

Chapter 11 EMERGENCY EQUIPMENT

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Ejection seat, Mk. 2F	1
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DESCRIPTION AND OPERATION

Introduction

1. The emergency equipment installed in this aircraft consists of a Martin Baker Mk. 2F ejection seat. The seat incorporates an automatic barometrically-controlled mechanism to release the occupant from the seat and deploy the parachute after ejection. A manual over-ride control is fitted if the automatic mechanism should fail to function correctly. The seat is ejected by a cartridge-operated ejection gun mounted in a hollow guide rail which is bolted to No. 2 bulkhead and on which the seat slides during ejection. On ejection, three static cables secured to the airframe operate the barostatic control unit, the drogue gun firing mechanism and the emergency oxygen supply. The seat equipment comprises a back-type parachute, life jacket, dinghy pack, emergency oxygen supply and a water cushion. A full description of the seat is given in A.P.4288B, Vol. 1.

Emergency oxygen supply

2. The emergency oxygen bottle, for use in descent after ejection, is contained in a

pocket in the dinghy pack. The operating cable from the bottle is connected to a union on the starboard side of the seat, and the loop of the static cable is connected to the snap hook on the short drop cable from the union. The supply tube from the bottle is plugged into the pilot's face mask. The "tell-tale" wire on the operating head must be checked before flight to ensure it is unbroken.

SERVICING

General

3. Instructions for servicing the ejection seat are given in A.P.4288B, Vol. 1 and instructions for servicing the emergency equipment in the seat are given in the following air publications:—

Parachute	..	A.P.1182A, Vol. 1, 4 and 6.
Life jacket	..	A.P.1182E, Vol. 1, 5 and 6.
Dinghy pack, emergency oxygen and water cushion	..	A.P.1182C, Vol. 1, 4 and 6.

REMOVAL AND ASSEMBLY

Disarming

4. The procedure for the removal of the ejection seat cartridge and the drogue gun, is given in A.P.4288B, Vol. 1.

5. The removal and replacement of the ejection seat cartridge and the drogue gun, must be carried out with the canopy opened to the second stop (*Sect. 3, Chap. 1*). It is not necessary to remove the canopy completely for these operations.

Note . . .

When the cartridge is removed from the ejection seat gun, the firing unit must be screwed completely back home into the breech of the tube, otherwise it will foul the canopy on closing and cause damage to, or breakage of, the canopy.

Removing the seat from the aircraft

WARNING

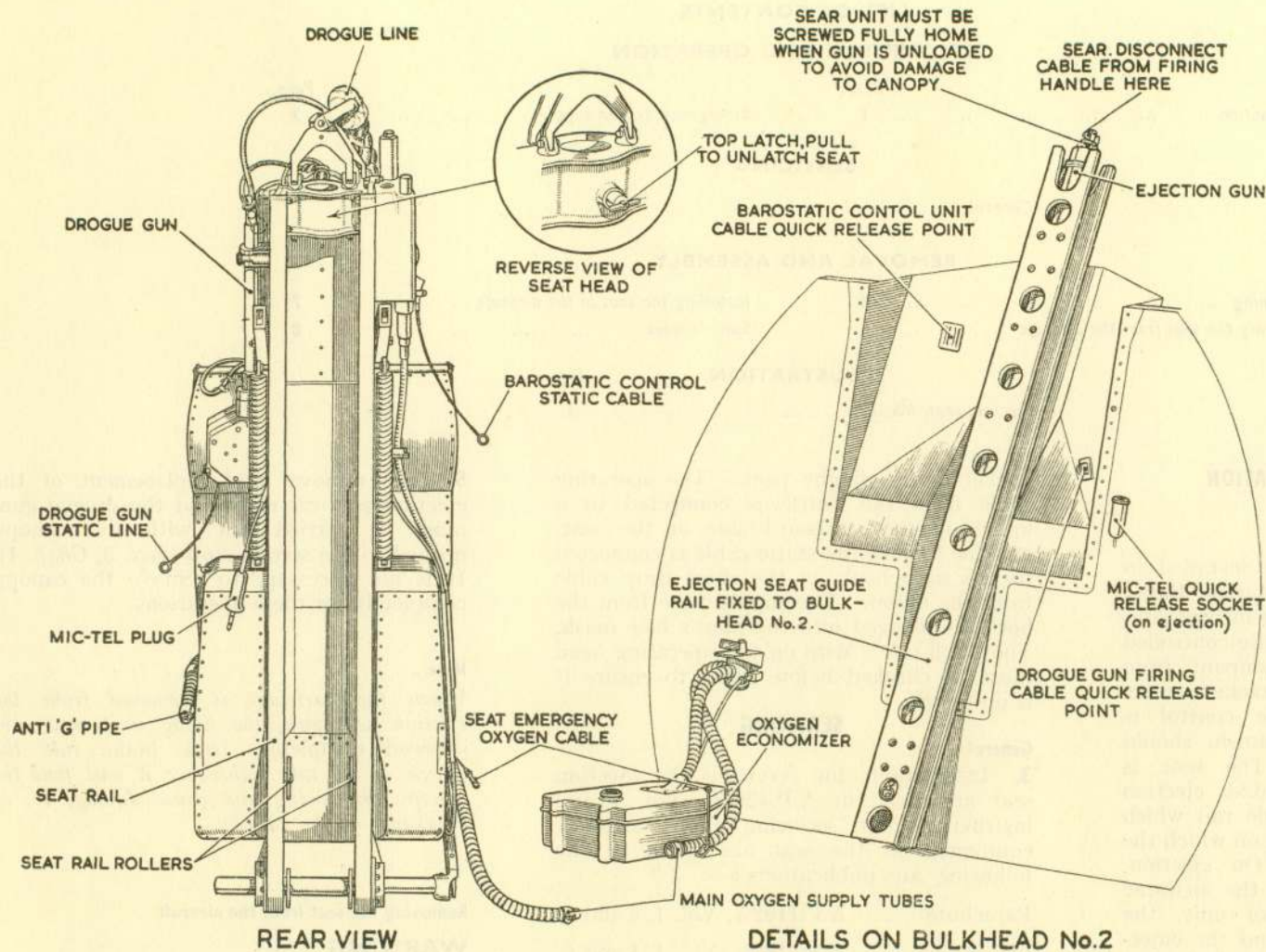
No attempt must be made to remove the seat until the ejection cartridge and the drogue gun have been removed by responsible personnel.

6. (1) Remove the parachute and dinghy pack.

(2) Disconnect the mic-tel. lead, the main and emergency oxygen connections and the anti-G pipe.

(3) Disconnect the barostatic time-release unit static line from the bracket on No. 2 bulkhead.

(4) Withdraw the top latch safety pin from its housing, release the latch and lift the seat up the guide rail. The disconnection points are shown on fig. 1.



Note . . .

The canopy must be removed before withdrawing the seat and reference must be made to Sect. 3, Chap. 1 for instructions on re-fitting the canopy. It is very important to follow this procedure to obtain satisfactory jettisoning of the canopy under all conditions of flight.

Installing the seat in the aircraft

7. (1) Carefully place the seat over the guide rail, register the rollers in the guides and lower the seat until the top latch engages.
- (2) Insert the latch safety pin.
- (3) Connect the time-release unit static line by inserting the quick-release pin.
- (4) Connect the main and emergency oxygen systems and the anti-G pipe.

Static cables

8. When the seat is fully equipped (drogue gun and emergency oxygen supply fitted), check that the static cables have $\frac{3}{4}$ to 1 in. slack. This is important and prevents inadvertent operation by vibration during flight.

Fig. 1. Ejection seat, Mk. 2F

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