^nd pressure instrument to the right with Collins 85 ADI and HSI. Hydraulics, pres-surisation, and air-conditioning (with sep-arate crew control) to lower centre of the middle panel. Electrics, fuel, de-icing, and starting panels are overhead, with circuit-breakers to rear; the c/b panels follow the roof curve, so that each pilot has a good view of the opposite panel extreme—and no worse head stretch to immediately overhead. I liked this arrangement.

The engine fire-handles, below the centre glareshield, sit above the extinguisher panel—switches are wire-locked instead of guarded. Wheel-well fire warning is pro-vided, and extinguisher can also be routed to the rear equipment and baggage bay —full marks to Dassault for this. Engine fire drill does, however, include a restric-tionof 250kt IAS to extinguisher operation. Ready to start. The number two stall warning system was checked, auto-matically bringing on the igniters and ex-tending the outer slat on the standby hy-draulic pump to number two hydraulic system. Engine control computers and booster pump on.
I clipped my note holder into the control wheel clamp. Ground-start selected, re-cessed button below pressed. The Garrett APU drives the starter/generator; exter-nal or battery start are options, plus a "cold start" position, where the two bat-
teries are in series.

I hardly had time to start the stop-
watch before Nz was at 10 per cent and I
brought the throttle lever out of cut-off to
die. Light-up was almost instantaneous

Taxiing out—nosewheel steering is from a press-and-turn palm-wheel

Balanced field length is 4,750ft. International enquiries to Falcon Jet, NJ 07608, USA; tel
(201) 288-5300

and oil pressure rose, all well within the 10 sec allowed. Ni indicated well before the 20 per cent N2 abort datum, and it reached about 30 per cent as the N2 stabilised in the 52-57 per cent amber band—in about half of the 50sec start cycle allowed. ITT peaked at 720°C, against the limit of 907°C. Engines one and three showed 650° C starts.

The starters now reverted to generators. I checked the feeds to the two main bus-bars by switchlight selection of meter readings. Bus-tie isolated. Number one

stall warning and slat hydraulic operation was checked. (Most systems are dual in concept, with the number two engine pro-viding further system redundancy.) Cleared to taxi. I pressed the brake pedals and initiated the automatic double cycle test of the anti-skid unit. The park-ing brake is operated by a large yellow handle above the fire-handles—not easily overlooked. Halfway out, say 3in, gives normal parking pressure; fully out applies full system pressure.
The Falcon 50 rolled easily, at a weight of just below 32,0001b. The brakes are "sympathetic" and can be used with aver-age care, rather than delicacy. Nose-wheel steering is from a press-down-and-turn palm-wheel, which is the size and appear-ance of an old-fashioned aileron trim wheel; about 30° of twist gives full 60° nosewheel angle. Light response is obtained through electrical signalling of the hydraulic jack—no dead spots, no jerks. I forgot, the first few times, to press before turning; the palm-wheel stayed locked central. Steering on brakes only was adequate.

A 90° turn to back-track runway 30, and an easy 180° turn at the end on full lock from lOkt brought the aircraft from the edge to just over the centre-line —consistent with the minimum turning radius of just below 45ft.
Slats out. Flaps 20°. Airbrakes in. Trims zero and 5° nose-up. The target Ni is 99 • 1 per cent, red lined at 101 • 5 per cent. ITT take-off limit 885°C. First abort action, FAF style, is BRAKES. Runway

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FLIGHT International, 1 January 1983 13