

WELCOME TO TECHNICAL ORDER 00-105E-9, 1 FEBRUARY 2006, REVISION 11.

THIS IS SEGMENT 13 COVERING CHAPTER 9.

TO NAVIGATE

CLICK ON THE
BOOKMARKS AND
CLICK ON THE (+)
SYMBOLS, THEN
CLICK ON SUBJECT
LINKS TO GO TO
SPECIFIC VIEWS
IN THIS SEGMENT.



CONTINUE

NOTICE

CONTACT

**TO GO DIRECTLY TO THE TECHNICAL ORDER,
CLICK ON THE CONTINUE BUTTON.**

**TO SEE THE SEGMENT INFORMATION CHANGE NOTICE,
CLICK ON THE NOTICE BUTTON.**



**TO CONTACT THE TECHNICAL CONTENT MANAGER ,
CLICK ON THE CONTACT BUTTON.**

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER



WRITTEN CORRESPONDENCE:

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For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.

SEGMENT 13 INFORMATION CHANGE NOTICE

This page is provided to notify the user of any informational changes made to Technical Order 00-105E-9 in this Segment and the current Revision. Informational changes will be referenced in the Adobe Reader's Bookmark tool as a designator symbol illustrated as a <[C]> for quick reference to the right of the affected aircraft. The user shall insure the most current information contained in this TO is used for his operation. Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies. If the user prints out pages his unit requires, the user shall print the affected page(s), remove and destroy the existing page(s), and insert the newly printed page(s) in the binder provided for that purpose. A Master of this TO shall be retained in the unit's library for reference, future printing requirements and inspections.

<u>CHAPTER</u>	<u>AIRCRAFT</u>	<u>PAGE</u>	<u>EXPLANATION OF CHANGE</u>
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None.

NOTE

Chapter 9 contains emergency rescue and mishap response information for the following aircraft:

USAF	UH-1N
USAF	CH-3E
USAF	HH-1H
USAF	MH-53J
USAF	MH-60G
USAF	UH-60A
USAF	V-22

CHAPTER 9

U.S. AIR FORCE

HELICOPTER

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

9-1. INTRODUCTION AND USE.

9-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

9-3. GENERAL ARRANGEMENT.

9-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

a. Recent technological advances in aviation have caused concern for the modern firefighter. Aircraft hazards, cabin configurations, airframe materials, and any other information that would be helpful in fighting fires, the locating and rescue of personnel will be added as the information becomes available.

b. Suggested special tools/equipment are listed in the upper left corner, on the Aircraft/Entry page of each listed aircraft.

c. Procedural steps covering emergency/normal entrances, cut-ins, engine/APU shutdown, safetying ejection/escape systems, and aircrew extraction are outlined on the left side of each page with coordinated illustrations on the right.

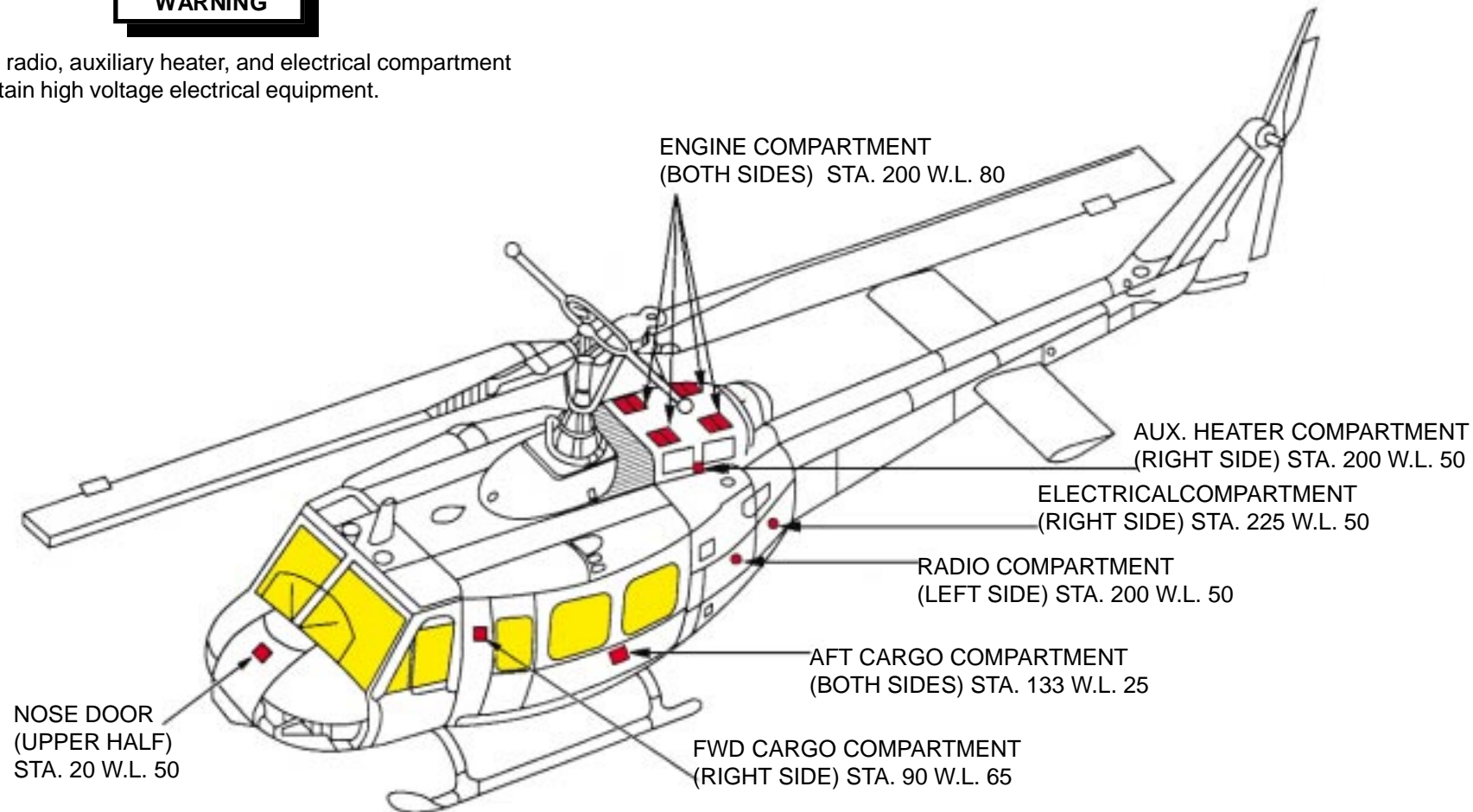
d. Illustrations located on right side of pages are coordinated with text by numerals and small letters depicting both paragraph and subparagraph on the page.

e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.

WARNING

The radio, auxiliary heater, and electrical compartment contain high voltage electrical equipment.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

UH-1N

AIRCRAFT ENTRY

WARNING

Caution must be exercised when entering rotor blade area. Entry must be from side of aircraft.

1. NORMAL ENTRY

- Rotate crew door handle, located left and right forward fuselage, counterclockwise to unlatch door. Pull out and forward to open position.
- Pull passenger-cargo door handle, located left and right fuselage, down to unlatch and release door. Slide door aft to open position.

2. EMERGENCY ENTRY

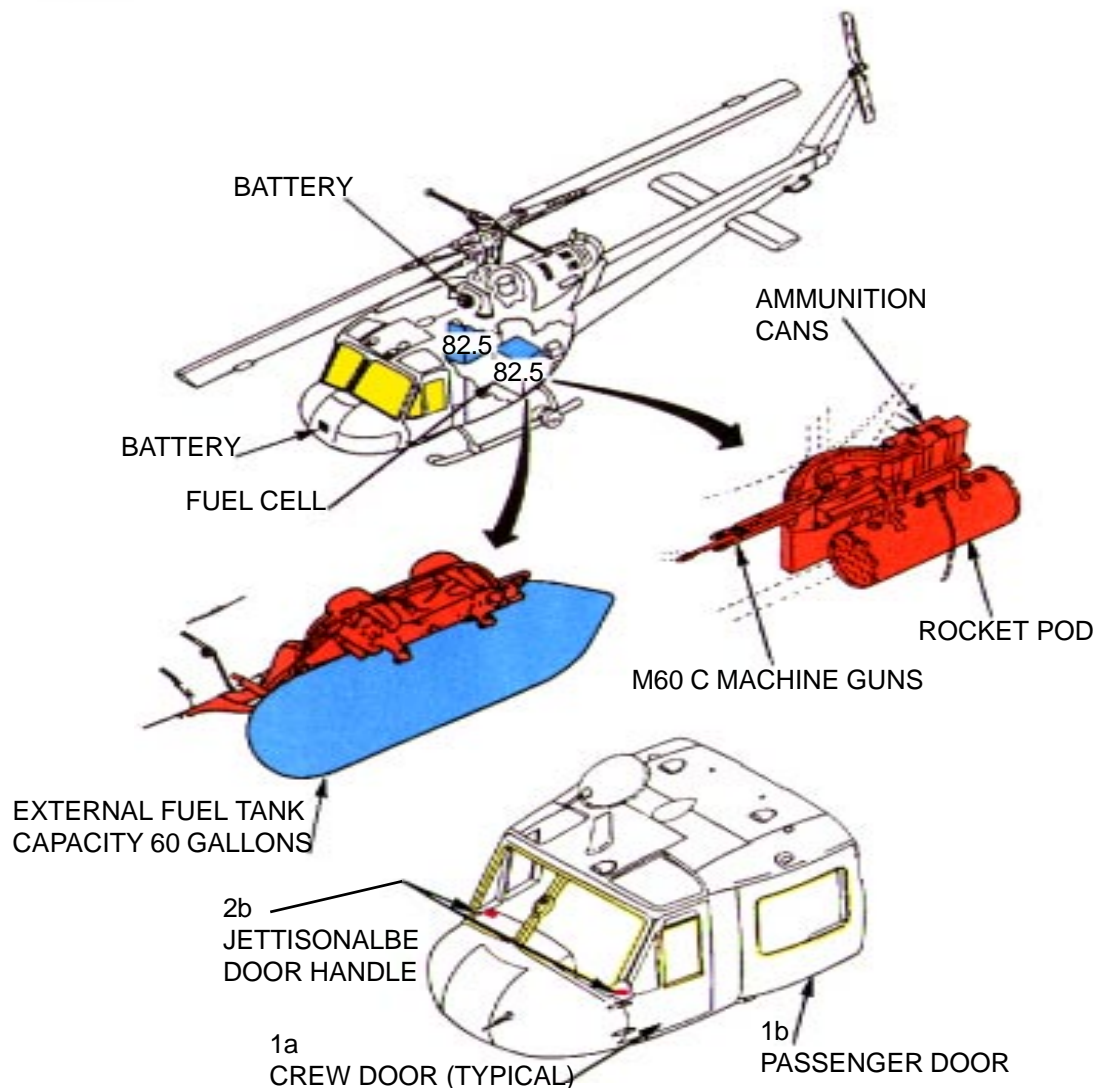
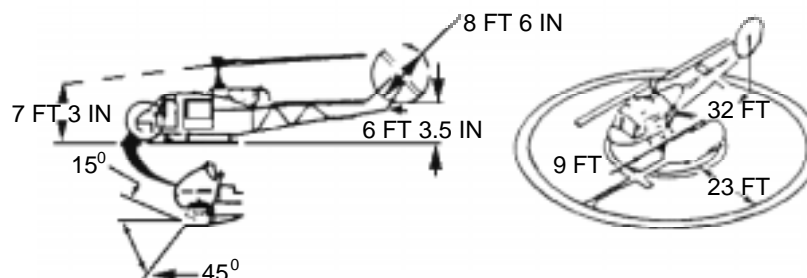
- Slide, break or cut crew door window, located left and right forward fuselage.
- Reach inside door and pull emergency release handles, located forward of right and left crew door frames, aft to release doors.
- Pull doors outward and place away from exits.

3. CUT-IN

- Cut plastic windows and glass windshield to gain entry.

NOTE:

If helicopter has internal auxiliary tanks - fuel capacity is 50 - 60 gallons. If cargo auxiliary tank is installed - 350 gallons.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Pull fire T-handles, located upper center instrument panel. (UH-1N only- twin engine only)
- Place fuel switches, located on pedestal console, to OFF position.

WARNING

For VIP models only. Do not apply rotor brake above 130 RPM. Doing so could cause brake disc failure resulting in uncontrolled movement of the aircraft or disintegration of the brake disc. Application of the rotor brake when the aircraft is on ice may also result in uncontrolled movement.

- Apply rotor brake (if installed), located overhead on right side of cabin roof, down and forward to lock.
- Turn battery switch to OFF position.

2. AIRCREW EXTRACTION

NOTE:

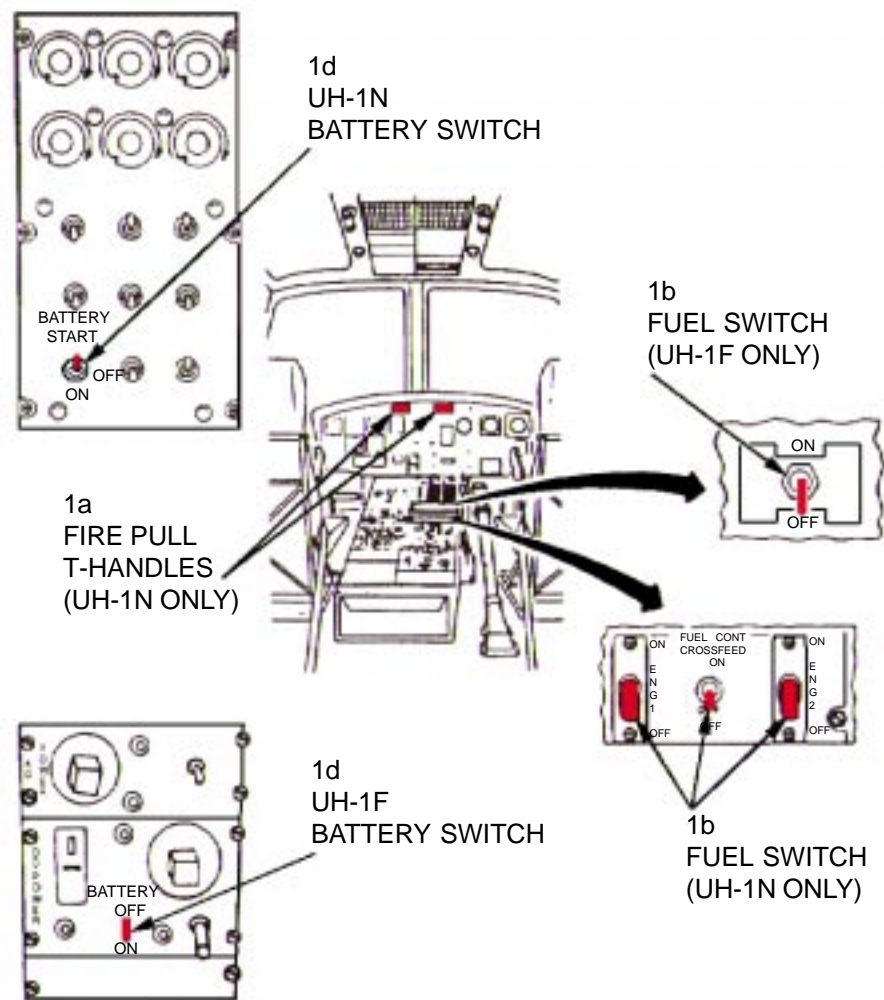
Aircrew seats are equipped with shoulder harness and lap belts. Troop seats are equipped with lap belts only.

- Unlatch lap belts and remove shoulder harness from crewmembers.

NOTE:

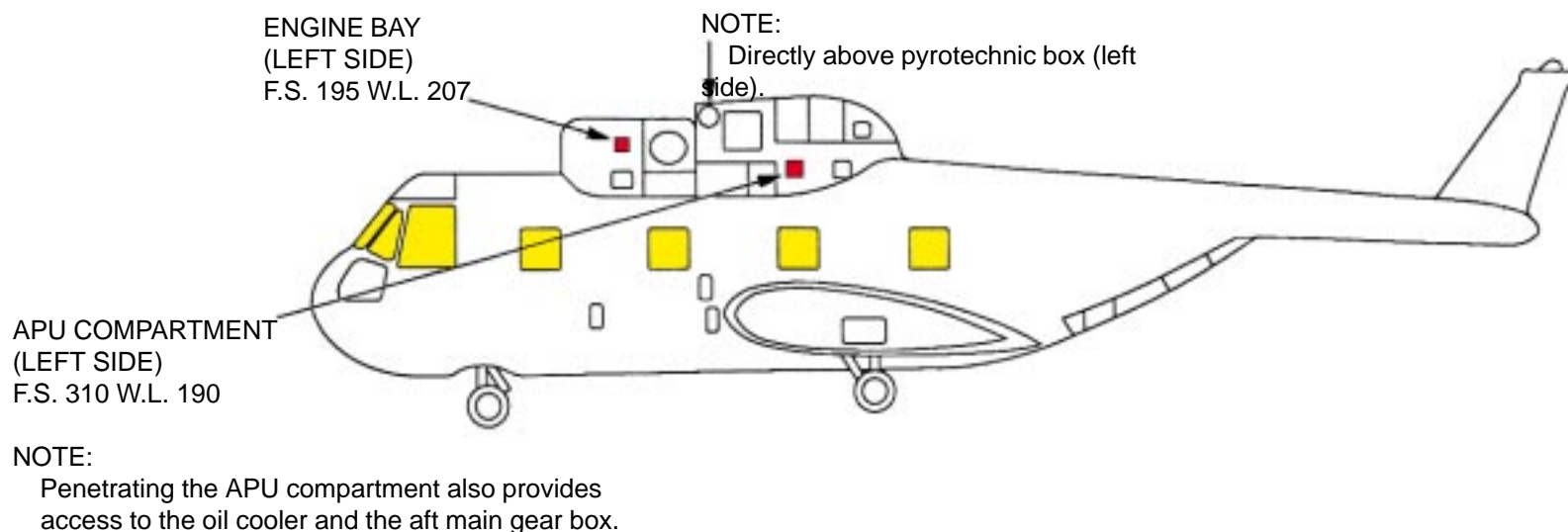
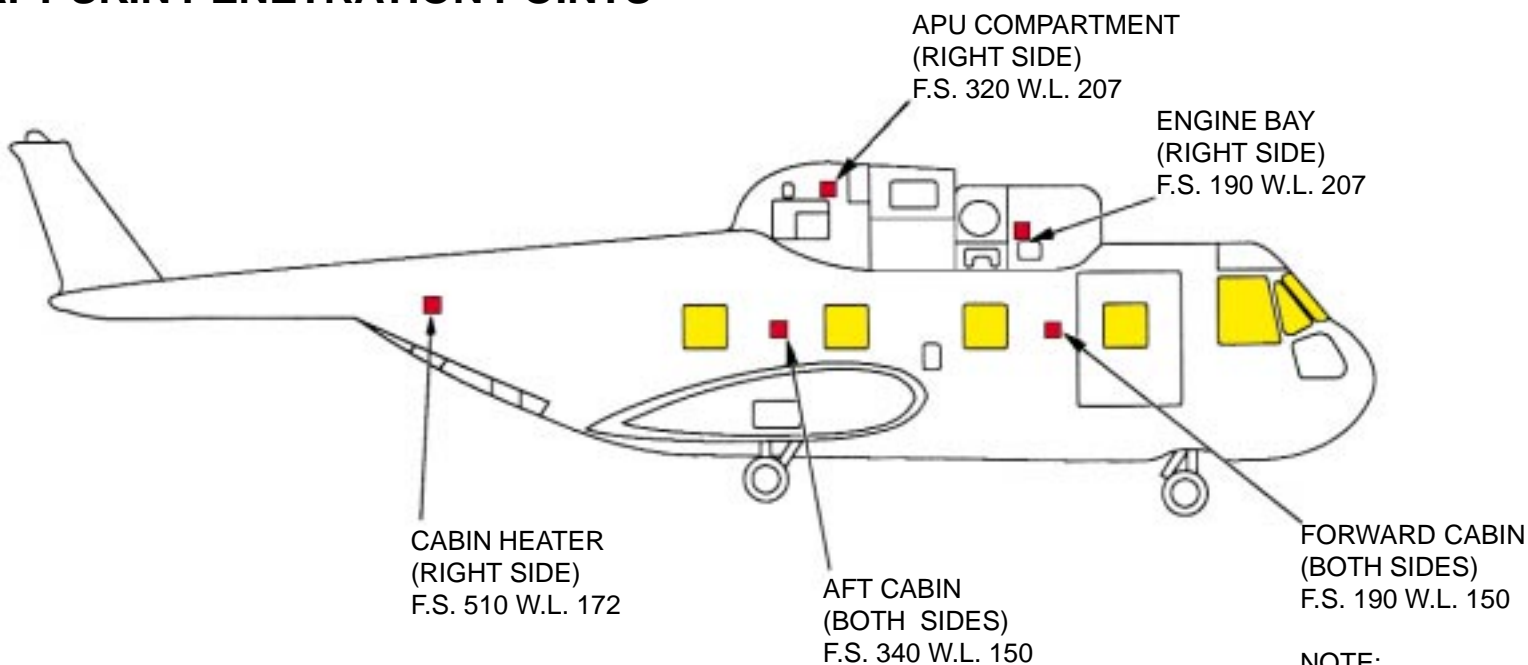
Red handles under each seat can be pulled down ward to tilt seat backward. Seat is very heavy, hand assist seat back is necessary.

- Unlatch lap belts from passengers (if applicable).








AIRCRAFT SKIN PENETRATION POINTS

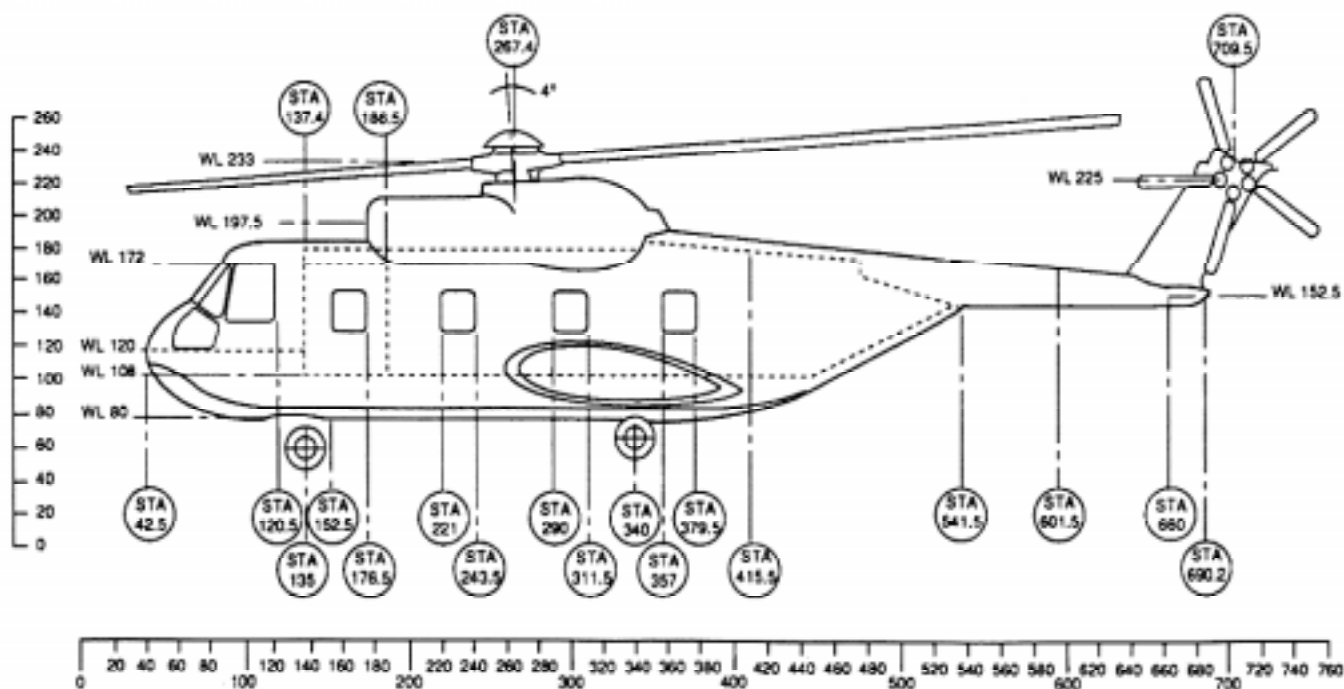
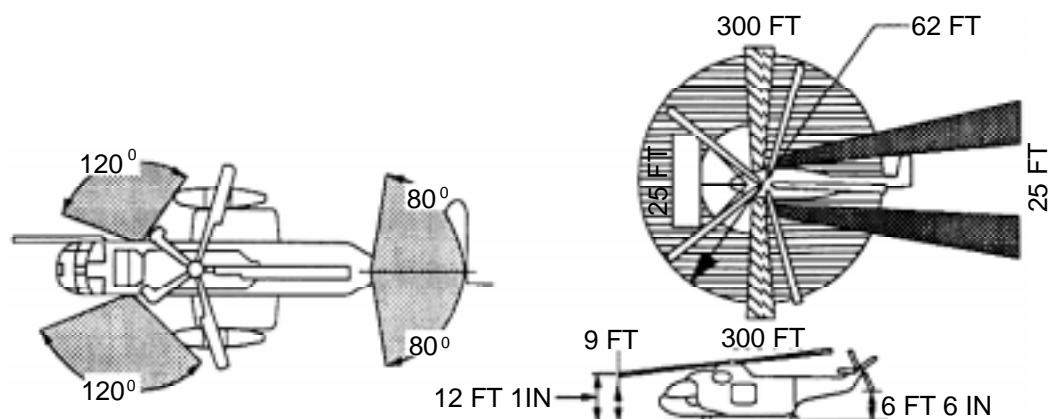
CH-3E



AIRCRAFT HAZARDS

CH-3E

-  STARTER/TURBINE DISINTEGRATION AREA
-  ROTOR BLADE DANGER AREA
-  VERY HIGH FREQUENCY FAN NOISE, VIBRATION AND INGESTION
-  ENGINE EXHAUST - TEMPERATURE
-  GUN MUZZLE AREA - INDICATES AREA WHERE A MAXIMUM DEPRESSION UP OF -30 DEGREES IS ESTABLISHED TO MISS THE EXTERNAL AUXILIARY FUEL TANKS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

AIRCRAFT ENTRY

1. NORMAL ENTRY

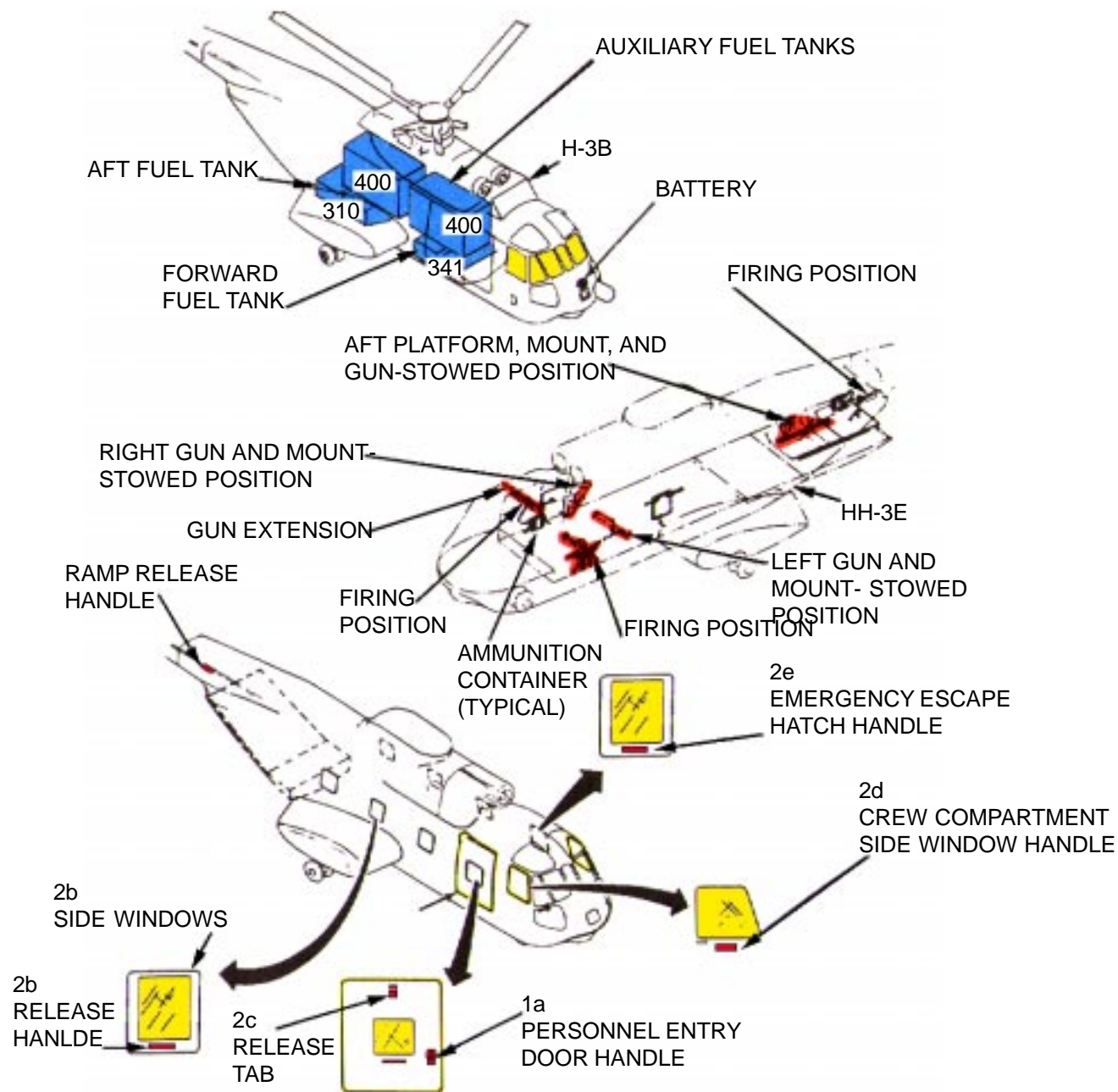
- a. Rotate handle, located on personnel entry door right forward fuselage, down and slide door aft.

2. EMERGENCY ENTRY

- a. Pull ramp release handle, located on tail pylon under cover, down. Ramp will open by its own weight.
- b. Pull release handle, on sponson jettisonable windows located left and right fuselage, down and remove windows.
- c. Pull release tab, located on personnel entry door, down and pull door aft.
- d. Press button to release handle, on crew compartment side windows, located on right and left fuselage, rotate down and forward. Pull window out and up.
- e. Pull release handle on emergency escape hatch, located forward left fuselage, down and remove hatch.

3. CUT-IN

- a. Cut forward fuselage windows, and crew compartment door.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Place engine speed control levers, located on overhead panel to OFF position.
- Pull emergency T-handles, located on overhead panel down.
- Place battery switch, located on overhead panel, in OFF position.

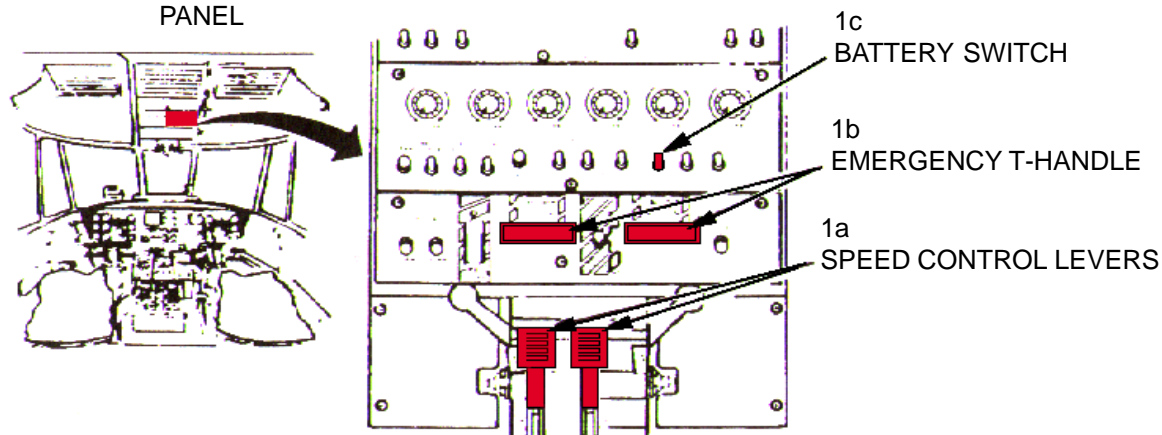
2. AIRCREW-LITTER-TROOP EXTRACTION

NOTE:

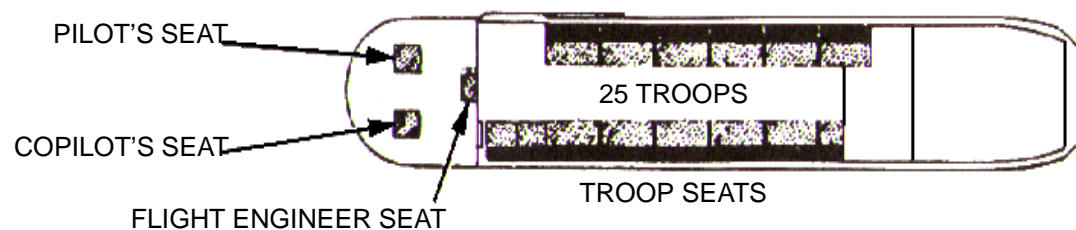
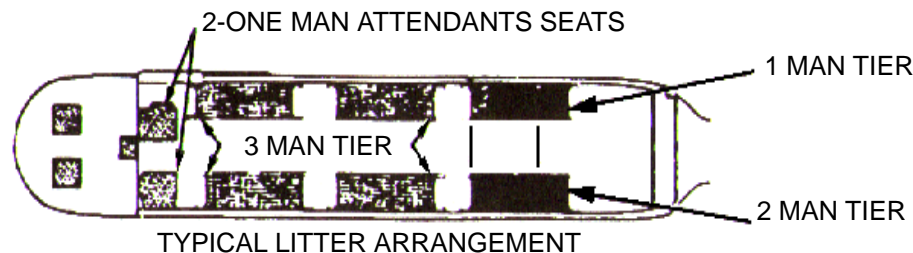
Aircrew seats are equipped with shoulder harness and lap belts. Troop seats are fitted with safety belts only.

- Unlatch lap belts and remove shoulder harness from crewmember(s).
- Unstrap occupants in the litters. Some patients may be connected to medical equipment.
- Unlatch safety belts in troop compartment.

OVERHEAD ENGINE CONTROL QUADRANT AND SWITCH PANEL



CABIN ARRANGEMENTS FOR AIRCREW, LITTER AND TROOP EXTRACTIONS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

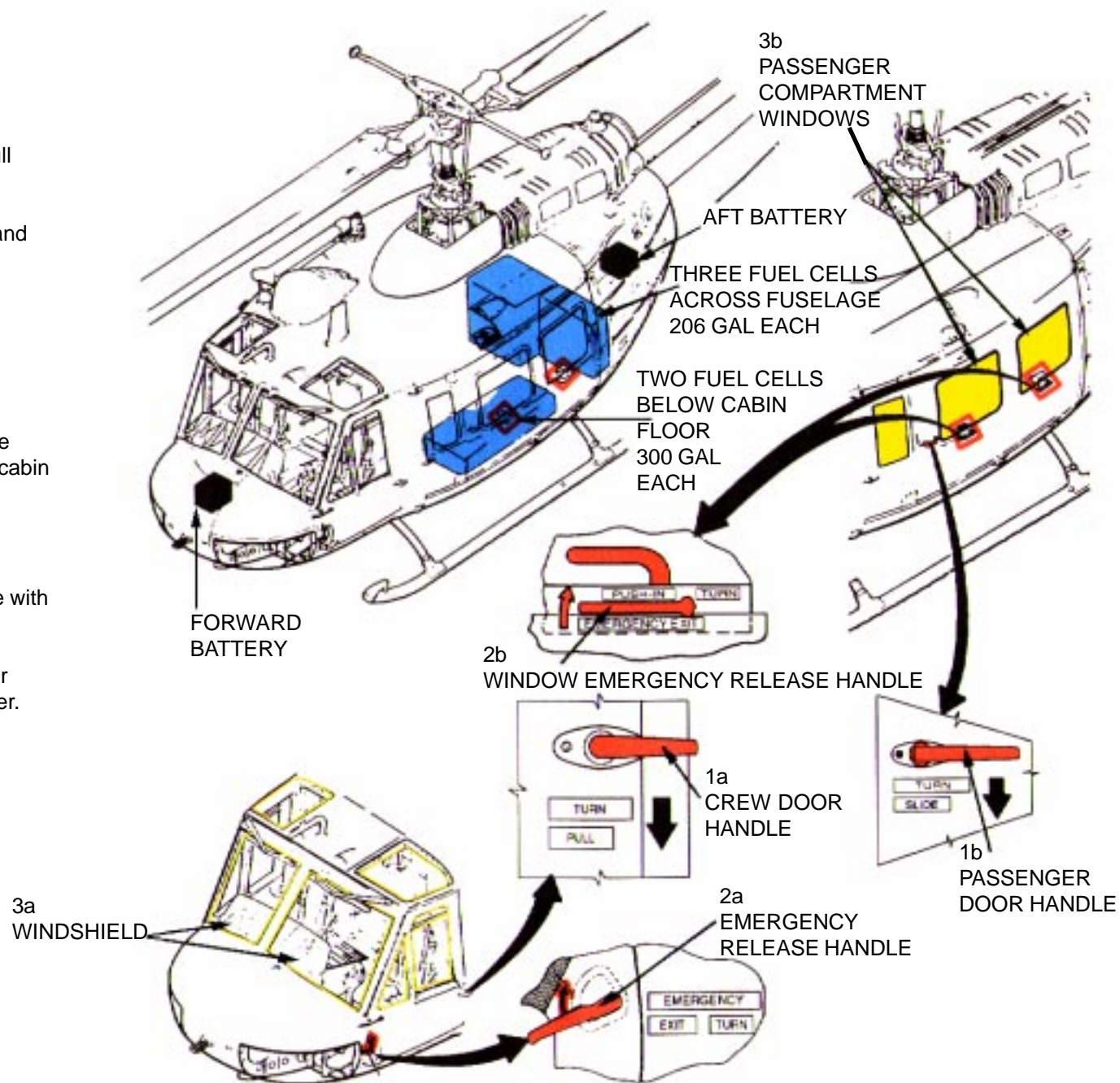
- a. Turn crew door handle clockwise and pull door open.
- b. Turn passenger door handle clockwise and slide door aft.

2. EMERGENCY ENTRY

- a. Turn external crew door jettison handle clockwise and remove door completely.
- b. Turn window external emergency release handle clockwise and push window into cabin area.

3. CUT-IN

- a. Shatter windshield around edge of frame with ax or hammer.
- b. Shatter glass around frame of passenger compartment windows with ax or hammer.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

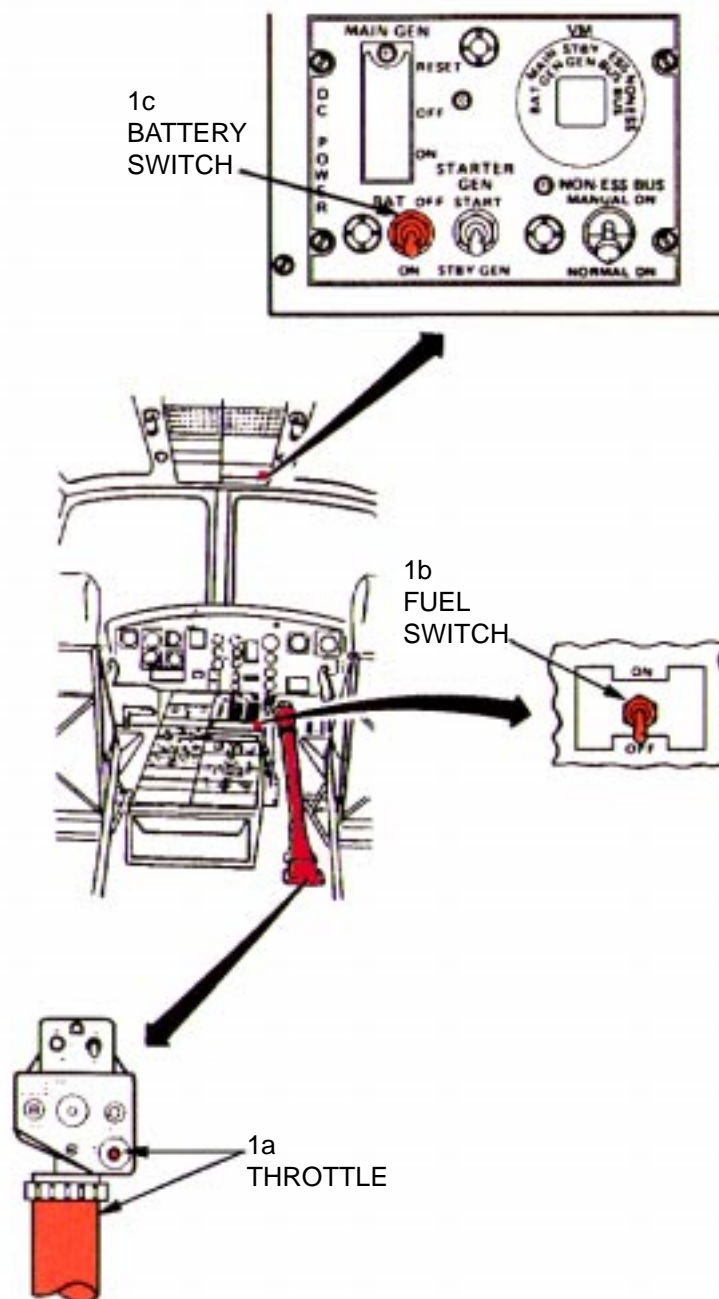
- Rotate throttle located on collective stick clockwise to idle position, press and hold detent button located on collective head, rotate throttle again to CUT-OFF position.
- Place fuel switch, located on pedestal console, to OFF position.
- Place battery switch, located on overhead console, to OFF position.

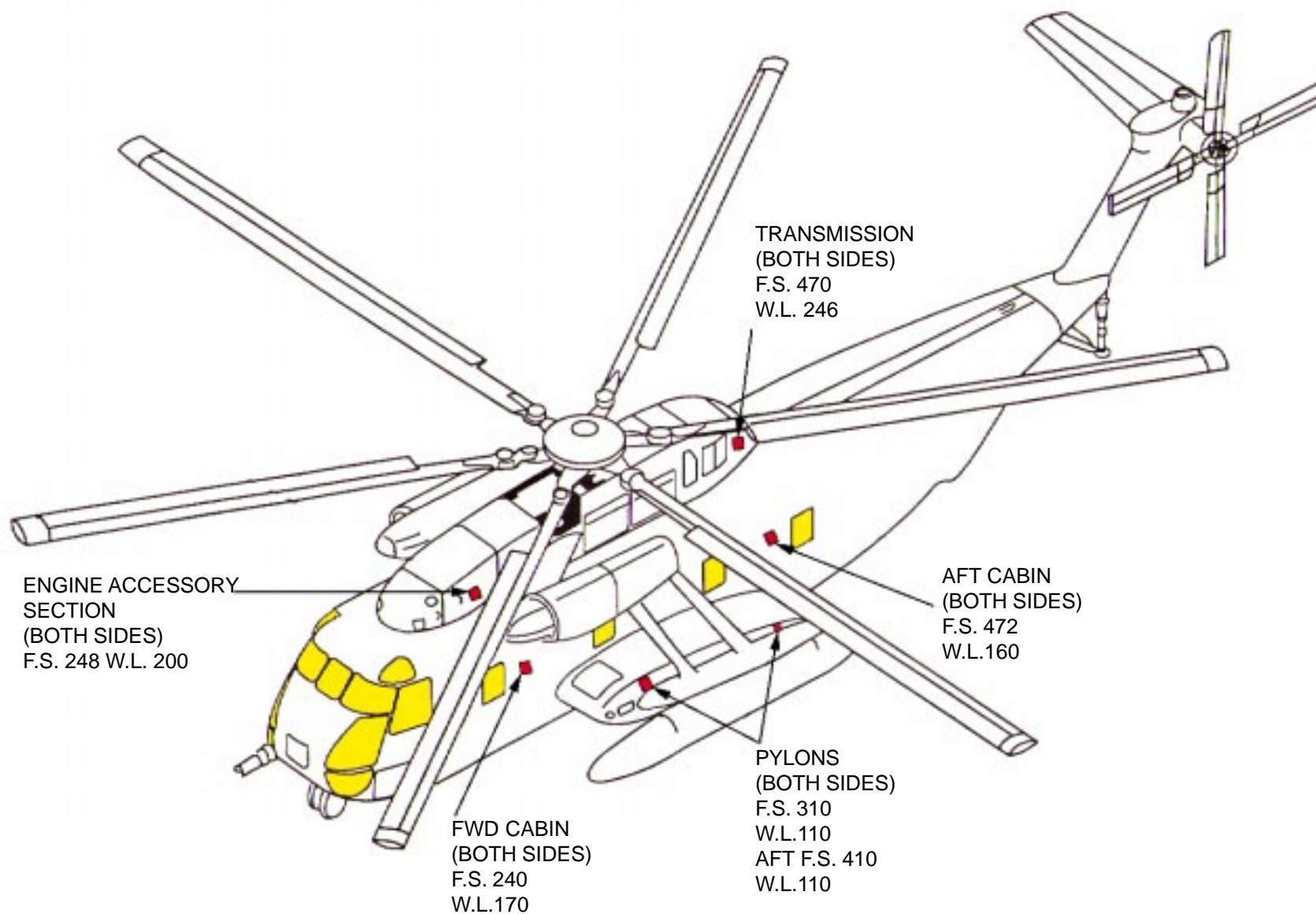
2. AIRCREW - TROOP EXTRACTION

NOTE:

Aircrew seats are equipped with shoulder harness and lap belts. Troop seats fitted with safety belts only.

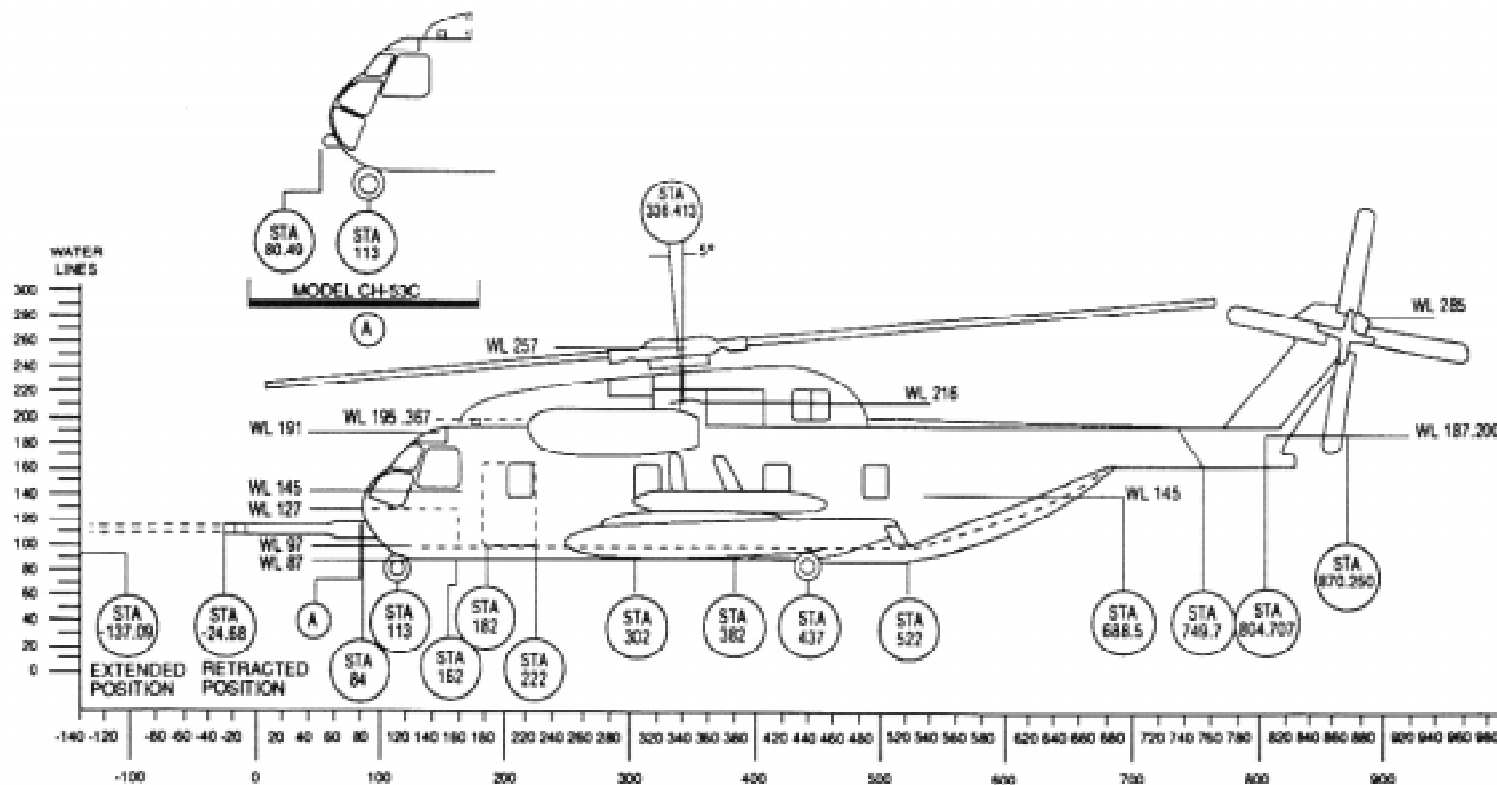
- Unlatch lap belt and remove shoulder harness from crewmembers.
- Unlatch safety belts in troop compartment.





AIRCRAFT STATION LOCATIONS

MH-53J



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

MH-53J

AIRCRAFT ENTRY

1. NORMAL ENTRY

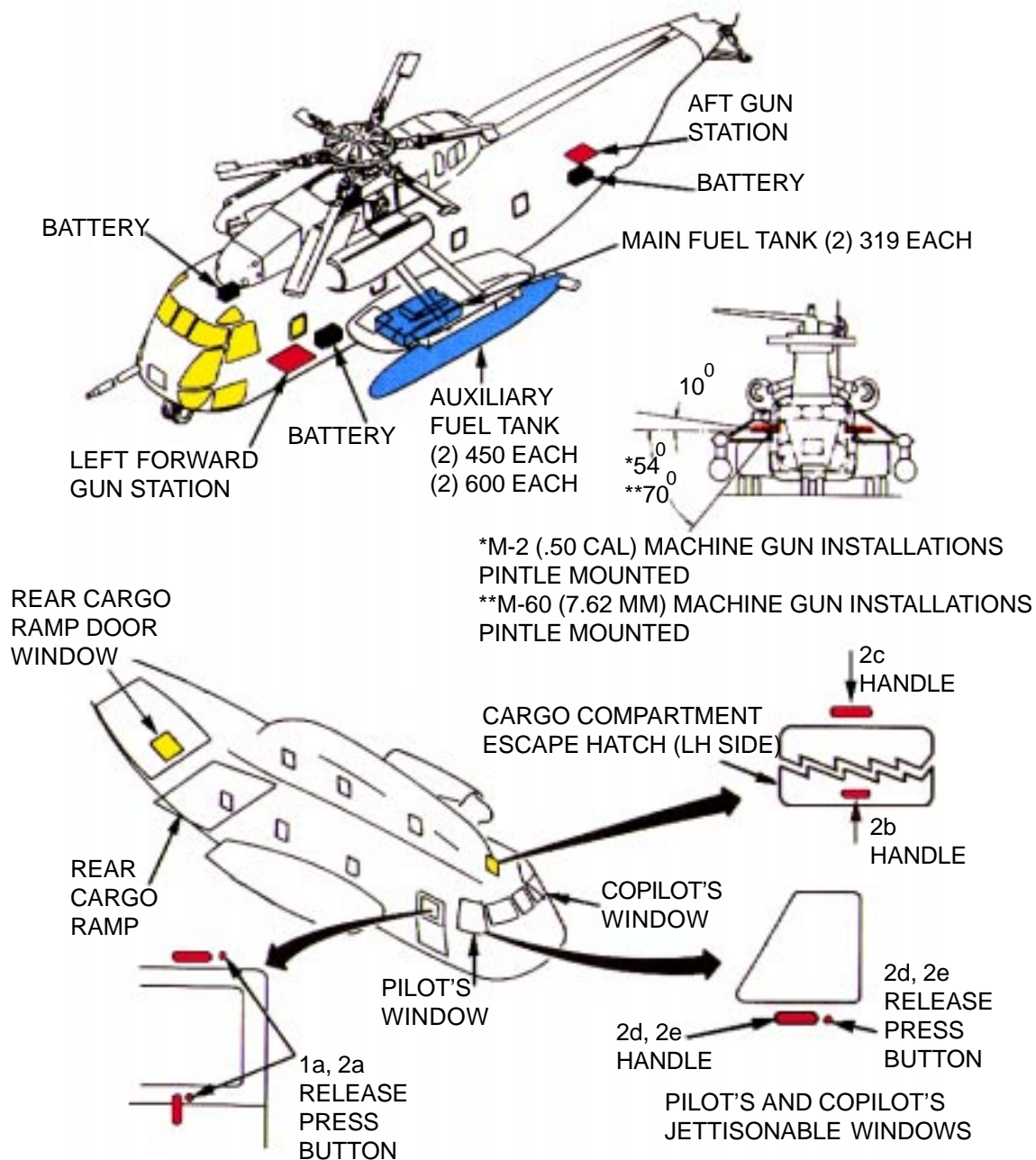
- a. Press button, located on crew compartment personnel door right forward fuselage, to release handle, rotate forward to unlatch. Push door inward.

2. EMERGENCY ENTRY

- a. Press button, located on top of personnel door, to release handle, rotate handle forward to release door from hinges. Pull door out.
- b. Press release on handle, located on cargo compartment escape hatch left side of fuselage, rotate handle clockwise. Pull window out and up.
- c. Press release on handle, located above escape hatch on left side of fuselage, rotate handle counterclockwise and press hatch inboard.
- d. Press button, located on pilot's side window left forward fuselage, to release handle, rotate handle down and forward. Pull window out.
- e. Press button, located on copilot's side window right forward fuselage, to release handle, rotate handle down and forward. Pull window out.

3. CUT-IN

- a. Cut fuselage windows at cargo ramp door window and emergency escape hatch.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

MH-53J

1. ENGINE SHUTDOWN

WARNING

RPMs must be reduced to prevent blade dipping, aircraft rotation, and boom contact.

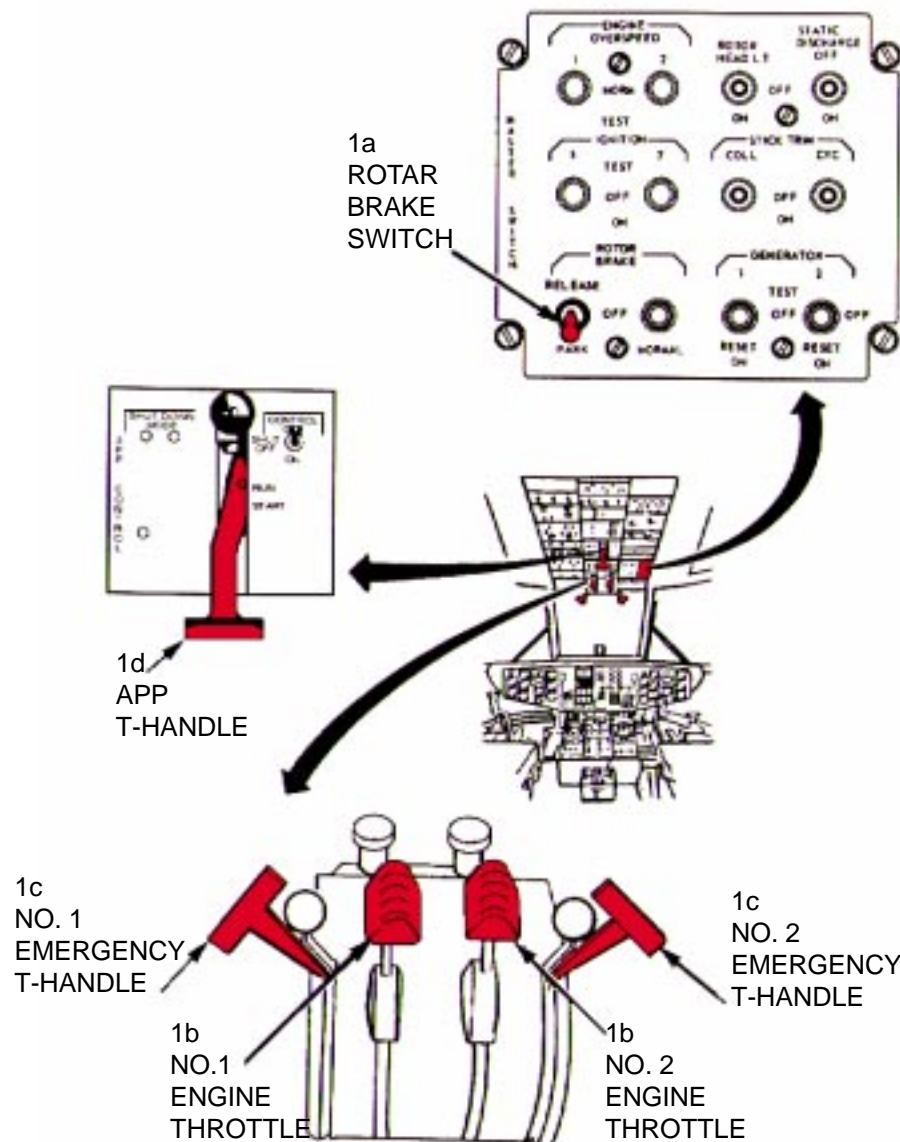
- Place Rotor Brake switch to PARK position.
- Retard Throttles to SHUT-OFF position.
- Place T-handles on engine control quadrant to FULL AFT position.
- Place APP T-handle to FULL AFT position.

2. AIRCREW EXTRACTION

NOTE:

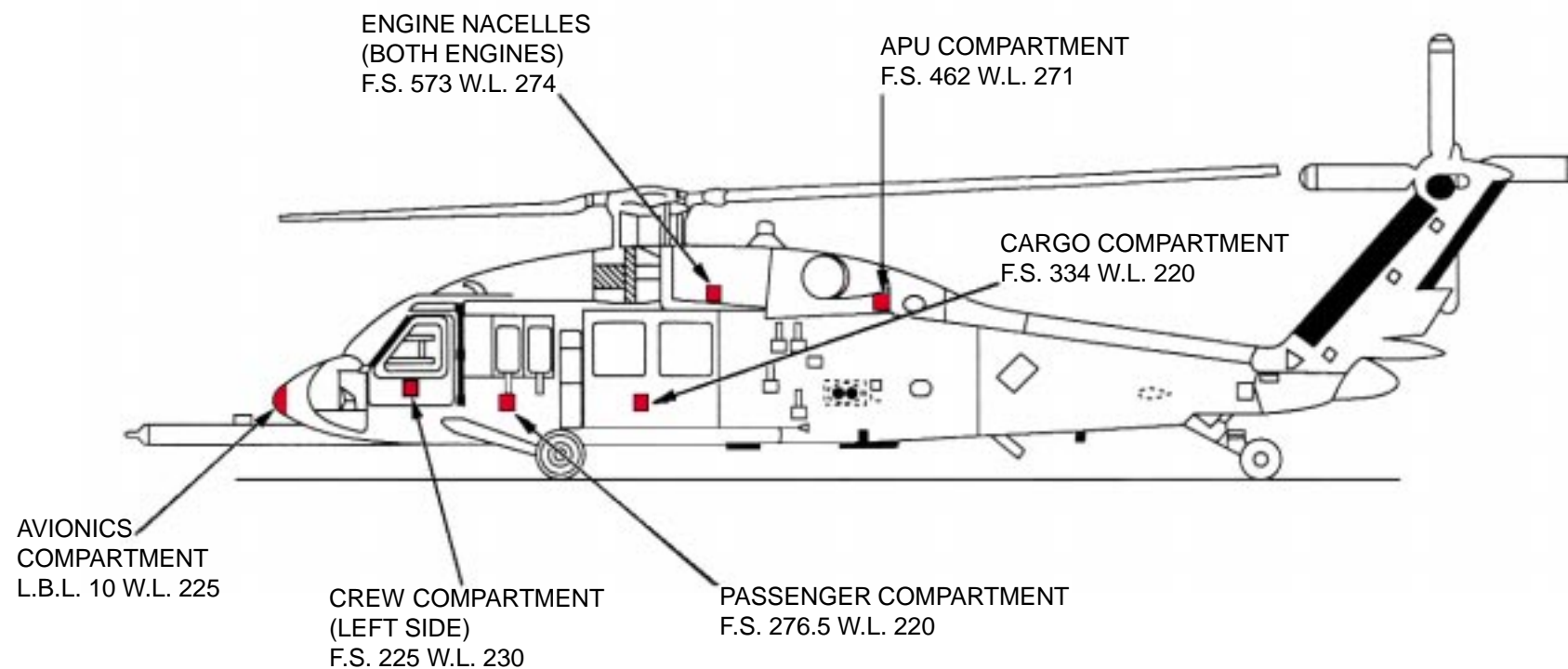
Aircrew seats are equipped with shoulder harness and lap belts only.

- Unlatch lap belt and remove shoulder harness from crewmember(s).
- Unlatch and remove safety belts in troop compartments.



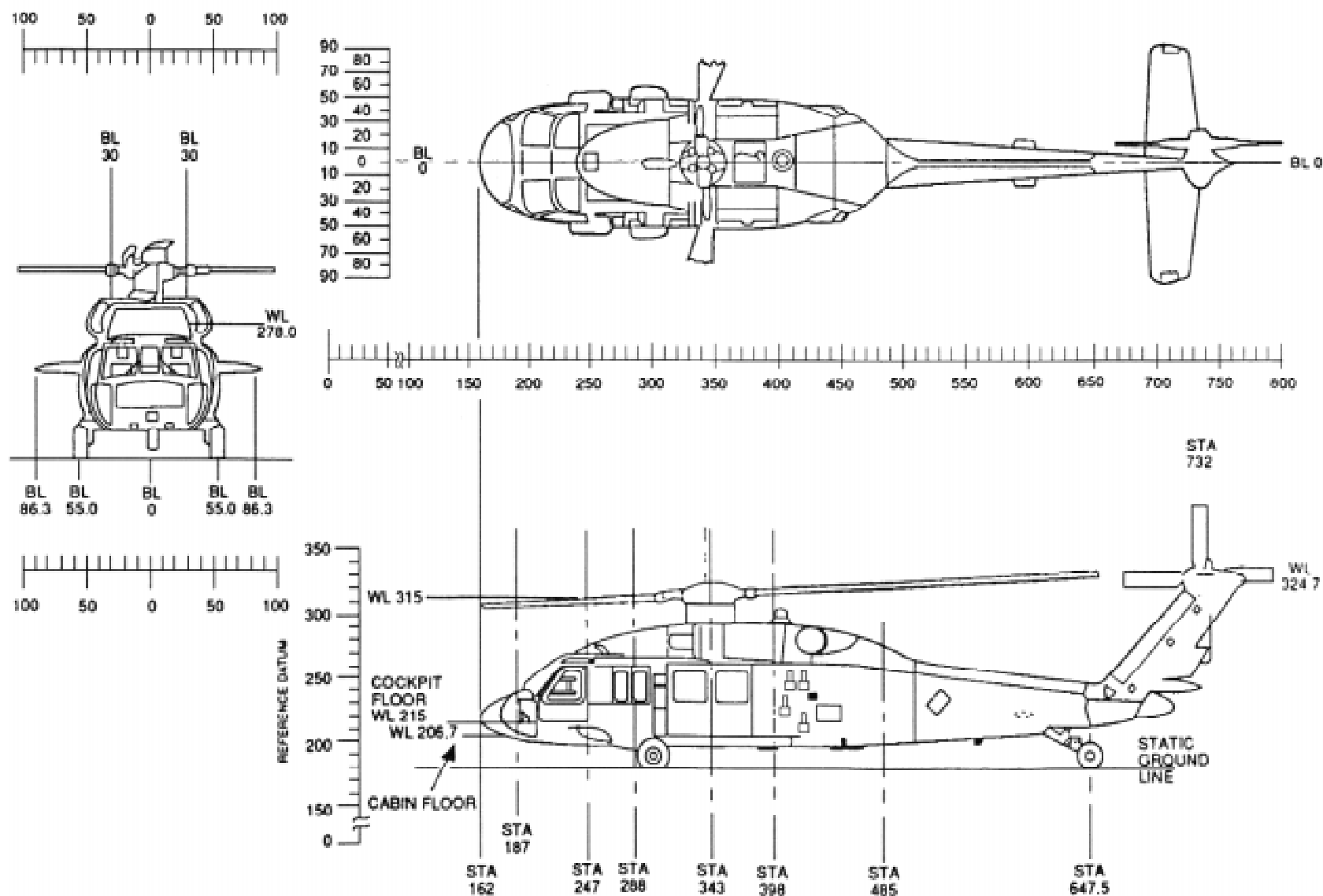
AIRCRAFT SKIN PENETRATION POINTS

MH-60G



AIRCRAFT STATION LOCATIONS

MH-60G



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

MH-60G

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Turn cockpit door handle counterclockwise to the open position to open door.
- b. Turn cabin door handle counterclockwise to the open position and slide door aft.

2. EMERGENCY ENTRY

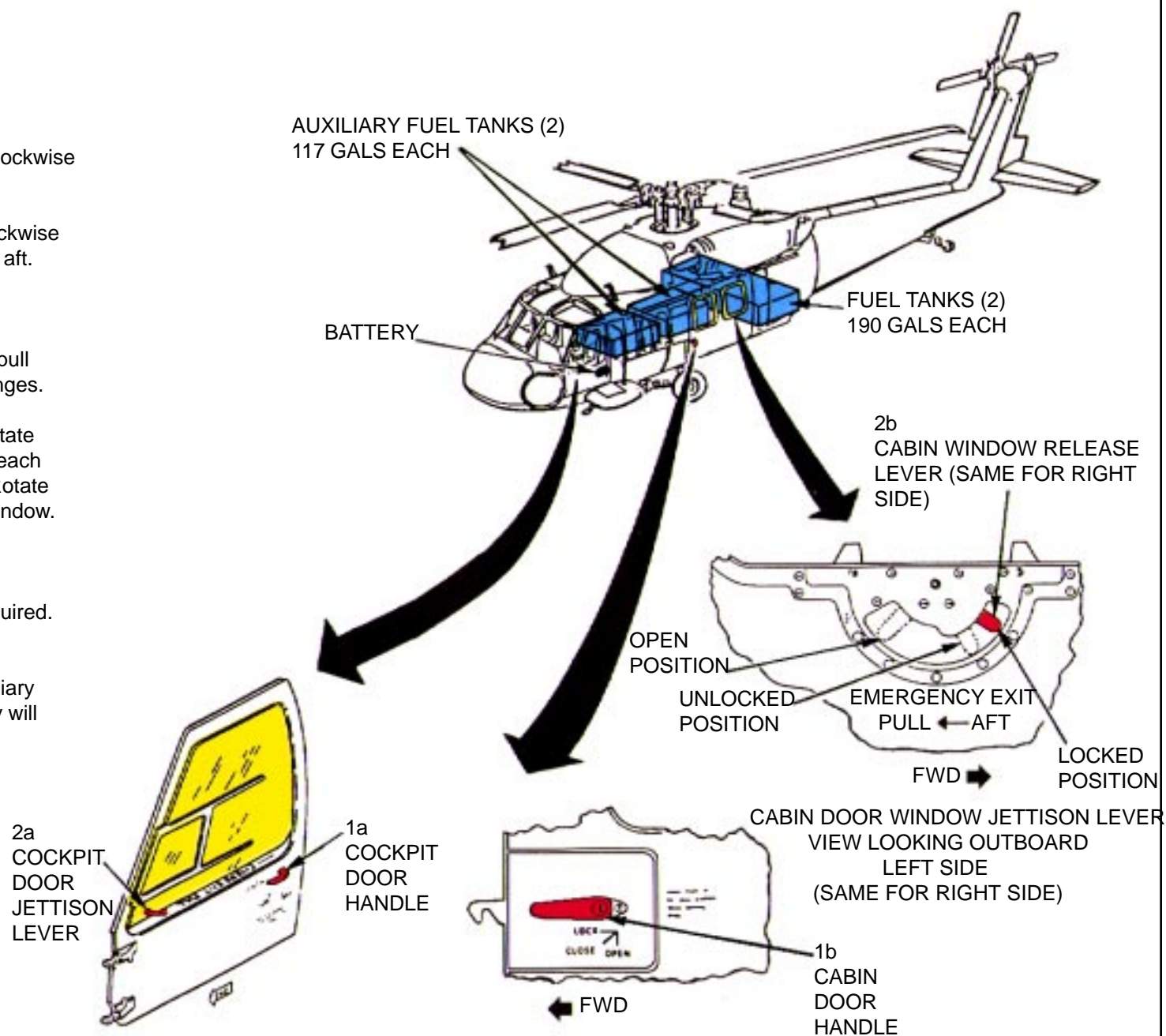
- a. Break window in cockpit door and pull jettison lever aft to release door hinges.
- b. Break window in cabin door and rotate emergency handle, located below each window, to the aft open position. Rotate bottom of window out to remove window.

3. CUT-IN

- a. Break window or windshield as required.

NOTE:

Future replacement of internal auxiliary fuel tanks will be 185 gallons. They will be crash-worthy and self-sealing.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

NOTE:

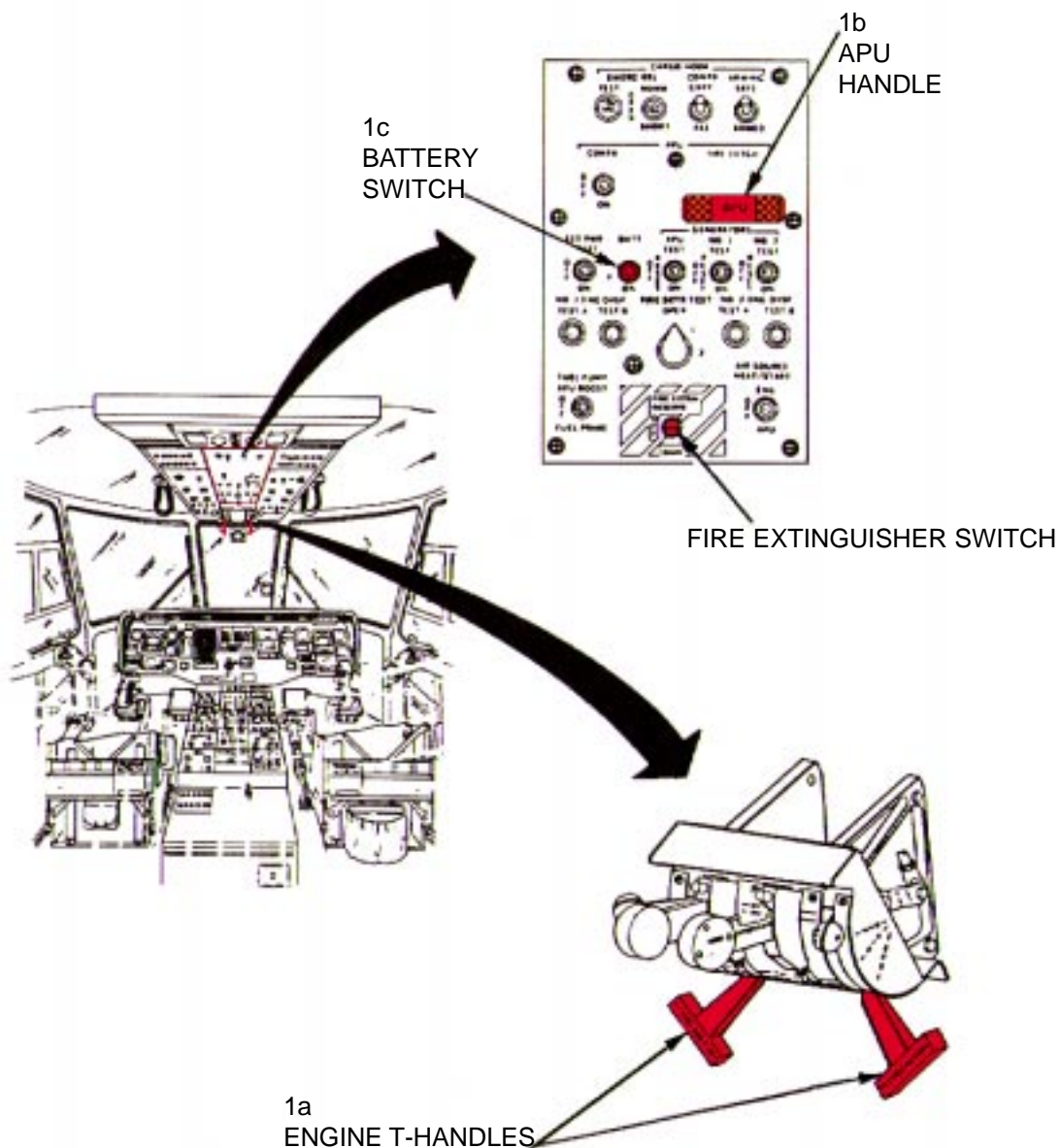
To activate the installed fire extinguishing system, on T-handle must be pulled (agent is discharged to last T-handle pulled). Then reposition the fire extinguisher switch from OFF to MAIN or RESERVE. Battery switch must be in the ON position.

- Pull engine emergency T-handles, located on control quadrant, FULL aft.
- Pull APU T-handle, located on upper console, DOWN.
- Place battery switch, located on upper console, to the OFF position.

2. AIRCREW - TROOP EXTRACTION

NOTE:

- All aircrew seats have a complete lap belt and dual torso restraint shoulder harness attached to a rotary release buckle.
 - All troop seats have a lap belt and shoulder harness attached to a rotary release buckle.
- Release aircrew from seats by rotating rotary release buckle. Move restraints away before extraction to prevent entanglement.
 - Release troops from seats by rotating rotary release buckle. Move restraints away before extraction to prevent entanglement.



AIRCRAFT PAINT SCHEME

UH-60A



UH-60A. 2

AIRCRAFT SKIN PENETRATION POINTS

UH-60A

T.O. 00-105E-9

EFFECTIVITY:

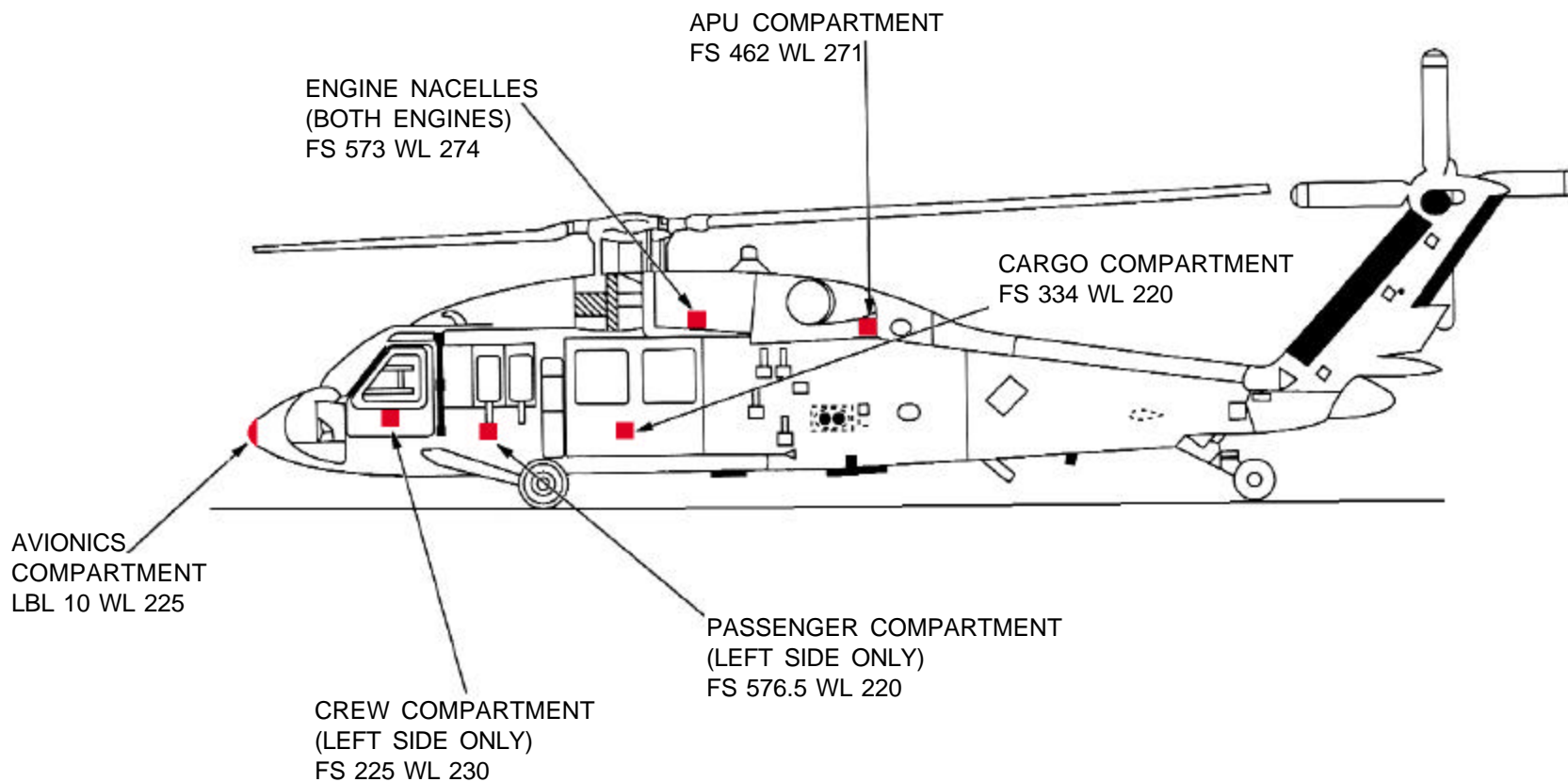
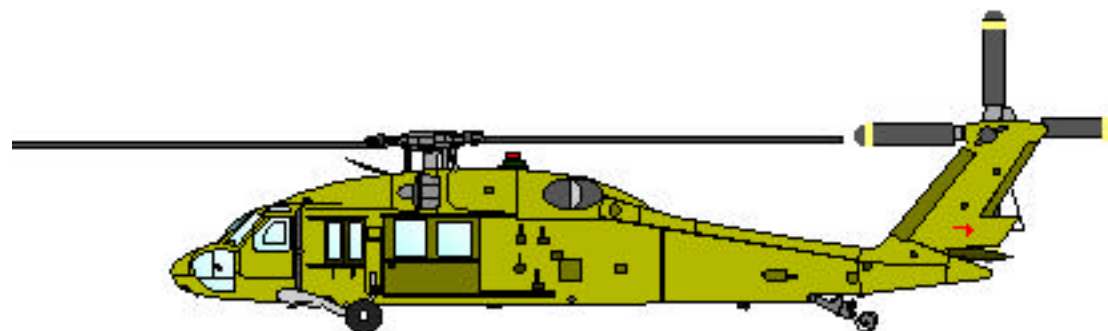
EH-60A "QUICK FIX" (Electronic)

EH-60B "SOTAS"

UH-60L Medical Evacuation or Troop Carrier

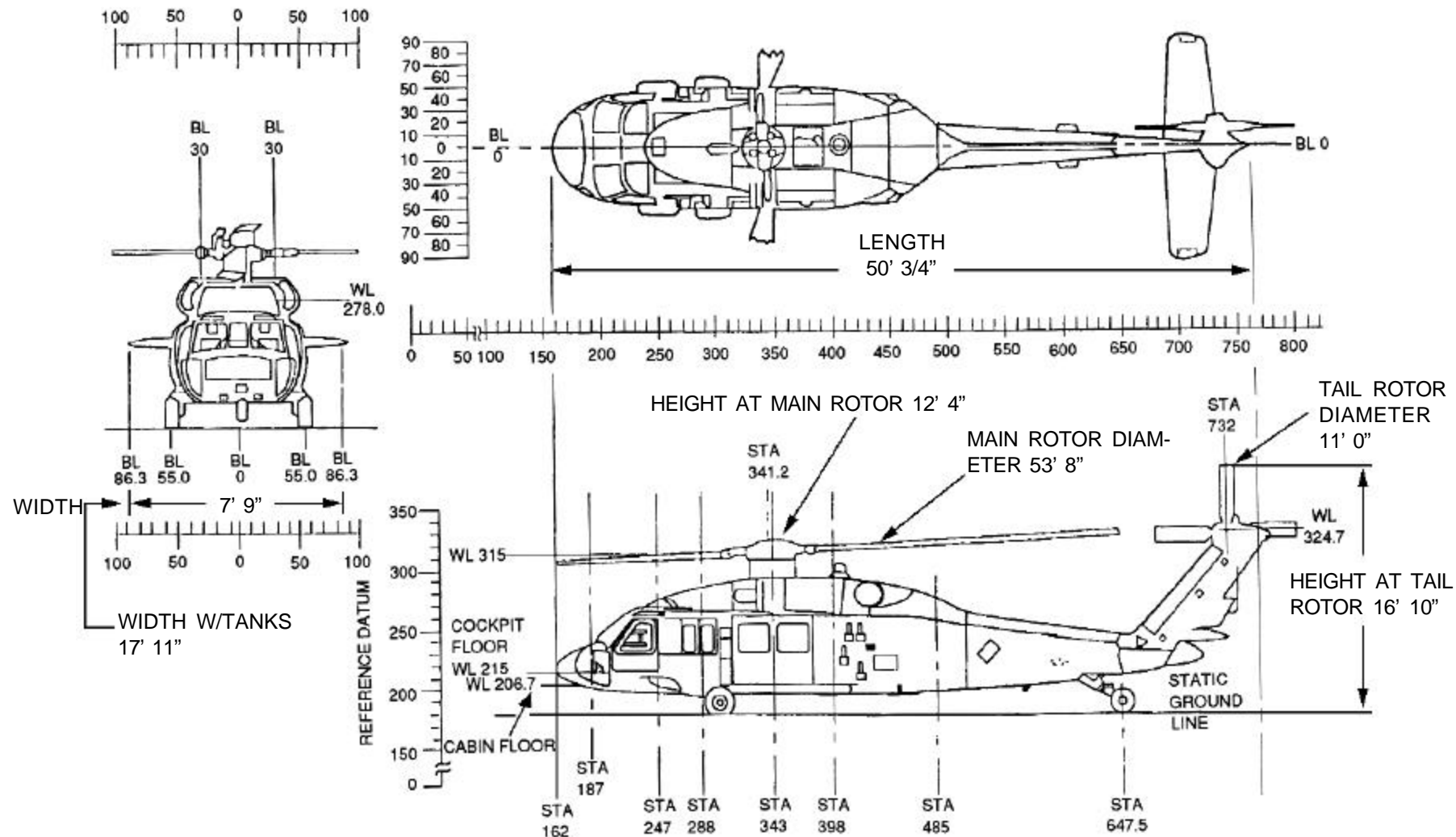
UH-60Q "DUST OFF" (Medical Evacuation)

MH-60K Special Operations (with refueling nose boom)



AIRCRAFT DIMENSIONS

UH-60A



AIRFRAME MATERIALS

UH-60A



FIBERGLASS OR
REINFORCED KEVLAR



PLEXIGLASS



STAINLESS STEEL



KEVLAR



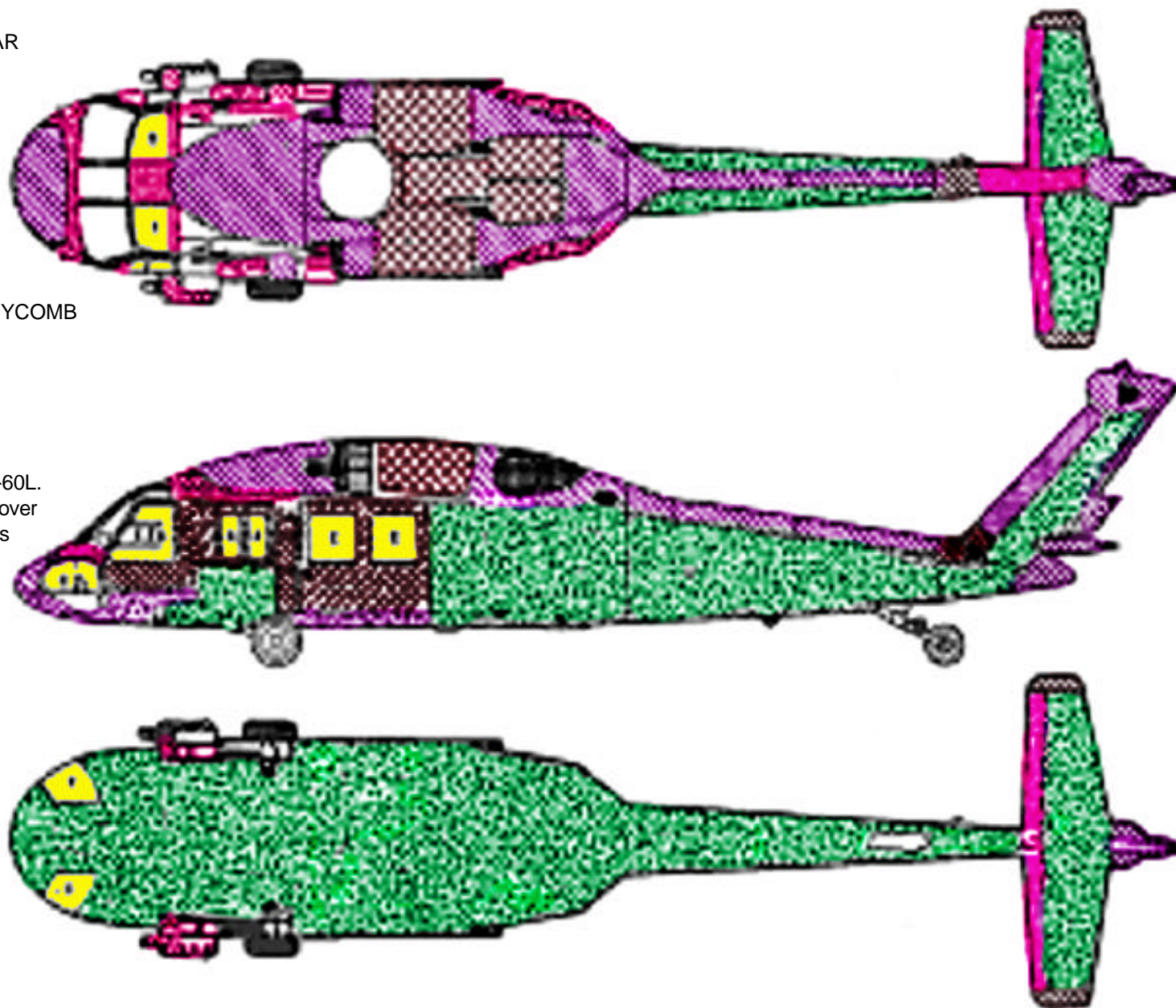
KEVLAR WITH HONEYCOMB



SHEET ALUMINUM

NOT ILLUSTRATED:

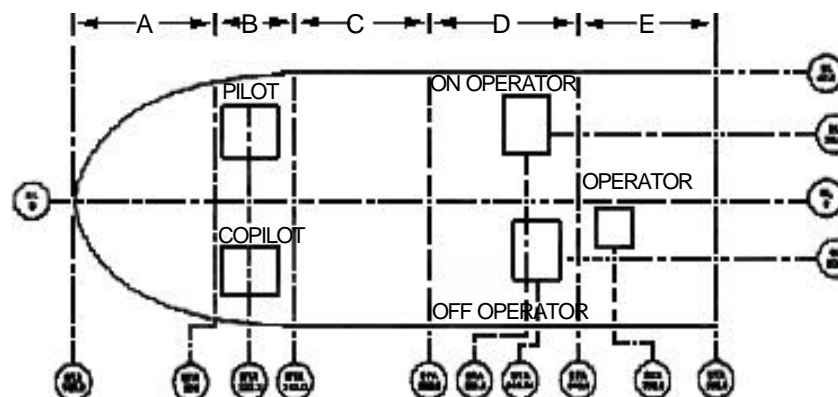
The HH-60G is the same as the UH-60L.
The floor boards are made of Kevlar over
Nomex honey comb with a fiberglass
rear facing.



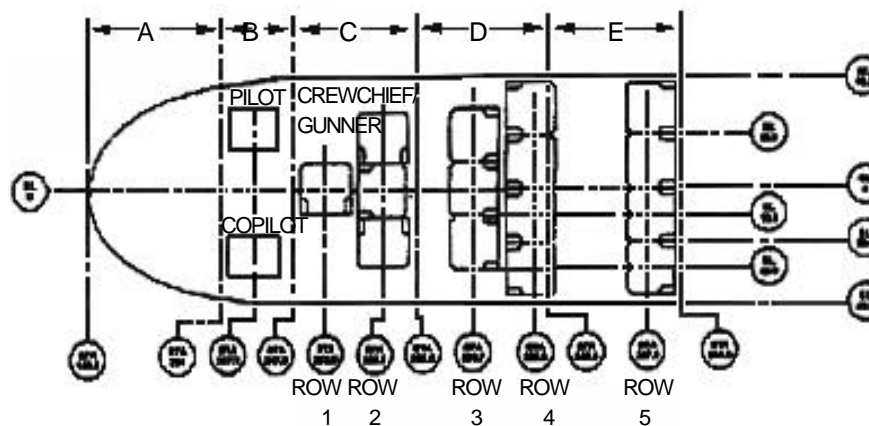
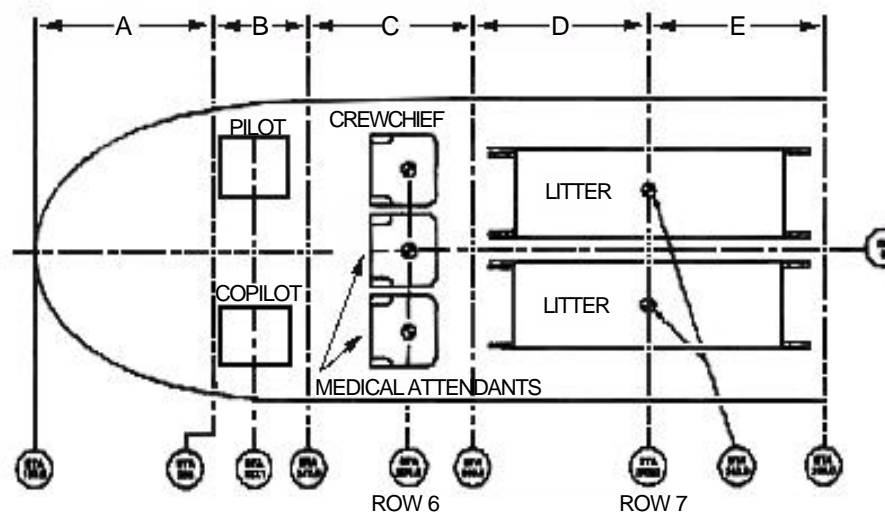
CABIN CONFIGURATIONS

UH-60A

ELECTRONIC CONFIGURATION



TROOP CONFIGURATION

MEDEVAC CONFIGURATIC
(LITTERS ROTATE)

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

Fire Drill II

UH-60A

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Turn cockpit door handle counterclockwise to the open position to open door.
- b. Turn cabin door handle counterclockwise to the open position and slide door aft.

2. EMERGENCY ENTRY

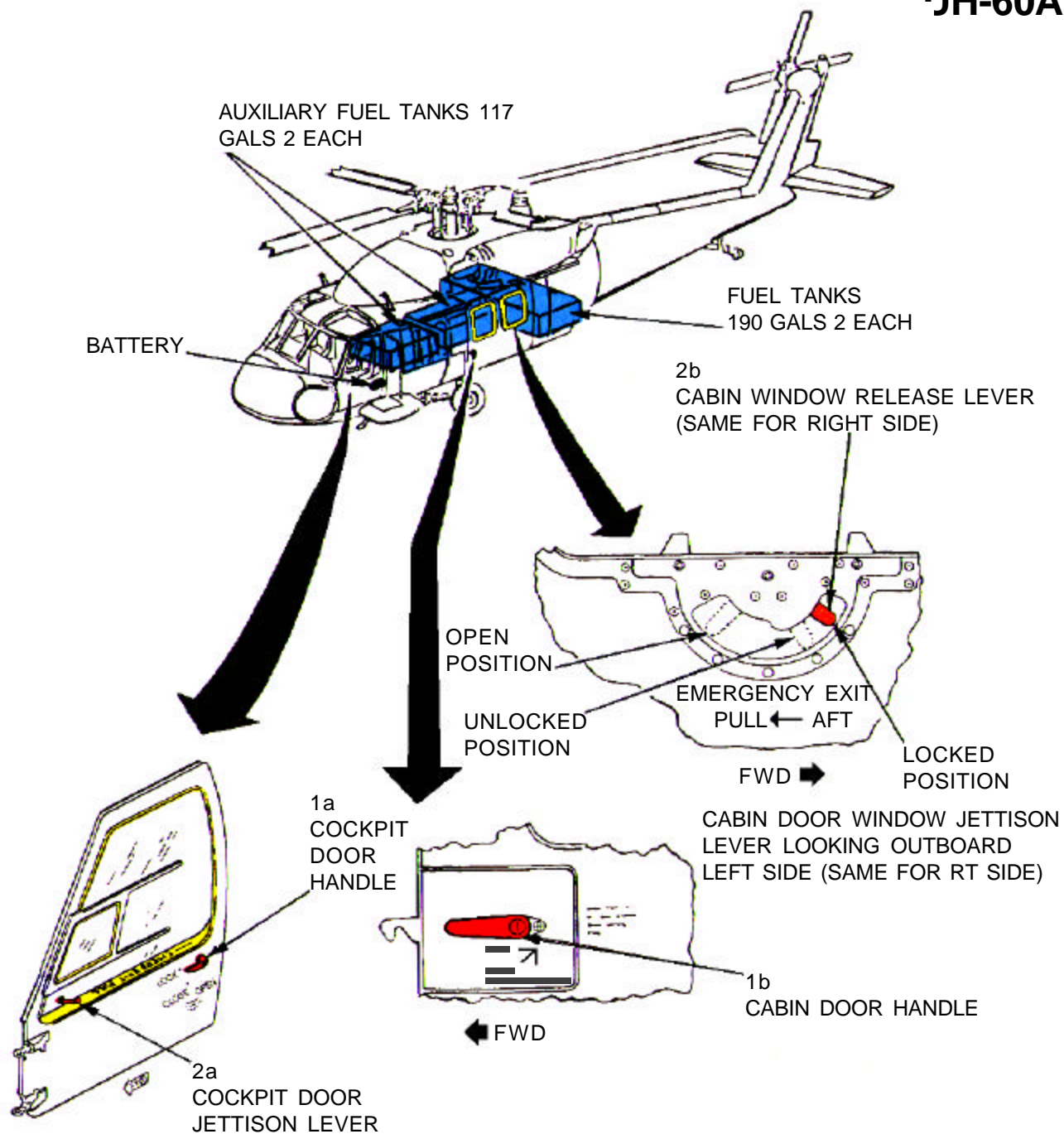
NOTE:

Doors are not pyrotechnically equipped.

- a. Break window in cockpit door and pull jettison lever aft to release door hinges.
- b. Break window in cabin door and rotate emergency handle, located below forward window, to the aft open position. Push bottom of window out to remove window. Both cabin windows on side operate this way.

3. CUT-IN

- a. Break window or windshield as required.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

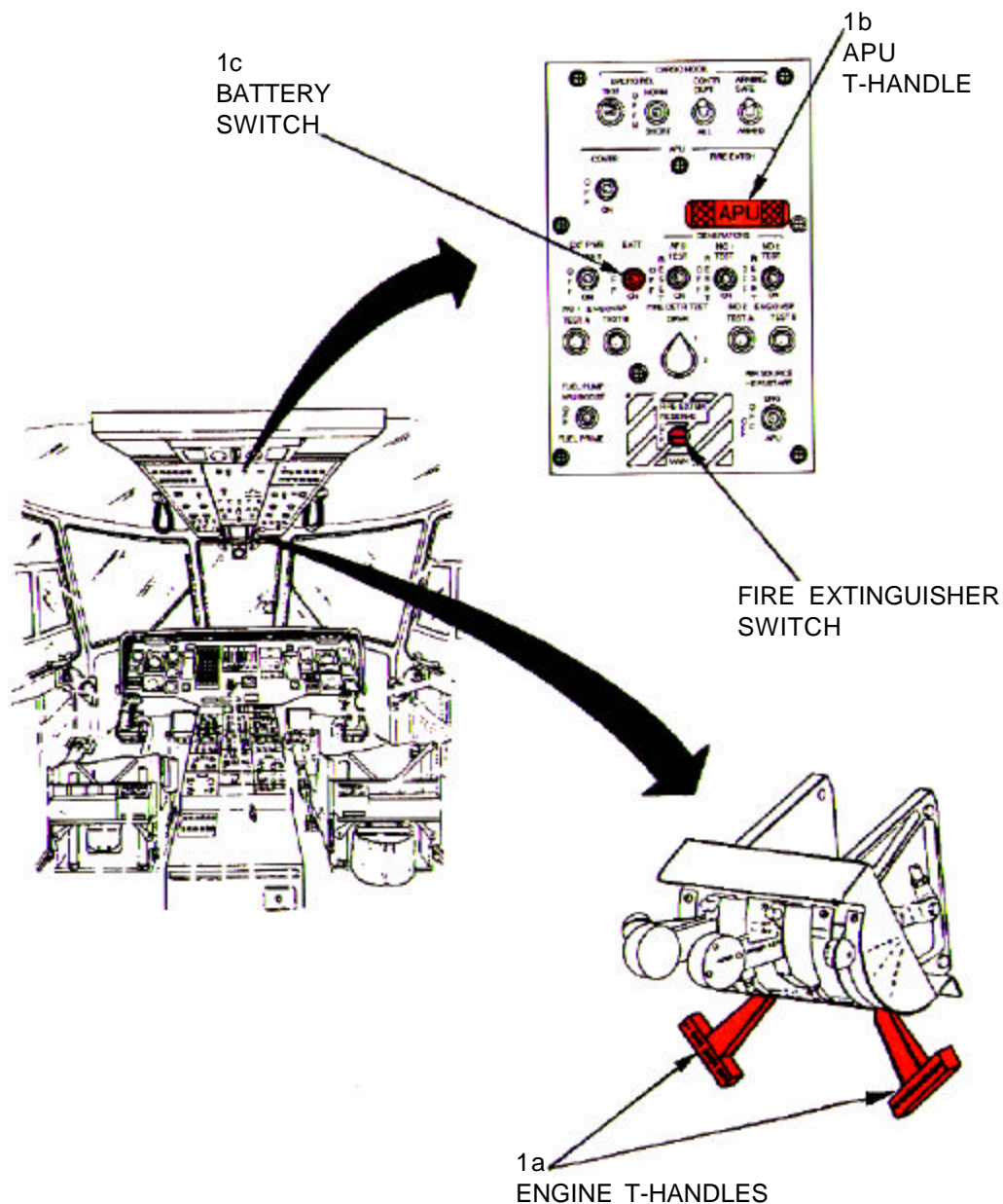
NOTE:

Battery switch must be in the ON position. To activate the installed fire extinguishing system, one T-handle must be pulled (agent is discharged to last T-handle pulled). Then, reposition the fire extinguisher switch from OFF to MAIN or RESERVE.

- Pull engine emergency T-handles, located on control quadrant, FULL AFT, to cut off fuel flow.
- Pull APU T-handle, located on overhead console, DOWN.
- Place battery switch, located on overhead console, to the OFF position.

2. AIRCREW EXTRACTION

- Release all lap belts and shoulder harnesses from aircrew. All aircrew seats have a complete lap belt and dual torso restraint shoulder harness centrally attached to a rotary release buckle or a pull-up release lever.
- Disconnect personnel leads from aircrew.
- Release all lap belt and shoulder harnesses from troop seats occupants. All troop seats have a lap belt and shoulder harness centrally attached to a rotary release buckle.



UH-60A

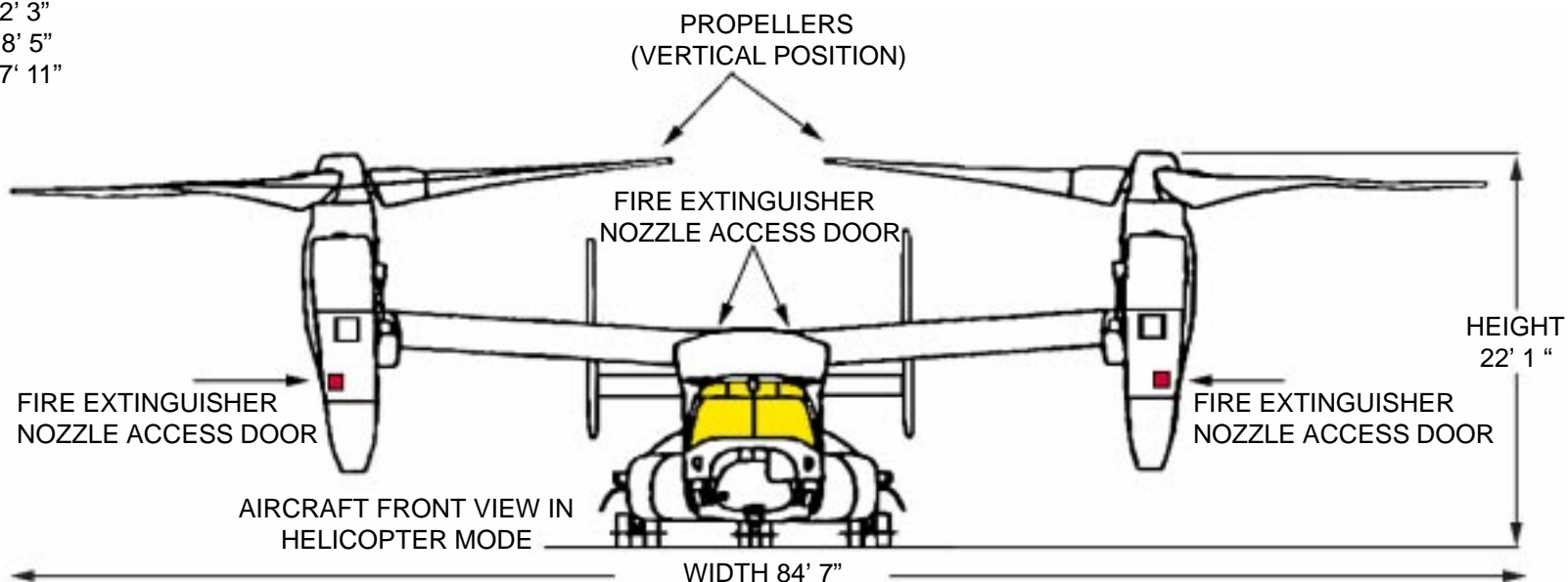
V-22.1 AIRCRAFT HAZARDS AND DIMENSIONS

V-22

T.O. 00-105E-9

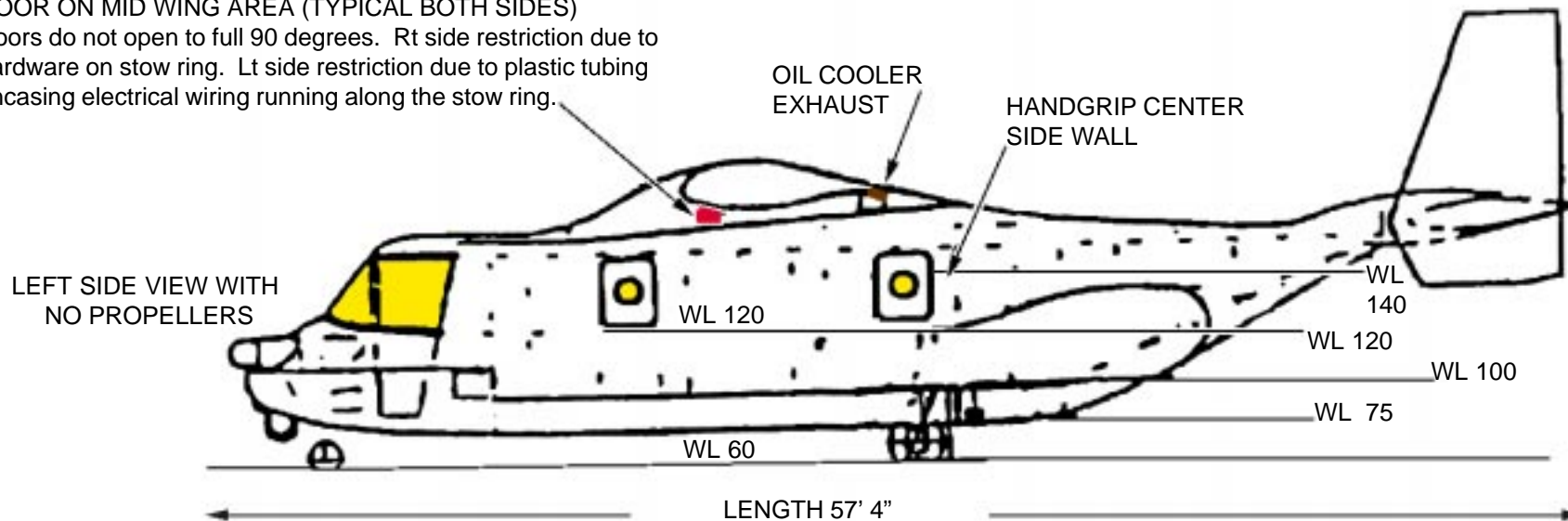
DIMENSIONS WHEN WINGS ARE STOWED

LENGTH 62' 3"
WIDTH 18' 5"
HEIGHT 17' 11"



SPRING LOADED FIRE EXTINGUISHER NOZZLE ACCESS DOOR ON MID WING AREA (TYPICAL BOTH SIDES)

Doors do not open to full 90 degrees. Rt side restriction due to hardware on stow ring. Lt side restriction due to plastic tubing encasing electrical wiring running along the stow ring.



AIRCRAFT HAZARDS-Continued

V-22

T.O. 00-105E-9

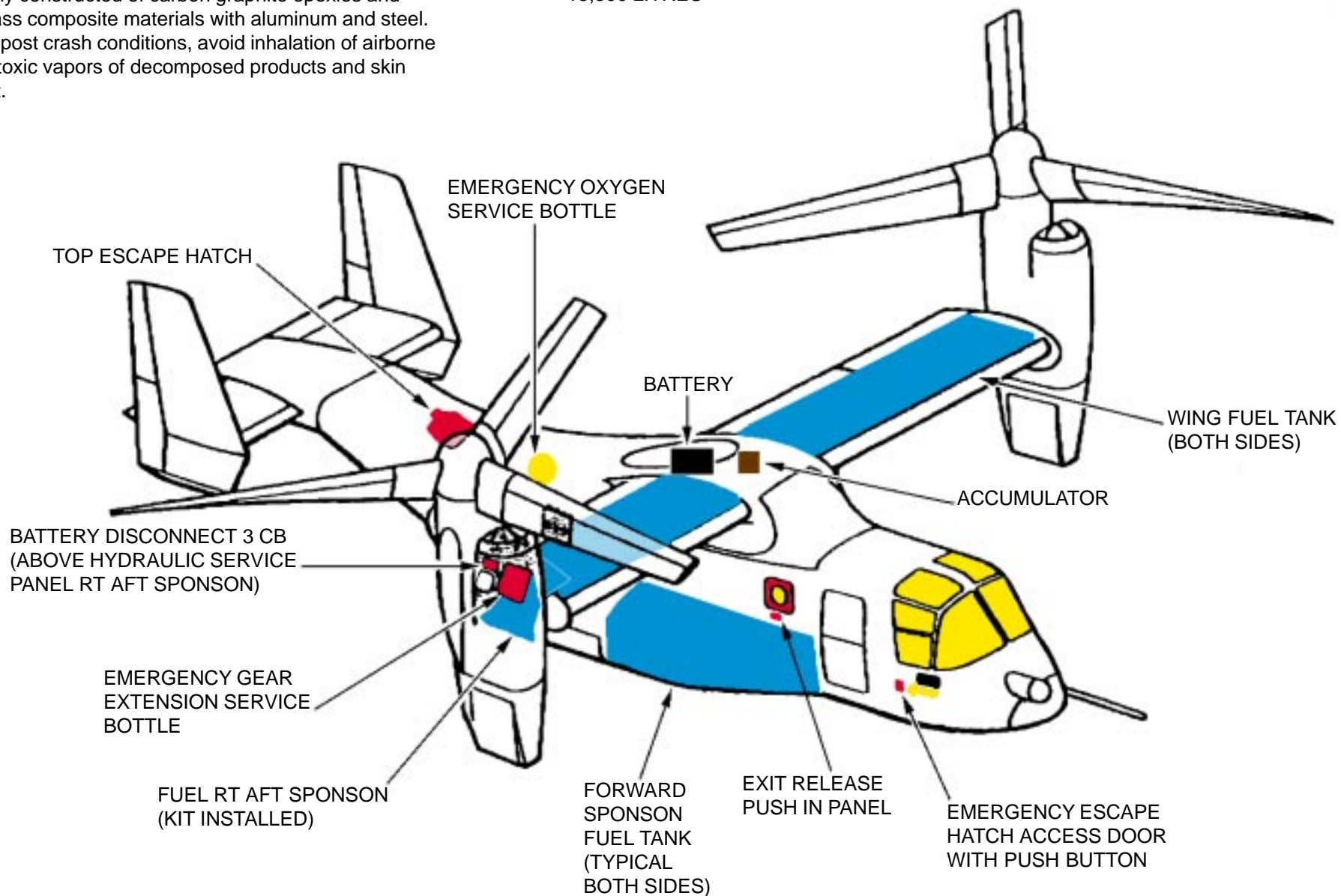
WARNING

AIRFRAME MATERIALS

Primarily constructed of carbon graphite epoxies and fiberglass composite materials with aluminum and steel. During post crash conditions, avoid inhalation of airborne fibers, toxic vapors of decomposed products and skin contact.

PNEUMATIC SYSTEM: 5,000 PSI
ENGINE OIL RESERVOIR: 3 GALS

TOTAL FUEL:
3,640 GALS
15,390 LITRES



AIRCRAFT HAZARDS-Continued

WING FIRE PROTECTION SYSTEM (WFPS) SOF CONFIGURATION

NOTE:

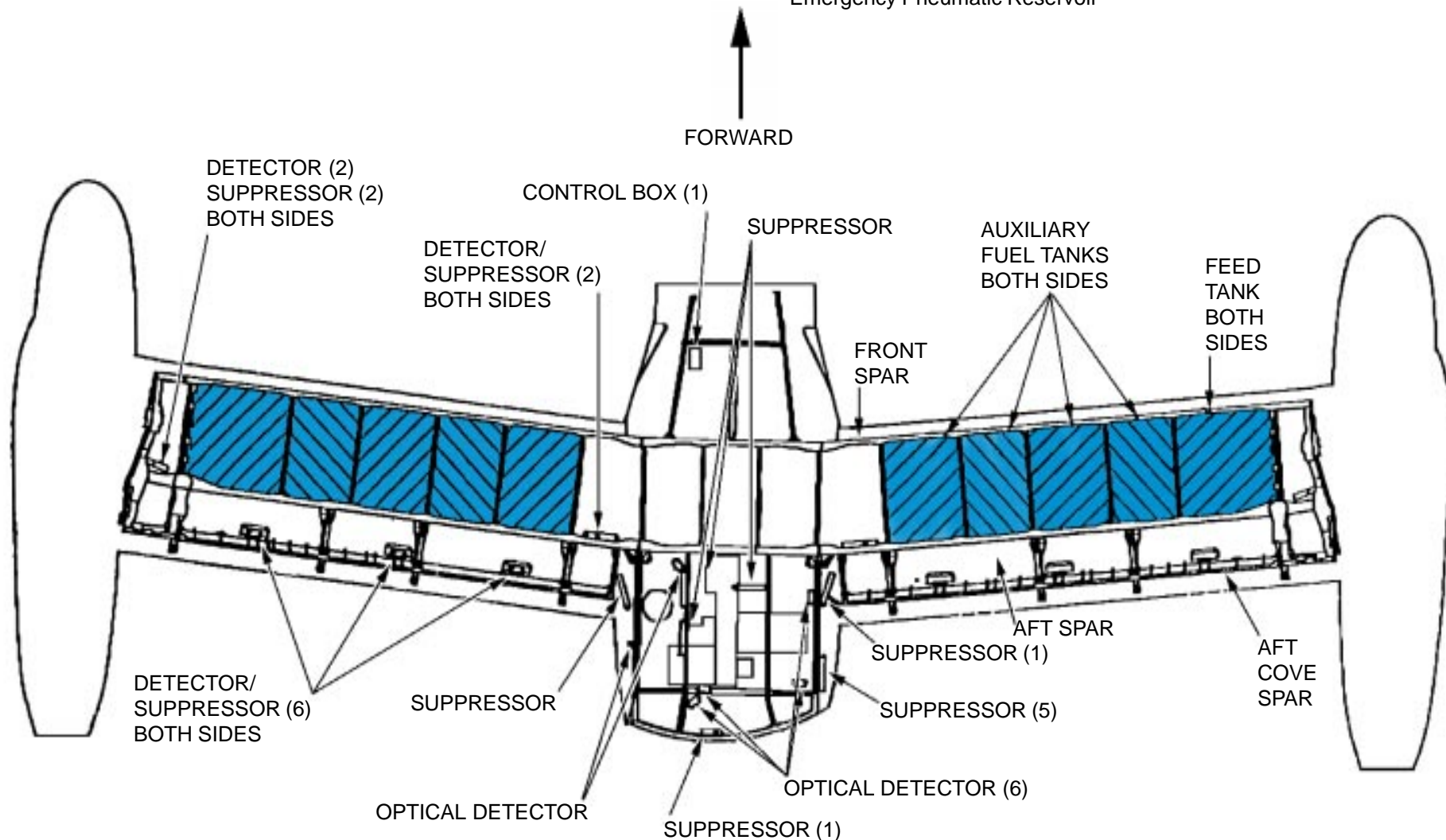
Numbers in parentheses are totals.

FLAMMABLE FLUIDS AND HAZARDOUS MATERIALS

Fuel Tanks	Variable Frequency Generator No. 3
Mid Wing Gearbox Oil	Variable Frequency Generator No. 4
Propropor Gearbox Oil	Shaft Driven Compressor
Engine Oil	Auxiliary Power Unit
Tilt-Axis Gearbox Oil	No.3/Utility Hydraulic Sys. Accumulator
Emergency Oxygen	Windshield Washer
Main Landing Gear	Forward Landing Gear
Emergency Pneumatic Reservoir	

V-22

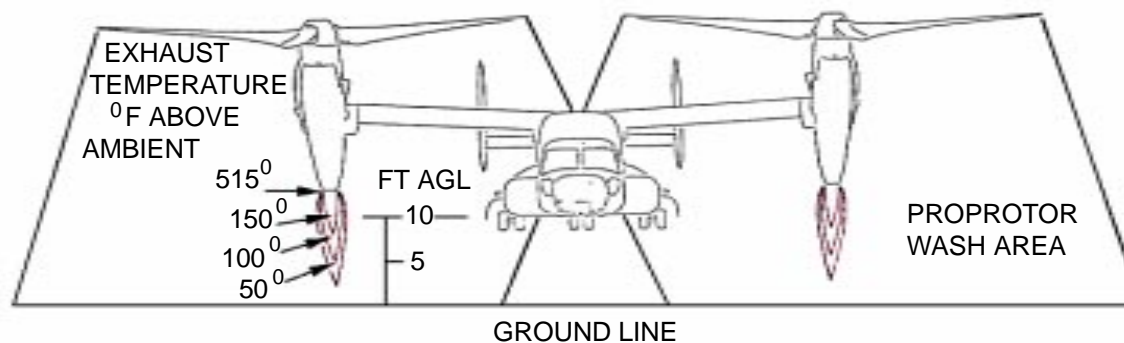
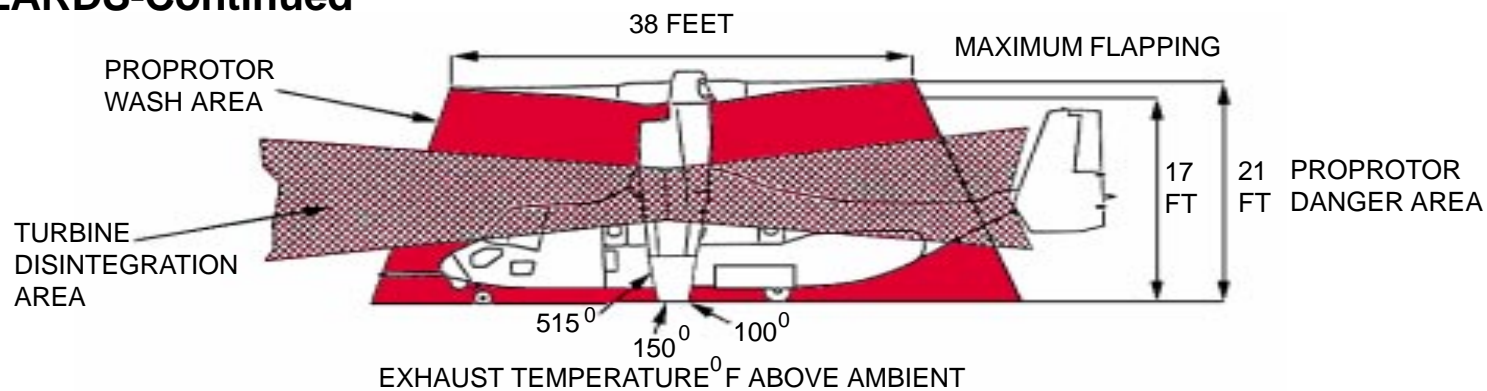
T.O. 00-105E-9



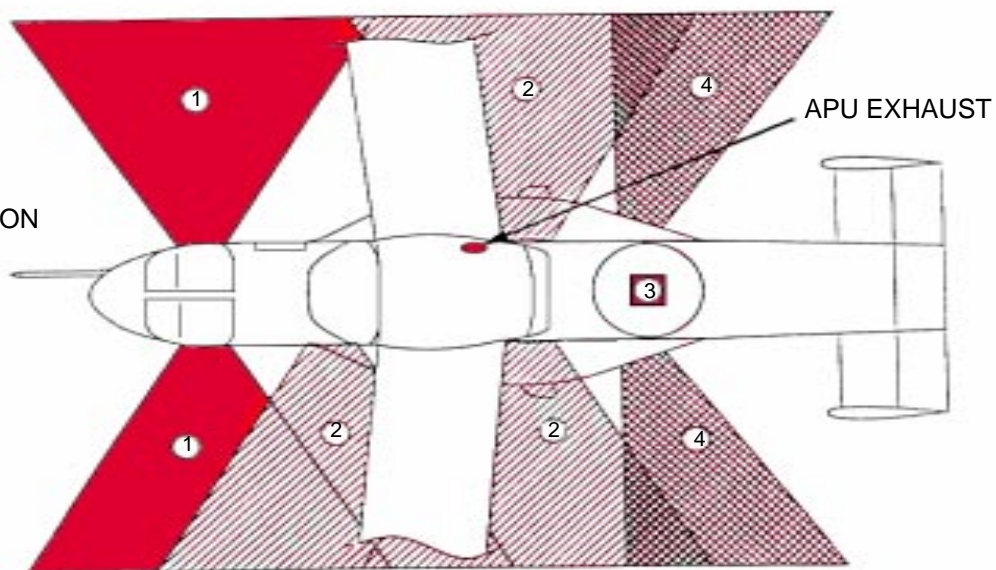
AIRCRAFT HAZARDS-Continued

V-22

T.O. 00-105E-9



- 1 COCKPIT SIDE WINDOW JETTISON
- 2 CABIN ESCAPE HATCH JETTISON
- 3 CABIN UPPER ESCAPE HATCH JETTISON
- 4 CHAFF/FLARE

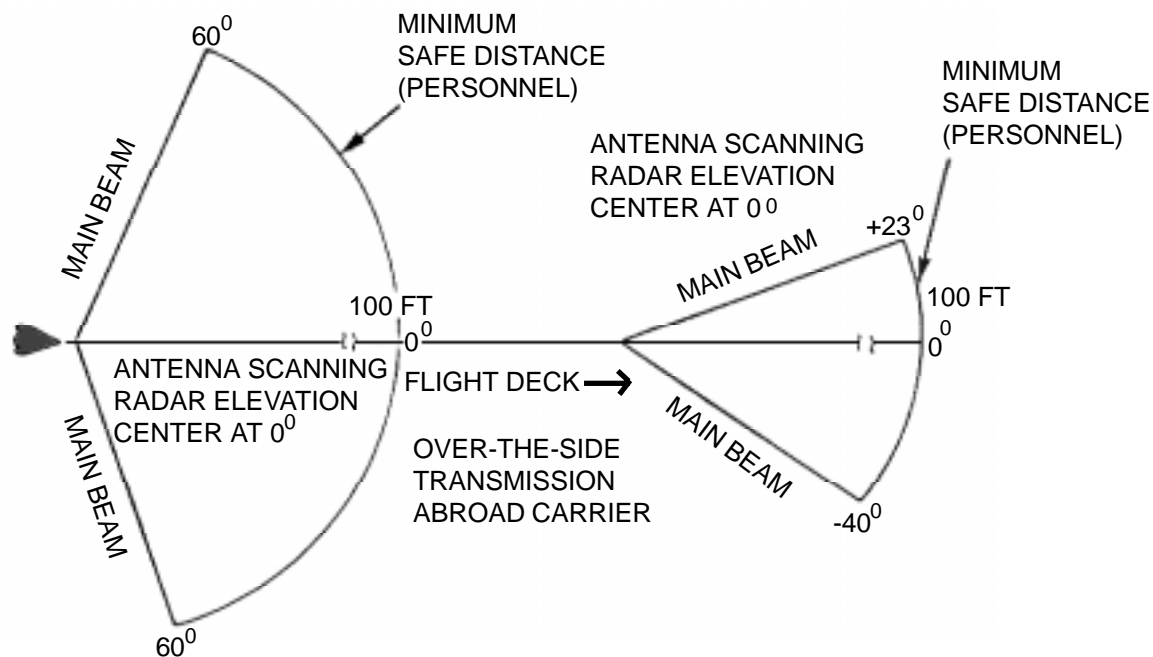


AIRCRAFT HAZARDS-Continued

MULTIFUNCTION RADAR HAZARD AREA

NOTES:

1. Minimum safe distance for personnel in multifunction radar ground or flight deck operations are shown by the arc. Do not enter the radiation hazard area inside the arc.
2. Do not conduct fueling operations within a radius of 140 feet of any operating radar antenna.
3. Ground operations for doppler radar require that antenna transmits into horn. Do not operate unit without horn.
4. When multifunction radar antenna is not radiating, minimum safe distance from other radiating antennas is 10 feet.



AIRCRAFT HAZARDS-Continued

OBOGS, OBIGGS, FLARE/CHAFF, BATTERY DISCONNECT
AND LANDING GEAR PIN LOCATIONS

V-22

1. OBOGS/OBIGGS

- a. An onboard oxygen generating system (OBOGS) produced oxygen enriched air for the crew breathing and an onboard inert gas generating system (OBIGGS) produced nitrogen for fuel tank inerting. Both systems are located in the cabin floor panel.

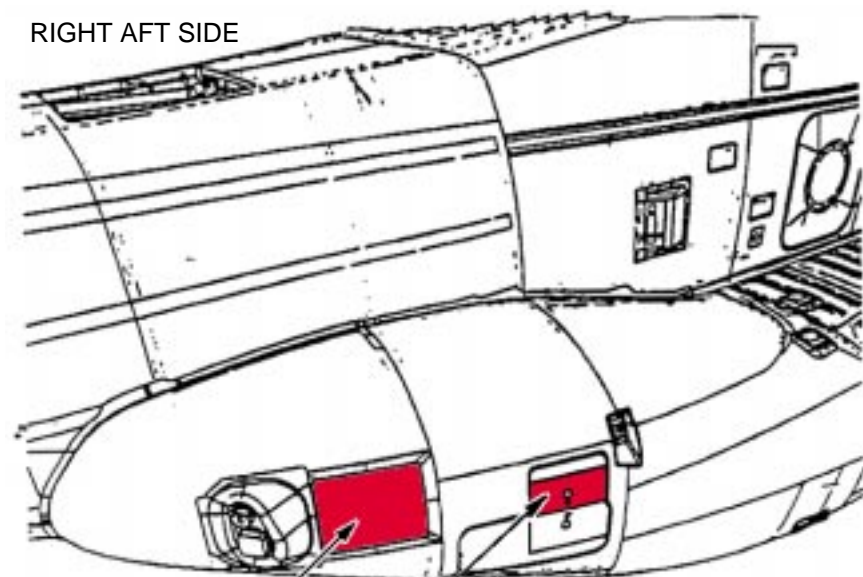
2. FLARE AND CHAFF (Pyrotechnics)

- a. Dispensers are located on the aft right and left sponsons.

3. BATTERY DISCONNECT

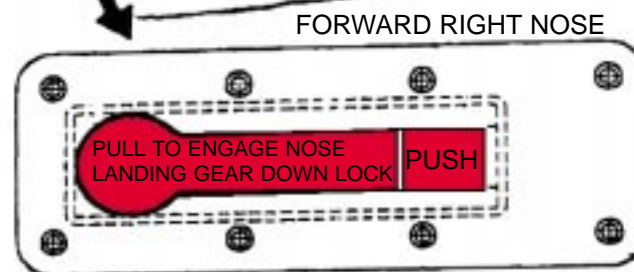
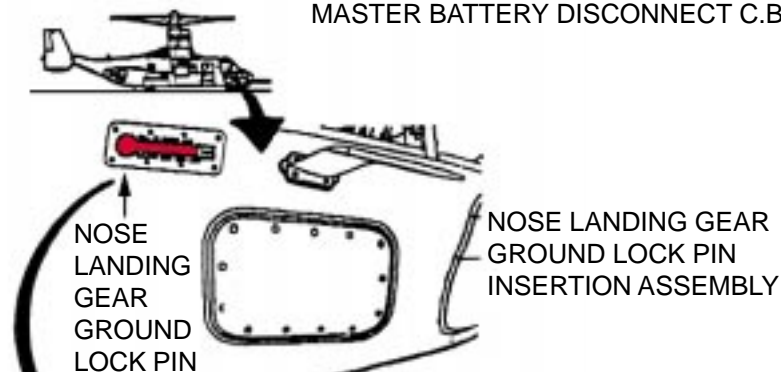
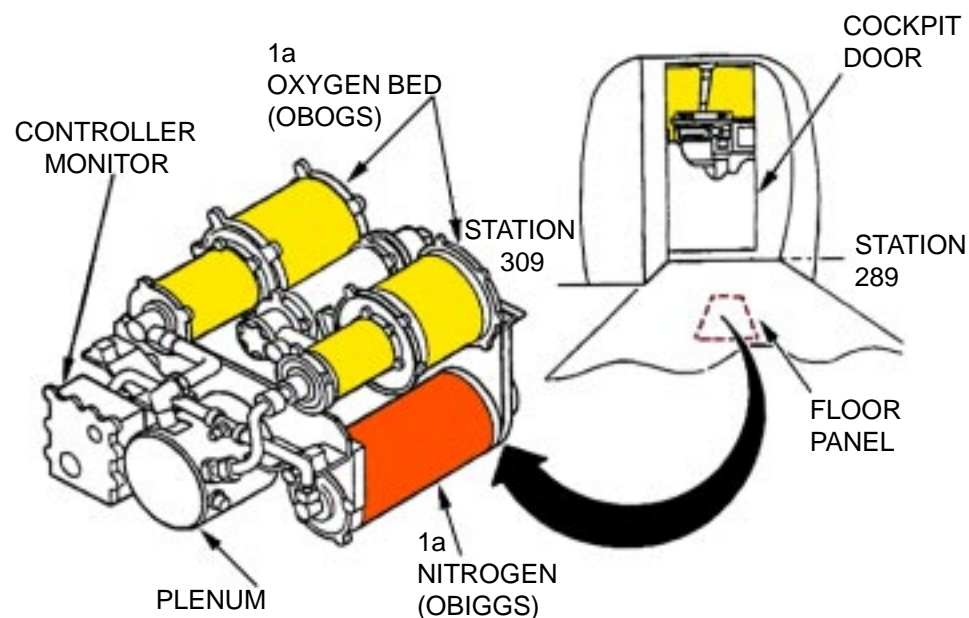
- a. The two external battery disconnect circuit breakers are located on the right aft sponson in the external ramp control panel. Pulling the two circuit breakers will remove all electrical loads with the exception of the ramp and ground refuel defuel panel.

RIGHT AFT SIDE



2a
CHAFF/FLARE DISPENSER
(SAME OPPOSITE SIDE)

3a
EXTERNAL RAMP CONTROL PANEL
MASTER BATTERY DISCONNECT C.B.2.



AIRCRAFT HAZARDS-Continued

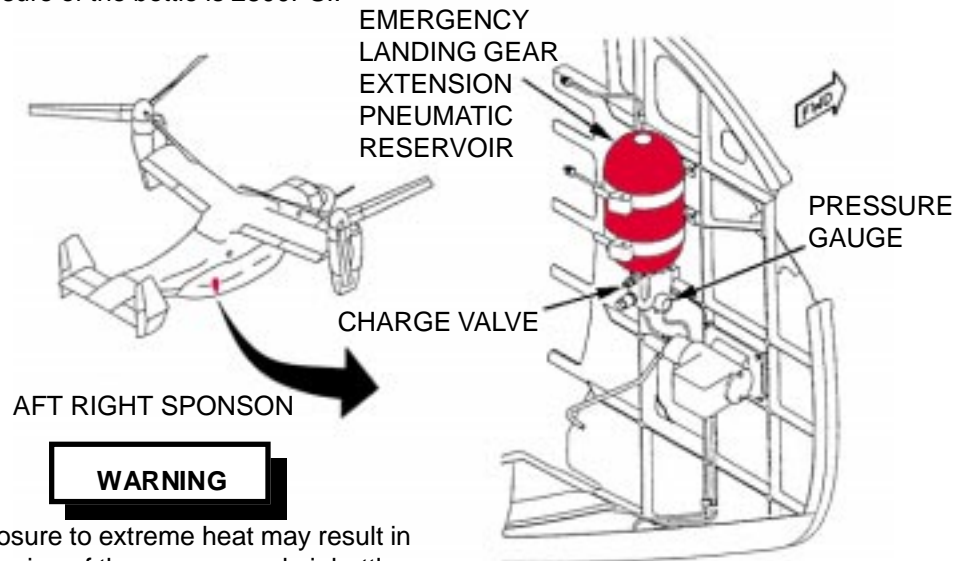
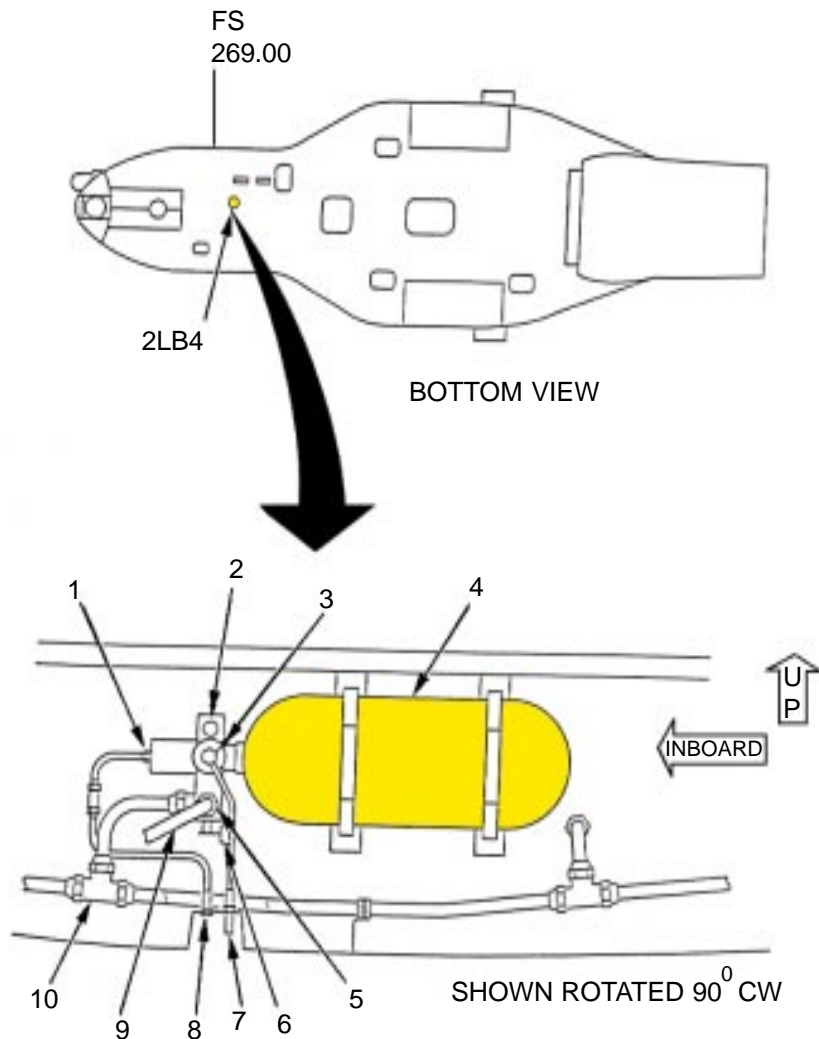
EMERGENCY LANDING GEAR EXTENSION PNEUMATIC RESERVOIR AND EMERGENCY OXYGEN BOTTLE LOCATIONS

NOTE:

The aircraft is equipped for pneumatic emergency gear extension system. The air reservoir bottle is located to the right aft sponson. The nominal pressure of the bottle is 2800PSI.

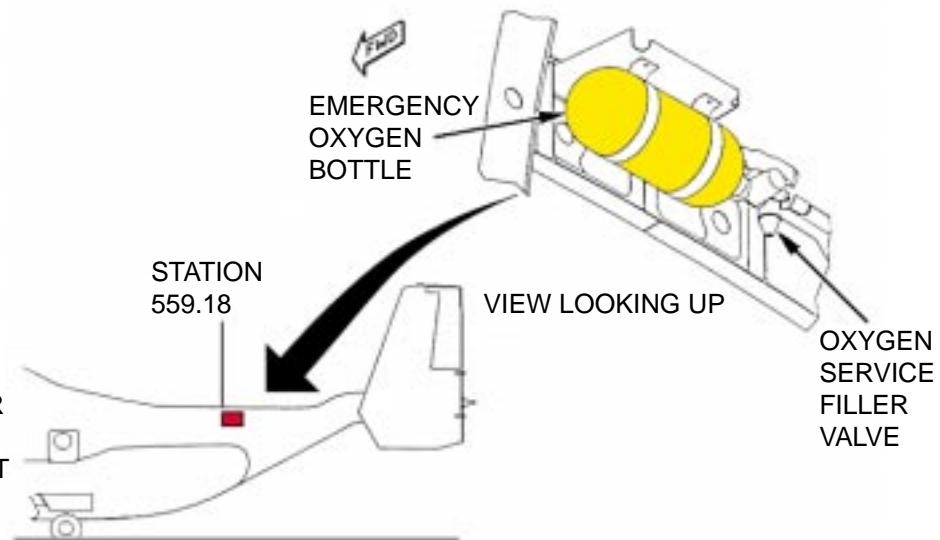
V-22

T.O. 00-105E-9



WARNING

Exposure to extreme heat may result in explosion of the compressed air bottle.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY**1. NORMAL ENTRY****NOTE:**

The ingress/egress systems consist of the jettisonable cockpit side windows, cabin door, internal cockpit door, four cabin escape hatches, and the cargo ramp.

WARNING

Do not approach aircraft until rotor blades have stopped.
Approach aircraft on right side to normal entrance door.

- a. Turn door handle, lower bottom half of right cabin door, and raise top half of door until it locks in place.

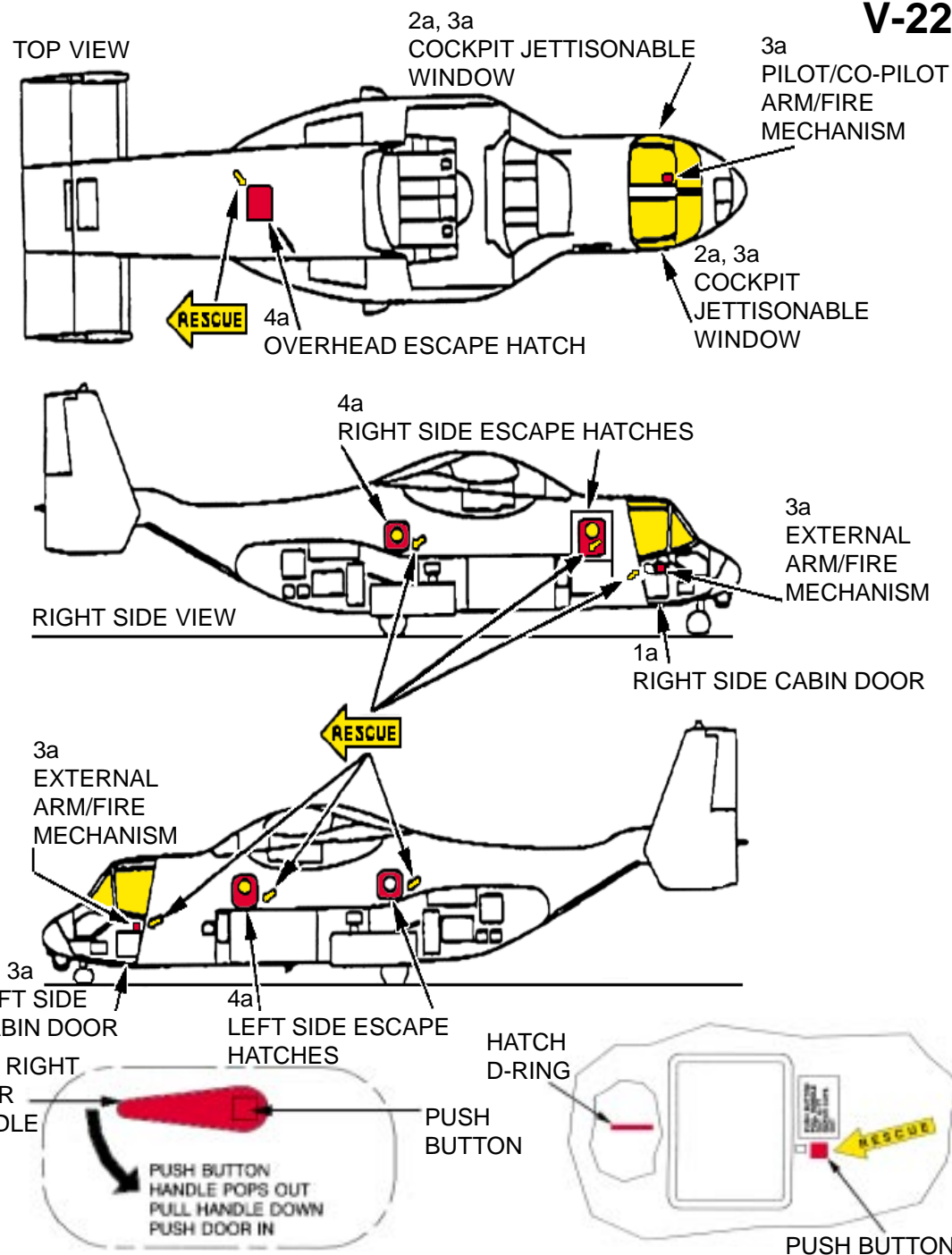
2. EMERGENCY ENTRY (NON-EXPLOSIVE)

- a. Internal and external emergency release levers are installed in the upper half of the cabin door. Push button, pull either lever to disengage door rollers from their tracks, the door lock pin (if engaged), and the door latch pins.
b. Place door to the side away from the escape path.

3. COCKPIT JETTISONABLE WINDOWS (EXPLOSIVE)**WARNING**

Personnel positioned within 50 feet of the window/hatch, (window equipped with linear explosive charge around periphery) during jettison could be injured by flying debris. Activation of the jettison system, when combustible fuel and /or vapors are present may result in a fire. Simultaneous window jettison can result unconsciousness or death to crewmembers.

- a. Approach aircraft from front. Right cabin window jettison D-ring is located beneath right cabin window. Left cabin window jettison D-ring is located beneath left cabin window.
b. Push button and remove access panel to expose jettison D-ring.
c. Step away from windows approximately 10 feet, at a 45 degree angle, face away from aircraft, and pull D-ring/lanyard firmly.

**V-22**

AIRCRAFT ENTRY-Continued

5. CARGO RAMP

NOTE:

The cargo ramp provides rapid loading and deployment of troops and cargo. It also affords emergency evacuation when on the ground.

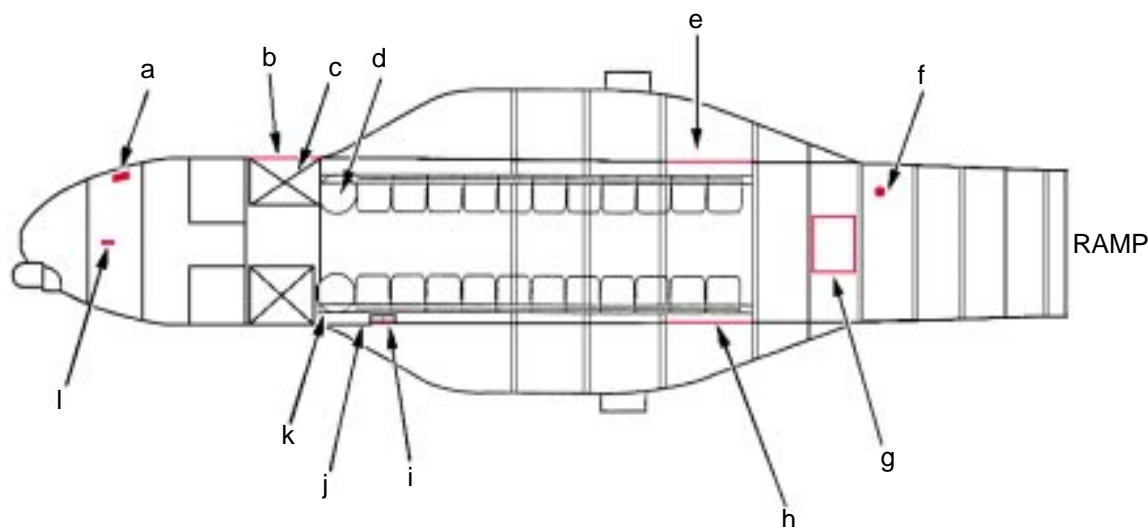
- a. The ramp may be lowered by opening the external ramp control access panel, located on the right aft sponson, and positioning the cargo ramp switch to OPEN. (Not installed on A/C #7.) The external battery disconnect circuit breakers are located inside this panel as well.

6. CUT-IN - WINDOW CUTTING ASSEMBLIES

- a. The side windows are removed by a window cutter assembly. Each assembly consists of a continuous length of explosive cord molded into a silicone rubber charge holder. A fiberglass retainer bolted to the window frame secures the charge holder against the side window. If pyrotechnics fail, cockpit windows are too thick for conventional ax and a power rescue saw OR extracation saw will have to be used.

7. PERSONNEL SURVIVAL EQUIPMENT LOCATIONS

- a. Forward Fire Extinguisher (mounted to bulkhead)
- b. Cabin Door and Escape Hatch
- c. Flotation Equipment (provisions)
- d. Alternate Seat Position or 20-Man Life Raft
- e. Aft Right Side Escape Hatch
- f. Aft Fire Extinguisher
- g. Escape/Maintenance Hatch (top of fuselage)
- h. Aft Left Side Escape Hatch
- i. First Aid Kit
- j. Forward Left Side Escape Hatch
- k. 12 - Man Life Raft
- l. Nuclear, Biological, Chemical (NBC), Ventilator



AIRCRAFT ENTRY-Continued

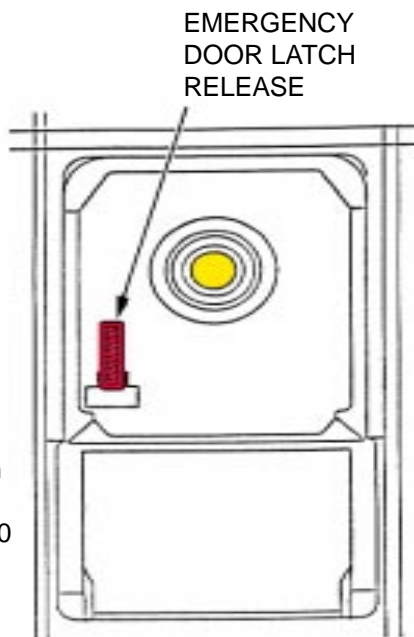
COCKPIT AND CABIN ESCAPE HATCHES

8. CABIN ESCAPE HATCHES (EXPLOSIVE)

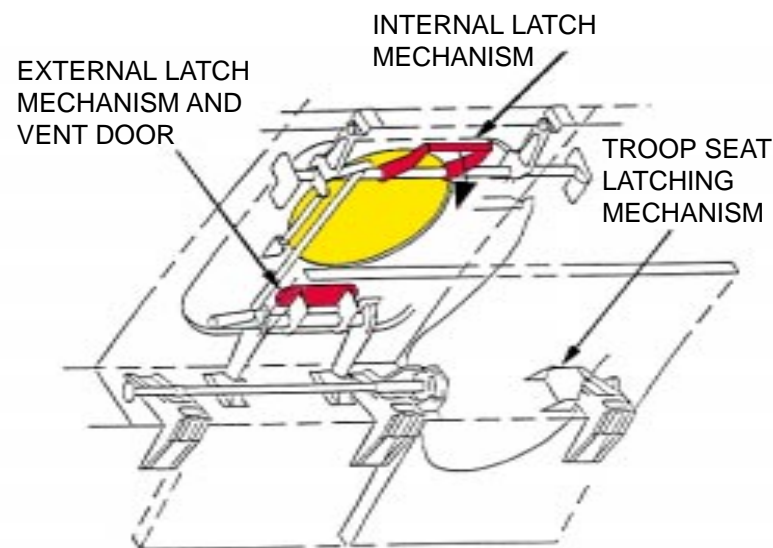
NOTE:

Four escape hatches are provided in addition to the cabin upper door. Two hatches are located on the left side of the cabin, one on the right side, and one in the aft cabin ceiling above the cargo ramp. Internal and external release mechanisms are provided for all escape hatches.

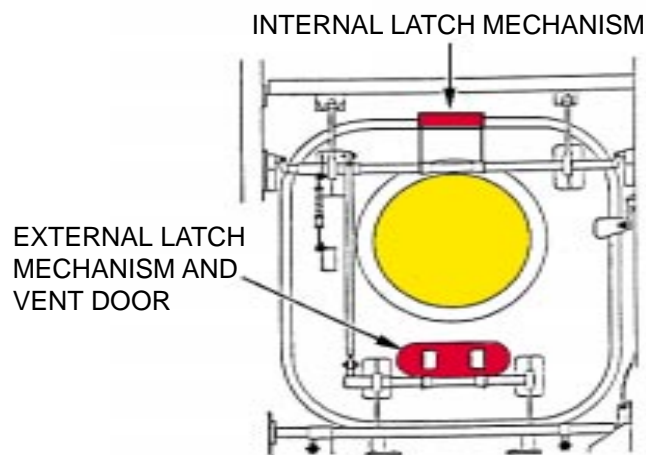
- An external release is located in a recessed compartment near the side of each escape hatch and is similar to the jettisoning window system. Open recessed compartment to expose clipped handle which is connected to the firing mechanism by a 10 foot lanyard.
- A pull force of 20 - 25 pounds is required to arm and fire each cabin escape hatch.



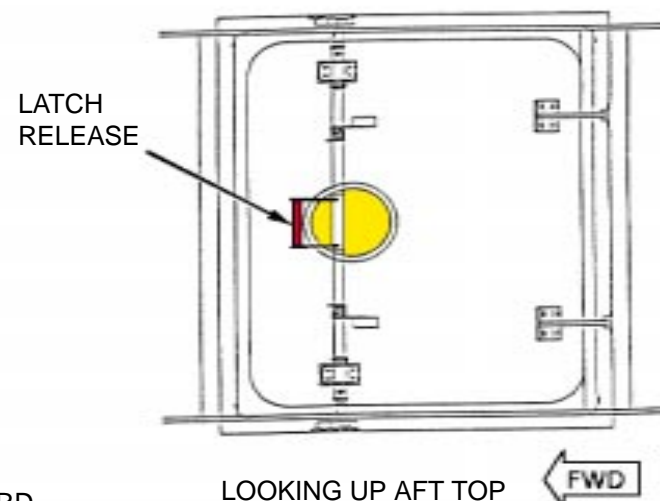
MAIN CABIN DOOR



RIGHT AND LEFT AFT EMERGENCY ESCAPE HATCH AND TROOP SEAT RELEASE



LOOKING OUTBOARD LEFT FORWARD
EMERGENCY ESCAPE HATCH AND
TROOP SEAT RELEASE HANDLES



LOOKING UP AFT TOP
FUSELAGE ESCAPE HATCH

ENGINE AND APU SHUTDOWN

1. ENGINE SHUTDOWN

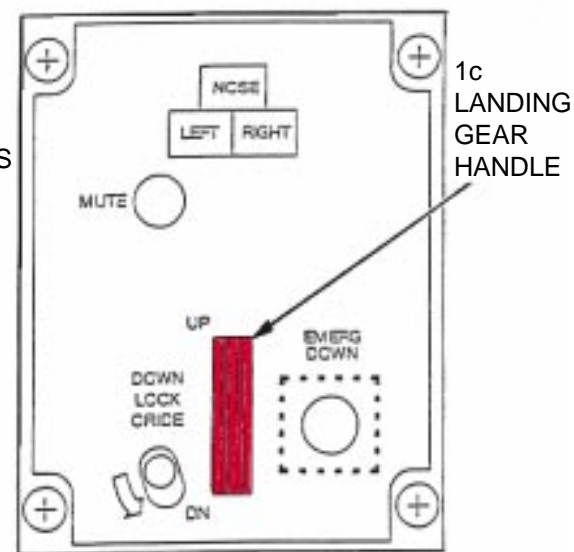
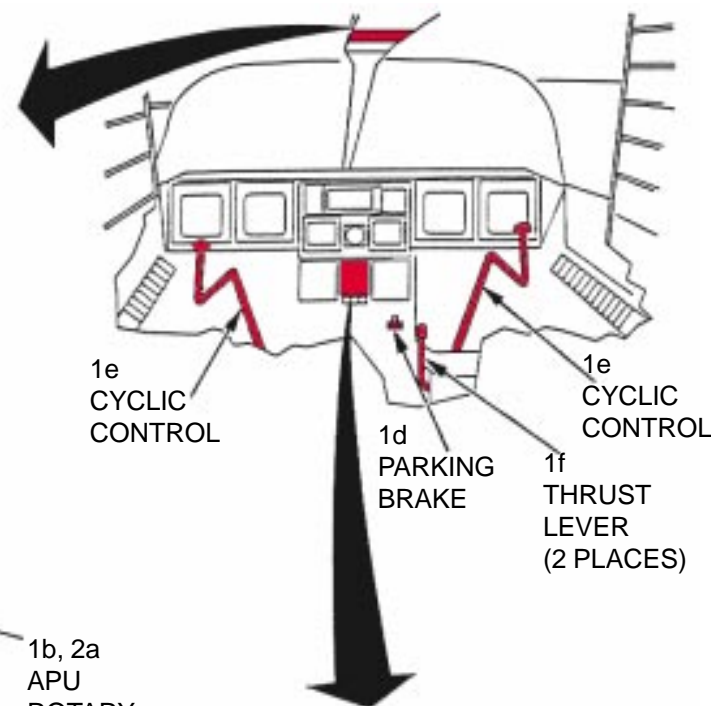
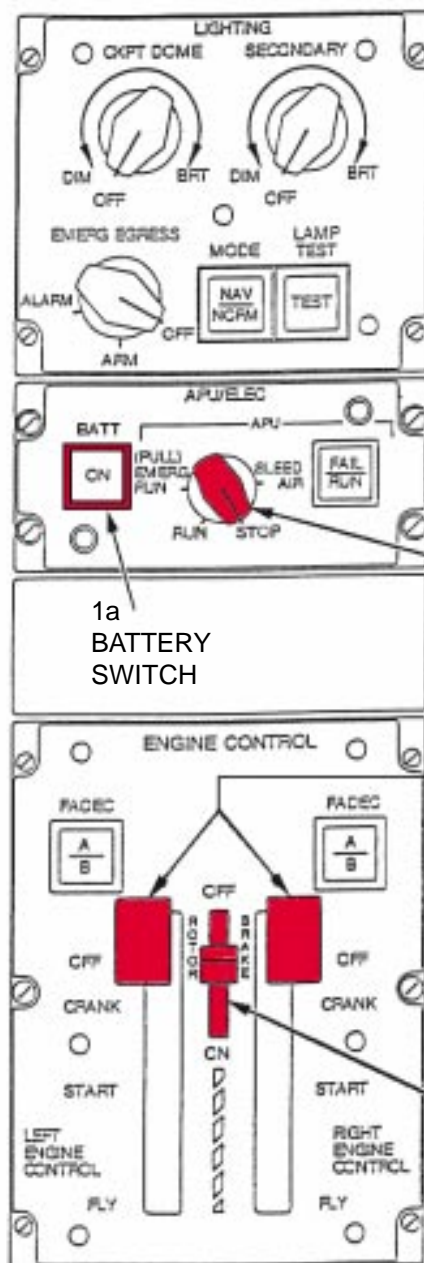
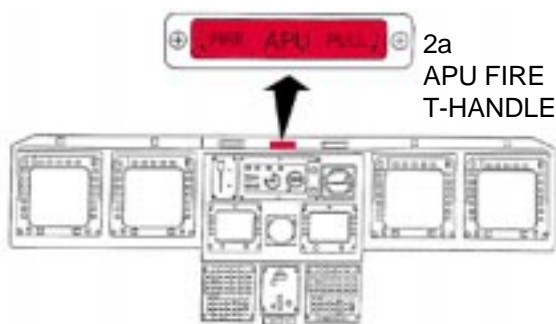
NOTE:

All engine shutdown components are located on the overhead and center consoles.

- Push battery switch to OFF position.
- Place APU rotary switch in the STOP position.
- Place landing gear control handle in the DOWN position.
- Set the parking brake.
- Place cyclic controls in NEUTRAL position.
- Place thrust lever in the FULL AFT position.
- Place rotor brake handle in the ON position.
- Place engine controls in the OFF position.

2. APU SHUTDOWN

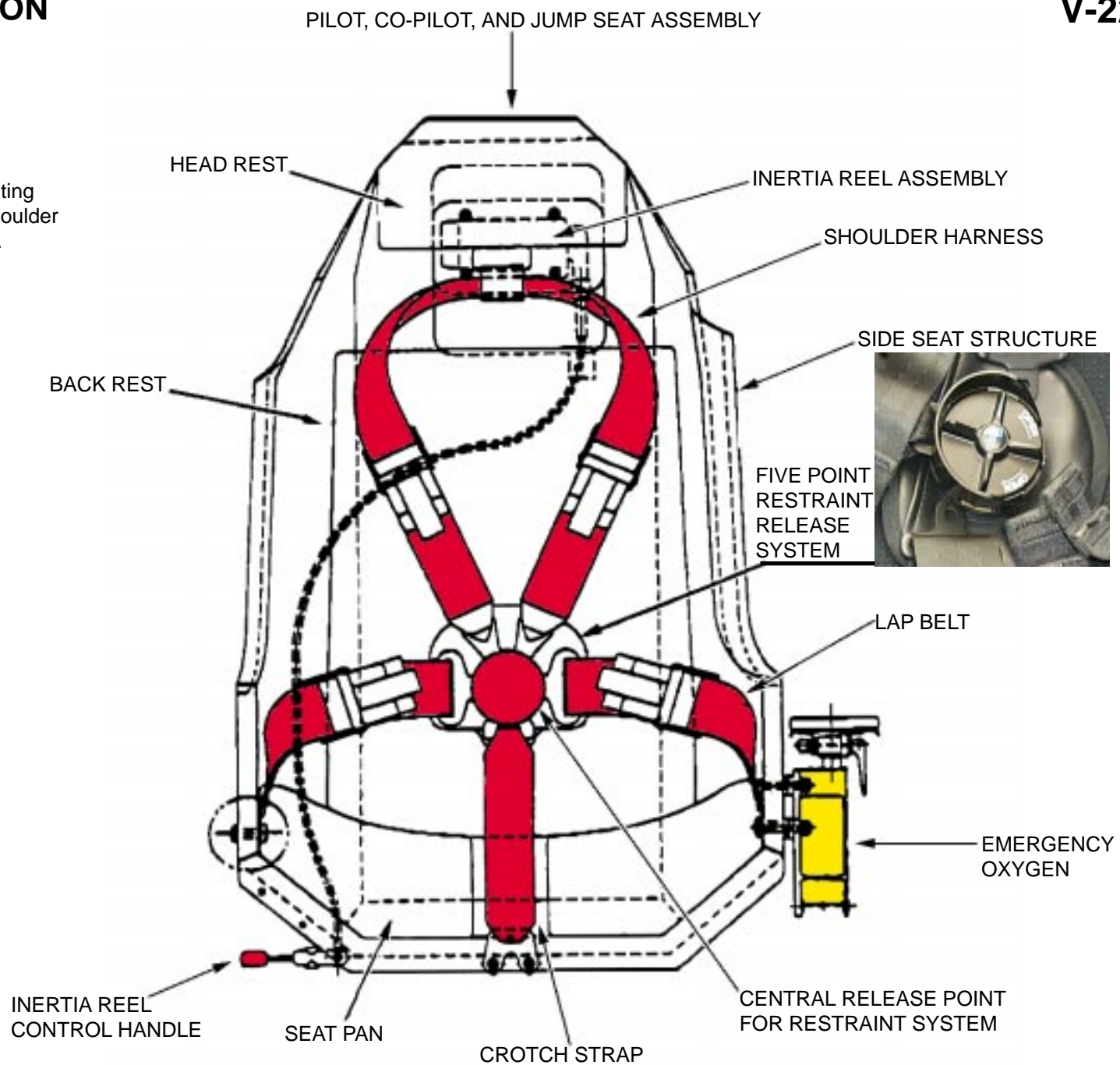
- Shutdown sequence is automatic once APU rotary selector switch is placed in the STOP position.
- Pull the APU fire T-handle, located forward center instrument panel, to shut off fuel flow to the APU. Pulling the handle discharges APU fire extinguisher bottle.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

- Disconnect communication lead.
- Disconnect oxygen hose.
- Release restraint system by actuating central release point to release shoulder harness, lap belt and crotch strap.

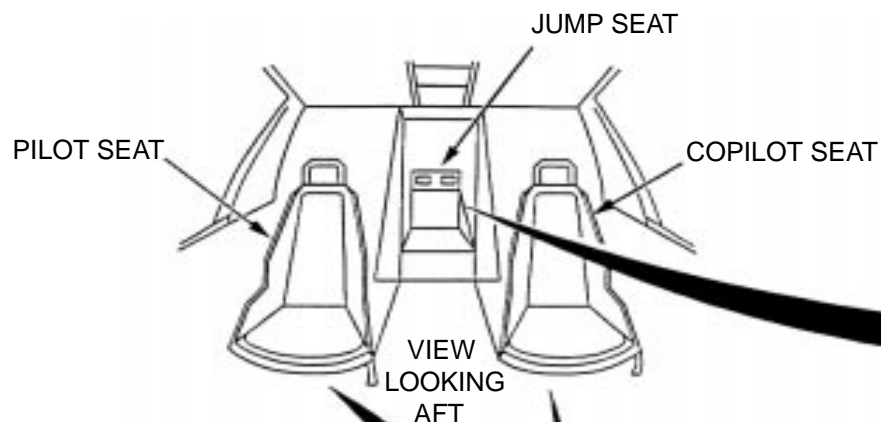
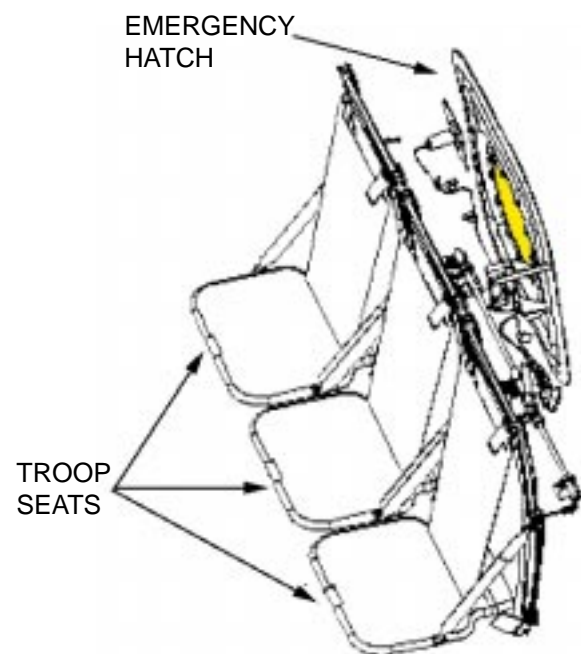


AIRCREW EXTRACTION-Continued

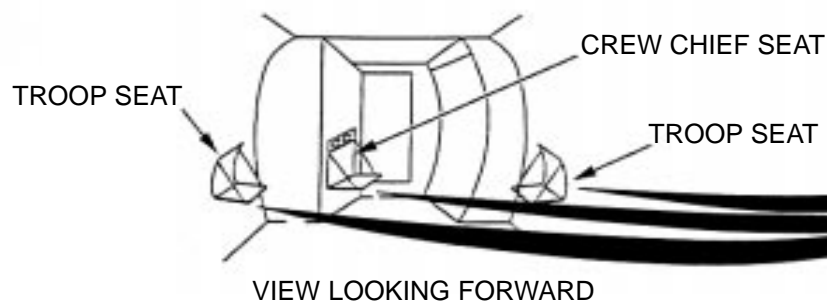
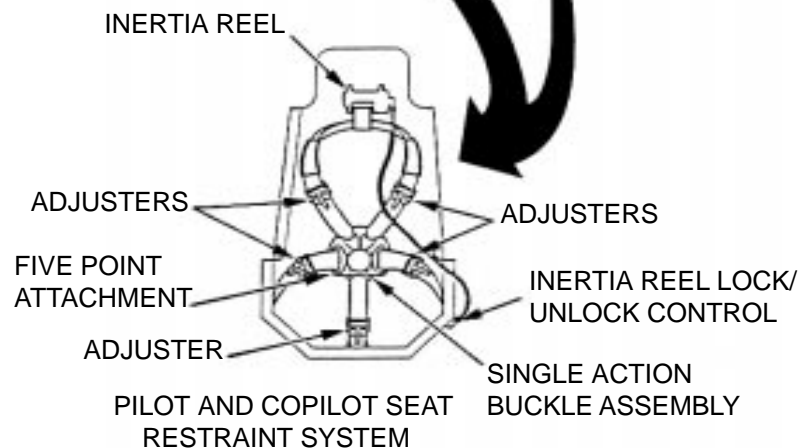
V-22

1. AIRCREW EXTRACTION-Continued

- d. Troop and crew chief seats are equipped with shoulder strap and lap belt, lift the three point release lever.
- e. Jump seats are equipped with the five point release system. Rotate rotary buckle to release occupant.



JUMP SEAT RESTRAINT SYSTEM

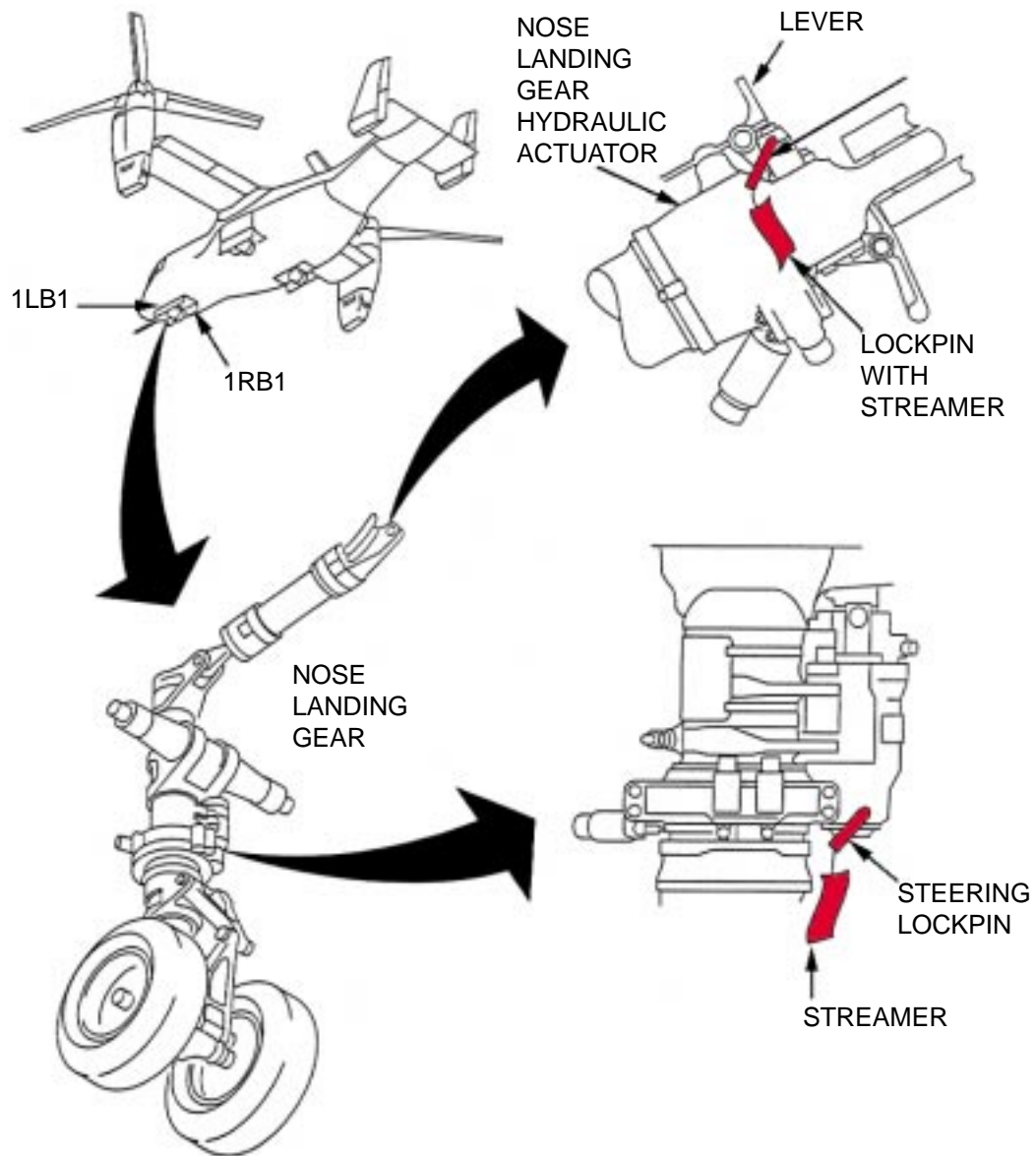


CREW CHIEF AND TROOP SEAT RESTRAINT SYSTEM

GROUND SAFETY LOCKPINS

1. NOSE LANDING GEAR LOCKPINS

- The nose landing gear lockpin assembly allows insertion of the lockpin by ground crew, from the right side of the aircraft nose. Depress handle release mechanism to deploy handle.
- Pull handle to activate ground lockpin.



2. MAIN LANDING GEAR LOCKPINS

- a. Left and right main wheel wells, doors 7LB2 and 7RB2 lockpin holes are on hydraulic actuating pistons.

