

A.P.101B-1201-1A, Cover
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LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

2. The following instructions are to be obeyed:-

R.N. Safety precautions contained in A.P. (N.) 140 -
Naval Aircraft Maintenance Manual.

R.A.F. ALL PERSONNEL before entering the cockpit or
cabin of an aircraft fitted with an ejection seat
are to report to the N.C.O. immediately in charge
of airframe servicing who is to ensure that all
safety pins (or other safety devices) are correctly
positioned to render the seat and canopy jettison
firing mechanisms safe. On completion of ser-
vicing, tradesmen are to report to the N.C.O.

3. Full instructions for rendering the firing mechanisms safe are
contained in the A.P. 4288 and A.P. (N.) 1023 series, in Aircraft
Servicing Schedules and in the A.D. 5037 series.

METHYL BROMIDE

4. Methyl Bromide fumes, from fire extinguishers, are toxic, have
delayed action and must not be inhaled.

HIGH ENERGY IGNITERS

5. The energy stored in the capacitors of high energy igniter units
can be of a lethal nature. No servicing should be attempted until at
least one minute has elapsed after disconnection of the L.T. supply
to the input plug.

POWER-OPERATED CONTROL SURFACES

6. Before working on any control surfaces or near the air brakes,
ensure that the hydraulic system concerned has been rendered safe.

MICRO WAVE RADIATION HAZARD

7. There is a microwave radiation hazard from certain equipment
in this aircraft. To avoid injury to health, all personnel are to keep
clear of the area indicated when warning notices are displayed.