
DIGITAL COMBAT SIMULATOR
F-86F
SABRE
for DCS World
FU-741
USA
fly a legend!
THE FIGHTER COLLECTION
Eagle Dynamics
DCS
SERIES

F-86F AIRSPEED QUICK REFERENCE GUIDE

TAKE-OFF SPEEDS

NORMAL TAKE-OFF

Gross Weight	Rotation	Take-off
15,000 LB (No external load)	110 knots IAS	125 knots IAS
18,000 LB (Two 200-gal tanks)	125 knots IAS	140 knots IAS
20,000 LB (Two 200-gal tanks, two 1000 LB bombs)	130 knots IAS	145 knots IAS

MINIMUM RUN TAKE-OFF

15,000 LB (No external load)	95 knots IAS	110 knots IAS
18,000 LB (With external load)	105 knots IAS	120 knots IAS
20,000 LB (With external load)	115 knots IAS	130 knots IAS

CLIMB

- Retract flaps at 160 knots IAS before accelerating to best climb speed.
- Initial climb after accelerating from take-off should be approximately 430 knots IAS at sea level with no external load (military thrust). Decrease 50 knots IAS for every 10,000 foot increase of altitude.
    - Two 120-gal drop tanks—390 knots IAS S.L., decreasing 40 knots IAS for every 10,000 foot increase of altitude.
    - Two 120-gal drop tanks and two 200-gal drop tanks—335 knots IAS S.L., decreasing 30 knots IAS for every 10,000 foot increase of altitude.

APPROACH SPEEDS

- Descent—280 knots CAS or .80 true Mach, whichever is lower.
- Terminal area—250 knots IAS.
- Downwind—170 knots IAS.
- Final approach—130 to 160 knots IAS
- Over end of runway—120 to 150 knots IAS.
- Touchdown—100 to 130 knots IAS.

OPERATIONAL LIMIT SPEEDS

- No external load—600 knots IAS or airspeed where wing roll becomes excessive.
- External load—See Flight Handbook Operating Limitations.
- Canopy open speed—215 knots IAS.
- Maximum gear- and flaps-down airspeed—185 knots IAS.

EMERGENCY SPEEDS

- Best glide—185 knots IAS.
- Emergency gear extension—175 knots IAS.

F-86F CONDENSED CHECKLIST – NORMAL PROCEDURES

Note

The following checklist is a modified, condensed version of the procedures presented in Section II and III of the F-86F Flight Handbook, as published 10 October 1957. It is designed to reflect the procedures found and available to the Belsimtek F-86F Sabre and arranged so you may remove it and insert it into a flip pad for convenient use. This checklist should not be considered a substitute for information contained in the handbook amplified procedures, as to fly this aircraft safely and efficiently, you *must* know the reason why each step is performed and why the steps occur in a certain sequence.

PREFLIGHT

COCKPIT INTERIOR

1. Armament switches—OFF.
2. Speed brake switch—NEUTRAL (HOLD).
3. Throttle—OFF.
4. Landing gear handle—DOWN.
5. Emergency jettison handle—IN.
6. Engine master, emergency ignition, and battery-starter switches—OFF.
7. External power—CONNECTED.
8. Landing gear position indicators—CHECK.
9. Oxygen regular—CHECK.

COCKPIT LEFT SIDE

10. Left circuit breakers—IN.
11. Cockpit air temperature control switch—AUTO.
12. Air outlet selector lever—FLOOR.
13. Cockpit air temperature control rheostat—AS DESIRED.
14. Cockpit pressure schedule selector switch—2.75 P.S.I.
15. Cockpit pressure control switch—PRESS.
16. Windshield anti-icing lever—OFF.
17. Rudder trim switch—OFF.
18. Lateral alternate trim switch—NORMAL.
19. Longitudinal alternate trim switch—NORMAL GRIP CONT.
20. Flight control switch—NORMAL.
21. Speed brake emergency lever—NORMAL.
22. Wing flap lever—UP.

LEFT FORWARD CONSOLE

23. Drop tank selector switch—ALL TANKS OFF.
24. Pitot heater switch—OFF.
25. Landing and taxi light switch—OFF.
26. Engine anti-ice and screen switch—EXTEND.
27. Emergency Fuel Switch—OFF.

COCKPIT RIGHT SIDE

28. Right circuit breakers—IN.
29. Communication and navigation equipment switches—OFF.

RIGHT FORWARD CONSOLE

30. Flight control emergency override handle—IN.
31. Interior, position, and fuselage light switches—AS REQUIRED.
    a. Check operation of all interior and exterior lighting (night flights).
32. Fuel densitometer switch—SET; fuel quantity—CHECK.
33. Generator switch—ON.

CENTER PEDESTAL

34. Landing gear emergency release handle—IN.
35. Canopy declutch handle—IN.
36. Instrument power switch—CHECK ALTERNATE, then NORMAL.
37. Flight controls—CHECK.
38. Normal trim switch—CHECK.

INSTRUMENT PANEL

39. Flight instruments—CHECK and SET.
    a. Altimeter—SET.
    b. Directional indicator—CHECK AGAINST STAND-BY COMPASS.
    c. Attitude indicator—CAGE then RELEASE.
40. Warning lights and indicators and test warning systems—CHECK.
41. Sight mechanical caging lever—CAGE (CAGED).

STARTING ENGINE

1. Throttle—OFF.
2. Engine master switch—ON.
3. Battery-starter switch—STARTER (momentarily), then BATTERY.
4. 3% rpm—Throttle MIDDLE OUTBOARD.
5. 6% rpm—Throttle IDLE.
6. Engine instruments—CHECK.
7. Drop tank selector switch—OUTBOARD ON or INBOARD ON (OUTBD ON & JETT or INBD ON & JETT) if drop tanks installed—ALL TANKS OFF if drop tanks not installed.
8. External power—DISCONNECT.
9. Throttle—ADJUST FOR GENERATOR OUTPUT.
10. Generator warning light—OUT.

GROUND TESTS

NORMAL HYDRAULIC SYSTEM

1. Hydraulic pressure gage selector switch—NORMAL.
2. Flight control switch—RESET (Check alternate-on warning light OUT).
3. Flight control normal hydraulic system—CHECK.
    a. Flight control switch—NORMAL.
    b. Control stick—Move and visually check for proper control surface movement.
    c. Pressure—After 5 seconds, 2850 to 3200 psi (control stick not in motion).

ALTERNATE HYDRAULIC SYSTEM

4. Flight control alternate hydraulic system—CHECK.
    a. Flight control switch—ALTERNATE ON.
    b. Alternate-on warning light—ON.
    c. Control stick—Move and visually check for proper control surface movement.
    d. Hydraulic pressure gage selector switch—ALTERNATE.
    e. Pressure—2550 to 3200 psi (control stick not in motion).
    f. Flight control switch—RESET.
5. Flight control manual emergency override system—CHECK.
    a. Hydraulic pressure gage switch—ALTERNATE.
    b. Flight control switch—HOLD AT RESET.
    c. Emergency override handle—PULL TO FULL EXTENSION.
    d. Control stick—Move and visually check for proper control surface movement.
    e. Flight control switch—NORMAL.
    f. Alternate-on warning light—ON.
    g. Pressure—3050 to 4000 psi.
    h. Emergency override handle—IN.
6. Automatic return to flight control normal system—CHECK.
    a. Control stick—MOVE RAPIDLY.
    b. Alternate-on warning light—OUT.
    c. Hydraulic pressure gage selector switch—NORMAL.
    d. Pressure—2850 to 3200 psi.

UTILITY HYDRAULIC SYSTEM

7. Utility hydraulic system—CHECK.
    a. Hydraulic pressure gage selector switch—UTILITY.
    b. Speed brake switch—OUT, IN, then neutral (HOLD).
    c. Pressure—Approximately 3000 psi.

ELECTRICAL SYSTEM

8. Loadmeter and voltmeter—CHECK.

TAXIING

1. IFF transponder—STDBY.
2. UHF radio—T/R.
3. Radio compass control panel—AS DESIRED.
4. Landing and taxi light—EXTEND.
5. Throttle—ADVANCE, then return to IDLE.
6. Nose wheel steering button—DEPRESS (for directional control).
7. Directional indicator—CHECK (needle turns and agrees with magnetic compass).
8. Turn-and-slip indicator—CHECK (deflection of needle during turns).

BEFORE TAKE-OFF

1. Preflight check—COMPLETE.
2. Armament switches—OFF.
3. Trim for take-off—CHECK.
4. Wing flap lever—DOWN.
5. Oxygen regulator diluter lever—NORMAL OXYGEN.
6. Pitot heat—ON.
7. Engine anti-ice and screen switch—RET., then EXTEND.
8. Canopy switch—CLOSE.
9. Take-off position—Align nose wheel.
10. Take brakes—HOLD.
11. Emergency fuel system check
    a. Throttle—80% rpm.
    b. Emergency fuel switch—ON.
    c. Throttle—Advance cautiously to full OPEN; rpm—CHECK.
    d. Emergency fuel switch—OFF.
    e. Emergency fuel switch—ON.
    f. Observe recovery time and stabilized rpm.
    g. Emergency fuel switch—OFF.
12. Engine instrument check.
    a. Throttle—Full OPEN.
    b. Engine instruments—CHECK.

NORMAL TAKE-OFF

1. Throttle—Full OPEN.
2. Toe brakes—RELEASE.
3. Maintain directional control.
4. Maintain near-level attitude until take-off speed attained.
5. Assume nose-high attitude when take-off speed attained.

AFTER TAKE-OFF—CLIMB

1. Landing gear handle—UP.
2. Wing flap lever—UP (at 160 knots IAS), then HOLD.
3. Landing and taxi light—RETRACT.
4. Engine anti-ice and screen switch—RET.
5. Horizontal tail—Trim as required.
6. Level off and accelerate to best climb speed.
7. Oxygen regulator diluter lever—NORMAL OXYGEN.

BEFORE LANDING

1. Armament switches—OFF.
2. Gun sight caging lever—CAGE (CAGED).
3. Hydraulic pressure—NORMAL.
4. Oxygen regulator diluter lever—NORMAL OXYGEN.
5. Engine anti-ice and screen switch—EXTEND, or if icing conditions anticipated—ANTI-ICE.
6. Windshield anti-icing lever—ON, if vision impaired by rain.

NORMAL LANDING

1. Speed brake switch—OUT.
2. Gear handle and flap lever—DOWN, position indicators—CHECK.
3. Landing and taxi light—EXTEND.
4. Throttle—Hold recommended speed; IDLE when landing assured.
5. Lower nose wheel to runway before applying brakes.
6. Differential braking to maintain directional control.

GO AROUND

1. Throttle—Full OPEN.
2. Speed brake switch—IN.
3. Gear handle—UP.
4. Flap lever—UP (at 160 knots IAS), then HOLD.
5. Clear traffic.

AFTER LANDING

1. Flap lever—UP; speed brake switch—IN (after clearing runway).
2. Canopy switch—AS DESIRED.
3. Engine anti-ice and screen switch—VERIFY EXTENDED.
4. Pitot heat—OFF.
5. Interior, position, and fuselage light switches—AS REQUIRED.

STOPPING ENGINE

1. Toe brakes—HOLD.
2. Engine—65% to 70% rpm for 2 minutes.
3. Throttle—OFF.
4. Engine master switch—OFF (at 10% rpm).
5. Speed brake switch—OUT.
6. Battery-starter switch—OFF.
7. All switches except generator switch—OFF.
8. Control stick—CYCLE.
9. Emergency override handle—Aft (OUT).
10. Control stick—CYCLE.
11. Emergency override handle—IN.

BEFORE LEAVING AIRPLANE

1. Drop tank selector switch—ALL TANKS OFF.

F-86F CONDENSED CHECKLIST – EMERGENCY PROCEDURES

ENGINE FAILURE DURING TAKE-OFF RUN

1. Emergency fuel switch—ON (if engine rpm above 80%).
2. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
3. Throttle—OFF.
4. Landing gear handle—UP.
5. Landing gear emergency up button—DEPRESS and HOLD.
6. Canopy alternate emergency jettison handle—PULL.
7. Engine master and battery-starter switches—OFF.

ENGINE FAILURE DURING TAKE-OFF (AIR-BORNE)

1. Emergency fuel switch—ON (if engine rpm above 80%).
2. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
3. Throttle—OFF.
4. Landing gear handle—DOWN.
5. Wing flap lever—DOWN.
6. Canopy alternate emergency jettison handle—PULL.
7. Engine master, generator, and battery-starter switches—OFF.
8. Land straight ahead, changing course only enough to miss obstacles.

ENGINE FAILURE DURING FLIGHT

1. Throttle—OFF.
2. Glide—185 knots IAS.
3. Nonessential electrical equipment—OFF.
4. Attempt air start.

ENGINE AIR START

1. Engine master and generator switches—ON.
2. Battery-starter switch—BATTERY.
3. Hold airplane level for 5 seconds.
4. Windmilling rpm—Up to 35%.
5. Maintain 200 knots IAS.
6. Emergency fuel switch—OFF (ON, if main fuel regulator failure suspected).
7. Emergency ignition switch—ON.
8. Throttle—OUTBOARD; then toward IDLE.
9. Exhaust temperature gage—CHECK.
    a. Throttle—Advance slowly to 90% rpm while maintaining exhaust temperature within limits.
10. Emergency ignition switch—OFF.
11. If engine fails to starts:
    a. Throttle—OFF.
    b. Emergency ignition, engine master, and generator switches—OFF.
    c. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
    d. Prepare for forced landing or eject.

FORCED LANDING—DEAD ENGINE

1. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL). Maintain glide at 185 knots IAS.
2. Landing gear handle—DOWN above 12,000 feet (field made); then establish glide at 185 knots IAS.
3. Landing gear emergency override handle—Pull to full extension just before entering pattern if engine is frozen.
4. Fly pattern at 185 knots IAS.
5. Canopy switch—OPEN at low key point, if landing on unprepared surface (jettison canopy if necessary).
6. Fly base turn “long” or “short” for accurate touchdown.
7. Final approach—Hold 170 knots IAS and use straight-in approach.
8. Flap lever and speed brake switch—As required when sure of reaching landing spot.
9. Battery-starter switch—OFF, only after speed brake operation is no longer necessary.
10. Over end of runway—At 155 knots IAS.

FIRE

ENGINE FIRE DURING STARTING

1. Throttle—OFF.
2. Engine master switch—OFF.
3. Keep engine turning.
4. If fire persists:
    a. Stop-starter button—DEPRESS.
    b. Battery-starter switch—OFF.
    c. Leave airplane as quickly as possible.

ENGINE FIRE DURING TAKE-OFF

Forward Fire-warning Light (Ground Roll)

1. Throttle—OFF.
2. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
3. Landing gear handle—UP; gear emergency-up button—DEPRESS and HOLD, if necessary to retract gear.
4. Leave airplane immediately upon stopping, if fire is apparent.

Forward Fire-warning Light (Air-borne)

1. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
2. Throttle—Maintain power.
3. Maximum climb.
4. Throttle—Adjust to minimum practical power.
5. Check for fire.
6. If fire is confirmed—EJECT.
7. If fire cannot be confirmed—Land as soon as possible.

Aft Fire-warning Light (Ground Roll)

1. Throttle—OFF.
2. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
3. Use maximum braking.
4. Warning light—CHECK.
    a. If light remains on after stopping—Leave airplane immediately.
    b. If light goes out—Engine master switch OFF; then battery-starter switch—OFF.

Aft Fire-warning Light (Air-borne)

1. Throttle—RETARD and continue climb-out.
2. Warning light—CHECK.
    a. If light goes out—Continue flight at reduced power and land as soon as practicable.
    b. If light remains on—Maintain climb at reduced power and check for other indications of fire, such as trailing smoke, long exhaust flame, etc.
    c. If no fire is apparent—Continue flight at reduced power and land as soon as practicable.
    d. If positive fire indication exists—Maintain power and immediately climb to minimum safe ejection altitude, then EJECT.

ENGINE FIRE DURING FLIGHT

Forward Fire-warning Light

1. Throttle—Adjust to minimum practical power, maintaining safe ejection altitude.
2. Check for fire.
3. If fire is confirmed—EJECT.
4. If fire cannot be confirmed—Land as soon as possible.

Aft Fire-warning Light

1. Warning light—CHECK.
    a. Reduce power in attempt to extinguish light.
    b. If light goes out—Continue flight at reduced power, and land as soon as practicable.
    c. If light remains on with throttle retarded to IDLE, indicating possible fire rather than overhead—Proceed to step 2.
2. Check for other indications of fire, such as trailing smoke, engine noise, verification from other airplane, etc.
    a. If no fire is apparent—Continue flight at minimum power, and land as soon as practicable.
    b. If positive indication of fire exists—Proceed to step 3.
3. Throttle—OFF.
4. Engine master switch—OFF.
5. If fire continues—EJECT.
6. If fire ceases—Make forced landing, or eject.

ENGINE FIRE AFTER SHUTDOWN

1. External power—CONNECT.
2. Throttle—OFF.
3. Battery-starter switch—Maintain at STARTER.
4. Engine master switch—ON, until starter locks in.
5. Engine master switch—OFF (to close main fuel shutoff valve).
6. Engine rpm—Approximately 6% (20 seconds maximum).
7. Stop-starter button—DEPRESS.
8. Generator and battery-starter switches—OFF.
9. Leave airplane as quickly as possible.

ELECTRICAL FIRE

1. Battery-starter and generator switches—OFF.
2. Land as soon as practicable.

ELIMINATION OF SMOKE OR FUMES

1. Cockpit pressure control switch—RAM.
2. Oxygen regulator diluter lever—100% OXYGEN.

TAKE-OFF AND LANDING EMERGENCIES

RUNWAY OVERRUN

1. Throttle—OFF.
2. 200-gallon drop tanks—JETTISON, if installed.
3. Engine master, generator, and battery-starter switches—OFF.
4. Brakes—Avoid excessive use to prevent tire blowouts.

BELLY LANDING

1. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
2. Canopy switch—OPEN prior to final approach (jettison canopy if necessary).
3. Flap lever—DOWN, on final approach.
4. Speed brake switch—OUT.
5. Throttle—OFF, when landing ensured.
6. Engine master, generator and battery-starter switches—OFF, just before touchdown.
7. Touch down in normal landing attitude.
8. Leave airplane immediately after it stops.

ANY ONE GEAR UP OR UNLOCKED

1. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
2. Fire ammunition and expend excess fuel, if time and conditions permit.
3. Canopy switch—OPEN, prior to final approach (jettison canopy if necessary).
4. Plan approach to touch down as near beginning of runway as possible.
5. Flap lever—DOWN, on final approach.
6. Speed brake switch—OUT.
7. Throttle—OFF, just before touchdown.
8. Engine master switch—OFF.
9. Battery-starter switch—OFF.
10. Generator switch—OFF, if time permits.
11. After touchdown—Hold unsafe gear off runway as long as possible.
12. Brakes—Do not use, if stop can be made without them.
13. Leave airplane immediately after stopping.

LANDING WITH FLAT TIRE

Nose Gear Tire Flat

1. Touchdown—Hold nose gear off runway as long as possible.
2. Directional control—After nose wheel touchdown, use combination of braking and nose wheel steering.

Main Gear Tire Flat

1. Touchdown—Land on side of runway away from flat tire.
2. Directional control—After nose wheel touchdown, use combination of differential braking and nose wheel steering.

DITCHING

1. Bomb-rocket-tank jettison (salvo) button—DEPRESS (or emergency jettison handle—PULL).
2. Oxygen regular diluter lever—100% OXYGEN.
3. Landing gear handle—UP.
4. Speed brake switch—IN.
5. Canopy switch—OPEN (jettison canopy if necessary).
6. Throttle—OFF.
7. Flap lever—DOWN.
8. Engine master, generator, and battery-starter switches—OFF.
9. Approach and flare—NORMAL.
10. Touchdown—Keep nose high, and attempt to touch down at minimum flying speed.

EJECTION

FAILURE OF CANOPY TO JETTISON

1. Slow airplane to below 215 knots IAS.
2. Canopy alternate emergency jettison handle—PULL.
3. If canopy fails to jettison:
    a. Canopy switch—OPEN.
    b. Canopy declutch handle—PULL.
    c. After canopy jettisons—EJECT.

ENGINE FUEL CONTROL SYSTEM FAILURE

1. Throttle—IDLE.
2. Emergency fuel switch—ON.
3. Throttle—Advance gradually to obtain desired exhaust temperature and rpm.
4. If engine does not respond:
    a. Emergency fuel switch—OFF.
    b. Throttle—OFF.
    c. Establish normal glide and attempt air start.
5. If partial flame-out occurs:
    a. Throttle—IDLE.
    b. Emergency ignition and emergency fuel switches—ON.
6. Emergency ignition and emergency fuel switches—OFF, when exhaust temperature and engine rpm indicate combustion stabilized.
7. Throttle—Advance slowly until engine rpm and exhaust temperature are as desired.

ENGINE OIL SYSTEM MALFUNCTION

1. If power setting is above 80% rpm—Do not move throttle until landing is ensured.
2. If power setting is below 80% rpm—Advance throttle to 80% rpm or more and do not move throttle until landing is ensured.
3. Land as soon as practicable, using forced landing pattern to ensure landing in the event of complete power failure.

ELECTRICAL POWER SYSTEM FAILURE

COMPLETE ELECTRICAL FAILURE

1. Airspeed—Reduce and readjust trim.
2. Altitude and rpm—Reduce as necessary.
3. Airspeed attitude—Lower nose as necessary to drain trapped fuel.
4. Land as soon as practicable.

GENERATOR IRREGULARITY

Generator Failure or Undervoltage

1. Nonessential electrical equipment—OFF.
2. Engine master switch—OFF, if generator output is lost because of engine failure.
3. Landing gear handle—DOWN.
4. Gear emergency release handle—Pull full out and hold extended momentarily for all landings where generator failure has occurred.

Generator Overvoltage

1. Generator switch—Hold at RESET momentarily, then OFF.
2. If voltmeter shows normal system voltage:
    a. Generator switch—ON.
3. If generator overvoltage is still indicated by voltmeter:
    a. Generator switch—OFF.
    b. Generator switch—Hold momentarily at RESET, then ON.
4. If voltage cannot be brought within allowable limits:
    a. Generator switch—OFF.
    b. Land as soon as practicable.

INVERTER FAILURE

Main Instrument (Three-phase) Inverter Failure

1. Instrument power switch—ALTERNATE (ALT).

FLIGHT CONTROL HYDRAULIC SYSTEM FAILURE

FAILURE OF NORMAL SYSTEM

1. Do not fly close formation, perform aerobatics, or engage in unnecessary low-altitude flying.
2. Land as soon as possible.
3. Emergency override handle—Pull, just before entering traffic pattern.

FAILURE OF BOTH SYSTEMS

1. Airspeed—Attempt to reduce to about 200 knots.
2. Maintain control if possible.
3. If control cannot be maintained—EJECT.
4. If some control is available, and altitude permits—Attempt recovery and return to suitable area; then eject.

LANDING GEAR EMERGENCY OPERATION

LANDING GEAR GROUND EMERGENCY RETRACTION

1. Landing gear handle—UP.
2. Landing gear emergency-up button—DEPRESS until gear completely retracts.

LANDING GEAR IN-FLIGHT EMERGENCY OPERATION

Emergency Retraction

1. Landing gear handle—Leave UP, if all gear indicators show safe “down,” with gear handle UP.
2. Maintain straight flight.
3. Airspeed—Reduce to below gear-down limit speed.
4. If safe indication is obtained:
    a. Continue flight.
5. If unsafe condition still exists:
    a. Landing gear handle—DOWN.
    b. Land as soon as practicable when safe gear down indication obtained.

Emergency Lowering

1. Airspeed—Reduce to below 175 knots IAS.
2. Landing gear handle—DOWN.
3. Gear emergency release handle—Pull full out and hold extended momentarily.
4. Yaw airplane to lock main gear, if necessary.
5. Landing gear position indicators—Check for safe gear indication; then release gear emergency release handle.

TRIM FAILURE

1. Circuit breakers—IN.
2. Longitudinal alternate and lateral alternate trim switches—Use as necessary.

SPEED BRAKE SYSTEM FAILURE

1. Speed brake emergency lever—EMERG. CLOSED.

EXTERNAL LOAD EMERGENCY RELEASE

1. Bomb-rocket-tank jettison (salvo) button—DEPRESS.
2. Load released—CHECK.
3. Emergency jettison handle—PULL, if no electrical power is available, or if load fails to release.