

Chapter 11 EMERGENCY EQUIPMENT

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DESCRIPTION

ated while the aircraft is on the ground, a seat will be ejected, damage will be done to the aircraft and injury can be caused to personnel in, or leaning into, the cabin. The precautions detailed on the warning card at the front of this Book must be strictly adhered to.

Introduction

1. This chapter describes the emergency installations in the aircraft, details the servicing procedure and recommends the method of removal and assembly of certain items. The method of operating the controls is given in Sect.1, Chap.3.

WARNING . . .
AIRCRAFT EJECTION SEATS ARE FITTED TO THIS AIRCRAFT.

This equipment is a source of potential danger to personnel and of damage to the aircraft. If a firing mechanism is oper-

EMERGENCY CONTROLS

Alighting gear

Lowering

2. A compressed air system is installed to lower the alighting gear should a failure of the normal system occur during flight. This system is essentially linked with the hydraulic system and is, therefore, described in Sect.3, Chap.6 of this book. The following paragraphs deal with the control system only, i.e., the control handle assembly in the cockpit and the single run of rods by which the two emergency air release valves are operated.

3. The control assembly in the cockpit consists of a tubular push-pull rod with a spade-grip handle at one end and a 12 toothed ratchet extension at the other. This assembly is mounted fore-and-aft along the starboard side of the throttle console with the handle slightly raised and to the rear. The rear portion of the rod is supported in a single bracket which serves as a stop and also provides the means of locking the handle in the stowed (systems normal) position. The forward end of the rod passes through, and is supported in, a small housing which contains the pawl mechanism and a micro switch. The pawl is swivel-mounted below the switch and is spring-loaded, downward, onto the ratchet. When the handle is locked in the stowed position, the micro switch plunger is depressed by the pawl which is raised against its spring and rests on a small ramp at the start of the tooth form of the ratchet. With the micro switch plunger thus retained, all alighting gear electrical circuits are normal.

4. Operating movement of the handle is transferred to the connecting rod system by a bell-crank, mounted on the starboard side of the console just below the push-pull rod and slightly aft of the pawl/micro switch housing. This bell crank

is connected by a rod to a further bell crank below the pilot's floor from which a connecting rod goes outboard to a tie rod system on the starboard side of the cabin. The tie rod system incorporates a connecting bar/seal assembly for its passage through the rear pressure bulk-head and is supported in suitably spaced fairleads throughout its run. After passing through the nose-wheel bay, the tie rod system terminates at a spring box assembly located above the two emergency air release valves just forward of the front spar. The spring box is mounted on the coupling pin which connects the two release valve operating levers which are each retained in the valve closed position by a tension spring.

Operating

4A. When operating the emergency air system, the spade grip handle is pulled out until the collar on the handle push-pull rods abuts the support/stop bracket. This operation moves the complete handle assembly aft 3.5 in. The first 0.98 in. of movement withdraws the support from under the pawl which, under the influence of its spring loading swivels downward releasing the micro switch plunger and engaging the ratchet. The plunger extension, trips the micro switch, causing circuit changes which render the alighting gear normal selectors inoperative. This initial movement of the handle, although transferred through the system, is completely absorbed by the spring box and has no effect on the release valves. When the release handle travels approximately 2.6 in. the release valves are just on the point of opening. The final 0.9 in. of travel moves the operating levers to fully open the valves and release the air into the alighting gear 'down' lines. Once operated, the control system is locked by the ratchet and cannot be reset until the aircraft has landed. The method of resetting the system is given in para.34.

Raising

5. Incorporated in the UP button of the

alighting gear selector switch is an electromagnetic lock which is engaged, until the weight of the aircraft is removed from the wheels. Rotation of the EMERGENCY flange on the UP button will depress a solenoid within the selector, the safety lock circuit will be broken and the alighting gear can then be raised by pushing on the UP button.

Bomb doors

6. In the event of failure of the normal hydraulic supply system, the bomb doors may be operated by selecting an electro-hydraulic power pack, full details of which are given in Sect.3, Chap.6. A rotary three-position EMERGENCY switch, labelled OPEN-NORMAL-CLOSE, on the port console will energise the power pack to operate the doors when placed to either the OPEN or CLOSE position.

Cabin decompression

7. The decompression valves of the cabin pressure control system are operated by any of the following means:-

Electrically

- (1) EMERGENCY DECOMPRESS switch at the edge of the port console.
- (2) ABANDON AIRCRAFT warning switch on the port console.
- (3) Pressure selector switch, on the starboard console, when placed to NO PRESS.

Manually

- (1) Black and yellow striped handle in the roof of the crew's compartment.

When the decompression valves are energised, a relay prevents the operation of the flood-flow circuit. The cabin pressure control system is described in Sect.3, Chap.8 and 8A of this Book and the elec-

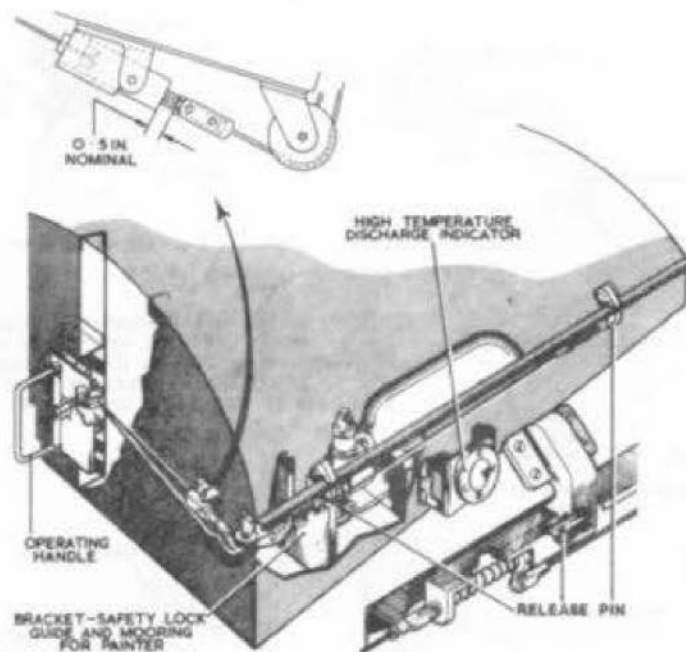


Fig.1 Dinghy - operating mechanism

trical details of the system are given in Sect.5, Chap.1 of this volume.

EMERGENCY EQUIPMENT

Ejection seats

8. A Martin-Baker ejection seat is installed at each pilot's position, with the seat guide rails bolted to brackets in the pilot's floor and secured, at the upper ends, by a bracing tube assembly to the cockpit rails. Each seat is equipped with an emergency oxygen set, a dinghy pack and a fully automatic release harness. The type of seat at each position is given in the Leading Particulars. Descriptive details of the seats are contained in A.P.4288C, Vol.1.

Fire protection

9. Mountings for five B.C.F. trigger controlled fire extinguishers are provided in the crew's cabin at the following positions:-

One behind each pilot's seat, at the aft edge of the floor.

One under the pilot's floor, secured to a port floor support strut.

One mounted by each of the rear outboard crew seats.

The extinguishers are described in A.P. 957C, Vol.1, Part 1, Sect.3. This type of extinguisher can be used on all types of fires.

10. Details of the automatic fire extinguishers in the power unit bays and fuel tank compartments are contained in Sect.4, Chap.5 of this Book.

Dinghy installation

11. A dinghy Type MS.5, Mk.1 (Ref. No.27C/2324), complete with survival equipment, is installed in a prepacked removable stowage container at the rear of the canopy. It provides seating capacity, in an emergency, for five to seven persons. The required scale of survival equipment is given in A.P.4505A & C, Vol.3, Sect.2. The container is replaceable and interchangeable as a complete unit to allow all detailed packing and servicing to be carried out in the Safety Equipment Section. The dinghy is operated by a single point manual release, situated behind the pilots, after the canopy has been jettisoned.

12. The installation is a built-in, positively-locked stowage in the form of a box, so shaped that it is covered and faired off by the rear of the cockpit canopy. The dinghy and operating handle are inaccessible unless the canopy has been jettisoned or removed, as they are outside the pressurised compartment of the cabin.

13. The container is secured to the top of the fuselage by two lugs at the rear and two quick-release fasteners at the front. Three slinging points are provided on the container, two at the forward end and one at the rear (fig.8).

14. Descriptive information on the dinghy is contained in A.P.1182C, Vol.1, Sect.2, to which reference must be made if further information is required.

Operation

15. Centrally disposed on the dinghy container is a yellow and black striped D-ring, identified by the marking DINGHY

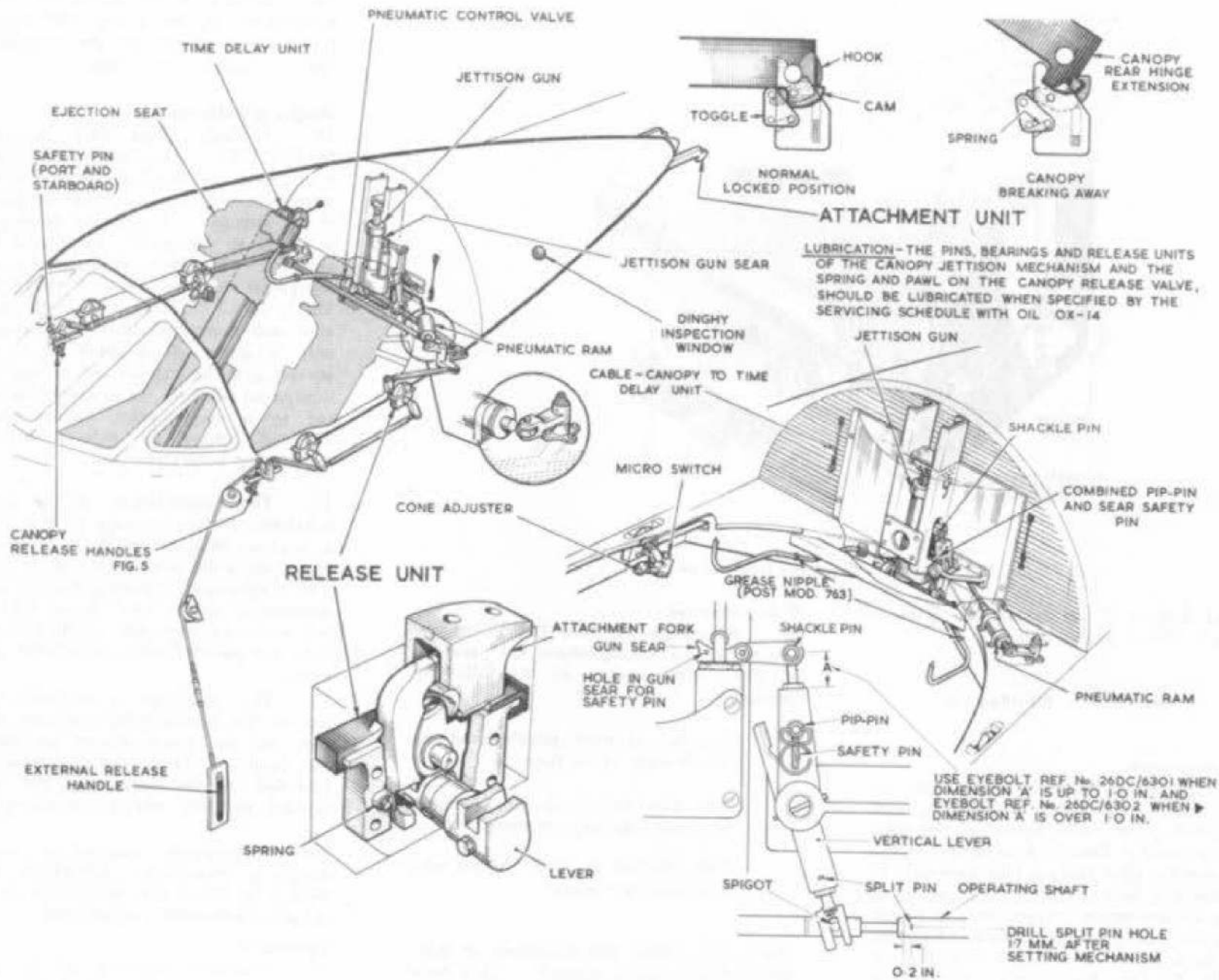


Fig. 2. Canopy jettison mechanism.
(48C Mod. 0125)

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RELEASE on the surrounding structure, which is used to operate the dinghy after the canopy has been jettisoned. When the D-ring is pulled, a cable assembly, attached to the D-ring, withdraws two pins to release the positive lock on the stowage lid, further movement causes a second cable assembly to operate a Mk.2L carbon dioxide cylinder by a spring release unit. The dinghy is now inflated and forces off the stowage lid, which falls away. The packing of the dinghy ensures that the survival equipment is already in the dinghy on inflation and the dinghy may now be hand launched over either side of the fuselage since it is attached to the aircraft with a single painter cord.

16. As an indication of whether or not the dinghy head has been operated, a high temperature discharge indicator is visible through an inspection window in the port side of the canopy. Normally a disc, with APPEARANCE OF STREAMERS INDICATES THAT CYLINDER HAS DISCHARGED DUE TO HIGH TEMPERATURE printed on it, is visible. If the bottle has accidentally discharged, the red streamers will be seen. The head, once fired, will remain in that condition until serviced.

Destructor unit

17. Two compartments are provided in the nose section of the aircraft, each of which accommodates a destructor, aircraft H.E., No.1, Mk.1 (Ref.No.27L/203). Instructions for the handling of this unit are contained in A.P.1661G, Vol.1, to which reference must be made before handling this store.

Leak stoppers

18. Leak stoppers (Ref. No. 27KD/375) mounted on the rear of the centre seat at the crew's station are used should the cabin walls be punctured. The method of use is given in Sect.1, Chap.3 of this Book. The leak stoppers are rolled

so that the rubberised sheet is inside and the stiffening tubes outside and are mounted in tube clips on the rear of the centre crew member's seat. On aircraft with Mod.1839 embodied the leak stoppers are deleted.

Static lines

19. Four parachute static lines, introduced by Mod.614, for use by the rear crew members on abandoning the aircraft in flight, are located on the rear of the centre rear crew member's seat. They are folded in leather protected canvas covers which are secured to a mounting plate by staple clips. One end of the lines is secured to a retaining bar on the rear of the seat and the other end carries the parachute attachment link which is folded back and secured to the canvas cover by a single strand of No.12 cord.

EMERGENCY EXITS

Canopy

General

20. In an emergency, the pilots are ejected by Martin-Baker seats through the canopy aperture. To facilitate this, the canopy is released and jettisoned by the operation of a compressed air jack, the function of which is to open the jaws of the canopy attachment units and to operate the canopy jettison gun.

Controls and indicators

21. Three different types of control are available to jettison the canopy. These are:-

- (1) The firing-blind handle of each ejection seat.
- (2) A black-and-yellow striped handle on each side of the cockpit, below the cockpit rail.
- (3) A red-painted handle, labelled

CANOPY EMERGENCY RELEASE provided for external use, on the port side of the crew's cabin.

22. A magnetic indicator on the centre instrument panel is energised white when the rear release units of the canopy are not correctly closed. This indicator is operated by a micro switch in contact with a taper bolt on the control rod lever at the starboard rail (fig.2).

Mechanism

23. Normally the canopy is retained in the closed position by six attachment units, mounted two on each cockpit rail and two at the rear of the canopy. A system of push-pull rods and levers connects the units on the cockpit rails to a pneumatic jack and to the release handles in the cockpit. The external release handle is connected by a Teleflex cable to a rod assembly which is connected to the release units on the cockpit rails. The rear units are not attached to the release mechanism but are designed to open when the canopy leading edge is raised through 20 deg.

Operation

24. When the firing-blind handle of either ejection seat is pulled, a time delay mechanism at the back of the seat is set in motion, a cable assembly is operated to open the canopy pneumatic control valve and air passes to a pneumatic jack. The jack is extended and rotates a torque lever assembly and, through a system of push-pull rods, opens the jaws of the attachment units. A second arm on the torque lever assembly moves and, through a push-pull rod and vertical lever, operates the rear of the jettison gun to remove the canopy. When the canopy is blown off, a safety pin, attached by cable to the canopy, is pulled from the time delay unit. The time delay unit, which has a built-in delay of one second, can now complete its movement and fire the gun of the ejection seat to eject the seat. It is necessary for the

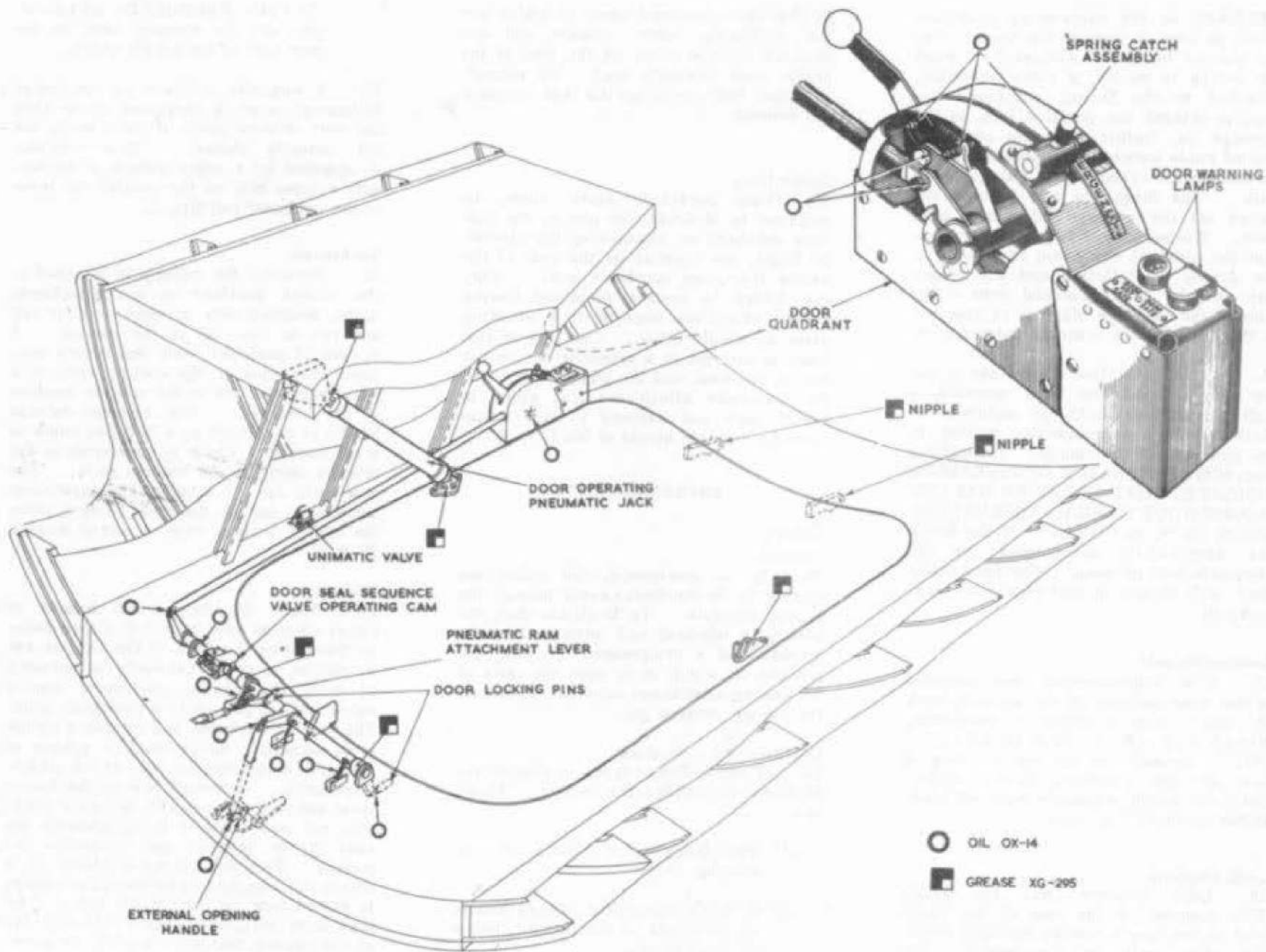


Fig.3 Emergency exit - entrance door.

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remaining pilot to select his firing-blind handle to operate his ejection seat.

External jettison

25. When either a canopy release handle or the external handle is selected the mechanical operation is similar to that described in the preceding paragraph but since the time delay mechanism has not been selected, seat ejection is not effected.

NOTE...

If the 28 s.w.g. copper wire that locks the pilots' release handles to their quadrants is broken for any reason it must be renewed as illustrated in fig.4.

26. The connection between the canopy jettison and its associated lever is made with a Pip quick-release pin. It is therefore of vital importance that the following warning instruction is complied with prior to removing the canopy for servicing purposes.

WARNING...

The Pip-pin is to be removed and the attached safety pin is to be placed in the jettison gun sear immediately after landing and replaced before flight. The shackle pin securing the vertical lever to the gun sear is to be removed before servicing the mechanism.

27. To remove the canopy for servicing purposes, a check must first be made that the Pip-pin is in the jettison gun sear. The sear release cable between the time delay mechanism and the canopy bulkhead must be disconnected from the time delay mechanism by releasing the spring clip, the attachment units can then be opened by selection of either the handles in the cockpit or the external handle and the canopy released manually.

Entrance door - emergency exit

General

28. The entrance door is used, in flight,

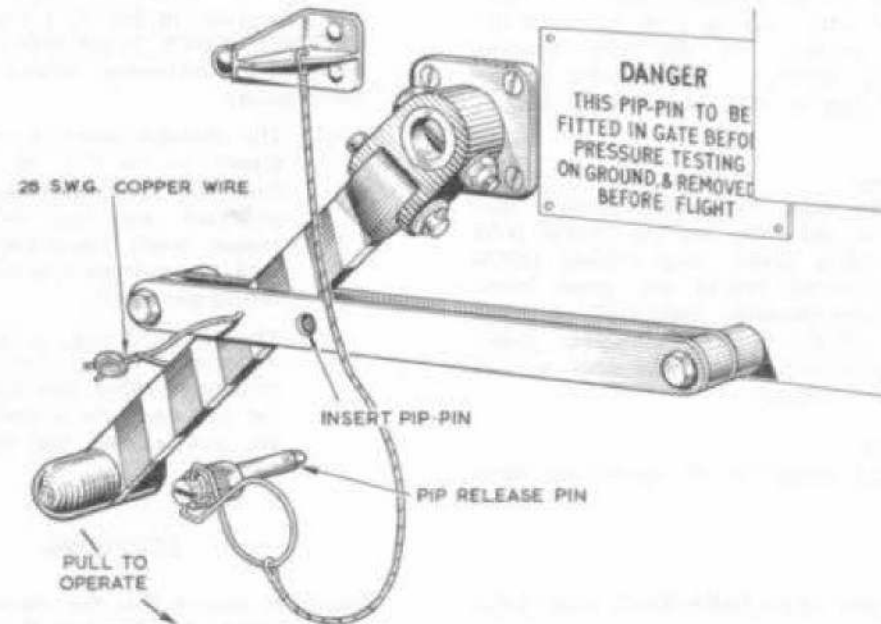


Fig.4. Canopy control lever

to provide the means of escape for the rear crew members. Two pneumatic jacks, supplied from an air storage cylinder, provide the required power to open the door against the force of the airstream. Since the door is opened downwards and forward, it also acts as a windbreak for the escaping crew.

29. Descriptive and servicing details of the pneumatic system for door operation are given in Sect.3, Chap.7 of this Book, the mechanism is also illustrated in that chapter.

Controls

30. A gated lever with a hinged spring-loaded joint is mounted on the door port frame member and is used for manual operation of the exit door opening. Automatic emergency opening, incorporated

under Mod.623, is operated by a switch mounted by the ABANDON AIRCRAFT sign on the centre equipment panel at the crew's station and a unimatic valve mounted at the port side by the door aperture.

31. The gated lever is connected by a push-pull rod to a lateral torque shaft aft of the door aperture. Levers mounted on the torque shaft are connected to the door locking pins, the emergency opening pneumatic jack and the external opening handle. The door seal pneumatic sequence valve operating cam and the door indicator micro switch operating linkage are also mounted on the torque shaft. Three tension coil springs, attached to the torque shaft, spring load the torque shaft to the door locked position. The external opening handle incorporates a stop introduced by Mod.1283. This stop allows sufficient

movement of the external handle to withdraw the door locking pins but does not permit operation of the door opening pneumatic valve. The setting of the external handle stop is given in Sect.3, Chp.1.

Indicators

32. The door warning indicators consist of a red lamp marked DOOR NOT SAFE and a green lamp marked DOOR SAFE mounted beside the gated lever. An electro-magnetic indicator, mounted on the pilots' centre instrument panel, is energised white until the door is fully closed and locked.

Operation

33. The sequence of operations when

the door is opened by use of the gated lever is given in Sect.3, Chap.7. When the EMERGENCY DOOR OPEN switch is operated the following sequence of operations occur:-

- (1) The unimatic valve is energised and directs an air flow at 1,200 p.s.i. from the storage cylinder via the pressure reducing valve to the torque shaft operating pneumatic jack, the movement of which rotates the torque shaft.
- (2) The first 10 deg. of torque shaft movement moves the door seal sequence valve operating cam off the sequence valve operating plunger and allows the door seal to exhaust.

- (3) The continued movement of the torque shaft withdraws the door locking pins and, through the action of the push-pull rod, the manual operating lever is moved against the gate stop.
- (4) On the manual lever reaching the stop, the action of the push-pull rod causes the lever to break at the spring-loaded hinge. The top part remains against the stop, the bottom part, being connected to the push-pull rod, continues its movement and depresses the plunger on the door operating sequence valve which directs an air flow at 1,200 p.s.i. to the door operating jacks.

ALIGHTING GEAR EMERGENCY CONTROLS

34. Before the alighting gear emergency lowering control system can be reset and the normal system of lowering restored, the control handle assembly ratchet mechanism must be disengaged. This is accomplished by lifting the pawl with a narrow screw driver inserted through the hole in the micro switch/pawl housing cover plate. When the pawl is raised clear of the ratchet, the system will tend to return to the normal position under the influence of the individual operating lever retaining springs which collectively impart a tension of 13.5 lb. to the system - reducing to 6.5 lb. when the system is reset. It may be necessary to assist this return movement by pushing the handle forward until it abuts the stop/support bracket. The handle is then locked in this position with 24 s.w.g. copper locking wire (Ref. No. 30B/997) in the manner shown in fig.5.

34A. Should any part of the system be removed during servicing operations it is essential, when re-assembly operations

begin, to ensure that the various settings and operating functions of the system are in accordance with those given in this text and illustrated in fig.5.

35. A tool (Ref.No.27Q/12407) is provided to reset the emergency flange on the UP button of the alighting gear selector switch. Insert the pointed end of the tool into the hole in the centre of the selector and rotate the flange in an anti-clockwise direction through 90 degrees.

EJECTION SEATS

36. Servicing of the ejection seats is given in A.P.4288C, Vol.1.

Time delay mechanism

37. If, before flight, it is found that the safety pin is not in position in the time delay trip lever, it is probable that setting of the delay mechanism will be required. To recock the mechanism, insert a cocking tool into the hexagonal recess on the trip lever shaft and rotate in a clockwise direction.

SERVICING

FIRE EXTINGUISHERS

38. Periodic weighing, using a pedestal spring balance (Ref.No. 21C/328), is normally the only servicing required for the hand operated fire-extinguishers. The charged weight of these extinguishers is 5 lb.7 oz. \pm 4 oz. If the weight is not within this tolerance the fire extinguisher must be removed and a serviceable extinguisher fitted. Instructions on charging hand-operated extinguishers is given in A.P.957C, Vol.1, Part 2.

DINGHY INSTALLATION

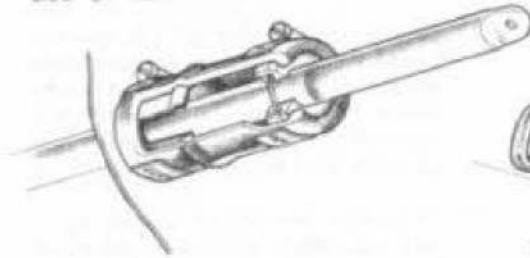
39. The dinghy installation must be serviced in accordance with the instructions in A.P.1182C.

DESTRUCTOR UNIT

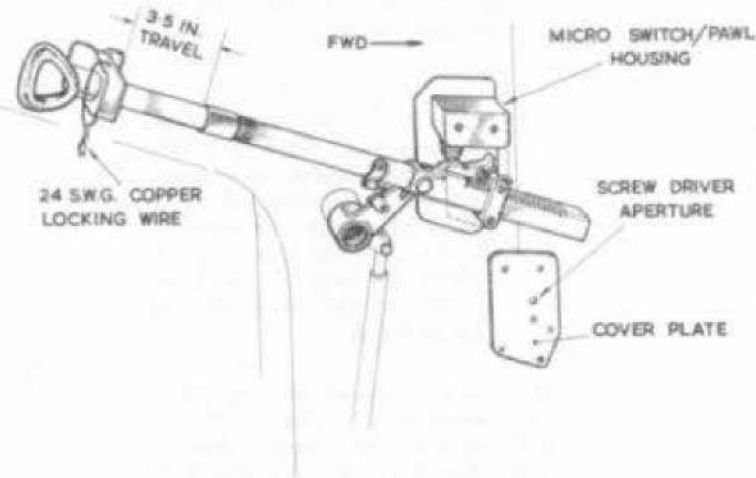
40. Refer to A.P.1661G, Vol.1 before attempting to service, install or remove these stores.

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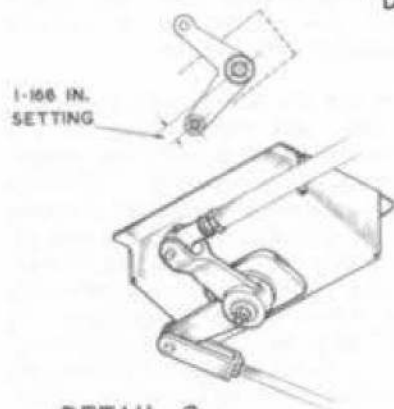
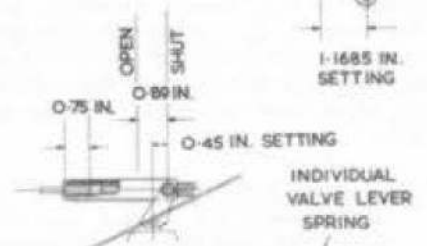
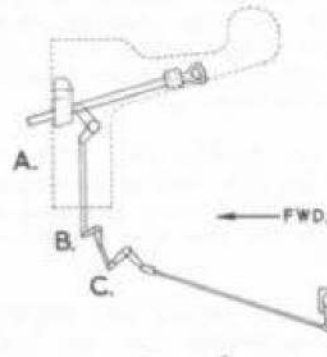
DETAIL E.
LOOKING FORWARD ON STARBOARD
SIDE OF REAR PRESSURE BULKHEAD



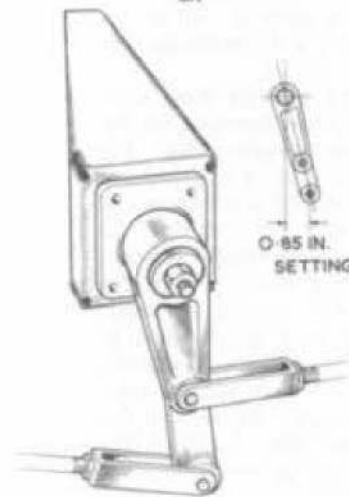
DETAIL A.
VIEW ON STARBOARD SIDE
OF THROTTLE CONSOLE



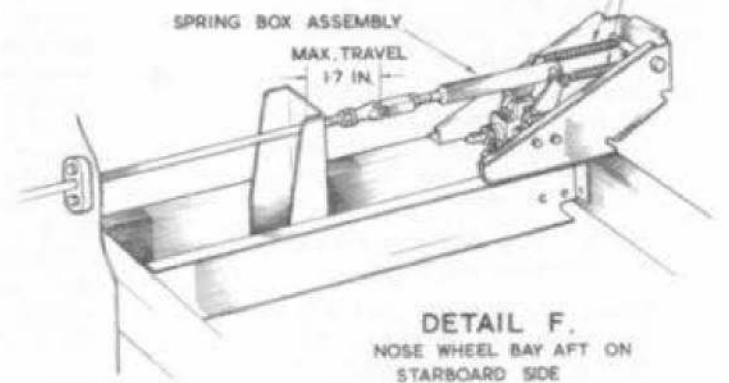
DETAIL B.
BELOW PILOT'S FLOOR
STARBOARD SIDE



DETAIL C.
BELOW PILOT'S FLOOR
STARBOARD SIDE



DETAIL D.
LOWER FUSELAGE STARBOARD SIDE



DETAIL F.
NOSE WHEEL BAY AFT ON
STARBOARD SIDE

Fig.5. Control system - emergency air.

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STATIC LINES

41. The mounting of the static lines on the centre rear crew members seat and the method of folding is illustrated in fig.6.

CANOPY

WARNING...

Pip-pins, accessible through a flanged hole in the port and starboard canopy release handle guards, must be inserted into the holes in the handle quadrants when the aircraft is on the ground to prevent inadvertent operation of the canopy. If the 28 s.w.g. copper wire locking the pilots handles to their quadrants is broken for any reason, it must be replaced as illustrated in fig.4.

Jettison mechanism

42. To ensure that the canopy jettison mechanism is functioning correctly and that the sear in the canopy ejection gun is completely removed to allow the firing pin to strike at the instant the canopy release units are unlocked, proceed as follows:-

- (1) Disconnect the time delay mechanism, remove the drogue gun and disarm the first and second pilots' ejection seats (A.P.4288, Vol.1, Part 2 and Vol.5). The delay mechanism may be disconnected in the following manner:-
 - (a) With the seat gun safety pin in position ease the seat gun sear slightly aft until the articulated link can be lifted clear of the sear.
 - (b) Remove the safety pin from the time delay trip lever.
 - (c) Insert the cocking tool into the hexagonal recess of the lever and unlock by turning in an anti-clockwise direction sufficiently to allow the operating cable to be removed from the trip lever.

- (d) Recock and refit the safety pin.
- (e) Push down the quadrant lever on the side of the delay mechanism just enough to disconnect the cable.

NOTE...

When the cable to the quadrant lever on the side of the delay mechanism is connected always ensure that the quadrant lever fork-end is returned to its position just above the base of the guard to prevent the cable eye-end springing off.

- (2) Prepare the canopy for removal as outlined in Sect.3, Chap.1, Fig.18, but replace the canopy jettison gun after the cartridge has been removed. The firing body of the ejection gun should be screwed down tight then turned back approximately half a turn to allow for the thickness of the cartridge rim.
- (3) Remove the copper wire that locks the canopy release handles to the quadrants and ensure that the canopy jettison gun is disconnected from the release mechanism by removing the split pin, collar and shackle pin that secures the vertical lever to the gun sear. With the canopy on and seals inflated, operate the release mechanism at the handle with a spring balance. If the force to operate exceeds 20 lb. the bearings must be checked and lubricated and the test repeated until the release force of 20 lb. is obtained.
- (4) Raise the canopy sufficiently to permit the bars in sub-para.5 to be placed vertically in the canopy release unit jaws.

- (5) Insert a $\frac{1}{2}$ +0-025 -0-015 in. bar in each of the canopy release jaws.
- (6) Slowly operate the pilot's release handle towards the locked position, adjust, if necessary, on the mechanism operating rods until the jaws of the four release units just grip the bars simultaneously.
- (7) When the mechanism is set as in sub para.(6), mark the positions of both release handles on their guards and the position of the operating shaft across the rear of the cockpit rail where it enters the guide bearing.
- (8) Fit the shackle pin, collar and split pin that secures the vertical lever to the canopy gun sear and release the bars from the release units.
- (9) Lower the canopy into position, lock the release units and lightly load the canopy in an upward direction with a crane.
- (10) Operate the pilot's release handle slowly and check that as the canopy moves upward the canopy gun firing pin operates. Hold the release mechanism in the position at which the click of the firing pin indicates that it has functioned. If the mechanism is set correctly the marks made in operation (7) will align at the moment of firing. If the gun fires early or late, the position of the vertical lever, which operates the canopy gun sear, requires adjustment. The position of the vertical lever is governed by the spigots on the operating shaft across the rear of the cockpit rail. Adjustment to lengthen or shorten the operating shaft, must only be carried out on the fork end at the port side

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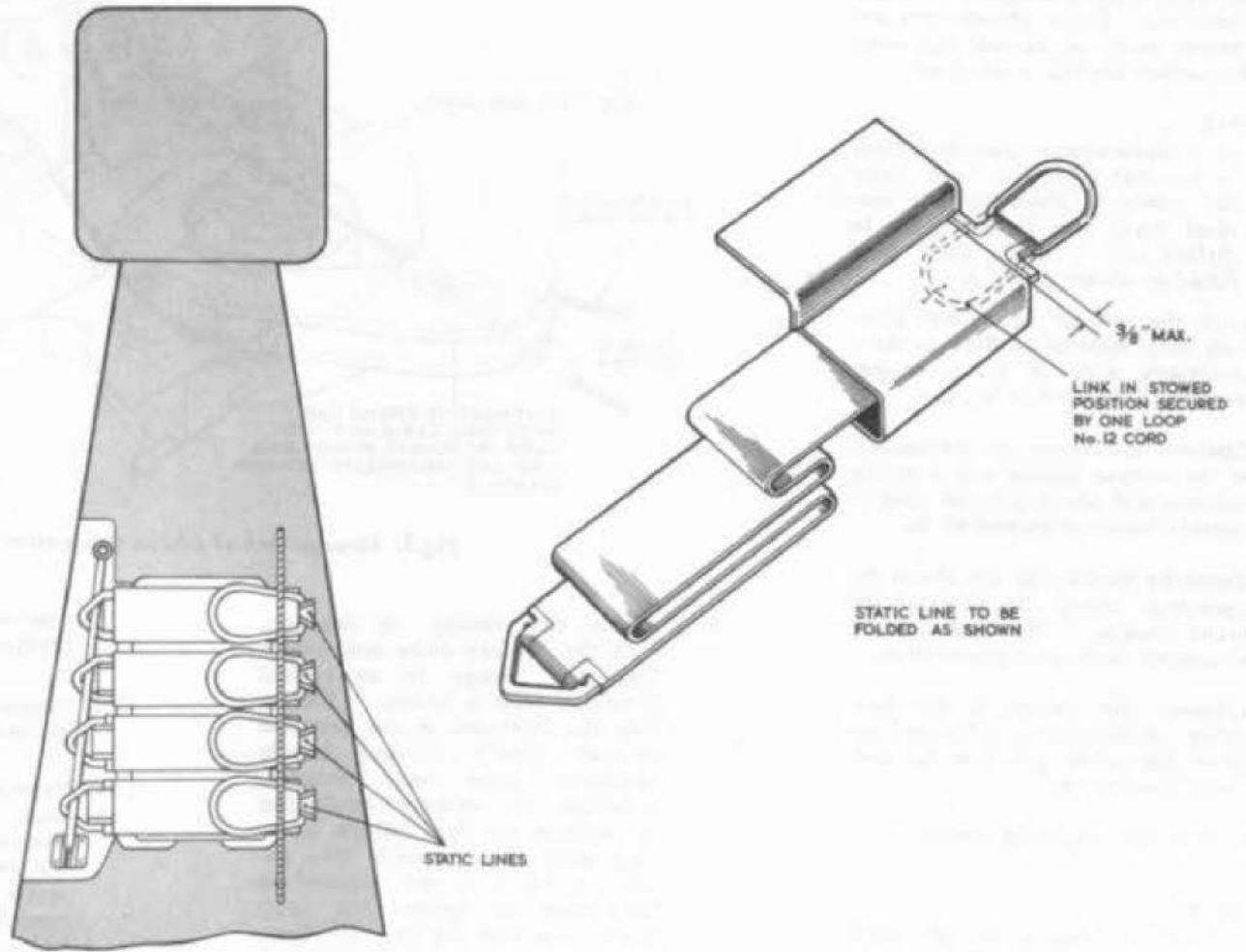


Fig. 6 Static lines
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end of the rod. After adjustment make a new mark on the shaft where it enters the guide bearing, reset the mechanism and again pull the pilot's release handle to check operation. These adjustments and checks must be carried out until the correct setting is obtained.

NOTE...

If a replacement operating shaft or vertical lever has been fitted the operating shaft and the vertical lever end fitting must be drilled and 1/16 in. split pins fitted as shown on fig.2.

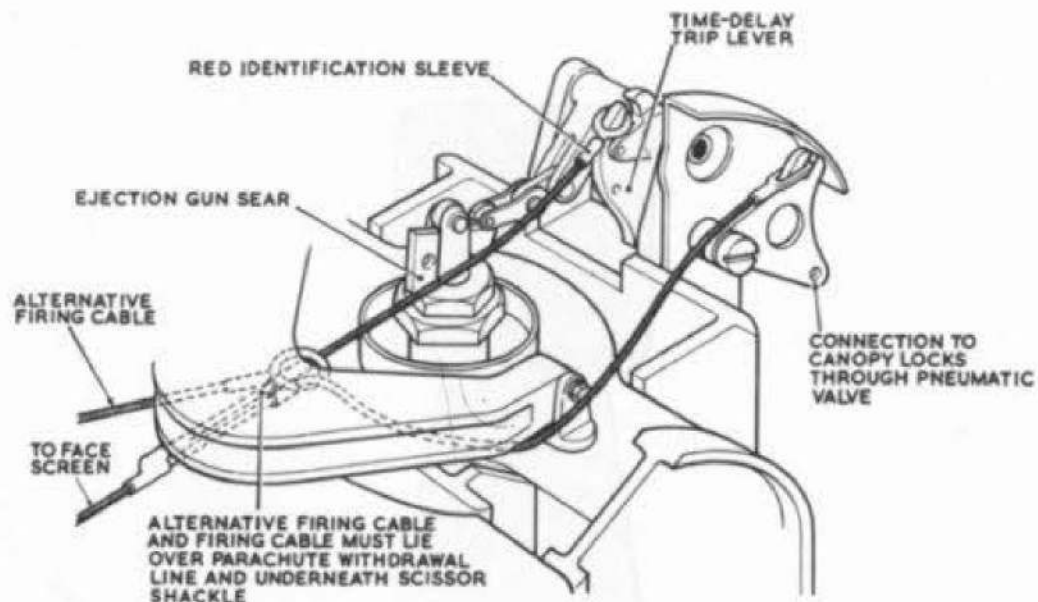


Fig.7. Arrangement of cables to ejection seat

(11) Lock the release units, and wire-lock both release handles to their quadrants with 28 s.w.g. copper wire as illustrated in fig.4.

(12) Operate the complete mechanism at the release handle with a spring balance and check that the load to operate does not exceed 40 lb.

(13) Reset the mechanism and check the operation using the external release handle. The load required to operate must not exceed 40 lb.

(14) Connect the cables to the time delay mechanism (fig.7) and remove the safety pin from the time delay mechanism.

(15) Charge the pneumatic system.

NOTE...

Prior to charging the pneumatic system it is important that an inspection is carried out to ensure that the univalve has not been disturbed from the exhaust position during the adjustments. This position is indicated by the lining up of the white lines on the valve lever and the bottom guard plate.

(16) Place the canopy in position, lock the release units and lightly load the canopy in an upward direction with a crane. Ensure that the Pip-pins in the first and second pilot's release handle quadrants have been removed. Function the release mechanism by pulling the first pilot's ejection seat blind, check that excessive force is not required on the blind to operate the delay mechanism and the quadrant lever on the side of the mechanism. Check also that, as the canopy moves upward, the canopy gun firing pin operates and that the release mechanism aligns with the marks stated in sub-para.(7).

(17) Reset the time delay mechanism, the pneumatic control valve, the

quadrant lever and repack the the first pilot's ejection seat blind.

(18) Repeat sub-para. (16) using the second pilot's ejection seat blind.

(19) Repack the second pilot's ejection seat blind, set the time delay mechanism and the pneumatic control valve. Fit the drogue guns, reararm the ejection seats and canopy jettison gun (A.P.4288, Vol.1, Part 2 and Vol.5). **CHECK THAT ALL SAFETY PINS ARE IN POSITION.**

(20) Install the canopy, lock the release unit and wirelock both release handles to their respective quadrants with 28 s.w.g. copper wire as illustrated in fig.4.

NOTE...

Whenever the Bowden cable control run is disturbed, a check must be made to ensure that all cable cover ends are correctly accommodated in the respective

adapters. Disregard of this instruction could result in incorrect setting of the cable with subsequent malfunctioning of the system.

ENTRANCE DOOR - EMERGENCY EXIT

43. The lubrication points of this mechanism are given on fig. 3.

DINGHY CONTAINERS

44. The canopy must be removed before the dinghy stowage container is revealed. Details of canopy removal are given in Sect.3, Chap.1 of this Book.

45. The method of removal of the dinghy stowage is shown in fig.8.

EJECTION SEATS**WARNING...**

Ejection seats are dangerous. Person-

REMOVAL AND ASSEMBLY

nel must be fully conversant with all recognised safety precautions before any removal operations are commenced. Refer to Ejection Seat Warning Card at the front of this Book.

46. The recommended method of ejection seat removal is through the canopy aperture. The method of canopy removal is given in Sect.3, Chap.1 of this Book. Before carrying out the removal, the time delay mechanism must be disconnected as laid down in para.42.

47. Reference must be made to A.P. 4288, Vol.1, Part 2 and Vol.5 for information relevant to the removal and installation of the ejection seats.

Cable assembly

48. Cables to the time delay mechanism must be assembled as illustrated in fig.7. It is important to note that, contrary to normal practice on this type of illustration on other aircraft, the canopy release operating cable must be fitted outside the seat shackle.

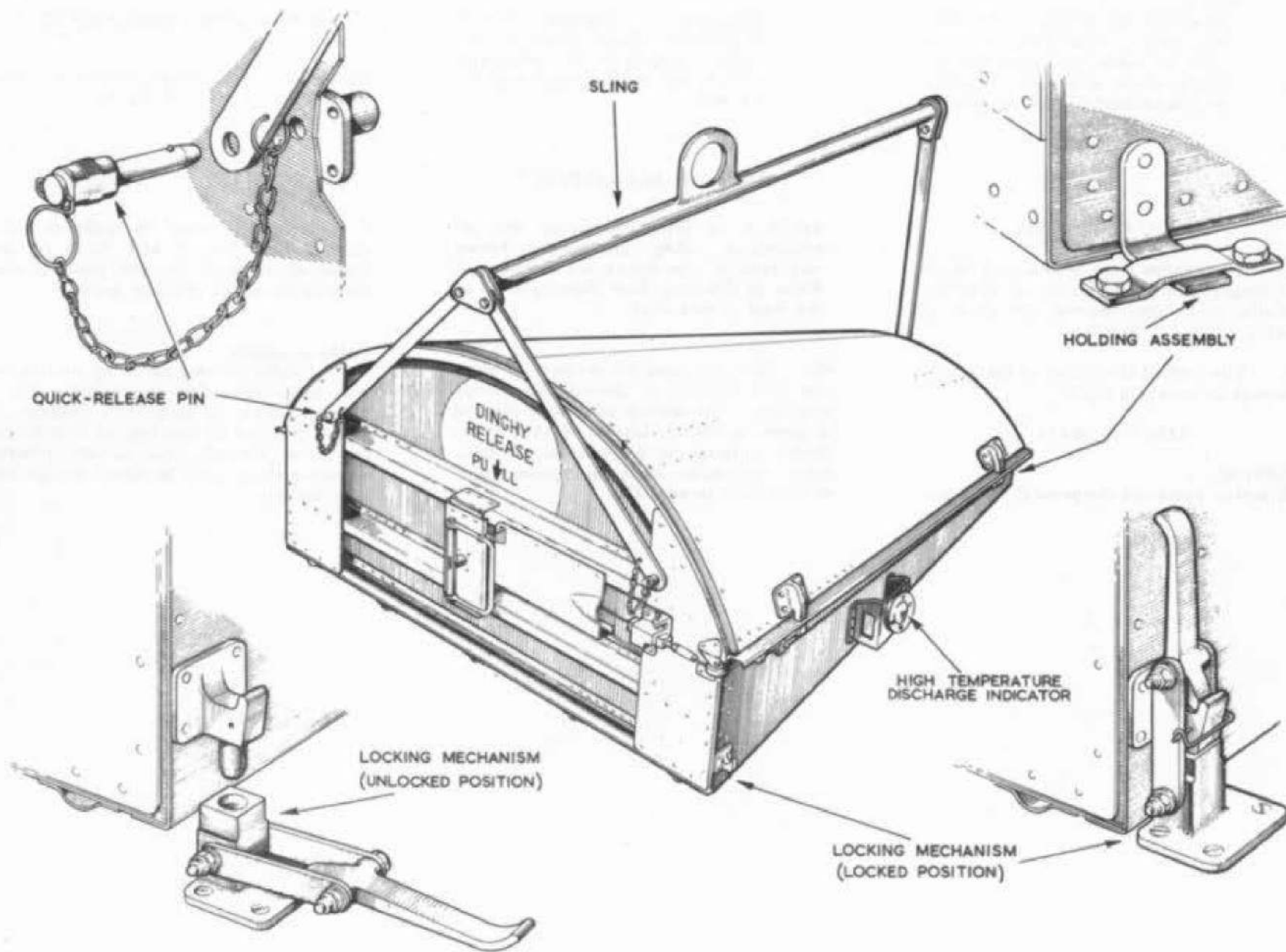


Fig. 8. Removal of dinghy container
RESTRICTED



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