PART II

HANDLING INSTRUCTIONS

6. Management of the fuel system

(i) Without drop tanks:

(a) When all tanks are full, the aircraft can be taken off on any combination of tanks, but it is recommended that take-off should be made with all tanks on. The main tank should be turned off when airborne and used as a reserve; otherwise, this tank, having a gravity head, will drain first.

(b) Under no circumstances may the take-off be made on all tanks if any wing tank is less than half full. In this case the take-off must be made on the main tank only with the wing tanks isolated. Change over to the wing tanks when airborne.

(c) For normal flying, it is recommended that both inter-spar tanks and nose tanks be used together; individual tanks should be isolated only if damaged by enemy action. When all fuel has been consumed from the inter-spar or nose tanks the empty tanks should first be turned off and then main tank turned on. The engine will pick up on the main tank in 3 seconds if this procedure is adopted.

(d) If the main tank has been inadvertently drained first, it is imperative that it should be turned off when empty; otherwise, the engine will not pick up on the inter-spar or nose tanks.

(e) If at any time the engine should cut through lack of fuel, immediate action should be as follows:—

(a) Close the throttle.
(b) Check fuel contents gauge.
(c) Isolate empty tank or tanks and turn on full tank.
(d) Increase r.p.m. control to max. r.p.m.
(e) Slowly open and close throttle about one-third until engine picks up.

(f) For landing, always turn on the main tank and isolate the wing tanks if they are nearly empty.