thrust setting.
   - Do not exceed following nose-down attitudes for specified amount of main system fuel remaining: above 1,200 pounds, −20°; 600 to 1,200 pounds, −10°; less than 600 pounds, maintain level or nose-up attitude.
   - Do not use afterburner above 6,000 feet or 300 KIAS. If afterburner is used, obtain 2 g or nose-up attitude before reducing power.

ALL TRANSFER FUEL SYSTEM FAILURES

Indications

Steady illumination of fuel transfer pump caution light with more than 3,500 pounds of transfer fuel remaining indicates failure of aft transfer pump.

Main fuel depleting with transfer fuel quantity remaining constant.

Unusually low transfer rates or unexpected illumination of low level warning light with transfer fuel remaining may indicate failure of wing to transfer fuel.

- Low transfer rates are indicated by higher-than-expected quantity of transfer fuel remaining.

Main fuel quantity indicator reads in excess of 3,100 pounds when transfer fuel being depleted indicates transfer system shutoff failure. Proceed directly to TRANSFER SYSTEM SHUTOFF FAILURE.

Procedures

In all cases except transfer system shutoff failure:

1. Check proper positioning of fuel transfer, cockpit pressure (F-8B aircraft), air refueling probe and fuel dump switches.
   - Check that fuel transfer switch is in ON or PUMP OFF (as applicable), cockpit pressure switch CABIN PRESS (F-8B aircraft), inflight refueling probe switch is not in OUT position and fuel dump switch is OFF.

If switches correct, but no transfer:

2. Cycle fuel transfer switch.
3. Cycle air refueling probe.
4. Induce positive and negative g.
5. Cycle speed brake, rock wings.
6. Cycle fuel dump switch.

If fuel still fails to transfer:

7. Proceed to FAILURE OF AFT TRANSFER PUMP or WING FAILS TO TRANSFER FUEL, as applicable.

FAILURE OF AFT TRANSFER PUMP

Procedures

If ALL TRANSFER FUEL SYSTEM FAILURES procedure fails to regain transfer of fuel from aft cells:

1. Plan remainder of flight to allow for unavailable (trapped) fuel.
   - When aft transfer pump fails, fuel remaining in aft transfer cells (as much as 1,200 pounds) will not be available.
   - Center of gravity can move aft of normal limits due to the trapped fuel in aft cells.
   - With full aft transfer fuel trapped, the normal center of gravity limits of the F-8A (with or without Sidewinders) will be reached at 1,100 pounds of fuel remaining in the main system (600 pounds for the F-8B).
2. Fuel transfer switch — PUMP OFF
3. Fuel transfer pump caution light — OFF
4. Dump wing fuel before landing.
5. If possible, land with at least 1,000 pounds of fuel in the main system.
   - The recommended center-of-gravity aft limits are based on a gradual deterioration of flying qualities. As the center of gravity moves aft of the limits at landing approach speeds, less nose-up pitch trim is required. At 3% aft of the limits, the aircraft will not maintain hands-off longitudinal trim and becomes sensitive to longitudinal stick movement. While no severe difficulties have been encountered during simulated mirror approaches and during landings with the center of gravity 3% aft of the limits, there is a tendency to overcontrol. Under normal loading, 3% aft of the limits will not be exceeded even with zero fuel remaining in the main system. Normal angle-of-attack and approach speeds are recommended.

WING FAILS TO TRANSFER FUEL

Procedures

If ALL TRANSFER FUEL SYSTEM FAILURES procedure fails to regain transfer of fuel from wing:

1. Plan remainder of flight to allow for unavailable wing fuel.
   - Wing fuel *will not transfer by gravity.*
2. Avoid using afterburner except in emergency.

TRANSFER SYSTEM SHUTOFF FAILURE

Procedures

1. Fuel transfer switch — PRESS DUMP
   - Greatest danger of transfer system shutoff failure is that it allows main fuel cell to overpressurize which can result in rupture of main cell and collapse of engine duct.
2. Monitor main cell level and adjust as required with transfer switch (and cockpit pressure switch on F-8B aircraft).
   - On F-8A aircraft, return fuel transfer switch to ON or PUMP OFF as necessary to transfer wing fuel.
   - On F-8B aircraft, return fuel transfer switch to ON or PUMP OFF and cockpit pressure switch to CABIN PRESS as necessary to transfer wing fuel.
3. Do not attempt air refueling.

FUEL LEAKS

Indication

High fuel consumption, but no fuel control malfunction indicated.

Procedures

1. Avoid using afterburner except in emergency.
2. Land as soon as practical.

ELECTRICAL SYSTEM MALFUNCTIONS

MAIN GENERATOR FAILURE

Indications

Barberpole in dc power indicator (dc failure)
Attitude indicator OFF flag visible (ac failure)

Procedures

1. Mechanically stop afterburning (if required).
   - If the afterburner is lit at the time of electrical failure, mechanically stop afterburning by retarding the throttle past the afterburner aft detent stop. Movement of the throttle is then restricted to positions aft of the detent until power from the emergency power package closes the afterburner shuttle valve. Thereafter, do not use afterburner above 6,000 feet or 300 KIAS.

2. Extend EPP as needed.
   - Due to the 18% loss in range and limited life of the emergency power package, do not extend package until needed.
   - To prevent complete electrical system failure when selecting a power source with the emergency power package extended, the emergency generator switch must be in the OFF position before placing the master generator switch in the ON position, or the master generator switch must be in the OFF position before placing the emergency generator switch in the ON or LAND position.
   - Extend power package, using the following procedure:
     a. Master generator switch — OFF
     b. Emergency generator switch — OFF
        - Do not extend the emergency power package with the emergency generator switch in ON or LAND. Extending the package with a load on the generators may damage electrical equipment and/or prevent obtaining electrical power.
     c. Emergency power handle — PULL
     d. Emergency generator switch — ON
     e. Emergency power indicator light — ILLUMINATED
     f. DC power indicator — V SHOWING
     g. Attitude indicator — POWER OFF FLAG NOT VISIBLE (indication of ac electrical power)
     h. Roll and yaw stab switches — OFF RESET, then ON
     i. Roll and yaw stab warning lights — OFF
   - Speed brake warning light will be on.

3. Return to base and land as soon as practical.
   - The aft transfer fuel pump and all but one fuel boost pump are lost with electrical failure and cannot be regained on EPP power.
   - To avoid uncovering the one operating fuel pump on aircraft through BuNo. 145464 and thereby causing a flame-out do not exceed the following nose-down attitudes for the specified amount of main system fuel remaining:
     Above 1,200 pounds .... –20°
     600 to 1,200 pounds .... –10°
     (With less than 600 pounds remaining, maintain a level or nose-up attitude.)
   - In any case, do not extend the speedbrake above 250 KIAS and if using afterburner, obtain either 2g or a nose-up attitude before reducing power.
   - Do not fly at negative g loads.
   - On aircraft BuNo. 145465 and subsequent, the pump that supplies fuel for an airstart is at the forward end of the main cell and the preceding restrictions do not apply.
   - If emergency ac generator is lost, instrument lights are not available. Turn emergency light switch ON.
   - With the emergency generator switch in ON, the minimum airspeed required to supply adequate electrical power is 175 KIAS. With the switch in LAND, the minimum airspeed to meet electrical power needs is 145 KIAS.

If EPP fails:

4. Perform COMPLETE ELECTRICAL FAILURE procedure.

COMPLETE ELECTRICAL FAILURE

If both main and emergency electrical systems fail:

1. Throttle — IDLE until below 30,000 feet; then lowest possible thrust setting
   - Only pressure-operated flight instruments, plus the tachometer and tailpipe temperature gages, will function. If this failure occurs above 30,000 feet and at a high power setting, there is a possibility of a flameout occurring due to lack of boost pressure and a relight would be impossible.
2. Observe limitations and return to base.
   - Do not exceed following nose-down attitudes for specified amount of main system fuel remaining:
     Above 1,200 pounds .... –20°
     600 to 1,200 pounds .... –10°
     (With less than 600 pounds, maintain level or nose-up attitude.)
   - Do not use afterburner above 6,000 feet or above 300 KIAS. Afterburner will light any time throttle advanced forward of afterburner aft detent stop if burner was in operation at time of failure. If burner used, obtain 2 g or nose-up attitude before reducing power.
   - Do not fly at negative g loads.
3. Land as soon as practical.

POWER CONTROL (PC) HYDRAULIC SYSTEM FAILURES

Indications

Engine oil/hydraulic pressure warning light — ILLUMINATED
PC 1 and/or PC 2 hydraulic gages indicate low or zero pressure

— AND POSSIBLY —
Complete loss of control (failure of both PC systems)

FAILURE OF BOTH PC SYSTEMS

Procedures

1. Extend EPP.
   - With PC hydraulic emergencies requiring the EPP, emergency electrical power from the EPP is not needed; therefore, the emergency generator switch should be left in the OFF position to allow the EPP to furnish maximum PC hydraulic pressure.

If EPP fails to restore control:

2. Abandon aircraft.
   - If failure of both power control systems occurs and extension of the emergency power package fails to regain hydraulic pressure in the PC 1 system, all flight control will be lost and the aircraft must be abandoned.

FAILURE OF ONE PC SYSTEM

Procedures

1. Return to base immediately or land at nearest suitable field.
2. Determine which PC system has failed.
   - Hydraulic pressure gage of failed system will indicate low or zero pressure.

With PC 1 inoperative:

3. Roll stab is lost. If desired, EPP may be extended any time before landing.
   - Consider approximate 18% reduction in range with power package extended. The package is not retractable in flight. If maximum range performance is required, defer extension of the package until descent and approach at destination.

With PC 2 inoperative:

3. Aileron spoilers and yaw stab are lost. Monitor PC 1 system pressure and extend EPP only if needed.
   - The EPP has been known to cause failure of the PC 1 system due to vibrational effect on connecting lines.
   - Refer to PC 1 INOPERATIVE for range considerations with EPP extended.

Limitations with either system inoperative:

4. Observe flight restrictions.
   - Maximum airspeed — 600 KIAS or 0.92 IMN, whichever is less
   - Maximum permissible airspeed with either stab out in landing condition — 180 KIAS
   - Maximum acceleration — PC 1 out 4.0 g — PC 2 out same as yaw stab out (Refer to Supplemental NATOPS Flight Manual.)
   - Bank angle is not to exceed 90°.
   - No abrupt flight control movements are allowable.
   - No slipping or skidding is allowable.
   - Minimum airspeed with EPP extended, emergency generator switch OFF — 140 KIAS
5. Emergency generator — OFF
6. Land as soon as practical.
   - Go easy on the controls during the approach. Due to the greatly reduced volume capacity of the EPP, an approach on EPP PC power should be planned to utilize the least amount of flight control deflection, especially when raising the wing.
   - If operating on EPP PC 1 pressure after failure of both PC systems, a precautionary approach is recommended. Refer to PRECAUTIONARY APPROACH this section, part 4.
   - Refer to section IV for flight characteristics encountered upon failure of one PC system.

UTILITY HYDRAULIC SYSTEM FAILURE

Indications

Engine oil/hydraulic pressure warning light illuminated

— AND —

Utility hydraulic pressure gage indicates low or zero pressure

Procedures

If failure detected before all pressure lost:

1. Attempt to extend gear and raise wing (if practical).
   - If fuel remaining is sufficient to reach base in the landing configuration, immediately attempt to extend the landing gear first and then raise the wing, using normal procedures.
2. Land as soon as practical.

If all pressure lost:

1. Return to base.
   - If the failure is complete, return to base early enough so that sufficient fuel remains to allow for field preparations or in case other difficulties are encountered.

2. Extend landing gear pneumatically.
   - Always extend the landing gear before attempting to raise the wing.
   - Extend landing gear as follows:
     a. Airspeed — 220 KIAS MAXIMUM
     b. Aircraft BuNo. 141361 and subsequent:
        - Landing gear handle — WHEELS DOWN, push in, rotate clockwise and pull aft (landing gear handle must be placed in WHEELS DOWN to provide nose gear mechanical downlock and a wheel indication)

        Aircraft through BuNo. 141360:
        - Landing gear handle — WHEELS DOWN
        - Emergency gear down handle — PULLED
     c. Landing gear position indicators — WHEELS VISIBLE (if nose gear down and locked but main gear indicators show barberpole, accelerate to maximum speed permissible (220 KIAS) to increase the aerodynamic locking force on the main gear. If main gear still not locked, apply positive g.)
3. Extend leading edge and raise wing pneumatically (if leading edge fails to extend to landing droop position, do not raise wing).
   - Extend droops and raise wing as follows:
     a. Airspeed — 220 KIAS MAXIMUM
     b. Down-lock handle — UNLOCK (If landing configuration not achieved or desired prior to complete loss of pressure and unable to unlock wing, reduce speed to 220 KIAS or less and push over to one-half negative g to apply compression load on actuating cylinder and allow wing to unlock. After unlocking, wing can be raised with emergency air while in level flight. However, if all attempts to unlock wing fail, do not attempt to raise wing. Wing cylinder locks will bind and all further attempts to raise wing will be unsuccessful.)
     c. Wing incidence handle — DN (Failure to place the wing incidence handle in DN before the emergency droop and wing incidence guard is raised will result in the detent plate swinging outboard and binding the wing incidence handle. If this occurs, push the detent plate inboard with index finger while pushing the wing incidence handle outboard and forward with palm of hand.)
     d. Emergency droop and wing incidence guard — RAISED
     e. Wing incidence release switch — DEPRESSED
     f. Wing incidence handle — Full forward to extend leading edge droop. Observe extension to the landing droop position; then move handle inboard and aft to EMERG UP position to raise wing. If leading edge fails to extend to the landing droop position, do not raise wing. Raising the wing clean or with droops only partially extended would result in higher-than-normal approach speeds and possible nosewheel-first touchdown. Nosewheel-first touchdowns can lead to porpoising and possible overloading of the nose gear.
4. Proceed to LANDING WITH UTILITY HYDRAULIC FAILURE.

LATERAL CONTROL MALFUNCTIONS

Indications

Ailerons binding
Rolling tendency
Suspected malfunction due to airframe or system damage

Procedures

Before raising wing:

1. Climb to at least 10,000 feet.

If uncontrollable with wing raised:

2. Lower wing and perform wing-down landing.
   - Refer to LANDING EMERGENCIES for wing down landing procedure.

TRIM AND STABILIZATION SYSTEM FAILURES

Few complications result from stabilization system failures. Landings without stabilization present no problem. Observe the clean and wing-up configuration limitations listed for the particular failure.

FAILURE OF YAW TRIM AND STAB SYSTEM

Indications

Inability to trim
Yaw stab warning light illuminated
Yaw oscillations

Procedures

1. Yaw stab switch — OFF RESET until out of oscillation speed range, then ON
   - Yaw oscillations of varying intensities are common with a malfunctioning yaw stabilization system, but can be eliminated by turning the stab switch off. These oscillations are often associated with a particular speed area, and if desired, attempts should be made to reset the stab when out of the suspect range.

If warning light remains lit:

2. Yaw stab switch — OFF RESET
   - Yaw trim and stab are inoperative and rudder will return to neutral.
3. Observe applicable limitations.
   - Refer to section I, part 4 for trim and stabilization system operating limitations.

FAILURE OF ROLL TRIM AND STAB SYSTEM

Indications

Inability to trim
Roll stab warning light illuminated

Procedures

1. Roll stab switch — OFF RESET, then ON

If warning light remains lit:

2. Roll stab switch — OFF RESET
   - The roll trim and stabilization system will automatically reset itself if the roll stabilization switch is in ON when the emergency generator switch is placed in LAND while using the emergency power package. If roll stabilization is not desired for landing, the roll stabilization switch must be placed in OFF RESET.
   - Roll trim and stabilization are inoperative and ailerons will return to neutral.

PITCH TRIM FAILURE

Trim malfunctions are relatively rare, but on occasion, certain aircraft may become afflicted with a recurring "pitch oscillation." This oscillation is normally mild, but may increase in intensity if allowed to continue. The following procedure will supply emergency trim and should stop the oscillation.

Indications

Inability to trim
Pitch oscillation

Procedures

Emergency pitch trim T-handle — RAISE

- Normal pitch trim is inoperative and emergency pitch trim is available by movement of the emergency pitch trim handle to NOSE DOWN or NOSE UP.
- Raising the emergency pitch trim emergency T-handle should stop the oscillation. With the handle raised, however, there will be no automatic retrim when wing is raised or lowered.

INFLIGHT FIRES/COCKPIT SMOKE AND FUMES

Normally, there is adequate time in the F-8 to analyze a fire warning indication and to take appropriate action.

ENGINE OR ENGINE COMPARTMENT FIRE

Indications

Fire warning light — ILLUMINATED

Other Possible Indications

Rapid rise in EGT
Unusual vibration
Smoke and/or flames emitting from tailpipe
Loss of fuel or hydraulic pressure
Loss of flight controls

Procedures

1. Throttle — IDLE, immediately
   - If in afterburner, simply deselecting the afterburner may cause the fire warning light to go out and indicate a possible afterburner fuel leak.
2. Investigate for further evidence of fire.
   - Conditions permitting, ask wingman to check fuselage thoroughly. If alone, turn aircraft sharply and look for smoke. Look for more positive evidence of fire before deciding to shut down or eject.
   - Remember, smoke in the cockpit is rarely an indication of fire in the F-8.
   - Failure of the air-conditioning turbine may be mistaken for engine explosion or fire. Failure of this turbine may be accompanied by a muffled explosion, smoke in the cockpit and illumination of the fire warning light. A suspected engine fire under these conditions should be confirmed.

Return to base using minimum power.

If engine fire does exist:

Shut down engine or eject.

- If fire exists, shutting down the engine is a reasonable course of action. If afterburner shutdown, the EPP may be extended to reenergize the fire warning system.
- If fire warning light goes out after engine shutdown, any decision to relight rests strictly with the pilot.
- If fire persists, eject.

WHEEL WELL FIRE

Indications

Smoke or fire emitting from wheel well
Explosion in wheel well area

Procedure

If wheel well fire does exist:

Eject.

- This particular kind of fire is usually caused by overheated wheel assemblies exploding after gear retraction following takeoff with overheated brakes and wheels.
- If fire ensues following a carrier ramp strike/landing and the aircraft bolters, select afterburner, climb to a safe altitude and eject.

ELECTRICAL FIRE

Procedures

1. Isolate fire by deenergizing affected equipment.

If unable to isolate fire:

2. Master generator switch — OFF
3. Emergency generator switch — OFF
4. Perform COMPLETE ELECTRICAL FAILURE procedure.

COCKPIT SMOKE AND FUMES

Procedures

To eliminate smoke and fumes from cockpit:

1. Throttle — RETARD
2. Temperature knob — DECREASE
3. Defogger switch — OFF

If condition persists:

4. Perform emergency depressurization.
   - Emergency depressurization procedure is presented under AIR-CONDITIONING SYSTEM FAILURES.

AIR-CONDITIONING SYSTEM FAILURES

COMPLETE FAILURE

Indications

Loss of cockpit pressurization and temperature control

Loss of windshield defogging and rain removal

Oxygen system providing suit pressurization

- Above 35,000 feet, the oxygen system will automatically begin supplying pressurization for the pressure suit when normal pressurization is lost.

Procedures

1. Descend to lower altitude (if possible).
    - In planning remainder of flight, consider the following (in addition to items under preceding INDICATIONS).
    - Integrated electronic package pressurization is lost.
    - Electronic compartment is automatically cooled by ram air.
    - Ram air is automatically admitted to maintain pressurization of fuselage fuel cells. Wing tank fuel can be dumped at a reduced rate. Wing tank fuel transfer is negligible.
    - Conditioned air-cooling of the radar set is lost.
2. Perform EMERGENCY DEPRESSURIZATION.

ERRATIC TEMPERATURE CONTROL

Procedures

In F-8B aircraft, if air-conditioning system will not maintain desired temperature:

1. Manual override switch — MAN
2. Temperature knob — AS DESIRED
    - Pressure fluctuations when using manual temperature control indicate that the temperature knob is set too high. Move the knob toward COLD to stop the fluctuations.

In F-8A aircraft, if air-conditioning system will not maintain desired temperature:

Cockpit pressure switch — CABIN DUMP

- Use cockpit emergency ventilation knob as desired. When the emergency ventilation port is open, do not rely on angle-of-attack indications.

COCKPIT OVERTEMPERATURE

Procedures

If cockpit temperature goes full hot and cannot be controlled automatically or manually:

1. Throttle — CRUISE POSITION
2. Cockpit pressure switch — CABIN DUMP (on as required to defog canopy)
3. Cockpit emergency ventilation knob — AS DESIRED
    - When the emergency ventilation port is open, do not rely on angle-of-attack indications. Airflow over the angle-of-attack vane is disturbed by the vent port door, resulting in erroneous indications.
    - If wearing pressure suit in an F-8A, turn pressure suit vent valve OFF.
4. Canopy — JETTISON IF REQUIRED
    - If unable to control cockpit temperature using preceding steps, it may be necessary to jettison the canopy.

EMERGENCY DEPRESSURIZATION

Procedures

When it is necessary to depressurize the cockpit or when the air-conditioning system fails, proceed as follows:

1. Cockpit pressure switch — CABIN DUMP
    - If radio transmission is desired, place cockpit pressure switch in CABIN PRESS for period of transmission.
    - Dumping cockpit pressure above 43,000 feet may lead to adverse physiological effects if pressure suit is not being worn.
    - At altitudes above 35,000 feet, the oxygen system supplies pressurization of the full pressure suit. Plan the remainder of the flight to account for increased use of oxygen and make continual checks of oxygen quantity indication.
2. UHF function switch — OFF above 27,000 feet
3. Defogger switch — OFF
4. Radar power switch — OFF
5. Cockpit emergency ventilation — AS DESIRED
    - When the emergency ventilation port is open, do not rely on angle-of-attack indications. Airflow over the angle-of-attack vane is disturbed by the vent port door, resulting in erroneous indications.

OXYGEN SYSTEM EMERGENCIES

LOW OXYGEN PRESSURE OR QUANTITY

If oxygen low pressure warning light illuminated:

Continue flight if positive pressure noticeable and breathing normal.

If low quantity indicated:

Monitor quantity closely and do not allow supply to become exhausted.

- Normal oxygen consumption rate is one liter per hour. Consider rates higher than this a potential emergency.
- If desirable to reduce oxygen consumption, increase cockpit altitude by opening the cockpit emergency air vent. *Do not increase cockpit altitude to more than 25,000 feet* because of the physiological effects.

OXYGEN SYSTEM FAILS OR MAIN SUPPLY EMPTY

Indications

Oxygen warning light — ON
Gage indication
Oxygen delivery fails
Difficulty in breathing experienced when wearing full pressure suit or mask with miniature regulators
Hypoxia symptoms

Procedures

1. Check security of mask-mounted regulator.
2. Check hose connections.
3. Check that oxygen valve shows ON.
4. Check oxygen quantity.
5. Activate emergency oxygen bottle.
   - "Green apple" — PULL LANYARD
   - If difficulty in breathing is experienced when wearing the full pressure suit at a cockpit altitude above 35,000 feet, where the suit would be pressurized, breathe from suit by moving the face away from the face seal.
   - If mask breathing (mask with miniature regulators) continues to be difficult after pulling the lanyard, remove mask.
6. Descend below 10,000 feet (cockpit altitude).
   - Refer to EMERGENCY DESCENT for rapid descent information.
   - If desired, dump pressure and raise visor of pressure suit helmet.

CONTAMINATED OXYGEN

Indication

Peculiar odor in oxygen system

Procedures

If cockpit altitude more than 10,000 feet:

1. Activate emergency oxygen bottle.
   - "Green apple" — PULL LANYARD
2. Oxygen (normal) valve — OFF
3. Descend to below 10,000 feet MSL (5,000 feet MSL at night).
   - Only in cases of emergency or operational necessity will *cockpit altitudes* of 10,000 feet (5,000 feet at night) be used when oxygen supply is depleted and the mask not worn.
4. Remove mask.
5. Cockpit pressure switch — CABIN DUMP
   - In F-8B aircraft, wing tank fuel transfer will be negligible with the cockpit pressure switch in CABIN DUMP. To resume transfer of wing fuel in these aircraft, turn switch to CABIN PRESS. If full pressure suit is being worn, be prepared to turn off pressure suit vent valve if air conditioning turbine fails.
6. Emergency ventilation port — OPEN
   - When the emergency ventilation port is open, do not rely on angle-of-attack indications. Airflow over the angle-of-attack vane is disturbed by the vent port door, resulting in erroneous indications.

EJECTION OR BAILOUT

EJECTION/BAILOUT DOCTRINE

High altitude:

If the aircraft is descending out of control, abandon it at an altitude not lower than 10,000 feet above the terrain. Below 10,000 feet, if uncontrolled flight is entered (from which recovery cannot be effected), don't hesitate; abandon the aircraft. If the aircraft is in controlled flight and you decide to eject, head the aircraft out to sea or away from populated areas and abandon it.

Low altitude:

If power lost, but sufficient time exists before ejection, turn the aircraft away from any populated area and attempt a high-rpm low-altitude airstart (refer to AIRSTARTING procedure this section, part 1). *In no situation attempt to regain power at less than 1,500 feet above the terrain and 250 KIAS; EJECT IMMEDIATELY.*

PREPARING TO EJECT

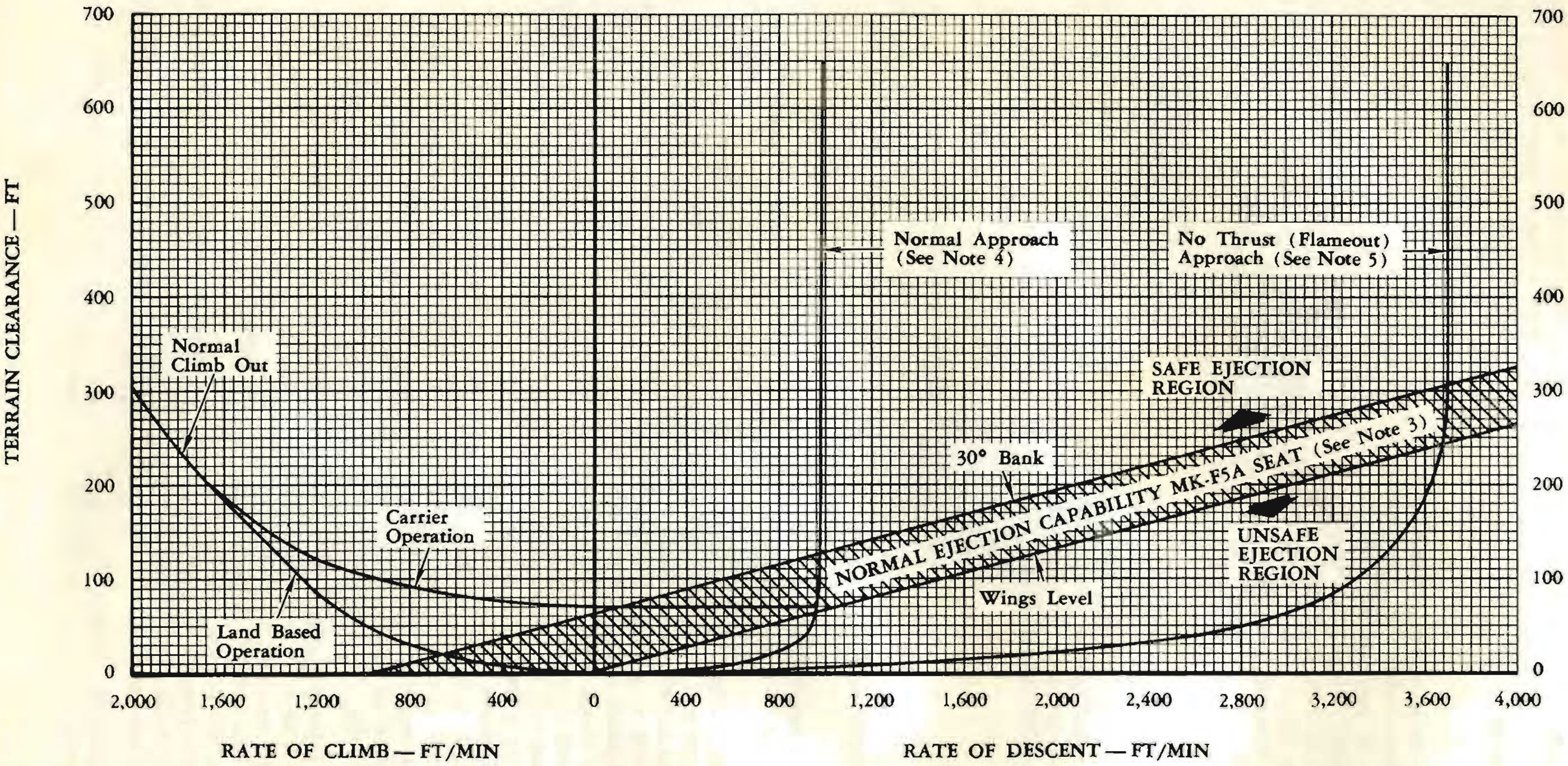
Procedures

1. Pull up, if at low altitude and with sufficient airspeed.
   - A "pull-up" maneuver may be performed as an aid to successful ejection at low altitudes. The pull-up increases the margin of safety in a low-altitude ejection by increasing the time available for seat separation and parachute deployment. However, flight test demonstrations have shown that attempting a power-off "pull-up" outside of certain airspeed limits will result in a loss of altitude rather than a gain. Variations in flight path, weight and wing position can vary the minimum airspeed required for an effective pull-up from 160 KIAS to 200 KIAS. In gliding flight, the maximum effective airspeed can vary from 210 to 230 KIAS. When above this airspeed in a glide, more altitude is lost during the flare than can be regained during pull-up. See figure 5–2 for effect of rate of descent on ejection capability (using MK-F5A seat).
   - Upon loss of power following takeoff with full fuel load, 180 KIAS is required with the wing up and 190 KIAS with the wing down in order to convert airspeed into altitude. This assumes no rate of descent at the time of pull-up. If a descent has begun after power loss, a minimum of 210 KIAS and a maximum of 230 KIAS, wing up or down, is required.
   - During landing approach, airspeed will normally be approximately 150 KIAS at the 180° position decreasing to 135 KIAS on final. If power is lost anywhere during the approach, rate of descent will increase rapidly, and a pull-up will not be effective. See figure 5–3 for power-off pull-up and ejection capability during takeoff and landing (using MK-F5A seat).
   - To perform a power-off pull-up, apply light to moderate aft stick force, increasing the pitch attitude steadily until reaching the ejection point 10 to 20 knots above stall speed.
   - Do not pull excessive g. Accelerations above 1.2 g will decrease possible altitude gains by causing the stall to occur earlier (at a higher airspeed).
   - Aircraft pitch attitude and flight path can reach as high as 25° during the pull-up. Time for effective completion of a pull-up maneuver will be at least 6 seconds at minimum airspeed and can exceed 15 seconds when starting above 220 KIAS.
   - Minimum safe ejection altitudes with zero sink rate are contained in the ejection seat description, section I, part 2.
2. Reduce speed (if necessary).
   - The risk of bodily injury due to airloads or striking the tail increases with airspeed as follows:
     a. From 0 to 400 KIAS — safe — minor forces on body
     b. 400 to 600 KIAS — more hazardous — appreciable forces on body
     c. Above 600 KIAS — extremely hazardous — excessive forces on body, may not clear tail (clearance above tail ensured only up to 600 KIAS for 200-pound pilot wearing MK IV full-pressure suit)
   - Altitude required for safe ejection increases greatly as dive angle or dive airspeed increases. Figure 5–4 shows these effects for the MK-F5A seat.
3. Actuate emergency IFF.
4. Transmit Mayday and give position.
5. Stow loose gear.
6. Manually lock shoulder harness.
7. Place helmet visor down.

EJECTION

The ejection procedure is presented in figure 5–5 and the after-ejection procedure in figure 5–6. The ejection sequence (timed firing of seat, chute, etc.) is described and illustrated in figure 1–42. All pilot actions required before pulling the face curtain are presented in detail under PREPARING TO EJECT.

EFFECT OF RATE OF DESCENT ON EJECTION CAPABILITY



NOTES

1. For 90° bank, add 200 feet to terrain clearance required for wings level.
2. For inverted flight, add 400 feet to terrain clearance required for wings level.
3. Normal ejection capability based on:
   a. Two-second reaction time.
   b. Normal aircraft pitch for conditions shown (±15°).
   c. Maximum operational ejected weight.
4. Normal approach curve based on 140 KIAS with power.
5. No-thrust (flameout) curve based on 170 KIAS wing up.

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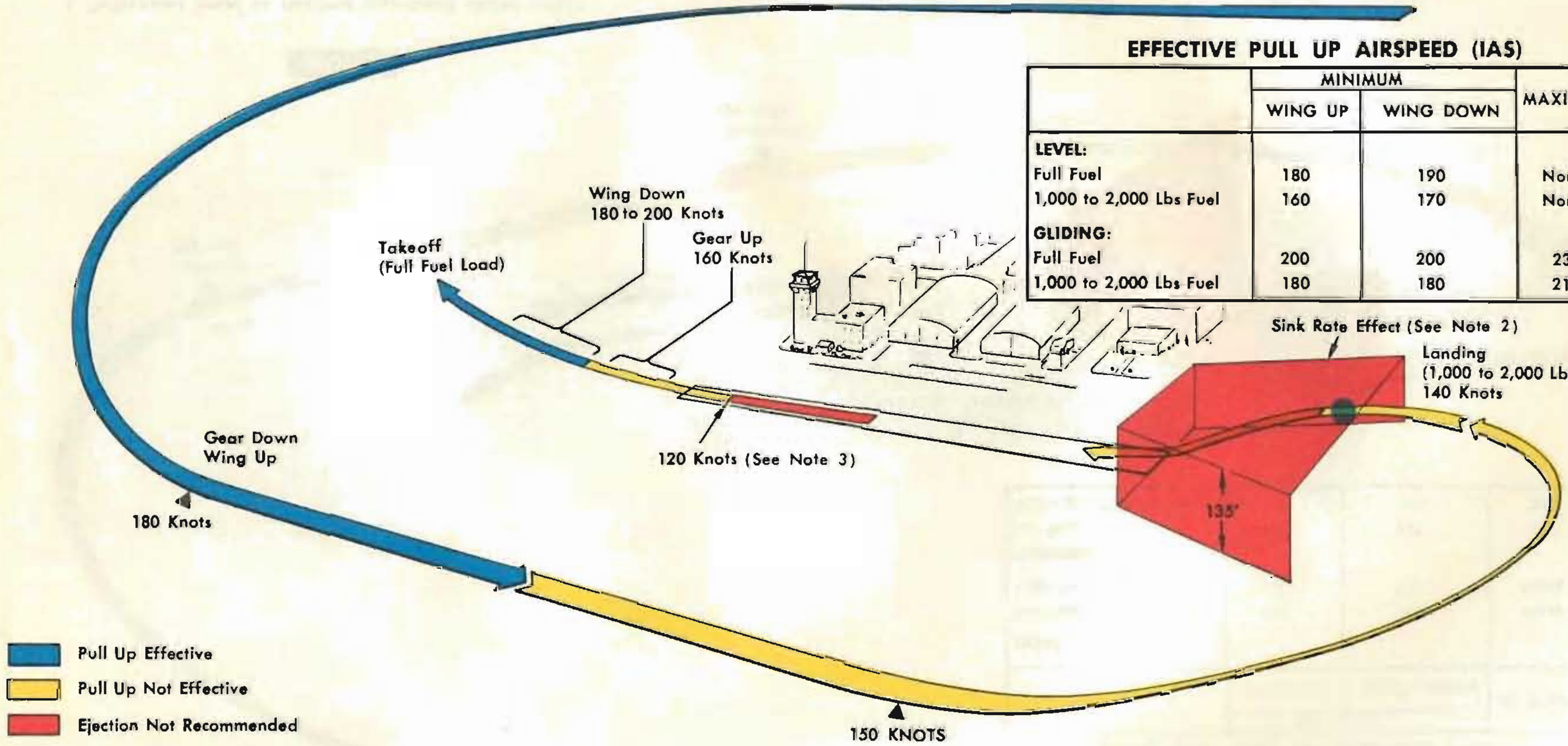
Figure 5–2

TAKEOFF AND LANDING EJECTION CAPABILITY (MK-F5A SEAT)

LAND

EFFECTIVE PULL UP AIRSPEED (IAS)

	MINIMUM		MAXIMUM
	WING UP	WING DOWN	
LEVEL:			
Full Fuel	180	190	None
1,000 to 2,000 Lbs Fuel	160	170	None
GLIDING:			
Full Fuel	200	200	230
1,000 to 2,000 Lbs Fuel	180	180	210



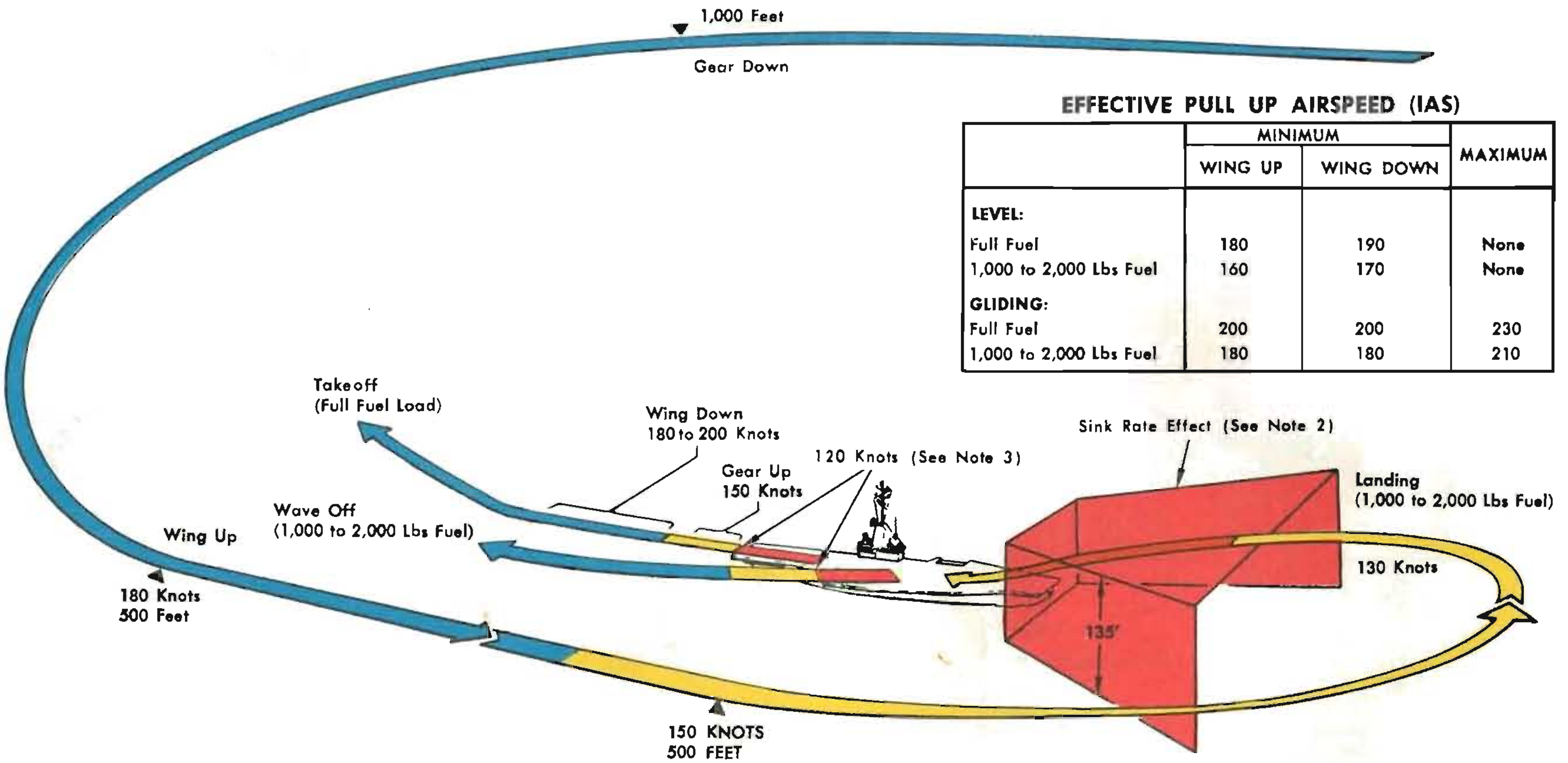
NOTES

1. Performance based on maximum operational ejected weight.
2. Based on complete power failure. Includes 2-second reaction time.
3. Minimum ejection speed with zero rate of sink (ground level).
4. Pull-up capability based on complete power failure.

Figure 5–3 (Sheet 1)

TAKEOFF AND LANDING EJECTION CAPABILITY (MK-F5A SEAT)

CARRIER



EFFECTIVE PULL UP AIRSPEED (IAS)

	MINIMUM WING UP	MINIMUM WING DOWN	MAXIMUM
LEVEL:			
Full Fuel	180	190	None
1,000 to 2,000 Lbs Fuel	160	170	None
GLIDING:			
Full Fuel	200	200	230
1,000 to 2,000 Lbs Fuel	180	180	210

NOTES

1. Performance based on maximum operational ejected weight.
2. Based on complete power failure. Includes 2-second reaction time.
3. Minimum ejection speed with zero rate of sink (ground level).
4. Pull-up capability based on complete power failure.

Pull Up Effective
Pull Up Not Effective
Ejection Not Recommended

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Figure 5-3 (Sheet 2)

DIVE EJECTION CAPABILITY (MK-F5A SEAT)

NOTES

1. Curves include 2-second pilot reaction time.
2. Curves are based on wings-level bank attitude and appropriate angle of attack.
3. Terrain clearance required is based on 5,000-foot terrain and is conservative for lower terrain.
4. Example: At 600 knots EAS in 30° dive, terrain clearance required is 2,050 feet.
5. Based on maximum operational ejected weight.

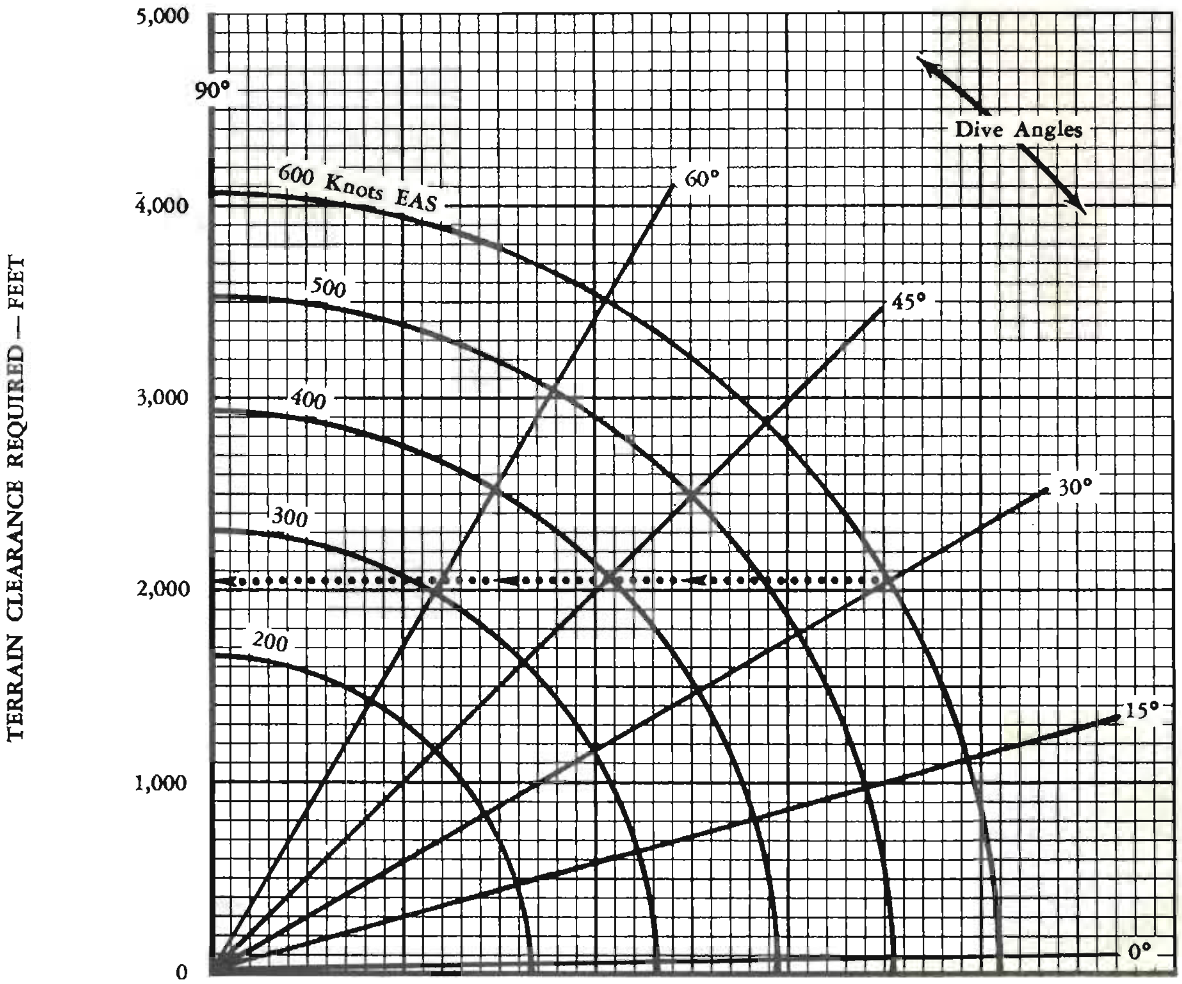

Figure 5–4

EJECTION PROCEDURE

IF TIME AND CONDITIONS PERMIT

- Pull up, if at low altitude.
- Reduce speed.
- Actuate emergency IFF.
- Transmit May Day and give position.
- Stow loose gear.
- Manually lock shoulder harness.
- Place helmet visor down.

NOTE

It is important that the eyes be at or below gunsight level for optimum face curtain support on ejection. This ensures proper seat position and will give maximum back support and spinal alignment.

WARNING

Do not pull emergency harness release handle before ejection.

1 Sit erect in seat, buttocks against backrest, head firmly against headrest, spine straight, thighs firmly against seat pan, legs extended forward with feet on rudder pedals. Harness properly adjusted and tight. Grasp face curtain with both hands, elbows in, thumbs outboard.

2 Pull face curtain out and downward in one firm, continuous motion. Canopy will be jettisoned. A slight delay in curtain travel might be noticed during canopy jettisoning. Continued pulling on face curtain will eject the seat.

IF IMPOSSIBLE TO REACH FACE CURTAIN

- Grasp secondary firing handle with right hand.
- Grasp right wrist with left hand.
- Pull handle up sharply.

WARNING

Because use of the secondary firing handle does not provide control of the pilot's posture as does the face curtain, the secondary firing handle should only be used as a last resort for firing the seat. Take particular care to hold the head and shoulders back and to pull elbows in.

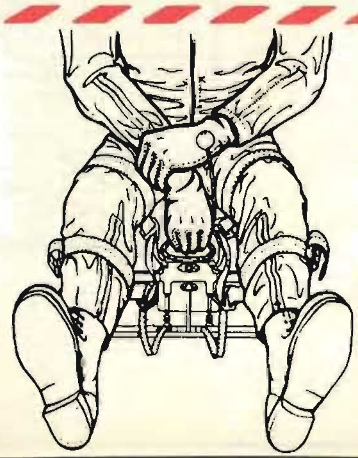

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Figure 5-5 (Sheet 1)

EJECTION PROCEDURE

IF CANOPY FAILS TO BE JETTISONED WHEN EITHER FACE CURTAIN OR SECONDARY FIRING HANDLE IS PULLED OR IF CANOPY JETTISONS BUT SEAT FAILS TO EJECT

Hold face curtain or secondary firing handle with right hand.

Pull canopy interrupter release handle with left hand.

Continue to pull ejection control with both hands.

WARNING

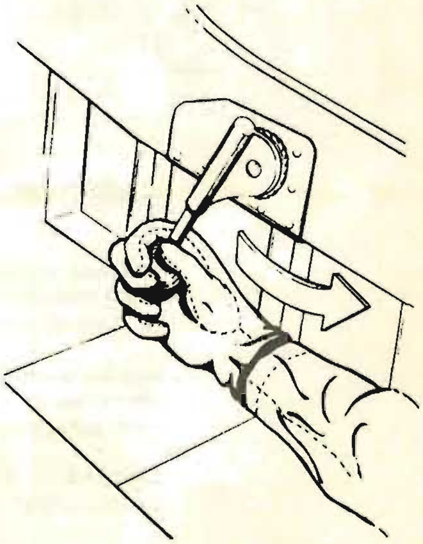
Do not release the face curtain after it has been pulled. If one hand must be freed to aid ejection, grip face curtain tightly with other hand to prevent curtain from blowing aft over drogue gun firing mechanism. Interference with drogue gun firing can prevent parachute deployment.

IF CANOPY FAILS TO BE JETTISONED AND UNABLE TO ACTUATE CANOPY INTERRUPTER RELEASE HANDLE

Pull emergency canopy jettison handle

OR

Manually open canopy locks



After canopy separates, continue to pull ejection control to eject seat.

53212-3-13

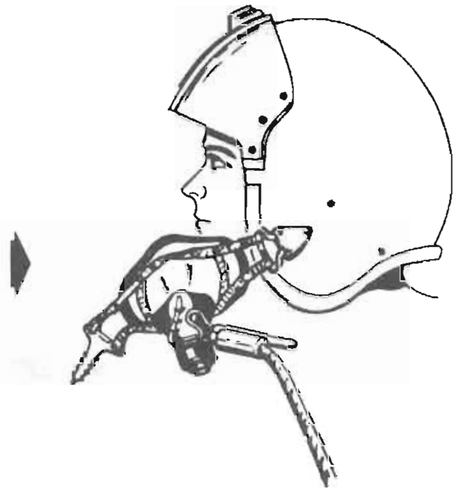
Figure 5–5 (Sheet 2)

AFTER EJECTION

WARNING

During ejections above 10,000 feet the pilot will be drogue-stabilized in the seat. Allow time for the altitude-time delay-g mechanism to function.
If the automatic functions fail to actuate the harness release and deploy the parachute when below 10,000 feet, pull the emergency harness release handle, lunge forward to release parachute from support post, push free from the seat and pull the parachute D-ring.

Remove the oxygen mask or open pressure suit face plate before landing or at any time breathing becomes difficult. This action provides better visibility and reduces the possibility of suffocation following injury or depletion of emergency oxygen supply.



After contact, release the parachute canopy by disconnecting the shoulder fittings. Release the seat pan by disconnecting the hip fittings.

ADDITIONAL PRECAUTIONS — OVERWATER EJECTION

Release left hip fitting before contact with the water. With both hip fittings connected, the bouyancy of the seat pan will tend to cause the pilot to float in a hips-high position.

Immediately after entering the water, release the parachute canopy by disconnecting the shoulder fittings. Rapid release is desirable to prevent entanglement with the shroud lines.

Completely release backpad and seat pan before entering a helicopter rescue sling.

53712-3-12

Figure 5–6

BAILOUT

Procedures

If all attempts to eject have failed, but canopy jettisoned:

1. Landing gear — UP
2. External stores — JETTISON
3. Wing — LANDING CONDITION PREFERRED
4. Airspeed — MINIMUM WITHOUT STALLING
5. Emergency harness release handle — PRESS BUTTON, ROTATE AFT
6. Full aileron trim in one direction, hold wings level.
   - Perform only if surface trim available.
   - Inverted attitudes are not advised for bailout. To maintain inverted flight, the tail must be placed several additional feet below the cockpit, increasing the hazard of striking the aircraft.
7. While holding wings level, crawl into crouching position in seat.
8. Release stick and dive over side opposite low wing trim.
   - If no trim available, dive over either side.
9. Parachute D-handle — PULL (below 10,000 feet)
   - Pull D-handle immediately if below 10,000 feet. If above 10,000 feet, delay until reaching a safe breathing altitude. Remember that the parachute will not open automatically.

JETTISONING MISSILES

Procedures

Note

Refer to section I, part 4 for additional jettisoning information.

If EPP supplying electrical power:

Emergency generator switch — ON FOR JETTISONING

To jettison:

1. Landing gear handle — WHEELS UP
2. Missile jettison switch — LH and/or RH
   - The missile(s) will fire as they are selected by the missile jettison switch.

FUEL DUMPING

Procedure

To dump fuel from wing:

Fuel dump switch — DUMP

- The fuel dump switch may be actuated at any time in flight to obtain rapid dumping of part or all of the wing tank fuel through the wing tip dump ports.
- The rate of wing fuel dumping is reduced with loss of wing tank pressurization.
- There is no provision for dumping fuel from fuselage cells.
- Optimum dumping of wing fuel is obtained with the fuel transfer switch in the PUMP ON or PUMP OFF position, the cockpit pressure switch in CABIN PRESS (F-8B aircraft) and with the nose slightly raised.

JETTISONING CANOPY

Procedures

1. Emergency canopy jettison handle — PULL

If canopy fails to jettison:

2. Canopy locks — OPEN MANUALLY

EMERGENCY DESCENT

Procedures

To get aircraft down as rapidly as possible:

1. Throttle — IDLE
2. Speed brake — EXTEND FULLY
3. Cockpit heat — INCREASE
4. Defogger switch — DEFOG
   - Placing the defogger switch in DEFOG upon initiating dive may be helpful in preventing fogging of windshield.
5. Dive aircraft as steeply as desired.
   - Refer to MANEUVERING section IV, part 2, for information on dive recovery.
   - Monitor airspeed and altitude closely during dive and begin pullout with adequate altitude for recovery.

STALLS, SPINS AND UNCONTROLLED FLIGHT

Characteristics and recovery procedures for stalls, spins and uncontrolled flight are contained in section IV, part 2.

It is difficult to recognize uncontrolled maneuvers. First action should be to move the controls to neutral. The three major errors of technique associated with spins in the F-8 are:

- Getting into the spin initially.
- Not using proper recovery technique.
- Not abandoning the aircraft when recovery unsuccessful.

All of these errors are easily avoided by eliminating the first one.

LOSS OF AIRSPEED INDICATOR

In the event of an airspeed indicator failure, the angle-of-attack indicator is sufficient to perform the following maneuvers. The values are accurate only in 1 g flight.

FLIGHT CONDITION	ANGLE OF ATTACK — UNITS
Takeoff	
Start wing down	8.0
Winglocked by	14.0
MRT Climb (cruise droop out)	
0 to 10,000 feet	9.0
10,000 to 20,000 feet	9.5
20,000 to 30,000 feet	10.0
30,000 to 40,000 feet	11.0 to 11.5
Above 40,000 feet	11.5 to 12.0
Max Endurance	
Any altitude, cruise droop in or out	13.0
Max Range	11.5
Penetration	
Speed brake down, 82%, 4,000 to 6,000 FPM rate of descent	13.0
Landing	
Gear extension (wing down)	15.0
Wing raising	16.0
Carrier pattern and approach	13.0
GCA pattern (landing configuration)	11.0
GCA pattern (final)	13.0
Field landing	13.0
Wing down landing (cruise droop out)	19.5 (carrier) 18.0 (field)
Stall Warning	
Clean (cruise droop in)	17.5
Clean (cruise droop out)	20.0
Landing configuration	15.0
Airspeed vs. Angle of Attack (without external pylons)	
Inflight check: Clean, 3,000 pounds fuel, 300 KIAS, cruise droop out (add 1.2 knots for each additional 1,000 pounds fuel; deduct 1.2 knots for each 1,000 pounds less)	10.0
Inflight check: Landing configuration 3,000 pounds fuel, 150 KIAS (add 4 knots for each additional 1,000 pounds fuel; deduct 4 knots for each 1,000 pounds less)	11.0

PART 4 — LANDING EMERGENCIES

ALL LANDING EMERGENCIES

Landing emergency information is summarized for ready reference in figure 5–7.

Procedures

Before entering traffic pattern:

1. Dump wing fuel.

Before landing:

2. Expend fuselage transfer fuel.
3. Fuel dump switch — OFF
   - Place fuel dump switch in OFF before touchdown, even if fuel dumping has not been completed, to make sure electrical power is available to close the dump valve.
4. Fuel transfer switch — PRESS DUMP
5. Canopy — JETTISON IF DESIRED
   - Jettison canopy in flight if the seriousness of a specific emergency requires it. Do not jettison the canopy if a barricade engagement is to be made.

After landing:

6. Perform emergency egress if necessary.
   - EMERGENCY EGRESS procedure is found in this section part 1.

LANDING WITH GEAR OUT OF POSITION

ALL LANDING GEAR UP

Procedure

Execute controlled ejection.

NOSE GEAR TRAILING OR UP

Field Procedures

1. Execute normal landing without arrestment.
   - Use brakes only if necessary to avoid obstacles.
   - Fly nose onto runway before losing pitch control to avoid sudden dropping.
   - Have runway arresting wires removed in landing roll-out area to prevent engagement of aircraft duct by wires.

Just before losing pitch control:

2. Throttle — OFF
3. Engine master switch — OFF
4. Master generator switch — OFF

Carrier Procedures

If unable to divert to suitable field:

1. Extend arresting hook.
2. Avoid high sink rate on landing.
3. Perform barricade arrestment with all wires on deck (normal arrestment optional).
   - Refer to BARRICADE ARRESTMENT for arrestment techniques.

BOTH MAIN GEAR UP

Field Procedures

1. Have runway foamed if time permits.
2. Perform short field arrestment.
   - Refer to FIELD ARRESTMENTS for short field arrestment techniques.

Carrier Procedures

If unable to divert to suitable field:

Execute controlled ejection.

— OR —

1. Extend arresting hook.
2. Perform barricade arrestment with all wires on deck.
   - Refer to BARRICADE ARRESTMENT for arrestment techniques.

LANDING EMERGENCIES

Refer to Part IV, Landing Emergencies, for additional information.

Description of Failure	*Recommended Action*	
	Shore	*Ship*
All landing gears up	Controlled ejection	Controlled ejection.
Nose gear trailing or up	Normal landing. No arrestment. Fly nose onto runway before losing pitch control.	Barricade arrestment with all wires on deck and hook down;** normal arrestment optional.‡**
Main gears up	Short field arrestment.††	Divert to shore for short field arrestment. If unable, execute controlled ejection or place hook down and make barricade arrestment with all wires on deck.
One main gear up or trailing	Short field arrestment.††	Barricade arrestment with all wires on deck and hook down;** normal arrestment optional.‡**
One main gear and nose gear up or trailing	Short field arrestment.††	Barricade arrestment with all wires on deck and hook down.**
Nose gear canted	Normal or arrested landing. Turn generator switch off just prior to touchdown.	Normal arrested landing.
Gear barberpole	Treat as corresponding gear up unless determined to be down.	Treat as corresponding gear up unless determined to be down.
Nose wheel missing	Normal landing. No arrestment. Fly nose onto runway before losing pitch control.†	Barricade arrestment with all wires on deck and hook down.**
Main gears severed on landing (carrier, aircraft bolters)	Continue rollout attempting to maintain directional control.	Select afterburner and climb. If control lost, eject.

†Remove runway arresting wires in landing roll-out area to prevent engagement of aircraft duct by wires.
‡High sink rates on landing must be avoided.
**Divert to suitable field, if possible, and execute appropriate shorebase emergency landing.
††Runway should be foamed if time permits.

53212-5-15(1)

Figure 5-7 (Sheet 1)

LANDING EMERGENCIES

Refer to Part IV, Landing Emergencies, for additional information.

Description of Failure	*Recommended Action* — *Shore*	*Recommended Action* — *Ship*
One main wheel missing	Short field arrestment.††	Barricade arrestment with wires aft of barricade removed, hook down.**
Any landing gear failure with failure of wing to raise	Landing appropriate to particular gear failure.‡‡	Divert to suitable field and make landing appropriate to particular gear failure.‡‡ If not possible, execute controlled ejection.
Arresting hook failure	Normal landing.	Barricade arrestment.**
Blown tires	Short field arrestment.	Normal arrestment
Wing down or landing after malfunction precautionary approach (shore)	Long field arrestment. Approach speed — 160 KIAS (18 units)	Arrestment as described under Landing with wing down, this section.**
Utility hydraulic failure	Short field arrestment.	Normal arrestment. Aircraft must be towed out of arresting gear.

**Divert to suitable field, if possible, and execute appropriate shorebase emergency landing.
††Runway should be foamed if time permits.
‡‡Damage to arresting gear can be anticipated due to high engaging speeds.

53212-5-15(2)

Figure 5–7 (Sheet 2)

ONE MAIN GEAR UP OR TRAILING

Field Procedure

1. Perform short field arrestment.
   - Refer to FIELD ARRESTMENTS for short field arrestment techniques.

Just before losing roll control:

2. Throttle — OFF
3. Engine master switch — OFF
4. Master generator switch — OFF

Carrier Procedures

1. Extend arresting hook.
2. Perform barricade arrestment with all wires on deck (normal arrestment optional).
   - Refer to BARRICADE ARRESTMENT for arrestment techniques.

ONE MAIN GEAR AND NOSE GEAR UP OR TRAILING

Field Procedures

1. Have runway foamed if time permits.
2. Perform short field arrestment.
   - Refer to FIELD ARRESTMENTS for short field arrestment techniques.

Carrier Procedures

If unable to divert to suitable field:

1. Extend arresting hook.
2. Perform barricade arrestment with all wires on deck.
   - Refer to BARRICADE ARRESTMENT for arrestment techniques.

NOSE GEAR CANTED

Field Procedures

1. Plan normal or arrested landing.

Just before touchdown:

2. Master generator switch — OFF
   - With generator switch off, nose gear is free to caster.

GEAR INDICATOR BARBERPOLE

Field or Carrier Procedure

Treat as corresponding gear up unless gear can be determined to be down.

LANDING WITH DAMAGED LANDING GEAR/HOOK

NOSEWHEEL MISSING

Field Procedures

1. Execute normal landing without arrestment.
   - Use brakes only if necessary to avoid obstacles.
   - Fly nose onto runway before nose falls through.
   - Have runway arresting wires removed in landing roll-out area to prevent engagement of aircraft duct by wires.

Just before losing pitch control:

2. Fly nose onto runway.
3. Throttle — OFF
4. Engine master switch — OFF
5. Master generator switch — OFF

Carrier Procedures

1. Extend arresting hook.
2. Perform barricade arrestment with all wires on deck.
   - Refer to BARRICADE ARRESTMENT for arrestment techniques.

BOTH MAIN GEAR SEVERED ON LANDING (CARRIER – AIRCRAFT BOLTERS)

Field Procedure

Continue rollout, attempting to maintain control.

Carrier Procedures

1. Select afterburner.
2. Climb.

If loss of control experienced:

3. Eject.

ONE MAIN WHEEL MISSING

Field Procedure

1. Have runway foamed if time permits.
2. Perform short field arrestment.
    - Refer to FIELD ARRESTMENTS for short field arrestment techniques.

Carrier Procedures

If unable to divert to suitable field:

1. Extend arresting hook.
2. Perform barricade arrestment with wires aft of barricade removed.
    - Refer to BARRICADE ARRESTMENT for arrestment techniques.

ANY LANDING GEAR FAILURE WITH FAILURE OF WING TO RAISE

Field Procedure

Use landing procedures appropriate to particular gear failure.

- Anticipate damage to arresting gear due to high engaging speed.

Carrier Procedure

If unable to divert to suitable field:

Execute controlled ejection.

ARRESTING HOOK FAILURE

Field Procedure

Execute normal landing.

Carrier Procedure

If unable to divert to suitable field:

Perform barricade arrestment.

- Refer to BARRICADE ARRESTMENT for arrestment techniques.

BLOWN TIRES

Field Procedure

Perform short field arrestment.

- Refer to FIELD ARRESTMENTS for short field arrestment techniques.

Carrier Procedure

Perform normal arrestment.

LANDING WITH WING DOWN

Field Procedure

1. Approach speed — 160 KIAS (18 UNITS).
2. Perform long field arrestment.
    - Refer to FIELD ARRESTMENTS for long field arrestment techniques.

Carrier Procedure

1. Burn down fuel as required.
    - Burn down fuel to attain lowest aircraft gross weight compatible with the operating situation.
2. Cruise droops — EXTEND (if utility hydraulic pressure still available)
    - Cruise droop switch — OUT
3. Approach speed — 140 TO 150 KIAS
    - Final approach speed varies linearly from 140 KIAS at a gross weight of 18,500 pounds to 150 KIAS at a gross weight of 21,000 pounds. These speeds are the minimum satisfactory approach airspeeds under normal operating conditions. At lower airspeeds under turbulent conditions, control becomes marginal for performing a satisfactory carrier approach and landing.
    - Use the normal carrier approach and landing techniques with the emergency mirror settings published in current Recovery Bulletins for Landing Mirror Aids.
    - Do not use the angle-of-attack indexer during the approach. The angle-of-attack system will give higher-than-normal readings because of higher fuselage attitudes.
    - In the event of a bolter, be prepared to rotate the aircraft to the attitude required to maintain level flight as the angled deck bow is passed. (Remember, fuselage attitude will be higher than usual.)
    - Barricade engagements resulting from a wing-down condition alone are not required or recommended. If, however, for other compelling reasons a barricade recovery is required, a successful barricade engagement may be made with the wing down, using the technique described in this procedure.
    - Don't attempt a wing-down carrier landing with the leading edge in the landing droop position. This configuration would result in excessive engaging speed, marginal to inadequate visibility, and insufficient longitudinal trim. Wing-down carrier landings with the

leading edge fully retracted may be accomplished with approach airspeeds approximately 5 to 8 knots higher than those listed for the cruise droop condition, but are not recommended because of the excessive airspeeds required and resulting high engaging speeds. Damage to the tail cone may be expected during any wing-down carrier landing.

FIELD ARRESTMENTS

SHORT FIELD ARRESTMENT

Procedures

1. Establish radio contact with LSO.
   - An LSO in radio contact with the pilot and located in the vicinity of the arresting gear will assist all short field emergency arrestments.
   - Have position of arresting gear illuminated if arrestment is to be made at night.
2. Lower arresting hook early enough for full extension.
   - Normal extension time is approximately 8 seconds.
3. Ensure engagement before loss of directional control.
   - Touch down as close to the arresting gear as necessary to ensure that engagement occurs before directional control is affected. This point could be from a few thousand feet before the arresting gear (in the case of brake failure) to touching down in the gear (with one main wheel retracted).
   - Engage gear in center of runway with the nose gear on the deck.
   - Cross the pendants, when possible, with both feet off the brakes and shoulder harness locked.
   - After engagement, the nature of the emergency will dictate whether to keep the engine running or to shut down and abandon the aircraft.

LONG FIELD ARRESTMENT

This arrestment will be made when a stopping problem is known or suspected to exist. Long field arrestments should be considered with wing down, or after a precautionary approach.

Procedures

1. Execute normal touchdown.

After touchdown:

2. Lower arresting hook.
   - Allow enough time for full extension of hook (approximately 8 seconds).
3. Roll out on runway centerline.
   - Ensure nosewheel on runway before engagement.
   - Shut down engine after decision made to remain on deck (to slow engaging speed).

BARRICADE ARRESTMENT

Do not jettison the canopy for barricade arrestment. The nose section and canopy are designed to pass beneath the top cable of the barricade, but it is recommended that the canopy be kept closed as an additional safeguard against injury inflicted by the top cable.

Procedures

1. Burn down fuel as required.
   - Burn down fuel to attain lowest aircraft gross weight compatible with the operating situation.
2. Execute normal approach on meatball.
   - Maintain precise lineup and speed control. A late wave-off cannot be given.
   - On some carriers, the meatball may be lost in the late stages of the approach as the lens passes behind the barricade stanchions. Be under positive control of the LSO and follow his instructions explicitly, including a "cut" if it is given.

Upon engaging the barricade:

3. Throttle — OFF
4. Engine master switch — OFF
5. Master generator switch — OFF
6. Evacuate aircraft as soon as possible.

LANDING WITH UTILITY HYDRAULIC FAILURE

Field Procedure

Perform short field arrestment.

- The brake accumulator may provide enough hydraulic pressure for several normal brake applications. However, when the pressure is lost, the pneumatic brakes (and field arresting gear) must be relied upon for aircraft braking. Refer to BRAKE FAILURE, this section, part 1, for emergency braking techniques.
- Refer to HYDRAULIC EMERGENCIES, this section, part 3, for procedures on emergency (pneumatic) operation of wing incidence and leading edge droop system and landing gear.

Carrier Procedure

1. Execute normal arrestment.
    - Have aircraft towed out of gear.

DEAD-ENGINE LANDING

If impossible to abandon the aircraft, perform the dead-engine landing as described and illustrated in figure 5-8. Figure 5-9 shows the maximum power-off glide distances. Simulated flameout approaches are prohibited.

DITCHING

Procedures

If impossible to abandon the aircraft:

1. Perform radio distress procedure.
2. Wing — AS IS (if down, blow droops)
    - Do not change wing position for ditching. Ditching with the wing in the down position will attain a nose-high attitude at touchdown speed. Normally, the wing will be up only during takeoff or landing. Lowering the wing under these conditions would produce a high rate of sink which could not be arrested prior to touchdown.
    - If wing is down, establish landing droop condition pneumatically.
3. Canopy — JETTISON
    - In any ditching situation, pull emergency canopy release handle before contact.
4. Landing gear — WHEELS UP
5. Speed brake — RETRACT
6. Shoulder harness — LOCKED
7. Throttle — OFF
8. Engine master switch — OFF
9. Glide speed — 170 KIAS desirable
    - If EPP extended, the minimum indicated airspeed for adequate power control hydraulic pressure from the package is 145 KIAS with the emergency generator switch in LAND.
10. Touchdown — 145 KIAS, NOSE HIGH
    - Flare the aircraft just before contact. Immediately after the forward motion stops, abandon the aircraft.
    - If the aircraft is ditched in a near-level attitude, it will probably dive violently after contact.

ROUGH-FIELD LANDING

Procedures

If aircraft must be landed on an unprepared field:

1. Landing gear — EXTEND

Just before contact:

2. Throttle — OFF
3. Engine master switch — OFF
4. Canopy — JETTISON
5. Master generator switch — OFF

DEAD-ENGINE LANDING
(TYPICAL)

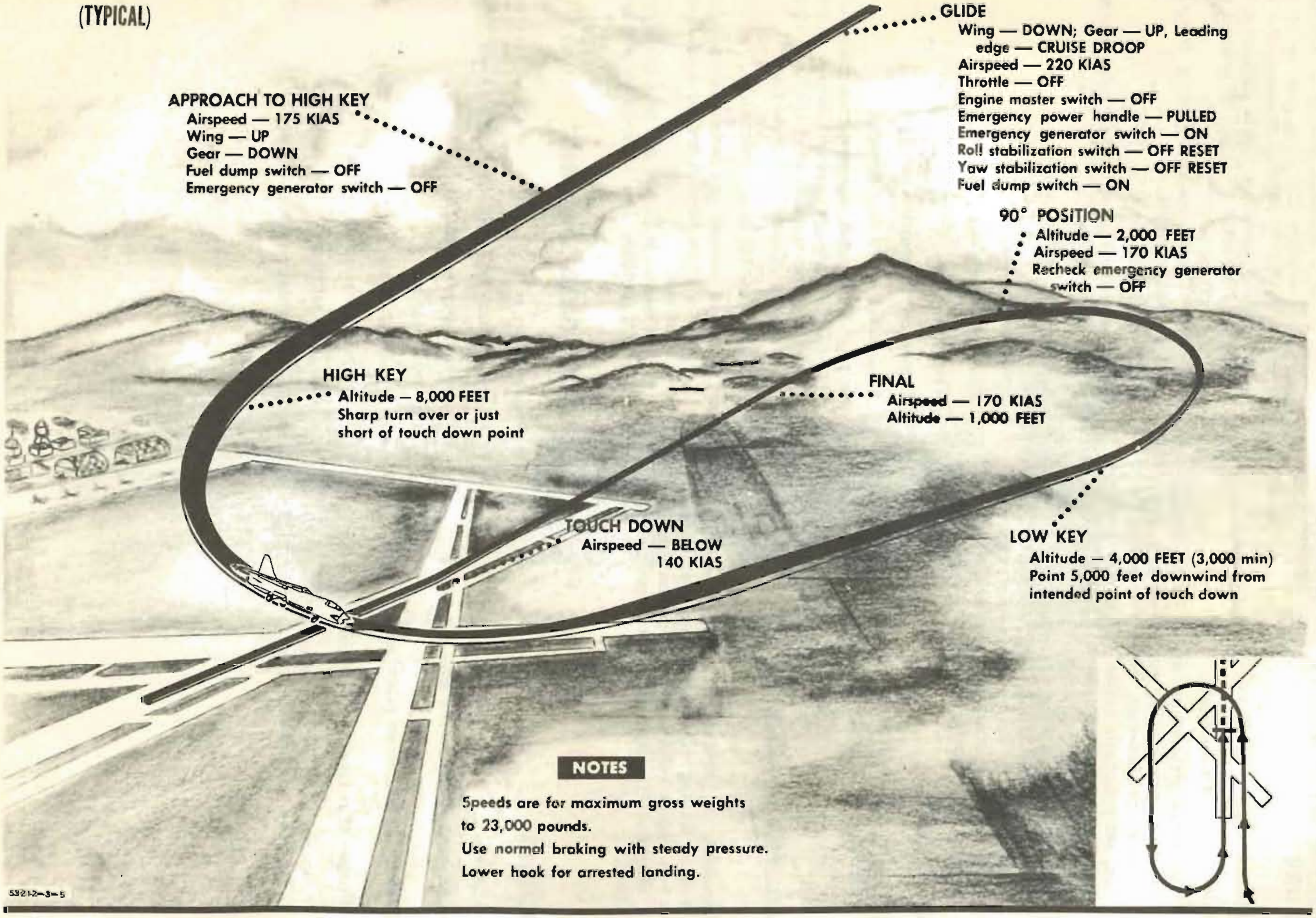


Figure 5–8

GLIDING DISTANCE–NO THRUST

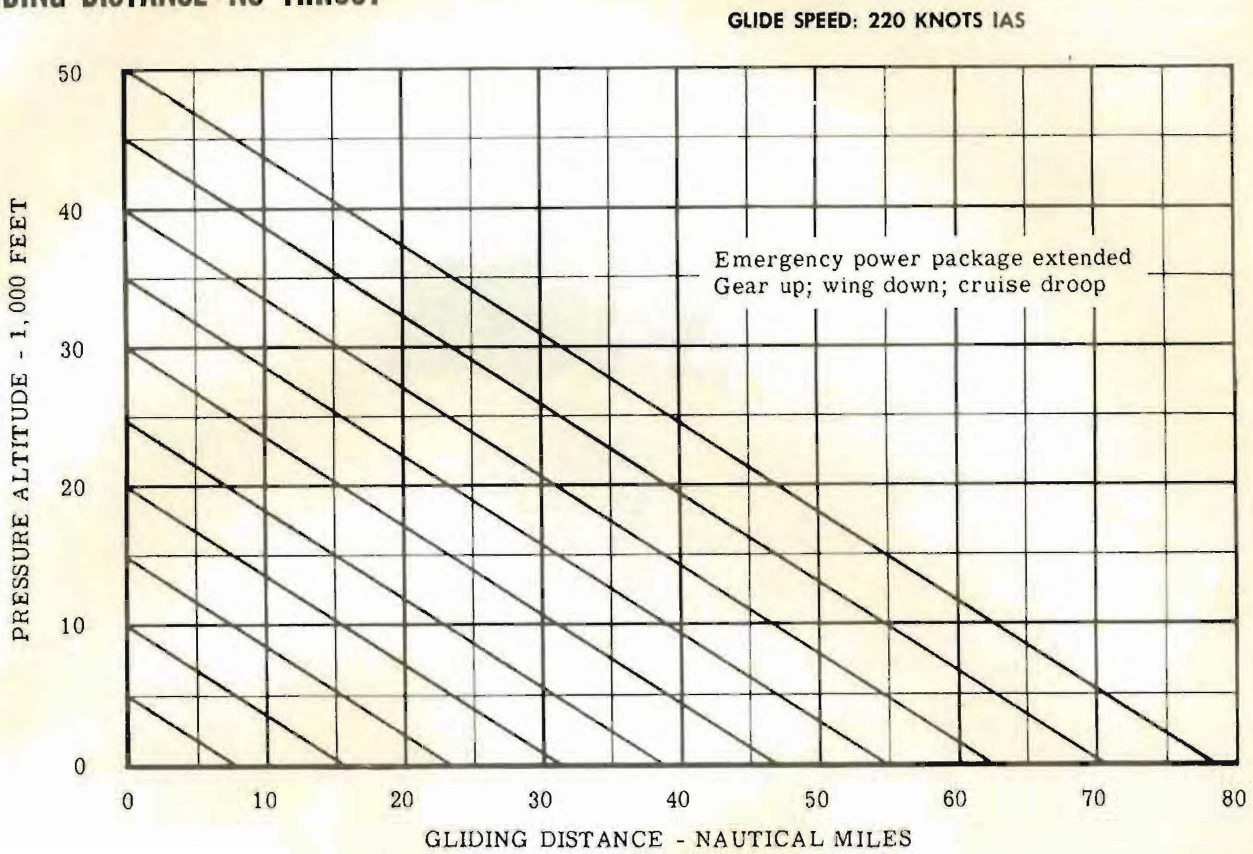


Figure 5–9

PRECAUTIONARY APPROACH

A precautionary approach is recommended when (but not limited to):

Engine oil system malfunctioning
Both PC systems lost; operation on EPP PC 1 pressure alone
- Straight-in approach recommended

Engine persistently unstable

Procedures

1. Extend EPP.
2. Use arresting gear (if available) and consider best approach path.
   - Make approach to runway equipped with arresting gear, if possible, and perform a long field arrestment (refer to FIELD ARRESTMENTS for long-field arrestment techniques). Consider population density, surrounding terrain, weather, runway length, and other associated factors. For maximum stopping effect, shut down engine on touchdown.
3. Final approach point—1,500 feet from runway end, 175 KIAS, 150 feet altitude, approximately 88% rpm
   - The pilot has an alternative of a straight-in or overhead approach to reach the final approach point. At this point, the throttle may be reduced to IDLE. Approximately 3,000 feet will be required to flare and touch down 1,500 feet down the runway at approximately 140 KIAS.
   - This approach allows the pilot to stay in the ejection envelope until a safe landing on the runway is certain.
   - During an approach necessitated by low or fluctuating oil pressure (oil system malfunction), keep throttle movements and changing g loads to a minimum.
   - It is necessary to maintain a constant rate of descent and proper angle of attack to execute a correct approach to a final landing.
   - If engine flameout or loss of control is experienced before reaching final approach point, eject immediately while still within safe ejection envelope.

section VI
all-weather operation

CONTENTS

PART 1 — SIMULATED INSTRUMENT PROCEDURES

PART 2 — ACTUAL INSTRUMENT PROCEDURES

PART 3 — WEATHER PROCEDURES

PART 1 — SIMULATED INSTRUMENT PROCEDURES

Practice of simulated instrument patterns and procedures develops and maintains the skills necessary for safe, professional instrument flight. Make good use of the time allotted for this practice.

SAFETY PRECAUTIONS

1. A chase pilot will act as flight monitor and will ensure that the flight is clear of all other aircraft at all times. The best chase position is a loose, tactical wing position where airspeed, attitude, and altitude may be monitored while maintaining a good lookout. During ground controlled approaches, the chase pilot will fly a position as directed by GCA. This position is normally four or eight o'clock from the instrument aircraft, 500 feet away, and slightly stepped up.
2. Do not go hooded after takeoff until reaching a minimum altitude of 2,000 feet above the terrain.
3. Except when operating under positive radar control, the chase pilot will conduct communications checks at 1-minute intervals below flight level 240 and at 3-minute intervals above flight level 240. Acknowledge all radio calls.
4. If radio contact is lost, go contact immediately and remain so until radio contact is reestablished. If necessary, the chase pilot will pass to the right and pull ahead as a signal to go contact. The afterburner may be lighted when passing to ensure gaining attention.
5. Always establish radio contact immediately before and after any channel or frequency change.
6. Immediately go contact if chase pilot calls for a hard turn or a break maneuver. These are only called when necessary to avoid another aircraft.
7. Unless under positive radar control, call indicated altitudes to the chase pilot at each 5,000-foot interval during descent and at level off.
8. On any penetration or ground controlled approach, go contact at a minimum of 500 feet above the terrain.

CONFIDENCE MANEUVERS (INSTRUMENT AEROBATICS)

Vertigo and unusual attitudes caused by turbulence are probably the most disconcerting experiences encountered during instrument flight. A pilot trained to fly through unusual attitudes will more readily believe his instruments and will be better prepared to return his aircraft to normal flight with timely, positive corrections. Aerobatic maneuvers, modified slightly to meet instrument capabilities and limitations, provide the necessary training. Variations of these maneuvers can be performed, but those discussed are considered minimal for indoctrination. Use a routine scan pattern and practice maneuvers to the left and to the right.

AILERON ROLL

Start the maneuver at 350 KIAS at 30,000 feet with the throttle set at 90% rpm. Apply gradual back pressure on the stick until a 15° nose-up attitude (VGI) is attained. Relax stick back pressure and apply aileron. The rate of roll must be slow enough so that the aircraft is inverted as the nose passes through the horizon. Continue the roll without stopping and recover at the starting altitude, airspeed, and heading.

TWO-POINT ROLL

Perform this roll in the same manner as the aileron roll. However, increase the rate of roll slightly so that the aircraft is inverted when the nose is 5° above the horizon. Momentarily stop the roll when the aircraft is inverted, then immediately apply aileron to continue the roll. The nose should be 5° below the horizon when the roll is continued. Hold only enough stick back pressure to remain comfortably seated.

FOUR-POINT ROLL

This roll closely resembles the two-point roll except that momentary stops are made at each 90° of roll. The maneuver requires a good instrument scan, accurate stick control, and a good sense of timing. The major points that determine performance are the rate of roll, wing and nose position at the inverted point, and the heading, airspeed and altitude at the completion of the recovery.

WINGOVER

Start the wingover at 30,000 feet, 350 KIAS, with 90% rpm. Apply gradual stick back pressure until a nose-up attitude of approximately 30° (VGI) is attained. Relax back pressure and at 280 KIAS apply aileron to roll at the rate necessary to obtain a 90° angle of bank and 220 KIAS at the top of the maneuver. At this time, the nose will start to fall through the horizon. Using the attitude gyro for reference, stop the nose-down movement when the high wing of the miniature airplane approaches the horizon bar. Hold the wingtip on the horizon bar and begin a gradual recovery to level flight at the original altitude and airspeed. A heading change of about 120° will occur.

PART 2 — ACTUAL INSTRUMENT PROCEDURES

INTRODUCTION

Aircraft handling characteristics and stability are good and should not present a problem during instrument flight. Most difficulties encountered will be those caused by inadequate preflight planning and preparation. Plan carefully and make allowances, insofar as possible, for unusual circumstances such as unexpected departures, dog-legging to avoid severe weather areas, and en route or terminal holding. Study the instrument approach plates for both destination and alternate before takeoff.

BEFORE TAKEOFF

Obtain a complete weather briefing and check NOTAMS before filing clearance. Whenever practical, obtain the ARTC clearance before starting the engine. While monitoring the tower, observe the radio ground operating limitations (section I, part 2). After receiving the clearance, start the engine and thoroughly check the instruments and navigation equipment. If the canopy is covered with frost or ice, turn the cockpit temperature control to full hot and the defog switch to DEFOG. After the canopy is clear, turn the defog switch OFF and readjust the cockpit temperature as desired.

Perform normal pretakeoff checks ensuring use of pitot heat. Use rain removal as necessary.

TAKEOFF

Follow the ARTC clearance exactly as given. If unable to comply, notify the controlling agency immediately.

Do not make an afterburner takeoff when wing transition cannot safely be made below the overcast.

If a formation section makes individual takeoffs, accomplish a prebriefed rendezvous either before entering the weather, or after reaching an altitude on top. The leader will ensure that each pilot checks pitot heat, navigation lights, and VGI when possible, before entering actual weather.

When lowering the wing in instrument conditions, maintain a positive rate of climb. Lower the wing at 190 KIAS at an altitude of not less than 300 feet.

If the rain removal system was used during takeoff, turn it off prior to reaching 200 KIAS or the windshield and air-conditioning cooling turbine may overheat.

CLIMB

Do not make an afterburner climb unless required by operational necessity. Use an MRT climb speed of 350 KIAS until reaching climb schedule.

If climbing through weather in section and you lose sight of the leader immediately turn away from the flight and notify the leader and the controlling agency. After 1 minute, turn to the original heading and parallel the flight until reaching on top unless otherwise directed by the controlling agency.

If necessary to change lead, do so with wings level. When changing lead, the flight leader will advise the wingman of the desired heading, altitude, geographical position, and other pertinent factors.

PRIOR TO DESCENT

Contact approach control at least 5 minutes (or as directed by ARTC) prior to reaching the holding fix. Conform to the provisions of section two, FLIGHT PLANNING DOCUMENT. Three minutes from the holding fix, reduce power to arrive at the fix at 250 KIAS. Enter the holding pattern in the manner prescribed.

Obtain the latest weather information for the destination, and for the alternate if required. If leading a flight and turbulence, low ceiling, inability to attain landing configuration VFR, or runway conditions are such that a successful section penetration is doubtful, break up the flight and make individual penetrations.

Refer to figure 6–1 for illustration of typical jet penetration and TACAN approach.

Prior to the penetration:

- Correct the altimeter setting.
- Check alignment of the RMI with the magnetic compass in level flight.
- Set desired course in the course line indicator (TACAN penetration).
- Squawk IFF/SIF mode and code as directed by controlling agency.
- Know the missed approach procedure.
- To avoid the consequences of a 40° lock-on, either compare TACAN azimuth and DME with that of a wingman or if a UHF homer is near the TACAN installation, utilize the ADF to cross-check TACAN azimuth.

PENETRATIONS

STANDARD

When ready to begin penetration, retard throttle to 82% rpm, extend speed brake fully and lower the nose to maintain 250 KIAS. Make minor throttle adjustments to maintain a 4,000 to 6,000 foot-per-minute rate of descent.

If leading a section, avoid configuration changes (including use of speed brake) when actually in the weather. Whenever possible, attain landing configuration in VFR conditions. Signal or call all power and configuration changes to the wingman. To help the wingman hold position, do not retard the throttle to IDLE with the speed brake fully extended or when changing to the landing configuration.

LANDING CONFIGURATION

If a penetration is to be made with the landing configuration, advise approach control of the nonstandard approach speed.

If leading a section, slow to less than 220 KIAS when approaching the penetration fix and give appropriate signals before lowering the landing gear and raising the wing. As the fix is reached, retard throttle as necessary (it is common to leave too much power on) and lower the nose to maintain 180 KIAS. The attitude will seem extremely nose low. Make throttle adjustments as necessary to maintain approximately a 3,500 foot-per-minute rate of descent. Initiate roundout to reach GCA pickup or TACAN gate altitude at 150 to 160 KIAS.

UHF/ADF

During instrument conditions, use of the UHF/ADF for penetration should be considered an emergency measure. When the ARC-27A (UHF radio) is used for direction information, voice communication is lost. When used for voice communication, direction information is lost. This is a very unsatisfactory arrangement.

If a UHF/ADF penetration must be made, notify approach control that radio communications will not be possible during most of the approach. Tell the controller where during the approach position reports will be made, and explain that during the rest of the approach the homer frequency will be monitored. Complete a radio check on the homer frequency prior to starting the approach.

If the penetration is being made in section, the wingman may either remain on the approach control frequency, or on the homer frequency, as dictated by local policy.

RADAR CONTROLLED

Radar controlled penetrations and approaches are basically the same as those previously described. The controlling activity will normally ask for turns or specific IFF/SIF squawks for positive identification, and will transmit headings and turns which will produce the desired flight path. The controlling activity will provide distance from destination and will direct descent to lower altitudes when traffic and terrain permit.

LOST WINGMAN PROCEDURE

If a wingman loses sight of the leader during a penetration or approach, he should immediately level off, maintain a wings level attitude, and notify the controlling activity. If this situation is compounded by radio failure, he should place the IFF/SIF to EMERGENCY and proceed as briefed or as directed by governing regulations.

GCA (PAR) APPROACH

The aircraft handles exceptionally well in the GCA pattern. It is very stable directionally and is responsive to minor corrections about all axes. Refer to figure 6–2 for illustration of typical ground controlled approach. Do not make approaches with more than 5,000 pounds of fuel remaining, and do not touch down with more than 3,500 pounds unless an emergency exists.

Descend to GCA pickup altitude and establish the landing configuration when directed. Slow to 150 to 160 KIAS, which will require 88% to 90% rpm and approximately 3° to 5° nose-up trim. Fly the donut, adjusting pitch attitude as necessary to maintain the desired airspeed and/or angle of attack.

When advised to begin normal rate of descent, retard power to 82% to 84% rpm. While holding attitude constant, make smooth, but positive, throttle adjustments to hold the desired rate of descent. After starting descent, use a bank angle of not more than 10° for heading corrections. Heading corrections up to 3° may be made with rudder alone. Bring the runway into your instrument scan pattern when approaching minimum. If the runway is not in sight, execute the missed approach procedure, being careful not to go below the published minimums. If the runway is in sight, take over visually and complete the landing.

A section GCA will not be attempted when the weather is below minimums unless dictated by operational necessity or an emergency exists. If a section approach is made to a runway not suitable for a safe section landing, the wingman will land and the leader will enter a box pattern for another approach.

If leading a section approach, slow to 145 KIAS on the final, and signal the wingman when the runway is in sight (by pointing during the day, or by flashing exterior lights at night). The wingman may acknowledge by radio. Do not slow to optimum landing speed until approaching touchdown. This will allow the wingman, when he has the runway in sight, to take separation by slowing and to make his own landing. If a wingman loses sight of the leader on final approach, he will execute a missed approach and immediately notify the leader and the controlling activity.

To enter a GCA pattern from other than a penetration, contact approach control for instructions. Fly the downwind leg at 150 to 160 KIAS and the base leg at 150 KIAS. After completing the turn to final, slow to 145 KIAS (section) or fly the angle-of-attack donut if alone. Normal GCA final approach procedures then apply.

CCA APPROACH

The pattern and procedures for carrier controlled approaches are set forth in the effective edition of NWP 41 (A) and current joint COMNAVAIRLANT and COMNAVAIRPAC CATCC Instructions.

CCA approaches are normally made by individual aircraft. However, a section approach may occasionally be required to assist an aircraft that has experienced radio or instrument failure.

If you are leading a section during a CCA approach, the wingman will assume a position on your right wing. If the approach is at night, the position is attained prior to wing transition. During the last part of the final, reduce speed to 145 KIAS to be approximately on speed when the meatball is sighted. Signal the wingman (flash exterior lights at night) when the carrier is in sight and when the meatball is visible. Continue the approach down the glide slope, slightly to port, while the wingman approaches to land. Execute a wave-off along the left side of the angled deck, and be prepared to "pick up" the wingman if he should bolter. If the wingman's landing is successful, execute the normal CCA wave-off procedure and await vectoring and landing instructions.

JET PENETRATION AND TACAN APPROACH

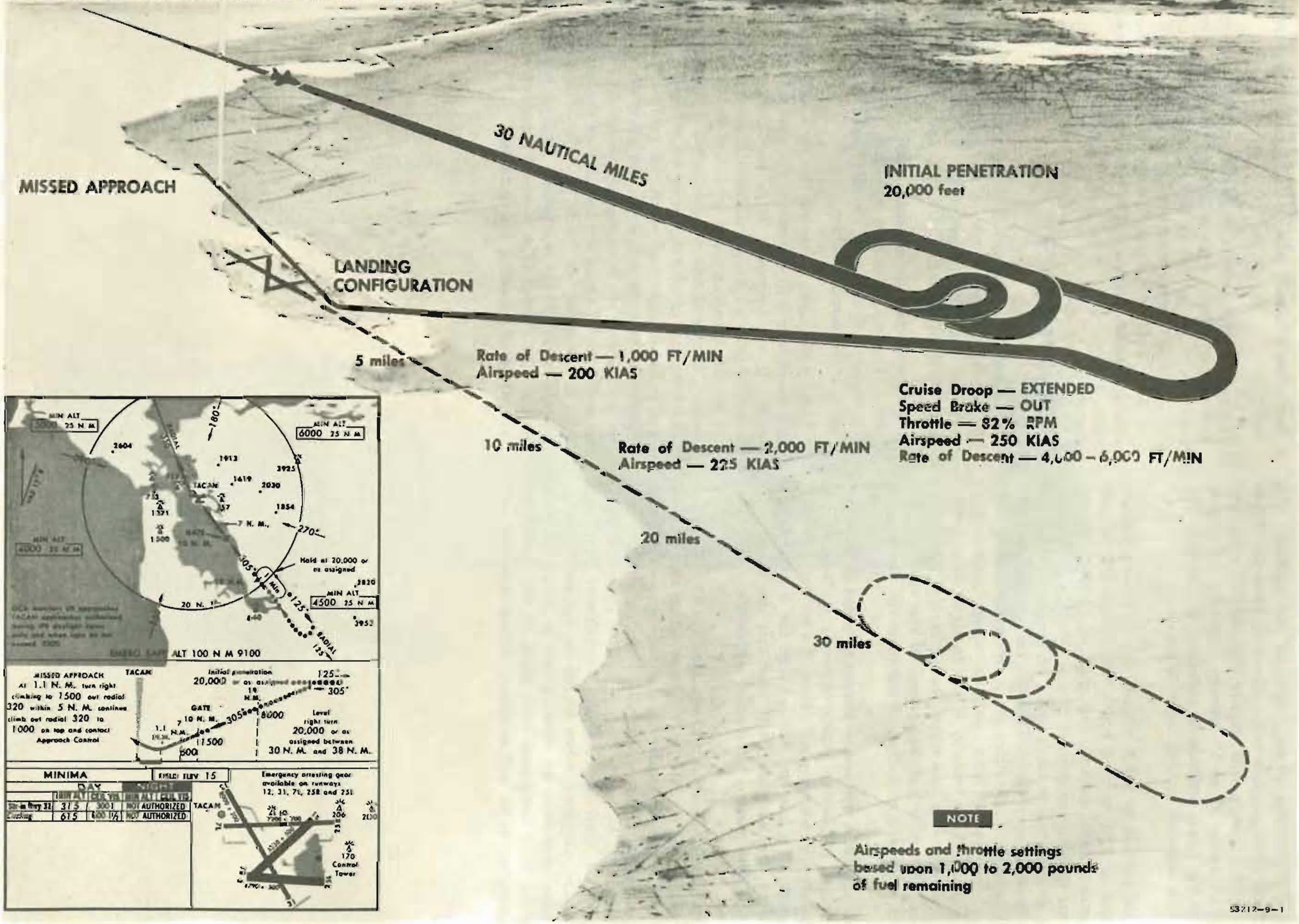


Figure 6–1

GROUND CONTROLLED APPROACH
(TYPICAL)

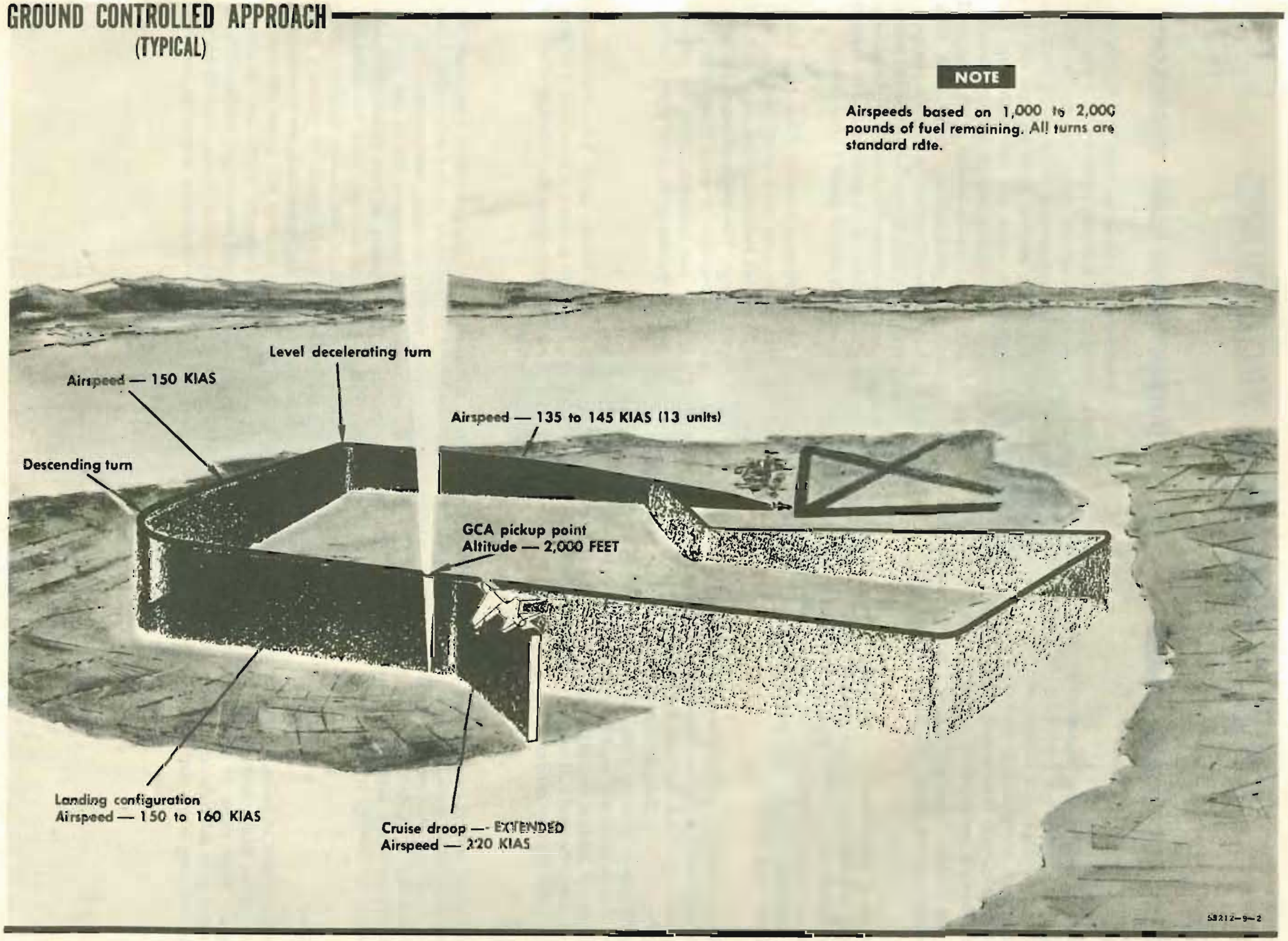


Figure 6–2

PART 3 — WEATHER PROCEDURES

ICING, RAIN, AND SNOW

ICING

Turn pitot heat on immediately after starting the engine if there is a possibility of encountering ice during the flight. To combat windshield and canopy icing, turn defog switch on to direct hot airflow to windshield and side panels, and increase the air-conditioning temperature setting to direct hotter air to the canopy. The rain removal system is effective against external ice on the left windscreen.

The first indication of inlet icing during cruising flight is a drop in engine pressure ratio. Be alert to the possibility of a subsequent compressor stall or engine overtemperature. The aircraft does not have an anti-icing system, so avoid prolonged flight at known icing levels.

When landing on an ice-covered runway, make a normal touchdown and use aerodynamic braking during the roll-out. After the nose falls through, tap brakes lightly; this will dissipate energy/speed without locking wheels or blowing tires. Maintain directional control with rudder and nose gear steering. If necessary, shut down engine to aid stopping or perform field arrestment. Ground roll may be twice that experienced with ideal runway conditions.

RAIN

Whenever rain is encountered, icing is possible. Ensure pitot heat is on. Use rain removal for takeoffs and landings. Perform the landing approach using mirror OLS if available (rain on windscreen gives the illusion of being high). Use landing techniques described for landing on ice.

SNOW

During flight in snow, follow the procedures recommended for flight under icing conditions. Avoid taxiing in deep snow or slush before takeoff. Frozen landing gear microswitches may result, giving a false gear warning when the gear is extended for landing.

THUNDERSTORMS AND TURBULENCE

Avoid thunderstorms whenever possible. The conditions of precipitation and turbulence inside a thunderstorm or towering cumulus cloud cannot be determined by external appearance. A towering cumulus cloud which has not reached high altitude can frequently contain more severe ice, hail, lightning, and turbulence than an extremely rough looking thunderstorm. Thunderstorms which appear to be dissipated can contain heavy precipitation, while some fully developed thunderstorms contain very little precipitation and turbulence. While flying through stable instrument conditions, be alert to the possibility of suddenly encountering conditions of turbulence severe enough to throw the aircraft out of control momentarily.

Be prepared for instrument failures. Pitot tube icing, which can take place even with pitot heat on, will cause erroneous airspeed indications not easily detected until they become large. The angle-of-attack indicator may be used, but attention to level attitude on the attitude gyro, with the necessary rpm for desired airspeed, has proven the best method for flight through a storm.

Put the visor of your helmet down for protection in the event of windshield or canopy breakage. The dark visor is also useful to minimize the blinding effects of lightning strikes.

Severe turbulent air at high altitudes may cause the inlet airflow distribution to exceed acceptable limits of the engine, thereby inducing compressor stalls. To avoid compressor stalls, maintain 250 to 300 KIAS at all altitudes. If attempting to top thunderstorms at high altitudes, this airspeed range must be maintained even if it requires use of afterburner. Higher speeds cause buffeting which will result in extreme pilot discomfort. If severe compressor stalls are encountered, reduce throttle setting to IDLE and lower the nose to increase airspeed. Compressor stalls are generally accompanied by increased exhaust gas temperature. If temperature exceeds allowable limits, shut down the engine and accomplish an airstart as soon as practical.

AN/APS-67 radar is useful for avoiding the centers or extreme turbulence of thunderstorms. Fly toward the black areas on the scope, avoiding areas of bright return. Call GCI/FFA, if available, to obtain tracking assistance.

Operational instrument flights may require penetration of thunderstorms and areas of extreme turbulence. If necessary to do so, proceed as follows:

1. Lower seat.
2. Maintain 250 to 300 KIAS.
3. Extend cruise droop.
4. Ensure pitot heat on.
5. Secure loose equipment.
6. Tighten lap belt, lock shoulder harness, and pull down helmet visor.
7. Turn cockpit lights on bright and place panel lights on.
8. Fly the attitude and heading indicators while in extreme turbulence, because airspeed indicator and altimeter will fluctuate.

COLD WEATHER

Follow the applicable procedures recommended for flight during icing and snow. With the exception of decreased takeoff roll and an increased initial climb performance, characteristics of the aircraft are not affected by cold weather. Additional ground operating procedures are discussed below.

BEFORE ENTERING AIRCRAFT

1. Check that surfaces are clear of snow, ice, or frost.
2. Check that all overboard vent lines are clear.
3. Check that pitot tube, airstream detector, and static ports are clear.
4. Check that tires are not frozen to the surface.

STARTING ENGINE

No special procedure for cold weather starting is necessary. If the engine fails to accelerate above 55% rpm and a warmup period of 2 to 3 minutes is not possible, proceed as follows:

1. Throttle — IDLE
2. Fuel control switch — MANUAL
3. Throttle — Advance slowly to 80% rpm.
   - Monitor EGT.
4. Fuel control switch — NORMAL

GROUND TESTS

If the engine has cooled to an ambient temperature of −35°C (−31°F) or below, a warmup period of 2 to 5 minutes with the throttle in idle should be allowed before engine runup. Carefully check operation of flight controls and actuate hydraulic systems.

BEFORE LEAVING AIRCRAFT

Shut the engine down in the normal manner. If the aircraft is to be parked for any length of time, ensure that the canopy cover, intake and tailpipe plugs, and proper battens are placed on the aircraft. Make certain that the aircraft is refueled immediately after a flight to minimize condensation in the fuel tanks. The airframe water drains should be drained once every 24 hours or on preflight.

HOT WEATHER AND DESERT

Hot weather operation does not differ appreciably from normal operation except for the items discussed below.

TAKEOFF

Greater runway distance and more acceleration time are required in hot weather, because the air is less dense. A noticeable decrease in thrust will occur at all power settings. The EGT will not increase appreciably due to the higher ambient temperatures. Check takeoff distances carefully. A CRT takeoff will be made at higher elevations, where available thrust for an MRT takeoff is so reduced that the distance required for takeoff may exceed the runway length.

DESCENT AND LANDING

If descending into warm, humid conditions, abrupt canopy fogging can occur. To prevent this condition, turn heat control to increase and the defog switch on before descent. Defog output is dependent upon engine rpm; therefore in areas of high humidity, use higher than normal engine rpm, controlling descent with speed brake, to achieve maximum defogging.

BEFORE LEAVING AIRCRAFT

In desert locations, keep the canopy and all vents and ducts covered to prevent blowing sand from entering. If not located in an area of blowing sand or dust, leave the canopy open during the day for ventilation.

section VII

communications procedures

CONTENTS

INTRODUCTION

Communications is the process of transmitting and receiving information. Transmission must be clear and concise to be effective, and standardized phraseology, or signals must be used. Communications procedures and terminology are standardized by NWP's 16(A), 32(A), 37(A), and 41(A). Review these publications frequently and adhere to the instructions contained therein.

RADIO COMMUNICATIONS

RADIO DISCIPLINE

Maintain strict radio discipline at all times. Know what you are going to say before you depress the mike button, and transmit clear, concise, correct information on the first attempt. Use the following operating techniques to ensure the best results from the UHF (ARC-27A) radio:

1. Allow a minimum warmup time of 1 minute prior to pressing the transmitter button.
2. Adjust sensitivity control to assure maximum reception (refer to section I, part 2).
3. After depressing the mike button, pause momentarily before speaking to avoid cutting out the first word.
4. Know the proper procedure for presetting (or resetting) frequencies (refer to section I, part 2).
5. Be careful with the oxygen hose/communications connection. If radio failure occurs, plug the oxygen mask hose directly into the port console oxygen fitting. If the failure was due to a broken lead in the seat pack, radio operation may be regained. If this is done, you must reinsert the oxygen mask hose into the normal receptacle to utilize bailout oxygen. The oxygen mask hose connection to the left-hand console oxygen fitting does not contain an automatic disconnect; therefore, ejection must not be made with oxygen mask hose plugged into this fitting.

RADIO PROCEDURES

1. During formation flight, use the following procedure for changing radio channels:
   - The formation leader will call "Graycap (or assigned call sign) Flight, this is Graycap One, go channel six." Division and section leaders will wait until wingmen have made the channel change and are heads up in the cockpit before changing channels.
   - After allowing sufficient time for the change, the leader will call "Graycap Flight, check in." The number 2 aircraft in the formation will respond with "Graycap Two." All other aircraft will similarly acknowledge in sequence. The formation leader will check with those aircraft that do not check in. If contact is not established within 1 minute after a channel change, return to the channel of last contact and attempt to reestablish communication.
2. If the first division relinquishes the lead to any other division the original division call signs will be retained.
3. Flight leaders will ensure that their flights are intact after completion of each attack, either by radio or by visual check.
4. Guard channel (EMERGENCY) will be monitored at all times, but will be used only during an emergency.
5. In close formation, one aircraft will handle IFF/SIF procedures. Other aircraft in the formation will have equipment on STANDBY, but will be prepared to take over the IFF/SIF responsibility (refer to section I, part 2, for IFF/SIF operation).

HAND SIGNALS

Standard hand signals are contained in NWP 41(A). Those signals peculiar to operaiton of the F-8 are presented in figures 7–1 and 7–2.

AIRCRAFT STARTING AND PRE-TAXI SIGNALS

1

CONNECT AUXILIARY POWER UNIT — Hold extended index finger of right hand against the flat palm of vertical left hand. Plane captain repeats signal and connects power.

2

MAIN FUEL SHUTOFF VALVE CHECK — Pilot raises fist with thumb extended in drinking position. Plane captain goes to starboard wheel well and checks operation of the main fuel shutoff valve as the pilot turns the engine master switch ON (before starting engine)

3

PITOT HEAT ON/OFF AFTER CHECK — Plane captain grasps index and middle fingers of left hand with right hand at eye level. Pilot operates pitot heat switch as necessary to perform check.

4

CONNECT STARTING AIR UNIT — Pilot holds extended index and middle fingers of right hand against the flat palm of vertical left hand. Plane captain repeats signal and connects air.

5

DISCONNECT AIR STARTING UNIT — Pilot signals reverse of signal #4 at idle rpm.

DISCONNECT AUXILIARY POWER UNIT — Pilot signals reverse of signal #1 at idle rpm.

6

FUEL PUMPS PRESSURES CHECK — Plane captain gives drinking signal (same as #2). Pilot checks master generator switch ON (after starting engine).

7

DOWNLOCKS REMOVED — Plane captain points 3 fingers to removed aircraft downlocks. Pilot observes.

8

EMERGENCY PITCH TRIM "IN" — Plane captain forms "T" with hands at waist level and raises hands smartly in that position. Pilot raises pitch trim handle.

9

PITCH TRIM — Plane captain extends one arm in front with hand held vertically. Moves hand up and down for elevator trim. Pilot actuates "T" handle while monitoring the pitch trim indicator, using both trim channels to obtain full elevator throw in each direction.

10

EMERGENCY PITCH TRIM "OUT" — Plane captain gives reverse of signal #8. Pilot stows "T" handle.

11

RUDDER-AILERON INTERCONNECT — Plane captain moves right hand, with fist clenched, in a rectangular pattern at waist level. Indicates rudder trailing edge motion with open right hand. Pilot moves stick in a rectangular pattern, ensuring that all lateral and longitudinal stops are contacted.

12

CRUISE DROOP EXTEND — Plane captain holds hands facing forward, fists clenched, arms bent 45° at elbows, wrists straight, then bends wrists forward. Pilot extends cruise droop.

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Figure 7–1 (Sheet 1)

AIRCRAFT STARTING AND PRE-TAXI SIGNALS

13

RAISE WING — Hands flat, raise arms from extended position. Reverse signal to lower wing.

14

FUEL LEAK CHECK — Plane captain signals for hands out of cockpit.

NORMAL PITCH TRIM CHECK — Plane captain gives same signal as #9.

RUDDER-AILERON INTERCONNECT — Plane captain checks for disconnect. Same as signal #11.

15

AILERON TRIM CHECK — Plane captain holds right forearm vertical and grasps elbow with left hand. Swings forearm left, then right to indicate desired aileron trim change. Pilot actuates trim on signal.

16

RUDDER TRIM CHECK — Arm held vertical, elbow cupped in other hand, palm flat. Twist hand left and right to indicate desired trim deflection. Pilot actuates trim on signal.

17

VISCOUS DAMPER CHECK — With opened right hand, strike clenched left fist, held near stomach, two sharp blows. Pilot executes damper check.

18

EXHAUST NOZZLE CHECK—With forearm horizontal and fist closed, extend arm and open fist simultaneously. Fingers are extended and separated.

19

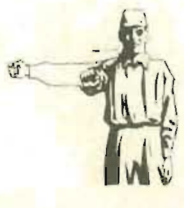
BRAKES CHECK — Both arms extended horizontally, fists clenched. Open and close hands rapidly. Pilot pumps brake pedals, then releases them.

20

HOOK DOWN — Right fist, thumb extended downward into horizontal palm of left hand.

HOOK UP — Right fist, thumb extended upward, raised suddenly to meet horizontal palm of left hand.

21



AIR REFUELING PROBE OUT — Hold arm straight ahead with fist clenched, then swing 90° to side position. Reverse procedure for probe in. Pilot actuates probe on signal.

22

FOLD WINGS — Arms straight out at sides, then swept forward and hugged around the shoulders.

SPREAD WINGS — Reverse fold wings procedure.

23

WING LOCK CHECK — Plane captain hits right elbow with palm of left hand.

24

ENGAGE NOSE GEAR STEERING — Point to nose with index finger while indicating direction of turn with other index finger.

S3212—7—9

Figure 7–1 (Sheet 2)

TAKEOFF AND INFLIGHT HAND SIGNALS

SIGNAL	MEANING	RESPONSE
Sharp head nod to left after releasing brakes on take-off	Select afterburner	Execute
Sharp head nod to right after take-off	De-select afterburner	Execute
Arm and hand held straight, parallel to, and slightly above canopy rail, pivoted elbow and raised and lowered in short order	Prepare to raise or lower wing (NOTE: Not normally used for take-off transition)	Unlock wing and prepare to move wing handle
Pronounced, smooth, back to front and front to back head nod while airborne	Leader is moving wing incidence handle at the same rate as head nod to lower or raise the wing respectively	Execute

53212—7—10

Figure 7–2

section VIII
weapon systems

CONTENTS

FIRE CONTROL SYSTEM

DESCRIPTION

Aero 10L-1 (F-8A Aircraft)

The Aero 10L-1 armament control system, powered by the secondary ac and dc buses, consists of the AN/APG-56 (modified AN/APG-30A) radar ranging system and the MK 16 Mod 12 aircraft fire control system. The armament control system cannot be operated when electrical power is being supplied by the emergency power package.

The radar ranging system will lock on any target within range and furnish target range information to the fire control system for gun firing. Radar ranging may also be used in conjunction with Sidewinder missile launching. In this case, the missile release indicator displays optimum missile launching point.

The fire control system receives a variety of data signals, computes the total lead angle and presents the information to the pilot as a point of aim by the displacement of a "pipper" in a sight unit. The fire control system can be used without radar ranging if it is not practical to use radar or if the radar system is inoperative. It is also used without radar ranging for air-to-ground operations. System controls and indicators are presented in figure 8–1.

FIRE CONTROL SYSTEM CONTROLS

Nomenclature	*Function*
FIRE CONTROL SYSTEM	
Sight gyro caging button (22, figure 8–1)	Momentarily depressed and released, cages or uncages sight unit gyro.
Fire control range-volume knob (7, figure 8–2)	Controls volume of fire control system ranging tone.
Sight gyro switch (3, figure 8–1)	Energizes sight unit gyro reticle lamp and controls power to computer circuits and to gyro motor.
Sight fixed lamp switch (5, figure 8–1)	Energizes sight unit fixed reticle lamp.
Range switch (1, figure 8–1)	RADAR—supplies radar range information to fire control system. FIXED—provides for supplying pilot-estimated range information to fire control system.
Sight dimming knob (6, figure 8–1)	In positions between OFF and BRIGHT (F-8A aircraft), supplies fire control system power through the sight gyro switch and varies the intensity of the sight unit reticle lamps. In positions between DIM and BRIGHT (F-8B aircraft), controls sight unit reticle lamp intensity.
Fixed range dial (2, figure 8–1)	Permits selection of estimated range for fire control system when FIXED ranging is employed, controls ranging tone for RADAR ranging and controls maximum range for firing guns when RADAR ranging is employed.
Fire control power switch (F-8B) (11, figure 8–1)	ON—supplies power to the sight fixed lamp switch and to the fire control system through the sight gyro switch.

FIRE CONTROL SYSTEM CONTROLS *(Continued)*

Nomenclature	*Function*
AN/APG-56 RADAR (F-8A AIRCRAFT)	
Radar power switch (10, figure 8-1)	OFF—deenergizes radar set. STDBY MAN—places radar set on standby. ON—places radar set in operation.
Maximum range knob (8, figure 8-1)	Sets maximum radar lock-on range.
Lock-on sensitivity knob (9, figure 8-1)	Adjusts sensitivity of radar lock-on.
Gates out switch (7, figure 8-1)	Jogged, selects next farthest target.
AN/APS-67 RADAR (F-8B AIRCRAFT)	
Brilliance knob (19, figure 8-1)	Regulates brilliance of radar scope presentation.
Focus knob (21, figure 8-1)	Regulates sharpness of trace on radar scope.
Function switch (14, figure 8-1)	STBY—applies power to maintain radar operation in standby condition. SRCH—selects search mode of operation. RANGE—selects range mode of operation. OFF—deenergizes radar system.
Gain knob (13, figure 8-1)	Regulates radar receiver gain when function switch is in SRCH. In the range mode, gain is controlled automatically.
Minimum range knob (17, figure 8-1)	Adjusts "at rest" position of tracking range strobe on radar scope. PRESS TO UNLOCK—releases range strobe from target lock-on (range tracking), permitting acquisition of another target.
Clutter limiting switch (16, figure 8-1)	FTC—position limits the amount of ground clutter displayed on the scope when in search mode of operation. NORMAL—position allows all echos to be displayed on the scope. In the range mode, the clutter-limiting circuit is operational regardless of switch position.
Tuning knob (12, figure 8-1)	AUTO—provides automatic radar receiver tuning. Range clockwise from AUTO permits manual tuning.
Test button (15, figure 8-1)	Depressed, provides signals to test radar system operation.

AN/AWG-3 (F-8B Aircraft)

The AN/AWG-3 fire control system, powered by the secondary ac and dc buses, consists of the AN/APS-67 radar ranging system and a computer group.

The AN/APS-67 radar is capable of both search and range-tracking operation. In the search mode of operation, the antenna scans a sector ahead of the airplane to provide initial detection of airborne targets. When the target selected is within range and is located along the boresight line, the minimum range knob is adjusted to position the range line just below the target echo and the pilot changes from the search mode of operation to the range mode. An acquisition display will appear on the scope momentarily, followed immediately by a lock-on display as the radar locks on the target.

The computer group accepts data on the attack conditions, makes the computations for firing the guns and causes the sight unit to generate the lead angle for a hit. This information is presented to the pilot by the displacement of the pipper in the sight unit. The sight unit incorporates an antitumbling circuit to prevent the sight gyro from tumbling during violent maneuvers. When the sight gyro pipper reaches maximum deflection, the antitumbling circuit momentarily cages the gyro so that the pipper tends to move toward the center of the optical field. As long as the flight conditions tend to tumble the gyro and the antitumbling circuit provides an opposing tendency, the pipper will oscillate near the edge of the optical field. For air-to-ground operation or air-to-air operation where the radar does not provide reliable range data, the system can be used with a fixed range input. However, to provide effective fire control the system must be supplied with radar range and range-rate inputs whenever possible during air-to-air operations. System controls and indicators are presented in figure 8–1.

COMPUTER GROUP WARMUP PROCEDURE

Before performing any tests or operations using the computer group, select the following switch positions and allow a minimum of 10 minutes for warmup.

1. Fire control power switch (F-8B) — ON
   or
   Sight dimming knob (F-8A) — INTERMEDIATE POSITION
2. Sight gyro switch — ON

FIRE CONTROL PREFLIGHT CHECK

Perform this procedure before takeoff. It is recommended that the fire control system be energized to permit caging the sight gyro during takeoff, while in flight and during landing. The sight unit gyro is automatically caged when the armament selector switch is in a position other than GUNS if the computer group is energized. Before takeoff, perform radar warmup procedure and verify control positions as follows:

1. Radar power switch (F-8A) — STDBY MAN
   or
   Function switch (F-8B) — OFF
2. Sight dimming knob — INTERMEDIATE POSITION
3. Fire control power switch (F-8B) — ON
4. Sight gyro switch — ON
5. Sight fixed lamp switch — AS DESIRED
6. Range switch — RADAR
7. Fixed range dial — AS DESIRED
8. Armament selector switch — OFF

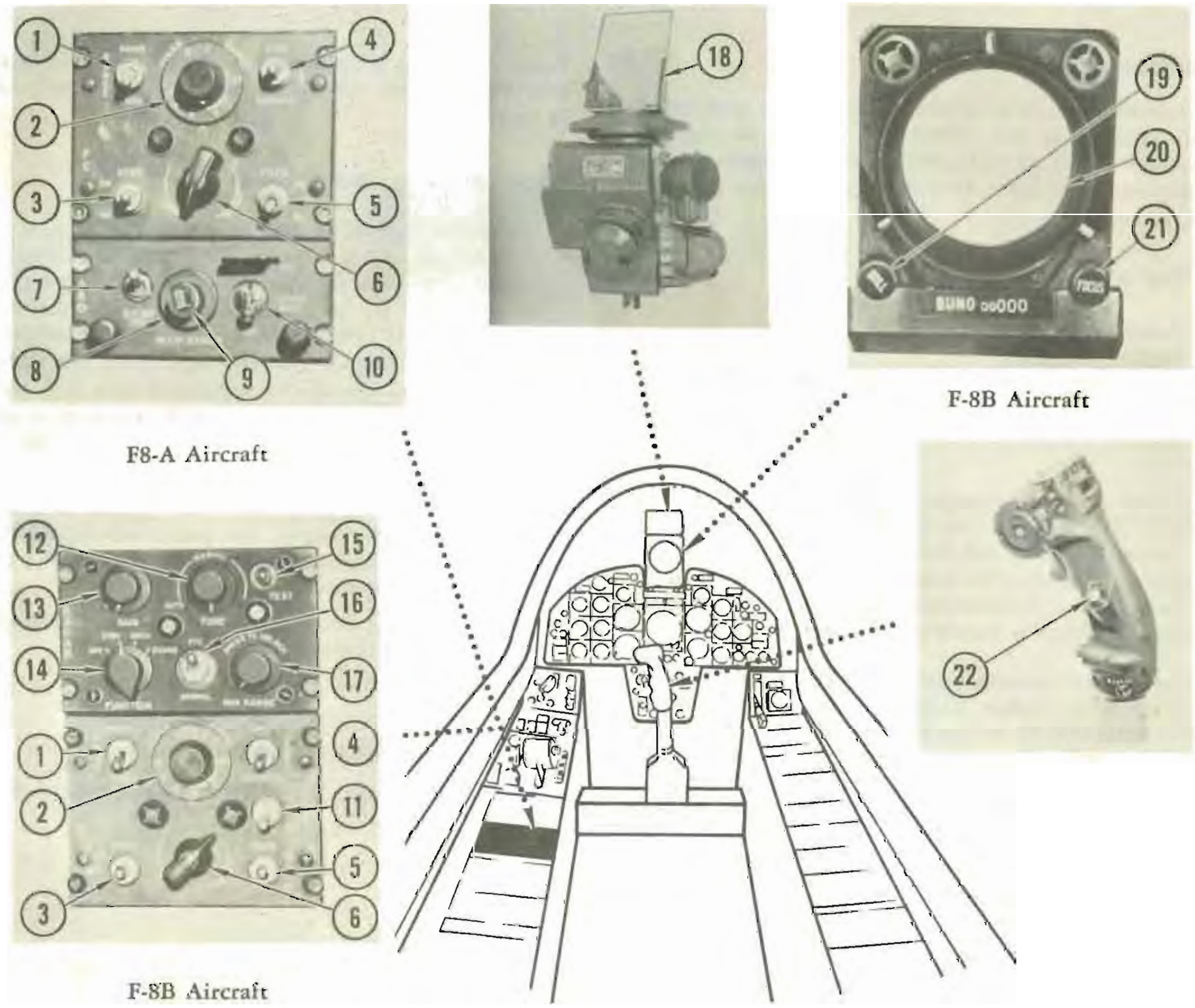
RADAR WARMUP PROCEDURE (AN/APG-56)

Set radar power switch in STDBY MAN; leave switch in standby for at least 4 minutes to ensure adequate warmup.

RADAR WARMUP PROCEDURE (AN/APS-67)

1. Area — CLEAR
   - Make sure an area at least 150 feet forward and 45° to the right and left of the aircraft centerline is clear of all personnel, fuel trucks, ammunition carts and other equipment.
2. Radar function switch — STBY
   - Leave power switch in standby for at least 4 minutes but not more than 6 minutes. Observe these time limits to ensure adequate warmup time and to prevent possible equipment damage.
3. Radar function switch — SRCH
   - If no display appears, cycle the function switch between STBY and SRCH within the 6-minute time restriction.
   - Turn function switch off if display is not obtained within the time restriction.
   - After normal operation is obtained, leave the radar power switch in one of the operating positions at all times unless turned off due to abnormal scope presentations.
   - If abnormal presentation appears, turn the radar function switch off.
   - If radar presentation appears and disappears three times within a 3-minute period, turn the radar function switch off. (This is caused by actuation of overload circuits; resetting to STBY and then to SRCH is required.)
   - Do not operate the radar set more than 15 minutes, including warmup time, without cooling air (cockpit pressurization ON). Limited cooling is provided at idle power settings.

FIRE CONTROL SYSTEM CONTROLS



F8-A Aircraft

F-8B Aircraft

F-8B Aircraft

1. Range switch
2. Fixed range dial
3. Sight gyro switch
4. Inoperative
5. Sight fixed lamp switch
6. Sight dimming knob
7. Gates out switch
8. Maximum range knob
9. Lock-on sensitivity knob
10. Radar power switch
11. Fire control power switch
12. Tuning knob
13. Gain knob
14. Function switch
15. Test button
16. Clutter limiting switch
17. Minimum range knob
18. Sight unit
19. Brilliance knob
20. Radar scope
21. Focus knob
22. Sight gyro caging button

Figure 8–1

ARMAMENT SYSTEMS

DESCRIPTION

Crusader armament systems consist of a gun system and provisions for Sidewinder missiles on fuselage pylons. Refer to individual system descriptions for mission capabilities. Armament controls are presented in figure 8–2.

GUN SYSTEM

Description

This system consists of four fixed MK 12 Mod 0 20-millimeter guns. Normal ammunition load is 125 rounds per gun and maximum load is 144 rounds per gun.

The guns are pneumatically charged and electrically fired (figure 8–3). Air pressure is supplied by the pneumatic system and electrical power is supplied by secondary buses. The system is inoperative when the landing gear is extended or when the emergency power package is supplying electrical power.

The master armament switch must be placed in ON two minutes before firing to allow warmup of the gun interlock by connecting ac secondary bus power to the unit. The gun interlock maintains firing desynchronization to prevent cumulative shock of all guns firing at the same time. Guns cannot be fired individually.

Radar operating procedures are discussed under FIRE CONTROL SYSTEM. Gunfiring controls are presented in figure 8–2.

Radar Ranging (Aero 10L-1)

Radar ranging should be used for all air-to-air gunnery whenever possible. A target lock-on will be indicated by the missile release indicator showing an actual range reading and by the target light being off. After the target has been sighted, the aircraft is maneuvered into position with an estimated target lead. The sight gyro is uncaged during the approach run and the pipper is aligned on the target. The target must be smoothly tracked for 1 to 2 seconds, before firing.

The following procedure is applicable when firing guns using radar ranging. However, if time permits while flying to the target, the procedure should be performed as a range tone test to verify operation of the system ranging function.

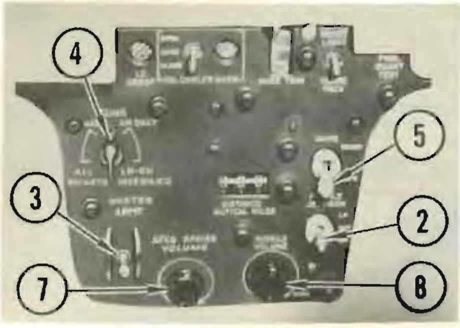
To fire guns using radar ranging or to make a range tone test, position switches as follows:

1. Radar power switch — ON
   - Observe warmup time restrictions.
2. Sight gyro switch — ON
3. Sight dimming knob — ADJUST IMAGE BRIGHTNESS
4. Range switch — RADAR

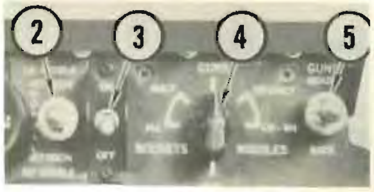
GUN SYSTEM CONTROLS

Nomenclature	*Function*
Master armament switch (3, figure 8–2)	ON—(landing gear retracted) connects secondary dc bus power through armament bus to guns arming switches, trigger switch and secondary ac bus power to gun interlock.
Armament selector switch (4, figure 8–2)	GUNS—connects firing circuit to gun system. OFF—disconnects firing circuit.
Guns arming (ready-safe) switch (5, figure 8–2)	READY—energizes gun charging valve to charge all guns, connects firing circuit to guns selected and connects gun compartment vent circuit. SAFE—returns and holds gun bolts out of battery position.
Trigger switch (1, figure 8–2)	Depressed, closes gun firing circuit and energizes gun camera circuit.

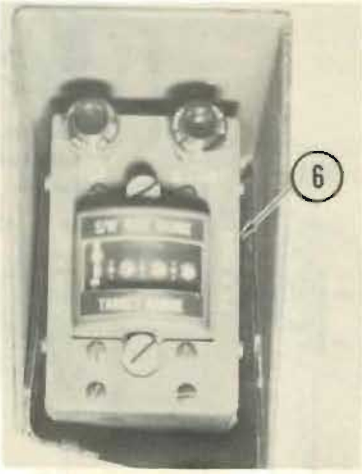
ARMAMENT CONTROLS

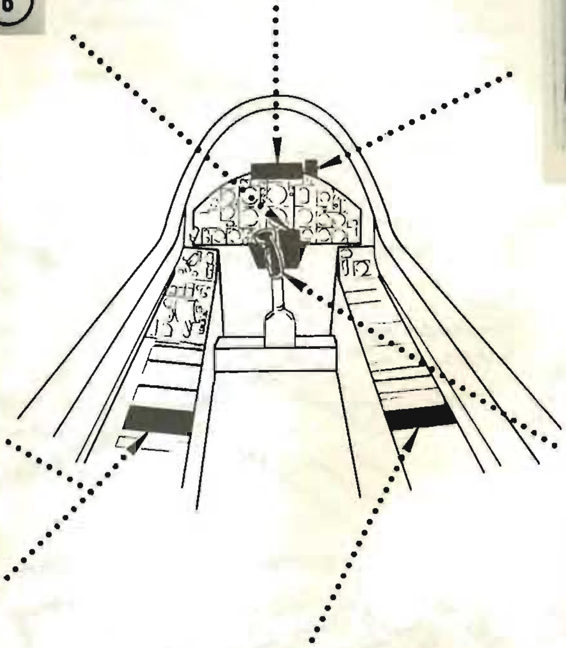


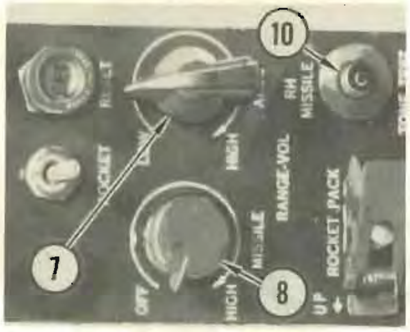
F-8B Aircraft



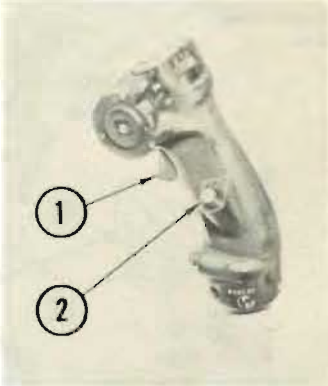
F-8A Aircraft

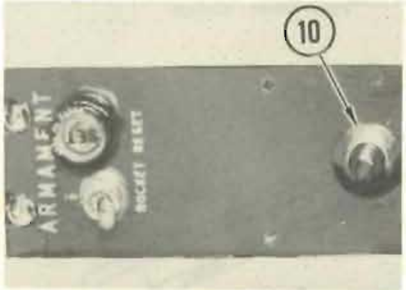






F-8A Aircraft





F-8B Aircraft

1. Trigger switch
2. Missile jettisoning switch
3. Master armament switch
4. Armament select switch
5. Guns arming switch
6. Missile release indicator
7. Fire control range-volume knob
8. Missile volume knob
9. Missile selector switch
10. RH missile tone test button

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Figure 8–2

GUN FIRING

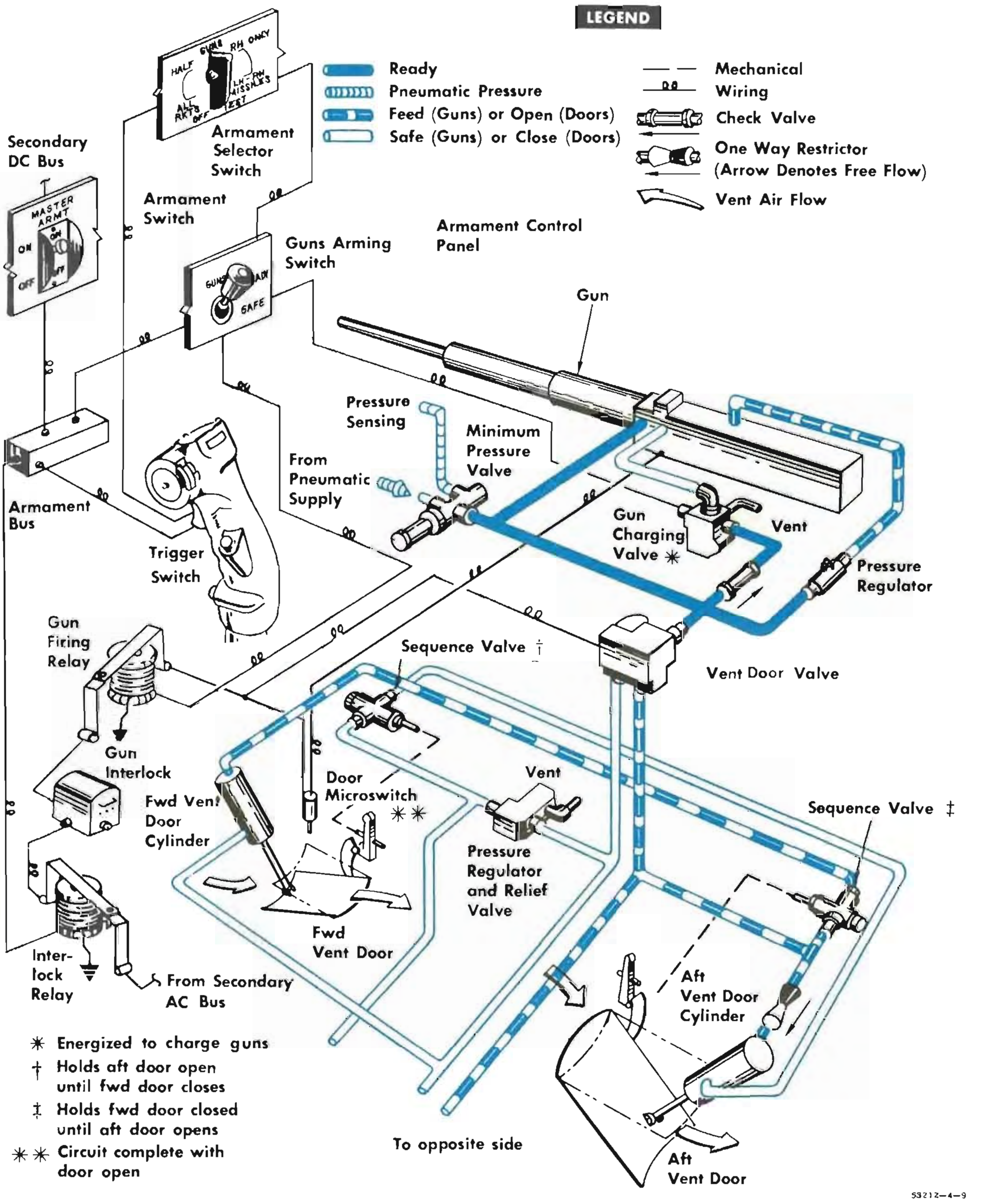

Figure 8–3

5. Fixed range dial — DESIRED MAXIMUM FIRING RANGE
   - Set dial at 1,500 to 2,500 feet.
6. Maximum range knob — AS DESIRED
7. AFCS range/volume control — AS DESIRED
8. Missile volume knob — OFF
9. Obtain radar lock-on and uncage sight gyro.
   - Check missile release indicator and target light for indications of searching and tracking.
   - If performing range tone test, lock on target while range is at least 1,000 yards greater than the setting of the fixed range dial.
10. Close range to target. (Refer to Normal Operation for gun firing procedure.)
    - The 400-cycle tone will be heard when the target range is equal to the sum of the settings of the fixed range dial and the bias range switch of the range unit. If the range tone is not heard, recheck setting of the AFCS range/volume knob. Increase volume with care as a marked increase in volume will occur when the system switches the range tone frequency from 400 to 1,200 cycles.
    - If the bias range switch is set at "0," the 400-cycle tone will not be heard but a 1,200-cycle tone will begin when target range has decreased to the value set on the fixed range dial.
    - The range tone frequency will change to 1,200 cycles when target range decreases to a value equal to the fixed range dial setting.
    - When target range decreases to the breakaway range, the range tone will alternate rapidly between 400 and 1,200 cycles. Discontinue closure to avoid collision with the target.
    - Breakaway range can be set to 600, 900, 1,200 or 1,500 feet before flight.
    - All ranging tone will cease when radar lock-on is lost.
11. Sight gyro — CAGED DURING BREAKAWAY

Radar Ranging (AN/AWG-3)

The AN/APS-67 radar set is used both to provide initial detection of the target (search) and to supply range and range rate information (ranging) to the computer group. The computer group uses this information to generate lead angle which is presented to the pilot as gunsight pipper displacement.

The following procedure is applicable when firing guns using radar ranging. However, if time permits while flying to the target, the procedure should be performed as a range tone test to verify operation of the system ranging function.

To fire guns using radar ranging or to make a range tone test, position switches as follows:

1. Radar function switch — SRCH
   - Observe warmup time restrictions.
2. Sight gyro switch — ON
3. Sight dimming knob — AS DESIRED
4. Fire control power switch — ON
5. Range switch — RADAR
6. Fixed range dial — DESIRED MAXIMUM FIRING RANGE
   - Set dial at 1,500 to 2,500 feet.
7. Brilliance knob — AS DESIRED
8. Focus knob — ADJUSTED
9. Tuning knob — AUTO
10. Clutter limiting switch — NORMAL
11. Gain knob — ADJUSTED
12. AFCS range/volume knob — AS DESIRED
13. Missile volume knob — MINIMUM
14. Search for target; if target is visible, proceed to visual attack below.
    - When target echo appears on scope, maneuver aircraft to position echo in azimuth center of scope.
15. Minimum range knob — POSITION RANGE LINE JUST BELOW TARGET ECHO
    - Perform when target is within 8 miles.
16. Radar function switch — RANGE
    - Scope will momentarily indicate a target acquisition display as antenna locks up straight ahead, followed immediately by a lock-on display if range line was positioned within 2 miles of target echo.
    - Radar lock-on display consists of steering dot and dotted range circle, the diameter of which corresponds to target range.
17. Steering dot — CENTERED IN RANGE CIRCLE
    - Dot is centered by maneuvering aircraft.
18. Close range to target.
    - Closure is indicated by shrinkage of range circle.
    - Keep steering dot centered in range circle.

19. Visually locate target through gunsight reflector plate and continue attack as described below for visual initial contact. (Refer to Normal Operation for gun firing procedure.)

If initial contact is made visually, proceed as follows:

1. Radar function switch — RANGE
2. Minimum range knob — ALMOST TO MINIMUM RANGE
3. Unlock control — DEPRESS
   - This eliminates any lock-on that may have occurred while maneuvering to attack position.
   - Radar will automatically lock on target again.
4. Sight gyro — UNCAGED
5. Pipper — ALIGNED ON TARGET
   - Track target smoothly for 1 to 2 seconds before firing.
   - The 400-cycle tone will be heard when the target range is equal to the sum of the settings of the fixed range dial and the bias range switch of the range unit. If the range tone is not heard, recheck setting of the AFCS range/volume knob. Increase volume with care as a marked increase in volume will occur when the system switches the range tone frequency from 400 to 1,200 cycles.
   - If the bias range switch is set at "0," the 400-cycle tone will not be heard but a 1,200-cycle tone will begin when target range has decreased to the value set on the fixed range dial.
   - The range tone frequency will change to 1,200 cycles when target range decreases to a value equal to the fixed range dial setting.
   - When target range decreases to the breakaway range, the range tone will alternate rapidly between 400 and 1,200 cycles. Discontinue closure to avoid collision with the target.
   - Breakaway range can be set to 600, 900, 1,200 or 1,500 feet before flight.
   - All ranging tone will cease when radar lock-on is lost.
6. Sight gyro — CAGED DURING BREAKAWAY

Total Lead Angle Test

Conduct the lead angle test in accordance with Appendix G, Weapons System Tactical Handbook.

Fixed Ranging

To utilize fixed ranging for air-to-ground or air-to-air gunnery attacks, make the following control settings:

1. Sight gyro switch — ON
2. Sight fixed lamp switch — AS DESIRED
3. Sight dimming knob — INTERMEDIATE POSITION
4. Fire control power switch (F-8B) — ON
5. Range switch — FIXED
6. Fixed range dial — AT ESTIMATED FIRING RANGE
7. Armament selector switch — GUNS
8. Sight gyro caging switch — GYRO UNCAGED
9. Guns arming switch — READY
10. Master armament switch — ON

The computer group will calculate the required lead and position the gyro pipper in the same manner as when radar ranging is used. However, the range set on the fixed range dial and a mechanized value for closing rate are used in the computation instead of the range and closing rate information supplied by radar. Thus, during the firing run, the firing range and breakaway range must be estimated; there are no ranging tones. When the approximate dimensions (wingspread) of the target are known, estimate target range by comparing the target size to that of the superimposed gyro pipper.

Normal Operation

1. Master armament switch — ON
2. Armament selector switch — GUNS
3. Guns arming switch — READY
   - The trigger switch is hot and the system is ready for firing.
   - After the firing run, turn the armament selector switch to OFF.
   - Do not use the guns arming (ready-safe) switch to safety the guns between firing runs.

WARNING

Cycling the guns arming switch charges live rounds through the guns, which creates the possibility of exploding a round in the gun compartment.

SIDEWINDER MISSILE SYSTEM

Note

Refer to section I, part 4 for Sidewinder loading, launching and carrying limitations and restrictions.

Sidewinder Missile

The 1A and 1C MK 29 Sidewinder missiles are supersonic, air-to-air weapons employing passive infrared guidance. Both models have continuous correction guidance and torque-balance servo control. F-8A aircraft do not have provisions for the 1C MK 29 missile. Both models are carried on fuselage-mounted pylons with rail-type launchers. The 1A missile is 5 inches in diameter, 113 inches in length and weighs 164 pounds. Sidewinder 1C MK 29 is the same length and diameter, with a maximum weight of 186 pounds.

Sidewinder Launching System

Two Sidewinder missiles are carried on rail launchers which are attached to fixed pylons, one on each side of the fuselage. Firing circuits, detents, launcher power supplies and (in F-8B aircraft) cooling nitrogen for Sidewinder 1C MK 29 are contained in the launcher. Aircraft services required by the launcher are standby and firing power and pilot's headset connection.

Missile selection is controlled by the selector switch on the armament panel in the cockpit. Placing the switch in MISSILES–RH ONLY permits the right missile to be launched individually. When the switch is in MISSILES–LH-RH, the left and right missiles may be launched successively.

Electrical power to operate the missile system is supplied by the secondary ac bus and the primary and secondary dc buses. Power is supplied to the missiles at all times when the aircraft electrical system is energized. The launching circuits are operative only when the landing gear handle is up and the main generator is supplying electrical power. Sidewinder missiles cannot be launched with only emergency electrical power available.

A jettisoning circuit is incorporated, powered from the main or emergency generator, which fires the Sidewinders in an unarmed and unguided condition. The circuit is inoperative when the landing gear handle is in the WHEELS DOWN position or when the emergency power package is supplying power and the emergency generator switch is in LAND position.

Missile Release Computer and Indicator

A missile release computer-indicator group is installed as an aid for launching Sidewinder missiles. The missile release computer modifies information received on existing atmospheric conditions and range and range rate from the radar set to compute the maximum effective range of the type of missile to be launched. This information is transmitted to the release indicator.

The missile release indicator visually displays the maximum Sidewinder range at the existing altitude, range of the target, the existence of a radar lock-on and g forces in excess of missile launching capabilities. To obtain satisfactory results from a missile launching, the following conditions must be indicated by the release indicator: the target range needle must be aligned with, or at a shorter range indication than the S/W maximum range needle; the target and g limit lights must be out. When these conditions have been satisfied and the acquisition tone indicates that the missile has acquired the target, the proper conditions exist for launching the missile.

Sidewinder Preflight Procedure

With electrical power applied to the aircraft, test Sidewinder 1A and 1C MK 29 guidance system operation as follows:

1. IR missile cooling switch (1C only) — ON
   - Wait for 1 minute after turning switch on before checking 1C MK 29.
2. Master armament switch — OFF
3. Armament selector switch — OFF
4. Missile volume — ADJUST
   - Adjust volume knob until sound is at a comfortable level.
   - As ground crewman shines a flashlight into the tracking head of left missile, acquisition tone rise should be noticeable.
   - Repeat check for right missile while depressing RH missile tone test button.
5. IR missile cooling switch — OFF

Note

In designated arming area, check that arming switches are safe and keep hands in view of ordnance personnel while arming is performed.

Sidewinder Inflight Tests

1. Master armament switch — OFF
2. Armament selector switch — OFF
3. IR missile cooling switch — ON
   - Switch is used if 1C MK 29 missile is selected.
4. Fire control power switch — ON

SIDEWINDER MISSILE SYSTEM CONTROLS

Nomenclature	*Function*
Master armament switch (3, figure 8–2)	ON—(landing gear retracted) connects secondary dc bus power through armament bus to trigger switch. Arms missile launching circuits and missile release computer circuit.
Armament selector switch (4, figure 8–2)	MISSILES-RH ONLY—permits only right missile to be launched. MISSILES-LH-RH—permits left and right missiles to be launched successively. In either missile position, activates missile release computer when master armament switch is in ON. OFF—disconnects firing circuits.
Missile jettisoning switch (2, figure 8–2)	LH MISSILE JETTISON—launches left missile in unarmed and unguided condition (landing gear handle in WHEELS UP). RH MISSILE JETTISON—launches right missile in unarmed and unguided condition (landing gear handle in WHEELS UP). NORMAL—disconnects jettisoning circuit.
Trigger switch (1, figure 8–2)	Depressed, energizes missile launching circuits as selected with armament selector switch.
Fire control range-volume knob (7, figure 8–2)	Controls volume of fire control system ranging tone.
Missile volume knob (8, figure 8–2)	OFF—disconnects missile acquisition tone circuit. Range from OFF to HIGH controls intensity of missile acquisition tone.
RH missile tone test button (10, figure 8–2)	Depressed, permits monitoring of acquisition tone from right missile when missiles remain on both lauching circuits. Released, permits monitoring of acquisition tone from left missile. (When left missile is launched, tone monitored is automatically shifted to right missile.)
Missile release indicator (6, figure 8–2)	S/W MAX RANGE needle indicates maximum Sidewinder firing range for indicated altitude. TARGET RANGE needle indicates range to target. TGT light off indicates radar lock-on has been obtained. G LIMIT light on indicates g's are being pulled in excess of missile launching capabilities.
Missile selector switch (F-8B aircraft) (9, figure 8–2)	S/W-1A—permits release computer to make computations for Sidewinder 1A missile. S/W-1C—permits release computer to make computations for Sidewinder 1C MK 29 missiles.
MK 29 cooling switch (F-8B aircraft) (on exterior lights master switch panel above left console)	ON—permits continuous cooling of the tracking cells of the Sidewinder 1C MK 29 missiles.

5. Sight fixed lamp switch — ON
6. Sight dimming knob — AS DESIRED
7. Missile volume knob — AS DESIRED

Track target using fixed sight image. With sight on target, the headset acquisition tone level should rise when within missile range. When the target is centered within missile boresight, a slight null occurs in acquisition tone.

Radar Ranging (AN/APG-56)

Since the missile range capability in some cases exceeds that of the AN/APG-56 radar, the pilot may elect to launch missiles before radar range information is available, providing that the missile has acquired the target and the pilot can observe the target visually. Normally the fixed reticle image of the sight unit is used for tracking until the missiles acquire the target and radar ranging information is available from the missile release indicator.

The missiles are launched when the missile tone indicates target acquisition and the range is at optimum value for the attack conditions. To obtain radar range information and to illuminate the fixed sight reticle for missile launching, proceed as follows:

1. Radar power switch — ON
   - Observe warmup time restrictions
2. Sight gyro switch — OFF
3. Sight dimming knob — ADJUST IMAGE BRIGHTNESS
4. Sight fixed lamp switch — ON
5. Range switch — FIXED
6. Maximum range knob — MAXIMUM RANGE

Radar Ranging (AN/APS-67)

The AN/APS-67 radar may be used for search and ranging as well as tracking until missile launch. Set airplane controls as follows:

1. Sight gyro switch — OFF
2. Sight fixed lamp switch — ON
3. Sight dimming knob — AS DESIRED
4. Fire control power switch — ON
5. Brilliance knob — AS DESIRED
6. Focus knob — ADJUST FOR CLEAR SHARP PRESENTATION
7. Tuning knob — AUTO
8. Clutter limiting switch — NORMAL
9. Gain knob — ADJUST FOR BEST TARGET CONTRAST
10. AFCS range/volume knob — MINIMUM
11. Missile volume knob — AS DESIRED
12. Radar function switch — SRCH
    - When target echo appears on scope, maneuver aircraft to position echo in azimuth center of scope.
13. Minimum range knob — POSITION RANGE LINE JUST BELOW TARGET ECHO
    - Perform when target is within 8 miles.
14. Radar function switch — RANGE
    - Scope will momentarily indicate a target acquisition display as antenna locks up straight ahead, followed immediately by a lock-on display if range line was positioned within 2 miles of target echo.
    - Radar lock-on display consists of steering dot and dotted range circle, the diameter of which corresponds to target range.
15. Steering dot — CENTERED IN RANGE CIRCLE
    - Dot is centered by maneuvering aircraft.
16. Close range to target.
    - Closure is indicated by shrinkage of range circle.
    - Keep steering dot centered in range circle.

Sidewinder Visual Attack

To track a target by the sight unit for missile firing, proceed as follows:

1. Fire control power switch (F-8B) — ON
2. Master armament switch — OFF
3. Armament selector switch — EITHER MISSILE POSITION
4. Sight dimming control — INTERMEDIATE POSITION
5. Fixed lamp switch — ON
6. Gyro switch — OFF
7. Range switch — FIXED

Launching Procedure

To launch the Sidewinder missile, track the target with the fixed reticle image of the sight unit and proceed as follows:

1. Master armament switch — ON
2. Armament selector switch — EITHER MISSILE POSITION
   - If only one missile launch is desired, place switch in MISSILES–RH ONLY.

3. Acquire target.
   - Acquisition is indicated by rise in volume of acquisition tone.
4. Center missile on target.
   - Proper centering is indicated by a null in signal.
5. Missile release indicator — PROPER RANGE
6. Target and g limit lights — OFF
7. Trigger — SQUEEZE
   - If consecutive missile launching selected, release and squeeze trigger again.
   - Remain on target until missile is launched.

WARNING

If a hangfire occurs, the master armament switch must be switched to OFF to disarm the firing circuit to the affected missile. The switch may be returned to ON for gun or rocket firing or for firing a remaining missile. If hangfire occurs with armament selector switch in MISSILES–LH-RH position when firing the left missile, position master armament switch to OFF and then position armament selector switch to MISSILES–RH ONLY before attempting to launch right missile.

Operating Limitations

For operating limitations while carrying or firing Sidewinder missiles refer to section I, part 4.

Jettisoning

Operating the missile jettison switch fires the Sidewinder missiles in an unguided and unarmed state by applying firing voltage directly to the rocket-motor squib. The switch has three positions: LH MISSILE JETTISON, RH MISSILE JETTISON and NORMAL. There is no danger involved in making an arrested landing with Sidewinder missiles on the aircraft, provided the master armament switch is OFF. The missile is held rigidly on the launcher by lugs which prevent fore and aft movement.

Tactical Use

The firing envelope depends on the type of target aircraft, the physical characteristics of the target tailpipe or other source of signal, the altitude of the target, the speed differential between interceptor and target, burn time of the missile servo grain and the target maneuver. For additional detailed information concerning the Sidewinder 1C (IR) Missile, refer to NOTS TP 2493, Sidewinder 1C Guided Missile MK 29 Mod 0 (IRAH) Description, Operation, and Handling; and NOTS TP 2500, Pilot's Handbooks for Sidewinder 1C.

section IX
flight crew coordination

(not applicable)

section X

standardization evaluation

CONTENTS

PART 1 — STANDARDIZATION EVALUATION PROGRAM

PART 2 — GROUND EVALUATION

PART 3 — FLIGHT EVALUATION

PART 4 — GRADING INSTRUCTIONS

PART 1—STANDARDIZATION EVALUATION PROGRAM

GENERAL

The procedures prescribed in this manual provide optimum Crusader operation. The standardization evaluation check evaluates compliance with these procedures by observing and grading individuals and units on a continuing basis. The program satisfies the requirements of all F-8 squadrons and permits the flexibility necessary for use under the most stringent conditions. The check, whether performed by the standardization instructor or the standardization evaluator, aids the unit commanding officer in improving unit/individual combat readiness through observation and constructive comments. The standardization program applies to all pilots maintaining a current flight status. Program accomplishment is the responsibility of both command and individual pilots. Consequently, standardization instructors may select highly qualified pilots to assist in the NATOPS program execution.

One of the best evaluation methods is to conduct a series of checks during the latter flights of each specialized mission phase in the training syllabus or the operational application thereof (comparable to COMPEX requirements). Squadrons should feel free to solicit senior phase instructors from the CRAW squadrons or other designated standardization personnel to conduct these checks and to evaluate the degree of standardization attained by the unit and individual pilots.

Standardization checks must be preceded by an educational phase. During this phase, pilots are apprised of the check requirements and are offered preparatory lectures on aircraft systems, specialized phases of the squadron's mission, supporting publications and doctrines, etc. These methods improve the results of checks being given, but of greater importance, they equip all pilots with the highest level of knowledge concerning their aircraft, its systems, and the assigned mission.

Initial standardization checks are given to pilots within six months after assignment to a fleet squadron. Annual standardization checks are conducted as prescribed in OPNAV Instruction 3510.9.

Continuing observation of adherence to optimum operational procedures must be accomplished to realize maximum benefit from the program. However, this observation must be supported also by instruction, constructive comments, and recommendations.

RESPONSIBILITIES

Specific responsibilities of standardization instructors and standardization evaluators in the implementation of the standardization evaluation program are outlined in the following paragraphs.

STANDARDIZATION INSTRUCTOR

1. To implement and coordinate an aggressive and continuing standardization education and evaluation program pertaining to all aspects of standard operating procedures.
2. To enhance the educational benefits of the standardization program by flying with all squadron pilots as often as possible.
3. To administer a standardization check to each squadron pilot at least once a year.

STANDARDIZATION EVALUATOR

1. To assist the standardization instructors in all phases of the program. On request, he will make himself available to assist squadrons in any phase of their training cycle.
2. To administer the standardization check to the standardization instructors and at least one other pilot once annually. He will remain with the squadron long enough to evaluate and assist in formulating the squadron's standardization program. The evaluator should fly enough sorties with squadron pilots to obtain a cross-sectional evaluation of squadron adherence to standard operating procedures. The missions observed will be those scheduled for that phase of the squadron's training cycle.

DEFINITIONS

Terms commonly used in this section are defined below as to their specific meaning with regard to the standardization evaluation program.

Grading Criteria — The parts of this section which prescribe the standards to be used in grading performance observed or recorded during the standardization check.

Qualified — The status attained by a pilot who has good knowledge of, and adheres to standard operating procedures and has a thorough understanding of aircraft capabilities and limitations.

Conditionally Qualified — The status attained by a pilot who meets the minimum acceptable standards, is considered safe, and is qualified to fly the aircraft unchased. He needs more practice in specific areas to become qualified and such flying may be of the self-practice type.

Unqualified — The status assigned to a pilot who fails to meet the minimum acceptable standards. He requires supervised instruction until he has gained a "qualified" or "conditionally qualified" rating.

Standardization Evaluation Recheck — A standardization check given to a pilot who has been placed in an unqualified status. Only those areas in which an unsatisfactory level of knowledge or a deviation from prescribed procedures was exhibited will be observed during this check.

Emergency — An aircraft component or system failure, or condition that requires instantaneous recognition, analysis, and proper action.

Malfunction — An aircraft component or system failure, or condition that requires recognition or analysis but which permits more deliberate action than that required for an emergency.

Area — A routine of flight preparation, flight or post-flight procedures which is observed and graded during a standardization check.

Critical Area — Any major area or subarea which covers items of significant importance to the overall mission requirement, or the marginal performance of which would jeopardize safe conduct of the flight. These areas are specifically noted throughout this section. An "unqualified" grade in any critical area will result in an overall grade of "unqualified."

PART 2 — GROUND EVALUATION

ORAL EXAMINATION

The oral examination covers preflight procedures, Martin-Baker seat check procedures, prestart, start, and poststart procedures and systems checks, light and hand signals, postflight procedures, and cross-country servicing. Procedures are contained in this manual, NWP 41(A), Handbook Maintenance Instruction, and Pocket Checklist.

WRITTEN EXAMINATIONS

OPEN BOOK EXAMINATION

The open book written examination covers mission profile planning, mission categories, and aircraft systems. The examination evaluates the pilot's knowledge of appropriate publications and his ability to plan properly for the execution of an assigned flight. Fifty questions are recommended and will be drawn from the following categories, as appropriate: thirty-five questions will be composed of tactics, weapons, air intercept and fighter direction, gunnery, FMLP and CARQUAL, and aerial refueling; fifteen questions will be on local course rules.

Reference materials for use during this examination are: this manual, NWP 41(A), NWIP 41-2 Weapons Systems Tactical Handbook, REST Computer, and Pocket Checklist.

CLOSED BOOK EXAMINATION

The closed book written examination covers normal operating procedures, aircraft operating limitations, emergencies and malfunctions. Forty questions are recommended and will be drawn from the NATOPS Flight Manual and the Supplemental NATOPS Flight Manual.

Critical questions on emergencies and emergency procedures and aircraft operating limitations are noted. An incorrect answer to any question in this category results in a grade of "unqualified" being assigned to this portion of the ground evaluation. The question and answer lists are coordinated, updated, and distributed by the evaluator of the command having cognizance over the model. Distribution is limited to two copies per squadron. The question bank is for use by the instructor in establishing an educational program within the squadron, and is a source of written examination questions for standardization checks. Answers are outlined in the question bank in two manners: bold print answers indicate minimum required answers to satisfy that particular question; normal print answers outline additional information for a more complete outline of detailed procedures or corrective action. Forward desired question bank changes or additions directly to Air Operations Standardization Branch (NATOPS), Aircraft, Fleet Marine Force, Pacific, Marine Corps Air Station, El Toro, Santa Ana, California.

OFT/WST PROCEDURES CHECK

The OFT/WST, if available, is used to measure the pilot's efficiency in the execution of normal operating procedures, his reaction to simulated emergencies and malfunctions, and intercept procedures where applicable. In areas not served by OFT/WST facilities, the check is conducted by asking the pilot appropriate questions while he is seated in a cockpit. All emergencies are given in addition to at least one malfunction from each of the start, takeoff, climb, cruise/intercept and recovery phases.

The following list of emergencies and malfunctions may be simulated, or questions asked, if simulation is not possible.

EMERGENCIES*

1. Engine failure before lift-off (105 KIAS)
2. Complete loss of power after lift-off (1,200 feet and 250 KIAS)
3. Flameout caused by:
   - Engine stage fuel pump failure
   - Afterburner stage fuel pump failure
   - Complete engine-driven fuel pump failure
   - Main fuel exhaustion
4. Airstart
5. Incorrect or fluctuating oil pressure (include precautionary approach procedure)
6. Fire in flight (no wingman)
7. Leading edge droop failure (indicator)
8. Spin recovery procedure
9. Canopy jettison failure on ejection

*Critical area

MALFUNCTIONS

1. False start
2. Landing gear indicator failure (before start)
3. Afterburner nozzles fail to open
4. Afterburner nozzles fail to close
5. Main fuel quantity indicator failure
6. Air pressure fuel transfer system failure
7. Aft fuel tank transfer pump failure
8. Oxygen system failure (with or without full pressure suit)
9. Tachometer fluctuation
10. Tailpipe temperature fluctuation
11. Tailpipe temperature indicator failure
12. Airspeed indicator failure (IFR)
13. Attitude gyro indicator failure
14. Nose trim indicator failure
15. Trim control elevator failure (runaway trim or UHT trim potentiometer failure)
16. Roll stabilization failure
17. Yaw stabilization failure
18. Wing/wheels/droop warning light failure
19. Engine oil/hydraulic pressure warning light failure
20. PC 1 failure
21. PC 2 failure
22. Utility hydraulic system failure
23. Emergency canopy jettison failure (after ditching)
24. Speed brake failure
25. AC power failure
26. DC power failure
27. Lost plane procedures (VFR on top of overcast)
    - Transmitter only
    - Receiver only
    - Complete radio failure
    - All radios operating; no NavAids available

NAMT SYSTEMS CHECK

If desired, Naval Air Maintenance Trainer facilities may be used to evaluate pilot knowledge of aircraft systems and normal emergency procedures. Questions contained in the question bank may be used where the NAMT Systems Check and the written examination or oral examination are combined.

PART 3 — FLIGHT EVALUATION

The Flight Evaluation may be conducted on any routine syllabus flight, except flights launched for FMLP or CARQUAL. While grading criteria outlined in this manual cover procedures conceivably required in the execution of assigned flights, only those areas required by the individual flight will be evaluated. Emergencies will not be simulated.

Primary consideration must be given to the adherence to standard operating procedures as opposed to flight proficiency. Proficiency then can be based upon the degree of adherence to these procedures.

FLIGHT EVALUATION CHECK AREAS

The areas and subareas in which pilot adherence to standardized procedures may be observed are outlined in the following paragraphs. Critical areas and subareas are specially noted.

MISSION PLANNING/BRIEFING

This area encompasses a comprehensive consideration of all factors necessary for successful mission accomplishment.

1. Flight planning
2. Briefing
3. Personal flying equipment*

PREFLIGHT/LINE OPERATIONS

Because preflight/line operations procedures are graded in detail during the ground evaluations, only those areas observed on the flight check will be graded.

1. Aircraft acceptance
2. Pretaxi procedures

TAXI AND TAKEOFF

The takeoff is considered complete after transition to the clean condition.

1. Taxi
2. ATC clearance
3. Takeoff*

*Critical area

DEPARTURE

Departure is that portion of the flight which commences after takeoff and continues to cruise, on course, en route to the destination.

1. LID/IFR departure*
2. VFR departure
3. Rendezvous*
4. IFR procedures en route
5. VFR procedures en route

MISSION

This area includes missions covered in this manual, Weapons System Tactical Handbook, and NWP/NWIP's for which standardized procedures/techniques have been developed.

RECOVERY

Recovery is that portion of the flight which commences with descent from operating altitude and terminates after landing.

1. Holding — IFR shore based/ship based
2. Expected approach time
3. Penetration (TACAN, radar, ADF)*
4. Low approach*
5. GCA/CCA*
6. Missed approach*
7. VFR recovery shore based/ship based*

COMMUNICATIONS

1. R/T procedures
2. Visual signals
3. IFF/SIF procedures

EMERGENCY PROCEDURES*

These procedures are evaluated only if actual emergencies occur.

POSTFLIGHT PROCEDURES AND DEBRIEFING

1. Taxi-in
2. Shutdown
3. Inspection and records
4. Flight debriefing

This manual contains the standard criteria for aircraft operations. Publications relating to environmental procedures peculiar to shore-based and shipboard operations and tactical missions are listed below:

WSTH	ATC/CATCC Manual
NWP	Local Air Operations Manual
NWIP	Carrier Air Operations Manual

PART 4—GRADING INSTRUCTIONS

ORAL EXAMINATION GRADING CRITERIA

The final oral examination grade will be determined through an evaluation made by the evaluator/instructor, who assigns the adjectival ratings and enters them on the Oral/Written Examination Worksheet. A separate evaluation and rating is made in each of the following areas:

Preflight inspection
Martin-Baker seat inspection
Prestart, start, poststart, and systems check
Light and hand signals
Postflight and cross-country servicing

WRITTEN EXAMINATIONS GRADING CRITERIA

The results of both written examinations will be entered on the Written/Oral Examination Worksheet. Minimum acceptable grades are:

OPEN BOOK EXAMINATION

Qualified — Pilot completes examination with a grade of 3.5.

CLOSED BOOK EXAMINATION

Qualified — Pilot completes examination with a grade of 3.3 and no errors on critical questions.

OFT/WST GRADING CRITERIA

The OFT/WST procedures check will be conducted as indicated by the evaluator's/instructor's entries on the OFT/WST Procedures Worksheet, and the results recorded. The criteria for determining area adjectival ratings are:

Qualified — Pilot demonstrates proper cockpit procedures for handling emergencies and malfunctions, with no deviations and/or omissions on critical procedures.

Conditionally Qualified — Same as "qualified," but pilot is slow in recognizing malfunctions and/or makes minor errors in correcting malfunctions.

Unqualified — Pilot displays a lack of familiarity with the procedures necessary in correcting one or more emergency situations and/or exhibits a lack of knowledge in recognizing or correcting malfunctions.

NAMT SYSTEMS GRADING CRITERIA

The grading criteria prescribed for the open book examination and/or oral examination will be used to evaluate results of this check.

FLIGHT EVALUATION GRADING CRITERIA

The flight check evaluates unit and/or individual compliance with standardized operating procedures. The successful completion of all ground checks and examinations is required before commencing the flight evaluation. Insofar as possible, checks are scheduled so as not to interfere with squadron operations. The flight check may be conducted on any syllabus flight, except flights launched to remain in the landing pattern for FMLP/CARQUAL. Only those areas observed or required by the mission assigned are evaluated. *Momentary deviation from standard operating procedures is not disqualifying if the individual being evaluated is alert in applying corrective action. The deviation must not jeopardize flight safety.* The flight evaluation grade is derived by comparing the degree of pilot adherence to standard operating procedures with the adjectival grades as outlined in the following paragraphs. Determination of the final flight evaluation grade will be made as outlined in FINAL GRADE DETERMINATION.

MISSION PLANNING/BRIEFING

FLIGHT PLAN

Qualified	Completed the flight plan and clearance in accordance with governing instructions. Special factors, if required by the mission or aircraft configuration, are computed and recorded where applicable. Completed flight planning without error. Fuel consumption was properly computed. Ensured that maps and charts were available. Weather factors and NOTAMS were used in planning the mission. LID/IFR departure procedures were obtained if required, and planned accordingly.
Conditionally Qualified	Same as "qualified," but with minor discrepancies which did not adversely affect successful completion of the mission or jeopardize safety.
Unqualified	Flight planning was incomplete or resulted in discrepancies which would possibly prevent successful completion of the mission.

BRIEFING

Qualified	Briefing conducted in accordance with the NATOPS Briefing Guide and/or requirements of the mission. Applicable mission card used. Thorough knowledge of the assigned mission was exhibited. Sufficient time was allowed for the briefing and questions by members of the flight. Flight responsibilities were outlined for each member of the flight.
Unqualified	Briefing not conducted in accordance with the NATOPS Briefing Guide and/or requirements of the mission, and factors affecting mission accomplishment were omitted. Insufficient time allowed for briefing. Flight member responsibilities were not defined.

PERSONAL FLYING EQUIPMENT

Qualified	Had all required items of personal equipment necessary for the mission and area over which the flight was to be conducted.
Unqualified	Did not possess all items of personal flying equipment.

PREFLIGHT/LINE OPERATIONS

AIRCRAFT ACCEPTANCE

Qualified	Checked the ten previous yellow sheets (if available) for previous discrepancies and corrective action taken. Checked fuel load, armament load, pertinent aircraft data, and aircraft status prior to accepting the aircraft.
Conditionally Qualified	Same as "qualified," but omitted checking minor pertinent data and corrective action taken and/or aircraft status data.
Unqualified	Failed to inspect previous yellow sheets for discrepancies and corrective action taken and/or aircraft status data.

PRETAXI PROCEDURES

Qualified	Used correct R/T procedures, standard visual signals, and pretaxi checks with the flight as briefed with no unnecessary deviations, omissions, or delays.
Unqualified	Failed to use correct R/T procedures, standard visual signals, and pretaxi checks with the flight. Deviated and omitted procedures as briefed to extent that misunderstanding resulted in unnecessary delays in departing on the mission.

TAXI AND TAKEOFF

TAXI

Qualified

Taxi clearance was obtained prior to departing flight line/deck spot area. Taxiing was accomplished as briefed and in accordance with safe speed and interval requirements. Proper positioning on the catapult was accomplished without delay and with proper response to plane director's signals. Aircraft systems were operated at prescribed intervals and manner during normal taxi and extended ground operation.

Conditionally Qualified

Minor difficulties were experienced in obtaining taxi clearance. Taxiing was accomplished as briefed and in accordance with speed and interval requirements. Positioning on the catapult was accomplished with minor delays in responding to plane director's signals. Operation of systems was completed but at greater intervals than recommended.

Unqualified

Departed flight line/deck spot area without taxi clearance and taxied contrary to instructions from controlling agency. Taxi speed unsafe for field/deck conditions. Improper response to catapult director's signals, causing excessive delays in aircraft launching operations. Aircraft systems not operated.

ATC CLEARANCE

Qualified

Required minimum transmissions to understand clearance. Read back correctly.

Conditionally Qualified

Required repeat transmissions to understand clearance. Transmissions required additional questions and calls.

Unqualified

Proceeded without being certain of clearance. Required repeated transmissions. Was unable to communicate and give information without excessive delay and words. Poor radio discipline.

TAKEOFF

Qualified

Received and acknowledged takeoff clearance. Executed engine runup, instrument checks, and necessary visual signals. Brake release was smooth, and good directional control was maintained. For catapult launch, the brakes were released and UHT was properly trimmed prior to launch. Lift-off was accomplished as required by field/WOD conditions, and a smooth transition was accomplished to the clean condition with aircraft in positive climbing attitude and safe separation above the ground/water.

Conditionally Qualified

Same as "qualified," except for minor deviations in procedure and technique not detrimental to flight safety.

Unqualified

Did not receive and acknowledge takeoff clearance. Failed to use signals or used improper signals. Exhibited poor or unsafe technique on directional control, catapult launch, lift-off, transition, and climb attitude.

DEPARTURE

LID/IFR DEPARTURE*

Qualified	Departure was executed in accordance with clearance.
Unqualified	Departure not in accordance with traffic rules and/or traffic clearances.

VFR DEPARTURE

Qualified	Departure executed in accordance with local traffic rules and/or traffic clearance. Level off is accomplished as briefed.
Conditionally Qualified	Same as "qualified" except for minor deviations.
Unqualified	Departure not in accordance with traffic rules and/or traffic clearance.

RENDEZVOUS*

Qualified	Executed and facilitated rendezvous in accordance with procedures as briefed or currently prescribed.
Conditionally Qualified	Executed and facilitated rendezvous, except for minor procedural errors and delay. Rendezvous accomplished so as not to be detrimental to mission completion.
Unqualified	Rendezvous executed in a manner that indicated a lack of knowledge of required procedure. Resulting delay caused mission accomplishment as briefed to be adversely affected or delayed.

IFR PROCEDURES EN ROUTE

Qualified	Conducted flight as briefed or as cleared by controlling agency. Observed good radio discipline. Gave position reports clearly and in proper sequence.
Conditionally Qualified	Conducted flight as briefed or cleared, except for minor deviations not affecting limits of clearance.
Unqualified	Did not conduct flight as briefed or cleared.

VFR PROCEDURES EN ROUTE

Qualified	Conducted flight as briefed and/or as dictated by the mission/tactical situation. Formation was maintained to facilitate optimum tactical employment, lookout doctrine and flight progress to the operation area/destination.
Conditionally Qualified	Same as "qualified," except for minor deviations, but not to the extent of precluding successful completion of the mission.
Unqualified	Did not conduct flight as briefed and/or as dictated by the mission tactical situation, resulting in poor tactical employment and/or lookout doctrine to the detriment of mission completion or safety.

*Critical area

MISSION

Those sections of the mission areas which are covered in this manual, Weapons System Tactical Handbook, and NWP/NWIP's will be conducted and evaluated in accordance with the procedures contained in the applicable publications and the criteria outlined below.

Qualified	Performed assigned or alternate mission, as briefed, in accordance with required procedures. Was thorough in the proper selection, conduct and execution of those aspects of the mission or tactical situation, culminating in safe and efficient mission accomplishment.
Conditionally Qualified	Same as "qualified," except for minor deviations, indicating a lack of required knowledge or adherence to required procedures, not adversely affecting successful mission accomplishment.
Unqualified	Lack of knowledge or adherence to required procedures resulted in unsuccessful mission accomplishment.

RECOVERY

IFR HOLDING/MARSHAL PROCEDURES

Qualified	Entered holding/marshal pattern at the assigned altitude and in accordance with published procedures. Slowed to appropriate entry and holding airspeed within prescribed time limtations. Remained within pattern limits.
Conditionally Qualified	Entered holding pattern with minor deviations from published procedures. Slow in reaching prescribed holding airspeed. Minor deviations in patterns, but within limits.
Unqualified	Improper pattern entry. Did not hold as cleared.

EXPECTED APPROACH TIME

Qualified	Made expected approach time within time limits or requested an amended clearance.
Unqualified	Expected approach time was made in excess of time limits and/or an amended clearance was not requested.

PENETRATION (TACAN, RADAR, ADF)*

Qualified	Complied with procedures and instructions received. Completed appropriate checks prior to reaching initial approach fix/marshal point. Used proper power settings and descent attitude and configuration. Intercepted penetration course using correct tracking procedures and leveled off at proper penetration turn, and/or minimum penetration/gate altitude.
Conditionally Qualified	Same as "qualified," except for minor deviations from procedures, and/or instructions received.
Unqualified	Major deviations and omissions from procedures, instructions, and/or checks.

LOW APPROACH*

Qualified	Executed low approach as published and/or instructed. Completed prelanding checks and executed safe aircraft configuration transition. Reached minimum altitude at or prior to reaching visibility minimums, from which a successful straight-in or a circling approach to a landing could be made.
Conditionally Qualified	Same as "qualified," except for minor deviations from procedures and errors in aircraft control.
Unqualified	Major deviations from procedures and errors in aircraft control.

(Continued)

*Critical area

RECOVERY *(Continued)*

GCA/CCA*

Qualified	Used proper voice procedures and complied with instructions received. Performed landing checks, and transition was completed as prescribed. FINAL: Maintained glide slope and heading. If occasionally off, accomplished appropriate and positive corrections.
Conditionally Qualified	Same as "qualified," except for minor deviations from procedures/instructions and/or checks. FINAL: Same as "qualified."
Unqualified	Major deviations from procedures, instructions and/or checks, requiring a missed approach.

MISSED APPROACH*

Qualified	Followed missed approach/wave-off/bolter procedures as published or instructed. Did not descend below minimum altitude. Established a positive climb attitude. Airspeed did not fall below final approach speed.
Conditionally Qualified	Same as "qualified," except for minor deviations from procedures and errors in aircraft control.
Unqualified	Major deviation from procedures and errors in aircraft control.

VFR RECOVERY SHORE BASED/SHIP BASED*

Qualified	Pattern entry was made as prescribed by local course rules, and/or instructions received. Landing check list completed. Break pattern and altitude at the 180° position as prescribed. Final approach speed at optimum. Touch down between first 500 and 1,000 feet of runway or on mirror touchdown deck area.
Conditionally Qualified	Same as "qualified," except for minor deviations at break, pattern, or altitude at the 180° position. Final approach speed within limit. Touchdown between first 500 and 1,500 feet of runway or on mirror touchdown deck area.
Unqualified	Exceeded the above limits. Landing gear and wing transitioned above airspeed limits. Did not complete landing check. Touched down before first 500 feet or past 1,500 feet down the runway, or disregarded LSO instructions.

*Critical area

COMMUNICATIONS

R/T PROCEDURES

Qualified	Complied with procedures prescribed by military and FAA regulations. Transmissions were made correctly on the proper frequency in minimum time, and without interruption of other transmissions. Monitored frequencies at appropriate time. Transmissions were received, understood, properly acknowledged and complied with in minimum time. Familiar with communications equipment and facilities. Utilized backup facilities without hesitation.
Conditionally Qualified	Same as "qualified," except for minor deviations or delays which indicated a lack of thorough familiarity with procedures and equipment, but which did not preclude successful completion of mission or jeopardize safety.
Unqualified	Failed to transmit or receive mandatory reports through omission or lack of familiarity with equipment or procedures. Violation of military/FAA regulations, culminating in a flight violation.

VISUAL SIGNALS

Qualified	Used standard visual signals correctly and without confusion. No delay due to questionable signals.
Conditionally Qualified	Same as "qualified," except for minor deviations or delay.
Unqualified	Used improper signals, resulting in misinterpretation and confusion. Excessive delay or noncommunication caused by questionable signals.

IFF/SIF PROCEDURES

Qualified	Used proper route codes facilitating timely compliance with all interrogation instructions.
Unqualified	Failed to use equipment properly, resulting in confusion and undue delay.

EMERGENCY PROCEDURES*

Qualified	Properly analyzed the emergency situation (if any actually occurred) and took appropriate action without deviation, error, or omission.
Conditionally Qualified	Properly analyzed the emergency situation and accomplished all required action safely, but not necessarily in the proper sequence.
Unqualified	Not up to standards of "conditionally qualified."

*Critical area

POSTFLIGHT PROCEDURES AND DEBRIEFING

AIRCRAFT SHUTDOWN, INSPECTION AND RECORDS

Qualified	Aircraft shutdown procedures as prescribed. Aircraft postflight inspection and yellow sheet completed without error or omission.
Conditionally Qualified	Same as "qualified," except for minor deviations and omissions not affecting continued flight safety.
Unqualified	Errors or omissions in shutdown check/inspections or yellow sheet entries that could jeopardize safety of personnel and/or the aircraft.

FLIGHT DEBRIEFING

Qualified	Provided thorough information in chronological order of events occurring during mission. Debriefed the flight and gave error analysis with definite corrective action indicated.
Conditionally Qualified	Same as "qualified," except for minor deviations and omissions not affecting value of mission debriefing. Debriefed the flight with adequate error analysis.
Unqualified	Unfamiliarity with debriefing requirements. Inadequate flight debriefing. No error analysis or corrective action given. Totally inadequate information for other pilots in the flight.

FINAL GRADE DETERMINATION

GENERAL

The final grades (area, subarea, and overall) for all phases of the standardization check are determined by the evaluator/instructor and recorded on the standardization evaluation report. Area and subarea adjectival grades are based on the applicable grading criteria, as outlined in this section. Final determination of all adjectival grades will be based on the following general criteria:

Qualified — That desired professional standard demonstrated by a pilot which indicates optimum knowledge of aircraft systems operation with close adherence to the standard operating procedures as set forth in the applicable publications.

Conditionally Qualified — That standard demonstrated by a pilot which indicates satisfactory knowledge of aircraft systems operation with adequate adherence (few minor deviations) to the standard operating procedures set forth in the applicable publications.

Unqualified — That standard demonstrated by a pilot which indicates unsatisfactory knowledge of aircraft systems and/or unfamiliarity with, or nonadherence to, standard operating procedures as set forth in the applicable publications. Any unsafe act is cause for a grade of "unqualified" and termination of the flight check. However, momentary deviation from standard operating procedures is not disqualifying if the pilot is alert in applying corrective action and the deviation does not jeopardize flight safety.

ADJECTIVAL/NUMERICAL CONVERSION

All area or subarea grades will be initially determined by using the adjectival grading criteria. To determine area grades containing two or more subareas, numerical weight factors will be assigned to the adjectival grades as follows:

2 — Qualified

1 — Conditionally Qualified

0 — Unqualified

When all areas/subareas have been assigned a numerical weight factor, the following formula will be used to determine the final area grade and/or the overall flight evaluation grade:

$$\frac{\text{Sum of subareas or area numerical values}}{\text{Number of subareas or areas evaluated}} = \text{Area grade or final flight evaluation grade}$$

To convert numerical grade to an adjectival grade, the following applies:

0 – 1.09 Unqualified

1.1 – 1.49 Conditionally Qualified

1.5 – 2.0 Qualified

Example: Subarea numerical values

$$\frac{2+2+1+2+1}{5} = \frac{8}{5} = 1.6 = \text{Qualified}$$

MINIMUM GRADES

The minimum grades established for the standardization check are contained below.

Oral examination:
Conditionally Qualified

Written examination:
Open Book: 3.5/4.0
Closed Book: 3.3/4.0

OFT/WST procedures check:
Qualified in All Critical Areas

NAMT procedures check:
3.5/4.0

Flight evaluation:
Conditionally Qualified

Note

An "unqualified" grade in any critical area results in an overall grade of "unqualified."

OVERALL GRADES

The evaluator/instructor determines the overall grade and enters the grade on the Standardization Evaluation Report form. This grade is based on the applicable grading criteria and is determined, when necessary, by the adjectival/numerical conversion formula explained above.

FORMS AND RECORDS

REPORT FORM

The Standardization Evaluation Report form is used to report the complete results of the standardization check. After completing the check and critique (described below), the instructor/evaluator completes the applicable section of the report. If the evaluator administers the check, he also completes the Standardization Evaluation Report Summary form indicating the number of checks conducted during his visit to the squadron, discrepancies or deviations noted, and overall comments concerning the degrees of standardization attained by the squadron. All area/subarea grades of "unqualified" or "not applicable" must be explained in the Remarks section of the Standardization Evaluation Report form. The completed, signed original of both forms are delivered to the commanding officer for his review, comments and retention.

WORKSHEETS

The Oral/Written Examination Worksheet, the OFT/WST Procedures Check Worksheet, and the Flight Evaluation Worksheet are used, as applicable, in administering all phases of the standardization check. Specific results of individual parts of the standardization check which point out deficiencies in the level of required knowledge or degree of adherence to standard operating procedures are also recorded. The worksheets are extremely useful in preparing final grades for entry on the Standardization Evaluation Report and in preparing the critique.

RECORDS

The squadron retains the Standardization Evaluation Report for one year after completion or until a subsequent check is completed. When a pilot has successfully completed a check, an entry to that effect is made on the Qualifications and Achievements page of the Pilot's Flight Log Book. An example of this entry is as follows:

F-8 STAN/EVAL CHECK
DATE ____________
SIGNATURE ____________________

CRITIQUE

The critique is the terminal point of the standardization check. The evaluator/instructor who conducted the check presents the results of the check to the individual at this time. Critique preparation involves processing, reconstructing the data collected and presenting the Standardization Evaluation Report. Deviations from standard operating procedures are covered in detail using all collected data and worksheets as a guide. After the critique, the pilot certifies and signs the Standardization Evaluation Report form and it is presented to the unit commanding officer.

section XI

performance data

Refer to Supplemental NATOPS Flight Manual

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