

## Chapter 11 EMERGENCY EQUIPMENT

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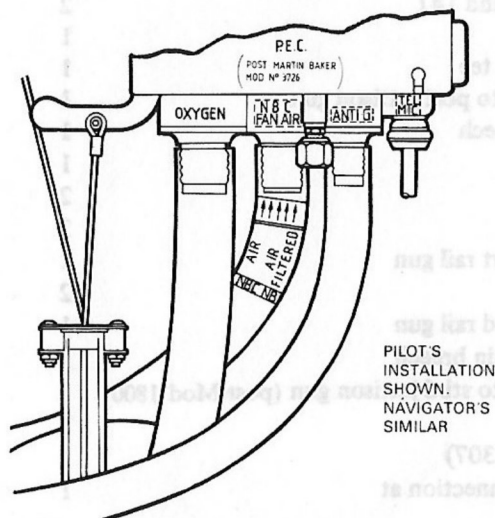


Fig. 1 PEC release unit - post-Mod 1692

**Introduction**

1. Except for the differences described in the following paragraphs, all the emergency equipment installed in post-Mod 1188 aircraft is identical to that described and illustrated in AP 101B-1202-1A, Cover 2, Sect 3, Chap 11. All the descriptive and servicing information in Chap 11 of the above publication is equally relevant to these aircraft and should be noted before commencing any servicing on the equipment.

**Ejection seats**

2. A Type 6 MS B2, Mk.3 (Mod 1580) or Mk.5 (Mod 1598) ejection seat can be installed in the navigator's cockpit of post-Mod 1188 aircraft. These seats are similar to the Type 6 MS B2, Mk.2 and Mk.4 seats respectively,

installed in pre-Mod 1188 aircraft, but have splayed thigh guards in lieu of parallel thigh guards. The splayed thigh guards are embodied to allow the additional knee clearance required when a Martel display unit is installed. The seats are described in the AP 109B series of publications listed in AP 101B-1202-1Z and the leading features of the Mk.2 and Mk.4 seats are described in AP 101B-1202-1A, Cover 2, Sect 3, Chap 11.

3. Ejection seats for use on aircraft post-Mod 1692 (NBC protection facility), are equipped with a modified personal equipment connector (PEC). On these seats, the previously unused air ventilated suit connection on the PEC is utilized for connection of filtered air (Chap 8B). The services connected via the PEC are:-

- (1) Mic-tel lead
- (2) Anti-g suit supply
- (3) NBC fan air supply (Mod 1692)
- (4) Main oxygen supply
- (5) Emergency oxygen supply

**Command ejection system (post-Mod 1535, pre-Mod 1596)**

4. The command ejection system installed in these aircraft is similar to the system described and illustrated in AP 101B-1202-1A, Cover 2, Sect 3, Chap 11 except that the navigator's selector valve is repositioned by Mod 1552. The valve is moved to a higher point on the frame to facilitate installation of an alternative 600lb/950lb bombing role panel. The position of the valve is illustrated in Sect 11, Chap 2 of this Publication.

**Canopy jettison system (post-Mod 1800)**

5. On embodiment of Mod 1800 the piping in the area of the starboard canopy jettison gun is rerouted to facilitate installation of the inertial navigation control and display unit as shown in Fig. 2

## KEY TO FIG 2 (CANOPY JETTISONING SYSTEM - REPLACEMENT OF COMPONENTS)

Item	Ref or Part No.	Description	Quantity
1	27L/5291	Breech, primary, frs 105, 120.5 and 151.5	3
2	27L/1508660	Pipe, 3/8 in. o/d, pilot's breech to fwd tee	1
3	27L/5245	Pipe, 3/8 in. o/d, emergency breech to fwd tee	1
4		Deleted	
5	26NA/6601	Connection, 3-way, 3/8 in. o/d, stn 130 and 141	2
6	27L/5319	Pipe, 3/8 in. o/d, fwd tee to aft tee	1
7	27L/5320	Pipe, 3/8 in. o/d, observer's breech to aft tee	1
8	27L/5317	Pipe, 1/2 in. o/d, connection at fr 151.5 to port jettison gun	1
9	27L/5321	Pipe, 3/8 in. o/d, aft tee to port main breech	1
10	26NA/11324	Pipe, vent, for rail gun at stn 147.5	1
11	27L/1030865	Gun, rail, between fr 136 and 151.5	2
12	27L/1030710	Gun, jettison, stn 161	2
13	27L/5250	Pipe, 1/2 in. o/d, port main breech to port rail gun	1
14	27L/1508579	Breech, main, at stn 159.5 (Mod 1323)	2
15	27L/5251	Pipe, 1/2 in. o/d, port main breech to stbd rail gun	1
16	27L/5252	Pipe, 3/8 in. o/d, stbd rail gun to stbd main breech	1
17	MBEU77123	Pipe, 1/2 in. o/d, connection at fr 151.5 to stbd jettison gun (post-Mod 1800)	1
18	26NA/9004	Elbow, bulkhead, at fr 151.5	2
19	26NA/19872	Standpipe, rail gun, stn 147, stbd (Mod 1307)	1
20	27L/5316	Pipe, 1/2 in. o/d, stbd main breech to connection at fr 151.5 stbd	1
21	27L/5315	Pipe, 1/2 in. o/d, stbd main breech to connection at fr 151.5 port	1

FS/2

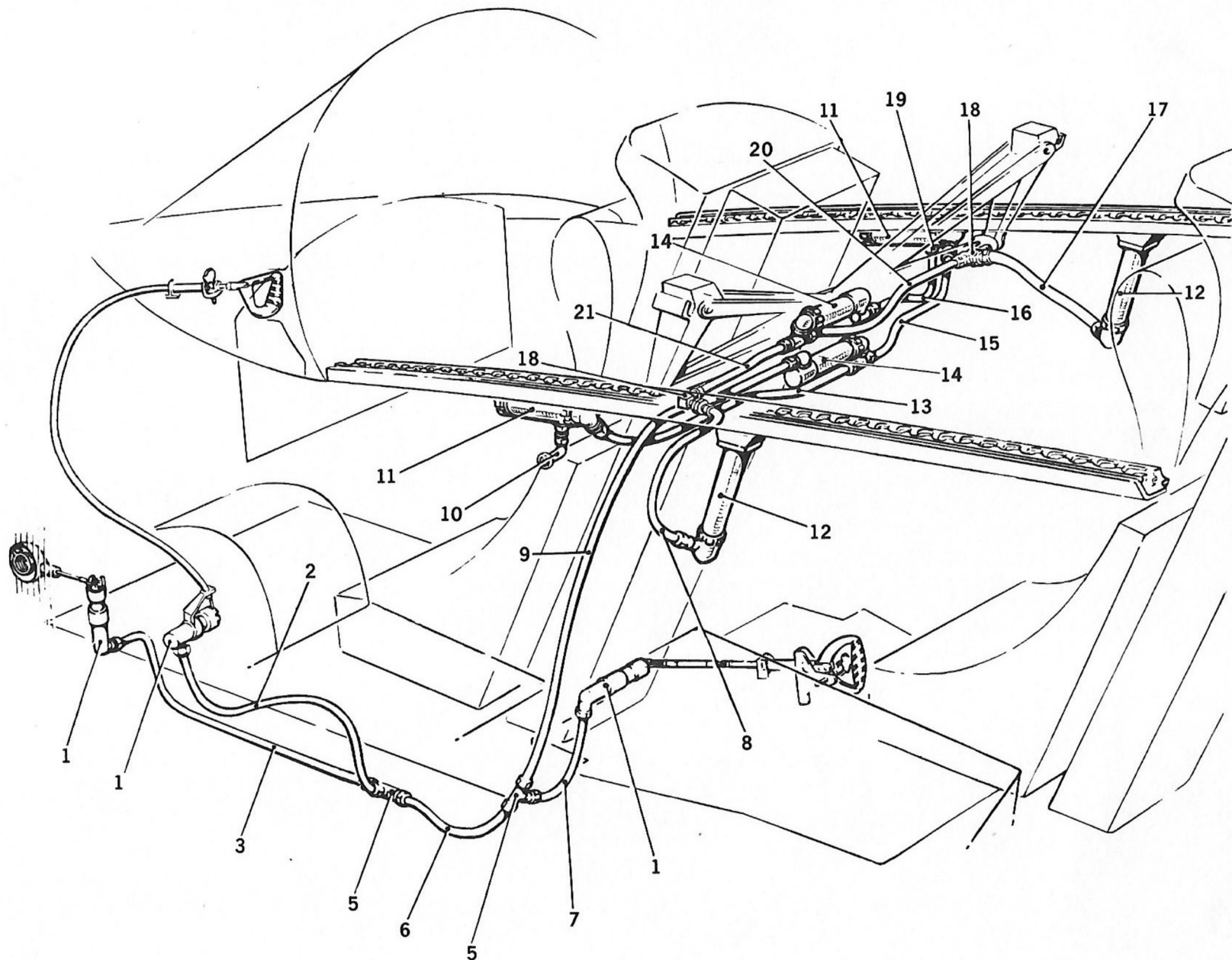


Fig. 2 Canopy jettisoning system - replacement of components