

Part 1—Description and Management of Systems

Chapter 17—Emergency Exits and Equipment

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Emergency Exits

1 General

The cockpit canopy and the entrance door are used for abandoning the aircraft in flight. After a crash landing jettisoning the cockpit canopy provides the only means of exit.

2 Entrance door

(a) The entrance door below the fuselage is the escape exit for the rear crew members, except in the case of a crash landing. It can be opened by either the EMERGENCY position of the lever on the port side of the door, by a switch at the nav/plotter's position, marked EMERGENCY DOOR OPEN, or by a combination of both controls. If both controls are used together, it is essential that all rear crew members should have first attached their static lines. It has been found that if the 28-volt supply to the emergency door opening system fails after it has been operated by the nav./plotter's switch, the lower portion of the normal door opening lever returns

to the entrance to the gate and the slipstream then closes the door. ▶ Pending modification action to remedy this, the first persons at the door must ensure that the normal operating lever is in the gated emergency position.

(b) When the door has been opened, the entrance ladder can be jettisoned by pulling the top rung up and out. A handle on the back of the nav/plotter's seat enables the crew members to swing themselves out of the opening.

(c) The door can be safely opened in flight at speeds up to 220 knots.

3 Canopy

The canopy can be jettisoned by either of the jettison levers (one beside each pilot) or by either pilot operating either of his seat-firing handles. It can also be jettisoned on the ground from outside, by pulling the red-painted handle on the port side of the nose.

Emergency Equipment

4 Dinghy installation

(a) In addition to the individual dinghies carried by each crew member, a dinghy type MS5, complete with survival equipment, is stowed at the rear of the canopy, below the fairing. The stowage is outside the pressure cabin.

(b) The DINGHY RELEASE handle is on the forward face of the stowage container and is inaccessible unless the canopy has been jettisoned. Pulling the handle releases and inflates the dinghy, which then remains attached to the aircraft by a painter.

5 Parachute static lines

Static lines are provided for the rear crew members' parachutes. The lines are stowed on the back of the nav/plotter's seat, folded in leather-protected canvas covers. One end of each line is secured to a bar on the rear of the seat while the other end carries the parachute attachment link, which is normally folded back and secured to the cover with a single strand of fine cord.

6 Crash axe and asbestos gloves

A crash axe and a pair of asbestos gloves are stowed on the back of the AEO's seat.

7 First-aid kit

A first-aid kit (C32) is stowed at the rear end of the port console.

8 Signal pistol and cartridges

A signal pistol is provided in a pressure-tight mounting above the AEO's seat. Stowages for signal cartridges are provided behind a panel on the fuselage wall adjacent.

9 Paragraph deleted

10 Destructor units

Two compartments are provided in the nose section of the aircraft each of which house a destructor HE Mk. 1.

11 External emergency equipment

A first-aid kit, a crash axe, a pair of asbestos gloves and a BCF hand-operated fire extinguisher are stowed in the external emergency equipment compartment on the port side of the nose of the aircraft. (See Part I, Chap. 6, para. 8(c).

12 Break-in markings

Break-in markings, for access to the cabin and to the emergency equipment, are painted in red on the outside of the fuselage.



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