

ALL TRADES
AL22

HUNTER ALL MARKS

AP101B-1300-5A2
1st Edition
Section 1
Chap 1

LETHAL WARNINGS

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ASSISTED ESCAPE SYSTEMS

1. AIRCRAFT ASSISTED ESCAPE SYSTEMS AND THEIR ASSOCIATED JETTISON MECHANISMS ARE A POTENTIAL SOURCE OF DANGER, AND INADVERTENT OPERATION CAN CAUSE SERIOUS AND POSSIBLE FATAL INJURIES. SAFETY DEVICES ARE PROVIDED IN THE FORM OF SAFETY PINS, LEVERS AND SWITCHES.
2. ON ENTERING THE COCKPIT IT IS THE RESPONSIBILITY OF THE INDIVIDUAL TO ASCERTAIN THAT THE POSITION OF THE SAFETY DEVICES SATISFIES THE REQUIREMENTS, WHICH ARE THE MINIMUM STANDARD PERMISSIBLE, OF PARAGRAPHS 4 OR 5 (AS APPLICABLE) BELOW. IF THEY DO NOT, HE IS TO REPORT THE FACT IMMEDIATELY TO THE SUPERVISOR IN CHARGE OF SERVICING, WHO IS TO DETAIL THE FITTING OF THE SAFETY DEVICES BY AN APPROPRIATELY QUALIFIED TRADESMAN.
3. WHEN A PERSON NOT CONVERSANT WITH THE POSITION OF SAFETY DEVICES IS AUTHORIZED TO ENTER A COCKPIT/CABIN, HE IS TO BE ESCORTED BY A SUITABLY QUALIFIED INDIVIDUAL WHO IS TO MAKE THE NECESSARY CHECKS AND IS TO ENSURE THAT THE PERSON HE IS ESCORTING DOES NOT INADVERTENTLY DISTURB THE POSITION OF SAFETY DEVICES WHILST IN THE COCKPIT/CABIN.
4. SAFE FOR PARKING
 - A. THIS CONDITION IS TO BE APPLIED THROUGHOUT THE ENTIRE PERIOD THE AIRCRAFT IS ON THE GROUND EXCEPT AS REQUIRED BY PARAGRAPH 5. THE MOVEMENT OF SAFETY DEVICES BETWEEN THE POSITIONS APPROPRIATE TO FLIGHT AND THOSE FOR THE SAFE FOR PARKING CONDITION IS TO BE UNDERTAKEN BY ANY TRADESMAN OF TRADE GROUP 1 OR 2 WHO IS QUALIFIED AND AUTHORIZED IN ACCORDANCE WITH AP100B-01, ORDER 1834.
 - B. Deleted by AL16
 - C. THE FOLLOWING SAFETY DEVICES ARE TO BE APPLIED AND POSITIONED IN MK7, 7A AND 8B AIRCRAFT AS INDICATED AND ILLUSTRATED IN DIAGRAMS.
 - (1) FACE SCREEN SAFETY PIN SECURING EJECTION SEAT FACE SCREEN FIRING HANDLE. (FIG 1)
 - (2) SEAT PAN SAFETY PIN SECURING EJECTION SEAT, SEAT PAN FIRING HANDLE. (FIG 2)
 - (3) CANOPY JETTISON SAFETY PIN THROUGH CANOPY JETTISON FIRING UNIT SEAR. (FIG 3)

5. SAFE FOR SERVICING.

A. THIS CONDITION IS TO BE APPLIED FOR THE UNDERMENTIONED ACTIVITIES. THE MOVEMENT OF SAFETY DEVICES FROM OR TO THE SAFE FOR SERVICING CONDITION IS TO BE UNDERTAKEN BY A QUALIFIED WEAPONS TRADESMAN IN ACCORDANCE WITH AP100B-01, ORDER 1834.

- (1) ALL PERIODIC AIRCRAFT SERVICINGS CALLED UP BY THE RELEVANT AIRCRAFT SERVICINGS SCHEDULE EXCEPT BEFORE FLIGHT, TURN ROUND AND AFTER FLIGHT.
- (2) ALL UNSCHEDULED AIRCRAFT SERVICING WHICH INVOLVES DISTURBANCE OF THE ASSISTED ESCAPE SYSTEM, OR ASSOCIATED EQUIPMENTS WHICH ARE DIRECTLY INTERCONNECTED WITH THE ESCAPE SYSTEM FIRING CONTROLS.
- (3) PROLONGED PERIODS OF AIRCRAFT UNSERVICEABILITY OR STORAGE, REGARDLESS OF WHETHER CARTRIDGE OR OTHER EXPLOSIVES ARE REMOVED.
- (4) BEFORE REMOVAL OF CANOPIES.

B. DELETED BY AL16

C. THE FOLLOWING SAFETY DEVICES ARE TO BE APPLIED AND POSITIONED IN MK7, 7A AND 8B AIRCRAFT AS INDICATED AND ILLUSTRATED IN DIAGRAMS.

- (1) FACE SCREEN SAFETY PIN SECURING STARBOARD EJECTION SEAT FACE SCREEN FIRING HANDLE. (FIG 1)
- (2) SEAT PAN SAFETY PIN SECURING EJECTION SEAT, SEAT PAN FIRING HANDLE. (FIG 2)
- (3) CANOPY JETTISON SAFETY PIN THROUGH CANOPY JETTISON FIRING UNIT SEAR. (FIG 3)
- (4) BREECH SAFETY PIN THROUGH BREECH TIME DELAY EJECTION GUN FIRING UNIT SEAR. (FIG 4)
- (5) GUILLOTINE SEAR SAFETY PIN THROUGH GUILLOTINE FIRING UNIT SEAR. (FIG 5)
- (6) PORT FACE SCREEN SAFETY PIN SECURING CANOPY JETTISON PORT QUADRANT LEVER. (FIG 6)

HIGH ENERGY IGNITION

6. THE DISCHARGE FROM HIGH ENERGY IGNITION CAN BE LETHAL. BEFORE COMMENCING SERVICING OF THE HIGH ENERGY IGNITION UNITS OR HIGH TENSION CABLES, DISCONNECT LT INPUT CABLES, ALLOW A PERIOD OF ONE MINUTE TO ELAPSE BEFORE FURTHER HANDLING THE UNIT.

7. Deleted by AL 14.

HIGH VOLTAGE ELECTRICAL SYSTEMS

8. VOLTAGES IN EXCESS OF 30 VOLTS (r.m.s.) a.c. OR 50 VOLTS d.c. CAN IN CERTAIN CIRCUMSTANCES BE LETHAL. WHEN WORKING ON SUCH SYSTEMS REQUIRING EXPOSURE TO LIVE UNPROTECTED CONDUCTORS A SECOND PERSON IS ALWAYS TO BE IN ATTENDANCE.

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9. ON AIRCRAFT WITH NON SELF-CENTRALISING CANOPY SELECTOR SWITCH, CARE IS TO BE TAKEN TO ENSURE CANOPY SELECTOR SWITCH IS IN NEUTRAL POSITION BEFORE APPLYING POWER. OPERATORS ARE WARNED NOT TO LEAN INTO COCKPITS AND OPERATE SWITCHES AND CONTROLS OF AIRCRAFT FITTED WITH POWER OPERATED HOODS

DANGER AREAS

10. PERSONNEL ARE TO OBSERVE THE DANGER AREAS SHOWN IN FIG A. (See Card 3 Fig A).

NON-DESTRUCTIVE TESTS

11. THERE IS A RADIATION HAZARD FROM EQUIPMENT USED DURING NON-DESTRUCTIVE TESTING. TO AVOID INJURY TO HEALTH ALL PERSONNEL ARE TO OBSERVE THE SAFETY DISTANCE SPECIFIED BY THE OPERATOR WHENEVER X-RAY OR GAMMA RAY EQUIPMENT IS BEING USED.

12. STORES/WEAPON SYSTEM SAFETY DEVICE. THE AIRCRAFT WEAPON SYSTEM INCLUDING THE PYLON JETTISON SYSTEM ARE A POTENTIAL HAZARD; INADVERTANT OPERATION OF ANY PART OF THE SYSTEM ON THE GROUND COULD CAUSE FATAL INJURY. THE FOLLOWING SAFETY DEVICES ARE PROVIDED AND ARE TO BE POSITIONED AS SHOWN.

AIRCRAFT/ STORE	SAFETY DEVICE	INITIALLY ARMED	FINALLY ARMED	COMBAT ARMED
Hunter Air- craft Weapon System	Master Arma- ment Safety	Disconnected	Disconnected	Connected
3 Kg Practice Bomb	Safety Pin	Fitted	Removed	Removed
28lb Practice Bomb	Transit/ Dropping Selector	Transit	Dropping	Dropping
	Safety Pin	Fitted	Removed	Removed
SM 94/0012 (2)				
Continued overleaf				

12. STORES/WEAPON SYSTEM SAFETY DEVICES (CONTD)

AIRCRAFT/ STORE	SAFETY DEVICE	INITIALLY ARMED	FINALLY ARMED	COMBAT ARMED
30mm Aden Gun	Gun Firing/ Pack Supply Lead	Disconnected	Connected	Connected

13. MOVEMENT OF WEAPON SYSTEM SAFETY DEVICES. WEAPON SYSTEM SAFETY DEVICES MAY ONLY BE MOVED IN ACCORDANCE WITH THE RELEVANT PROCEDURES IN AP101B-1300-5B1 OR AP101B-1300-5A6 OR THE AIRCREW FLIGHT REFERENCE CARDS.

14. FORWARD FIRING WEAPONS. BECAUSE OF THE HAZARDS FROM FORWARD FIRING WEAPONS, THE MOVEMENT OF PERSONNEL AND VEHICLES IMMEDIATELY IN FRONT OF OR IMMEDIATELY BEHIND ARMED AIRCRAFT FITTED WITH FORWARD FIRING WEAPONS IS TO BE RESTRICTED TO THE MINIMUM NECESSARY FOR OPERATIONAL PURPOSES.

15. HIGH INTENSITY STROBE LIGHT SYSTEM.

A. BEFORE COMMENCING WORK ON THE HIGH INTENSITY STROBE LIGHT (HISL) SYSTEM, SWITCH OFF THE POWER SUPPLY AND ALLOW FIVE MINUTES TO ELAPSE BEFORE FURTHER HANDLING THE HIGH VOLTAGE SYSTEM.

B. WHEN OPERATING THE HISL:

- (1) ENSURE THE LIGHT-HEAD GLASS LENS IS FITTED. THIS REDUCES THE DANGER FROM EXPLODING LAMP TUBES.
- (2) DO NOT LOOK DIRECTLY AT THE LIGHT. THE HIGH INTENSITY OUTPUT CAN CAUSE PERMANENT DAMAGE TO THE EYES.
- (3) WARN OTHER PERSONNEL IN THE AREA NOT TO LOOK AT THE LIGHT.

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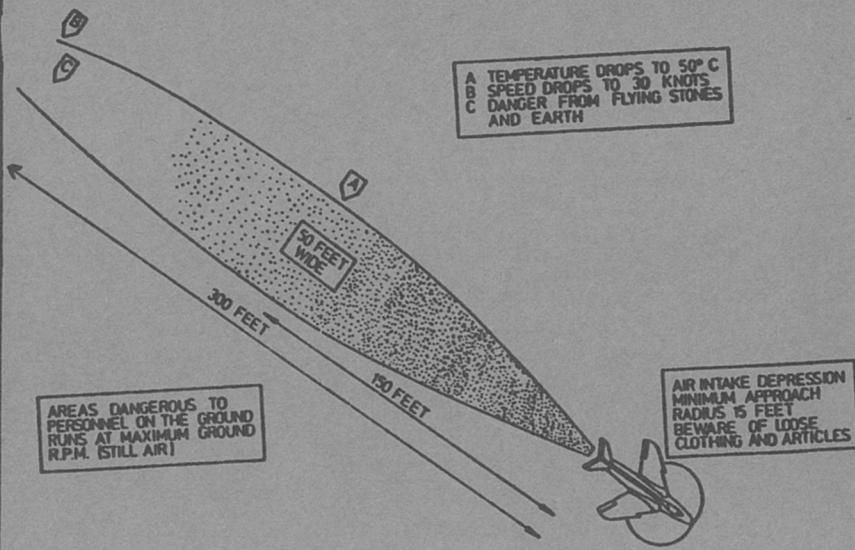


FIG A

SMS/86/10/uA

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SAFETY PIN SECURING
FACE SCREEN FIRING HANDLE

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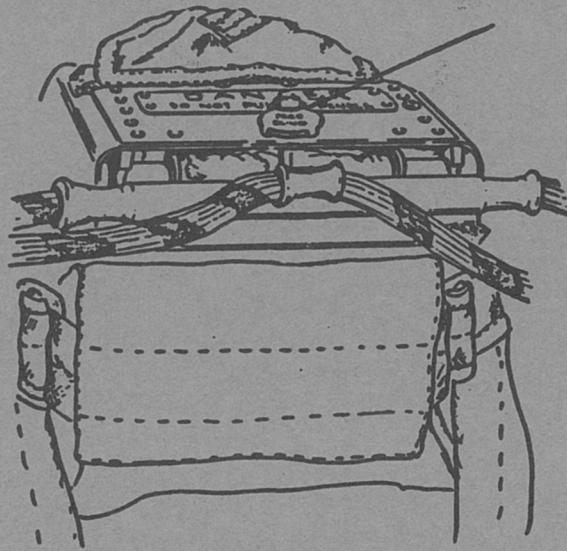
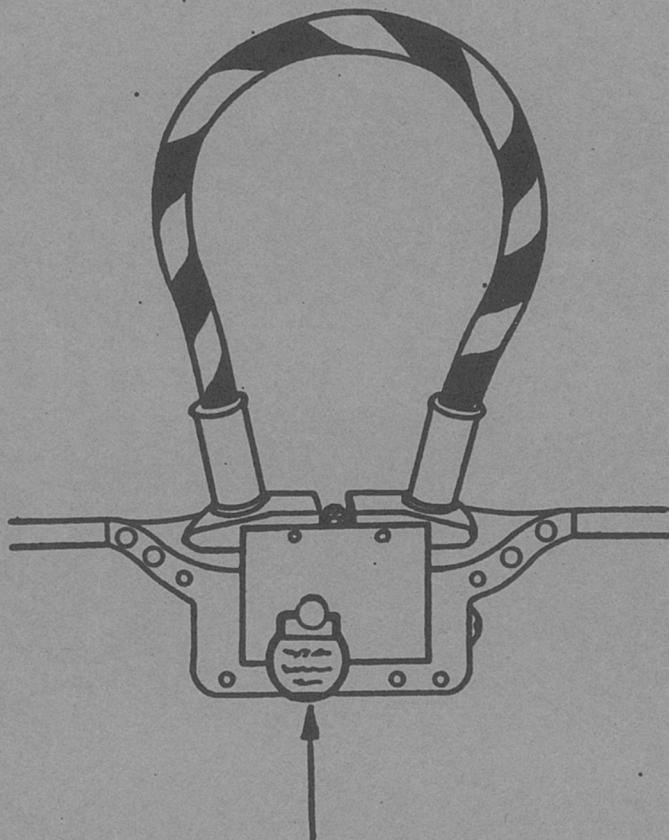


FIG 1

5MS/86/10/5



SAFETY PIN SECURING SEAT
PAN FIRING HANDLE

FIG 2

SMS/86/10/5'A

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Safety pin through
canopy jettison
firing unit sear.

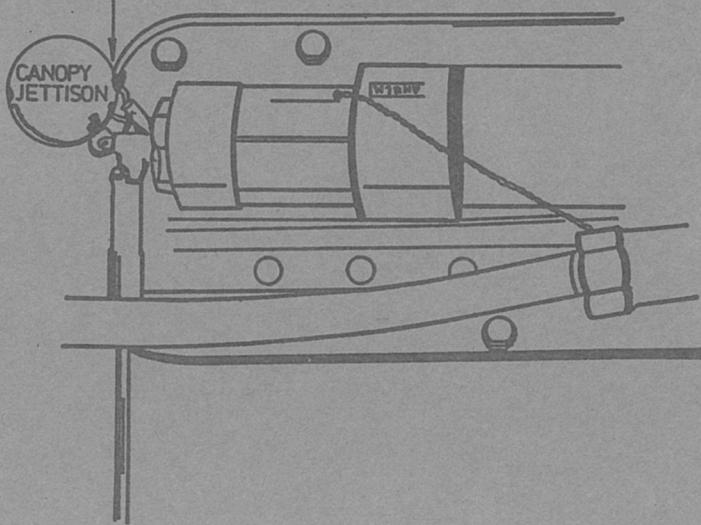


FIG 3

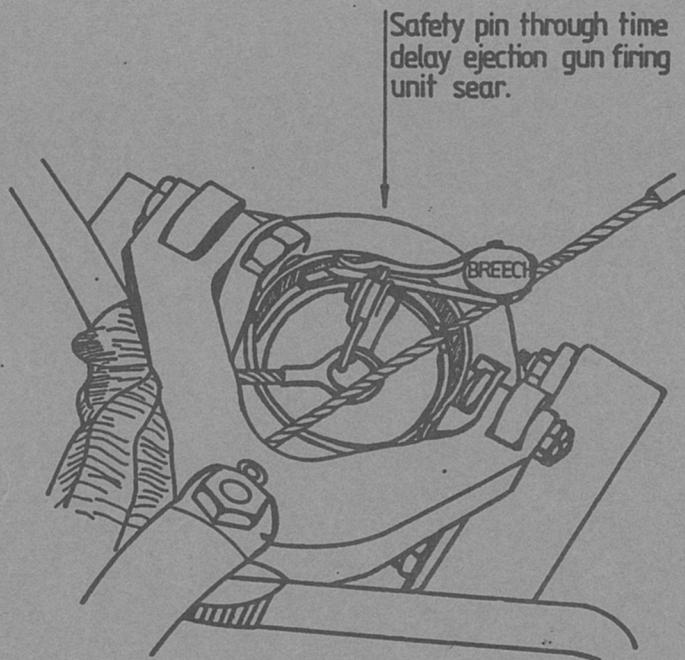


FIG 4

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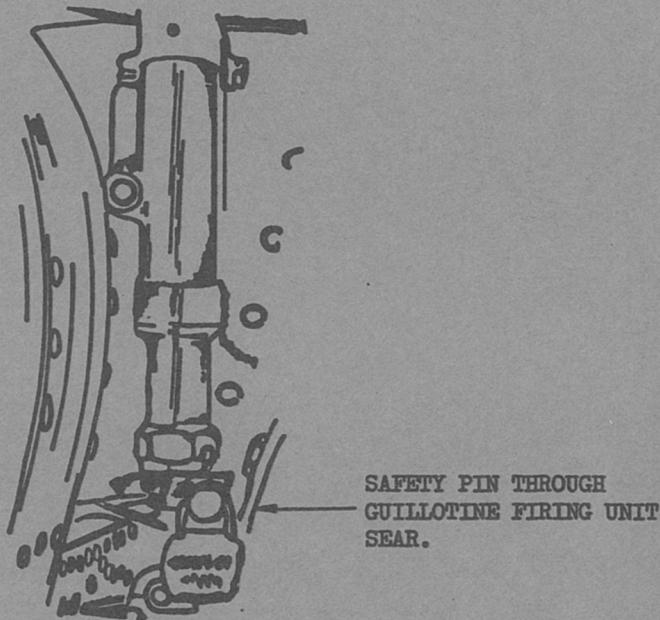
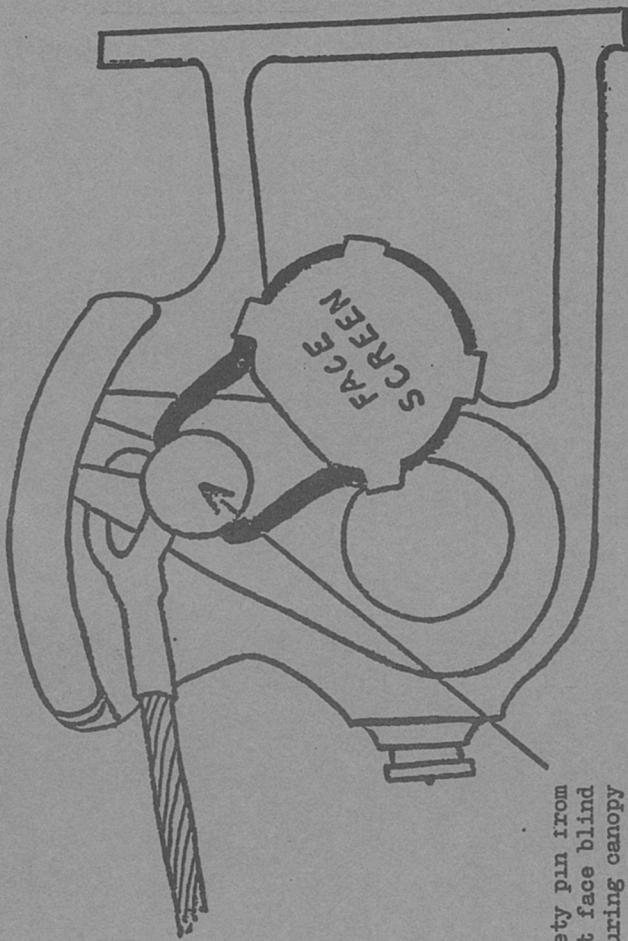


FIG 5



Safety pin from
Port face blind
Securing canopy
Jettison Port quadrant.

FIG 6



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