aw. Standby hydraulic selector valve control—"ELEVATOR" (check operation of elevator).

ax. Standby hydraulic pump—"OFF."

ay. Controls—check manual operation.

az. Alighting gear pins—removed.

ba. Cockpit door—closed and latched.

bb. Flight instruments—check.

bc. Radio selector switch—tower frequency.

bd. Altimeter—set.

2-19. BEFORE STARTING ENGINES.

2-20. Check for "all clear" signal from crew chief and fire guard. For a graphic presentation of the danger areas, see Fig. 2-4.

2-21. ENGINE OPERATING LIMITS.

2-22. For normal operating limits on grade MIL-F-5572 fuel, see Fig. 2-5.

2-23. FUEL SYSTEM MANAGEMENT.

2-24. When the fuel tank selector is in the "NORMAL" position, the fuel system is so arranged that, normally, the aircraft center of gravity is automatically held within allowable limits as fuel is consumed, each tank supplying fuel to its respective engine. The above will hold true with the auxiliary jettisonable fuel tank attached to the aircraft, in which case the forward cell supplies fuel to the forward tank, and the aft cell supplies fuel to the aft tank. When the fuel quantity gages show a steady decrease in quantity, the auxiliary fuel tank is empty and fuel transfer switch must be placed in the "OFF" position. The auxiliary tank must be jettisoned before exceeding 0.9 Mach number. In all cases when the fuel tank selector is in the "NORMAL" position, watch the fuel quantity gages and maintain approximately equal amounts of fuel in each tank (600 pounds maximum allowable differential, except in an emergency. It may be necessary to position the tank selector to the fullest tank, if one engine is burning more fuel than theo ther, in order to maintain approximately equal amounts of fuel in each tank. Fig. 2-5

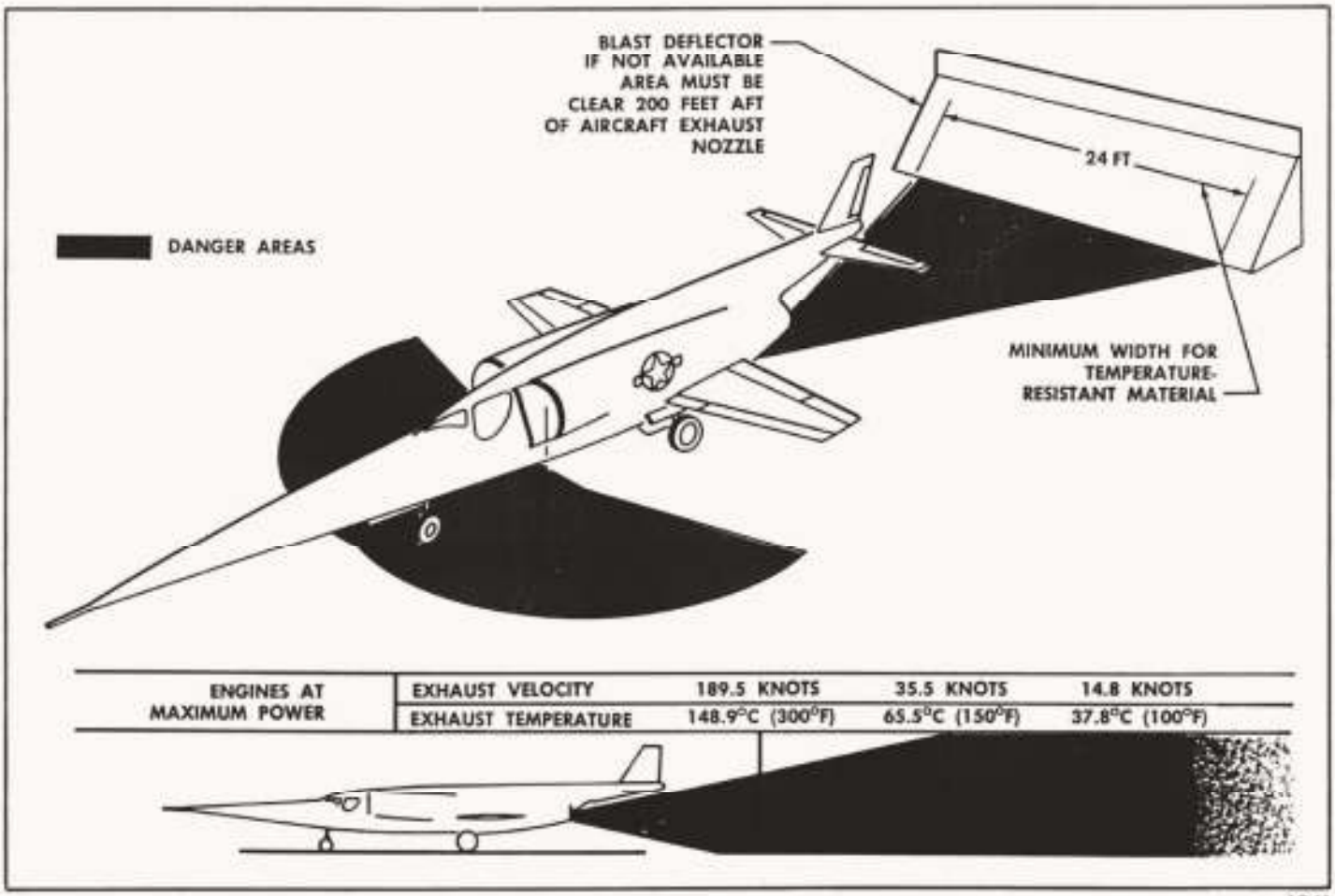

Fig. 2-4. Danger Areas