SECTION 2

EMERGENCY CONTROLS, EQUIPMENT AND EXITS

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Emergency Controls, Equipment and Exits

WARNING

AIRCRAFT FITTED WITH EJECTOR SEATS

Each seat is a potential source of danger to personnel and damage to the aircraft. If the firing mechanism of the seat should be operated while the aircraft is on the ground the seat will be ejected with resultant damage to the aircraft and injury to any person in, or leaning into, the cockpit.

Before anyone is allowed to enter the cabin it must be ensured that the safety pin has secured the safety strap over the firing handle of the seat or, during servicing operations, that the safety pin is firmly secured in the hole in the sear at the top of the ejection gun.

Introduction

50. The purpose of this Section is to describe the location of emergency controls, equipment and the exit, and also to indicate the methods by which the pilot operates this equipment (Fig. 6). The emergency controls associated with the main systems are fully covered in the Sections where the systems are described. Where an item is purely for emergency use, the details of its use and servicing will be given here. The location of the various items is shown in Fig. 6. For supplementary information, reference should be made to the Pilot's Notes.

EMERGENCY CONTROLS

Hydraulic Hand Pump

51. The hand pump is located on No. 2 bulkhead and an extension handle is provided at the left-hand side of the pilot's seat. For information concerning the possible failure of the landing gear and flaps, reference should be made to the Pilot's Notes.

Landing Gear Emergency Retraction

52. The emergency override switch is located on the left-hand cockpit wall aft of the engine control box. This switch, when operated on the ground, overrides the selector lever locking device, and allows the landing gear to be retracted in case of emergency.

Engine Re-Light Time Switch

53. A Re-Light Time Switch is fitted, on the port side of the cockpit just forward of the Windscreen arch, for re-starting the engine in the air. (See Pilot's notes and Figs. 3 and 6.)

EMERGENCY EQUIPMENT

Fire Extinguisher

54. The Graviner fire extinguisher system is operated from a button on the main electrical panel to the right of the pilot; the extinguisher must be operated when a fire in the nacelle becomes apparent as indicated by the fire warning light on the top centre instrument panel. (Refer to Pilot's Notes.) The fire extinguisher system is not operative until cabin blower air control lever is moved to OFF.

Drop Tanks Jettison

55. The lever which operates the drop tanks manual release gear is located at the left-hand side of the pilot's seat.

Crowbar

56. The crowbar used in the event of emergency is stowed in a vertical position on No. 2 bulkhead, and to the left of the pilot's seat.

Ejector Seat

57. The Martin Baker Mk. 2F(A) ejector seat enables the occupant to escape from the aircraft while flying at high speed. The seat is ejected from the aircraft by means of a cartridge operated gun which is operated by the ejector seat firing handle; fully automatic facilities are provided to separate the occupant from the seat and to open his parachute after ejection.

Harness Quick Release Lever

58. The pilot's safety harness is fitted with an automatic release which comes into operation after ejection. A lever is also fitted for manual operation in case of failure of the automatic system and also for quick release in cases of crash landing when the ejector seat is not used. (For further details refer to A.P.4288B Vol. 1, Sect. 4.)

EMERGENCY EXIT

Sliding Canopy

59. In the event of an emergency exit by ejector seat or otherwise, it will be necessary to jettison the canopy by pulling the yellow and black striped lever positioned on the starboard side of the cockpit just forward of the canopy winding handle.

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