

Part I

Chapter 15—Entrance, Emergency Exits and Emergency Equipment

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1 Entrance to aircraft

(a) Entry to the aircraft is via the crew door on the port side of the fuselage ; the door is hinged on its top edge and opens outwards. Two telescopic struts support the door in the open position. Two sockets are fitted to the doorstep for the entrance ladder. A windshield is fitted to both edges of the door to protect the crew when abandoning the aircraft.

(b) The door is opened from the outside by means of a lever, flush with the skin, fitted slightly forward at the bottom of the door. The skin below the lever incorporates a yale lock enabling the entrance door to be positively locked. When the unlocking handle is operated the action opens the door sufficiently for the edges to be grasped from the outside and pulled open.

(c) In the centre of the door above a porthole is a handgrip by means of which the door can be pulled shut. Two door fasteners are engaged by operating either the internal or external lever. The door periphery is sealed by an extruded beading on the doorway which bears against sheet rubber web on the door.

(d) The door is normally opened from inside by means of a lever, which lies in a slot in the doorway when not required, and covered by a spring-loaded flap. To open the door the lever is pulled down and swung inboard flush with the cabin floor. The door should then be pushed open.

(e) An indicator plate, over the door aft fastener, is slotted to accept a stop plate to the locking claw. When the door is closed and locked the stop plate must abut within $\frac{1}{16}$ in. of the line on the indicator plate.

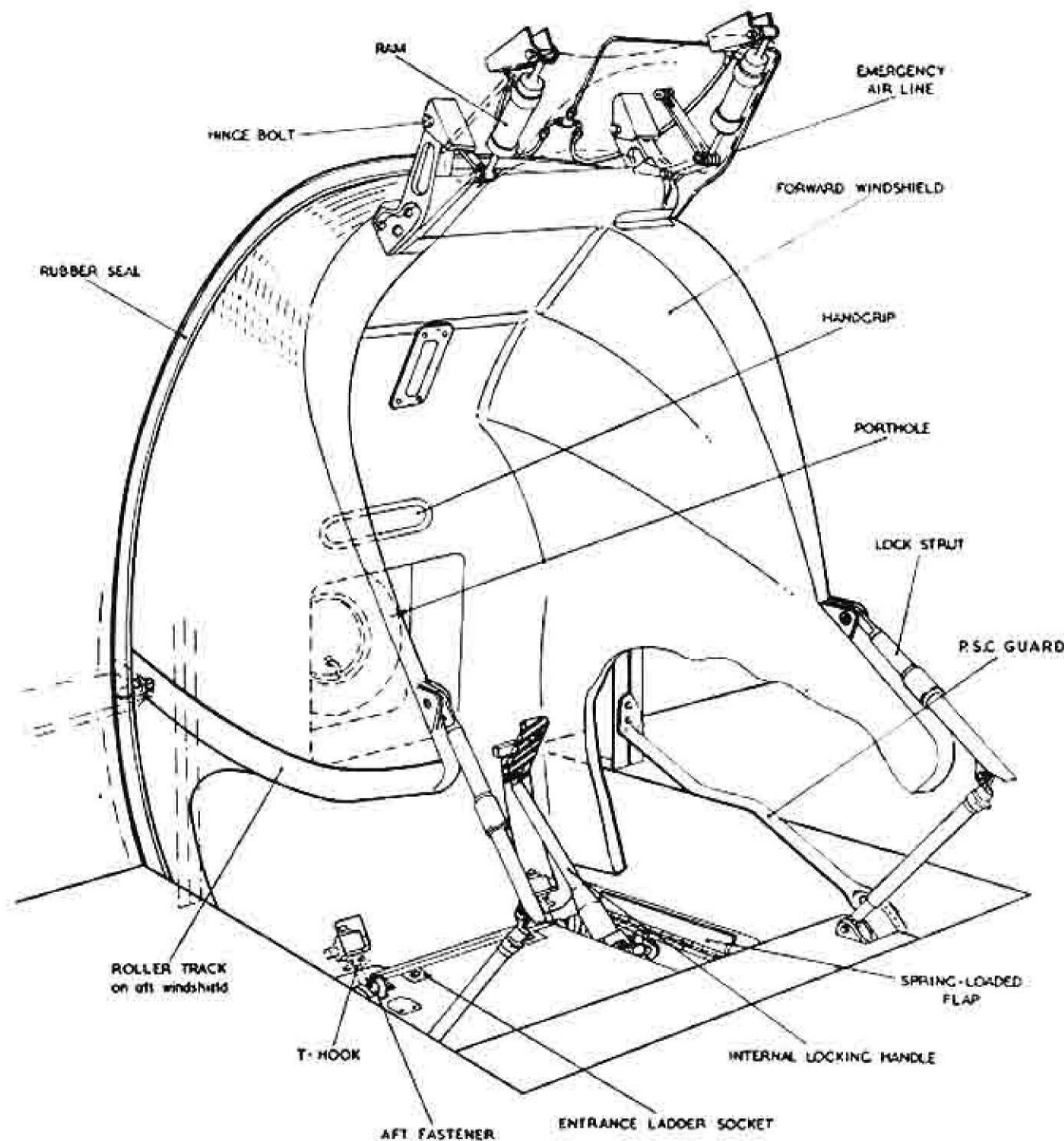


Fig 1 Crew door

2 Door emergency opening system

WARNING. Above 12,000 feet the door must not be opened before the appropriate time has elapsed since selecting the ABANDON AIRCRAFT switch, or any other depressurising control. (See Part IV, Chap. 3, para. 1).

(a) The crew door can be opened in emergency by a PARACHUTE EXIT EMERGENCY RELEASE lever on the underside of the crew table. The lever is covered by a spring flap.

(b) When the lever is moved fully to the left, air from an accumulator under the floor aft of the step is admitted to the latch jack and to the door rams forcing the door open.

(c) The accumulator is charged via a valve in the aft face of the step, the air passing through a dehydration cell before entering the accumulator. A pressure gauge, which should read 2,500 PSI at 20°C, is included in the circuit and can be read through a window in the aft side of the step.

3 Pilots' escape hatches

Each pilot has an escape hatch above his head. A ditching handle, by means of which each hatch may be jettisoned is situated on each pilot's console AE, AF. A hatch is also jettisoned when its associated ejection seat face blind or seat pan handle is pulled. In either case a hatch is jettisoned by gas pressure from a cartridge operating on two ejection guns which force the front of the hatch upwards about two hinges at the rear end. These hinges disengage after the hatch has swung upwards.

4 Escape hatch seals

(a) An inflatable seal is attached to the lower surface of each hatch and is supplied with air from an air bottle in the inside of the hatch. Each bottle is normally charged to 1,800 PSI and supplies the seal, through a reducing valve, at 10 PSI. A pressure gauge is adjacent to the bottle.

(b) The seal is deflated by screwing a plug into a three-way valve and is inflated by unscrewing the plug. If an air bottle fails in flight the seal may be inflated by cabin pressure if the deflation plug is screwed in.

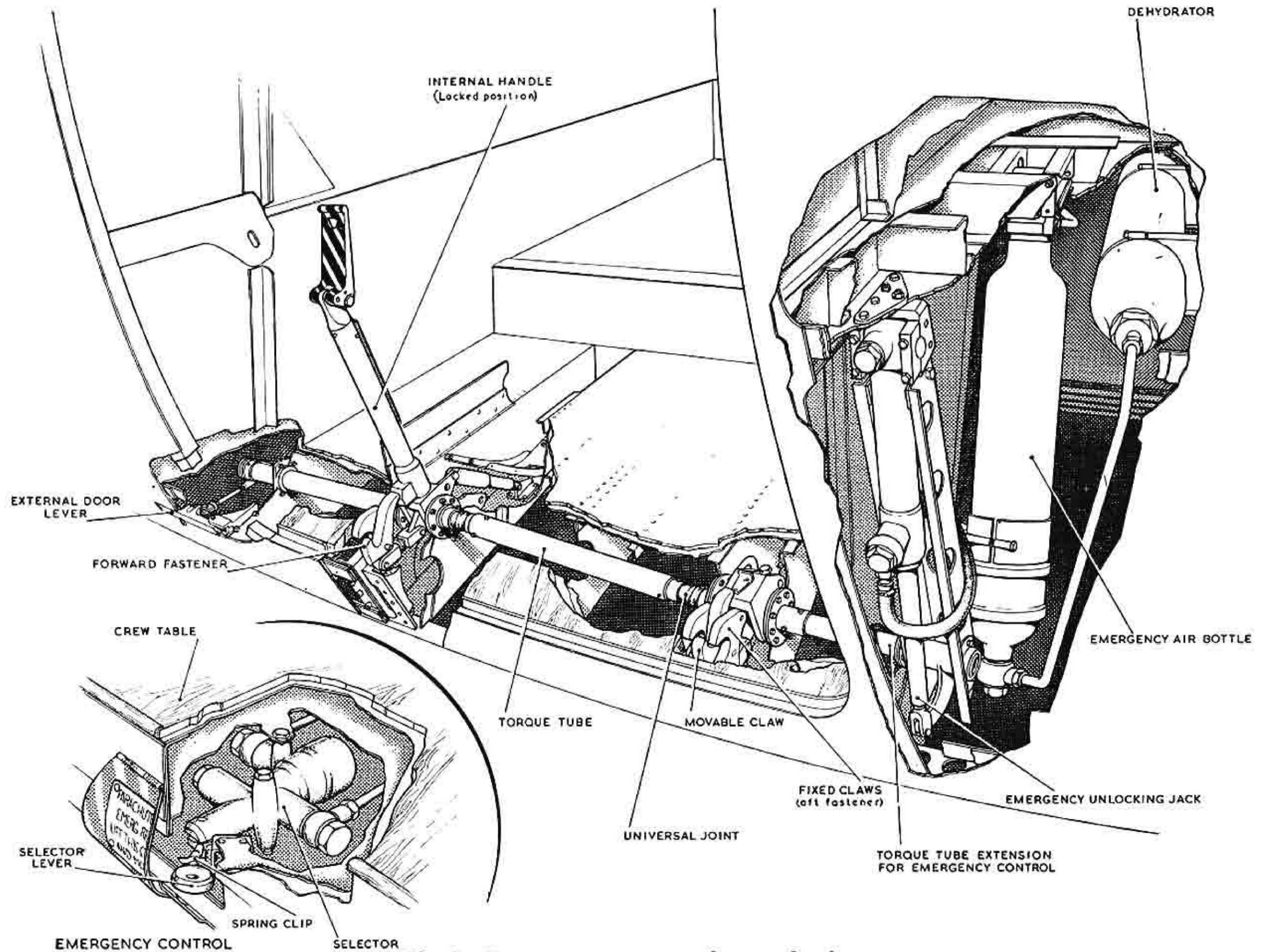


Fig. 2 Door emergency opening mechanism

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5 Crash axe and asbestos gloves

The axe is secured in a stowage forward of the first-aid kit on fuse panel AJ. A pair of asbestos gloves is stowed below the head of the axe.

6 First-aid kit

This is stowed on panel AJ forward of the entrance door.

7 Signal pistol

A signal pistol and a cartridge stowage are located in the starboard side of the cabin roof. In the stowed (or forward) position the pistol may be loaded. A spring-loaded plunger, which holds it in this position, may be withdrawn by finger pressure enabling it to be swung vertically to the firing position where it is again retained in position by a similar plunger. It is not possible for the pistol to be accidentally fired in the stowed position.

8 Dinghy installation

(a) The dinghy is carried in a compartment aft of the cabin in the starboard upper surface of the fuselage and is covered by a positive lock hatch. The dinghy release handle, in the cabin, is pulled to release the hatch and to operate the CO₂ bottle which inflates the dinghy.

(b) Should the CO₂ bottle become overheated a safety device permits the escape of CO₂ to an indicator in the dinghy hatch. The gas blows out a sealing disc and perspex cover causing red streamers to trail from it.

(c) The dinghy hatch can be released from outside by pulling a handle beneath a "break-in" panel. The dinghy can then be inflated by pulling the handle attached to the fabric covering on top of the dinghy.

9 Automatic hand line

(a) A guide rope is connected to a point above the rear of the 2nd pilot's seat and to the entrance door. Its purpose is to assist rear crew members to escape under adverse flight conditions.

(b) The rope, which is permanently attached to the roof, is fastened with a shackle to the closed crew door before take-off. If the door is opened the rope is automatically pulled taut. Clips are provided in the roof to stow the rope when not in use.

WARNING : This facility *must not* be used when a 6th crew member is carried as he may sustain injury or have his escape restricted when the entrance door opens.

(c) BC Mod. 039 alters the attachment point from the crew door to a position forward of the lower edge of the door, on the aircraft structure. The position of the roof stowage is also altered.

10 "Crew gone" warning lights

(a) Mod. 3760, part C (see also Chap. 12, para. 15(g)) introduces a "crew gone" warning system to provide indication to the pilot, by four blue warning lights on panel AZ, of each rear crew member's emergency evacuation of the aircraft. The lights have a press-to-test facility.

(b) As each crew member leaves the aircraft, provided that his static line is correctly attached, a switch built in to the static line operates to switch on the appropriate warning light.

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