

Chapter 2A

PROVOST T.1

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COMPOSITION OF THE ASSEMBLY

1. The aircrew equipment assembly for the Provost T.1 aircraft consists of the following items:-

- Seat - Static type
- Safety harness - Type ZB
- Parachute assembly - Seat type, Mk.10
- Personal survival pack - Type A, Mk.3rd

Note...

Normally, a personal survival pack is not carried unless the aircraft is routed to pass within 5 miles of the coast.

2. Two aircrew equipment assemblies are fitted to each aircraft but as they are identical except for the "handing" of the seats, reference is made to one assembly only throughout this chapter.

EQUIPPING THE SEAT

3. The procedure to be used when equipping the seat is as follows:-

- (1) Place the safety harness straps clear of the seat and ensure that the inside of the seat is free from dirt, oil stains etc.
- (2) Place the parachute assembly in the seat ensuring that the harness straps are not trapped between the seat and the pack. Drape the shoulder straps over the back of the seat and check that the quick-release fitting is set to the locked position.
- (3) If a personal survival pack (P.S.P.) is to be carried, pass the parachute harness leg-loop up through the slot in the centre of the P.S.P. and place the P.S.P. on the parachute pack in the seat pan; ensuring that the corner of the P.S.P. to which the lanyard is attached is at the front right-hand corner of the seat.

STRAPPING-IN PROCEDURE

4. The following procedure should be used when strapping into the seat:-

- (1) Sit in the seat and pull upwards on the parachute harness shoulder straps to remove rucks from the back pad.

- (2) If a P.S.P. is carried, connect the side quick-release couplings and lanyard to the life jacket ensuring that the lanyard passes outside the right leg.
- (3) Position the parachute harness waist-belt against the body and adjust the quick-release fitting until it is central against the body.
- (4) Connect the parachute harness straps to the quick-release fitting and tighten them to position the fitting about half-way up the body.
- (5) Fit the safety clip behind the disc-knob of the quick-release fitting.
- (6) Connect and tighten the safety harness lap straps; the quick-release fitting must be lower than that of the parachute harness.
- (7) Check that the safety harness "go-forward" control (on the cockpit coaming) is in the locked position and connect and tighten the shoulder straps.
- (8) Put on the flying and protective helmets and fasten the chin straps.

Note...

If the chin straps are not fastened, the helmets may be wrenched off (with painful results) when abandoning the aircraft.

- (9) Connect the Mic/Tel lead.

EMERGENCIES

5. Emergency procedures are detailed in Pilot's Notes, A.P.4349A-P.N.

LEAVING THE AIRCRAFT AFTER LANDING

6. When leaving the aircraft after landing, the following procedure should be used:-
 - (1) Disconnect the Mic/Tel lead.
 - (2) Operate the safety harness quick-releasing fitting, free the straps and return the fitting to the FASTEN position.
 - (3) Remove the safety clip from the disc-knob of the parachute harness quick-release fitting, operate the fitting, free the straps and return the fitting to the locked position.
 - (4) If a P.S.P. is being carried, disconnect the lanyard and side quick-release couplings from the life jacket.
 - (5) Climb out of the aircraft.

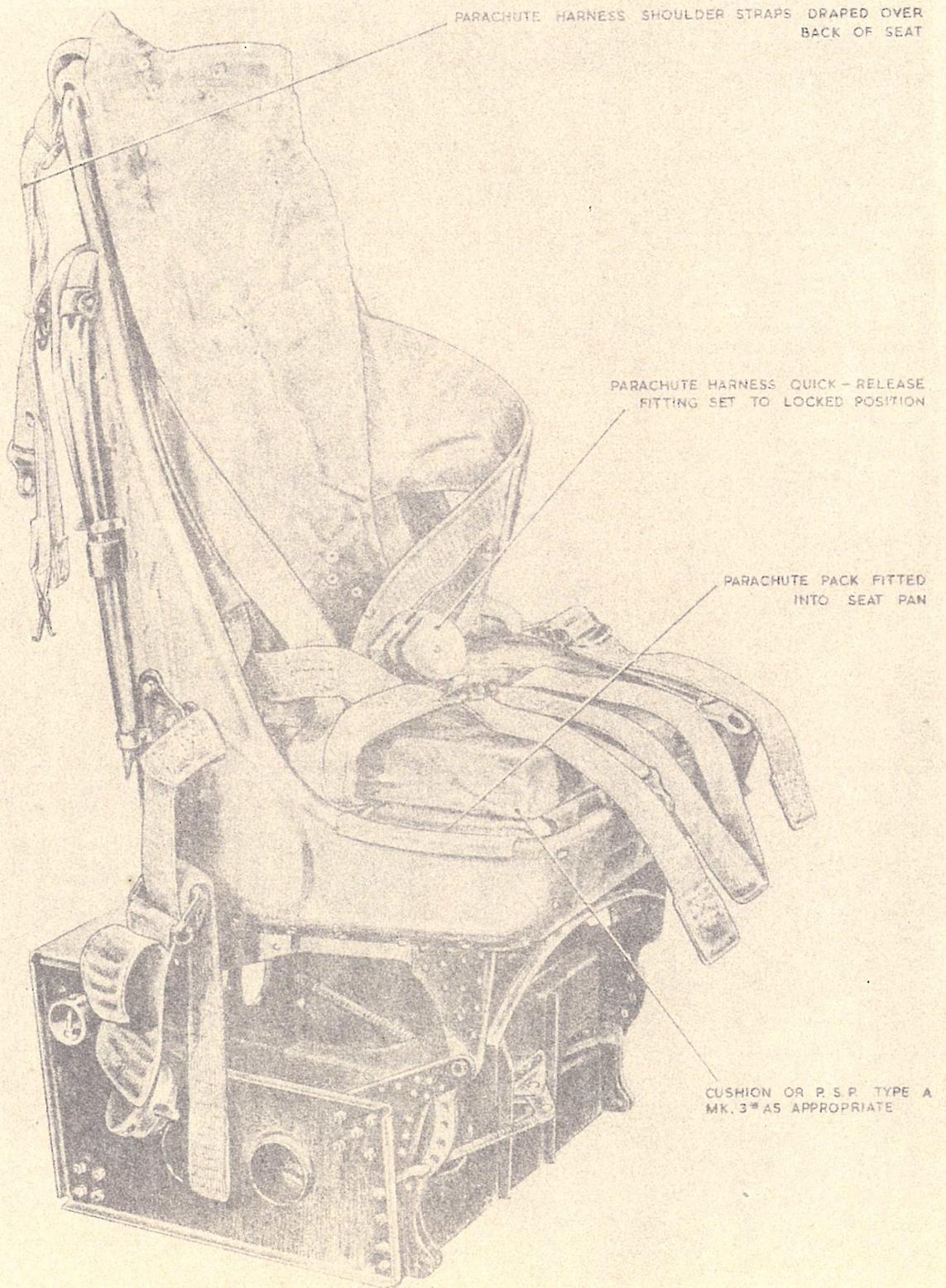


FIG.1. THE SEAT EQUIPPED

F.S./2

RESTRICTED 635



HELMET CHIN STRAPS FASTENED

SAFETY CLIP

PARACHUTE HARNESS QUICK-RELEASE
FITTING NOT OBSTRUCTED BY
SAFETY HARNESS SHOULDER STRAPS

SEAT RAISING AND LOWERING HANDLE

FIG.2. THE SEAT OCCUPIED

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