

Chapter 6

EMERGENCY EQUIPMENT

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ILLUSTRATION

Mk. 2A ejection seat emergency equipment Fig. 1

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. 2A seat.

Equipment (fig. 1)

2. The equipment comprises:—
- (1) Mk. 8A back-type parachute assembly
 - (2) Life jacket
 - (3) K dinghy pack, Type J

Mk. 8A 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 K dinghy pack, Type J; a survival kit can also be attached to the jacket if desired.

K dinghy pack, Type J (A.P.1182C, Vol. 1, Sect. 2)

5. This assembly, which includes a fresh water cushion, rests in the seat pan in a loop formed by the parachute harness. The dinghy pack and lanyard are attached to the life jacket by quick-release attachments; the dinghy pack to two fittings on adjustable straps at the bottom of the jacket and the lanyard to a fitting on the right-hand handle, or to a fitting on a fixed strap at the bottom of the jacket. Survival equipment is contained in the pack and comprises emergency rations, a desalting apparatus, a first-aid kit and a T3180 transmitter.

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 seat 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 the container and arrange the harness so that the cushion containing the emergency oxygen supply bottle is against the front of the seat pan.
- (4) Place the dinghy pack in the seat pan on the parachute harness between the cushion and the back of the seat.
- (5) Insert the two restraining straps of the parachute harness in the two spring clips on the sides of the seat pan.
- (6) Insert the two restraining straps of the parachute pack in the two spring clips on the sides of the parachute container.
- (7) 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.

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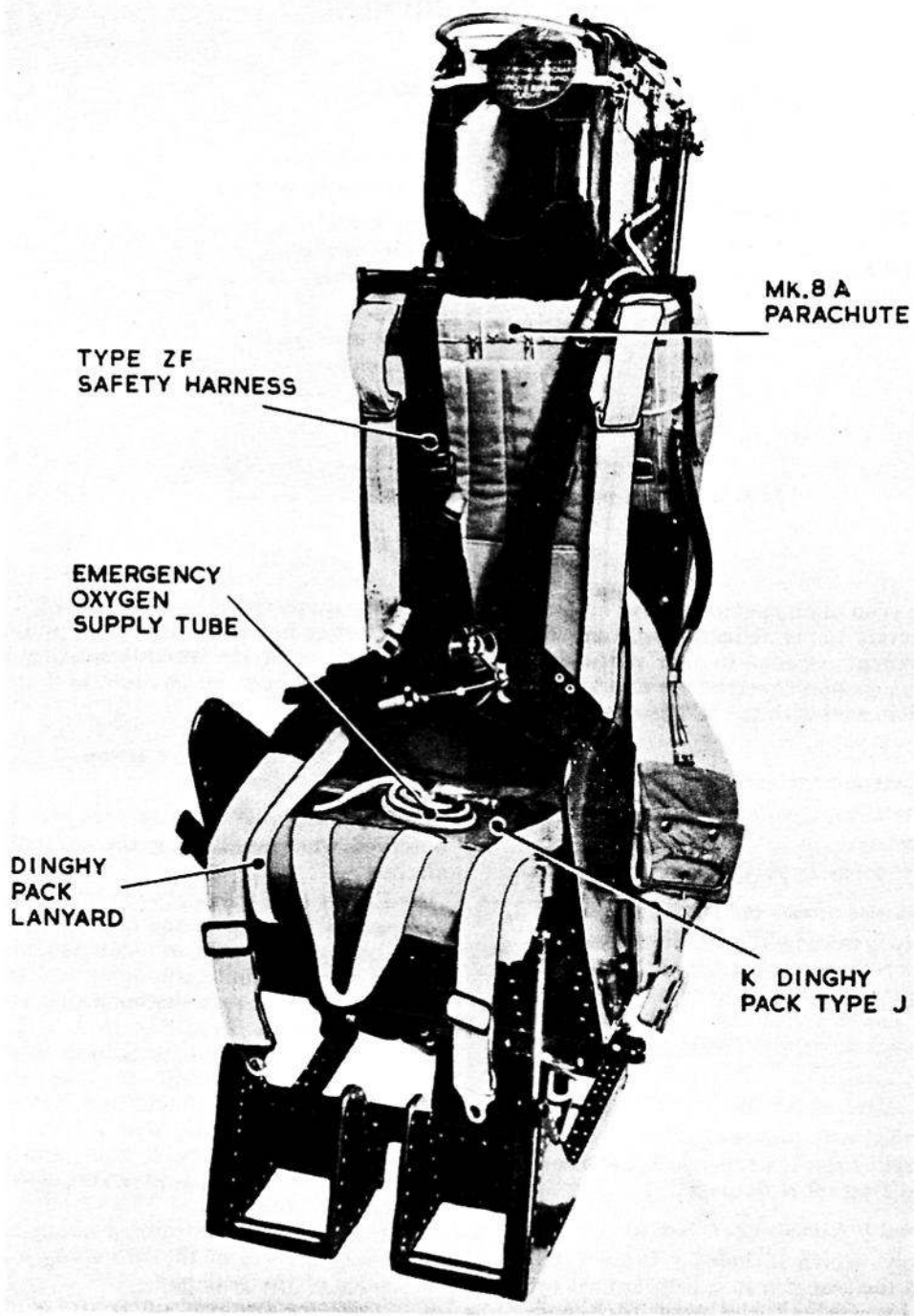


Fig. 1. Mk. 2A ejection seat emergency equipment

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- (8) Ensure that the main oxygen supply at the starboard side of the seat is connected.
- (9) Ensure that the "tell-tale" wire on the emergency oxygen bottle operating head is intact.

Fitting

8. Before the occupant is seated the face screen safety pin is to be removed and placed in the stowage provided on the port side of the parachute container. When seated the occupant is to fit the equipment as follows:—

- (1) Connect the dinghy lanyard to its attachment on the right-hand handle of the life-jacket; it should pass over the right thigh.
- (2) Connect the dinghy pack to the two attachments at the bottom of the life-jacket.
- (3) Secure the parachute harness.
- (4) Adjust and secure the safety harness; the thigh straps are to be tightened before the shoulder straps are connected.

Note . . .

To prevent possible entanglement, ensure that the emergency oxygen supply tube and the dinghy 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-saving waistcoat. 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. Details of the procedure to be followed are contained in Chapter 1.

Crash landing

Before landing

- 10.** (1) Open and lock back, or jettison the cockpit canopy.
- (2) Release the emergency oxygen supply tube.
- (3) Release the parachute harness.
- (4) Release the dinghy pack and dinghy pack lanyard attachments to the life-jacket.

After landing

11. Release the safety harness and, because of the imminent danger of fire, leave the aircraft as quickly as possible.

Ditching

Before ditching

- 12.** (1) Open and lock back, or jettison the cockpit canopy.
- (2) Release the emergency oxygen supply tube.
- (3) Release the parachute harness.

After ditching

- 13.** (1) When the aircraft has come to rest, release the safety harness.
- (2) Inflate the life-jacket.
- (3) Stand up and leave the aircraft as soon as possible; when in the water release the two dinghy pack attachments to the life-jacket.

Note . . .

To inflate the dinghy, pull on the lanyard, withdraw the locking pins and open the flaps, grasp the cord and pull the CO₂ cylinder and dinghy from the pack. To ensure that the dinghy will inflate the right way up, keep the cylinder operating head to the left and unscrew the valve slowly. The dinghy lanyard must not be released from the life-jacket.

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