

■ ENGINE FAILURE

1. If single engine failure, do not use afterburner, throttle up to 100% RPM and compensate yaw by using rudders in the opposite direction or the yaw. Use slip indicator ball to coordinate rudder use.
2. Establish and maintain best glide airspeed of 200 km/h.
3. Jettison ordnance by pressing **[Ctrl] - [W]** (repeat each set of ordnance is dropped).
4. Jettison fuel by pressing down and holding the **[L]** key.
5. Switch to : **HAB – ПОО** {NAV – LNDG} mode by pressing the **[1]** key.
6. Select the nearest friendly airfield by using the **[~]** key.
7. Steer to airfield making gentle turns and line up for final approach.
8. Lower landing gear while on short final.
9. Land normally.

■ RECOVERY FROM A STALL AND SPIN

1. Place the stick and rudders (**[Z]** and **[X]** keys) in the neutral position and wait until the Angle of Attack starts to drop.
2. Set the throttle to idle (**[Pg Dn]** or Keypad **[=]**).
3. Use opposite rudder (**[Z]** and **[X]** keys) to the opposite direction of the spin. (slip ball to right = right rudder input). Slightly push the stick forward.
4. Maintain opposite rudder until rotation stops.
5. If the rotation does not ease within 5-6 seconds, position the stick in the direction of the spin.
6. As a final solution to a spin, position the stick all of the way back.
7. As soon as the rotation slows, which may take 5-10 seconds, release the rudder pedals and the stick to neutral positions at once. Any delay may overcompensate and cause a spin in the opposite direction. Maintain forward pressure on the stick to decrease the angle of attack.
8. After the Angle of Attack drops below the maximum operational value, wait until the aircraft accelerates to 350-400 km/h, power up, and level off.
9. If unrecoverable below 1500 meters, eject (**[Ctrl] - [E], [E], [E]**)