Chapter 6

EMERGENCY EQUIPMENT

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Introduction

1. The incorporation of an ejection seat in an aircraft may necessitate the introduction of items of emergency equipment peculiar to that particular type of seat. This chapter concerns the emergency equipment which is used with the Mk. 3K seat.

Equipment (*fig. 1*)

2. The equipment comprises:—

(1) Mk. 9 back-type parachute assembly

(2) Life jacket

(3) Personal survival pack

Mk. 9 back-type parachute assembly (A.P.1182A, Vol. 1, Sect. 3)

3. This assembly is worn by the user in the normal way and the pack rests in a container at the back of the seat. A ground/air emergency code with instructions for use is contained in an envelope stitched to the pack centrally between the rigging line loops.

Life jacket (A.P.1182E, Vol. 1, Sect. 2)

4. This is provided with points of attachment for the survival pack.

Personal survival pack (A.P.1182E, Vol. 1, Sect. 3)

5. This assembly, which includes a dinghy and survival equipment, rests in the seat pan outside the parachute harness. When worn, it is connected to the life jacket by a 30 ft. nylon lowering line and a lanyard. It is also connected to the parachute harness by two quick-release fittings. During the parachute descent subsequent to ejection, the quick-release fittings may be operated, to allow the survival pack to drop and remain suspended approximately 30 ft. below the escapee.

6. The equipment should be adjusted to fit the wearer before he enters the aircraft and, as it is not possible to enter the aircraft wearing the equipment it must then be removed and assembled in the seat.

PRE-FLIGHT ACTION

Assembling

7. The following procedure is to be strictly observed when assembling the equipment in the aircraft:—

(1) Ensure that the safety pin is in position in the sear at the top of the ejection gun (*Chap.* 1).

(2) Arrange the apron to follow the inner contour of the parachute container and connect the manual over-ride disconnecting slide pin as described in A.P.1182A, Vol. 1, Sect. 4.

(3) Place the parachute pack in its container and the personal survival pack in the seat pan. Arrange the parachute harness so that the cushion containing the emergency oxygen supply is level with the front of the seat pan. Arrange the survival pack so that the press-studs for the lowering line satchel are at the rear. Fit the wooden block in front of the survival pack.

(4) Insert the two restraining straps of the parachute harness in the two spring clips on the sides of the seat pan.

(5) Insert the two restraining straps of the parachute pack in the two spring clips on the sides of the parachute container.

(6) Connect the knurled and screwed union on the emergency oxygen operating cable to the corresponding union on the cable at the starboard side of the seat; engage the end fitting of the outer casing with the seat and engage the snap-hook to the manual release cable.

(7) Ensure that the main oxygen supply at the starboard side of the seat is connected.

(8) Ensure that the "tell-tale" wire on the emergency oxygen bottle operating head is intact.

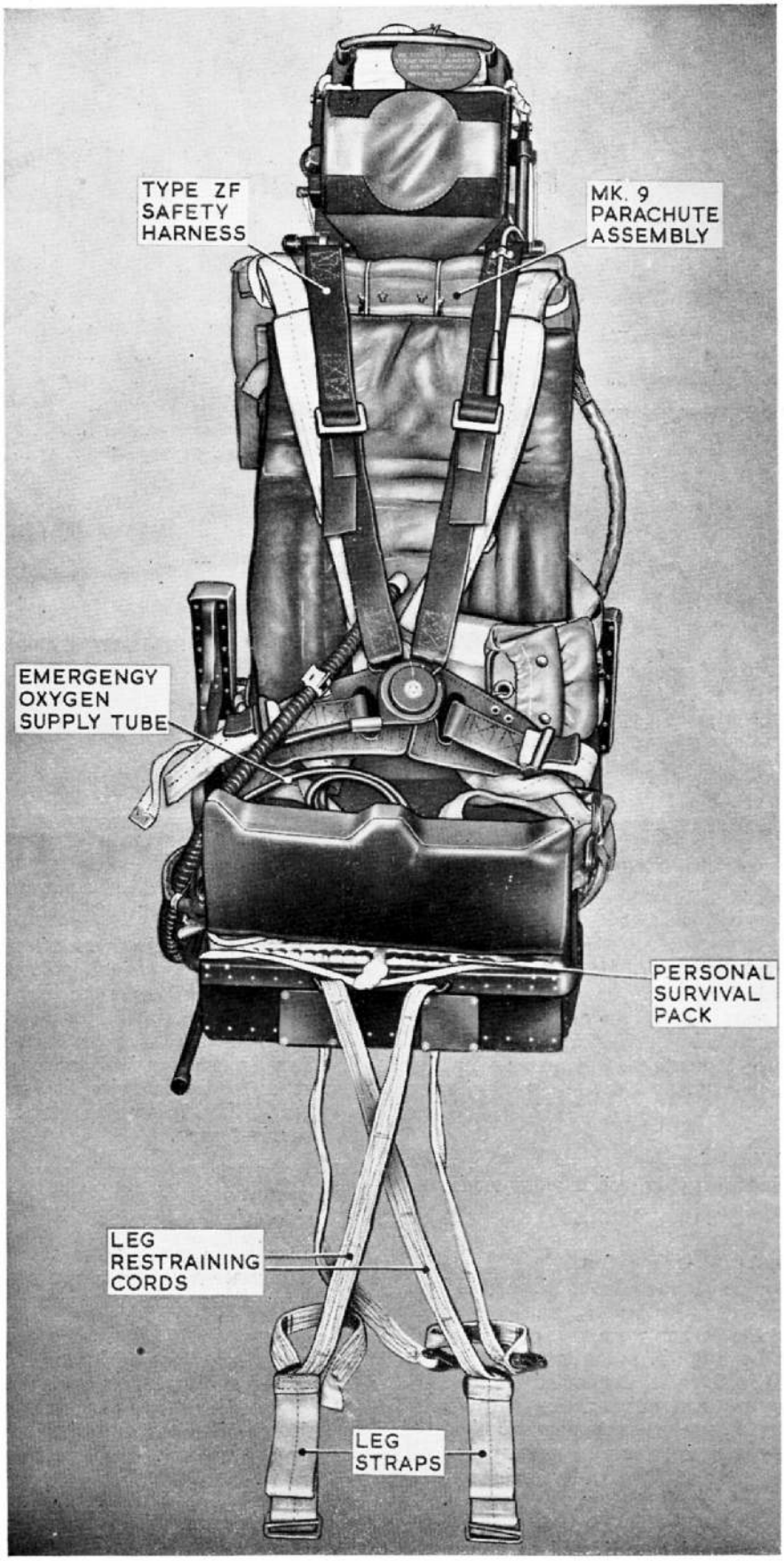

Fig. 1. Mk. 3K ejection seat emergency equipment

Fitting

8. Before the occupant is seated he is to remove the face screen safety pin and place it in the stowage provided on the port side of the seat pan and, when seated, to fit the equipment as follows:—

(1) Connect the webbing lanyard with the end of the survival pack lowering line and fit the other end of the lanyard to the D-ring on the left-hand edge of the life jacket. The lanyard should pass over the left thigh.

Note . . .

If, for any reason, it is desired to fly without using the lowering line, the webbing lanyard should be connected between the survival pack and the D-ring on the right-hand edge of the life jacket.

(2) Secure the parachute harness.

(3) Secure the leg restraining straps just below the knees, with the D-rings to the rear. Ensure that the nylon cords *are* crossed between the snubbing units and the leg restraining straps. Reference to fig. 1 will make this point clear.

(4) Secure and adjust the safety harness as follows:—

(a) Secure and adjust the thigh straps.

(b) Insert the metal fittings at the ends of the shoulder straps through the loops at the ends of the leg restraining cords.

(c) Secure and adjust the shoulder straps.

Note . . .

To prevent possible entanglement, ensure that the emergency oxygen supply tube and the nylon lanyard are not connected through the harness.

(5) Connect the emergency oxygen supply tube to the union on the tube attached to the oxygen mask.

(6) Fit the main oxygen supply tube into the clip on the right-hand thigh strap as required to allow comfortable head movement and attach the tube locating chain to the D-ring on the life jacket. Connect the main oxygen tube to the tube on the mask.

(7) Connect the helmet intercom. lead to the socket on the left-hand shoulder strap of the safety harness; ensure that the lead is not entangled in any way.

(8) Adjust the height of the seat.

(9) Check that the firing handle can be reached with both hands together; DO NOT PULL.

EMERGENCY DRILLS

Seat ejection in the air

9. Full details of the procedure to be followed are contained in Chap. 1.

Crash landing and ditching drills

10. The correct drills to be followed when crash landing or ditching will be promulgated by the appropriate R.A.F. Commands.

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