

Chap 1 ALL TRADES.
Card 1
A.L. 14

LETHAL WARNINGS
HUNTER F.6, T.7, T.7A, G.A.9 & F.R.10

A.P.4347F, G, J, K & R Vol 4/5
Pt 1 Bk 2 Sect 1 (1st Ed)

Assisted Escape Systems

1. Aircraft assisted escape systems and their associated jettison mechanisms are a potential source of danger, and inadvertent operation can cause serious and possibly fatal injuries. Safety devices are provided in the form of safety pins, levers and switches.
2. On entering the cockpit/cabin it is the responsibility of the individual to ascertain that the position of the safety devices satisfies the requirements, which are the minimum standard permissible, of paragraphs 3 and 4 (as applicable) below. If they do not, he is to report the fact to the N.C.O. immediately in charge of the aircraft servicing who is to detail the appropriate tradesman to rectify the matter.
3. Safe for Parking
 - a. This condition is to be applied throughout the entire period the aircraft is on the ground except as required by paragraph 4 below. The safety devices may be positioned by any tradesman of Groups 1 to 4 except where securing of cartridge firing unit sears or delay mechanism operating levers is involved. In this case, only those tradesmen qualified and authorised by the Senior Technical Officer are to do the work.
 - b. The following safety devices are to be applied and positioned in these aircraft as indicated:

F.6, G.A.9 and F.R.10 Aircraft

- (i) Safety pin securing ejection seat face screen firing handle.
- (ii) Safety pin securing ejection seat, seat pan firing handle.

T.7 and T.7A Aircraft

- (i) Safety pin securing ejection seat face screen firing handle.
- (ii) Safety pin securing ejection seat, seat pan firing handle.
- (iii) Safety pin through canopy jettison firing unit sear.
- (iv) Safety pin through guillotine firing unit sear (Type 4HA Seats).

4.

Safe for Servicing

a. This condition is to be applied for the undermentioned activities and, where necessary, it is to be achieved or reverted by a qualified armament tradesman.

- (1) All periodic aircraft servicings called up by the relevant aircraft servicing schedule except Before Flight, Turn Round and After Flight.
- (2) All casual aircraft servicing which involves disturbance of the assisted escape system, or associated equipments which are directly interconnected with the escape system firing controls.
- (3) Prolonged periods of aircraft unserviceability or storage, regardless of whether cartridges or other explosives are removed.

b. The following safety devices are to be applied and positioned in these aircraft as indicated:

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F.6, G.A.9 and F.R.10 Aircraft

- (i) Safety pin securing ejection seat, seat pan firing handle.
- (ii) Safety pin through ejection gun firing unit sear.
- (iii) Safety pin through canopy jettison and time delay unit trip lever.
- (iv) Safety pin through canopy jettison firing unit sear.

T.7 and T.7A Aircraft

- (i) Safety pin securing ejection seat, seat pan firing handle.
- (ii) Safety pin through canopy jettison firing unit sear.
- (iii) Safety pin through time delay ejection gun firing unit sear.
- (iv) Safety pin through quadrant lever of canopy operating torque shaft.
- (v) Safety pin through guillotine firing unit sear. (Type 4HA seats.).

High Energy Ignition

5. The DISCHARGE FROM HIGH ENERGY IGNITION CAN BE LETHAL, therefore, before commencing any servicing of high energy units, or on the high tension cables, the HIGH ENERGY IGNITION FUSES ARE TO BE REMOVED AND A PERIOD OF ONE MINUTE ALLOWED TO ELAPSE. This allows the dissipation of stored capacitor energy and prevents inadvertent discharge. See Air Diagram 5589.

Microwave Radiation Hazard

6. There is a MICROWAVE RADIATION HAZARD from certain equipment in this aircraft. TO AVOID INJURY TO HEALTH all personnel are to keep clear of the roped off areas when warning notices are displayed.

High Voltage Electrical Systems

7. Voltages in excess of 30 volts (RMS) a.c. or 50 volts d.c. can, in certain circumstances, be lethal. When working on such systems requiring exposure to live unprotected conductors, a second person is always to be in attendance.

Power Operated Hoods

8. On aircraft with non self centralising canopy selector switch care is to be taken to ensure canopy selector switch is in neutral position before applying power. Operators are warned not to lean into cockpits and operate switches and controls of aircraft fitted with power operated hoods.

A close-up photograph of the side of an aircraft. The surface is made of light-colored metal panels with a grid of circular rivets. A vertical strip of orange-yellow material, possibly insulation or a repair panel, is visible on the right side. The lighting is dramatic, with a bright light source on the left creating strong highlights and shadows.

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