

CHAPTER 11  
EMERGENCY SYSTEM

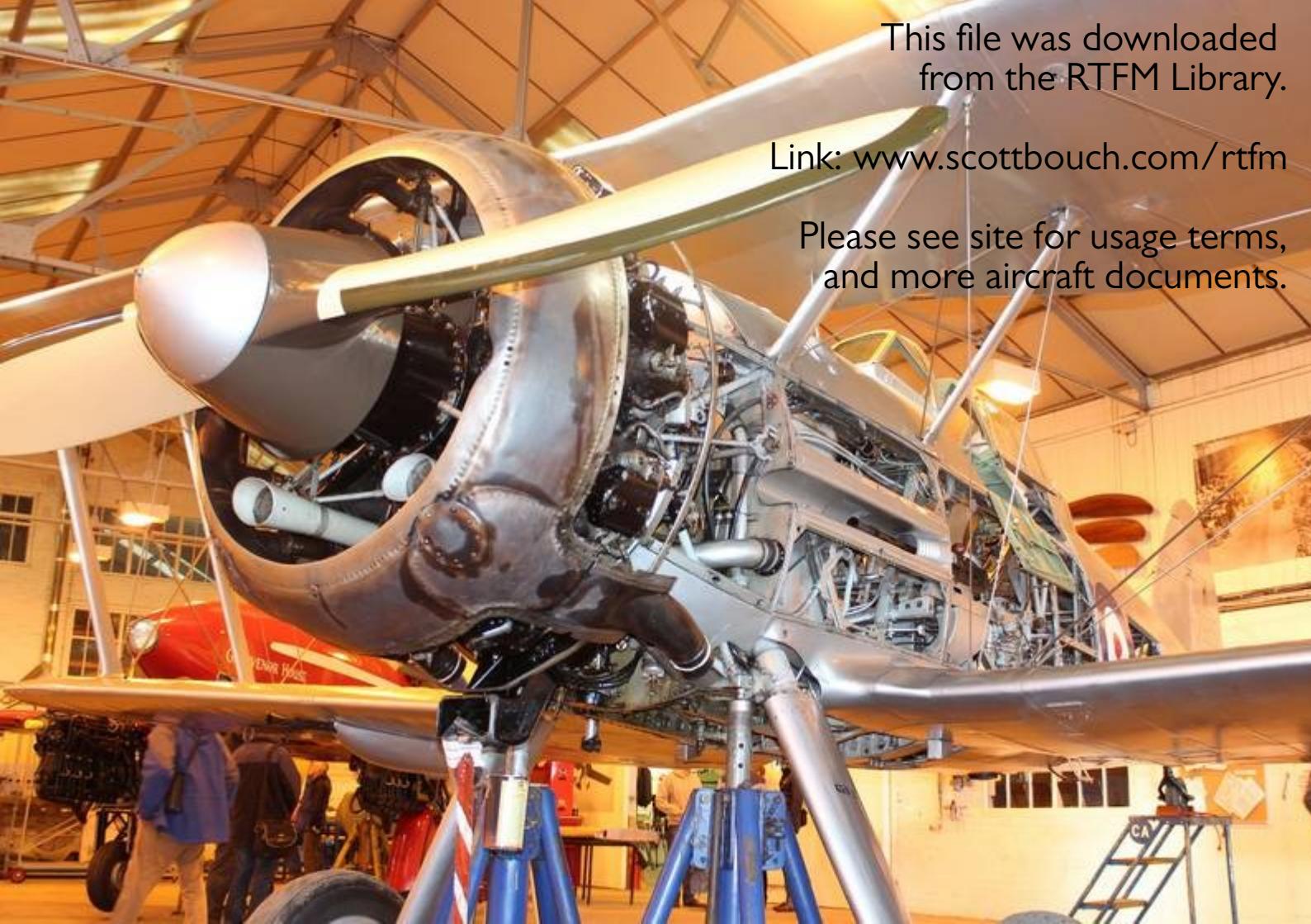
## WARNING ...

An aircrew ejection seat is fitted to this aircraft. Before attempting to enter the cabin, therefore, ensure that the instructions given in the Ejection Seat Warning following the Introduction at the beginning of this volume, have been carried out. In the interests of safety, this is very important.

## General

1. The emergency equipment installed in this aircraft consists of a hood jettison mechanism and an ejection seat Mk.2H or 3H. The seat is of the fully automatic type and an interconnection with the hood release mechanism ensures automatic jettisoning of the hood when ejection action is taken. The hood can, however, be jettisoned independently of seat ejection, if desired.

2. The hood jettison mechanism is described and illustrated in Sect.3, Chap.1, its normal operation in Sect.1, Chap.1 and its emergency operation in Sect.1, Chap.3.
3. Description, servicing, removal and assembly of the seat as a whole and in detail, is described and illustrated in A.P.4288 series.

A large propeller aircraft, likely a Douglas C-47 Skytrain, is displayed in a museum hangar. The aircraft is positioned on a blue hydraulic lift, with its front landing gear extended. The engine and propeller are visible on the left side. The interior of the aircraft is partially open, showing the cockpit and the engine compartment. The aircraft is surrounded by museum exhibits, including a red and white airplane in the background and various informational displays. The hangar has a high ceiling with exposed structural beams and lighting fixtures.

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