

Chap.1 ALL TRADES

VAMPIRE T.11

A.P.4099J Vol.5
Pt.1 Bk.2 Sect.1 (2nd. Ed.)

LETHAL WARNINGS

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(b) The following safety device is to be applied and positioned in this aircraft as indicated:-

Safety pin through ejection gun firing unit sear.

High Energy Ignition.

5. The DISCHARGE FROM HIGH IGNITION CAN BE LETHAL, therefore, before commencing any servicing of the high energy units, or on the high tension cables, the HIGH ENERGY IGNITION FUSES ARE TO BE REMOVED AND A PERIOD OF ONE MINUTE ALLOWED TO ELAPSE. This allows the dissipation of stored capacitor energy and prevents inadvertent discharge. See Air Diagram 5589.

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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 possibly fatal injuries. Safety devices are provided in the form of safety pins, levers and switches.
2. On entering the cockpit/cabin 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 3 or 4 (as applicable) below. If they do not, he is to report the fact to the N.C.O. immediately in charge of the aircraft servicing who is to detail the appropriate tradesman to rectify the matter.
3. 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 4 below. The safety devices may be positioned by any tradesman of Groups 1 to 4 except where securing of cartridge firing unit sears of delay mechanism operating levers is involved. In this case, only those qualified and authorised by the Senior Technical Officer are to do the work.

(b) The following safety device is to be applied and positioned in this aircraft as indicated:-

Safety pin securing ejection seat face screen firing handle.

4. Safe for Servicing.

(a) This condition is to be applied for the undermentioned activities and, where necessary, it is to be achieved or reverted by a qualified armament tradesman.

(i) All periodic aircraft servicings called up by the relevant aircraft servicing schedule except Before Flight, Turn Round and After Flight.

(ii) All casual aircraft servicing which involves disturbance of the assisted escape system, or associated equipments which are directly interconnected with the escape system firing controls.

(iii) Prolonged periods of aircraft unserviceability or storage, regardless of whether cartridges or other explosives are removed.

(iv) Before removal of canopy.

(Continued)

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