

AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign against the appropriate A.L. No. and insert the date of incorporation.

A.L. No.	AMENDED BY	DATE
1 to 189	Incorporated in A.P.4343E before division into four books.	
190	<i>John</i>	23/6/63
191	<i>John</i>	27/6/63
192	<i>John</i>	1/6/63
193	<i>John</i>	27-6-63
194		2/7/63
195	<i>John</i>	7/63
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198		63
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200	<i>John</i>	10/7/63
201	<i>John</i>	20/8/64
202		
203		64
204		7/65
205	204 to 208	7/65
206	<i>John</i>	7/65
207		
208		65
209	<i>John</i>	9/7/65
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211	210 to 213 <i>John</i>	2/6/66
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A.L. No.	AMENDED BY	DATE
214		
215	<i>John</i>	
216	<i>John</i>	5/3/64
217	<i>John</i>	31/10/64
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*An Amendment Record Continuation Sheet (R.A.F. Form 2096B) will be required when this page is full. Order it now.

RESTRICTED

LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.
2. The following instructions are to be obeyed :—
 - R.N. Safety precautions contained in A.P.(N)140—Naval Aircraft Maintenance Manual.
 - R.A.F. ALL PERSONNEL before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins (or other safety devices) are correctly positioned to render the seat and canopy jettison firing mechanisms safe. On completion of servicing, tradesmen are to report to the N.C.O.
3. Full instructions for rendering the firing mechanisms safe are contained in the A.P.4288 and A.P.(N.)1023 series, in Aircraft Servicing Schedules and in the A.D.5037 series.

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