

Chapter 3 EMERGENCY CONTROLS, EQUIPMENT AND EXITS
(Completely Revised)

List of Contents

	Para.		Para.
General	1	Fire protection system	6
Fuel system	2	Emergency exit	7
Relighting the engine in flight	3	Ejection seats	8
Alighting gear	4	Emergency crash equipment	9
Hydraulic system	5		

List of Illustrations

	Fig.
Emergency controls and equipment	1

T11-0103-1/5

General

1. This chapter describes the emergency controls and equipment in the cabin and indicates the method of operation wherever this is not obvious. As indicated in the following paragraphs, the emergency controls associated with the main systems are fully covered in the appropriate Sections of this publication. The location of the various items, together with brief instructions for their operation, is given in Fig. 1.

Fuel system

2. The high-pressure fuel cock is used as an emergency fuel shut-off in the case of engine failure. In the event of fire, the low pressure fuel cock should also be closed. Additional emergency equipment relating to the fuel system are the pressure warning lamp, the drop tank jettison lever and the fuel pump isolating switch. De-

tails of this emergency equipment relating to the fuel system are given in Sect. 4, Chap. 2, and in the Goblin engine publication A. P. 4121B and C.

Relighting the engine in flight

3. A relight button is incorporated in the handle of the high pressure fuel cock lever. The procedure to be adopted is detailed in A. P. 4121B and C, Vol. 1.

Alighting gear

4. The solenoid-operated plunger, which locks the alighting gear selector lever in the DOWN position when the aircraft is on the ground, may be overridden in an emergency, such as over-shooting, by pushing forward a switch. In the event of failure of the engine-driven hydraulic pump, the alighting gear may be operated by the emergency system. The warning lamp is provided as a reminder should

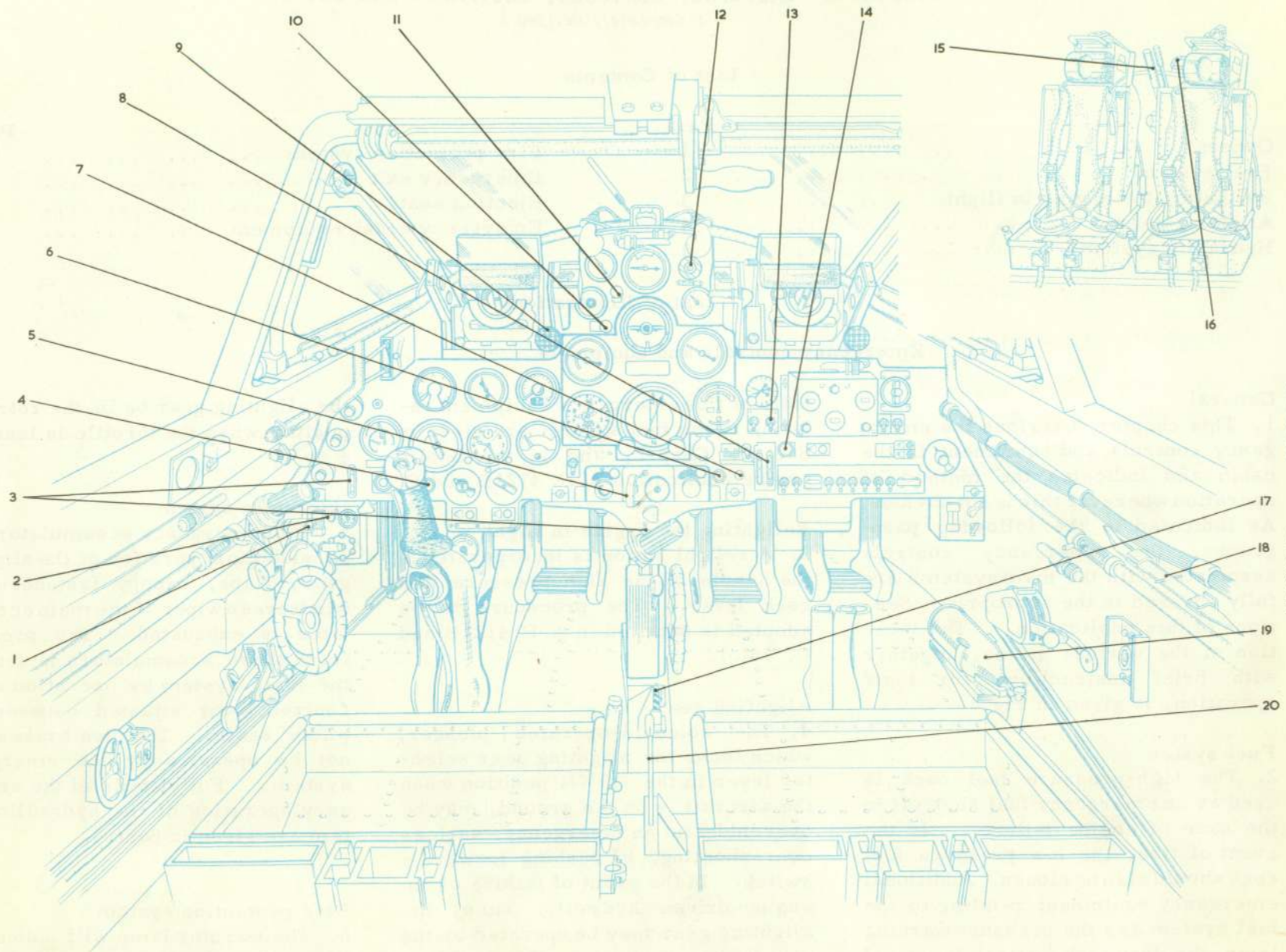
the alighting gear be in the retracted position when the throttle is less than $\frac{1}{4}$ open.

Hydraulic system

5. Two emergency accumulators are provided for operation of the alighting gear, flaps, canopy fasteners and windscreen wiper if the main accumulator is exhausted. The pressure from these accumulators is fed into the main system by operation of the control lever situated between the pilots' seats. The dive brakes cannot be operated by the emergency system. Full details of the emergency operation of the hydraulic system are given in Sect. 3.

Fire protection system

6. The warning lamp will indicate an engine fire; the fire protection system is described in Sect. 4, Chap. 5. The



T11-0103-2/5

T11-0103-2/5A

Fig. 1 Emergency controls and equipment

RESTRICTED

KEY TO FIG. 1 (EMERGENCY CONTROLS AND EQUIPMENT)

- | | |
|--|--|
| 1. ENGINE RELIGHT BUTTON | for any altitude |
| 2. MAIN OXYGEN EMERGENCY CONTROL | 12. FIRE EXTINGUISHER PUSH BUTTON AND WARNING LAMP |
| 3. ALIGHTING GEAR OVERRIDE SWITCHES | 13. EMERGENCY LIGHT SWITCH |
| 4. FUEL PRESSURE WARNING LAMP (Illuminates when the pressure drops below $1\frac{1}{2}$ p. s. i.) | 14. GENERATOR WARNING LAMP (Illuminates when generators are not supplying the aircraft electrical system). |
| 5. HATCH JETTISON HANDLE (Pull OUT to jettison) | 15. HYDRAULIC HAND PUMP |
| 6. No. 1 INVERTER FAILURE INDICATOR | 16. FIRST-AID PACK |
| 7. No. 1 INVERTER RESET PUSH SWITCH | 17. EMERGENCY HYDRAULIC ACCUMULATOR LEVER |
| 8. FUEL PUMP ISOLATING SWITCH | 18. CROWBAR |
| 9. GUNSIGHT EMERGENCY MANUAL RETRACTING HANDLE | 19. FIRE EXTINGUISHER |
| 10. ALIGHTING GEAR WARNING LAMP | 20. DROP TANK JETTISON LEVER |
| 11. CABIN PRESSURE WARNING LAMP (Illuminates when the pressure drops $\frac{1}{2}$ p. s. i. below normal | |

T11-0103-3/5

RESTRICTED

extinguisher bottle is only discharged when the switch is depressed.

Emergency exit

7. The normal entry and exit hatch in the canopy may be jettisoned in an emergency by pulling out the toggle handle located on the instrument panel. This toggle handle operates a hydraulic selector valve which in turn pressurises a hydraulic jack to release the latch bolts, hinges and support strut. In the event of the main accumulator pressure failing, the emergency system can be used. Details

of the system are contained in Sect. 3, Chap. 6.

NOTE...

The canopy jettison control handle must be wire-locked in the OFF position with 26 s.w.g. locking wire passing round the handle to the housing attachment bolt.

Ejection seats

8. After the canopy hatch has been jettisoned as described in para. 7 above, each pilot may eject himself in his seat by pulling the red-coloured

firing handle above the head rest. The connections to the radio and main oxygen systems automatically disengage at the quick-release points on ejection. Accidental ejection of either seat while the aircraft is on the ground is prevented by the safety pin. Full details of the seats are given in A. P. 4288C, Vol. 1.

Emergency crash equipment

9. A first aid pack, crowbar, and manually operated fire extinguisher are mounted as shown in Fig. 1.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

