

Chapter 11 EMERGENCY SYSTEMS*(Completely revised)***LIST OF CONTENTS**

	Para.		Para.
General	1	Wheel brake accumulator	5
Ejection seat	2	Aileron and elevator power control accumulators	6
Hood jettison mechanism	3	Emergency oxygen	7
Alighting gear and flaps emergency down selection	4	Tail plane incidence	8
		Cabin emergency lighting	9

WARNING**AN AIRCREW EJECTION SEAT IS FITTED TO THIS AIRCRAFT.**

Before attempting to enter the cabin ensure that the instructions detailed on the LETHAL WARNING marker card at the front of this handbook have been complied with.

THIS IS VERY IMPORTANT**General**

1. The emergency systems installed in this aircraft are :—

- A cartridge operated ejection seat.
- A hood jettison mechanism.
- Alighting gear and flaps emergency down selection.
- Wheel brake accumulator.
- Aileron and elevator power control accumulators.
- Oxygen.
- Tail plane actuator emergency circuit.
- Cabin emergency lighting.

Ejection seat

2. The cartridge operated seat is fully automatic and is fitted with canopy breakers. The seat is described and its servicing detailed in A.P.4288 (Naval).

Hood jettison mechanism

3. The hood can be jettisoned if desired, but is not interconnected with the ejection seat. The hood mechanism is described in Sect. 3, Chap. 1, its operation in Sect. 1, Chap. 1 and its emergency operation in Sect. 1, Chap. 3.

Alighting gear and flap emergency down selection

4. In the event of hydraulic failure, the alighting gear and landing flaps may be lowered by the operation of emergency selections which admit high pressure air into the hydraulic jacks. The systems are described in Sect. 3, Chap. 6 and its operation in Sect. 1, Chap. 3.

Wheel brake accumulator

5. The wheel brake accumulator provides for approximately 40 brake operations should hydraulic failure occur. The accumulator system is described in Sect. 3, Chap. 6.

Aileron and elevator power control accumulators

6. The aileron and elevator power control accumulators provide a smooth change over from power operation to manual operation in the event of hydraulic failure. The accumulators provide for a few operations of the aileron and elevator. The system is described in Sect. 3, Chap. 6.

Emergency oxygen

7. A small oxygen bottle, attached to the ejection seat, provides an emergency oxygen supply when selected manually or when the seat is ejected. The system is described in Sect. 3, Chap. 10 and its operation in Sect. 1, Chap. 3.

Tail plane incidence

8. The incidence of the tail plane is varied by means of a two speed electric actuator, the normal high speed movement is controlled by a switch on the control column. In the event of a breakdown in the normal control circuit, the emergency low speed circuit can be brought into operation by means of a switch. The system is described in Sect. 5, Chap. 1 and its operation in Sect. 1, Chap. 3.

Cabin emergency lighting

9. In the event of failure of the normal cabin lighting a small battery providing current for an emergency lighting system can be brought into operation. The system is described in Sect. 5, Chap. 1.

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