

SECTION 9

**EJECTION SEATS, Mk. 4A/1 and 4A/2
(SEA VENOM AIRCRAFT)**

RESTRICTED

(A.L.19, Mar. 56)



SECTION 9

**EJECTION SEATS, Mk. 4A/1 and 4A/2
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AL 22.



Introduction to Section 9

SAFETY PRECAUTIONS AND WARNINGS

1. Before entering the cockpit, ensure that a safety pin is in each firing handle lock, or in the sear of each ejection gun firing unit, and in the alternative firing handles.

2. The following precautions IN THE ORDER GIVEN are to be taken BEFORE ANY SERVICING IS COMMENCED:—

- (1) The drogue guns must be made safe by inserting safety pins in the safety locks.
- (2) Safety pins must be inserted in the SEARS of the ejection gun firing units.
- (3) Safety pins must be in position in the alternative firing handles.

3. The operations in paragraph 2 are to be carried out by an Ordnance rating.

4. Make no attempt to raise the seats on the guide rails or to remove the seats from the aircraft unless ALL firing units are unloaded. When removing seats, do not use the alternative firing handle for lifting.

5. When ejection gun firing units are loaded, the main and alternative firing handle safety pins are not to be removed until the 'Before Flight' inspection of the aircraft has been completed and the aircraft is ready for take-off. The removal of these pins is only to be done when ordered by the Captain of the aircraft and by an (O) or (A) rating or Pilot's Mate.

6. Firing units MUST be loaded under the supervision of an Ordnance supervisory rating and the locking wire of each firing unit is to be sealed with a lead seal, Patt. B11/3634, by the supervisory rating himself. Pliers, Patt. B11/1844, are supplied for this purpose and this tool is only to be issued to supervisory (O) ratings. If seals are found to be defective, the affected firing units are to be unloaded, the cartridges and firing units inspected for serviceability, the firing units re-loaded and then properly sealed.

7. Entries are to be made in the 'Change of Serviceability Log' of Form A.700 on the following occasions:—

- (1) Col. 1 to 5 (Aircraft put 'U')
 - (a) When firing units are unloaded
 - (b) When quick-release pins are inserted in the safety locks of drogue gun time-delay mechanisms.
 - (c) When safety pins are inserted in the sears of ejection gun firing units.
- (2) Col. 6 to 13 (Aircraft put 'S')
 - (a) When the loading of firing units is completed
 - (b) When safety pins are removed from the sears of ejection gun firing units and inserted in main firing handle locks.
 - (c) When drogue gun quick-release pins are removed from the safety locks of the time-delay mechanisms and inserted in the cross-beam brackets to connect the static rods.

Note . . .

Loading and unloading operations are not to be entered in the Pilot's Acceptance and Flying Log on Form A.700.

8. Ejection seats are normally to be kept loaded, as it is desirable to disturb cartridges as little as possible. Seats in aircraft which are stowed in hangars may remain loaded.

9. Before loading cartridges, ensure that the date of filling is marked on them and that the unexpired life of each cartridge is not less than the period to the next 12-weekly (Maincheck) of the aircraft. Fresh cartridges are to be loaded at each of these inspections.

10. In certain circumstances, there is a possibility of mice damaging the drogues and shroud lines. When seats which are removed from aircraft have been stored overnight (or for longer periods), the drogues and shroud lines are to be inspected by a Safety Equipment rating before the seats are installed in the aircraft. As an additional precaution, cockpit canopies are to be kept closed whenever possible.

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