

Chapter 2A

VAMPIRE F.B.5 AND F.B.9

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COMPOSITION OF THE ASSEMBLY

1. The aircrew equipment assembly for the Vampire F.B.5 and F.B.9 aircraft consists of the following items:-

Seat	Static type
Parachute assembly	Seat type, Mk.10
Safety harness	Type ZC
Personal survival pack	Type A, Mk.3* (see Note)
Emergency oxygen set	Mk.1 or Mk.2 (see Note)
Flying clothing	See Sect.1, Chap.1

Note...

If the aircraft is operating over land, the personal survival pack may be replaced by a parachute cushion; in these circumstances, the Mk.2 emergency oxygen set is used and Mod. F.T.C./SE/3 must be embodied. If the personal survival pack is carried, the Mk.1 emergency oxygen set must be used.

EQUIPPING THE SEAT

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

- (1) Place the safety harness shoulder straps over the back of the seat and ensure that the lap straps are clear of the seat pan. Clean the inside of the seat.
- (2) Remove and retain emergency oxygen cylinder operating head safety pin and check that the "tell-tale" wire is unbroken.
- (3) If the personal survival pack is not used, place the parachute assembly complete with cushion and emergency oxygen cylinder in the seat pan and drape the shoulder straps over the back of the seat (fig.1). Check that the quick-release fitting is set to the locked position.
- (4) If a personal survival pack is used, place the parachute assembly (less cushion), personal survival pack and emergency oxygen set in the seat pan and drape the shoulder straps over the back of the seat. The personal survival pack lanyard should hang over the front, right-hand side of the seat. Check that the parachute harness quick-release fitting is set to the locked position.

STRAPPING-IN PROCEDURE

3. The following procedure should be used when strapping-in to the seat, refer to fig.2 as necessary:-

(1) Sit in the seat

If a personal survival pack is carried:-

(2) Connect the lanyard and side quick-release couplings to the life jacket, ensuring that the lanyard passes outside the right leg.

(3) Check that the parachute harness quick-release fitting is set to the locked position and then fasten the harness; the right leg strap must pass over the personal survival pack lanyard and the shoulder straps must pass under the folds of the life jacket stole.

(4) Tighten the parachute harness, ensuring that the quick-release fitting is positioned as high as possible against the body compatible with comfort. Fit the spring safety clip behind the quick-release fitting disc knob.

(5) Connect the safety harness and tighten it, lap straps first, so that the quick-release fitting is positioned as low as possible against the body.

(6) 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 when abandoning the aircraft. In addition to being rather painful, this would lead to some loss of emergency oxygen.

(7) Connect the Mic/Tel lead.

(8) Connect the main oxygen supply hose to the oxygen mask tube and adjust the hose in its clip on the safety harness lap strap to obtain the desired freedom of head movement.

(9) Pass the emergency oxygen supply tube under the right shoulder strap of the safety harness and connect it to the oxygen mask tube.

(10) Connect the oxygen mask tube locating chain to the D-ring on the life jacket.

If a personal survival pack is not carried:-

(11) Proceed as detailed in sub-para.(4) to (10). The emergency oxygen supply tube should be passed under the left shoulder strap.

LEAVING THE AIRCRAFT AFTER LANDING

4. When leaving the aircraft after landing, the following procedure should be used:-

(1) Disconnect the main oxygen hose from the oxygen mask tube and disconnect the oxygen mask tube locating chain from the life jacket.

(2) Disconnect the emergency oxygen supply tube from the oxygen mask tube.

(3) Disconnect the Mic/Tel lead.

(4) Release the safety harness and return the quick-release fitting to the FASTEN position.

(5) Release the parachute harness and return the quick-release fitting to the locked position.

(6) If a personal survival pack is in use, disconnect the lanyard and side quick-release couplings from the life jacket.

(7) Climb out of the aircraft.

R E S T R I C T E D

FORCED LANDING

5. During a forced landing, the aircraft should be handled in accordance with the recommendations in Pilot's Notes, A.P.4099E & G-P.N. The following actions must be taken to enable the pilot to escape from the aircraft:-

- (1) Release the safety harness.
- (2) Disconnect the main oxygen supply hose and the emergency oxygen supply tube from the oxygen mask tube.
- (3) If a personal survival pack is in use, disconnect the lanyard and side quick-release couplings from the life jacket.
- (4) Release the parachute harness.

If time permits, actions (2) (when below 10,000 ft.), (3) and (4) should be taken before touch-down; the safety harness MUST be tightened before touch-down. After touch-down, release the safety harness and leave the aircraft as quickly as possible.

6. If the forced landing is being made in remote country, it is advisable to carry the parachute and personal survival pack from the aircraft.

ABANDONING THE AIRCRAFT

7. The recommended method of abandoning the aircraft is detailed in Pilot's Notes; the following additional actions must also be taken:-

- (1) Jettison the hood.
- (2) Disconnect the main oxygen supply hose from the oxygen mask tube and, if above 10,000 ft., pull the emergency oxygen cylinder operating handle. If a personal survival pack is being carried, the handle is located on the right-hand side of the pack; if the pack is not carried, the handle is on the parachute harness waist-band, just to the rear of the rip cord handle.
- (3) Operate the safety harness quick-release fitting and abandon the aircraft.
- (4) Grasp the parachute rip cord handle in the right hand and, having descended to below 20,000 ft., and checked any somersaulting, pull it across the body.
- (5) When below 10,000 ft., disconnect the emergency oxygen supply tube from the oxygen mask tube. For control of the parachute during descent and landing, refer to Sect.1, Chap.3.

DITCHING

8. Although, as stated in Pilot's Notes, the aircraft should be abandoned rather than ditched, circumstances may dictate that ditching is unavoidable. The handling of the aircraft during ditching is detailed in Pilot's Notes: the following additional actions are necessary:-

- (1) Before touch-down:-
 - (a) When below 10,000 ft., disconnect the main oxygen supply hose and emergency oxygen supply tube from the oxygen mask tube.
 - (b) Release the parachute harness.
 - (c) Check the personal survival pack lanyard and side quick-release couplings for security of attachment to the life jacket.
 - (d) TIGHTEN THE SAFETY HARNESS and check that it is locked.
- (2) After touch-down:-
 - (a) When the aircraft has come to rest, release the safety harness and leave the aircraft as quickly as possible, inflating the life jacket when clear of the cockpit coaming.
 - (b) Inflate and board the dinghy (see A.P.1182C, Vol.1, Sect.9).

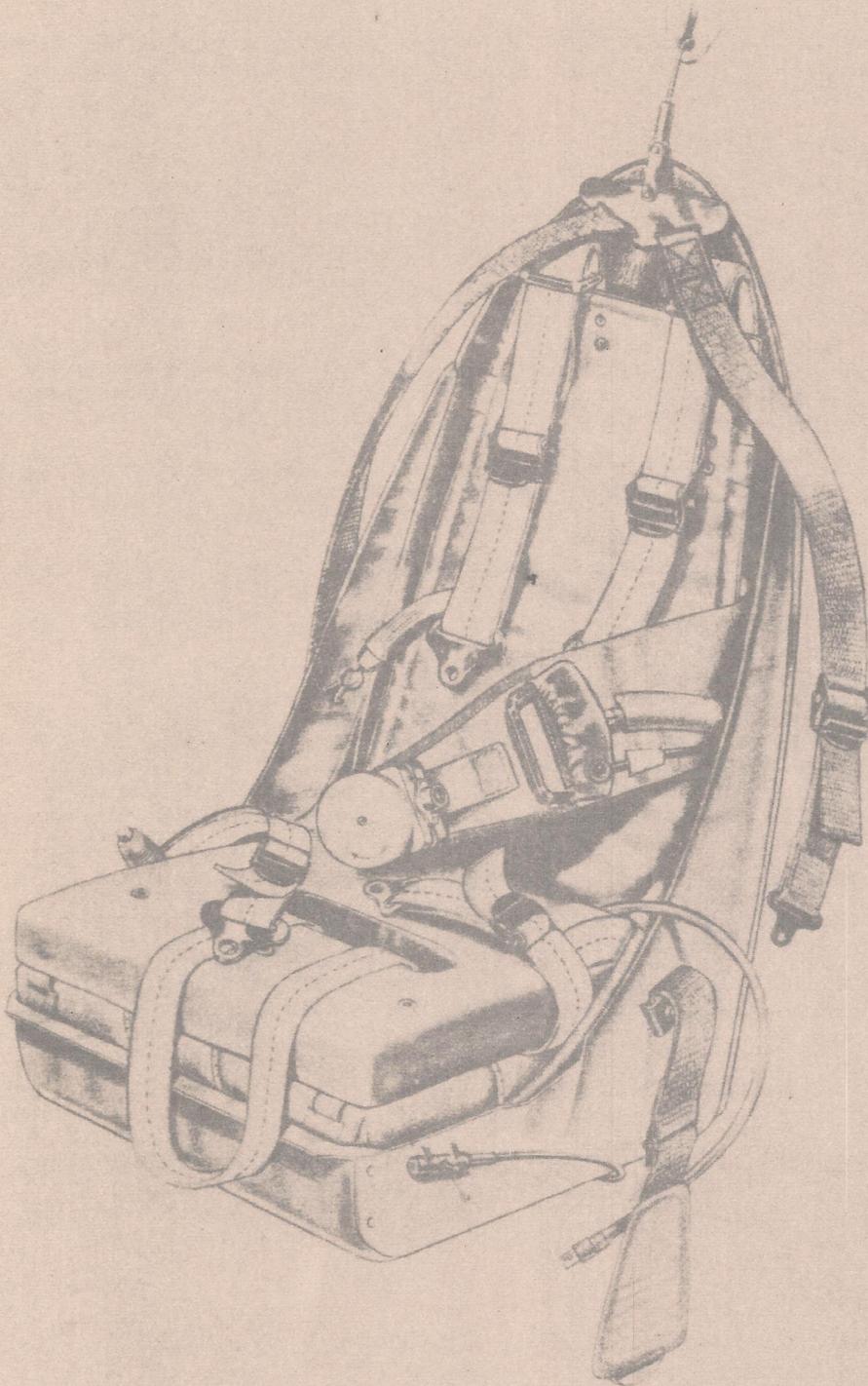


Fig.1. The seat equipped

RESTRICTED

PARACHUTE HARNESS
SHOULDER STRAPS PASS
UNDER FOLDS OF LIFE
JACKET STOLE

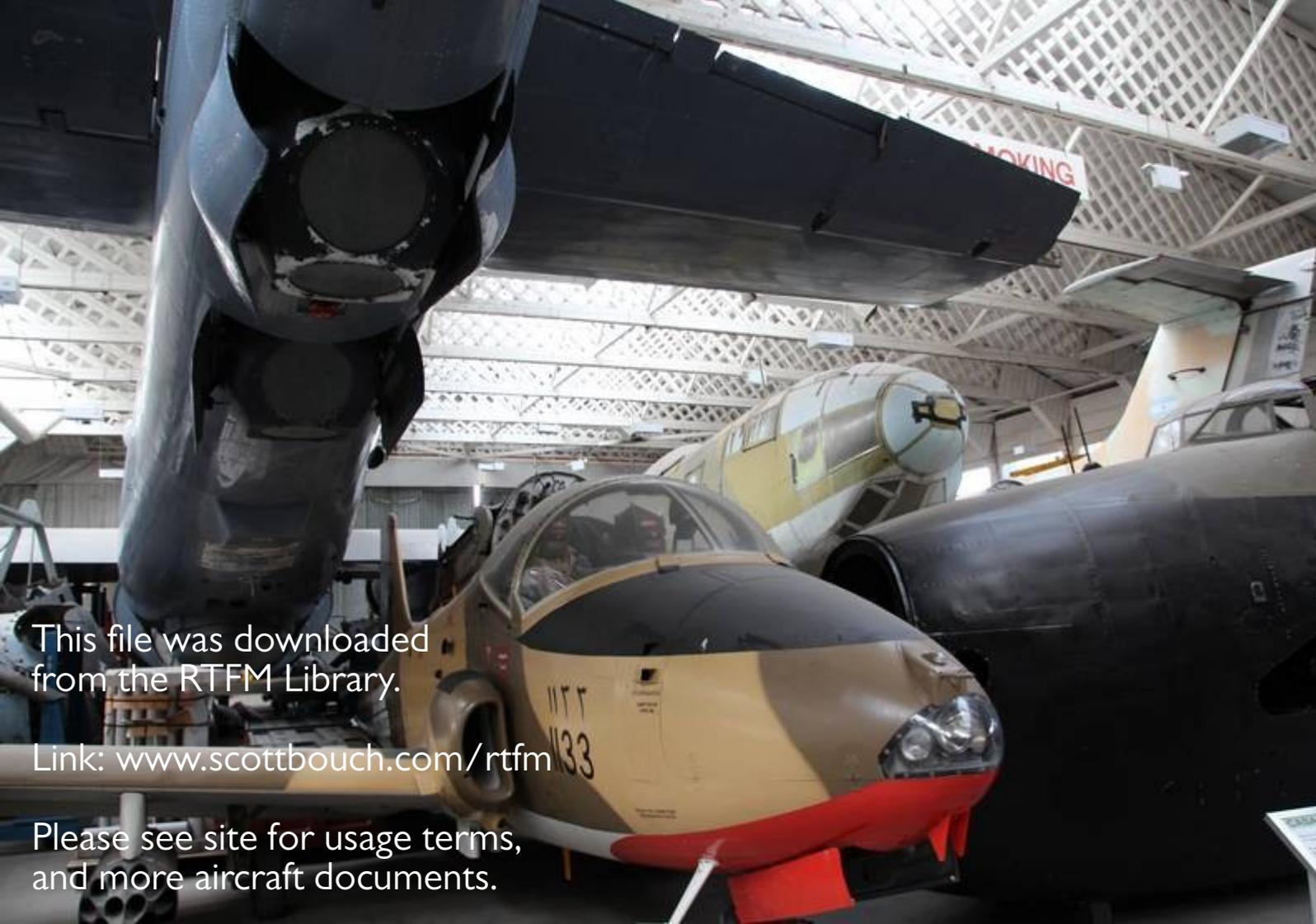
HELMET CHIN STRAPS FASTENED

EMERGENCY OXYGEN SUPPLY TUBE
PASSES UNDER SAFETY HARNESS
SHOULDER STRAP (see text)



Fig.2. The seat occupied

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