Chapter 6

CANBERRA B(I)12

LIST OF CONTENTS

LIST OF ILLUSTRATIONS

Introduction

1. The Canberra B(I)12 carries a crew of two, a pilot who occupies an ejection seat in the cockpit and a navigator who may occupy any one of the following positions :–

(1) A seat attached to the bulkhead on the starboard side of the aircraft. This seat is occupied during take-off, landing and in an emergency if possible.

(2) A folding seat at the instrument bench. This is the navigator's normal flight station.

(3) The prone position on cushions, in the nose of the aircraft, during sighting operations.

Note . . .

Instructions for changing position in flight will be found in pilot's notes A.P.4326M–P.N.

2. This chapter is primarily concerned with the installation of the aircrew equipment assemblies (A.E.A.) in the seats, strapping-in procedure and the drill to be used when leaving the aircraft after landing. A brief description of the various components of the A.E.A. and their functions is included; full details will be found in the other publications, references to which are contained in the appropriate paragraphs.

COMPOSITION OF THE ASSEMBLIES

Pilot's A.E.A.

3. The aircrew equipment assembly for the pilot consists of the following items :–

Ejection seat	Mk. 3CS
Parachute assembly	Back type Mk. 23 or Mk. 33
Personal survival pack	Type R c/w comfort cushion
Emergency oxygen set	Mk. 8 (mounted on ejection seat)
Flying clothing	To be included later

Navigator's A.E.A.

4. The aircrew equipment assembly for the navigator consists of the following items:–

Static (non-ejection) seat	Two: one fixed, one folding
Safety harness	Types ZA in fixed seat. Type Z in folding seat
Parachute assembly	Type C Mk.1 or C Mk.4
Parachute harness	Incorporated in flying suit Mk. 3
Personal survival pack	Type S. Two (one in each seat)
Emergency oxygen set	Mk. 3B, in leg pocket of Mk. 3 flying suit
Flying clothing	To be included later

EJECTION SEAT

5. The Mk. 3CS ejection seat is ejected from the aircraft by a cartridge operated gun; during ejection the seat slides on a guide rail attached to the airframe structure. Further information concerning the seat will be found in A.P.4288 Series.

Firing handles

6. Two firing handles are fitted to the seat. The main handle, which has an integral face screen, projects from the front of the drogue container; the alternative handle is located at the front of the seat pan and is for use when the occupant is unable to reach the main handle – e.g. when subjected to high G forces.

Leg restraint system

7. Leg restraint cords are provided to ensure that the legs are drawn back and held close to the seat pan during and after ejection. The cords pass through snubbing units below the front of the seat pan and are then attached to the aircraft floor with shear rivets. The snubbing units allow the cords to pass freely downwards (towards the floor) but prevent them passing upwards except when released by the spring-loaded toggle at the front of each unit. An interconnection between the taper plug assemblies on the front of the seat pan and the P.E.C. releases the leg restraint cords as the personal component of the P.E.C. is disconnected.

Armrests and seat raising gear

8. Adjustable armrests are controlled by a lever on each rest. The seat pan is adjustable for

height by a lever on the starboard side of the seat; a plunger on the end of the handle must be depressed before the height can be adjusted.

Combined harness

9. Provision is made for the attachment of the combined harness of the parachute assembly. The harness is attached at three points, one centrally just below shoulder level and one on each side at the back of the seat pan. These three anchorages are released automatically in the normal ejection sequence, by the operation of a barostatic time-release unit. To permit the occupant to release himself from the seat should the automatic device fail to operate, a manual separation lever is provided at the rear port side of the seat pan; this lever disconnects the personal component of the P.E.C., the leg restraint cords and the parachute restraining straps simultaneously. The manual separation lever is held in a gate to reduce the risk of accidental operation and requires pressing inwards against a spring before it can be moved.

10. The upper anchorage of the harness embodies a 'go-forward' spring roller mechanism which permits the occupant to lean forward when required. This is controlled by a spring-loaded lever situated at the forward end of the port side of the seat pan. If the lever is pushed towards the front and is held in that position the spring roller mechanism is unlocked, permitting the occupant to lean forward. Release of the lever re-locks the mechanism and prevents any further forward movement of the body. On leaning back the slack is taken up automatically by the spring roller mechanism.

Automatic equipment

11. Fully automatic facilities are provided on the ejection seat to withdraw the parachute canopy and separate the occupant from the seat after ejection. The automatic equipment includes a drogue gun and drogues and a barostatic time-release unit. The drogue gun is operated by a static rod which initiates a time delay of ½ sec. and then fires out a heavy bullet to open the drogue container and extract the drogues which develop and stabilize the seat. The barostatic time-release unit is also initiated by another static rod. If the altitude is lower than 10,000 ft. and the deceleration of the seat is below a value corresponding to a safe parachute opening speed, the time-delay mechanism operates for 1¼ sec. After this delay the harness plunger is pressed down by a strong spring and (a) releases the the drogues from the container so that they transfer the pull to the apex of the parachute (to which they are attached), (b) releases the rear anchorage of the face screen and the parachute pack restraining straps, (c) releases the harness from the seat, (d) operates the P.E.C. and (e) releases the leg restraint cords.

12. In the event of malfunctioning of these automatic devices, the parachute harness waist belt is provided with two D-handles and the seat has a manual separation lever to release the harness. The first D-handle (nearer the quick-release fitting) disconnects the apex of the personal parachute from the automatic devices; when pulled, it exposes the second D-handle which may be used to deploy the parachute. In the event of failure to eject, the same procedure inside the cockpit may enable a manual bale-out to be made in favourable circumstances.

Personal equipment connector

13. The personal equipment connector (P.E.C.) is fitted to the right-hand side panel of the seat pan. It enables the main oxygen, emergency oxygen, air ventilated suit and Mic/Tel leads to be connected or disconnected in one action. It is also linked to the leg restraint device (para. 7) so that the legs are released when the P.E.C. is disconnected. The connector comprises three components :—

(1) *Aircraft component.* Connected to the cockpit structure by a telescopic static rod, and to the personal supply systems in the aircraft.

(2) *Seat component.* Bolted to the seat pan and connected to the emergency oxygen system (see para. 20). This component has an operating linkage from the main barostatic time-release unit and another linkage to the leg restraint system.

(3) *Personal component.* Attached to the flying clothing.

14. As the seat ascends the guide rail during ejection, the aircraft component of the P.E.C. is detached from the seat component when the static rod becomes fully extended, thus severing and sealing off the connections between the seat and the aircraft. At the same time the emergency oxygen supply is turned on automatically. Later, when the harness is released from the seat, the personal component is also automatically detached from the seat component.

Sequence of events during ejection

15. The following is the normal sequence of events after the firing handle has been pulled and the seat commences to ascend the guide rail:–

(1) The leg restraint cords tighten until the rivets shear in the floor anchorages.

(2) The time-delay mechanism for the drogue gun is actuated, the gun being fired after ½ sec.

(3) The time-delay mechanism in the barostatic time-release unit is tripped. The delay is variable, depending on the aircraft height and speed at the time of ejection.

(4) The aircraft component of the P.E.C. is separated from the seat component, disconnecting the oxygen and A.V.S. hoses and the Mic/tel lead between the aircraft and the seat.

(5) The emergency oxygen supply is turned on.

(6) After ½ second the drogue gun fires and the two drogues stabilize the seat. If the ejection occurs at a high altitude the seat will eventually fall nearly vertical with the occupant restrained (by the combined harness) from falling forwards. At low altitudes there may not be time for the seat to attain the near vertical position. During this phase the occupant will be breathing emergency oxygen from the cylinder carried on the seat.

(7) After an appropriate delay the occupant is released from the seat and his parachute canopy opens automatically. At the same time the personal component of the P.E.C. is released from the seat component, detaching the personal services from the seat and enabling ambient air to be inhaled. At moderate aircraft speeds and heights the delay is 1¼ seconds after ejection. At high altitude the 1¼ seconds delay does not commence until the seat has descended below 10,000 ft. At high speeds, at 10,000 ft. or below, delay does not commence until the seat has decelerated to a safe speed for the parachute canopy to deploy.

STATIC SEATS

16. In flight, the navigator normally occupies the seat at the instrument bench. This is a bucket type folding seat mounted on a structure which is hinged and locked to catch plates in the floor. When not required the seat may be unlocked from the catch plates and, owing to the hinging of the seat structure, stowed and locked beneath the bench. A spade grip handle, protruding from the rear of the structure, controls the locking action of the mechanism; to release from the operative position the handle is pulled upwards. The seat locks automatically in either position when the catches engage.

17. The seat pan swivels about its axis and may be locked in any one of four different positions by the swivel release knob. These positions are facing (a) forwards, (b) aft, (c) inboard towards the bench and (d) outboard towards the access door. The seat has a hinged back rest and is equipped with a Type Z safety harness.

18. The fixed static seat is provided for occupation during take-off and landing and in certain emergencies. An additional Mic/tel lead is provided at this position but the main oxygen and air ventilated suit supplies are not connected until the navigator moves into the folding seat.

EMERGENCY OXYGEN

19. The emergency oxygen set Mk. 3B for the navigator is stowed in the leg pocket of the Mk. 3 flying suit; the operating cable runs in a conduit attached to the right thigh and terminates in a manual operating knob. The emergency oxygen supply tube is led through a tunnel in the suit and is secured in the oxygen mask tube connector.

20. The emergency oxygen cylinder for the pilot is mounted at the rear of the ejection seat. The supply is turned on automatically, during ejection, by a static line. This static line is led into a conduit attached to the aircraft structure and emerges at the other end as a yellow and black striped knob on a lever at the starboard side of the seat; manual operation of this lever turns on the emergency oxygen supply. The emergency oxygen is fed to the rear end of the seat component of the P.E.C. (para. 13) through an inward relief and excess pressure valve (RV/51); this valve allows excess oxygen (during the early stages of discharge from the cylinder) to spill out to atmosphere and also permits inward inhalation of supplementary air when the supply of oxygen has dropped below demand. To prevent dilution of oxygen under normal conditions and to ensure recognition of a 'no-flow' failure of the main oxygen regulator, the inward relief element is spring-loaded so that breathing through it demands a noticeable effort. The excess pressure relief element is barometrically controlled to give pressure breathing above 40,000 ft., but is only very lightly spring-loaded below this altitude. A full description of the valve will be found in Sect. 1, Chap. 6.

21. When the emergency oxygen is turned on automatically during ejection, it feeds oxygen through the seat component of the P.E.C. until automatic separation from the seat occurs at a height (approx. 10,000 ft.) where an oxygen supply is no longer needed.

PARACHUTE ASSEMBLIES

22. The back type Mk. 23 or Mk. 33 parachute assembly is installed in the ejection seat and operates in conjunction with the automatic equipment described in para. 11. The Type C Mk. 1 or C Mk. 4 parachute pack for the navigator is stowed in a container on the starboard side of the cabin just above and forward of the access door and is held in place with an elastic strap. The parachute harness is incorporated in the Mk. 3 flying suit, the suspension straps incorporating two snap hooks (arranged to lie outside the suit on the chest) which clip on to two metal fittings on the back of the parachute pack when required; these fittings are connected to the parachute rigging lines inside the pack. When clipped on to the hooks the parachute pack lies in position on the chest with the rip-cord handle within reach of the right hand.

23. Detailed information about both types of parachute assemblies is contained in A.P.1182A, Vol. 1.

PERSONAL SURVIVAL PACKS

24. The personal survival pack Type R is housed in the ejection seat pan and serves as a cushion. It is attached to the lower harness straps by two quick release couplings at the sides and to the life jacket by a lowering line stowed in the left-hand side flap of the pack. The harness attachments are connected when the equipment is installed in the seat and the lowering line by the occupant when strapping in. The lowering line, being attached to the clothing, enables the pack/harness attachments to be released during a parachute descent so that the pack is suspended 15 ft. below the body; on alighting this enables the harness to be immediately discarded without loss of the pack. A thin cushion is provided with the Type R pack to cover the underleg straps of the harness; it is attached to the harness by press studs.

25. A Type S personal survival pack is housed in both the fixed and folding seats for the navigator. It is attached to the quick-release couplings on the flying suit during strapping in. It also has a lanyard, which is connected to another quick-release coupling on the flying suit, to prevent the pack being lost when the parachute is discarded after a descent.

26. Information about both types of survival packs will be found in A.P.1182C, Vol. 1.

EQUIPPING THE EJECTION SEAT

Connections to the aircraft

27. When the ejection seat is installed in the aircraft and is properly equipped, the following items are connected to the aircraft :–

(1) *Port side of seat :–*

(a) Static rod from drogue gun.

(2) *Starboard side of seat :–*

(a) Static rod from barostatic time-release unit.

(b) Static rod from aircraft component of P.E.C. In addition the aircraft and seat components of the personal equipment connector are fitted together.

(c) Static line from emergency oxygen cylinder operating head.

(3) *Front of seat :–*

(a) Leg restraint cords.

Equipping the seat

28. The following procedure is to be used when installing the equipment in the seat; refer to fig. 1 to 8 for detail as necessary :–

(1) Ensure that the seat has been made safe for servicing in accordance with current instructions.

(2) Fit the emergency oxygen cylinder into the clamping brackets on the seat beam, ensuring that the loop of the supply tube at the top of the cylinder faces forward.

(3) Pass the emergency oxygen supply tube between the inward relief and excess pressure valve and the seat pan and connect it to the underside of the valve. Arrange the tube to form an easy sweep and then insert it into the clips on the side of the seat pan. Wire-lock the tube connector to the valve mounting bracket utilising the holes provided.

(4) Connect the emergency oxygen cylinder operating cable nipple to the anchor section of the static line and engage the end fitting of the cable housing in the anchor socket (*fig.* 1).

Note . . .

Operations (2), (3) and (4) must be done before the ejection seat is installed in the aircraft.

(5) Connect the anchor hook to the static line-cum-manual operating cable.

(6) Ensure that the manual override lever is in the locked position.

(7) Place the parachute assembly in the seat pan with the horseshoe pack uppermost and its top end to the front of the seat.

(8) Take up the outer shoulder straps of the parachute harness, ensuring that they are not twisted and pass them through the arch of the parachute pack, from front to rear. The straps are attached at the top to a metal D-shackle.

(9) Remove the parachute restraining straps. These are stowed in the buckles on each side of the drogue container together with the headrest pad.

(10) Operate the 'go-forward' lever and pull out the webbing strap from under the parachute support bracket. This strap must be held or it will spring back.

(11) Pass the strap up through the D-shackle from inside to outside.

(12) Each parachute restraining strap has a metal D-ring at one end. Hook these over the lug on the end of the 'go-forward' strap (fig. 2).

(13) Still holding the 'go-forward' strap (threaded through the harness D-shackle) and the two restraining straps (hooked over lug), press down the operating lever on the starboard side of the seat to withdraw the harness locking plunger. This lever is immediately below the harness release plunger on the barostatic time-release unit (the services of an assistant will be required).

(14) Insert the end of the lug of the 'go-forward' strap in the hole under the parachute support bracket, release the lever and the plunger will lock in the eye of the lug. Check for security by pulling on the 'go-forward' strap, then allow it to wind back.

(15) Lift the horseshoe pack into position on the support bracket and hold it there. Place the headrest cushion centrally on top of the pack.

(16) Draw the unattached ends of the parachute restraining straps forward through the arch and then upwards in front of the pack towards the buckles on each side of the drogue container. Ensure the straps are not twisted.

(17) Pass the port strap through the loop in the parachute withdrawal line.

(18) Pass the end of the strap through the drogue container port buckle from the outside inwards.

(19) Take the starboard parachute restraining strap and assemble to the drogue container starboard buckle similarly. There is no parachute withdrawal line to pass the strap through on this side.

(20) Pass the ends of the parachute restraining straps through the buckles on each side of the headrest cushion so that the strap ends emerge on the outside of the buckle (fig. 3).

(21) Work the straps back and forth in the self-locking buckles on the headrest cushion until the parachute pack and cushion are strapped tightly to the seat structure.

(22) Connect the parachute withdrawal line to the link line by the screw coupling, ensuring :–

(a) That the link line (to the securing pin) passes between the port headrest restraining strap and the side of the drogue container.

(b) That the port lifting line (between the securing pin and the drogue shackle) has been passed *under* the drogue withdrawal line (between the drogue gun and the drogue flap securing pin) (fig. 4).

(23) On each side, press the main attachment lug on the harness lap strap into the lower locks at the back of the seat pan (fig. 5) (they will clip into place). Check, by pulling in several directions, that they are secure.

(24) Lift the parachute harness and hold it in the stowed position by inserting the lugs on the shoulder straps between the headrest restraining straps and the side of the drogue container.

Note . . .

This operation is for stowage purposes only, to keep the harness straps suspended out of the way until the seat is ready for occupation.

(25) Clear the seat pan. Place the survival pack in position, lowering line to port; it is essential that a pack incorporating Mod. SR/332 is used. Ensure that the transverse seat strap of the harness crosses *over the top* of the pack, at the back.

(26) Connect the side quick-release couplings of the survival pack to the parachute harness.

(27) Insert the sticker strap lugs into the clips on the inside face at each side of the seat pan, bringing the straps up on the inboard side of the survival pack couplings and then over the couplings down into the clips (fig. 6). Check that the personal survival pack couplings are still connected.

(28) Place the cushion on top of the survival pack and use the press studs to fasten it to the harness seat strap; tuck the rear corners well into the back of the seat. Arrange the harness leg loops and lap straps ready for occupation; pass the leg loops through the slot in the centre of the cushion (fig. 7).

(29) Carefully examine the two D-handles on the waistbelt of the parachute harness. The second handle (furthest

from the quick-release fitting) has a cover flap which will be released by operation of the first handle. Early type harnesses may also have a similar cover flap over the first D-handle; this is provided solely to avoid accidental operation and is to be removed to leave the handle unobstructed.

(30) Extend the lap straps and shoulder straps fully. This is to be repeated before every subsequent flight.

(31) Return the seat to the safe for parking condition.

EQUIPPING THE STATIC SEATS

29. To equip the fixed seat, place a Type S personal survival pack in the seat pan (lanyard to the left-hand side of the seat) and arrange the safety harness ready for occupation.

30. To equip the folding seat (fig. 12), proceed as follows :–

(1) Grasp the spade handle grip and pull out and down. The seat will unfold, withdraw from its stowed position under the bench and lock automatically in the new position.

(2) Raise the back rest. Place the Type S survival pack in the seat with the lanyard to the left-hand side.

(3) Lower the back rest. Fold and stow the seat under the bench.

(4) Place a C Mk. 1 or C Mk. 4 parachute pack in the container, flat side of the pack inboard and rip-cord D-handle to the right-hand side of the container.

(5) Secure the pack by hooking the flexible strap on the cleat in front of the container.

STRAPPING-IN PROCEDURE

Pilot

31. Normally, the oxygen and air ventilated suit hoses will be connected to the personal component of the P.E.C. and the leg restraint garters (which may be embodied in the flying suit) will be fastened to the legs before entering the aircraft. Lower the seat fully, then proceed as follows; refer to figs. 9, 10 and 11 for detail as necessary :–

(1) Ensure the seat has been made safe for parking in accordance with current instructions.

(2) Check that the harness lap straps and shoulder straps have been fully extended and are securely anchored to the seat.

(3) Remove the dust cover from the seat component of the P.E.C. and fit it into the stowage on the right-hand side of the seat (if this has not already been done).

(4) Sit in the seat.

(5) Press the front end of the personal component (attached to the clothing) of the P.E.C. into the front end of the seat component in an inclined attitude. Press down with a hinging movement until it clips into place. Test by inserting one or two fingers under the handle and attempting to lift it.

(6) Thread the leg restraint cords through the quick-release couplings on the garters as follows. The cord from the starboard snubbing unit (under the seat pan) is threaded through the garter coupling on the left leg and the end-fitting of the cord is then plugged into the starboard taper socket (on the front of the seat pan).

Note . . .

(1) *If there is insufficient length of cord pull forward on the ring in the front of the snubbing unit to release more cord.*

(2) *Unless the personal component of the P.E.C. is mating correctly with the seat component the plug will not lock in its socket.*

(7) Thread the port cord through the right garter and back to the port taper socket, crossing the cords. It does not matter which cord is in front, but do not interlace them (fig. 9).

(8) Pull back any excess of restraint cord through the snubbing units, leaving enough slack for full rudder operation.

(9) Adjust the height of the seat until a satisfactory position for flying is obtained; ideally with the head positioned centrally against the headrest cushion. Stretch the arms upwards towards the firing handle to ensure that there is no restriction to firing handle access by the flying clothing.

(10) Connect the survival pack lowering line on the left side to the quick-release coupling on the life jacket. The line is to lie across the left thigh (fig. 11).

(11) Bring the harness waistbelt across the body. Adjust the quick-release fitting so that it lies centrally with the waistbelt close to the body. For Mk. 23 harness only; draw the leg loops up between the legs and pass the lap straps through the loops.

(12) Connect the lugs on the lap straps to the quick-release fitting; the hoses to the P.E.C. are to pass under the right lap strap. The back pad will be drawn up by a ground crew member and the lumbar cushion adjusted to suit. Sit well back in the seat. Any slack in the hoses to the P.E.C. is to lie below the right lap strap to allow adequate body movement without straining the hoses (fig. 10).

(13) Tighten the lap straps. When tightening harness straps pull on the running end with one hand and push the standing end towards the buckle with the other to relieve the tension on the buckle. After the first tightening move the body about inside the harness and then re-tighten, repeating the process until the harness is really tight. It is most important that the lap straps are tight since they provide the principal restraint under all stress conditions.

(14) Bring the leg loops up between the legs and thread the left one through the metal eye on the left lap strap. Repeat on the right side. If twisted correctly the crutch loops will lie flat on the inside of the thighs.

(15) Remove the ends of the shoulder straps from the stowed position and arrange them under the life jacket stole. Thread the lugs through the leg loops, then connect them to the quick-release fitting.

Note . . .

(1) *The leg loops should engage on the metal end fittings, not on the webbing above them so that they will disengage freely on operation of the quick-release fitting.*

(2) *To facilitate this engagement it is normally essential that the shoulder straps be let out fully.*

(16) Fit the safety clip between the disc knob and body of the quick-release fitting.

(17) Thin subjects will need to tuck the left crutch loop carefully behind the first D-handle on the waistbelt.

(18) Take up the slack in the blue inner (underneath) shoulder straps of the harness and then take up the slack in the brown outer (top) shoulder straps. Move the body about inside the harness as described in operation (13), but do not overtighten the shoulder straps to cause the back to arch as this is a bad attitude for ejection.

(19) Tightening of the shoulder strap will ruck the section of the lift webs lying

between the inner and outer straps. The assistance of a ground crew member is to be obtained to pull back the lift webs through the metal runners at the shoulders and then stow the excess length neatly (by lengthening the loops in the lift webs) behind the back.

(20) Put on the flying and protective helmets if this has not already been done and fasten the chin straps. Fit the oxygen mask.

Note . . .

If the chin straps are not fastened, the helmets may be wrenched off during ejection. At high altitudes this would mean the loss of vital oxygen supply.

(21) Connect the Mic/tel lead and oxygen mask tube. Connect the mask tube spring clip to the D-ring on the life jacket.

(22) Reach upwards and check that main firing handle is within reach; DO NOT PULL.

(23) Conduct pre-flight oxygen checks (see Pilot's Notes).

(24) Remove the safety pins from the main and alternative firing handles and place them in their stowage; the assistance of a ground crew member may be obtained.

Navigator

32. Before and during take-off the navigator is to occupy the fixed seat but before doing so he must be wearing a flying helmet, oxygen mask and protective helmet. The procedure is as follows (*fig.* 13):–

Before take-off

(1) Pull out and lock the folding seat.

(2) Sit in the seat.

(3) Check that the safety pin has been removed from the emergency oxygen cylinder in the leg pocket.

(4) Connect the main and emergency oxygen supply to the mask tube assembly. The main oxygen supply hose is at the right (forward) end of the bench.

(5) Conduct pre-flight oxygen checks as required (see Pilot's Notes).

(6) After the oxygen check, disconnect the main oxygen hose only. Swivel the seat to face aft and lock it in this position.

(7) Leave the folding seat and occupy the fixed seat.

(8) Fasten the fixed seat safety harness.

(9) Connect the Mic/tel lead provided at this station.

After take-off

(10) Disconnect the Mic/tel lead.

(11) Disconnect the fixed seat harness.

(12) Leave the fixed seat and occupy the folding seat.

(13) Connect the survival pack side quick-release couplings to the corresponding fittings of the Mk. 3 flying suit.

(14) Connect the survival pack lanyard to the coupling on the flying suit (left-hand side).

(15) Fasten the folding seat harness.

(16) Turn the seat to face the bench and lock it in position.

(17) Connect the main oxygen supply.

(18) Connect the air ventilated suit supply as required. The coupling for this is on the left (aft) end under the bench.

(19) Connect the Mic/tel lead (under the bench).

EMERGENCIES

33. For drills and procedures to be taken in emergencies refer to Pilot's Notes A.P.4326M–P.N.

LEAVING THE SEAT AFTER LANDING

Pilot

34. (1) Remove the firing handle safety pins from their stowage and fit them to the main and alternative firing handles (assistance is to be obtained, whenever possible, from a member of the ground crew when fitting the pin to the main firing handle).

(2) Disconnect the personal component of the P.E.C. by pulling upwards on the handle (this will also free the leg restraint cords).

(3) Remove the spring clip from the harness quick-release fitting and undo the harness. Return the quick-release fitting to the locked position.

(4) Disconnect the survival pack lowering line from the life jacket.

(5) Vacate the seat.

(6) Fit the dust cover to the P.E.C.

Navigator

35. Before landing, the navigator proceeds to occupy the fixed seat (refer to Pilot's Notes) as follows :–

(1) Rotate the folding seat to face aft and lock it in position.

(2) Disconnect the survival pack and lanyard.

(3) Disconnect the main oxygen and air ventilated suit supplies and the Mic/tel lead.

(4) Undo the safety harness.

(5) Occupy the fixed seat.

(6) Connect the survival pack side quick-release couplings and lanyard.

(7) Fasten the fixed seat safety harness.

(8) Connect the Mic/tel lead provided at this station.

36. After landing proceed as follows :–

(1) Undo the fixed seat safety harness.

(2) Disconnect the survival pack and lanyard.

(3) Disconnect the Mic/tel lead.

(4) Vacate the seat.

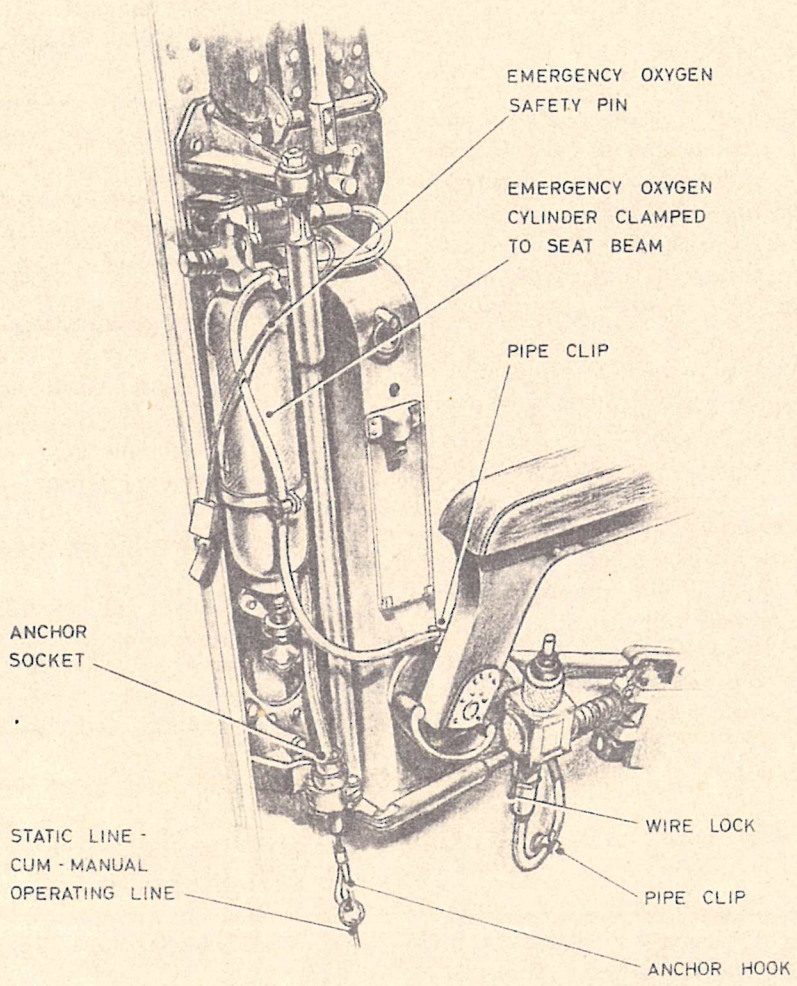

Fig. 1. Ejection seat: Arrangement of emergency oxygen supply

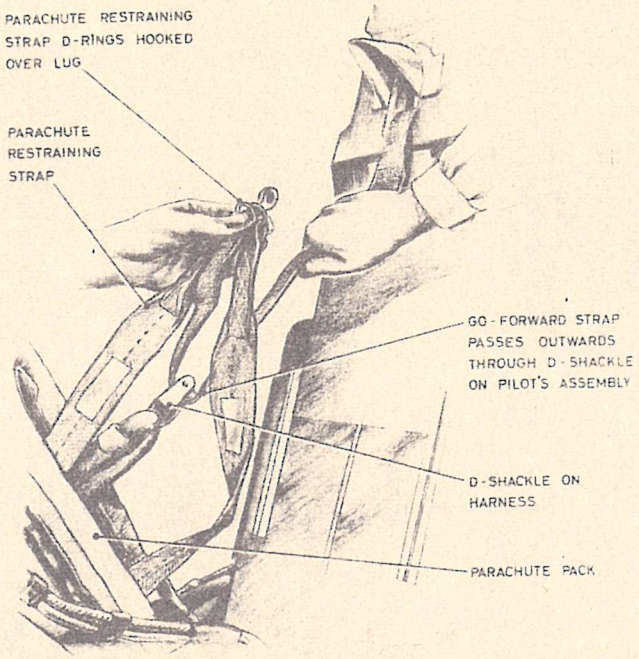

Fig. 2. Ejection seat: Installing the parachute assembly: Stage 1

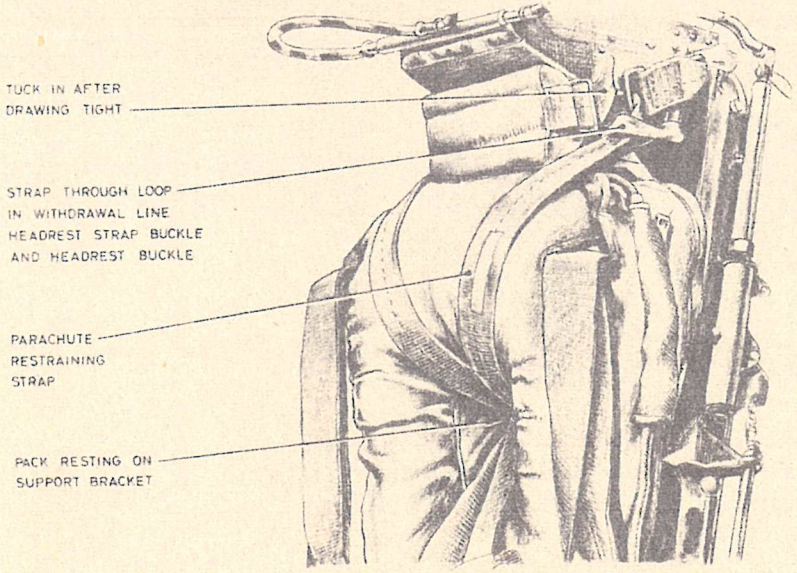

Fig. 3. Ejection seat: Installing the parachute assembly: Stage 2

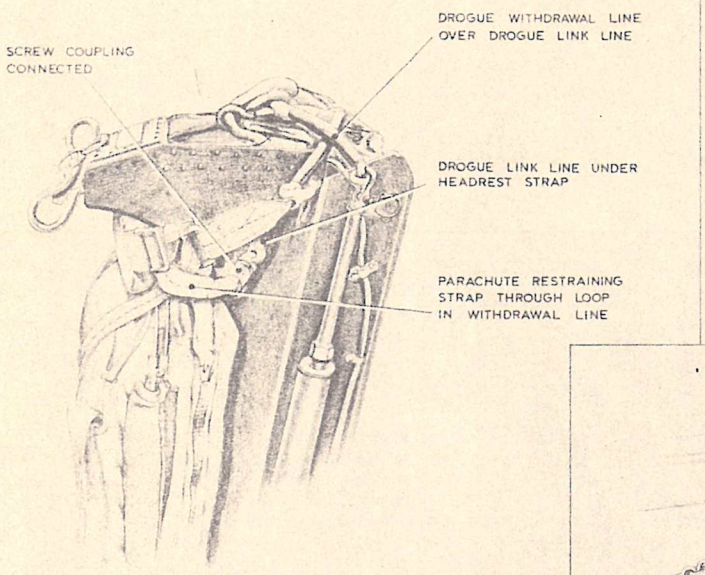

Fig. 4. Ejection seat: Installing the parachute assembly: Stage 3

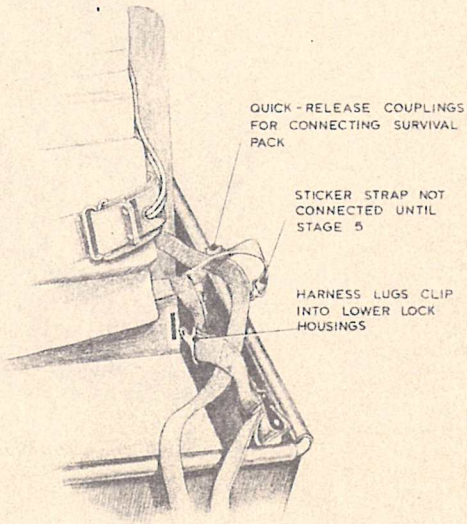

Fig. 5. Ejection seat: Installing the parachute assembly: Stage 4

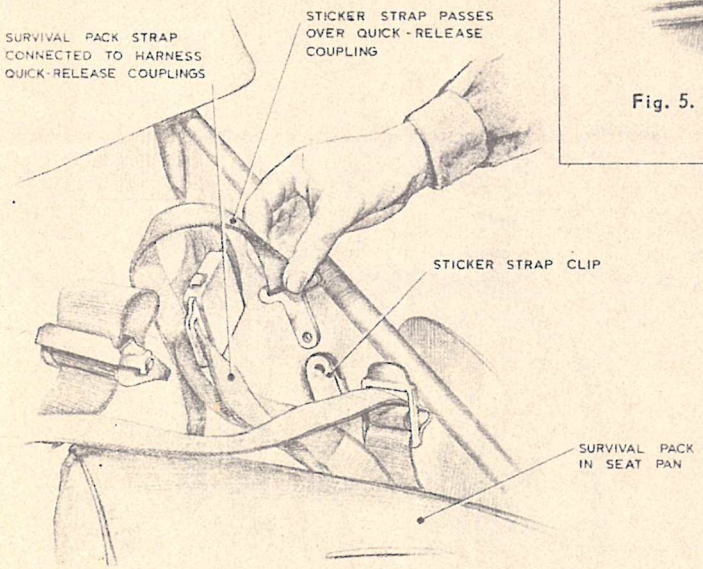

Fig. 6. Ejection seat: Installing the parachute assembly: Stage 5

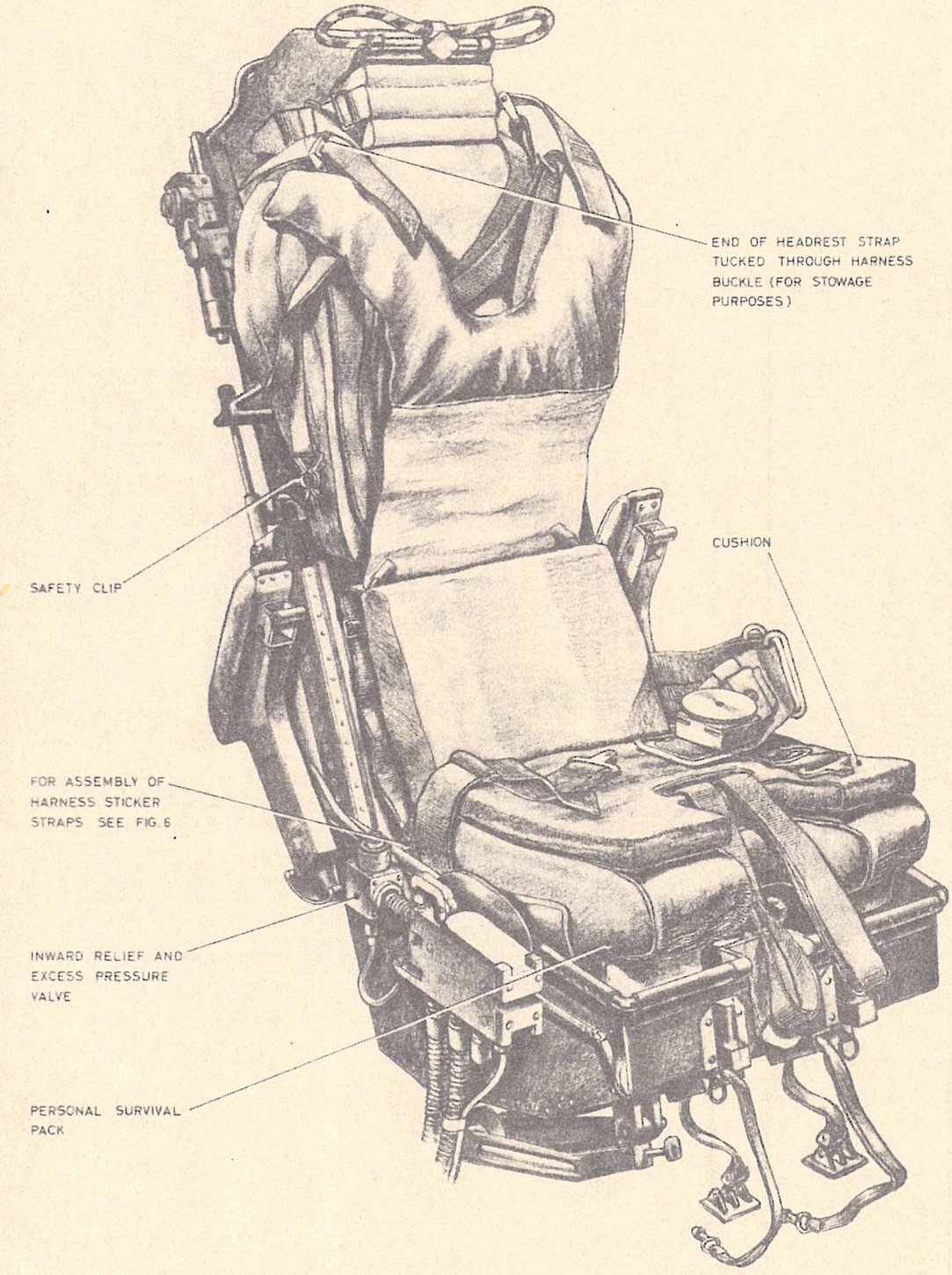

Fig. 7. The ejection seat equipped (1)

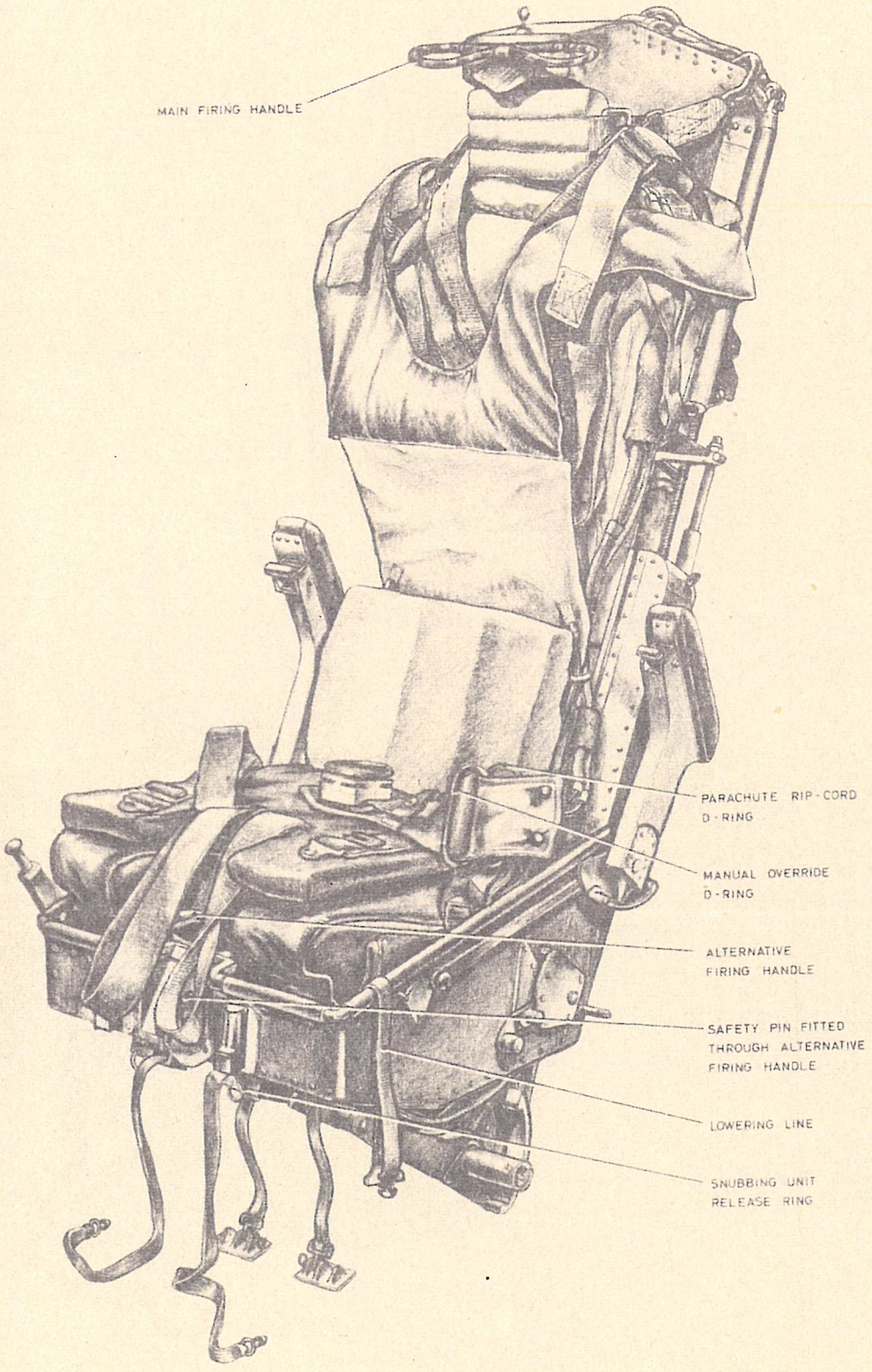

Fig. 8. The ejection seat equipped (2)

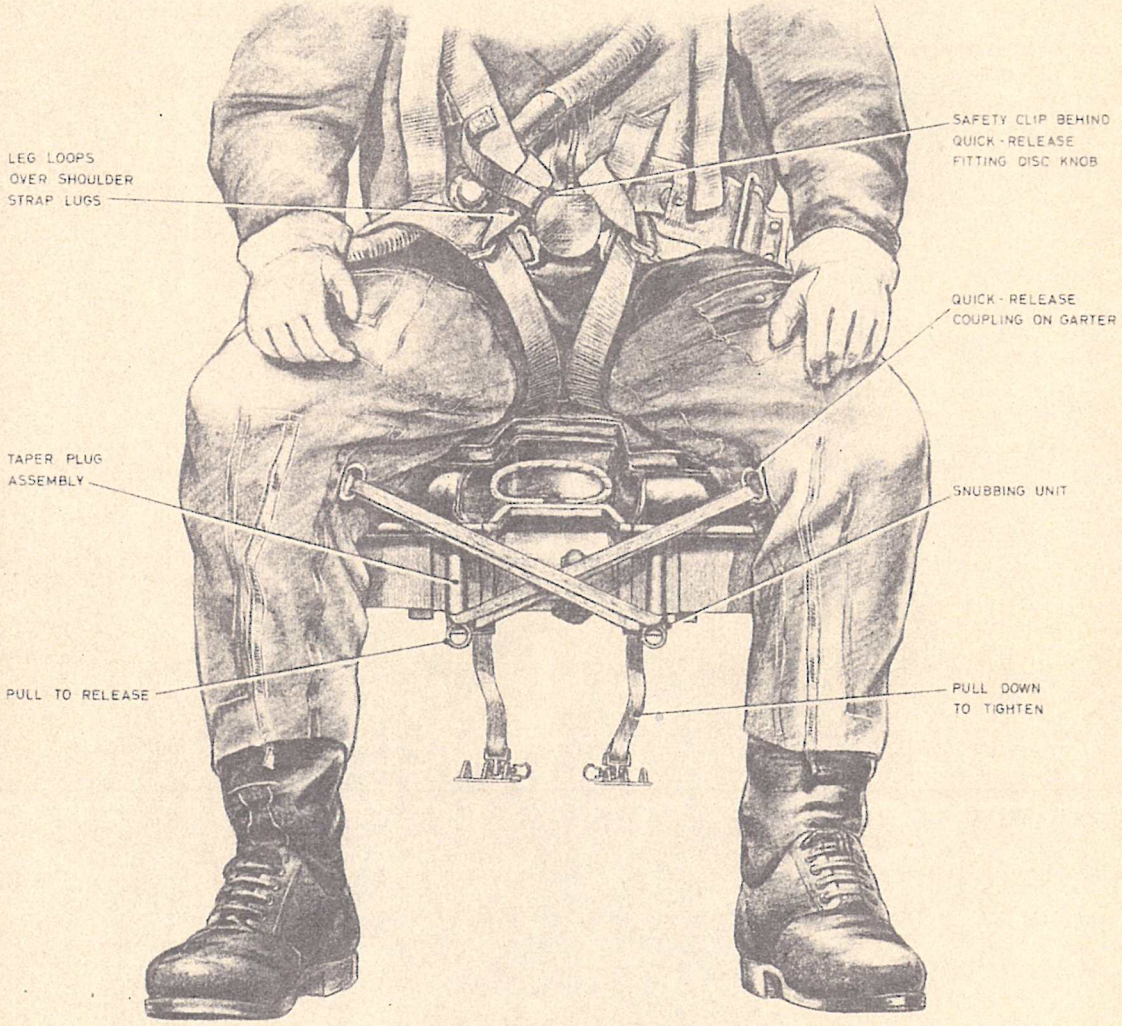

Fig. 9. Assembly of leg restraint cords and harness (Pilot)

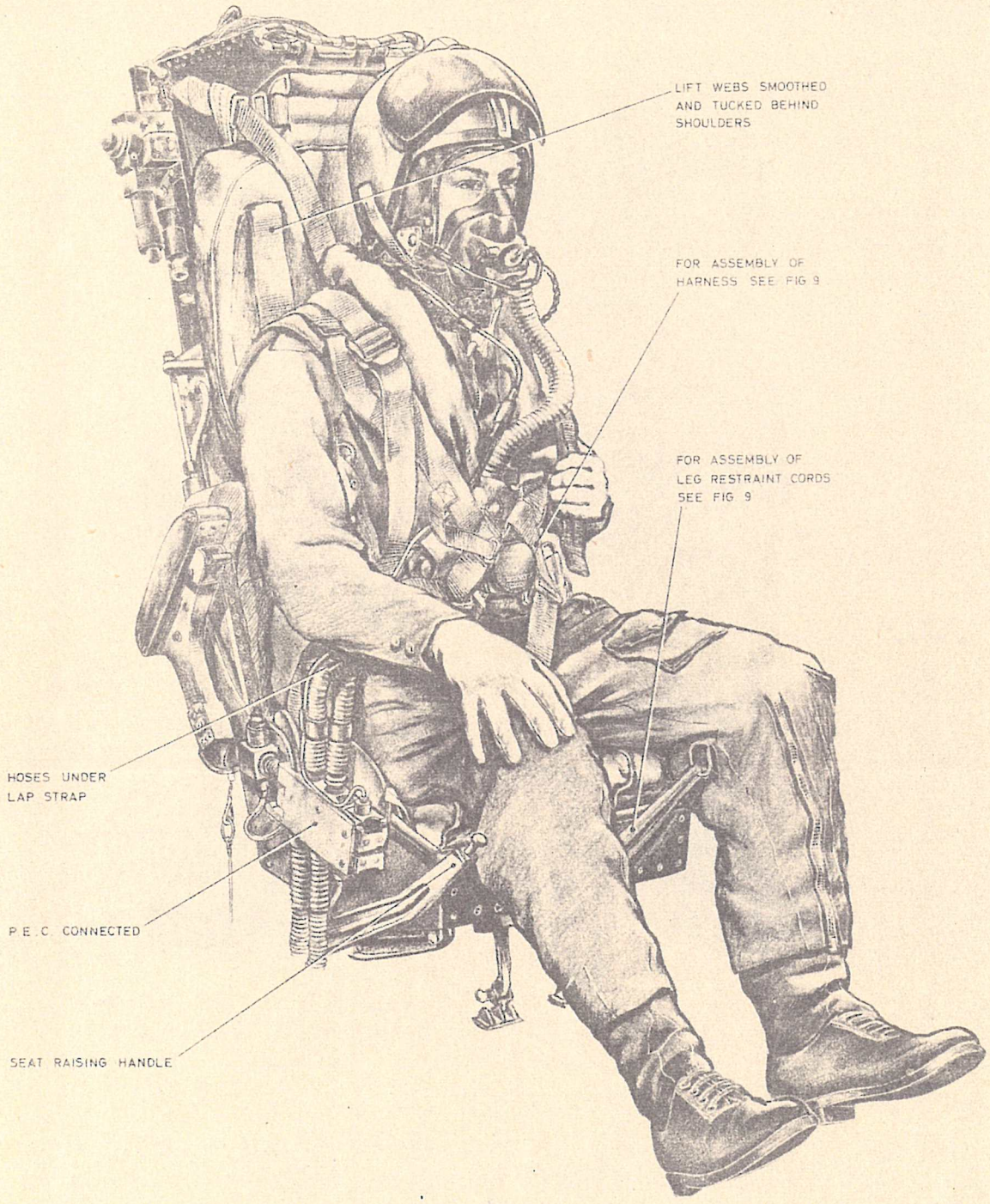

Fig. 10. The ejection seat occupied (1)

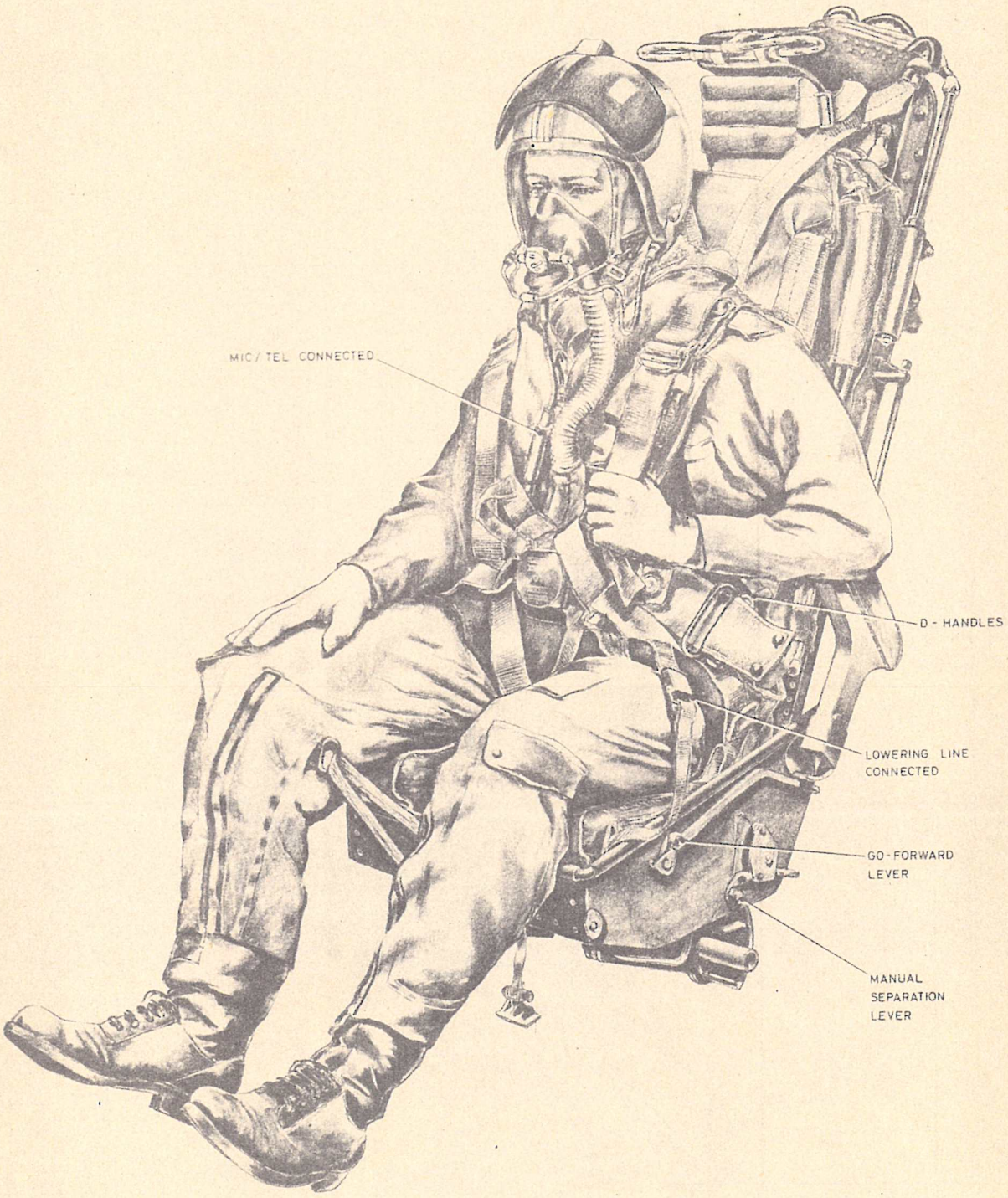

Fig. 11. The ejection seat occupied (2)

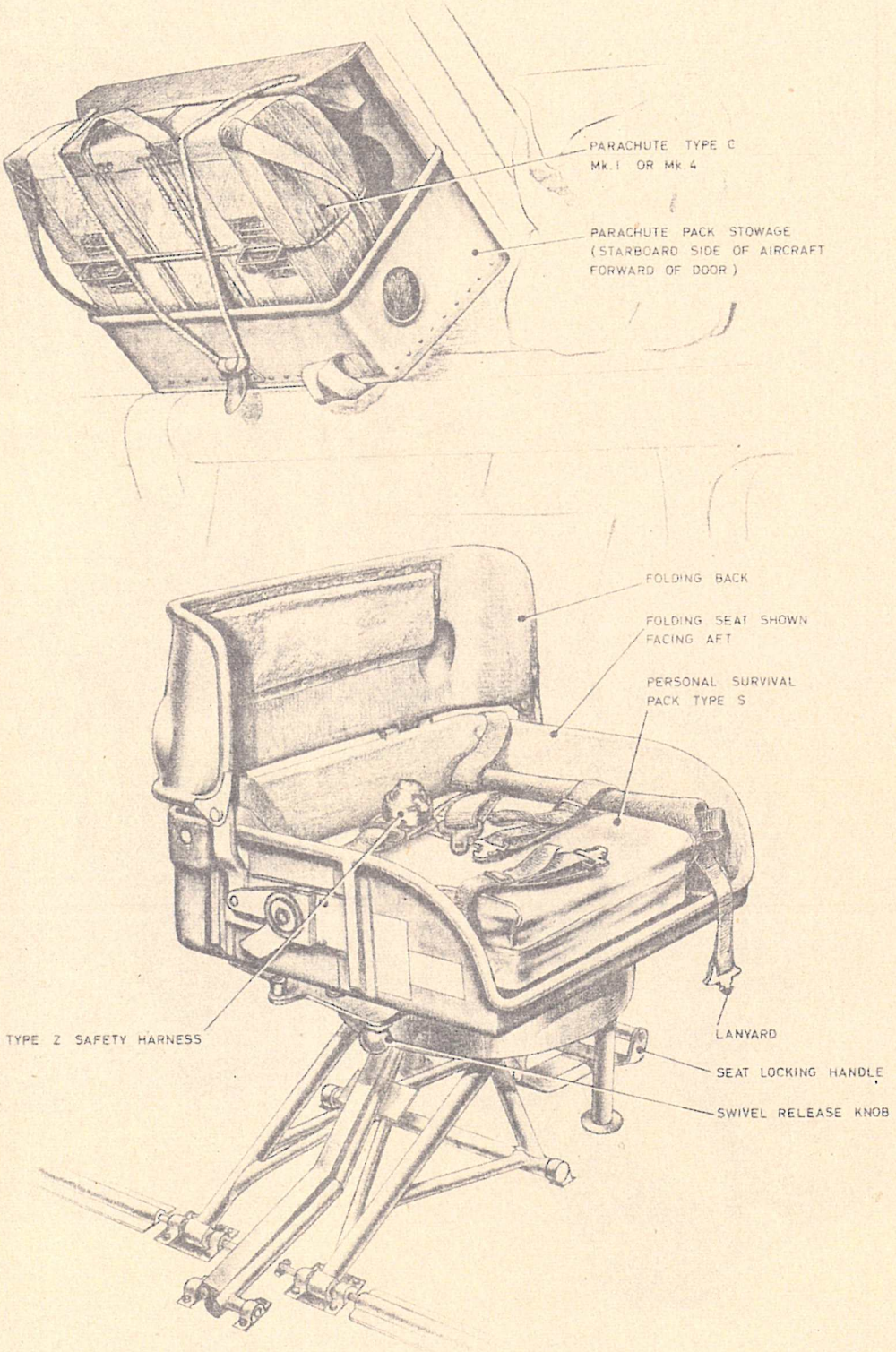

Fig. 12. The folding seat equipped

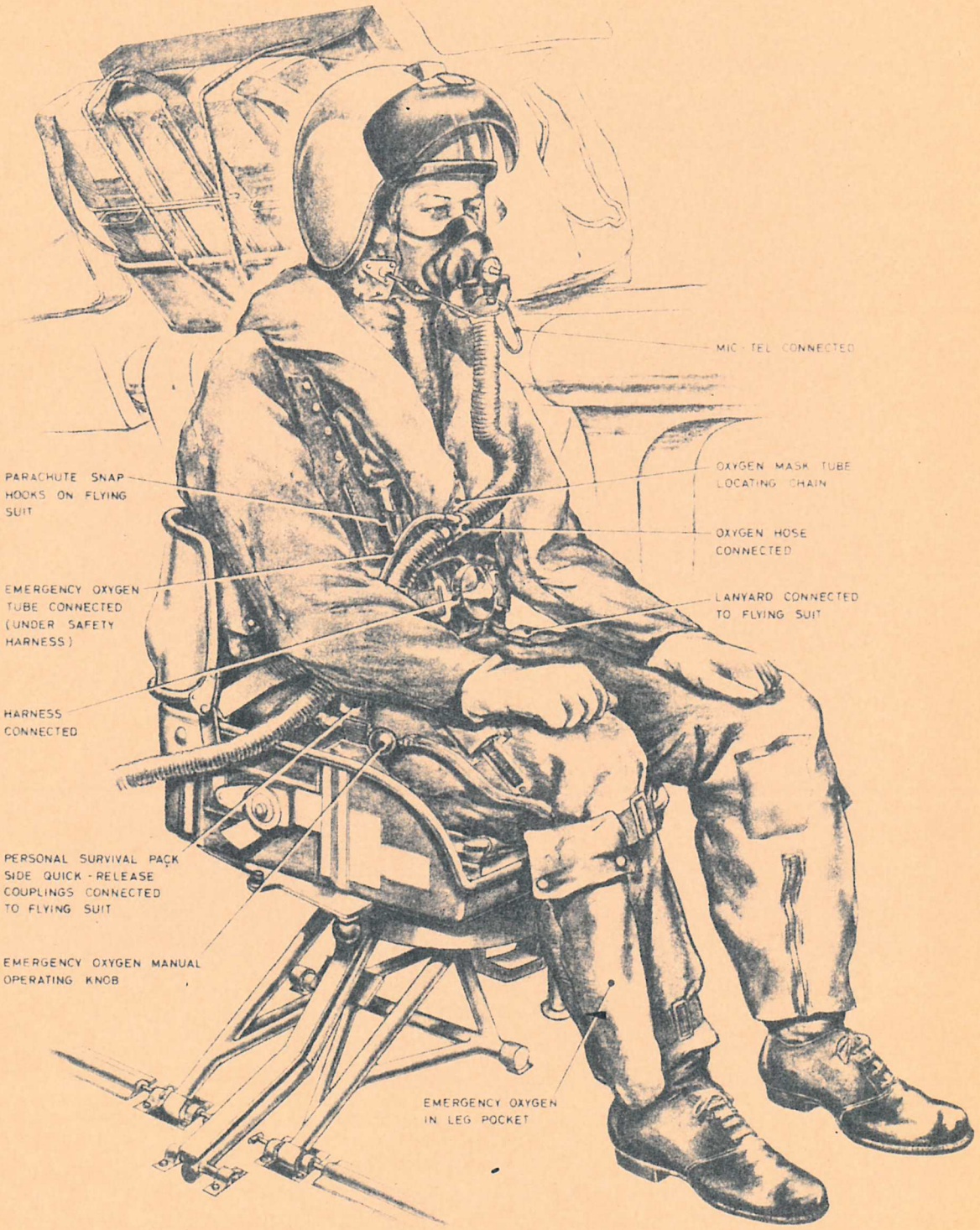

Fig. 13. The folding seat occupied

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