

Chapter II

EMERGENCY SYSTEM

WARNING

AN EJECTION SEAT IS FITTED TO THIS AIRCRAFT. This equipment is a source of potential danger to personnel and of damage to the aircraft. If the firing mechanism is operated while the aircraft is on the ground, the seat will be ejected, damage will be done to the aircraft and injury may be caused to any person in, or leaning into, the cabin. The following precautions are, therefore, to be taken:—

(a) Before any individual is allowed to enter the cabin, the N.C.O. i/c airframe servicing is to ensure that the safety strap is in position over the blind handle of the ejection seat and is secured with the safety pin.

(b) Before any servicing is done in the cabin the N.C.O. i/c airframe servicing is responsible that the safety pin is removed from the blind handle safety strap and placed in the hole in the seat.

(c) Before any servicing is done on the seat or drogue gun, the armourer concerned is responsible that the safety pin is removed from the blind handle safety strap and placed in the hole in the seat.

GENERAL

1. The emergency equipment installed in this aircraft consists of a hood release mechanism and an ejection seat Mk. 2H. Although the seat is of the fully automatic type, it is not connected with the hood release mechanism in any way, and releasing the hood cannot release the seat or vice versa.

2. The hood release mechanism is described and illustrated in Sect. 3, Chap. 1 of this publication.

3. Description, servicing, removal and assembly of the seat as a whole and in detail is described and illustrated in A.P.4288B, Vol. 1, Sect. 6.

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