

AL9

LIGHTNING ALL MARKS

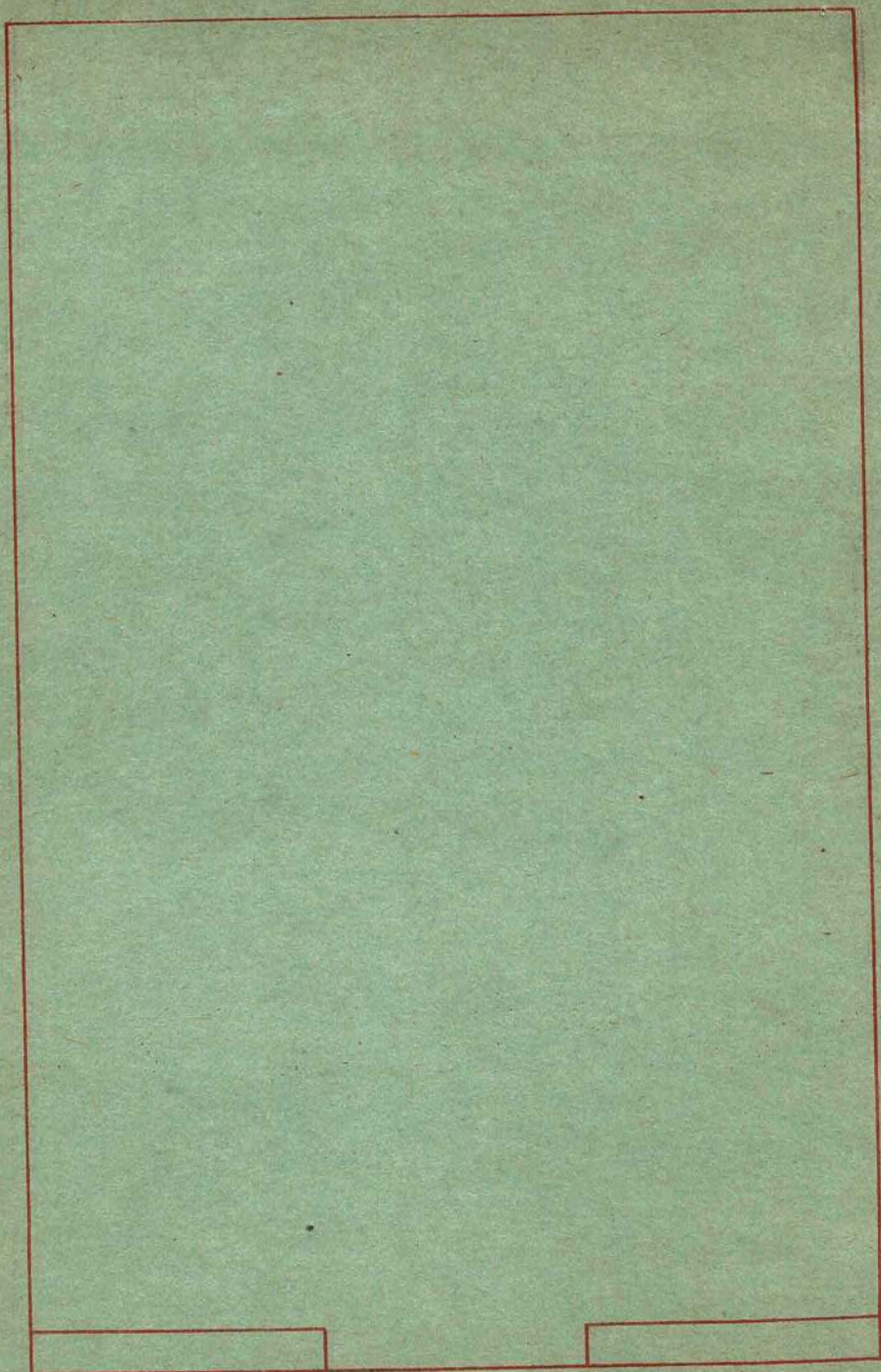
AP101B-1000-5A2
(1st Ed)

SECTION 1

LETHAL WARNINGS

PF 144/144A

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SECTION 1

LETHAL WARNINGS

LIST OF CONTENTS

	Para No.	Card No.
Assisted Escape System	1-5	1 & 2
High Energy Ignition	6	7
Microwave Radiation Hazard	7	7
Power Operated Hoods	8	7
High Voltage Electrical System	9	7
Non-Destructive Test	10	7
Arcton 113	11	7
Arrestor Hook Ground Safety	12	7
Overwing Tank Detonators	13	7
Compartments cleaning-use of Bostik Cleaning Fluid	14	7
Danger Areas	15	7
High Power Radio Transmission	16	7
Stores/Weapon System Safety Devices	17	8
Movement of Weapons Safety Devices	18	8
Forward Firing Weapons	19	8

ALL TRADES
Card 1
AL 34

LETHAL WARNINGS
LIGHTNING ALL MARKS

AP101B-1000-5A2
Sec 1
(1st Ed)

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 POSSIBLY FATAL INJURIES. SAFETY DEVICES ARE PROVIDED IN THE FORM OF SAFETY PINS.

2. BEFORE 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, OR PARAGRAPHS 3 OR 4 (AS APPLICABLE) BELOW. IF THEY DO NOT, HE IS TO REPORT THE FACT IMMEDIATELY TO THE SUPERVISOR IN CHARGE OF THE AIRCRAFT SERVICING, WHO IS TO DETAIL THE FITTING OF THE SAFETY DEVICES BY THE APPROPRIATE 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. THE FOLLOWING SAFETY DEVICES ARE TO BE APPLIED AND POSITIONED IN THIS AIRCRAFT AS INDICATED (AND ILLUSTRATED IN FIGURES).

- (1) FACE SCREEN OR CJ SEAR SAFETY PIN - SECURING FACE SCREEN FIRING HANDLE (FIG 1).
- (2) SEAT PAN SAFETY PIN - SECURING SEAT PAN FIRING HANDLE (FIG 2 OR 3). ENSURE SEAT PAN FIRING HANDLE SAFETY PIN WIRE LOOP IS FOLDED FLAT BEFORE LOWERING THE SEATPAN.

SMS/3

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4. SAFE FOR PARKING (Contd).

b. POSITIONING OF SAFETY DEVICES (Contd).

- (3) MAIN GUN SEAR SAFETY PIN - IN PIN STOWAGE.
- (4) CANOPY JETTISON SAFETY PIN - THROUGH THE CANOPY JETTISON FIRING UNIT SEAR T5 AIRCRAFT ONLY (SEE FIG 5).
- (5) GUILLOTINE SEAR SAFETY PIN (PRE MOD ES 3989) - IN PIN STOWAGE.
GUILLOTINE SEAR SAFETY PIN (POST MOD ES 3989) - THROUGH GUILLOTINE FIRING UNIT SEAR (FIG 4)

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. (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 CARTRIDGES OR OTHER EXPLOSIVES ARE REMOVED.
- (4) BEFORE REMOVAL OF CANOPIES.

b. THE FOLLOWING SAFETY DEVICES ARE TO BE APPLIED AND POSITIONED IN THIS AIRCRAFT AS INDICATED. (AND ILLUSTRATED IN FIGURES).

- (1) MAIN GUN SEAR SAFETY PIN THROUGH THE BREECH TIME DELAY UNIT AND FACE SCREEN SAFETY PIN THROUGH CANOPY JETTISON UNIT SEAR. MK 6 AND 3 AIRCRAFT ONLY (SEE FIG 6).
- (2) MAIN GUN SEAR SAFETY PIN THROUGH THE BREECH TIME DELAY UNIT. MK T5 AIRCRAFT ONLY (SEE FIG 7).
- (3) CANOPY JETTISON SAFETY PIN THROUGH THE CANOPY JETTISON FIRING UNIT SEAR. MK T5 AIRCRAFT ONLY (SEE FIG 7).
- (4) GUILLOTINE SEAR SAFETY PIN THROUGH GUILLOTINE FIRING UNIT SEAR (FIG 4).

ALL TRADES
Card 2
AL 34

LETHAL WARNINGS
LIGHTNING ALL MARKS

AP101B-1000-5A2
Sect 1
(1st Ed)

- (5) SEAT PAN SAFETY PIN SECURING SEAT PAN FIRING HANDLE. (FIG 2 OR 3) ENSURE SEAT PAN FIRING HANDLE SAFETY PIN WIRE LOOP IS FOLDED FLAT BEFORE LOWERING THE SEAT PAN.
- (6) FACE SCREEN SAFETY PIN - SECURING FACE SCREEN FIRING HANDLES - T5 AIRCRAFT ONLY (SEE FIG 1).

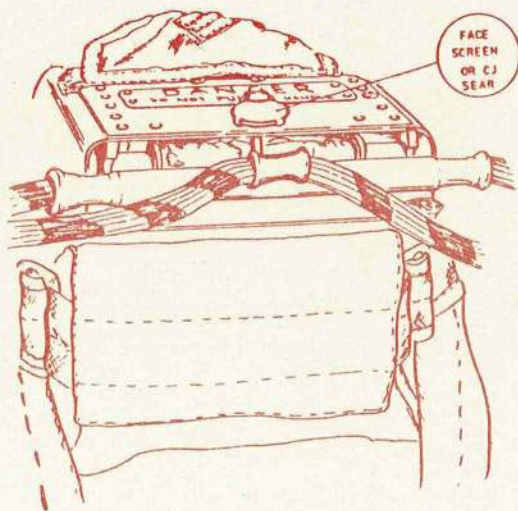
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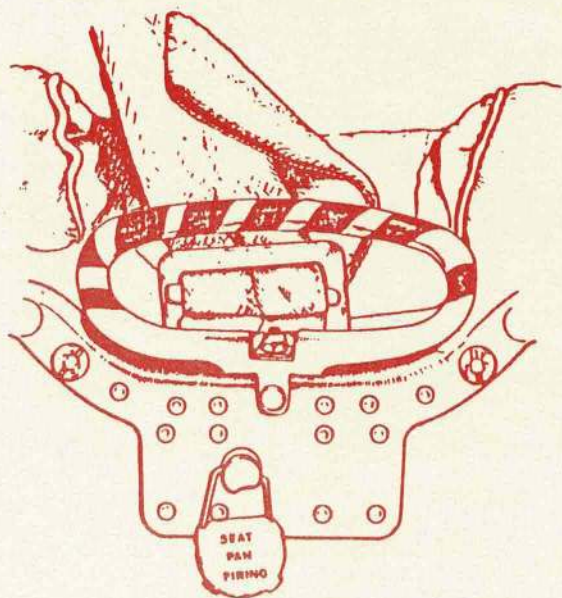
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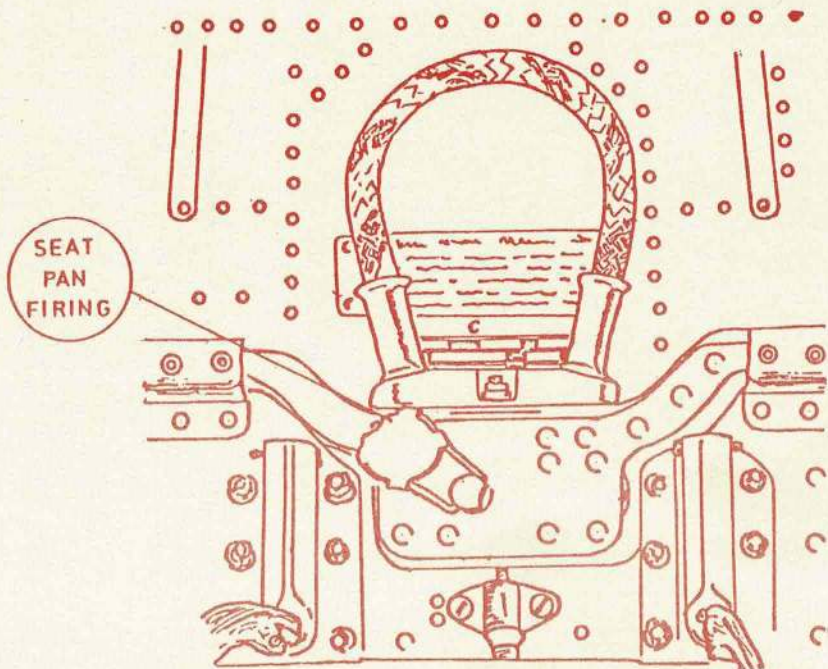
SAFETY PIN SECURING EJECTION SEAT FACE SCREEN FIRING HANDLE.

FIG 1



SAFETY PIN THROUGH SEAT PAN FIRING HANDLE (SEATS PRE MOD 2921).

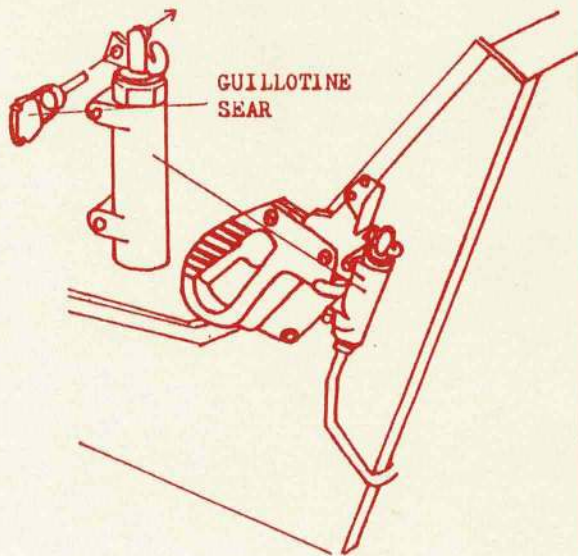
FIG 2



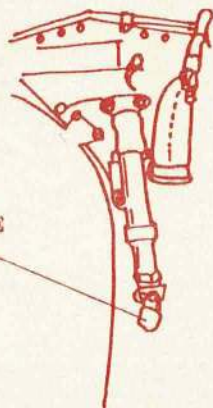
SAFETY PIN THROUGH SEAT PAN FIRING HANDLE (SEATS POST MOD 2921)

FIG 3

POST MOD ES 3989



GUILLOTINE
SEAR



PRE MOD ES 3989

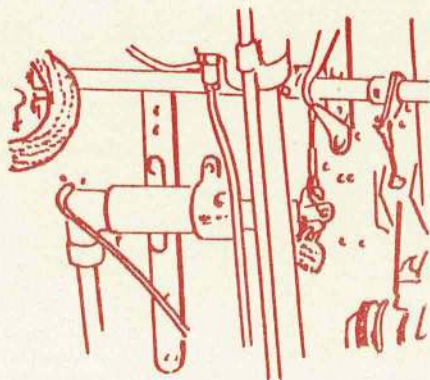
SAFETY PIN THROUGH GUILLOTINE FIRING UNIT SEAR

FIG 4

ALL TRADES
Card 5
AL 34

LETHAL WARNINGS
LIGHTNING ALL MARKS

AP101B-1000-5A2
Sect 1
(1st Ed)



SAFETY PIN THROUGH SEAR OF CANOPY JETTISON FIRING UNIT
(MK T5)

FIG 5



MAIN GUN SEAR SAFETY PIN THROUGH THE BREECH TIME DELAY UNIT AND FACE SCREEN SAFETY PIN THROUGH CANOPY JETTISON UNIT SEAR (MKS 3 AND 6 AIRCRAFT).

FIG 6

ALL TRADES
Card 6
AL 34

LETHAL WARNINGS
LIGHTNING ALL MARKS

AP101B-1000-5A2
Sect 1
(1st Ed)



SAFETY PIN THROUGH BREECH TIME DELAY FIRING UNIT SEAR
(MK T5)

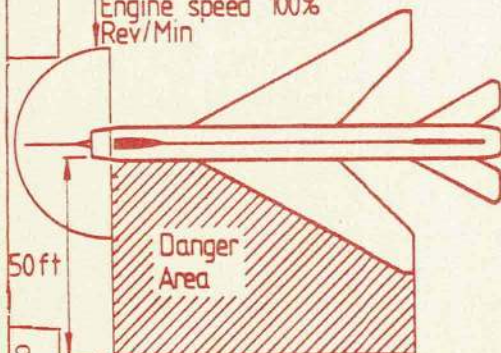
FIG 7

SMS/ 8

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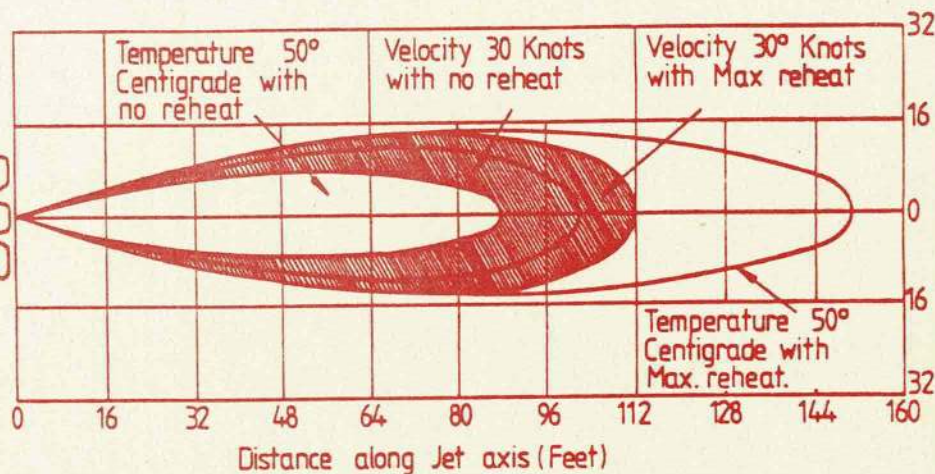
VA / SWS

20ft. radius danger area from
Nose leg.
Keep clear when engines are
running.
Engine speed 100%
Rev/Min



Do not stand within shaded
area during engine starting

Continued



ENGINE RUNNING DANGER AREAS

FIG 8

ALL TRADES
Card 7
AL 34

LETHAL WARNINGS
LIGHTNING ALL MARKS

AP101B-1000-5A2
Sect 1
(1st Ed)

HIGH ENERGY IGNITION

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

MICROWAVE 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 ROPED-OFF AREA WHEN WARNING NOTICES ARE DISPLAYED.

POWER OPERATED HOODS

8. PERSONNEL ARE WARNED NOT TO LEAN INTO COCKPITS TO OPERATE SWITCHES OR CONTROLS ON AIRCRAFT FITTED WITH POWER OPERATED HOODS.

HIGH VOLTAGE ELECTRICAL SYSTEMS

9. VOLTAGES IN EXCESS OF 30 VOLTS (rms) 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.

NON-DESTRUCTIVE TESTS

10. 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.

▶ ◀
ARCTON 113

11. SMOKING IS PROHIBITED IN ANY AREA IN WHICH ARCTON 113 IS IN USE OR STORED. HEAT WILL CAUSE 113 TO LIBERATE PHOSGENE GAS, WHICH IS LETHAL.

SMS/ 2

Continued overleaf

ARRESTER HOOK GROUND SAFETY BAR AND SECURING STRAP (MK F6)

12. a. THE ARRESTOR HOOK GROUND SAFETY BAR IS TO BE FITTED AT ALL TIMES WHEN AIRCRAFT IS ON THE GROUND, AS HOOK, IF INADVERTENTLY RELEASED CAN CAUSE FATAL INJURY TO PERSONNEL WORKING IN THE VICINITY, THE SAFETY BAR IS ONLY TO BE REMOVED AND STOWED IMMEDIATELY PRIOR TO FLIGHT.
- b. THE ARRESTER HOOK SECURING STRAP IS TO BE FITTED TO HOLD HOOK CLEAR OF GROUND AFTER AN ARREST. IN NO CIRCUMSTANCES IS AIRCRAFT TO BE MOVED WITH HOOK IN CONTACT WITH GROUND.

OVERWING TANK DETONATORS (MK F6)

13. THE DETONATORS ARE TO BE REMOVED IF SERVICING IS TO BE CARRIED OUT ON THE TANK INSTALLATION AND/OR ON ELECTRICAL CIRCUITS INVOLVING CONNECTION OF THE MASTER ARMAMENT SAFETY BREAK.

COMPARTMENT CLEANING-USE OF BOSTIK CLEANING FLUID

14. BOSTIK CLEANING FLUID IS INFLAMMABLE AND TOXIC. ADEQUATE VENTILATION AND SAFEGUARDS AGAINST FIRE ARE TO BE PROVIDED DURING ITS USE IN CLEANING ENGINE AND JET PIPE COMPARTMENTS.

DANGER AREAS

15. PERSONNEL ARE TO OBSERVE THE DANGER AREAS SHOWN IN FIG 8.

HIGH POWER RADIO TRANSMISSION

16. DIRECT CONTACT WITH HF AERIALS IS UNSAFE WHEN THE SYSTEM IS OPERATED. PERSONNEL ARE TO KEEP CLEAR WHEN 'DANGER-HIGH VOLTAGE' NOTICES ARE DISPLAYED.

STORES/WEAPONS SYSTEM SAFETY DEVICES

17. THE AIRCRAFT WEAPON SYSTEM IS A POTENTIAL HAZARD: INADVERTENT OPERATION OF ANY PART OF THE SYSTEM ON THE GROUND COULD CAUSE FATAL INJURY. THUS SAFETY DEVICES ARE PROVIDED AND ARE TO BE POSITIONED AS SHOWN IN SECT 1 TABLE 1.

TABLE 1

AIRCRAFT /STORE	SAFETY DEVICE	INITIALLY ARMED	FINALLY ARMED	COMBAT ARMED
LIGHTNING AIRCRAFT WEAPON SYSTEM	MASTER ARMA- MENT SAFETY BREAK KEY	FITTED	FITTED	REMOVED
OPERATIO- NAL FIRESTREAK MISSILE	SAFETY LINK ARMING LINK	FITTED REMOVED	REMOVED FITTED	REMOVED FITTED
OPERATIO- NAL RED TOP MISSILE	SAFETY PLUG ARMING LINK	FITTED REMOVED	REMOVED FITTED	REMOVED FITTED
30 mm ADEN GUN	GUN FIRING LEAD	DISCONNEC- TED	CONNECTED	CONNECTED

MOVEMENT OF WEAPON SYSTEM SAFETY DEVICES

18. WEAPON SYSTEM SAFETY DEVICES MAY ONLY BE MOVED IN ACCORDANCE WITH THE RELEVANT PROCEDURES IN AP 101B-1000-5A6 OR AP 101B-1000-5B1 OR THE AIRCREW FLIGHT REFERENCE CARDS.

FORWARD FIRING WEAPONS

19. 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.



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