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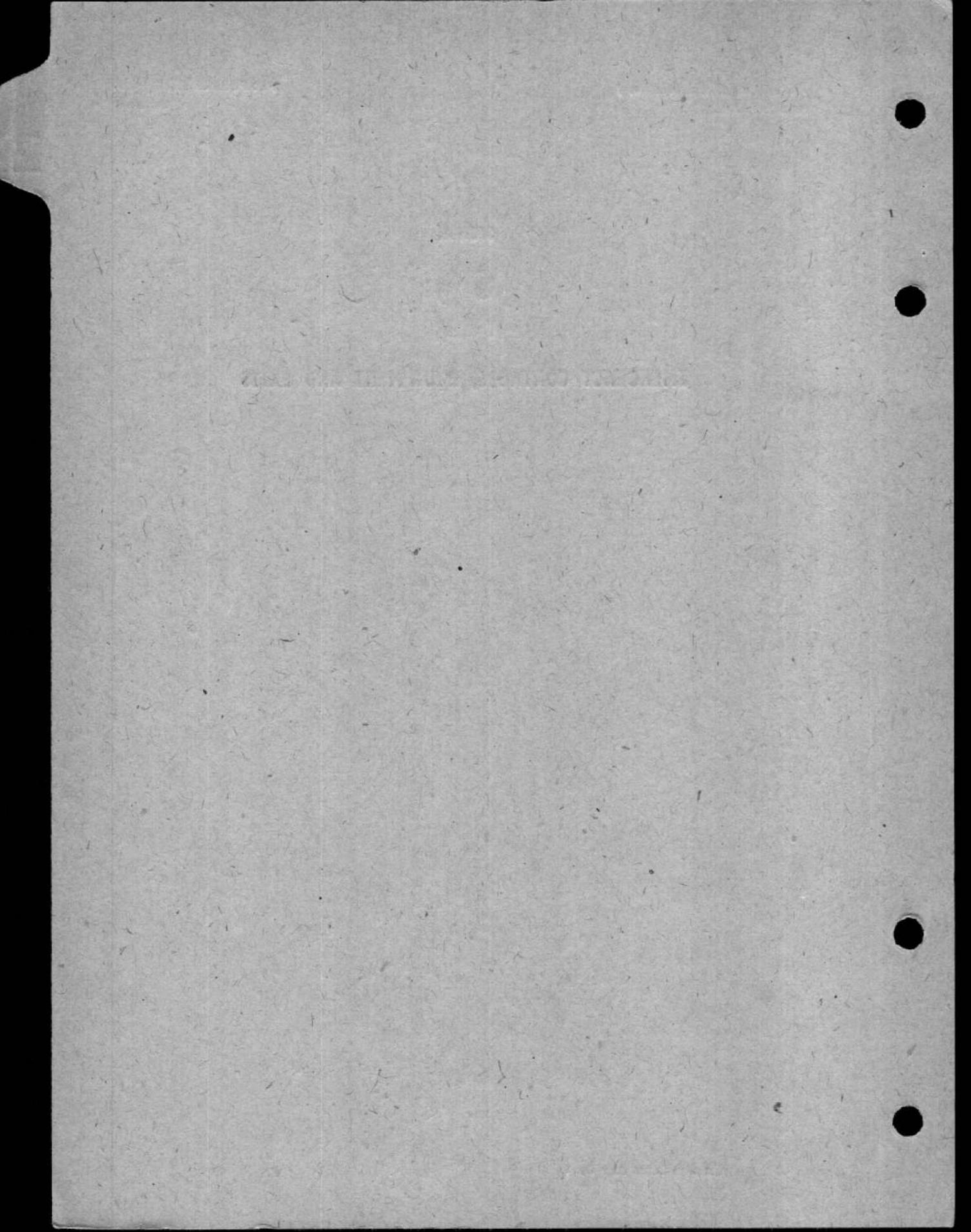
SECT

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SECTION

2

EMERGENCY CONTROLS, EQUIPMENT AND EXITS



SECTION 2

EMERGENCY CONTROLS, EQUIPMENT AND EXITS

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Emergency equipment	1

1. The purpose of this Section is to describe the location of emergency controls, equipment and the exit, and also to indicate the methods by which the pilot operates this equipment. The emergency controls associated with the main systems are fully covered in the Sections where the systems are described. Where an item is purely for emergency use, the story of its use and servicing will be given here. The location of the various items is shown in fig. 1. For supplementary information reference should be made to Pilot's Notes and Air Diagrams, and to the List of Associated Publications given at the beginning of this volume.

EMERGENCY CONTROLS

Hydraulic hand pump

2. The hand pump is located on No. 2 bulkhead and an extension handle is provided at the left-hand side of the pilot's seat. For information concerning its use in the event of failure of the normal hydraulic system for the alighting gear and flaps, reference should be made to Pilot's Notes, A.P.4099A-P.N.

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Alighting gear emergency retraction

3. The emergency retraction switch is located at the top of the left-hand instrument panel. This switch, when operated on the ground, overrides the selector lever locking device, and allows the alighting gear to be retracted in case of emergency.

EMERGENCY EQUIPMENT

Fire extinguishers

4. The Gravinier fire extinguisher system is operated from a button on No. 1 junction box to the right hand of the pilot; a fire warning lamp operated by four flame switches, is positioned at the right of the top centre instrument panel.

Drop tanks jettison

5. The push button, when depressed, operates the drop tanks release gear. It is located at the top of the left-hand instrument panel.

Crowbar

6. The crowbar used in the event of emergency is stowed in a vertical position on No. 2 bulkhead, and to the left of the pilot's seat.

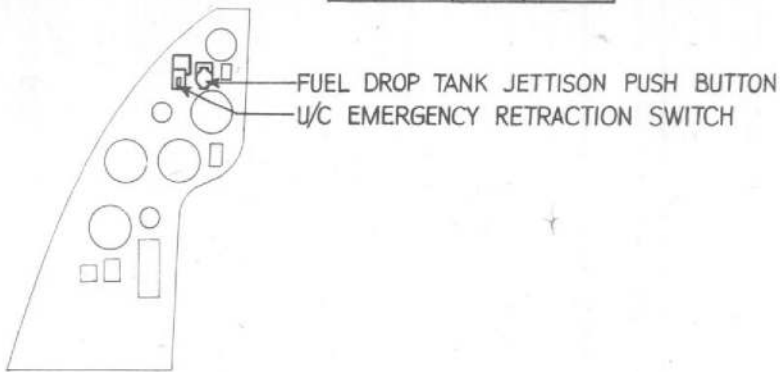
Radio demolition

7. The detonator push button for the R.I.3121 is accommodated on No. 1 junction box to the right hand of the pilot.

EMERGENCY EXIT

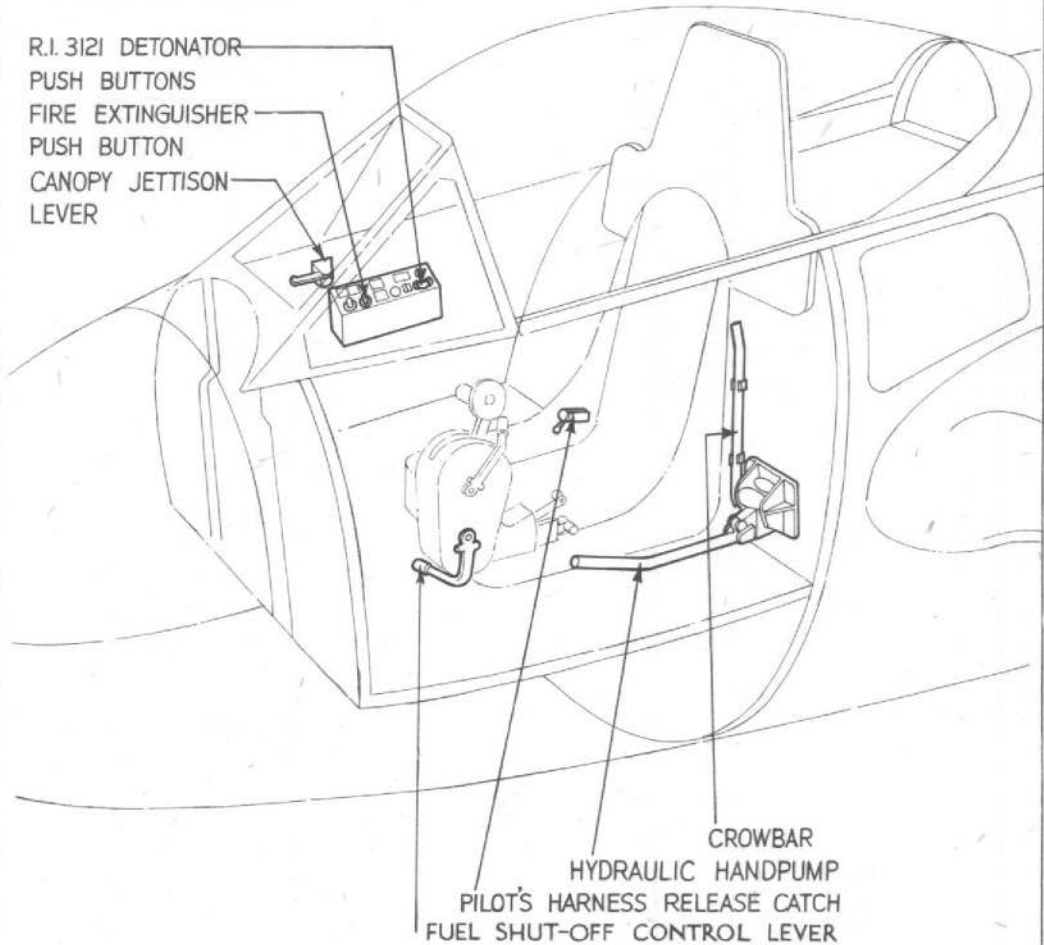
Cockpit hooding

8. The pilot's entrance hatch is used as a parachute exit by jettisoning the canopy. On early aircraft this is accomplished by first pulling the red ball at the top centre of the windscreen and then operating the jettison lever. On later, and pressurised cabin aircraft, the red ball is not fitted, and it is only necessary to operate the lever (see fig. 1).



L.H. INSTRUMENT PANEL.

- R.I. 3121 DETONATOR
- PUSH BUTTONS
- FIRE EXTINGUISHER
- PUSH BUTTON
- CANOPY JETTISON
- LEVER



- CROWBAR
- HYDRAULIC HANDPUMP
- PILOT'S HARNESS RELEASE CATCH
- FUEL SHUT-OFF CONTROL LEVER

FIG. 1

EMERGENCY EQUIPMENT

FIG. 1

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