

A.L.190, July 61

AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign against the appropriate A.L. No. and insert the date of incorporation.

A.L. No.	AMENDED BY	DATE
1 to 189	Incorporated in A.P.4343E before division into four books.	
190	<i>Chug</i>	23/6/63
191	<i>Chug</i>	27/6/63
192	<i>Chug</i>	27-6-63
193	<i>Chug</i>	27-6-63
194		2/7/63
195		7/63
196		
197		
198		
199		
200	<i>Chug</i>	10/7/63
201		20/8/64
202	<i>Chug</i>	1/8/64
203		
204		7/7/65
205	204 TO 208	
206	<i>Chug</i>	7/65
207		
208		
209	<i>Chug</i>	9/7/65
210		
211	210 TO 213 214-216	2/6/66
212		
213		

A.L. No.	AMENDED BY	DATE
214		
215	<i>Chug</i>	
216	<i>Chug</i>	5/3/79
217	<i>Chug</i>	31/10/94
218		
219		
220		
221		
222		
223		
224		
225		
226		
227		
228		
229		
230		
231		
232		
233		
234		
235		
236		
237		
238		
239		
240		

(Continued overleaf)

RESTRICTED

A.L. No.	AMENDED BY	DATE
241		
242		
243		
244		
245		
246		
247		
248		
249		
250		
251		
252		
253		
254		
255		
256		
257		
258		
259		
260		
261		
262		
263		
264		
265		
266		
267		
268		
269		
270		
271		

A.L. No.	AMENDED BY	DATE
272		
273		
274		
275		
276		
277		
278		
279		
280		
281		
282		
283		
284		
285		
286		
287		
288		
289		
290		
291		
292		
293		
294		
295		
296		
297		
298		
299*		
300		
301		
302		

*An Amendment Record Continuation Sheet (R.A.F. Form 2096B) will be required when this page is full. Order it now.

RESTRICTED

LETHAL WARNING

EJECTION SEATS AND CANOPY JETTISON MECHANISMS

1. Ejection seats and canopy jettison mechanisms are sources of potential danger to personnel and of damage to the aircraft. Serious injury (possibly fatal) may result if any firing mechanisms are inadvertently operated whilst the aircraft is on the ground.

2. The following instructions are to be obeyed :—

R.N. Safety precautions contained in A.P.(N)140—Naval Aircraft Maintenance Manual.

R.A.F. ALL PERSONNEL before entering the cockpit or cabin of an aircraft fitted with an ejection seat are to report to the N.C.O. immediately in charge of airframe servicing who is to ensure that all safety pins (or other safety devices) are correctly positioned to render the seat and canopy jettison firing mechanisms safe. On completion of servicing, tradesmen are to report to the N.C.O.

3. Full instructions for rendering the firing mechanisms safe are contained in the A.P.4288 and A.P.(N.)1023 series, in Aircraft Servicing Schedules and in the A.D.5037 series.

RESTRICTED

