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

THIS IS SEGMENT 26 COVERING CHAPTERS 26 and 27.

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

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Safety Supplements: http://www.afcesa.af.mil/CEX/cexf/_firemgt.asp

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

SEGMENT 26 INFORMATION CHANGE NOTICE

This page is provided to notifiy 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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.

CHAPTER	AIRCRAFT	PAGE	EXPLANATION OF CHANGE
None.			

NOTE

Chapter 26 contains emergency rescue and
mishap response information for the following NATO aircraft:

BEL, FRA, PRT, GEU	**ALPHA JET**
ITA	**AMX***
ESP, USA	**AV-8A/B**
GBR	**HARRIER GR MK7**
GBR	**HARRIER T-8***
GBR	**HARRIER T-10***
GBR	**SEA HARRIER FA2**
FRA	**JAGUAR E**
GBR	**JAGUAR GR1**
GBR	**JAGUAR GR1A***
GBR	**JAGUAR GR1B***
FRA	**JAGUAR MK 1A**
GBR	**JAGUAR T2**
FRA	**MIRAGE IV**
FRA, ESP	**MIRAGE FI CT/F-1/C-14**
FRA	**MIRAGE F1B**
FRA	**MIRAGE 2000 B/N/D**
FRA	**MIRAGE 2000C**
GEU, ITA	**TORNADO ADV/IDS***
GBR	**TORNADO F3**
GEU, ITA, GBR	**TORNADO GR MK 1A**
GBR	**TORNADO GR4***

*** Aircraft information pending**

CHAPTER 26

NATO

ATTACK

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

26-1. INTRODUCTION AND USE.

26-2. 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.

26-3. GENERAL ARRANGEMENT.

26-4. 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.

AIRCRAFT HAZARDS

ARMAMENT CONSISTS OF:

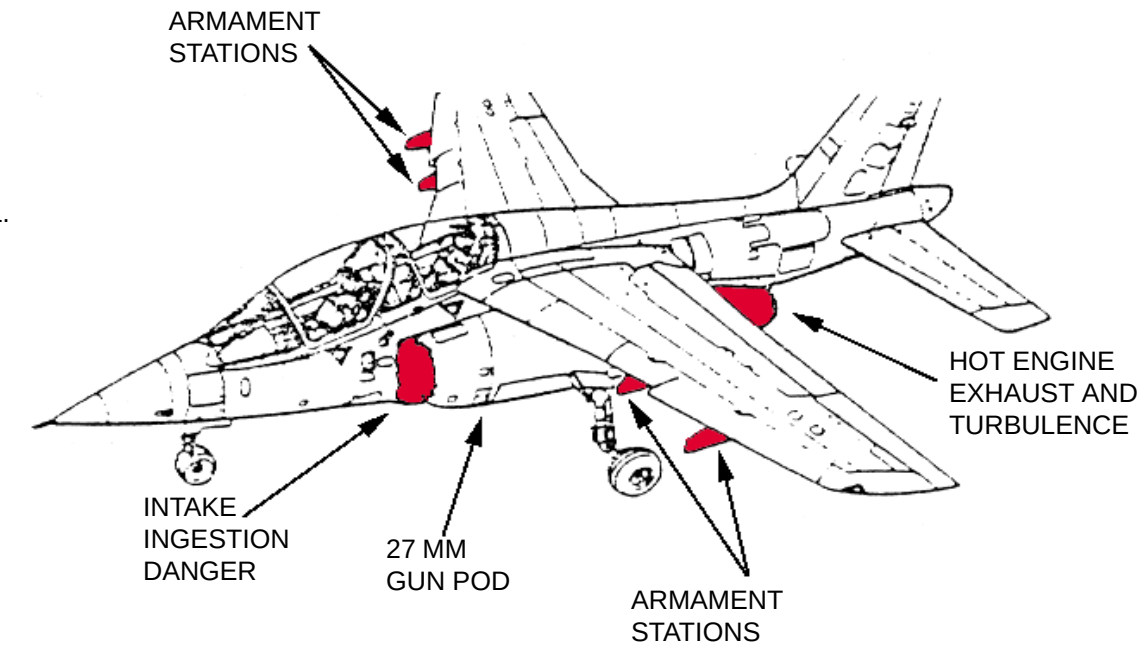
TWO UNDER EACH WING FOR UP TO 5,510 LB OF STORES.

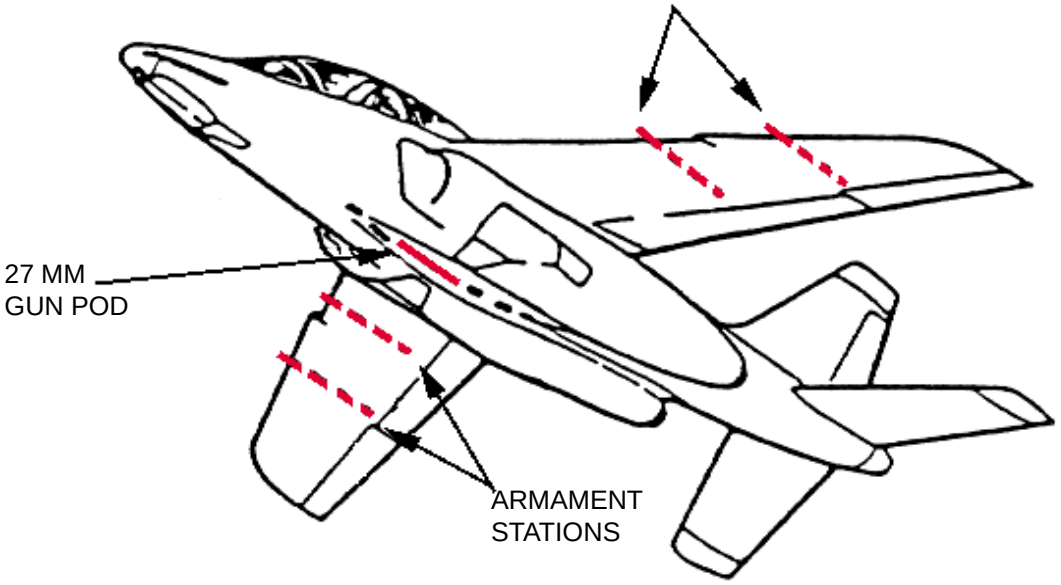
4 CLUSTER BOMBS.

BOMBS AND ROCKET PACKS OPTIONAL.

OTHER HAZARDS:

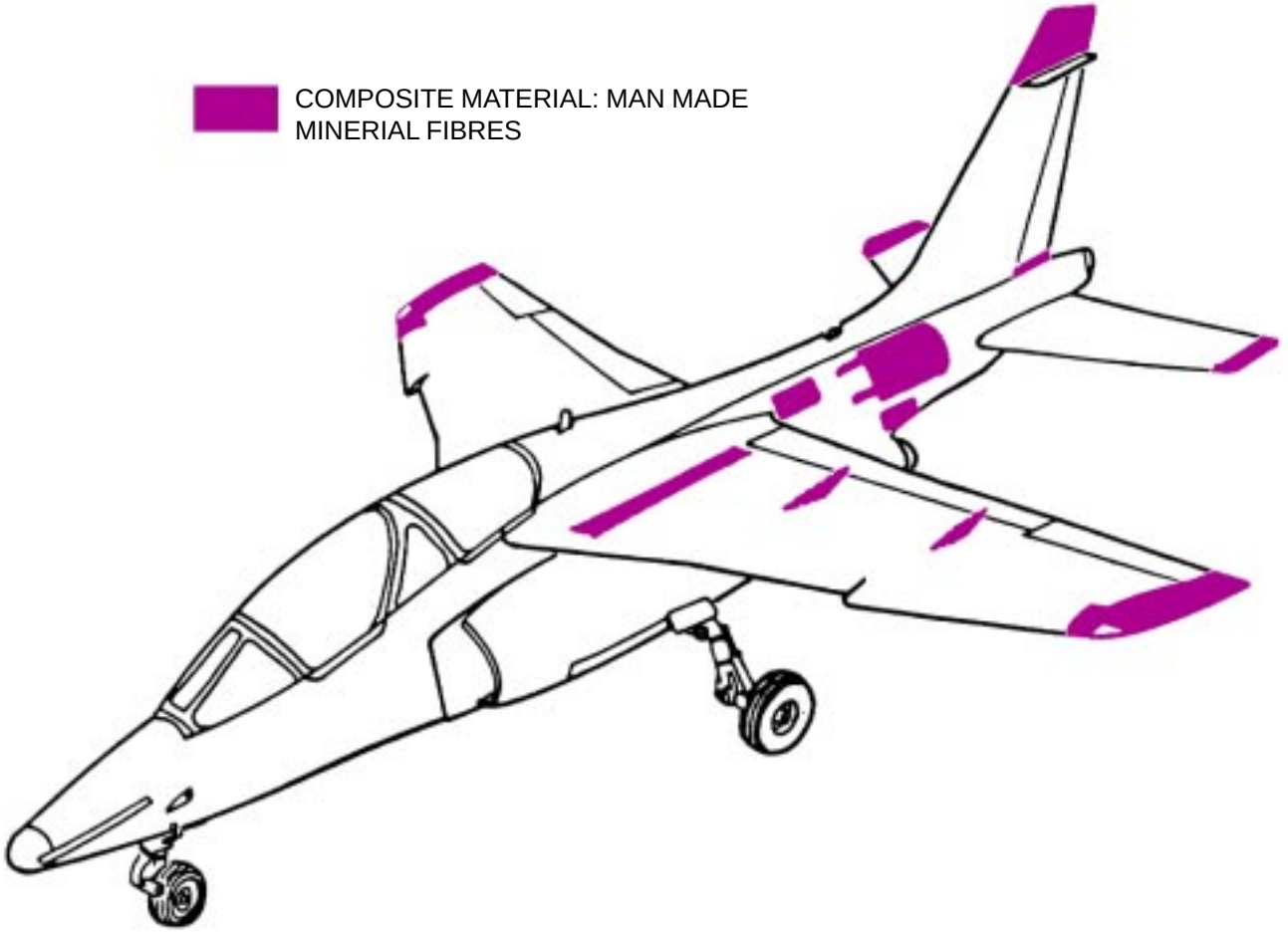
POLYTETRAFLUOROETHYLENE
ACID BATTERIES
HYDRAULIC OIL - H-515
ENGINE OIL - O-156
HIGH PRESSURE GASES - NITROGEN
EJECTION SEATS WITH CARTRIDGE ASSISTED EQUIPMENT
CANOPY SYSTEM HAS MINATURE DETONATING CORD (MDC)





AIRCRAFT COMPOSITES

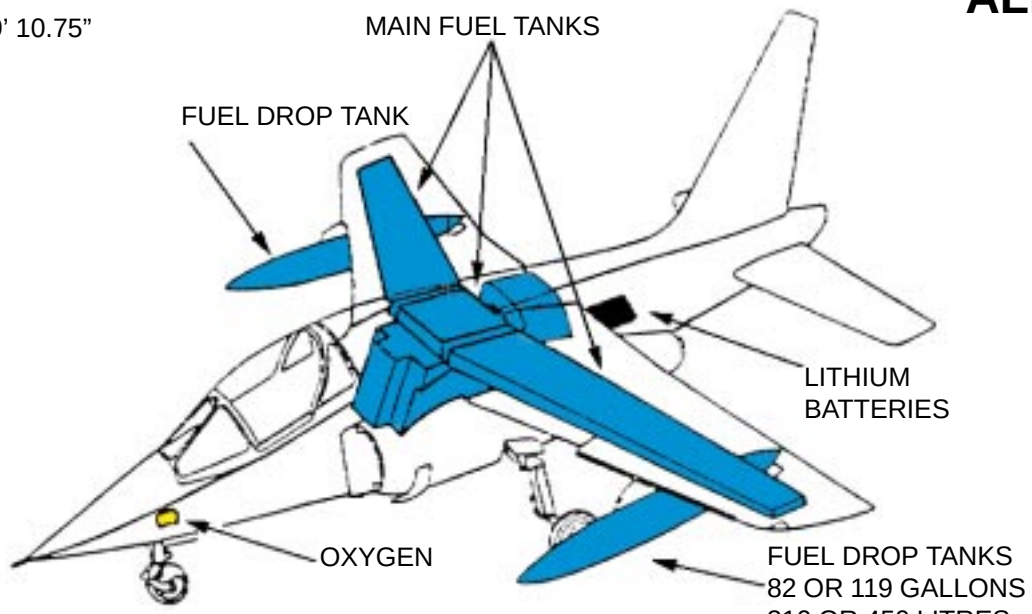
ALPHA JET



ALPHA JET

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw

DIMENSIONS:
WING SPAN - 29' 10.75"
HEIGHT - 13' 9"
LENGTH - 43' 5"



AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Push on release of external locking lever, located on left side of fuselage below windshield and turn handle clockwise to STOP position.

b. Access to the aft canopy must be gained over the left intake. Push on release of external locking lever and turn lever clockwise to STOP position.

c. Lift up canopy to TOP position.

2. EMERGENCY ENTRY

a. The release mechanism of the minature detonating cord or "MDC" unit is located on both sides of the fuselage in front of intake.

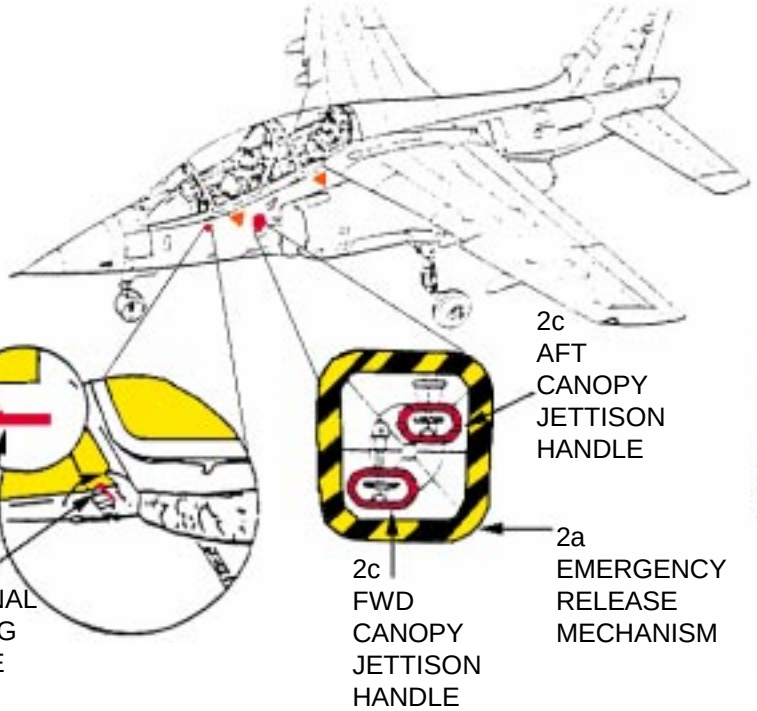
b. Break glass and remove handle.

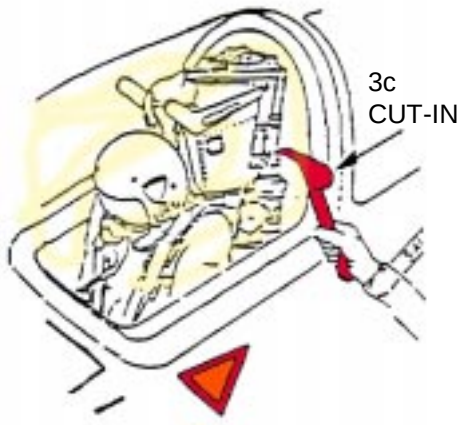
c. Pull fwd or aft canopy jettison handle to full length to shatter corresponding canopy.

NOTE:
The draw cord is very short. Fire MDC with averted face.

3. CUT-IN

a. Cut canopy along canopy frame on all sides.





ENGINE SHUTDOWN

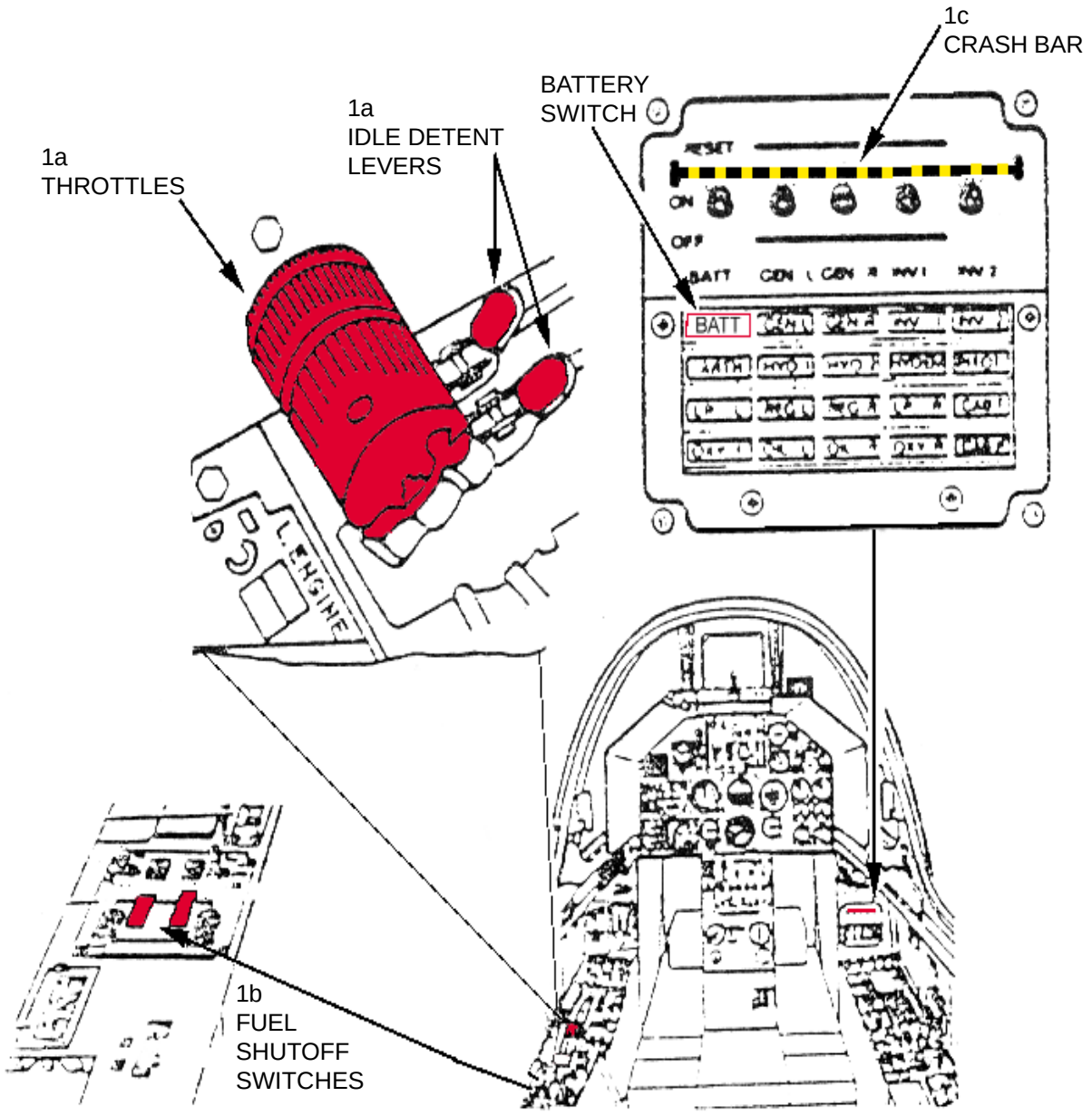
1. ENGINE SHUTDOWN

a. Lift idle detent stops, located on left console in the fwd cockpit.

b. Place throttles aft to OFF position.

c. Lift covers of the fuel shutoff switches, located on left console behind the throttles, and place switches to OFF position.

d. Depress crash bar, located above the right console in the fwd cockpit. Crash bar is marked yellow and black and disconnects electrical system.



EJECTION SEAT FAMILIARIZATION

1. EJECTION SEAT FAMILIARIZATION

NOTE:
The Alpha Jet uses a Martin Baker ejection seat. There may be some variations to safetying the seat. The graphic identifies critical components and safety pin locations for safetying and crew extraction.

a. Safety pins are pip pin type.

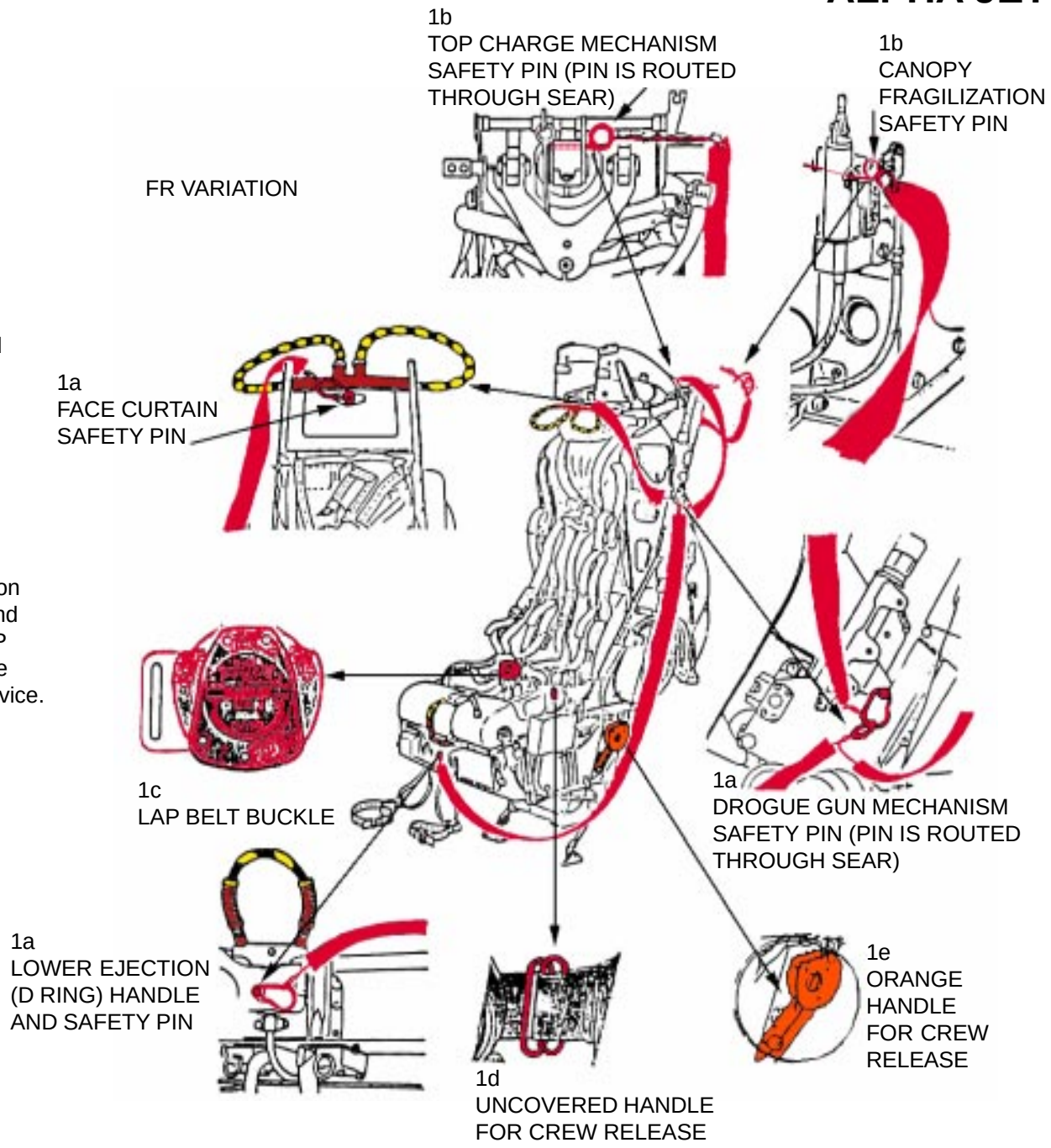
b. Safety pins are clip type.

c. Lap belt buckle secures crew member by lap belt and shoulder harness.

d. Uncovered handle is a leg restraint release handle.

e. Orange handle is a central harness quick release for the release of all restraints.

NOTE:
Emergency harness release handles can be located on the right hand side of the seat, are colored orange, and also release all restraints when pulled up to the STOP position. These handles may incorporate an explosive charge to sever the parachute line at the guillotine device.



EJECTION SEAT SAFETYING AND AIRCREW EXTRACTION

1. EJECTION SEAT SAFETYING

a. Install canopy fragilization safety pins in three locations.

b. Pulled rimmed release button in the ground safety lever, located on the right side of the seat, out to STOP position.

c. If applicable, install safety pin in lower ejection handle.

d. Lift ground safety lever up to level position until release buttton engages.

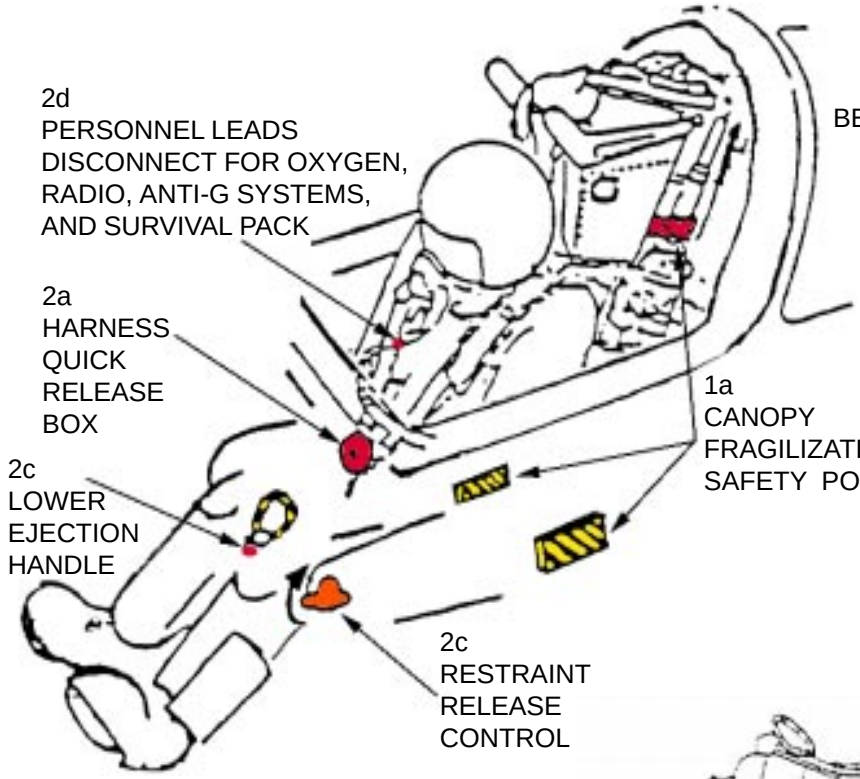
2. AIRCREW EXTRACTION

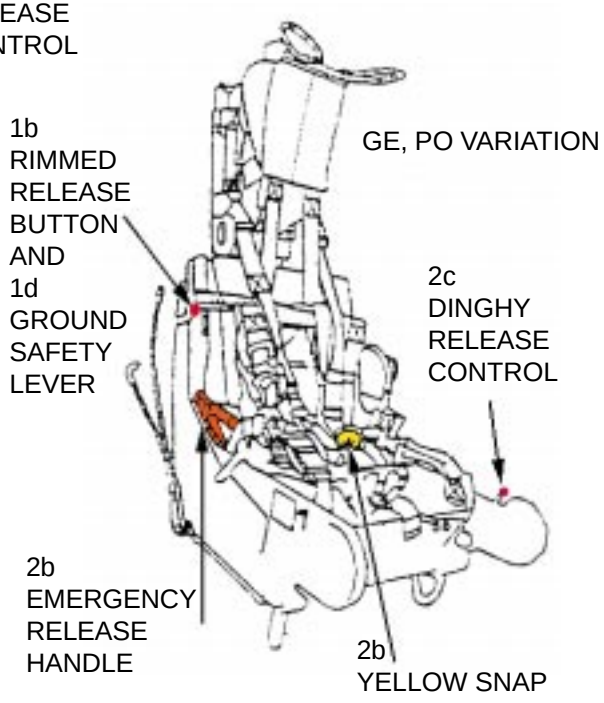
a. Pull yellow snap from harness quick release box, rotate outer assembly 1/4 turn clockwise to STOP position and strike firmly to open.

b. Press locking device, located in the emergency release handle lower right side of the seat and life emergency release handle up to STOP position.

c. Squeeze restraint release device, located on pilot's left thigh, to disconnect the dinghy line.

d. Disconnect personnel leads.



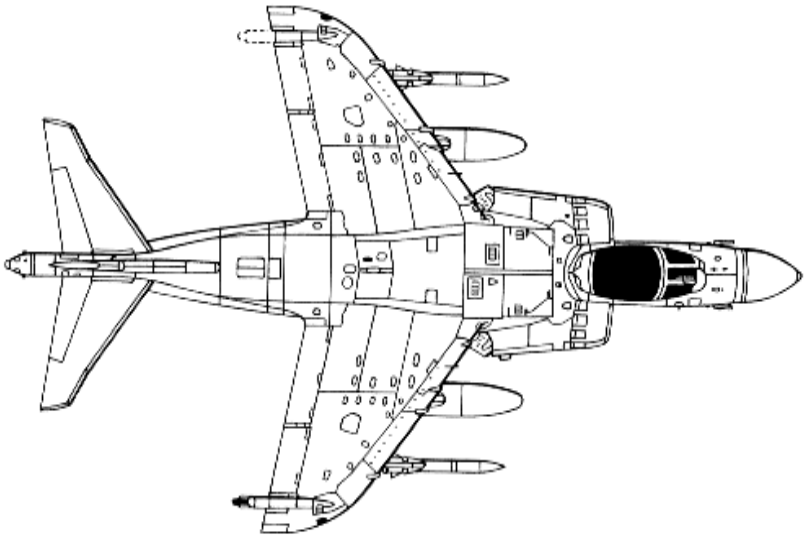


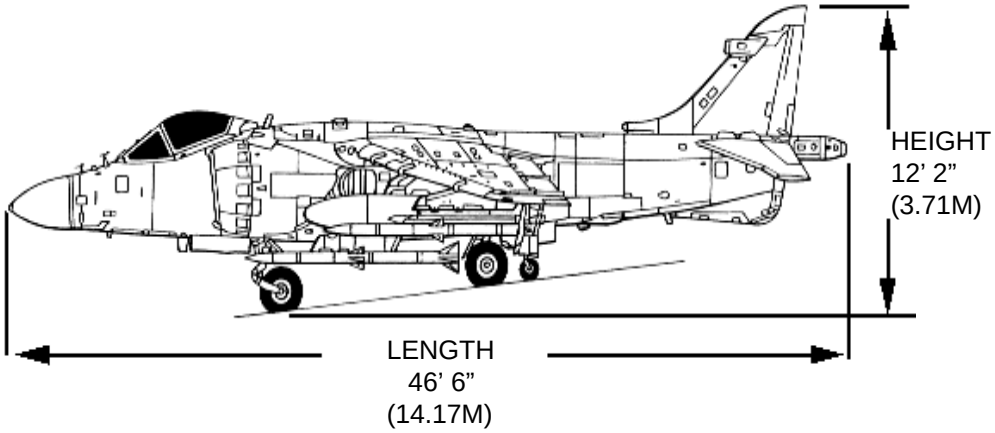
The aircraft information is pending release.

The aircraft information is located in Chapter 20
containing US Navy aircraft.

AIRCRAFT DIMENSIONS

TYPICAL HARRIER





AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, gunpods or missles.

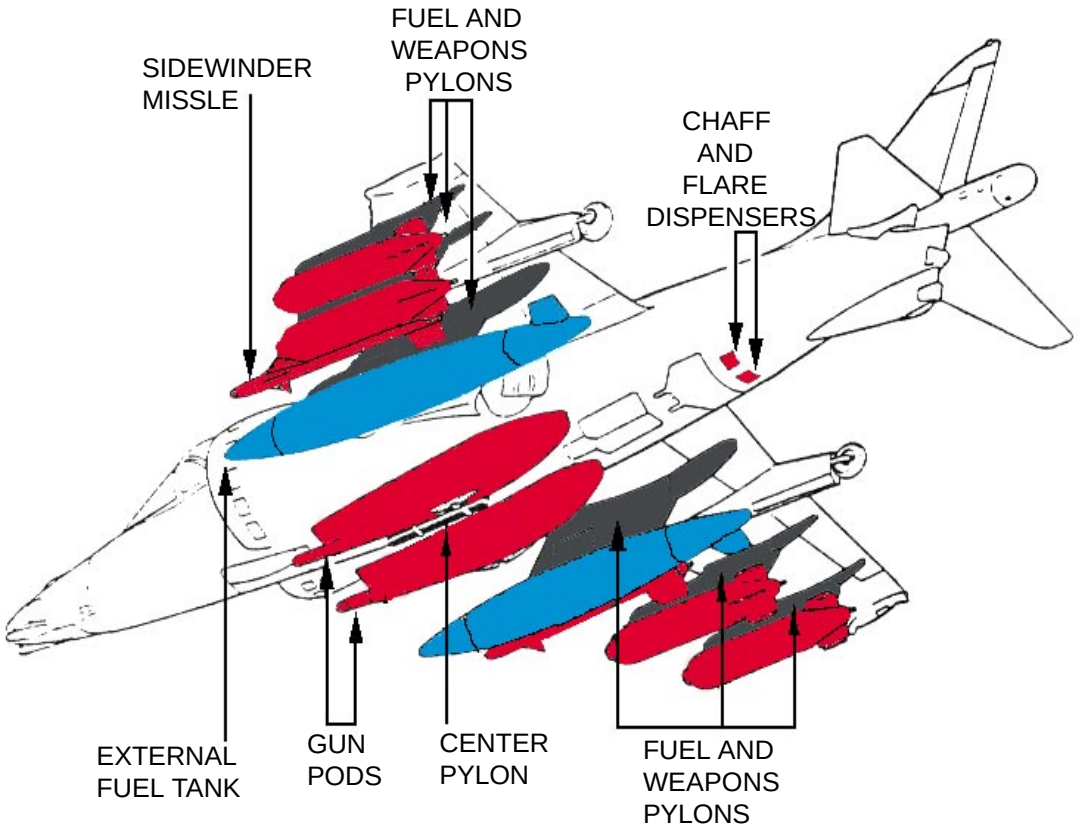
NOTE:

Sidewinder AIM-9L Missle (up to 6 may be carried).
Do not look directly at AOTD windows:
- Energy beam
- Liquid nitrogen
- Mercury thallium

WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium +beryllium oxides
Cartridge operated equipment
Composite materials - man made mineral fibres
Coolanol
Dimethylformamide (Strobe power pack)
Ejector release units
Mercury (Temperature bulbs)
Miniature Detonating Cord (MDC)
Niemonic steel (Heat shields)
Polytetrafluoroethylene
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Thorium fluoride
Zinc selenide (GR7/T10 only)
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen/Air
Engine oil: OX-38
Oxygen: Molecular sieve concentration system



AIRCRAFT HAZARDS-Continued

WARNING

RCNs (Reaction Control Nozzles) may be dangerously hot.

Aircraft structure (nose and wings) contain carbon fibre which causes toxic fumes in fire.

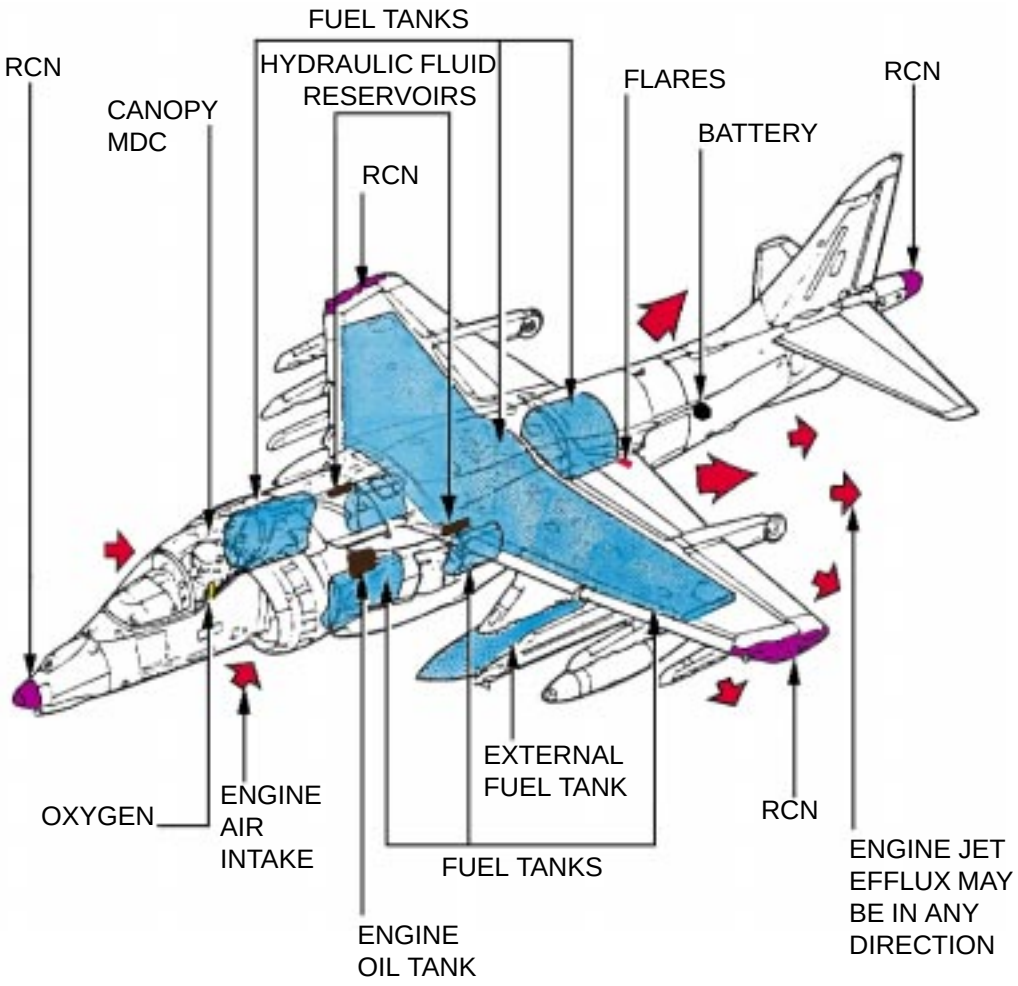
Microwave hazard from various equipment.

Strobe lights are intense.

Exhaust nozzles may move.

High voltage electrical systems.

NOTE:
Up to four external fuel tanks may be carried.



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Normal entry controls are located on the right side fuselage forward of intake.

a. Press thumb release button and pull normal control handle forward.

b. Pull down on footstep to gain access to cockpit, if ladder is not used, and push buttons to release steps.

2. EMERGENCY ENTRY

NOTE:
Emergency controls are located on both sides of the fuselage forward of intakes.

a. Depress thumb plate.

b. Grasp wire loop operating handle, located inside thumb plate.

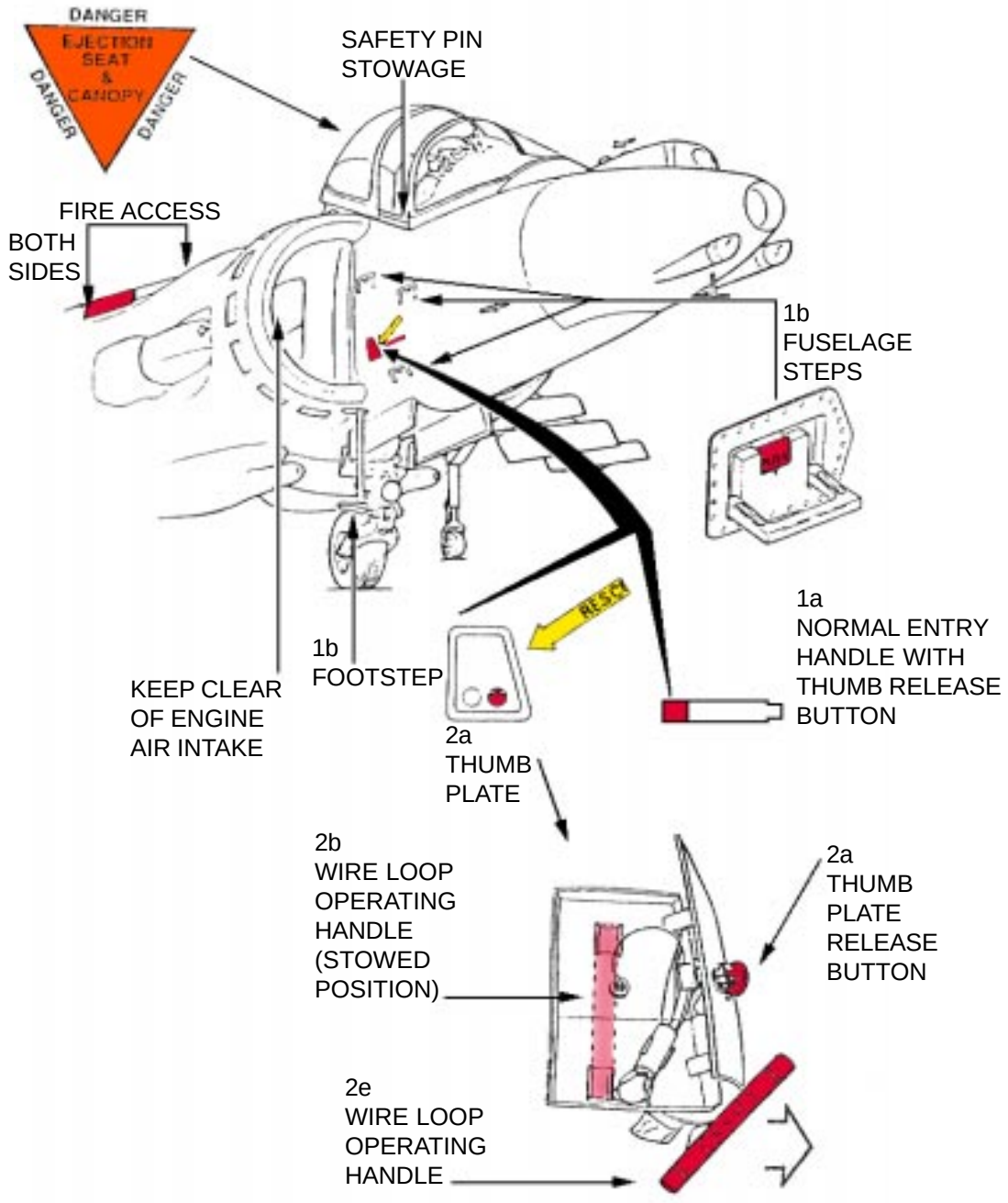
c. Face away from aircraft.

d. Step away from aircraft and take up cable slack.

e. Pull wire loop operating handle sharply forward to shatter canopy.

3. CUT-IN

a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame.



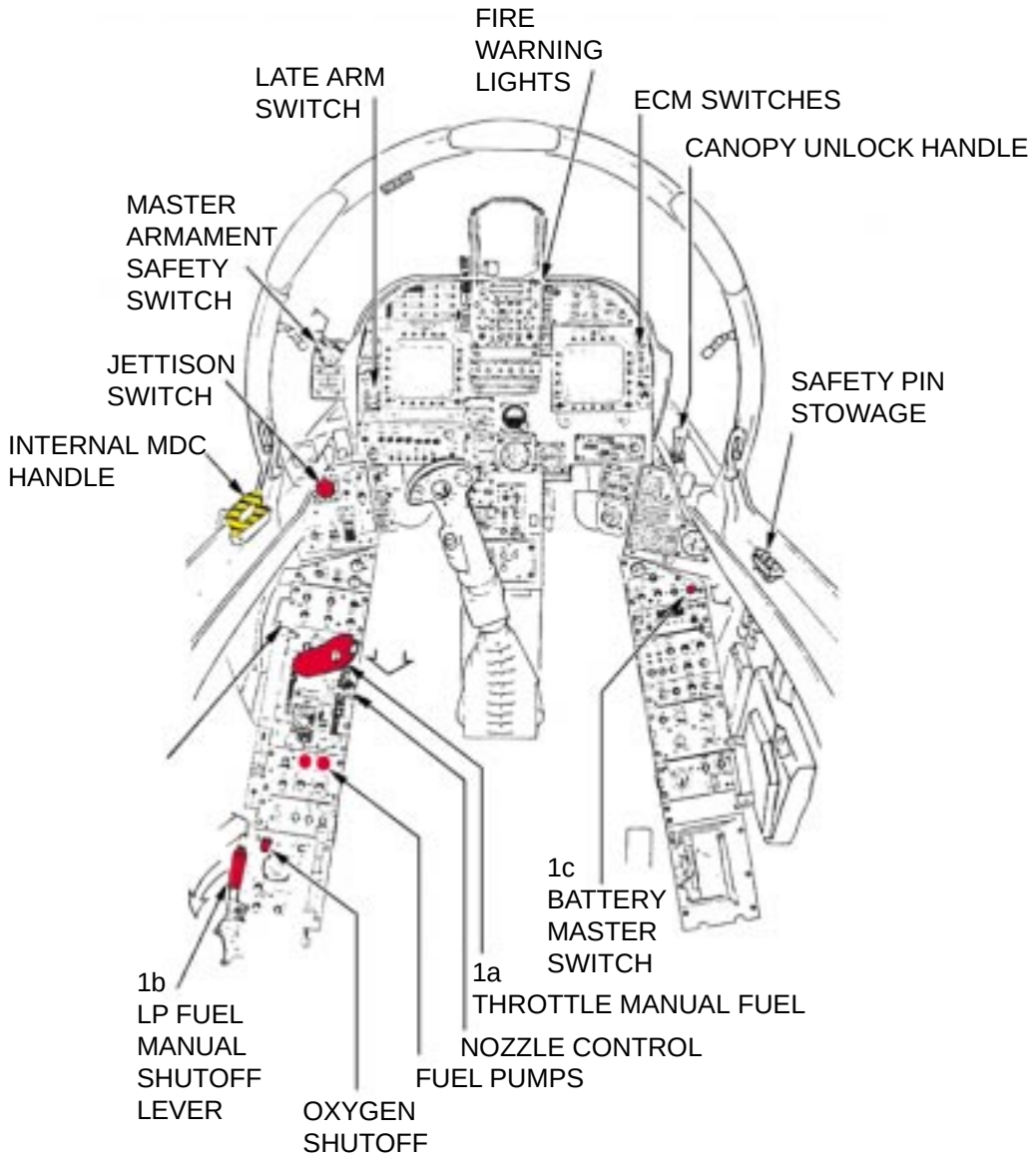
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Move throttle manual fuel, located on left console, back to OFF.

b. Move LP fuel manual shutoff lever, located on lower left console, back to OFF.

c. Move battery master switch, located on upper right console, to OFF.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

a. Insert main gun sear safety pin.

b. Put Safe/Arm handle to SAFE by turning handle fully up.

2. AIRCREW EXTRACTION

a. Remove face mask.

b. Release PEC by pressing trigger and pulling up to free from seat.

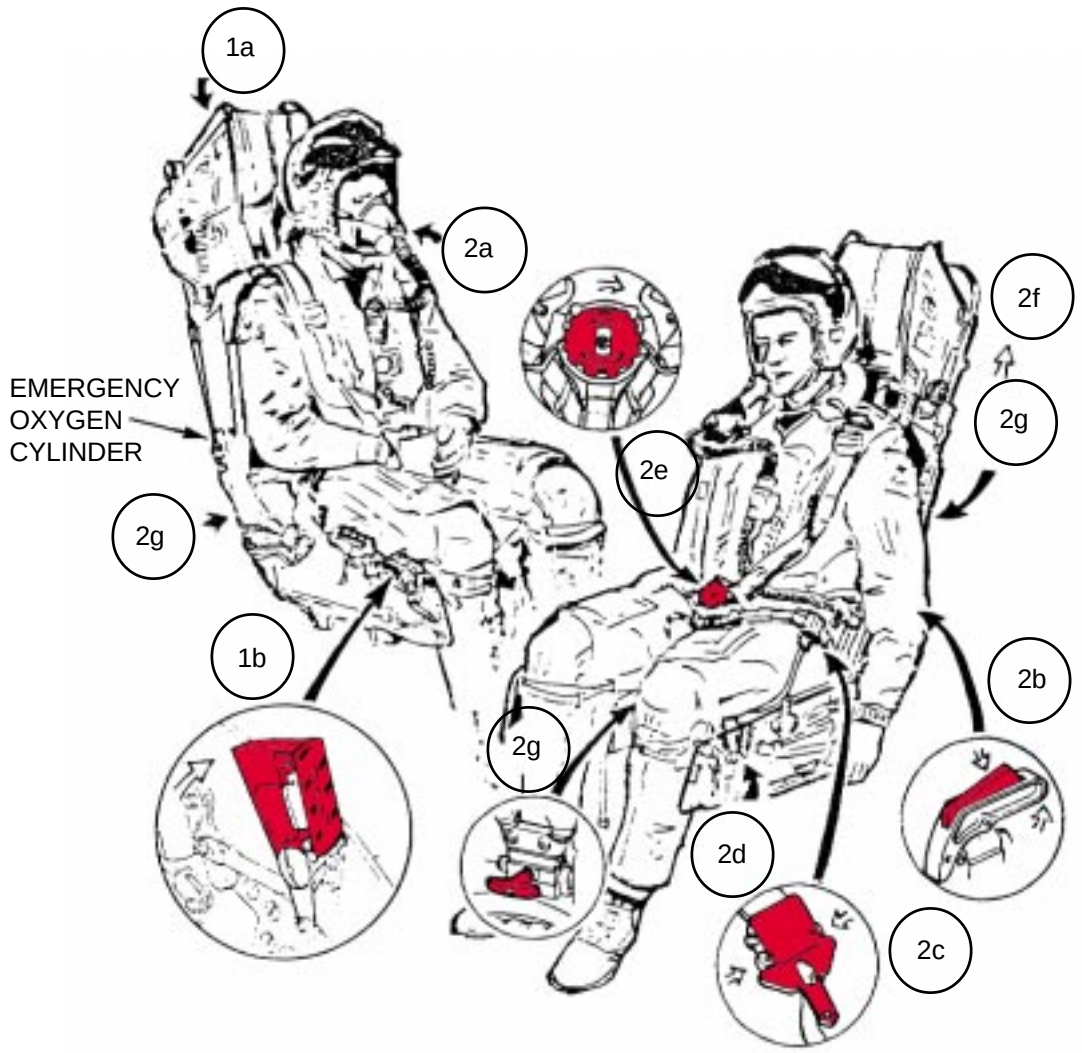
c. Release PSP by pressing plungers on each side and lay aside.

d. Release leg restraint lines by pulling leg restraint lever to rear.

e. Release QRF by turning quick release button and pressing, then pull out lugs.

f. Remove crewmember.

g. Fit remaining pins to render ejection seat safe.



The aircraft information is pending release.

The aircraft information is pending release.

AIRCRAFT PAINT SCHEME

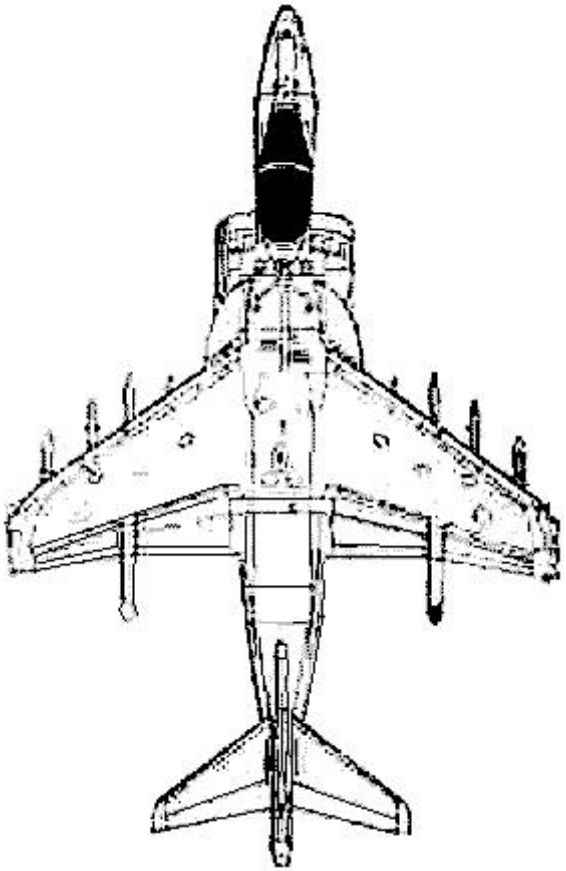
SEA HARRIER FA2

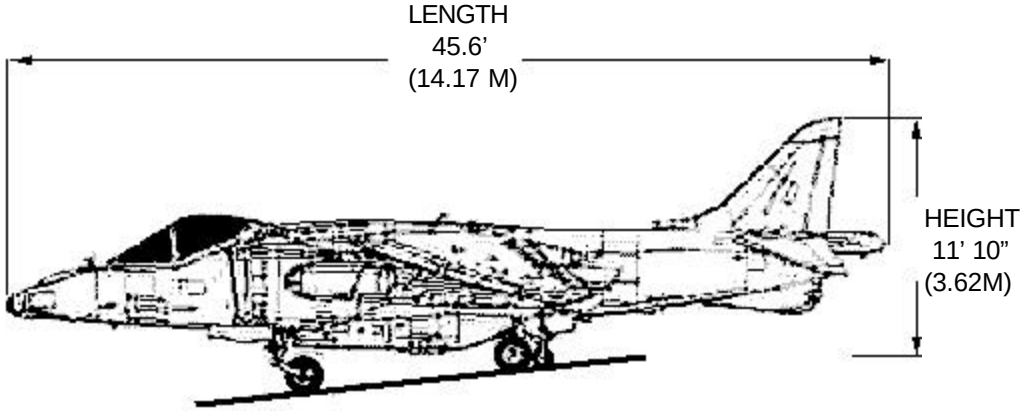
AIRCRAFT DIMENSIONS

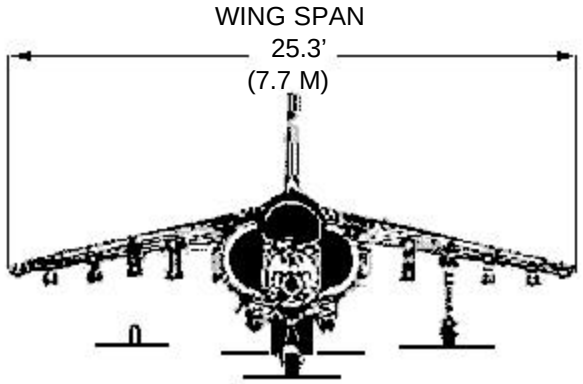
SEA HARRIER FA2

NOTE:

The Sea Harrier FA2 is a modified Harrier GR 7 and US version AV-8B Harrier II and having 1 crewmember.







AIRCRAFT HAZARDS

SEA HARRIER FA2

1. HAZARDS

WARNING

The Sea HarrierFA2 and Harrier GR7 have more hazards than any other fixed-wing aircraft. Apart from all normal dangers there are a number of reaction control-ducts and control surfaces which constitute danger at all times.

A Reaction control ducting nozzles in nose, tail and both wing tips. Movement on the control column causes shutters to open, close and rotation of nozzles resulting in emission of extremely hot air. Beware of the danger to fingers from these shutters.

B Never approach this aircraft from the rear, always approach within full view of the pilot within the safe area shown in the graphic.

C Beware of all intakes and exhausts.

D Assisted Escape Systems - Mild detonating cord canopy and various explosive jettison mechanisms.

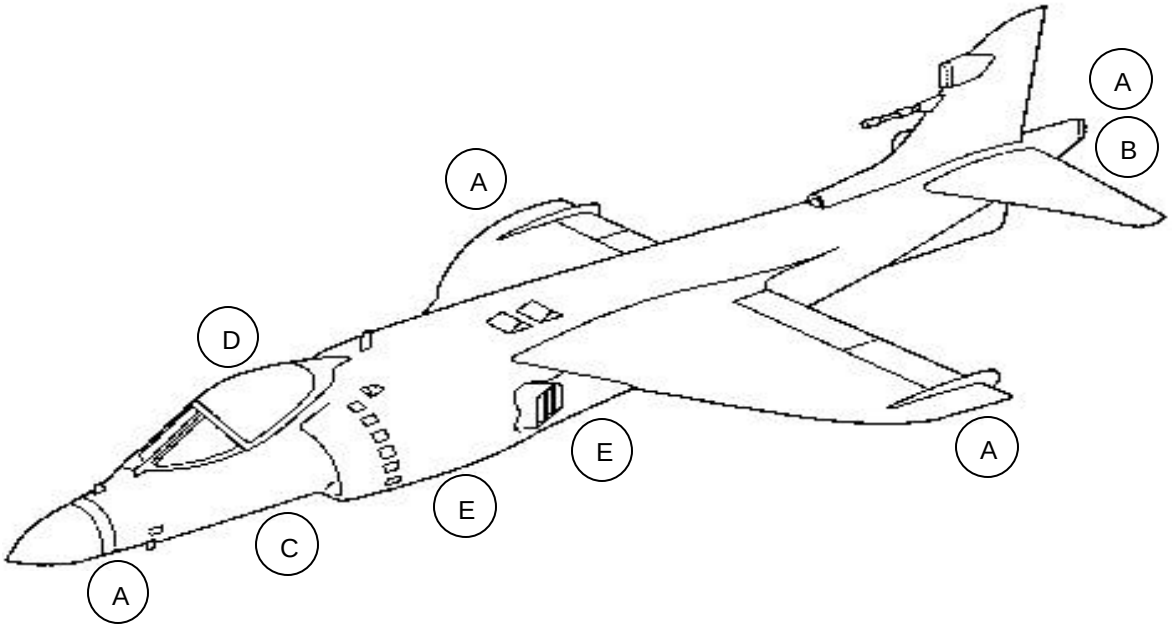
E Beware of external armaments fitted, high energy ignition units and radiation hazards.

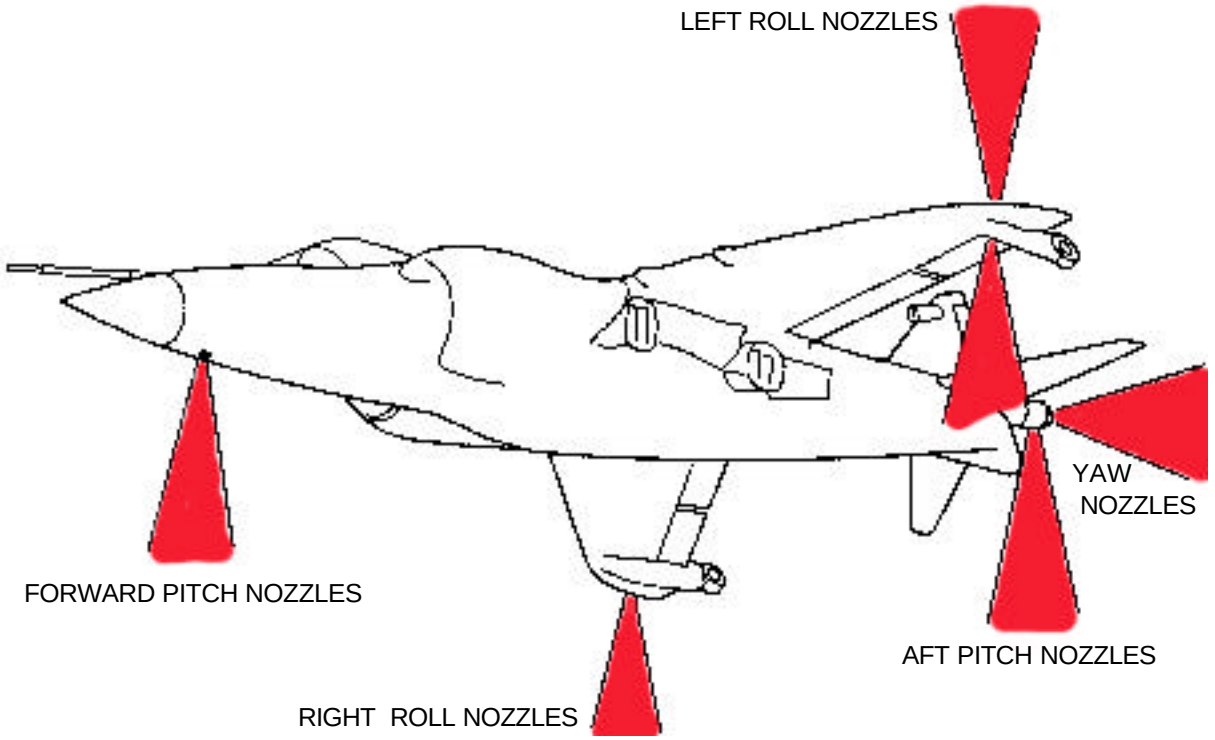
2. OTHER HAZARDOUS AREAS

a. Oil Breather Fins are extremely sharp fins projecting from under the starboard side of the aircraft fuselage and can cause injury to personnel.

b. The complete Flying Tail plane pivots and when in the flying attitude, there is a hole through the fuselage. Should the tail plane be depressed, it acts as a guillotine through this hole. Keep away from this area.

c. Nose Wheel Doors will close automatically with grea force on start up. Keep clear of this area during start up.





AIRCRAFT HAZARDS-Continued

2. OTHER HAZARDOUS AREAS

d. Armament. This aircraft is capable of carrying a variety of weapons and a combination of different weaponry at the same time. Normal armament procedures and safety rules must therefore be adhered to, unless it is specifically stated that the aircraft is not armed.

e. Miniature Detonating Cord (MDC). The cockpit canopy is fitted with an MDC which is a potential hazard to the unwary. The safety pin is stowed in the unit casing at the rear of the canopy. (Refer to RAF document AP 101B-4801-12B Part 1Chapter 8 or equivalent.)

f. Assisted Escape System and associated explosive-operated jettison mechanisms fitted to aircraft are a potential source of lethal injury to personnel and damage to aircraft. Safety devices in the form of safety pins, levers and switches are provided when the aircraft is on the ground to safeguard against the many dangers.

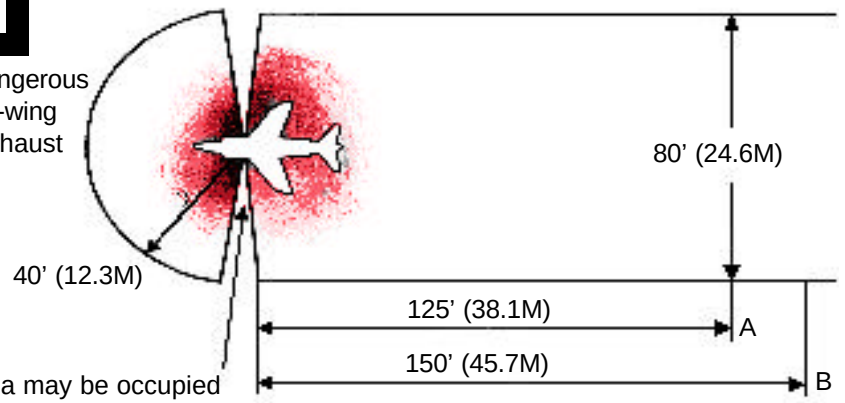
g. Cockpit precautions are to be fully observed before entering a cockpit or starting work on an aircraft, it is the responsibility of the individual to ensure that: (1) All safety devices are correctly fitted. (2) No units or switches with which the individual in not conversant are touched. (3) Prior to removing the anchorage pins of the BTRU and/or drogue gun, the units must be unloaded.

h. LOX is a potential hazard on deck if not treated correctly (N/A to GR7).

i. Canopy opening is on the left or port side of the fuselage and is of the push-latch pull-out type.

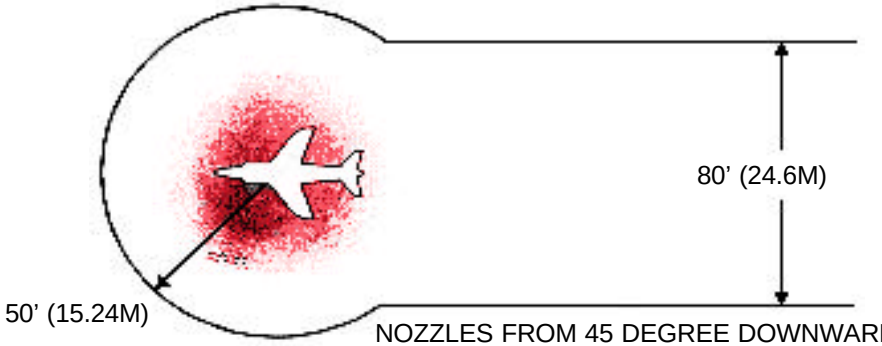
WARNING

This aircraft is more dangerous than conventional fixed-wing aircraft because the exhaust system can be rotated.

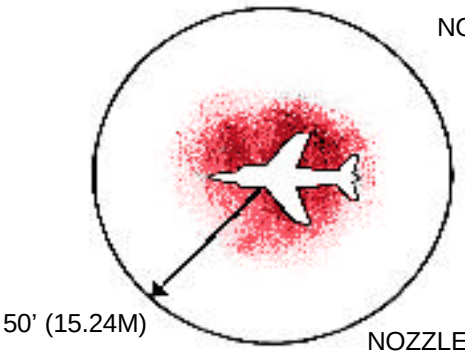


SAFE AREA. This area may be occupied with caution for starting and for adjustments when ground idling only (nozzles aft).

A: TEMPERATURE DROPS TO 50 DEGREES CENTIGRADE



NOZZLES FROM 45 DEGREE DOWNWARDS



NOZZLES DOWN

NOTE:
Personnel should avoid being out of the pilot’s view during vertical takeoff. Vertical landing or hovering unless they are fixed.

AIRCRAFT DATA AND HAZARD LIST

AIRCRAFT DATA

VSTOL Fighter Attack Aircraft
One Rolls-Royce Pegasus Mk.104/106
vectored thrust turbofan
Military:
1 crew
Aircraft Weight: 13,862 lbs. (6,287 Kgs)

WARNING

Fires resulting from this type of aircraft crash may produce toxic fumes which are hazardous to health.

Personal Protective Equipment (recommendations made by the GRB RAF Royal Navy to be worn at crash site):

Standard No. 3 (combat) dress.
Civil Emergency Services normal uniform with appropriate weather protection.
Safety helmet (as required).

HAZARD LIST

HAZARD TYPE	ITEM	QUANTITY	LOCATION
Acid - Sulphuric	Batteries	2	Between FR's 38-39
Aircraft Assisted Escape Systems	Egress System	1	Cockpit
AL 36 Windscreen Wash Fluid	Tank	4.45 L	Nose Area
Amorphous silica			On Aircraft
Asbestos		3+ trace	Heat Shields on Tail Pitch Yaw Nozzle Bay Engine Heat Shields Water Tanks Muffs (FR 29) Trace in Engine Seals
Avcat - FS 11 NATO F-44 Fuel		2875 L Internal 3136 L External	Fuel System
Avtur F-34 Fuel	Fuel	2875 L Internal 3136 L External	Fuel System
Beryllium - Beriliua (Beryllium Oxides)		2 (traces)	Rear Equipment Bay (FR 33-37) Receiver/Processor Rear Fin Total Temperature Probe
Cadmium and Cadmium Oxide		Traces	All Electronic Components
Chaff Dispenser		1	FR's 36-38 ALE40 Panel Underside of A/C
Coolanol		Approx. 2 L	Reservoir at FR33B(S) Piping Down Starboard Side to Nose Cone
Ejector Release Units (ERJs)		7 Maximum	7 on Fuselage & Wing Pylons 5 on CBLS on Sea Eagle Launches
Flare Dispenser		1	FRs 36-38 ALE 40 Panel Underside of A/C
Gaseous Tritium Light Sources	Lights	4	Beta Lights on Mass Flag (cockpit) Yaw Vane (nose) Emergency Light Switch (cockpit) Nose Cone Locking Handle

AIRCRAFT DATA AND HAZARD LIST-Continued

HAZARD LIST

Glass Reinforced Plastics		Numerous	Throughout A/C
Liquid Oxygen (LOX)		5 L	Oxygen System Bottle Aft of Main U/C if fitted
Lithium (Non Rechargeable Batteries)	Batteries	2 x 'AA' in Each Location	Rear Equipment Bay Inside BCLU and in RWR PLU in Cockpit
Mecury Thallium		4 x Trace	Aquisition Sidewinder and Sidewinder Heads
Minature Detonating Cord (MDC)	Canopy	1	Canopy Jettison System
Nimonic Steels	Heat Shields		
Nitrogen Compressed		8 up to 3300 PSI	6 x Accumulators + 2 x Blow Down Bottles
OM-15	Hydraulic Oil	30 L	Hydraulic Oil System
OX-38	Engine Oil	20 to 31.75 Pts	Engine Oil System
Oxygen Compressed Gas		2100 L	Oxyen System Bottle aft of main U/C if fitted
Polytetrafluoroethylene (PTFE)		Trace	All A/C Various Seals
Sonar Locator Beacon(s)	Sonor Beacon	1	Lithium Battery FRs 1-2S
Weapon Load (if fitted)	Weapon(s)	Mission Variable	Wings + Fuselage Stations and Fuselage Gun Pods

AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, gunpods or missles.

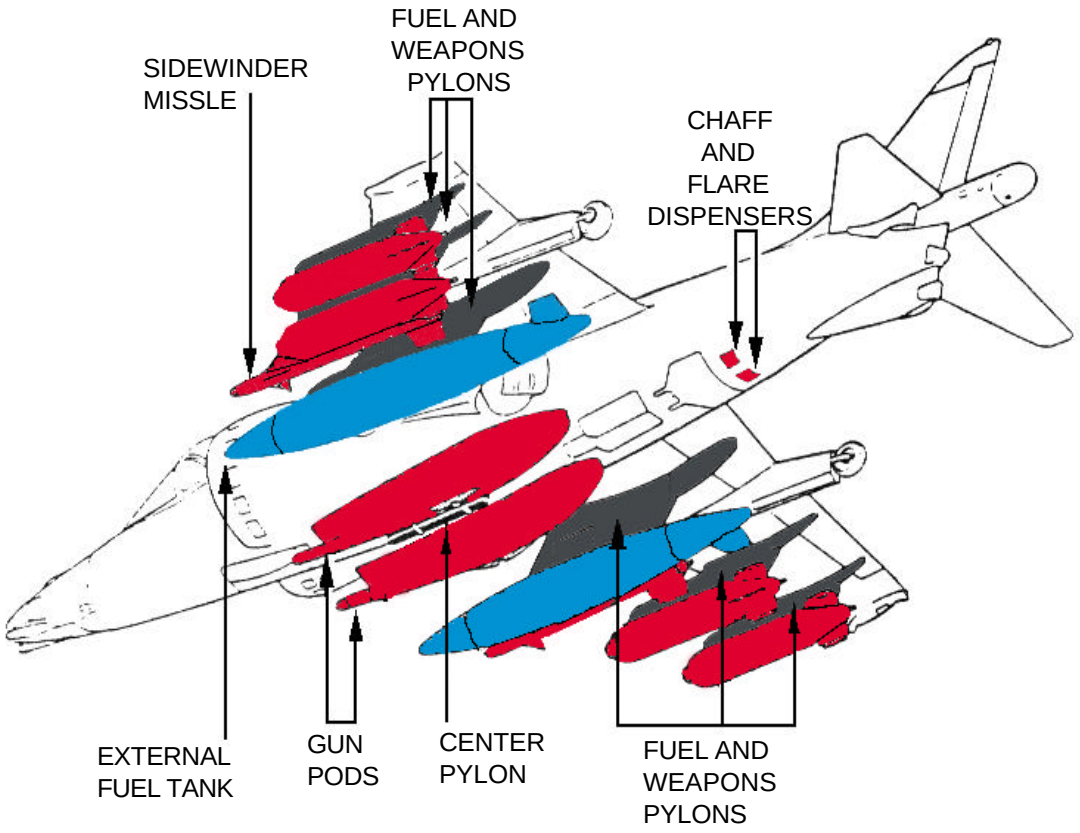
NOTE:

Sidewinder AIM-9L Missle (up to 6 may be carried).
Do not look directly at AOTD windows:
- Energy beam
- Liquid nitrogen
- Mercury thallium

WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium +beryllium oxides
Cartridge operated equipment
Composite materials - man made mineral fibres
Coolanol
Dimethylformamide (Strobe power pack)
Ejector release units
Mercury (Temperature bulbs)
Miniature Detonating Cord (MDC)
Niemonic steel (Heat shields)
Polytetrafluoroethylene
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Thorium fluoride
Zinc selenide (GR7/T10 only)
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen/Air
Engine oil: OX-38
Oxygen: Molecular sieve concentration system



AIRCRAFT HAZARDS-Continued

WARNING

RCNs (Reaction Control Nozzles) may be dangerously hot.

Aircraft structure (nose and wings) contain carbon fibre which causes toxic fumes in fire.

Microwave hazard from various equipment.

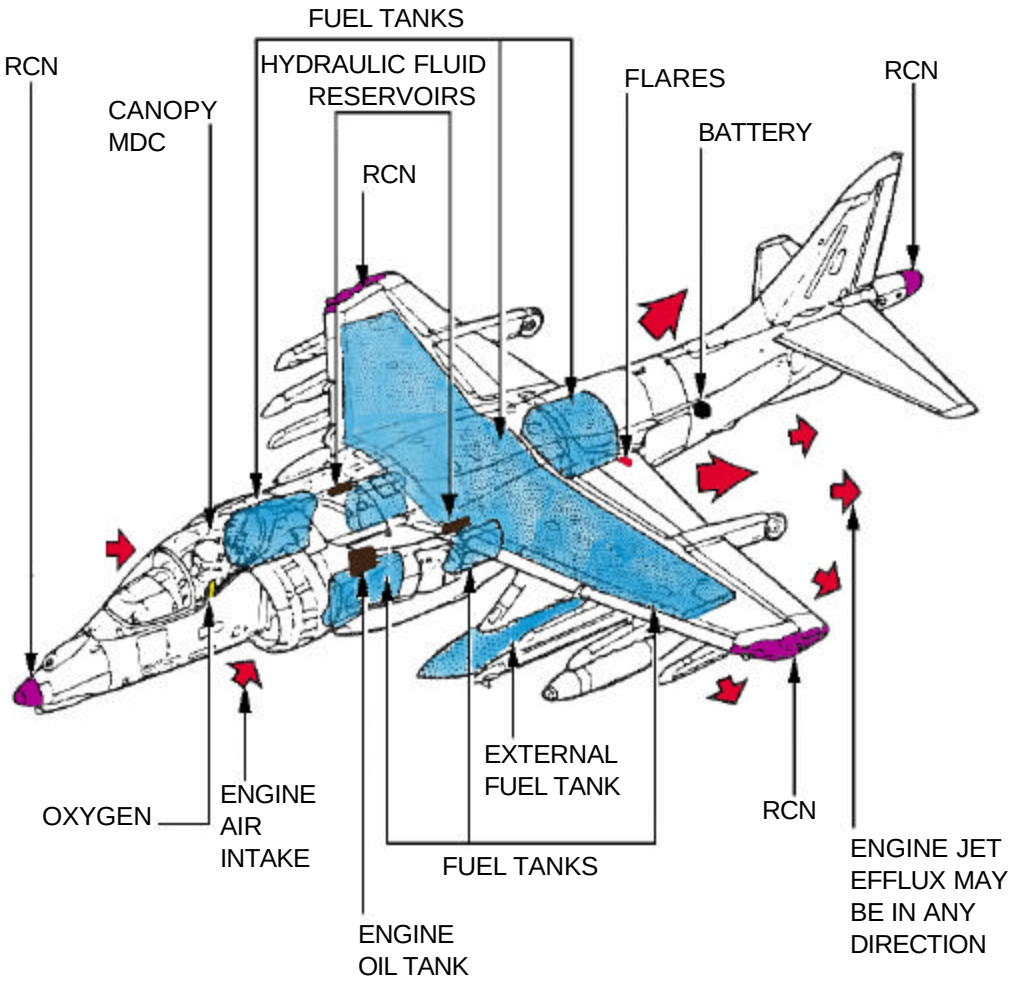
Strobe lights are intense.

Exhaust nozzles may move.

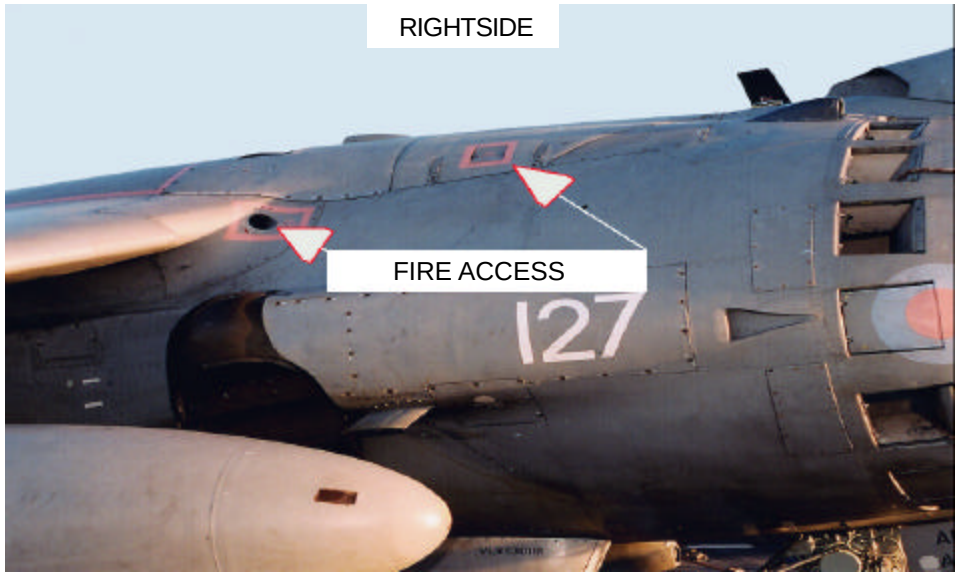
High voltage electrical systems.

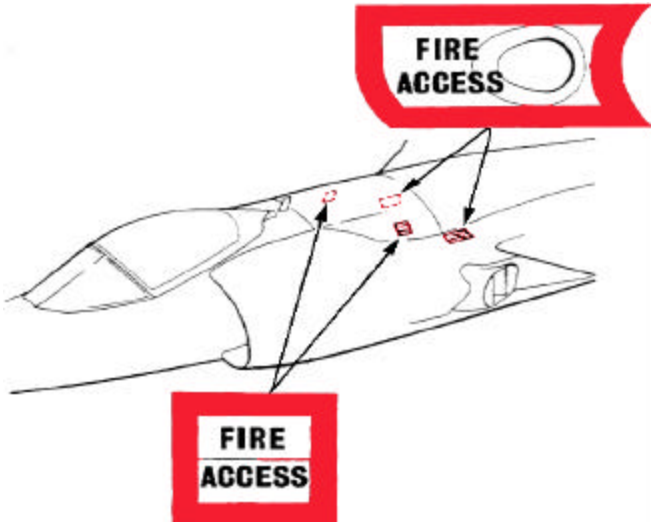
NOTE:

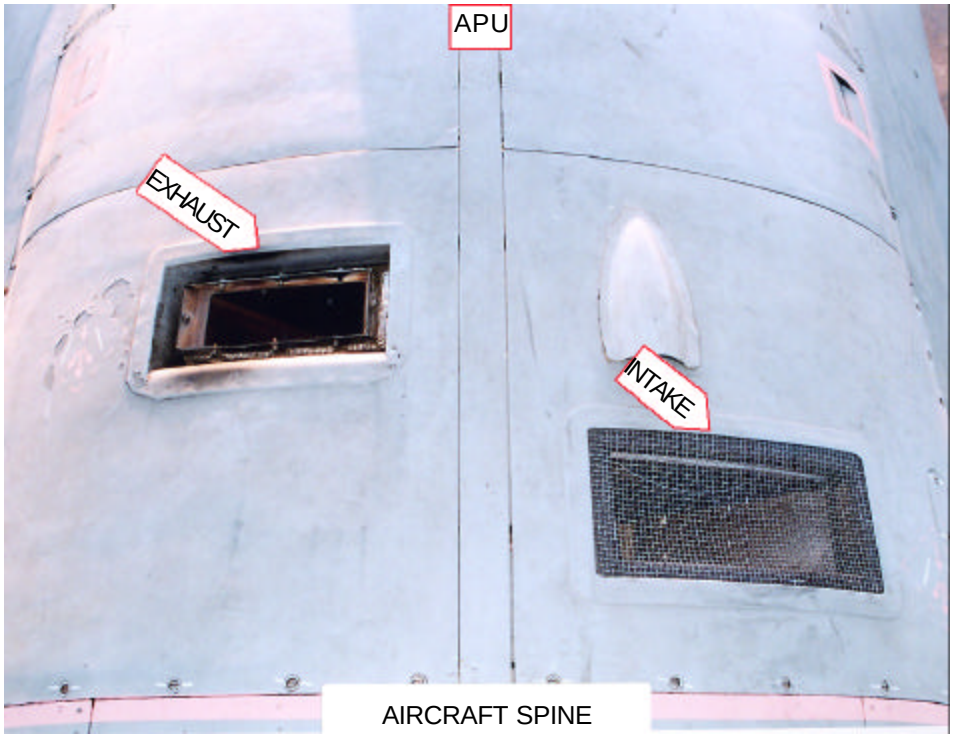
Up to four external fuel tanks may be carried.

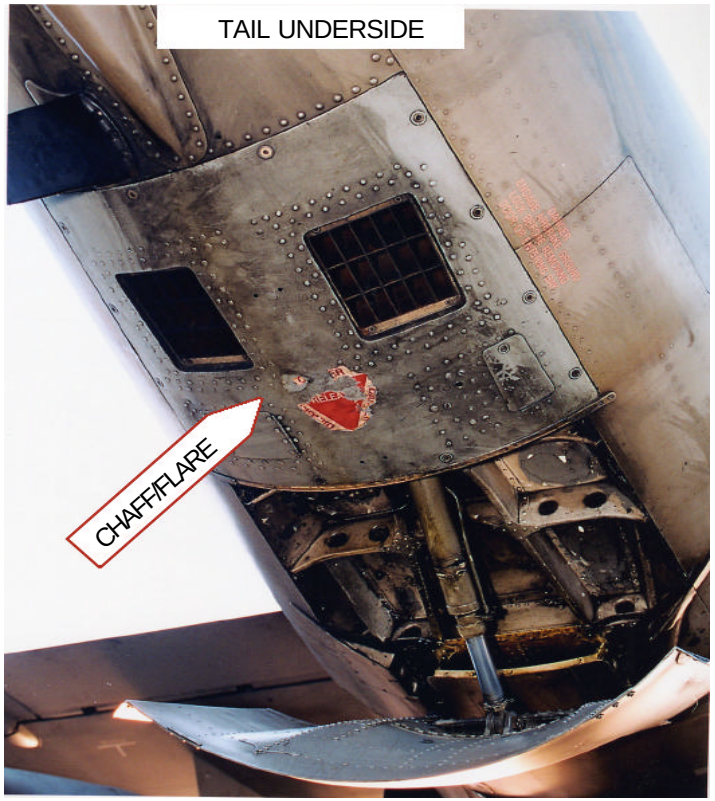


AIRCRAFT HAZARDS-Continued









SEA HARRIER FA2

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Normal entry controls are located on the right side fuselage forward of intake.

a. Press thumb release button and pull normal control handle forward.

b. Pull down on footstep to gain access to cockpit, if ladder is not used, and push buttons to release steps.

2. EMERGENCY ENTRY (SEA HARRIER vs. GR7)

NOTE:
Although the Harrier GR7 rescue procedure is similiar to the Sea Harrier, insure rescue crews are fully aware on specific differences. Emergency controls are located on both sides of the fuselage forward of intakes.

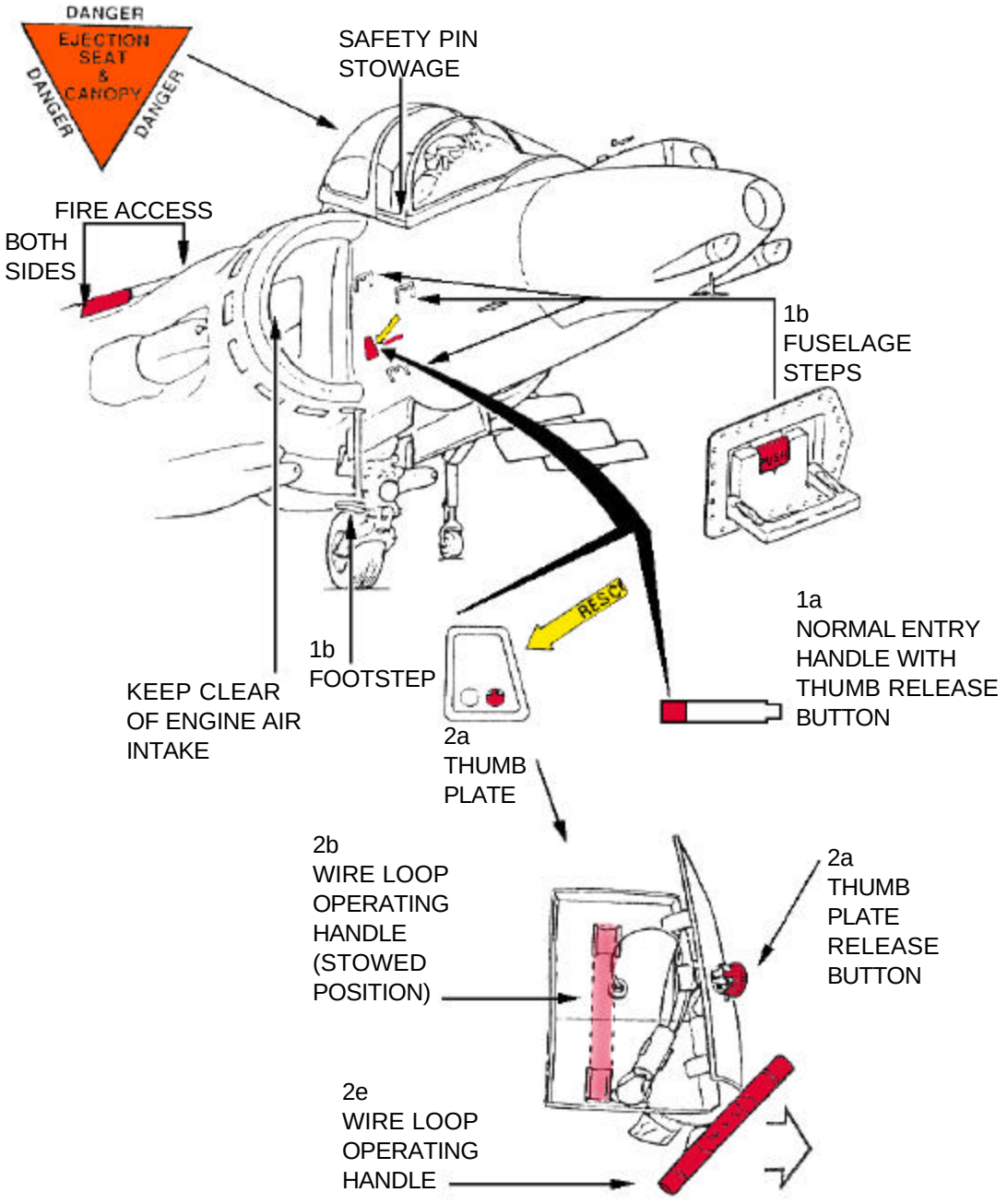
a. Depress thumb plate.

b. To detonate the miniature detonating cord (MDC), pull the handle on either side of the cockpit canopy. (The jettison cord is 10 feet long [Harrier GR7 is 3 feet minimum].

c. Grasp wire loop operating handle, located inside thumb plate and face away from aircraft to prevent injury from shattering pieces of the canopy.

d. Step away from aircraft and take up cable slack.

e. Pull wire loop operating handle sharply forward to shatter canopy.



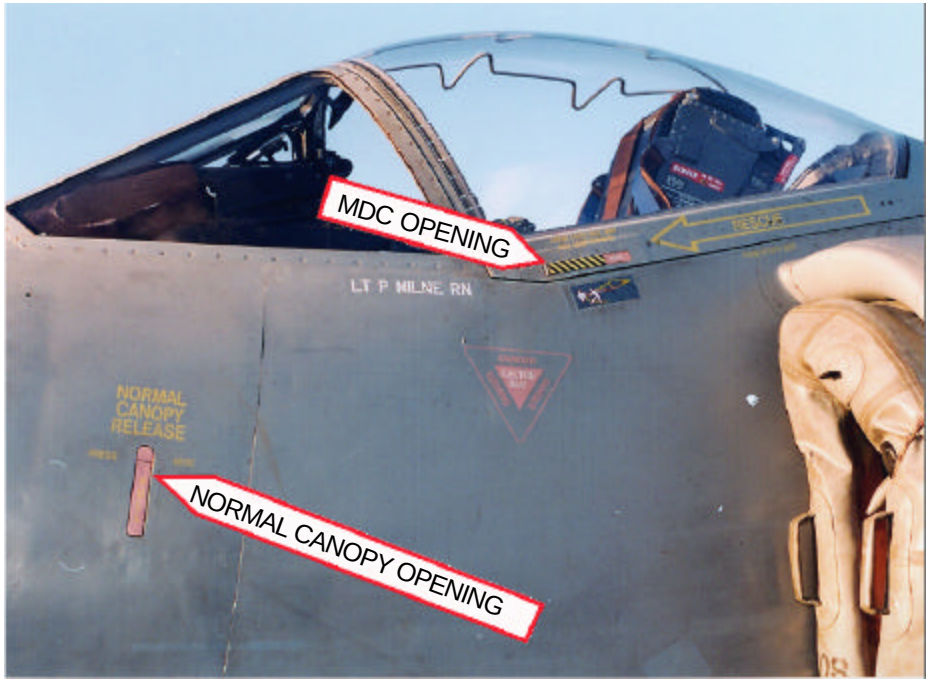
EMERGENCY ENTRY-Continued

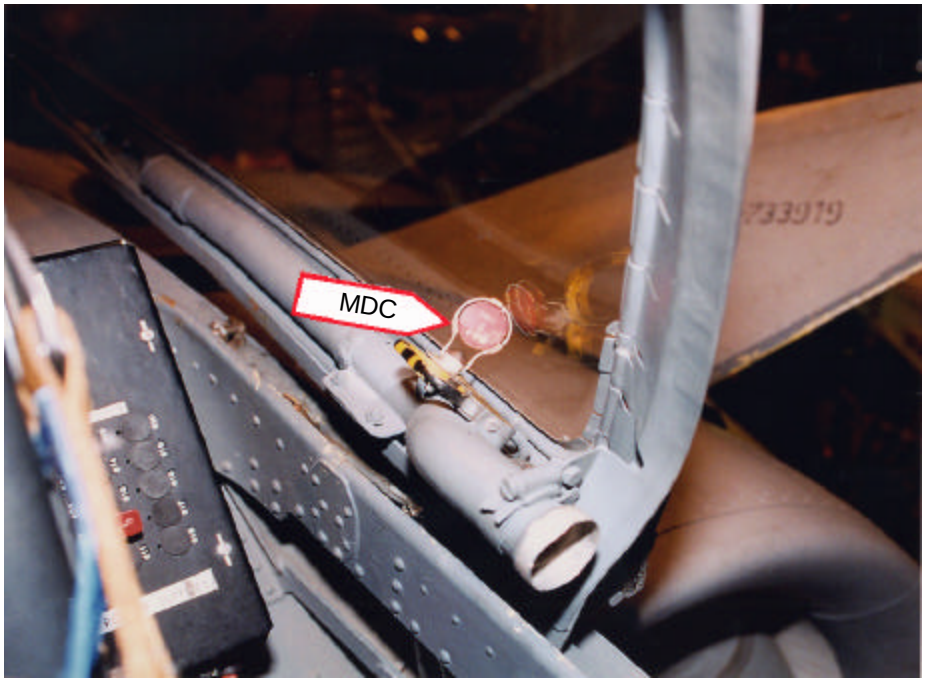
2. EMERGENCY ENTRY-Continued

NOTE:
See applicable graphics for normal canopy opening and MDC locations.

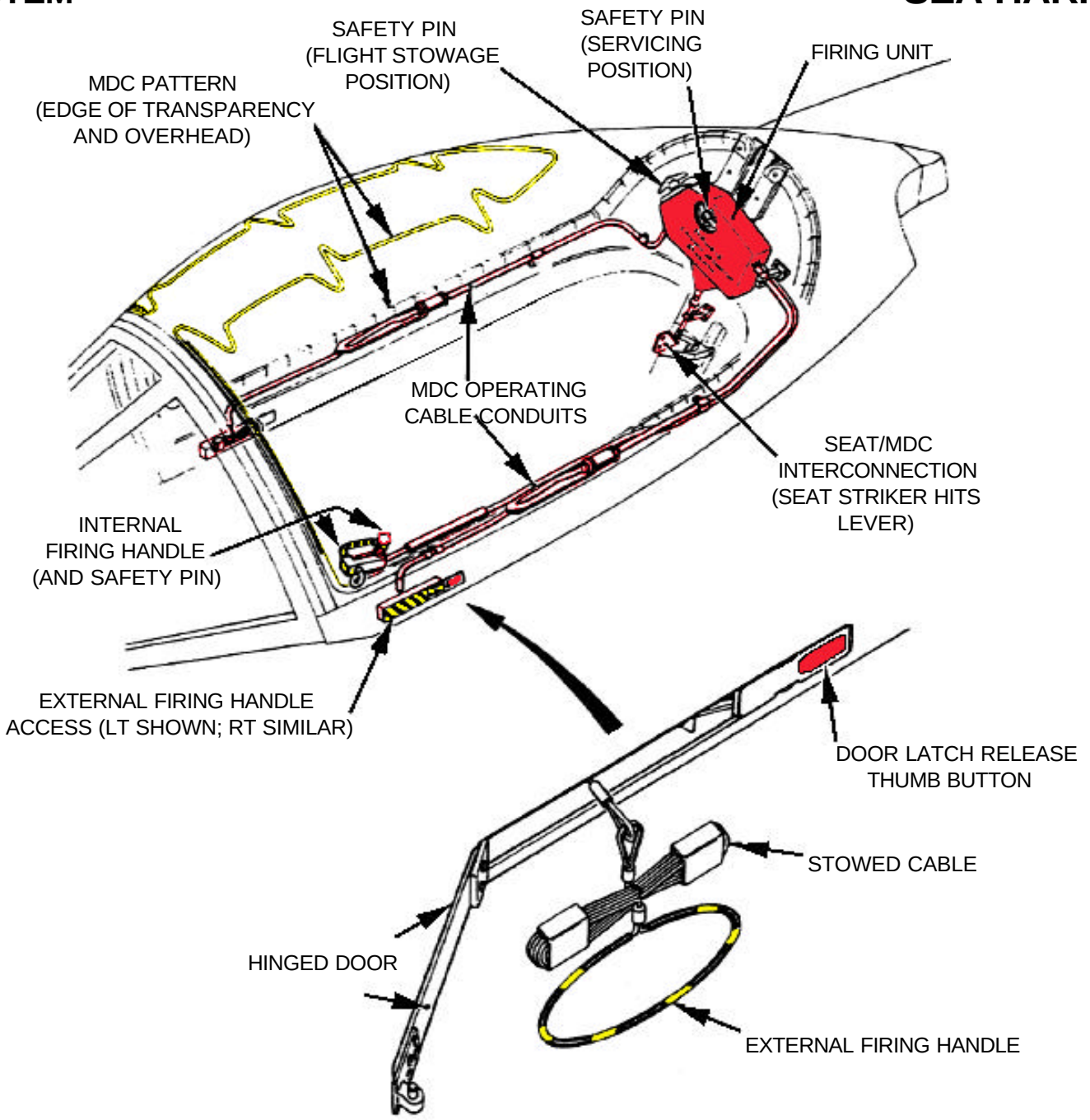
3. CUT-IN

a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame.

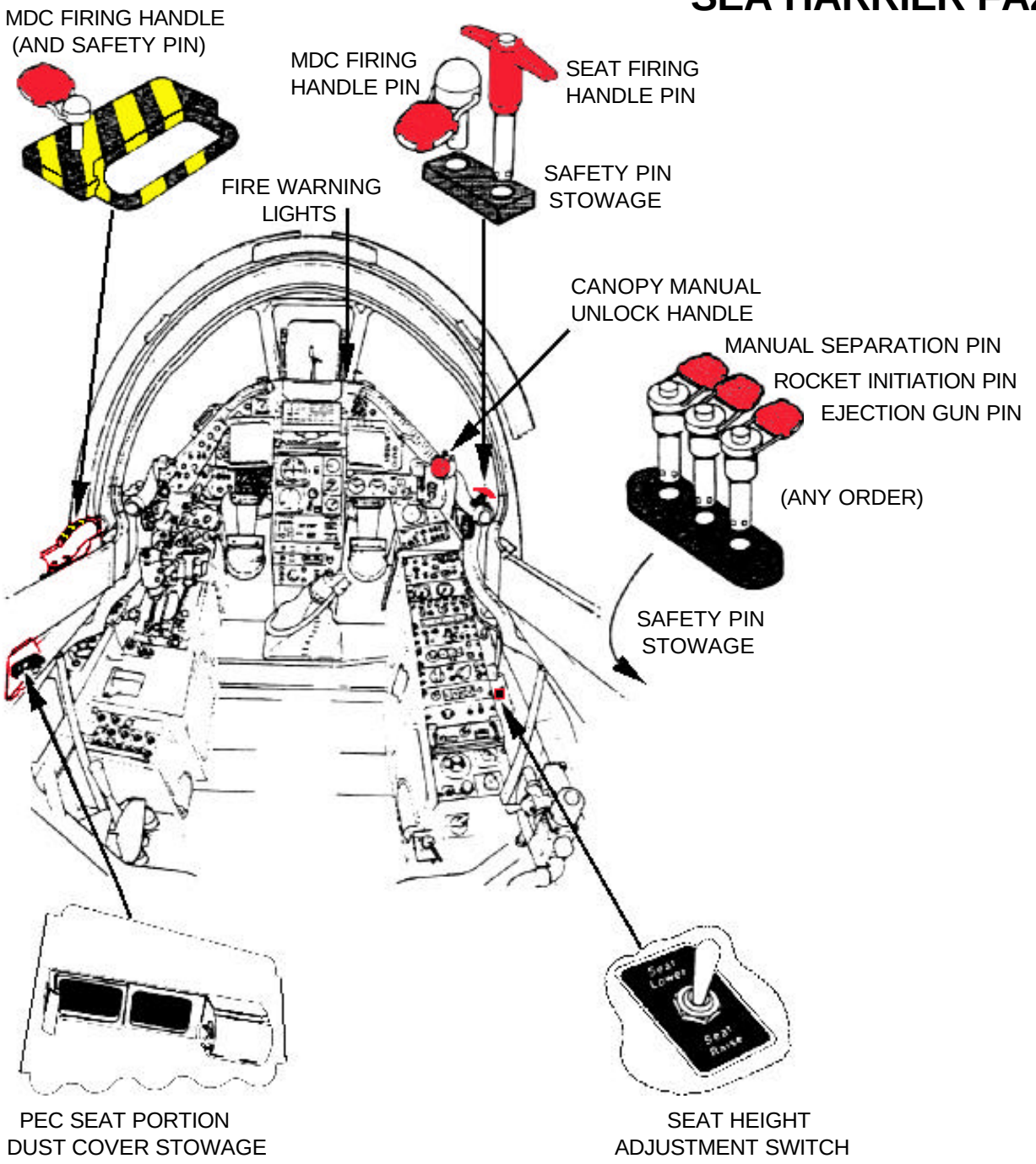




CANOPY MDC SYSTEM



COCKPIT EQUIPMENT



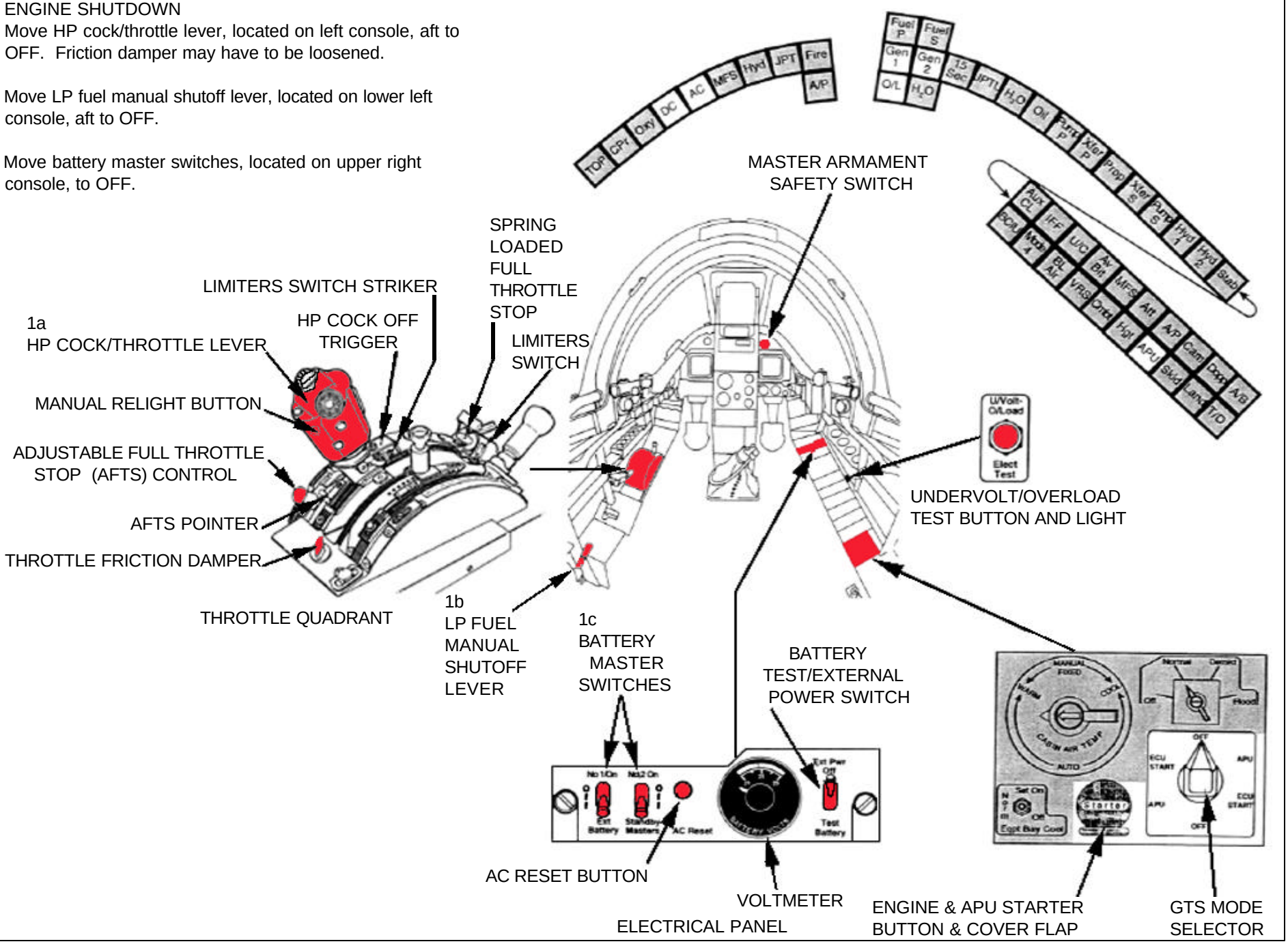
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

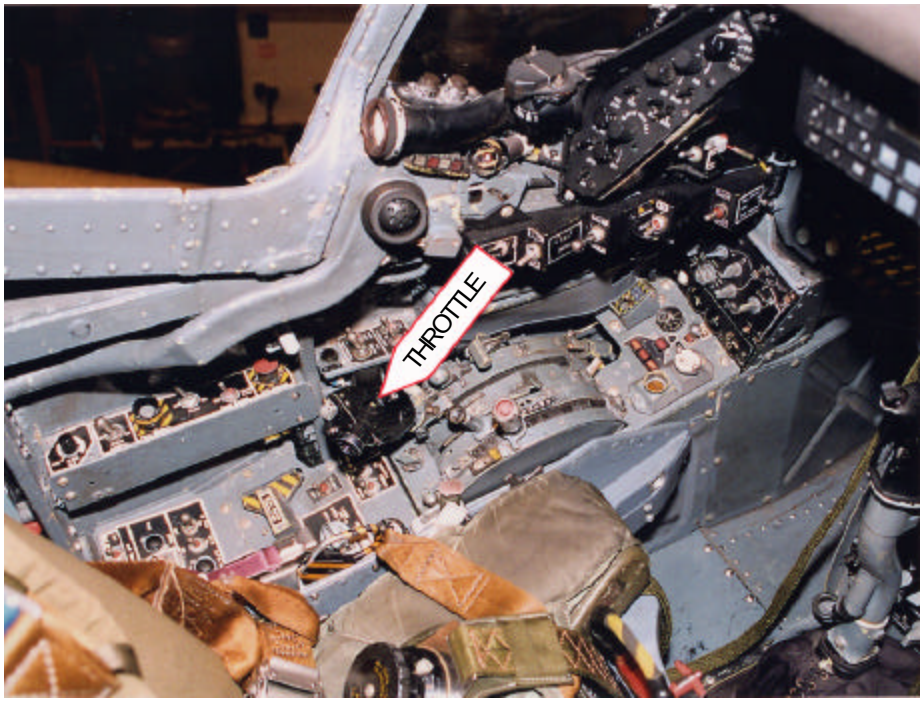
a. Move HP cock/throttle lever, located on left console, aft to OFF. Friction damper may have to be loosened.

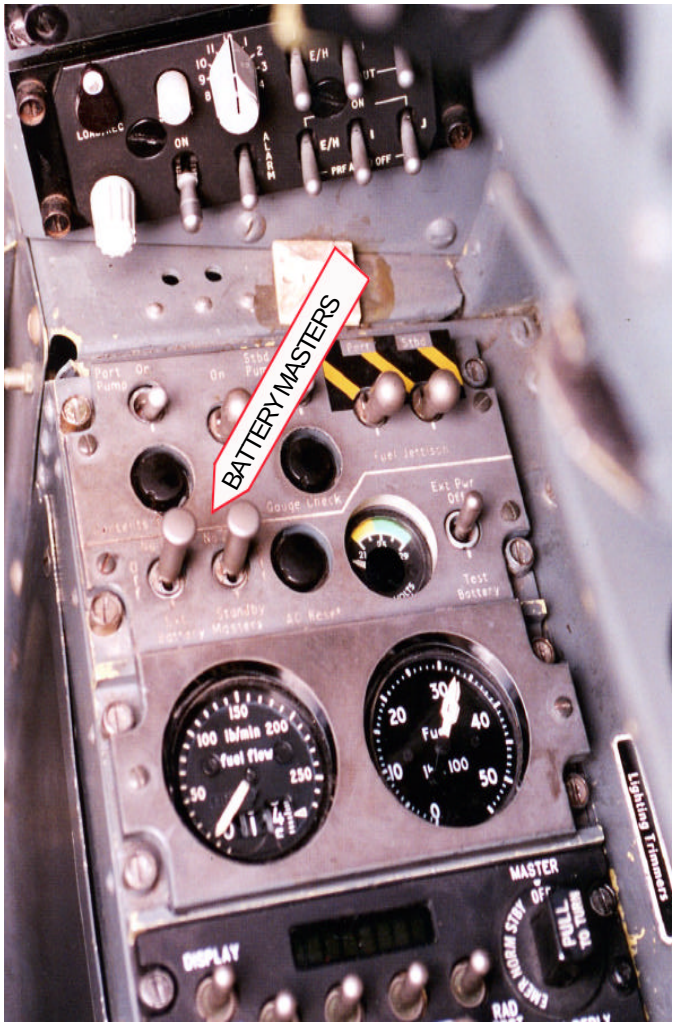
b. Move LP fuel manual shutoff lever, located on lower left console, aft to OFF.

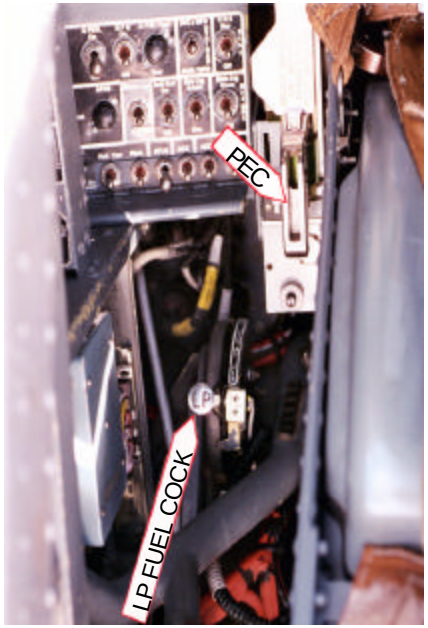
c. Move battery master switches, located on upper right console, to OFF.



ENGINE SHUTDOWN-Continued







AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. Make the ejection seat safe by inserting the safety pin under the seat firing handle located at the front lower portion of the seat.

b. Make the ejection seat safe by placing the safety pin in the main gun sear located at the top center of the seat.

c. Make the ejection seat safe by placing the safety pin in the rocket initiator sear located on the upper left side of the seat.

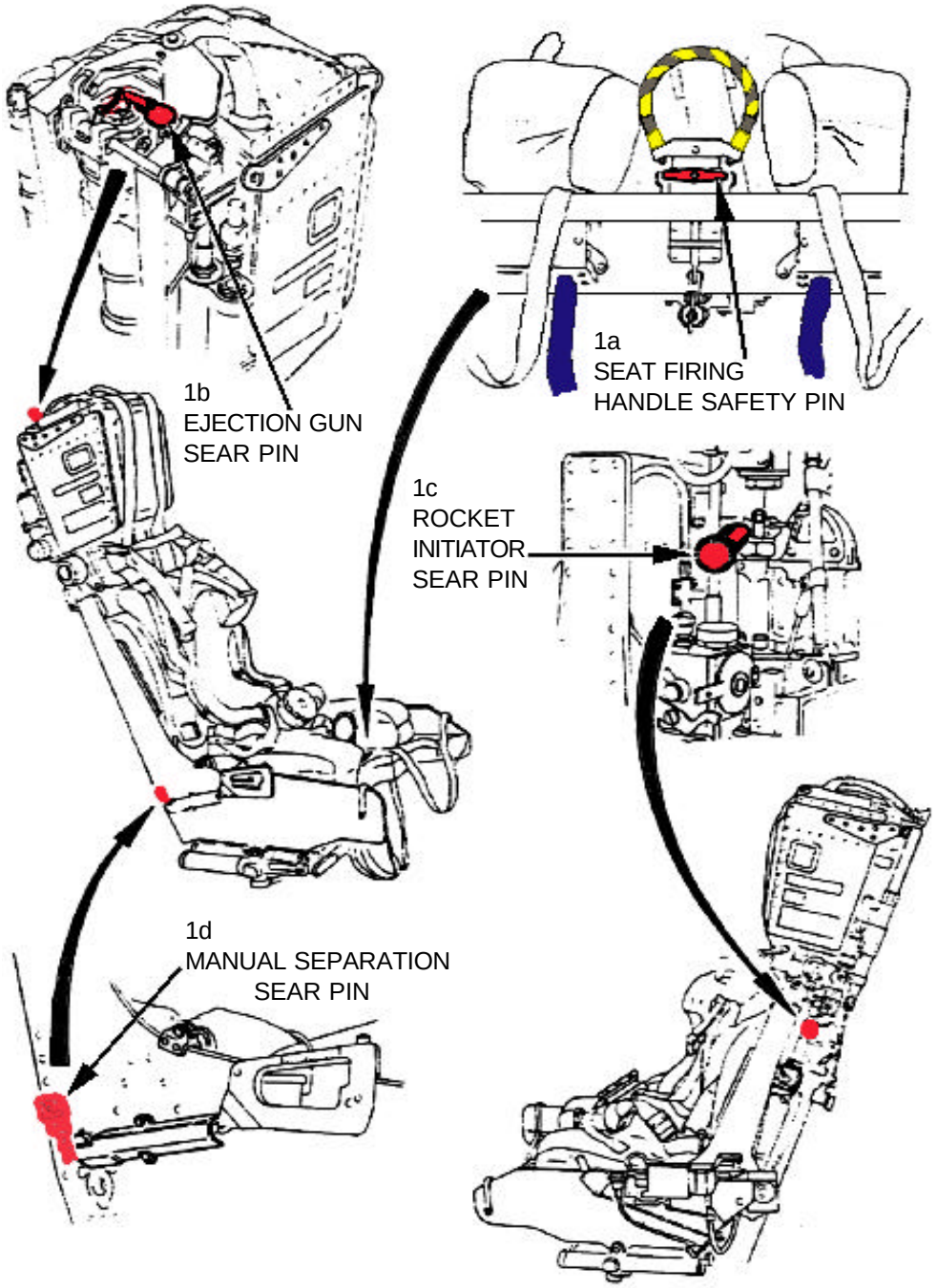
d. Install safety pin in the manual separation sear located on the lower right side of the seat.

e. Release the pilot's oxygen mask; do not remove helmet.

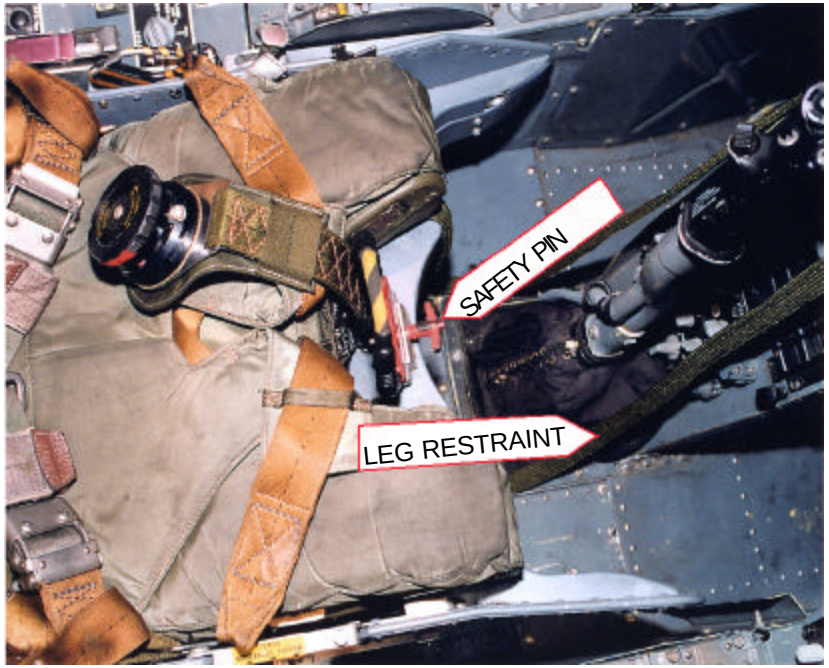
f. Release the dinghy clip on the pilot's left thigh (Martin-Baker type clip).

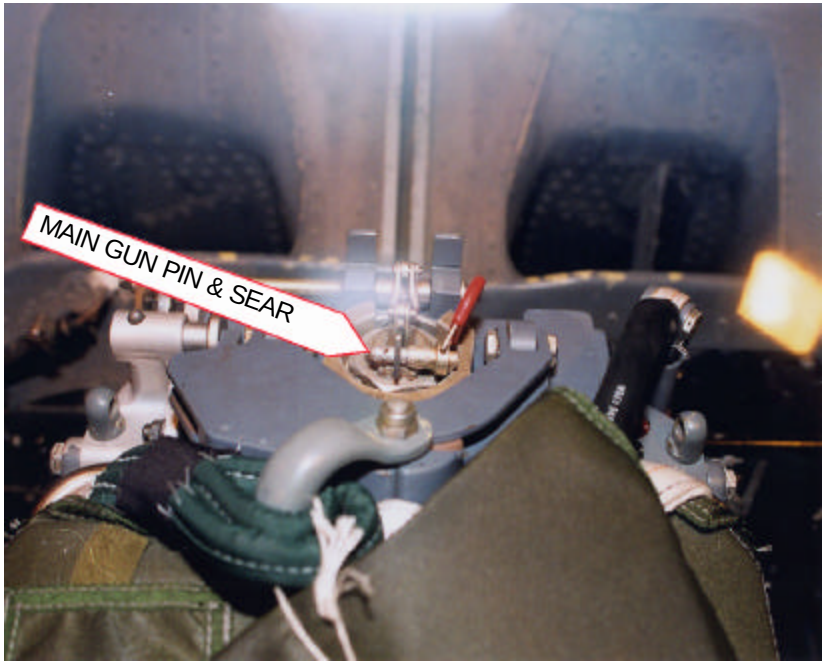
g. Release the pilot's Personal Equipment Connector (PEC) at the left hand side of the cockpit; this should also release the leg restraining straps. Check and if not released, do so manually by operating the clip on both legs (Martin-Baker type clip).

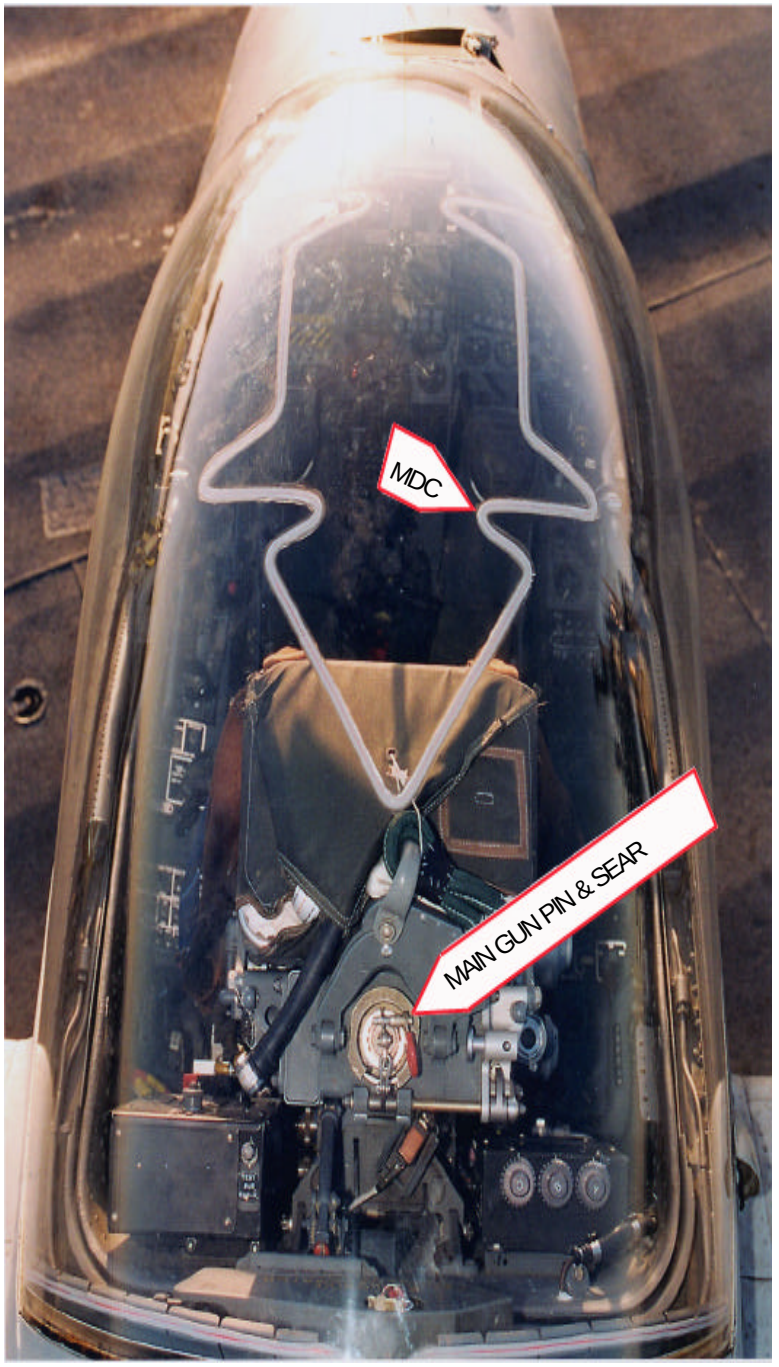
h. Hold the pilot back into the seat and release the harness (turn the knob on the QRB a quarter turn to release the straps). Place the straps clear of the pilot and lift crew clear of the cockpit.



AIRCREW EXTRACTION-Continued







AIRCRAFT HAZARDS

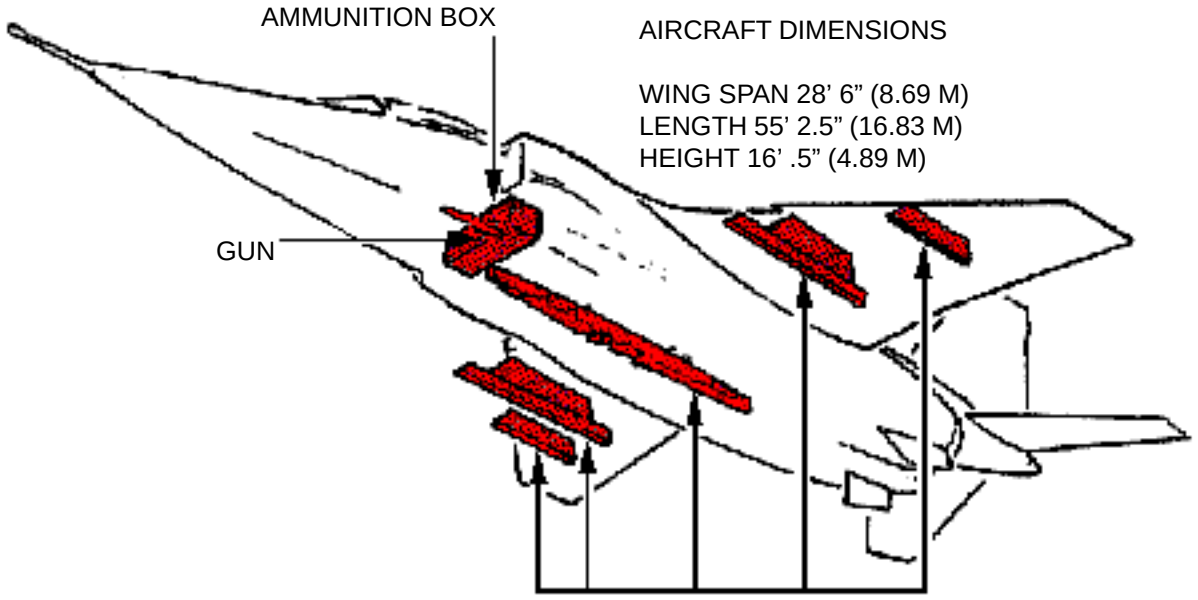
A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, and missles.

WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

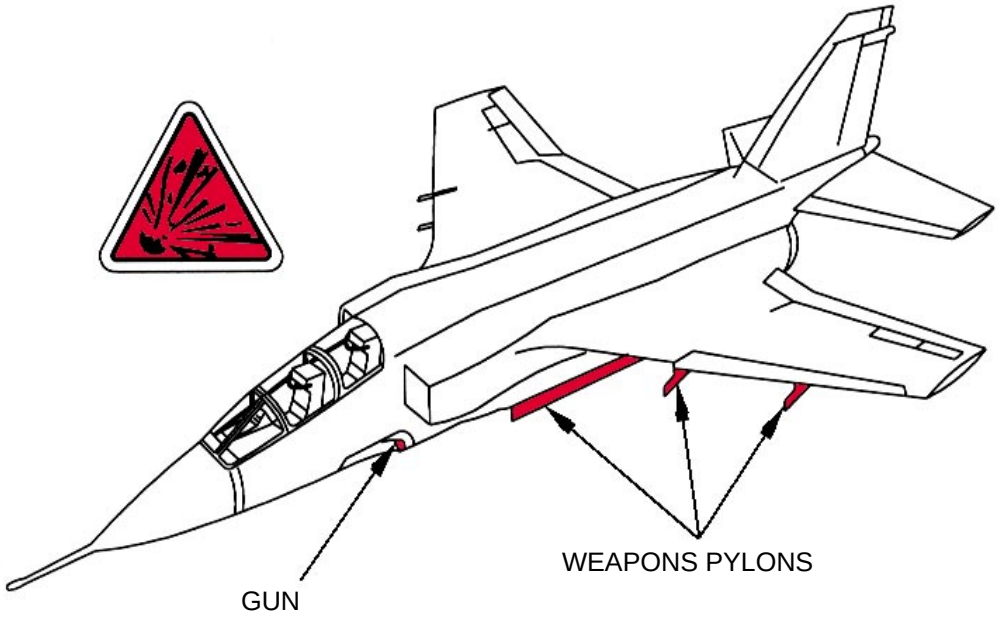
OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium +beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishant)
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature bulbs)
Methyl Bromide (Fire Extinguishant)
Miniature Detonating Cord (MDC)
Polytetrafluoroethylene
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Tritium light sources
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-26
Oxygen: LOX



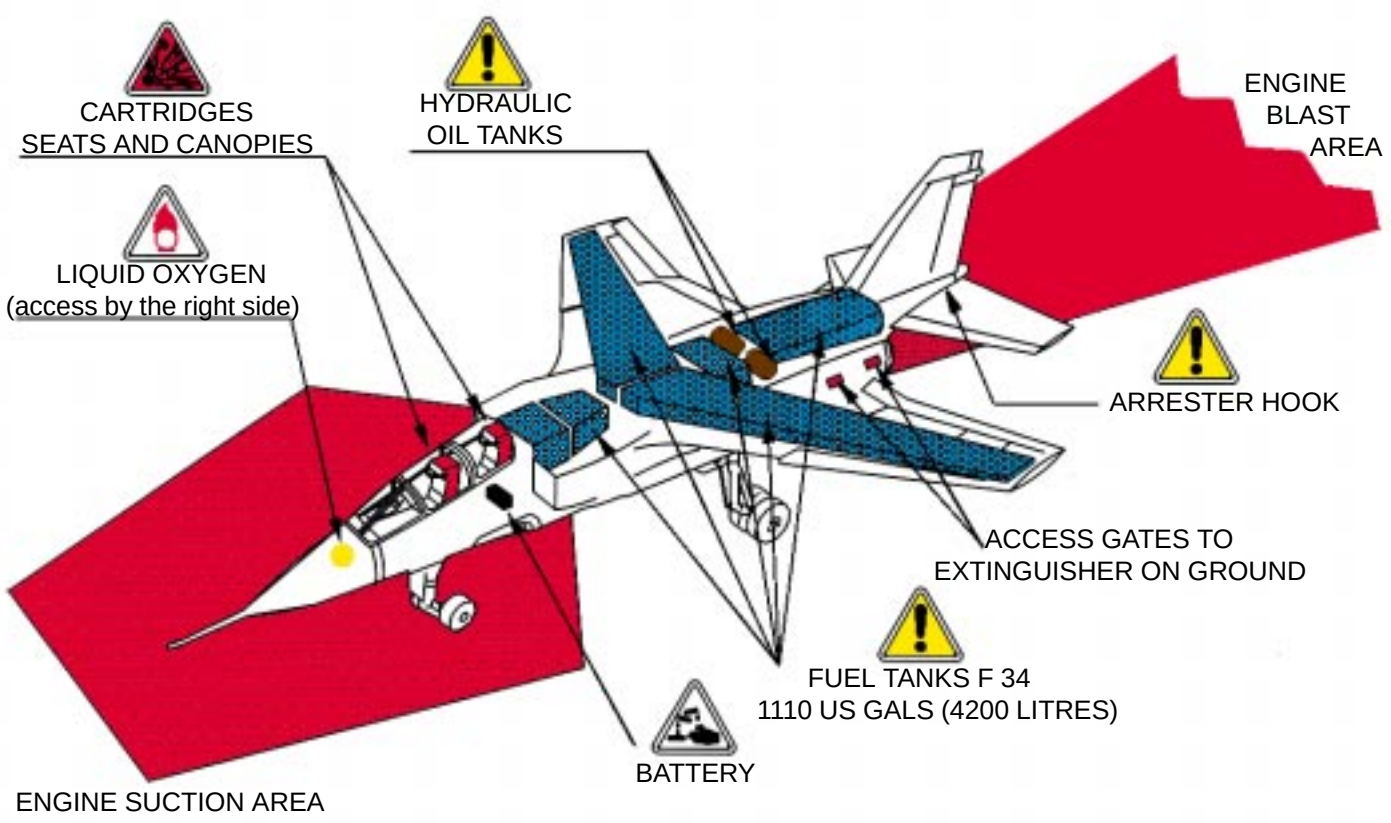
AIRCRAFT DIMENSIONS

WING SPAN 28’ 6” (8.69 M)
LENGTH 55’ 2.5” (16.83 M)
HEIGHT 16’ .5” (4.89 M)

WEAPONS PYLONS



AIRCRAFT HAZARDS-Continued



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. On left side of fuselage, press down streaks or release button, to release handle.

b. Pull release handle and lift canopies.

2. EMERGENCY ENTRY

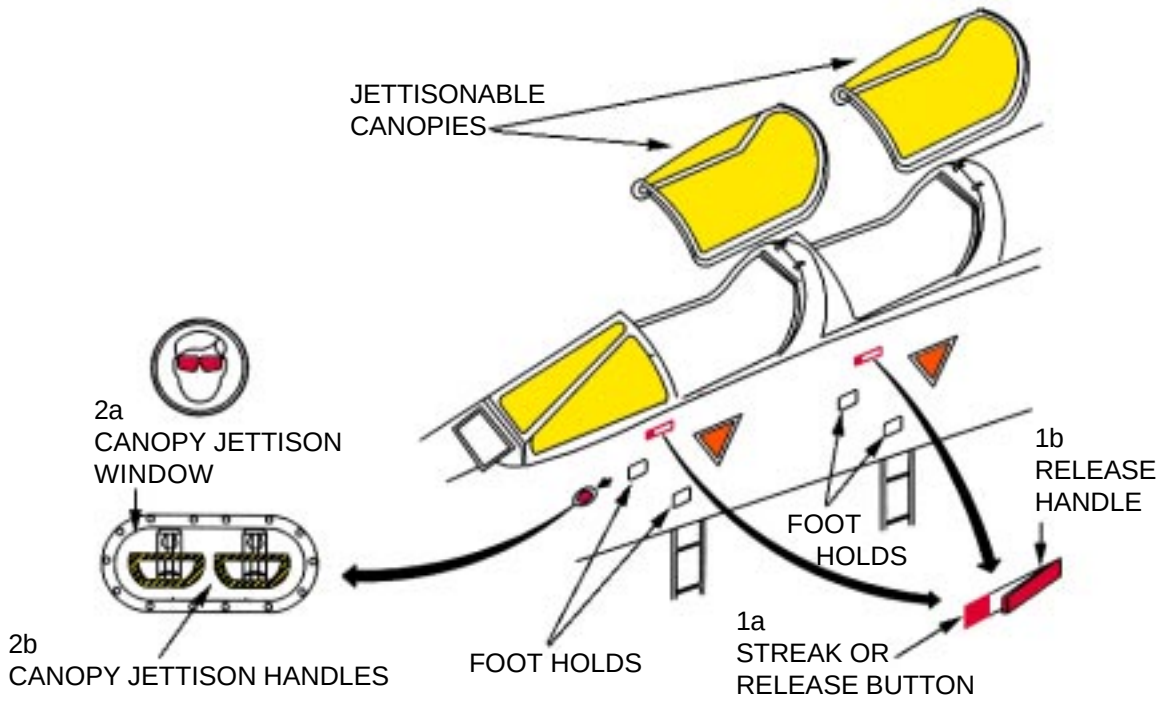
a. On left or right side of fuselage, break window.

NOTE:
Canopy must be locked prior to jettison.

b. Pull corresponding handle to jettison corresponding canopy.

3. CUT-IN

a. Use power rescue saw to cut-in canopy. Cut all four sides.



ENGINE SHUTDOWN, SAFETY ARMAMENT AND ELECTRIC POWER SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull throttle, located on left console, to AFT position.

b. Push throttle levers and set throttle in aft STOP position.

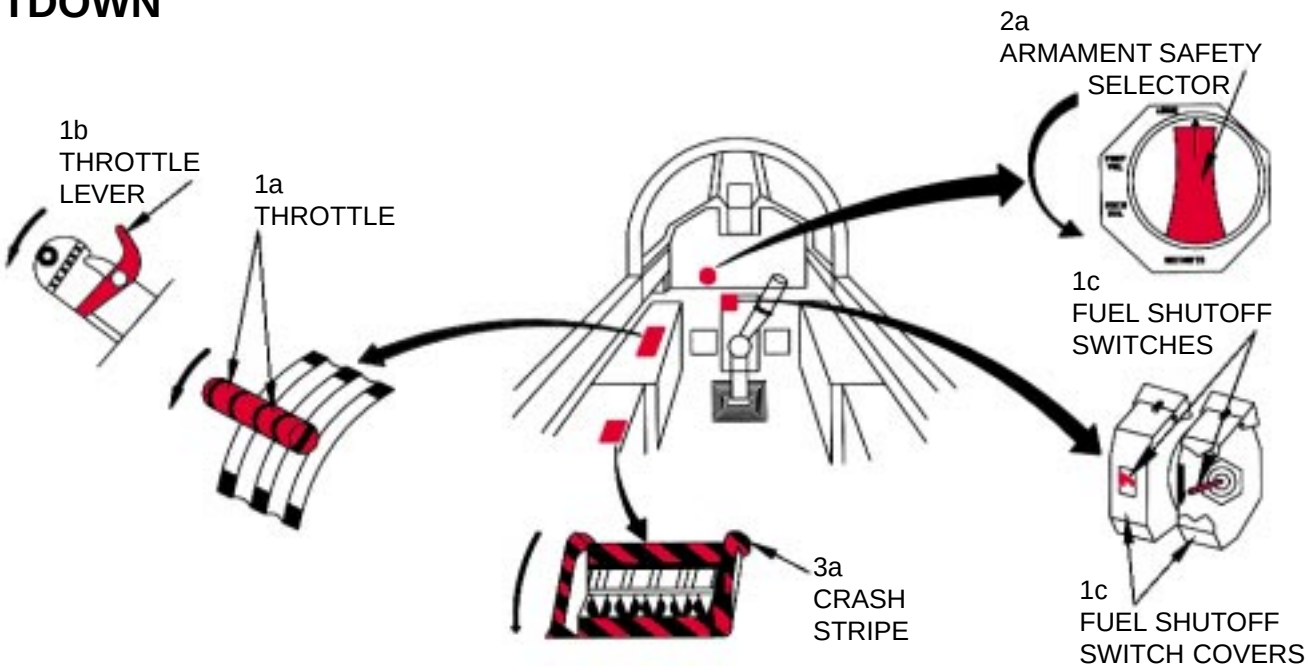
c. Lift both fuel shutoff switch covers, located on center pedestal, and place switches in DOWN position.

2. SAFETY ARMAMENT

a. Turn safety armament selector, located on center console, to the left on the SAFETY position.

3. ELECTRIC POWER SHUTDOWN

a. Lift electric power crash stripe, located on left aft console, to the AFT position.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

NOTE:
This ejection seat and canopy system is safetied with safety pins or clips.

a. Safe the gun, located top of seat.

b. Safe the extractor gun, located on left side of seat.

c. Safe the high handle, located above face curtain.

d. Safe the lower handle, located center forward seat bucket.

e. Safe the canopy ejection pin located on the left side at the top of the seat.

f. Set “Normal” and “Emergency” oxygen commutator taps to OFF.

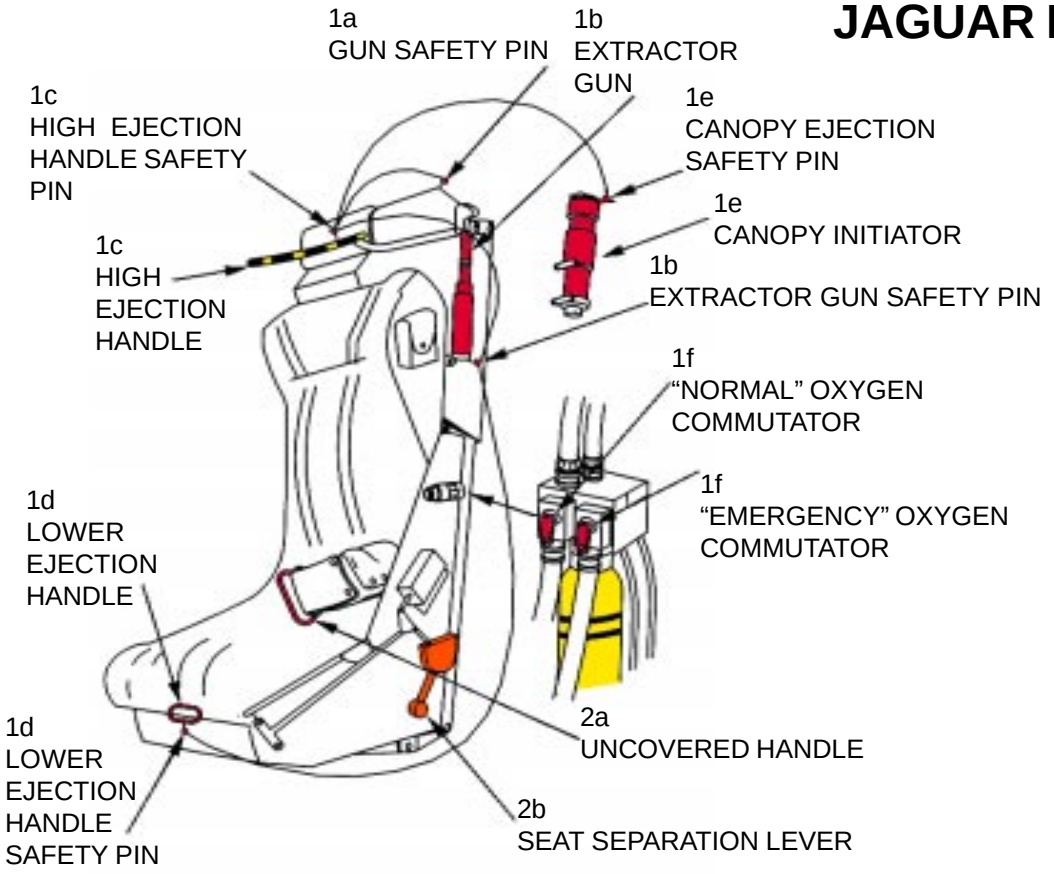
2. AIRCREW EXTRACTION

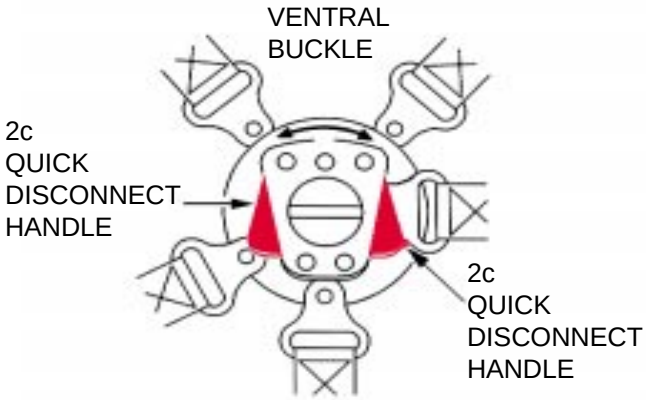
a. Pull uncovered handle, located on the left side of seat, for parachute separation.

b. Lift orange lever, located on the left side at bottom of the seat, for crewmember separation.

c. Release ventral (restraints) buckle by the quick disconnect handle to free crewmember from harnesses.

d. Pull up the crewmember by the harness straps.





AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, missles, and reconnaissance camera pack.

WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium +beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishant)
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature bulbs)
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Miniature Detonating Cord (MDC)
Polytetrafluoroethylene
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
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Tritium light sources
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Hydraulic oil: OM-15
High pressure gases: Nitrogen
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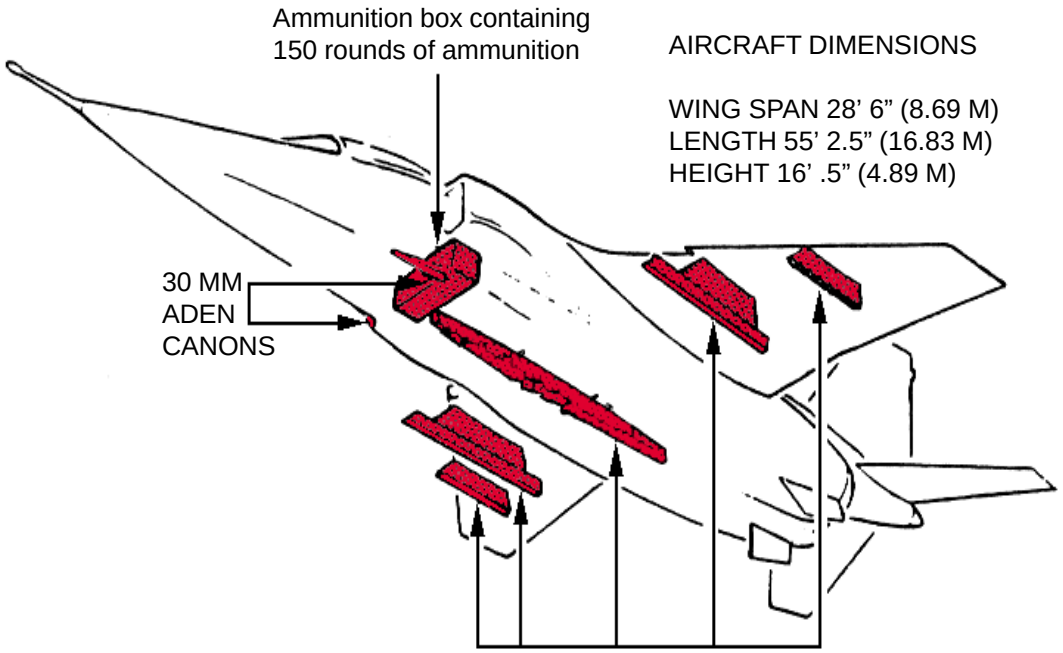
Oxygen: LOX



AIRCRAFT DIMENSIONS

WING SPAN 28’ 6” (8.69 M)
LENGTH 55’ 2.5” (16.83 M)
HEIGHT 16’ .5” (4.89 M)

WEAPONS PYLONS CAN CARRY
UP TO 2,500 LBS (1134 KG)

JAGUAR GR1

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Operate normal canopy release handle located at lower left corner of left wind shield.

b. Lift up canopy into LOCKED position. Canopy is hinged at rear.

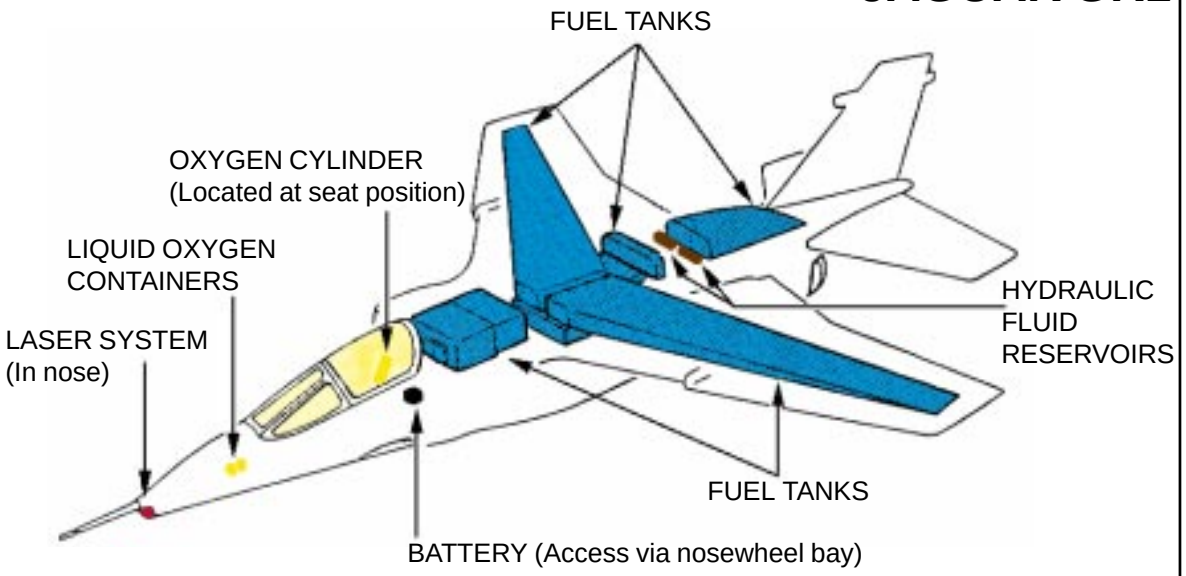
2. EMERGENCY ENTRY

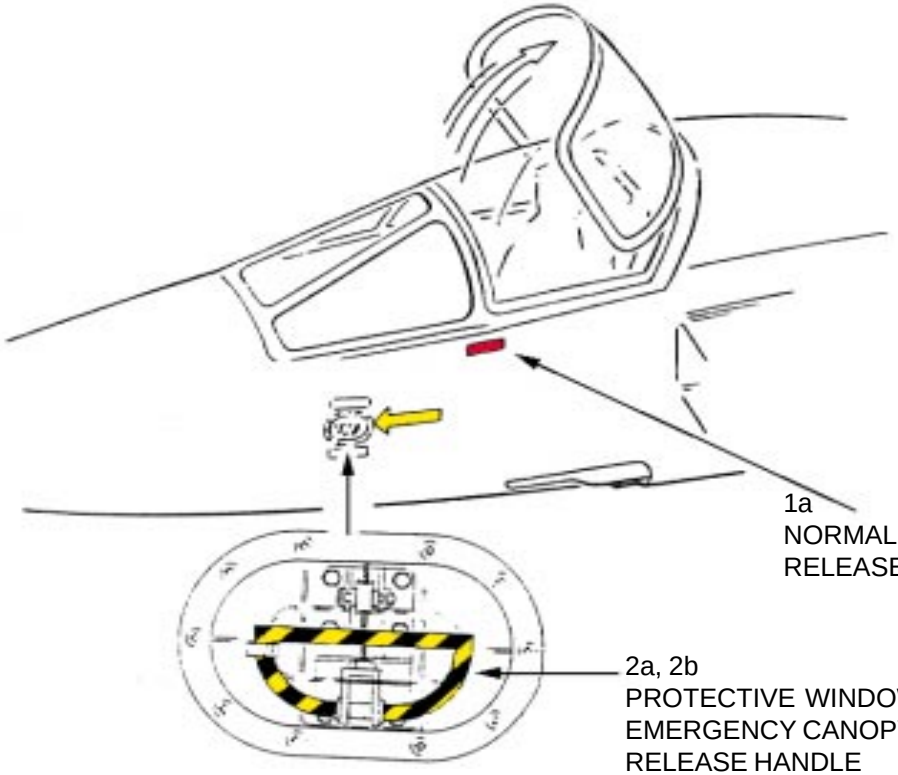
a. Break protective window of emergency canopy release handle, located on port and starboard side of canopy.

b. Pull black and yellow handle. Canopy will jettison.

3. CUT-IN

a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame. Wind screen is bullet proof.





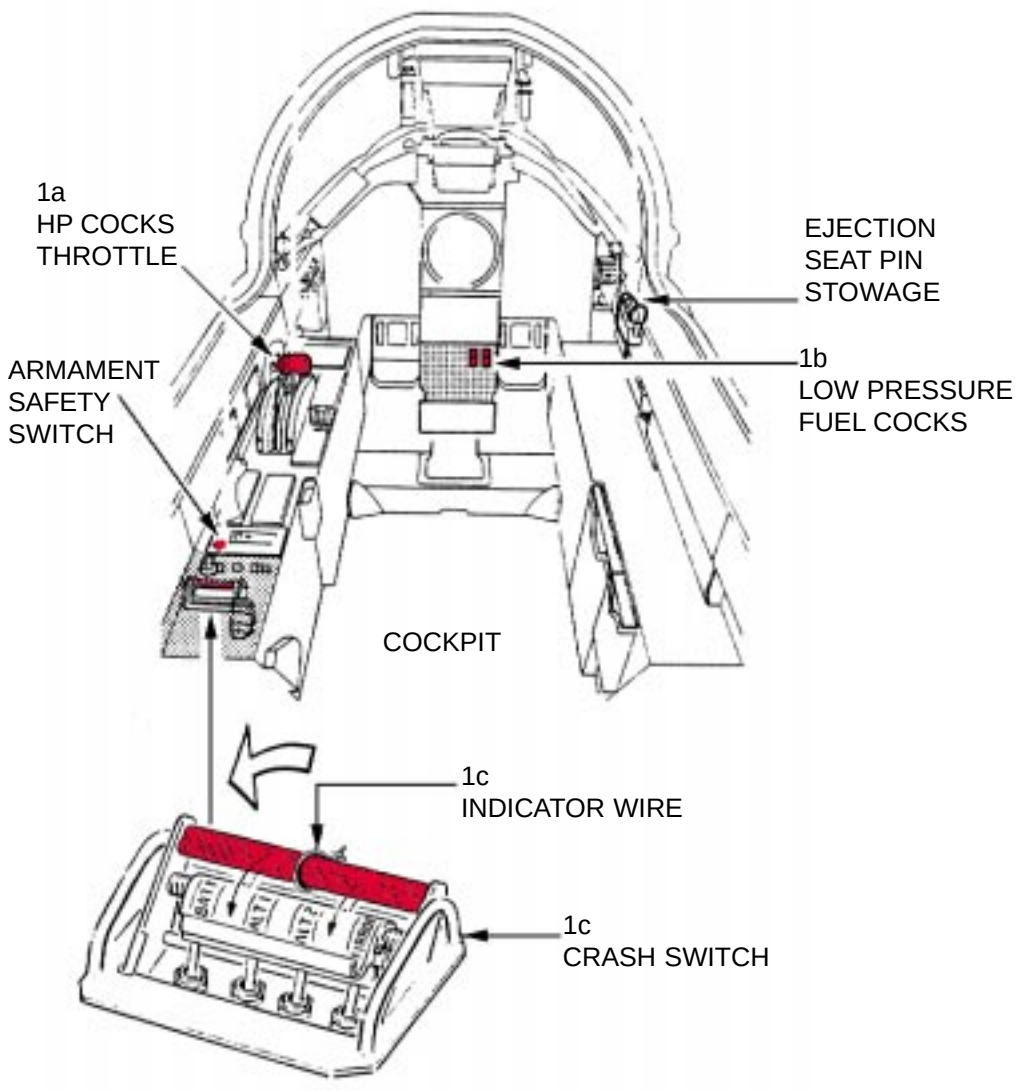
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull HP cocks throttle, located on left console, back to OFF.

b. Place low pressure fuel cocks, located on center console, down to CLOSED.

c. Break indicator wire and move crash switch, located on aft left console, REARWARD.



SEAT SAFETYING AND AIRCREW EXTRACTION

NOTE:
The Jaguar GR1 uses a Martin-Baker IN9B MK II zero-zero ejection seats. In two seat versions, the aft seat is 15” or 38 cm higher than the forward seat.

1. SEAT SAFETYING

a. Insert main gun sear safety pin.

2. AIRCREW EXTRACTION

a. Remove face mask.

b. Operate PEC.

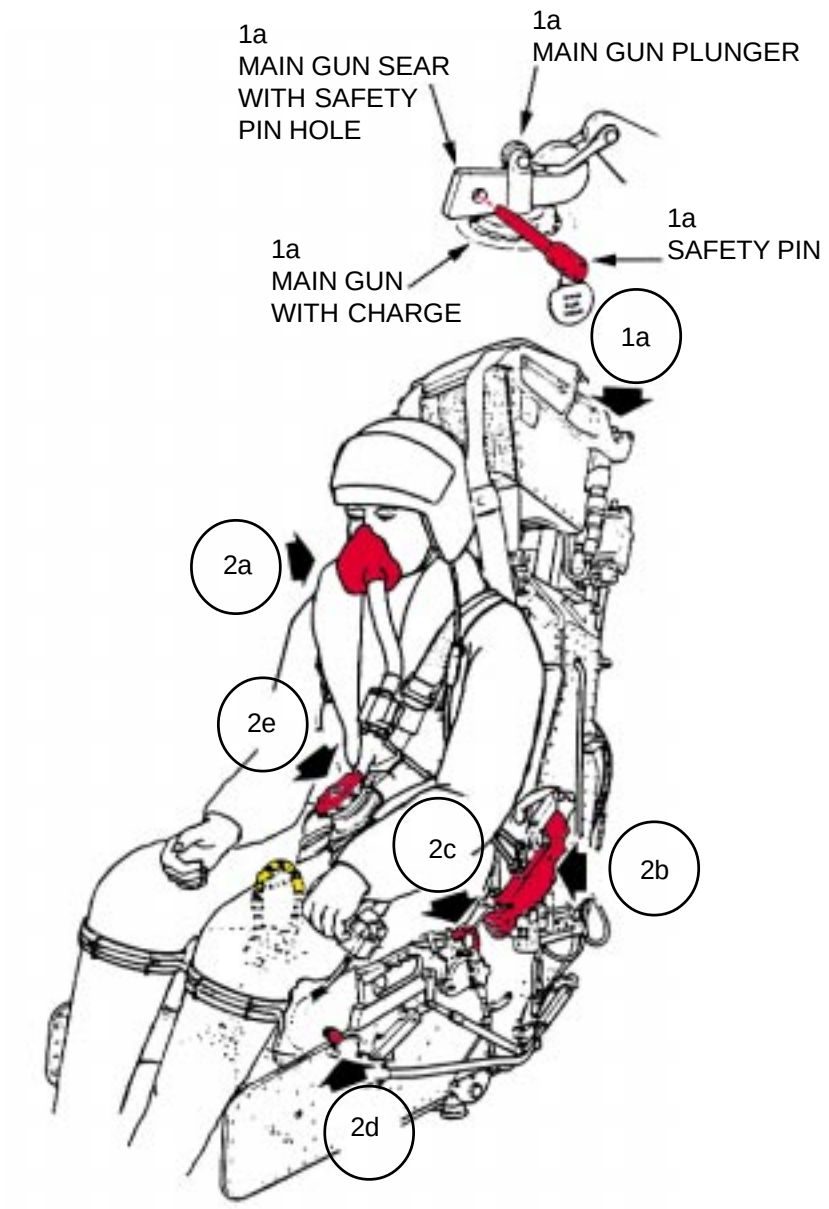
c. Release PSP.

d. Operate toggle switch to release leg restraints and pull lines through garters.

e. Release QRF and turn and press box firmly. Lay clear all harness and restraints.

f. Remove aircrew member.

g. Install remaining safety pins into ejection seat.



The aircraft information is pending release.

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AIRCRAFT HAZARDS

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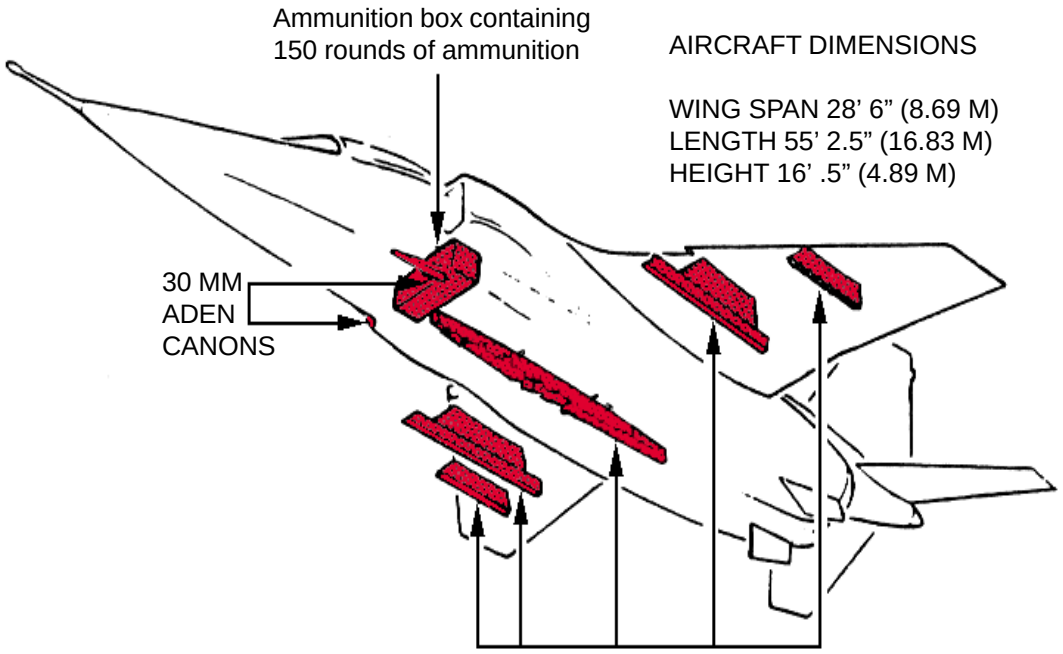
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature bulbs)
Methyl Bromide (Fire Extinguishant)
Miniature Detonating Cord (MDC)
Polytetrafluoroethylene
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Tritium light sources
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-26
Oxygen: LOX
Oxygen: Cylinder on ejection seat



AIRCRAFT DIMENSIONS

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LENGTH 55’ 2.5” (16.83 M)
HEIGHT 16’ .5” (4.89 M)

WEAPONS PYLONS CAN CARRY
UP TO 2,500 LBS (1134 KG)

JAGUAR MK1A

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Operate normal canopy release handle located at lower left corner of left wind shield.

b. Lift up canopy into LOCKED position. Canopy is hinged at rear.

2. EMERGENCY ENTRY

a. Break protective window of emergency canopy release handle, located on port and starboard side of canopy.

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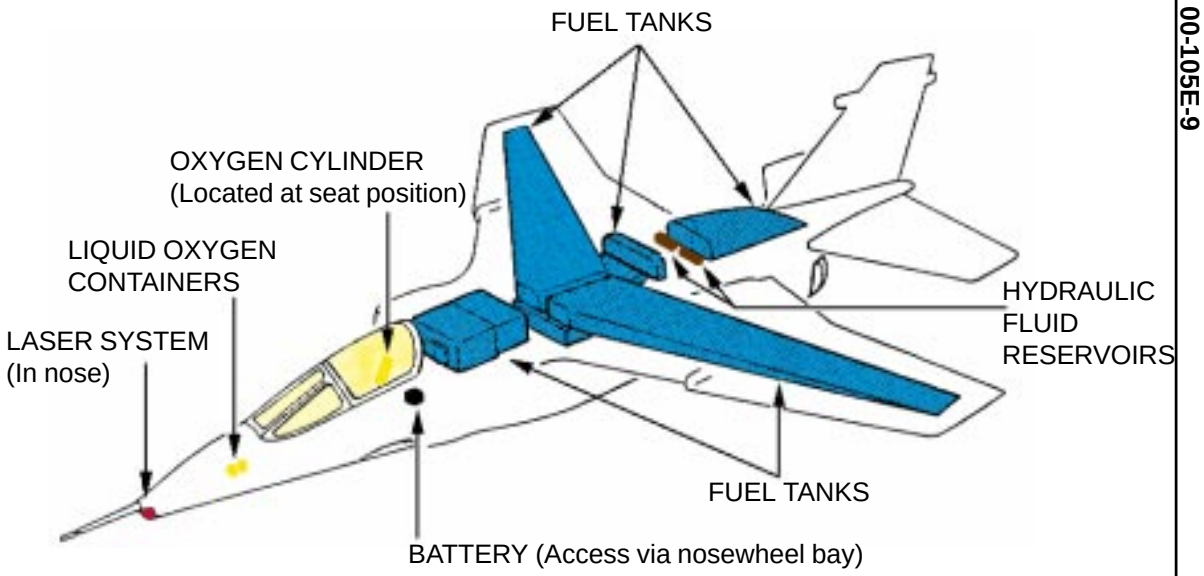
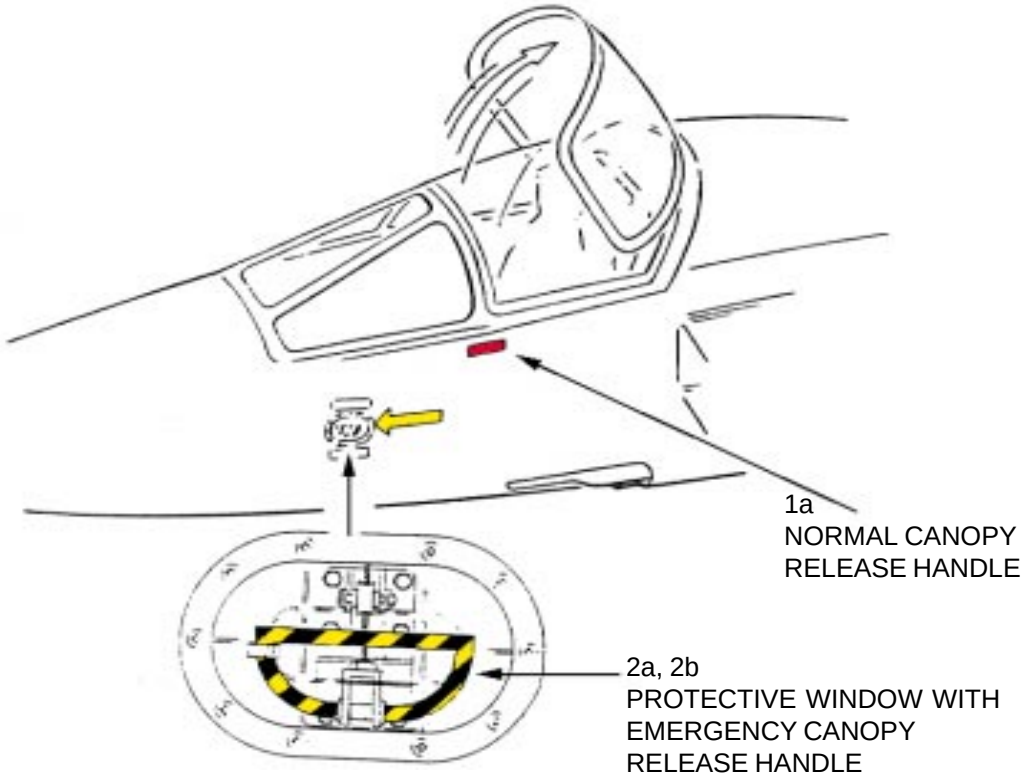
a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame. Wind screen is bullet proof.





ENGINE SHUTDOWN, SAFETY ARMAMENT AND ELECTRIC POWER SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull throttle, located on left console, to AFT position.

b. Push throttle levers and set throttle in aft STOP position.

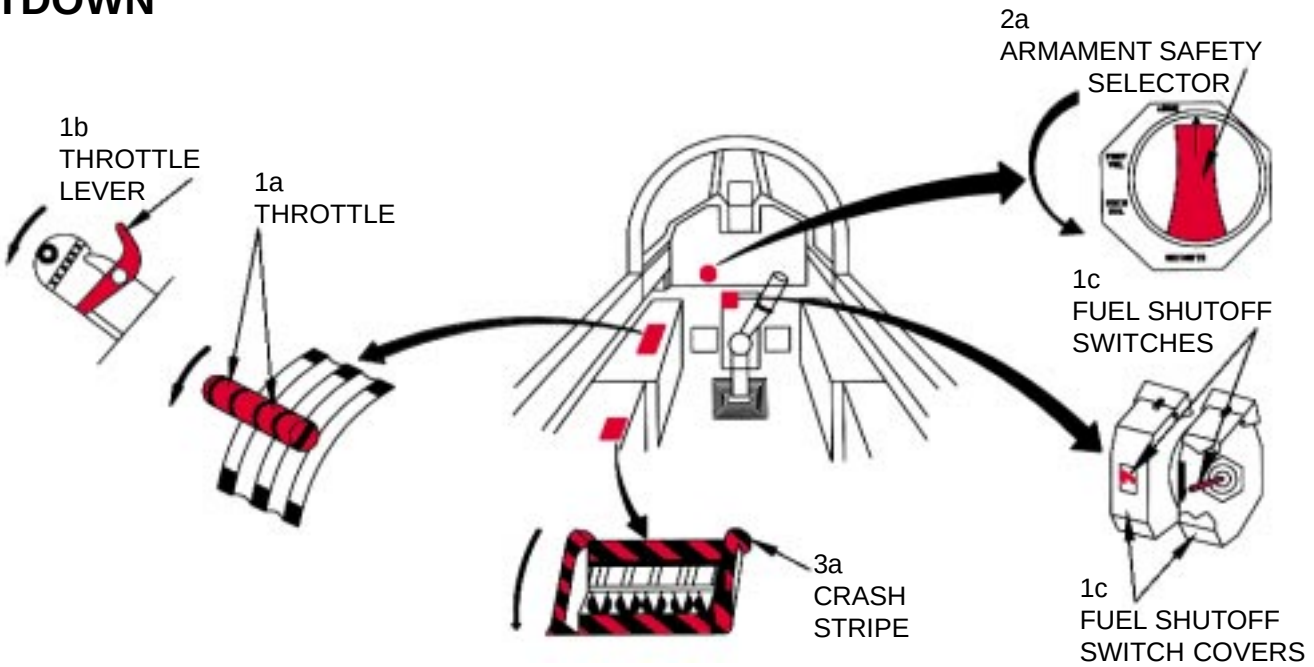
c. Lift both fuel shutoff switch covers, located on center pedestal, and place switches in DOWN position.

2. SAFETY ARMAMENT

a. Turn safety armament selector, located on center console, to the left on the SAFETY position.

3. ELECTRIC POWER SHUTDOWN

a. Lift electric power crash stripe, located on left aft console, to the AFT position.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

NOTE:
This ejection seat and canopy system is safetied with safety pins or clips.

a. Safe the gun, located top of seat.

b. Safe the extractor gun, located on left side of seat.

c. Safe the high handle, located above face curtain.

d. Safe the lower handle, located center forward seat bucket.

e. Safe the canopy ejection pin located on the left side at the top of the seat.

f. Set “Normal” and “Emergency” oxygen commutator taps to OFF.

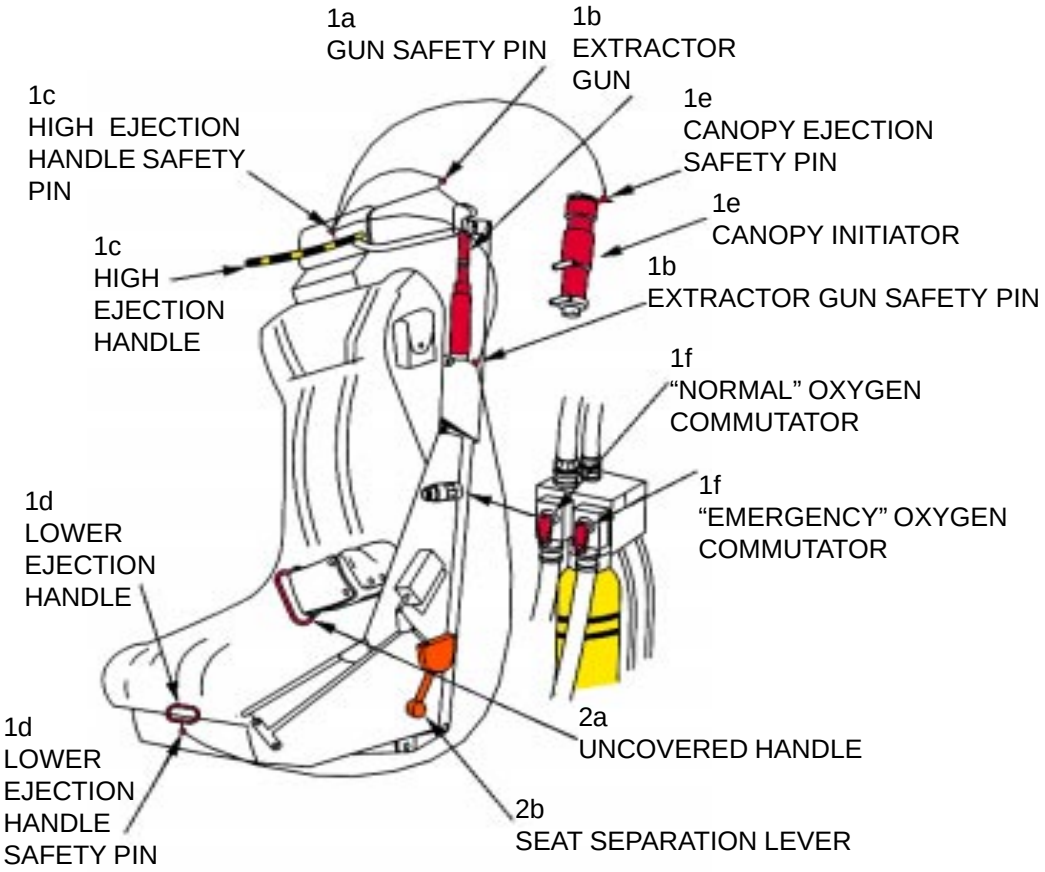
2. AIRCREW EXTRACTION

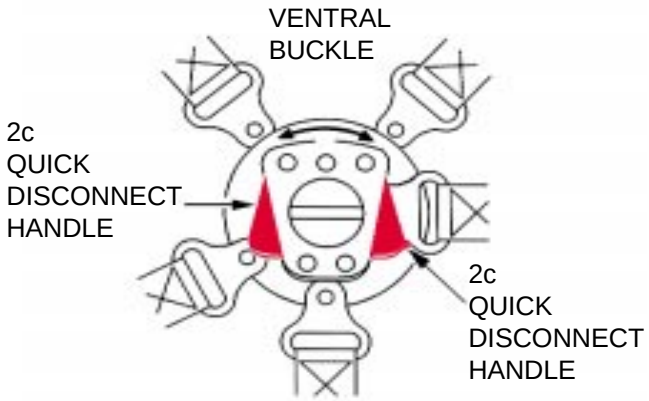
a. Pull uncovered handle, located on the left side of seat, for parachute separation.

b. Lift orange lever, located on the left side at bottom of the seat, for crewmember separation.

c. Release ventral (restraints) buckle by the quick disconnect handle to free crewmember from harnesses.

d. Pull up the crewmember by the harness straps.





AIRCRAFT HAZARDS

JAGUAR T2

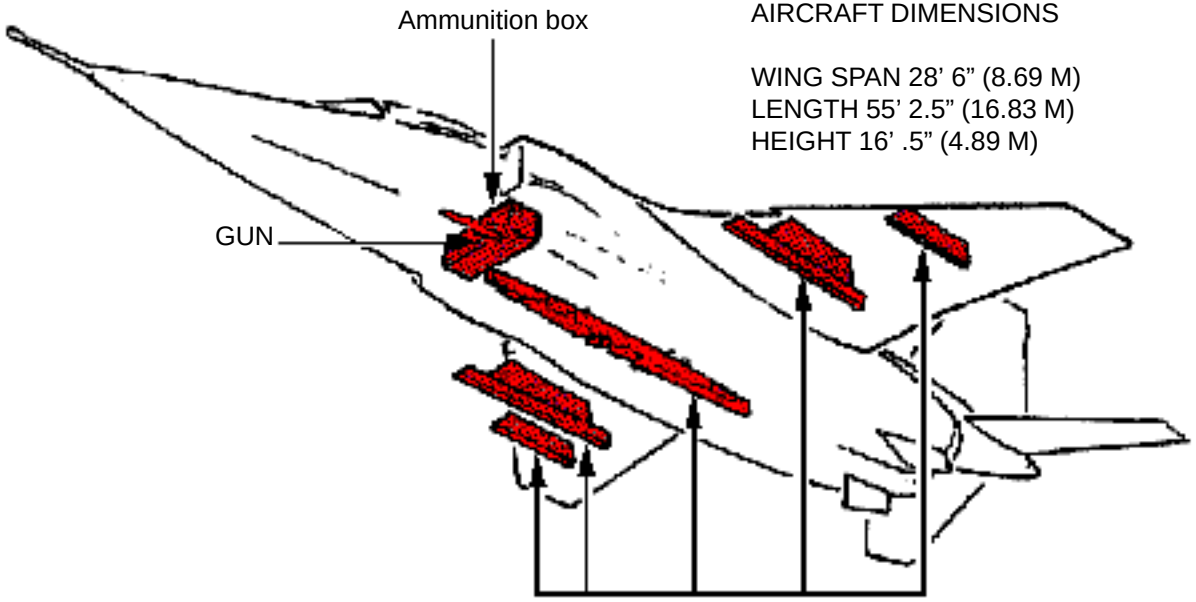
A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, missles, and reconnaissance camera pack.

WARNING

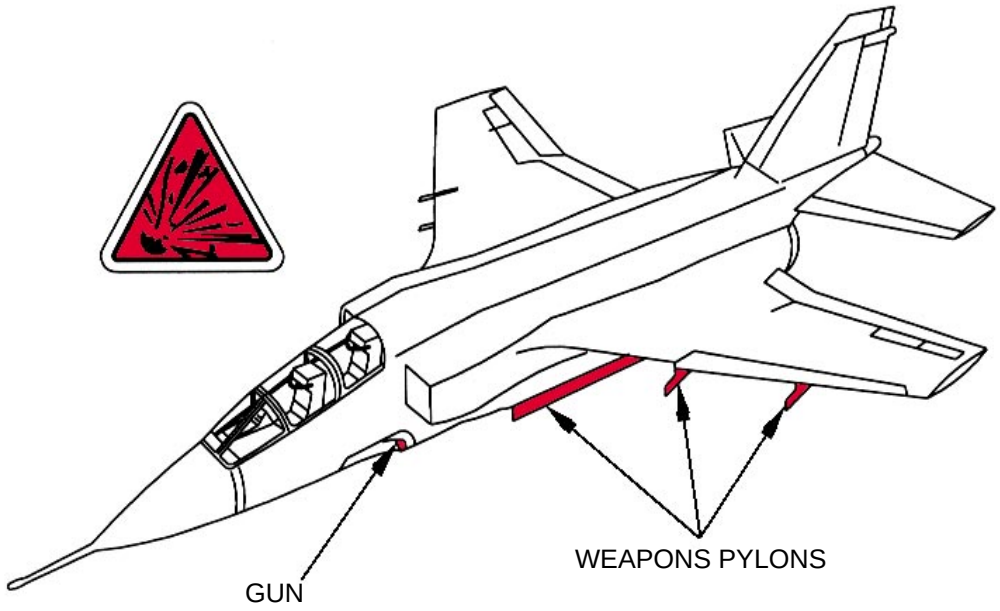
All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium +beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishant)
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature bulbs)
Methyl Bromide (Fire Extinguishant)
Miniature Detonating Cord (MDC)
Polytetrafluoroethylene
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Tritium light sources
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-26
Oxygen: LOX
Oxygen: Cylinders mounted on ejection seats



AIRCRAFT DIMENSIONS

WING SPAN 28’ 6” (8.69 M)
LENGTH 55’ 2.5” (16.83 M)
HEIGHT 16’ .5” (4.89 M)



JAGUAR T2

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. On left side of fuselage, press down on release button, to release handle.

b. Pull release handle and lift canopies.

2. EMERGENCY ENTRY

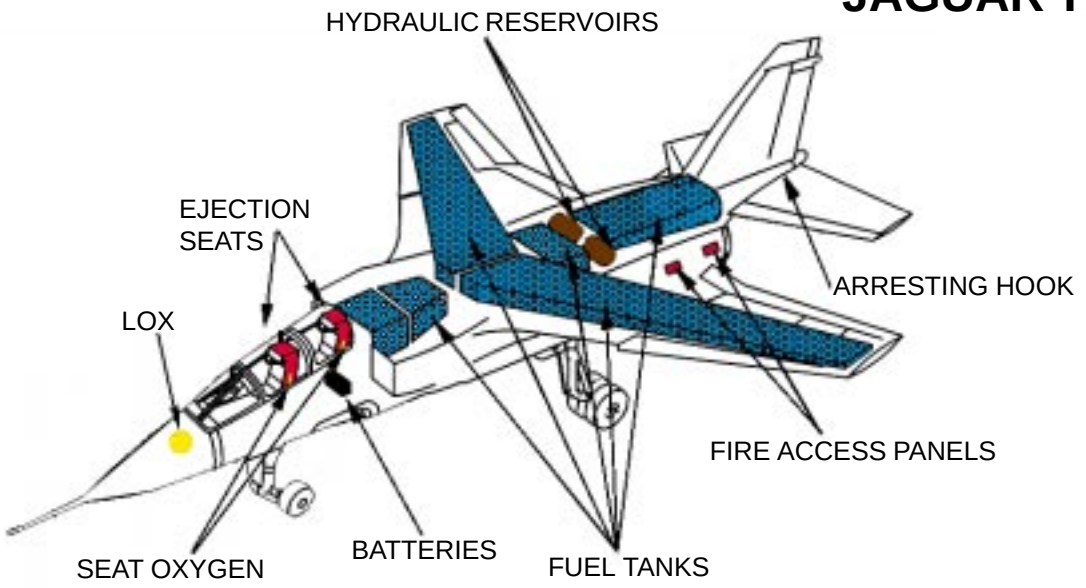
a. On left or right side of fuselage, break window.

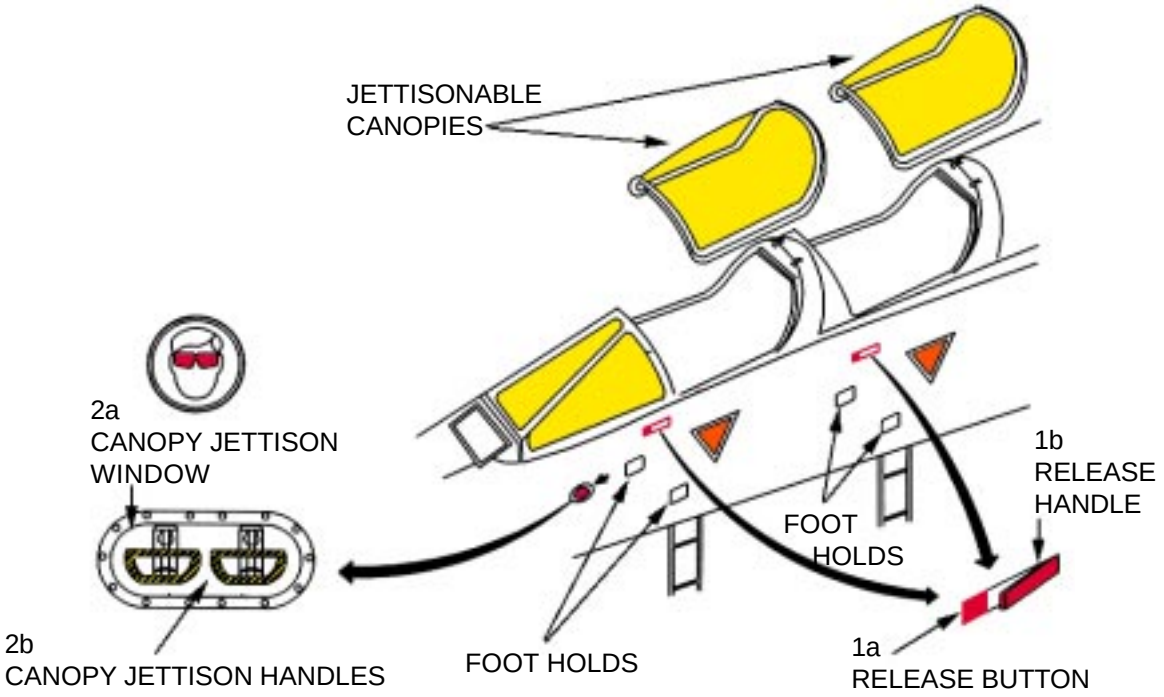
NOTE:
Canopy must be locked prior to jettison.

b. Pull corresponding handle to jettison corresponding canopy.

3. CUT-IN

a. Use power rescue saw to cut-in canopy. Cut all four sides.





ENGINE SHUTDOWN, SAFETY ARMAMENT AND ELECTRIC POWER SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull throttle, located on left console, to AFT position.

b. Push throttle levers and set throttle in aft STOP position.

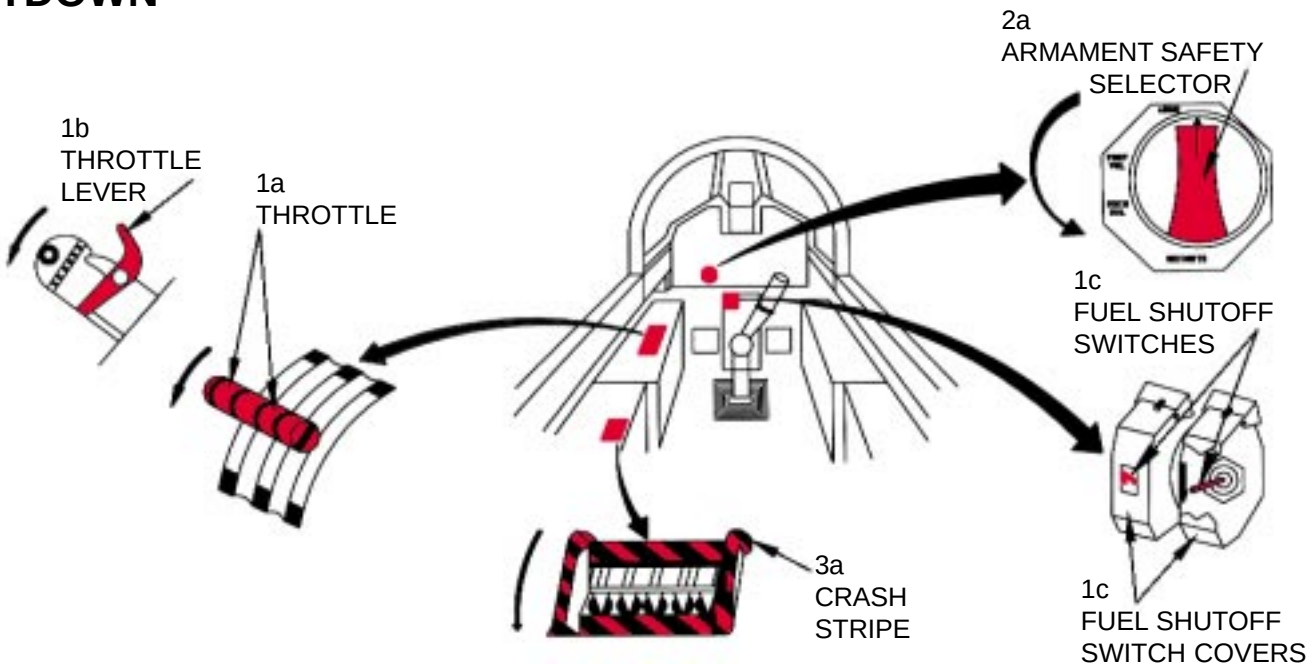
c. Lift both fuel shutoff switch covers, located on center pedestal, and place switches in DOWN position.

2. SAFETY ARMAMENT

a. Turn safety armament selector, located on center console, to the left on the SAFETY position.

3. ELECTRIC POWER SHUTDOWN

a. Lift electric power crash stripe, located on left aft console, to the AFT position.



SEAT SAFETYING AND AIRCREW EXTRACTION

NOTE:

The Jaguar T2 uses a Martin-Baker IN9B MK II zero-zero ejection seats. In two seat versions, the aft seat is 15” or 38 cm higher than the forward seat.

1. SEAT SAFETYING

a. Insert main gun sear safety pin.

2. AIRCREW EXTRACTION

a. Remove face mask.

b. Operate PEC.

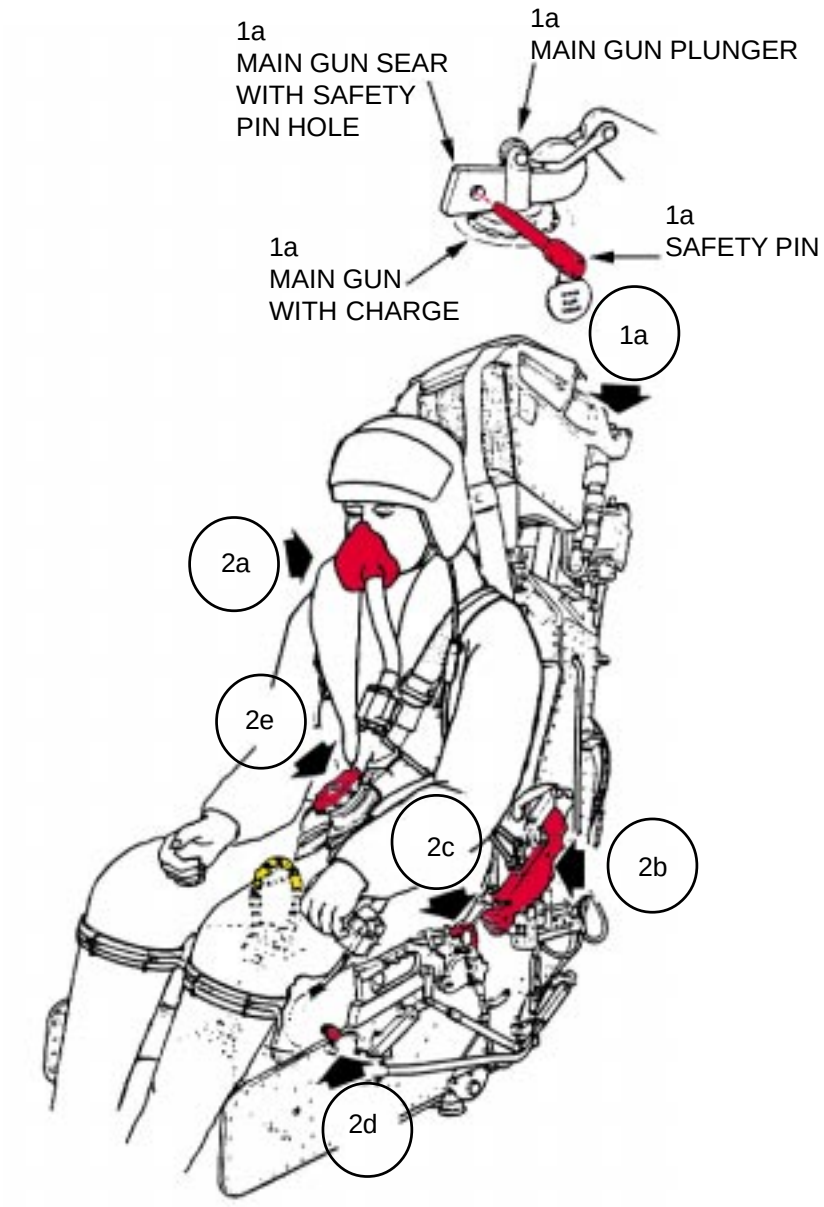
c. Release PSP.

d. Operate toggle switch to release leg restraints and pull lines through garters.

e. Release QRF and turn and press box firmly. Lay clear all harness and restraints.

f. Remove aircrew member.

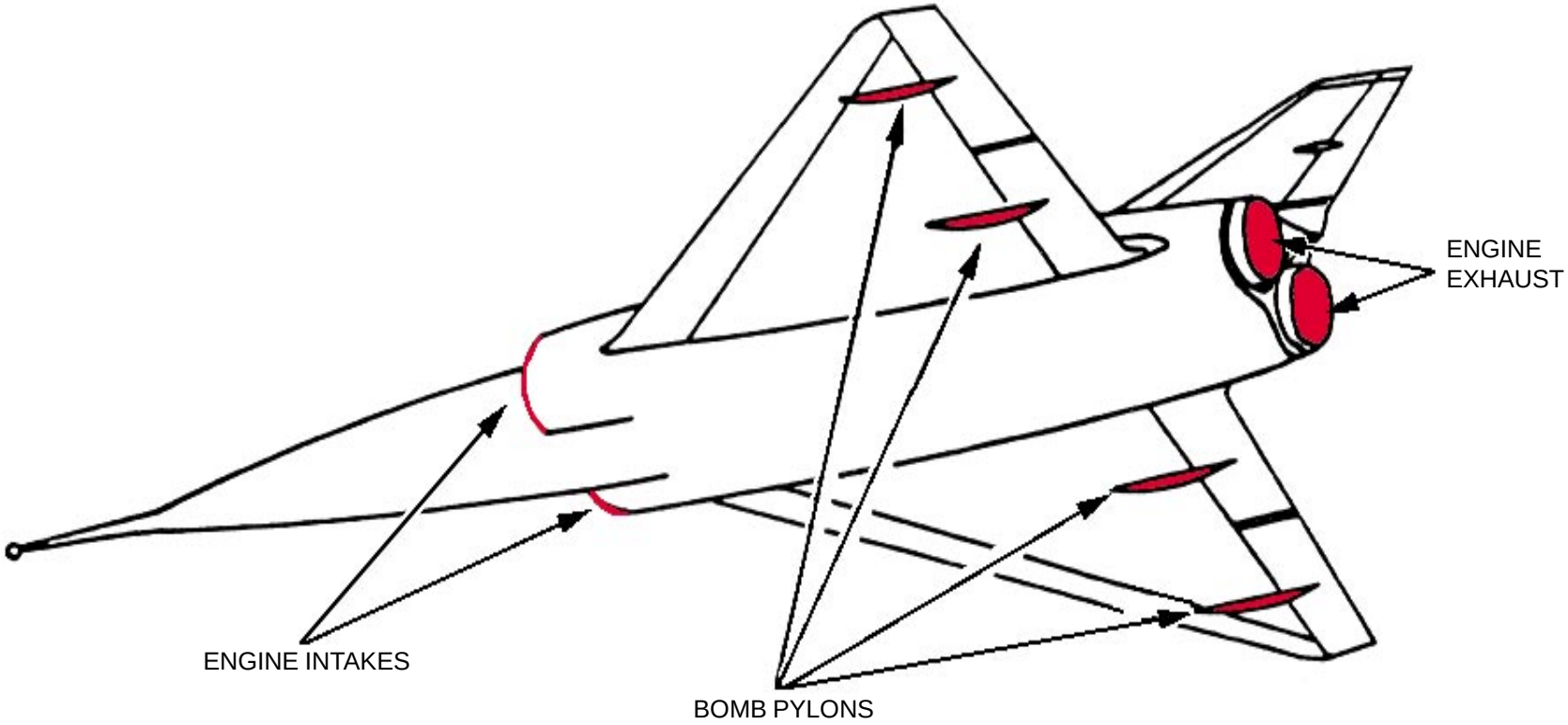
g. Install remaining safety pins into ejection seat.



AIRCRAFT HAZARDS

Flare and chaff pod located on starboard outer pylon.

Carries ASMP medium range air to surface nuclear missles.



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax
Ladder
Canopy Wrench

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. To manual release, insert wrench into holes of male drive square.

b. Turn wrench clockwise.

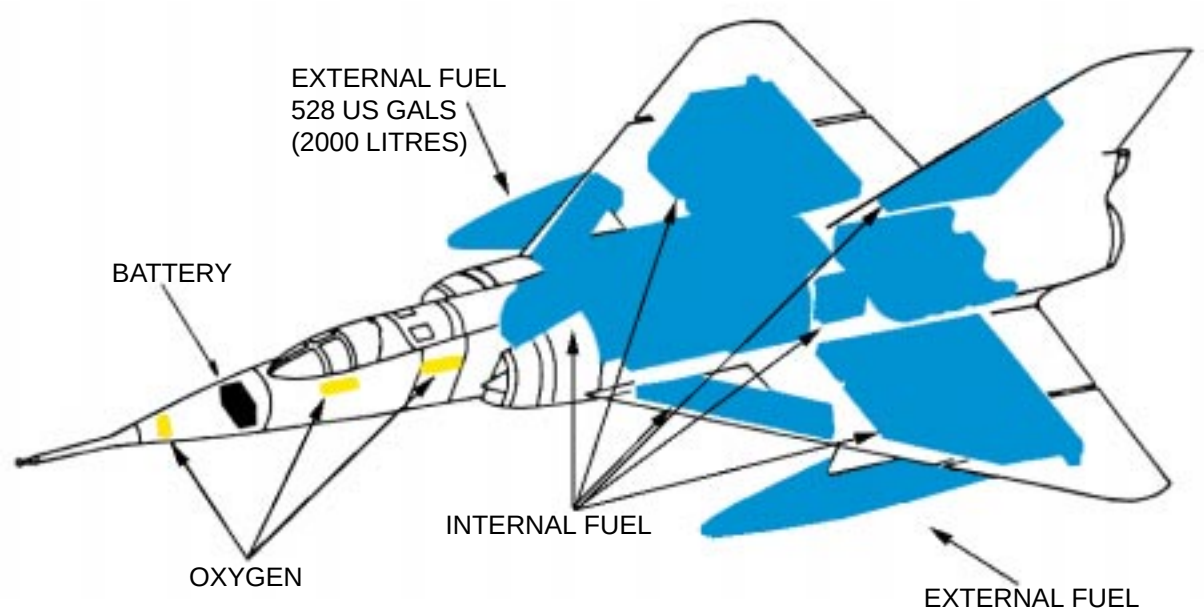
2. EMERGENCY ENTRY

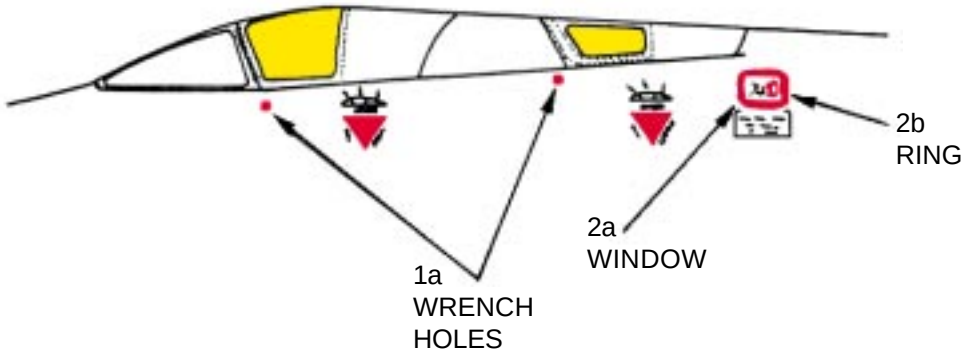
a. To release pyrotechnically, break window glass for canopy jettison.

b. Pull ring in recess.

3. CUT-IN

a. Cut canopy on all four sides.





ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

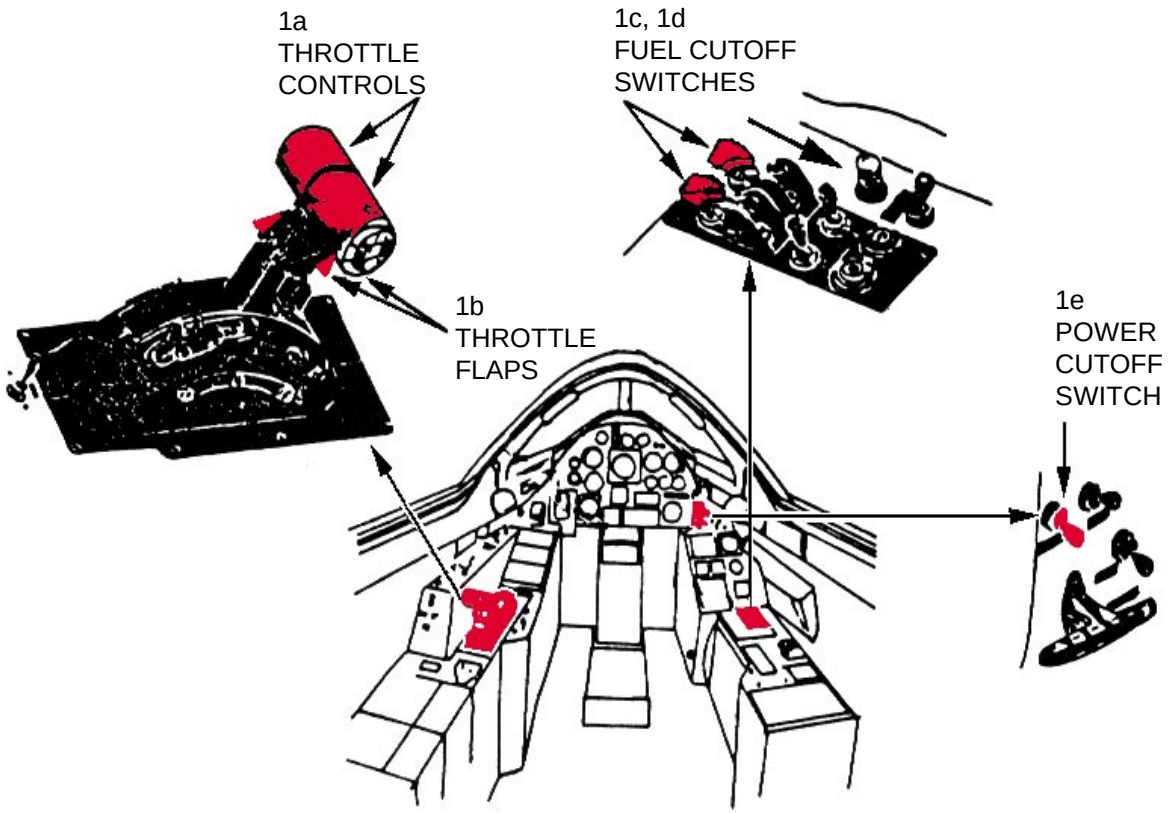
a. Move throttle controls,located on left console, completely AFT.

b. Lift throttle flaps, located below throttle controls, to STOP position.

c. Lift fuel cutoff switch covers, located on right console.

d. Move fuel cutoff switches to AFT.

e. Move power cutoff switch,located on right forward instrument panel, DOWN.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

NOTE:
The Mirage IV uses a Martin Baker ejection seat. The graphic identifies critical components and safety pin locations for safetying and crew extraction.

a. Install safety pins in face curtain, drogue gun, lower ejection handle. Pins are pip pin type.

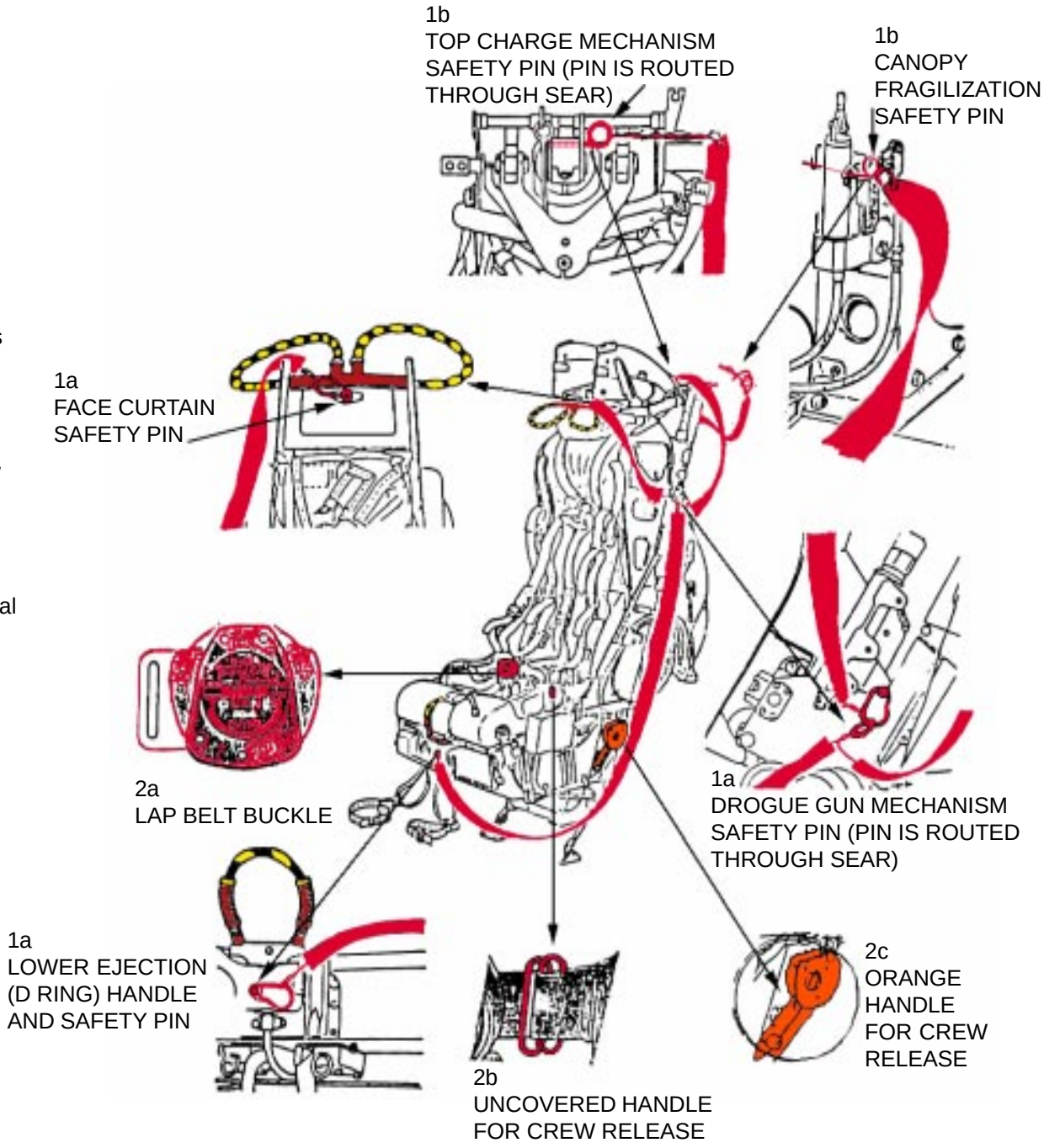
b. Install safety pins in canopy fragilization initiator. Pin is clip type.

2. AIRCREW EXTRACTION

a. Release lap belt buckle. Lap belt buckle secures crew member by lap belt and shoulder harness.

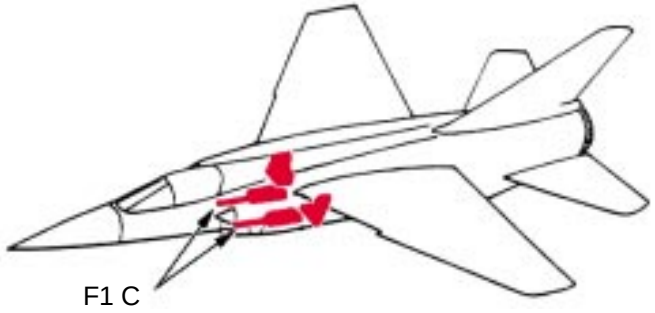
b. Release uncovered handle to release leg restraints.

c. Pull orange handle on left side of seat. This is a central harness quick release for the release of all restraints.

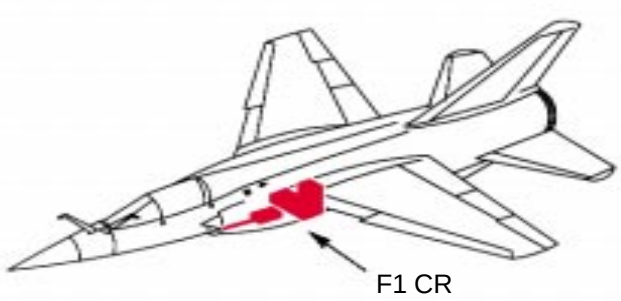


AIRCRAFT HAZARDS

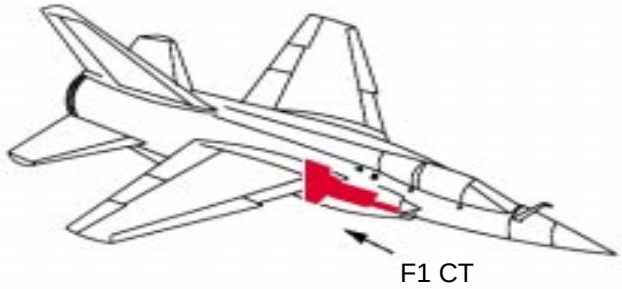
NOTE:
This file of the Mirage includes:
CT or CR, F 1C, and C-14(F-1).



F1 C



F1 CR

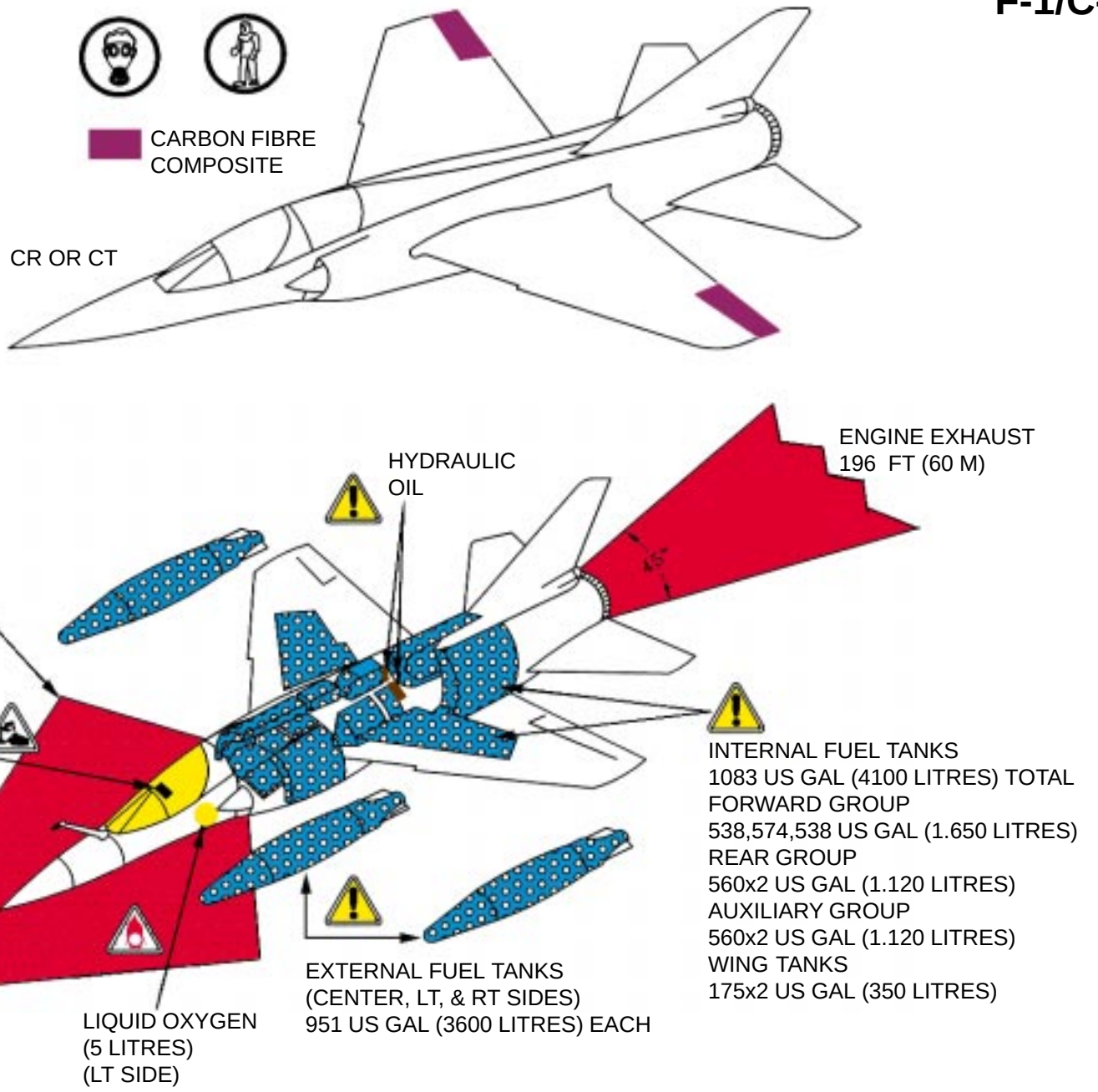


F1 CT

NOTE:
Carriage units are provided with either an air vane or an initiator access door which, in open position, neutralizes load drop.

F1 CR OR F1 CT

AIRCRAFT HAZARDS-Continued



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Canopy unlock key is stowed in panel located on right side of fuselage aft of right intake.

a. Insert key in square slot, located on left side of fuselage forward left corner of canopy.

b. Turn key clockwise to unlock and open canopy.

c. Lift up canopy.

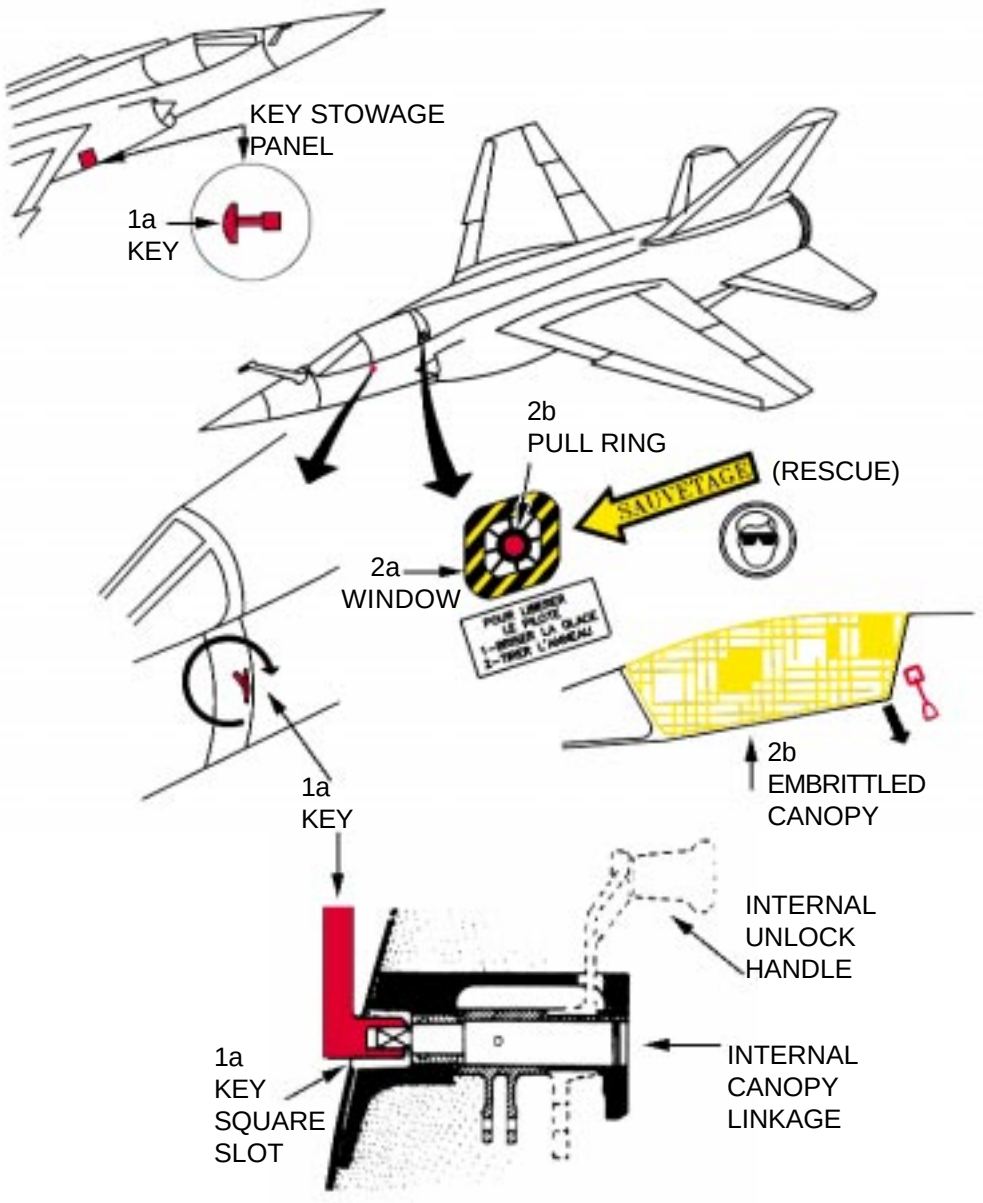
2. EMERGENCY ENTRY

a. Break window glass, located on left side of fuselage aft of canopy, to expose ring.

b. Pull ring to embrittle or shatter canopy.

3. CUT-IN

a. If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.



ENGINE, ARMAMENT, AND ELECTRIC SHUTDOWN

1. ENGINE SHUTDOWN

a. Retard throttles, located on left console, AFT while pressing throttle lever.

b. Place fuel cutoff switches, located on aft left console, to OFF, to stop fuel flow.

c. Lift emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.

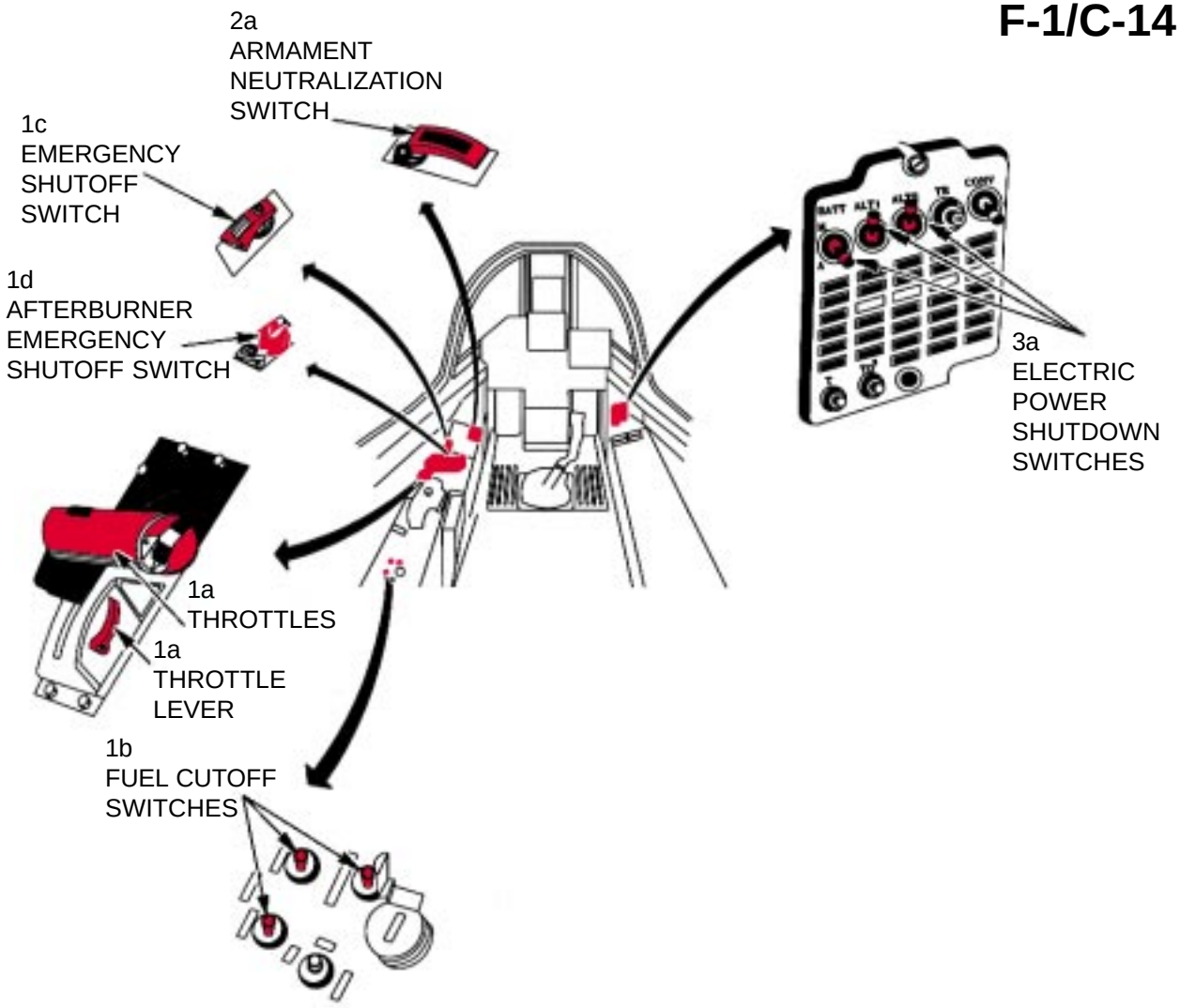
d. Lift afterburner emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.

2. ARMAMENT SHUTDOWN

a. Pull armament neutralization switch guard, located on upper left console, down and INWARD toward seat.

3. ELECTRIC SHUTDOWN

a. Pull electric power shutdown switches (3), located on upper right console, DOWN, to shutoff battery, ALT 1 and ALT 2.



EXTERNAL GROUND EGRESS

1. EXTERNAL GROUND EGRESS - C-14 (F-1)

NOTE:
If the canopy is damaged during ditching procedures, the canopy will need to be unlocked, the canopy system safetyied and disconnected and the canopy actuator disconnected.

WARNING

Engines may still be running, be aware of existing dangers with intakes, hot air exhausts, and hot engine exhaust. Airborn debris may also be present that can endanger personnel.

NOTE:
Canopy unlock key is stowed in panel located on right side of fuselage aft of right intake.

a. Insert key in square slot, located on left side of fuselage forward left corner of canopy.

b. Turn key clockwise to unlock and open canopy.

c. Lift up canopy and hold open for next two steps.

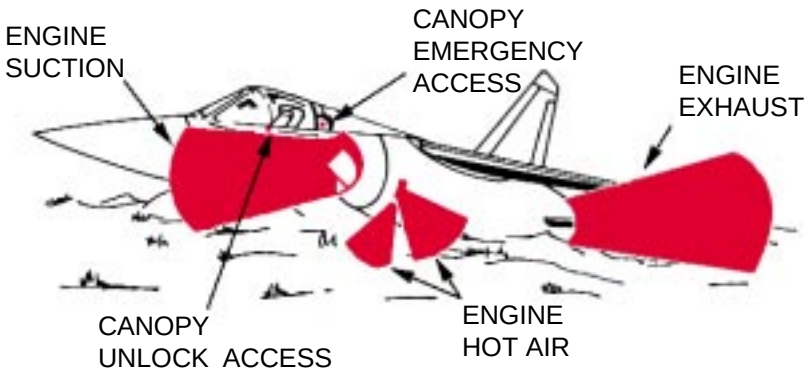
d. If canopy is damaged and will hinder ground egress, disconnect two percussion lines by turning knurled connectors counterclockwise.

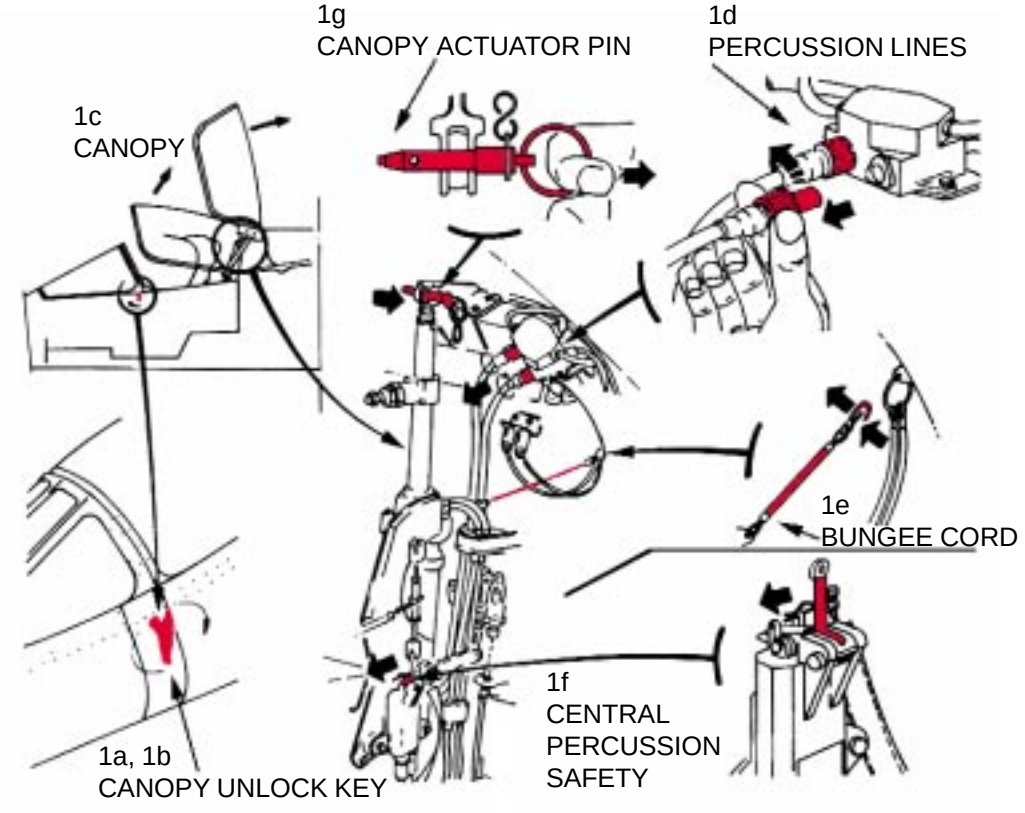
e. Disconnect bungee cord from percussion lines.

f. Place central percussion on safety.

g. Disconnect canopy actuator by pulling pin out at top of actuator and set canopy aside.

EXTERNAL GROUND EGRESS DANGERS





SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING - F-1C FR VARIATION

a. Install seat catapult safety pin, located top aft of seat.

b. Install canopy initiator safety pin, located top left side of seat.

NOTE:
Install safety pins in upper, lower ejection handles and drogue gun if time allows.

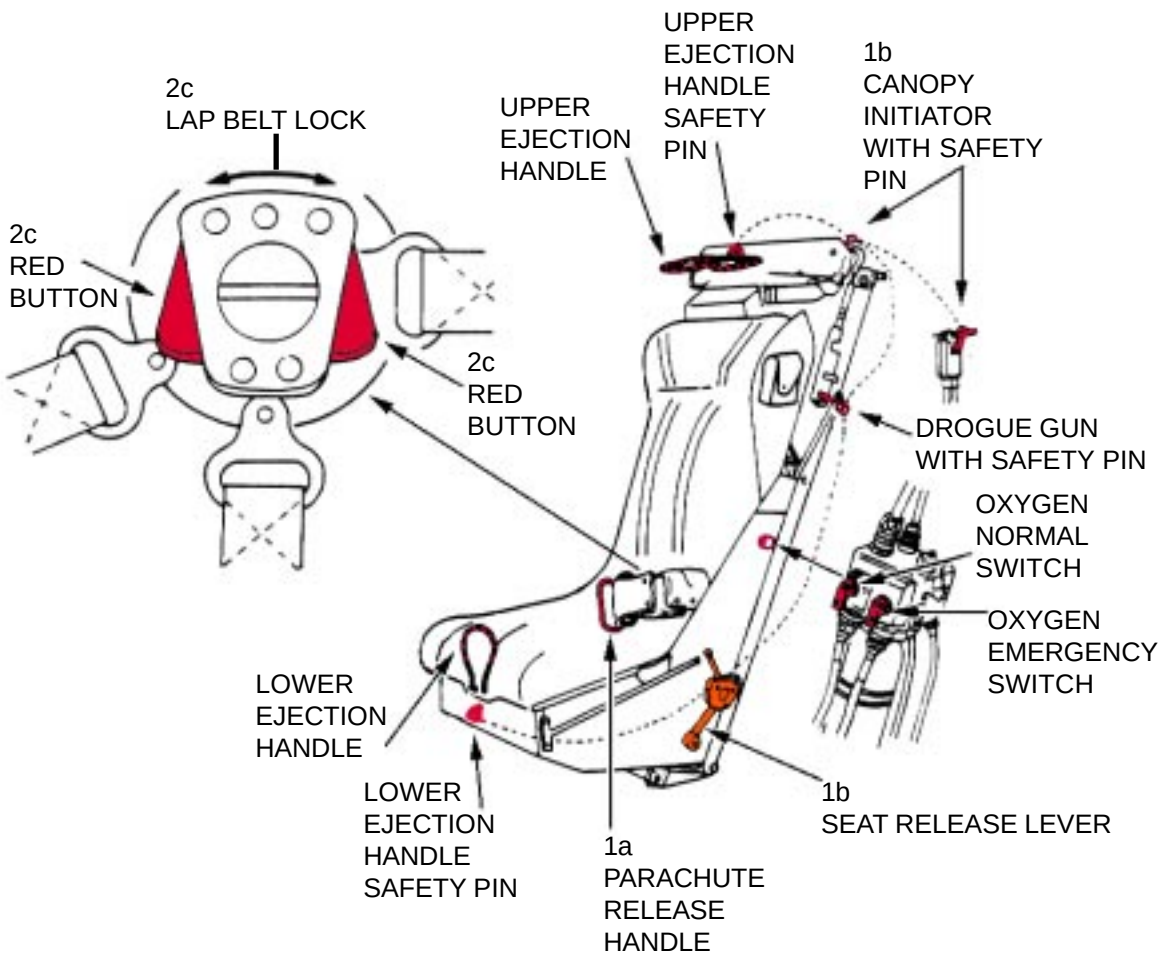
2. AIRCREW EXTRACTION

a. Pull parachute release handle, located left saft of seat bucket.

b. Pull pilot seat release lever, located left aft bottom side of seat bucket.

c. Push red buttons on lap belt and twist belt lock right or left to release lap belt.

d. Pull up on pilot with shoulder straps to remove aircrew member.



SEAT SAFETYING AND AIRCREW EXTRACTION-Continue

1. SEAT SAFETYING - C-14 (F-1) SP VARIATION

NOTE:
Once the canopy is opened, proceed to install TWO main safety pins.

a. Install seat catapult safety pin, located top aft of seat.

b. Install drogue gun safety pin, located on left side of seat.

NOTE:
Install safety pins in upper and lower ejection handles if time allows.

2. AIRCREW EXTRACTION

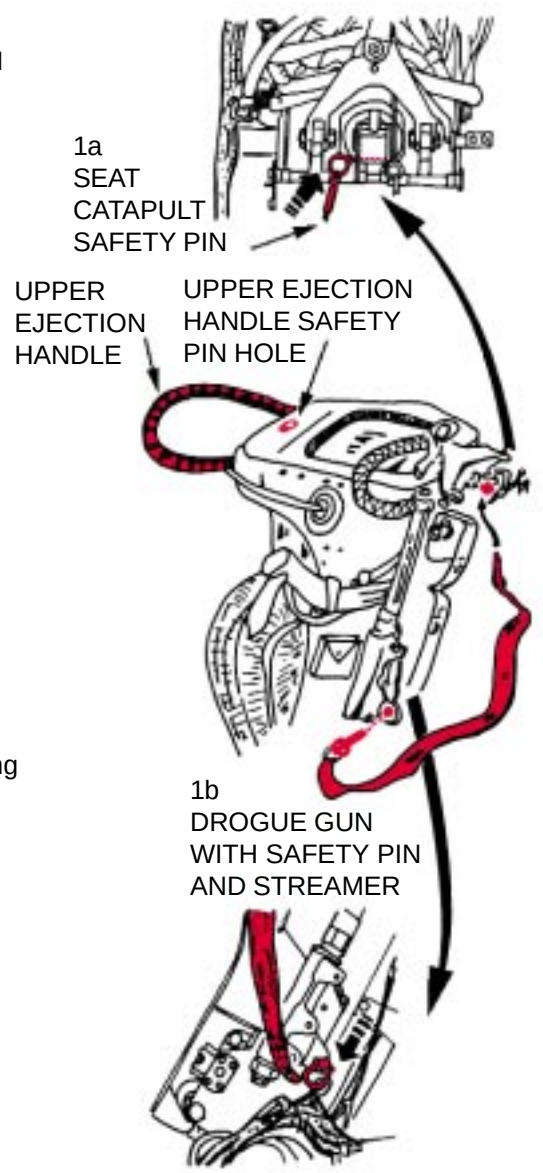
a. Unlatch harnesses actuating the silvered lever, which form is like a trigger, located on the left side of the lower portion of the seat.

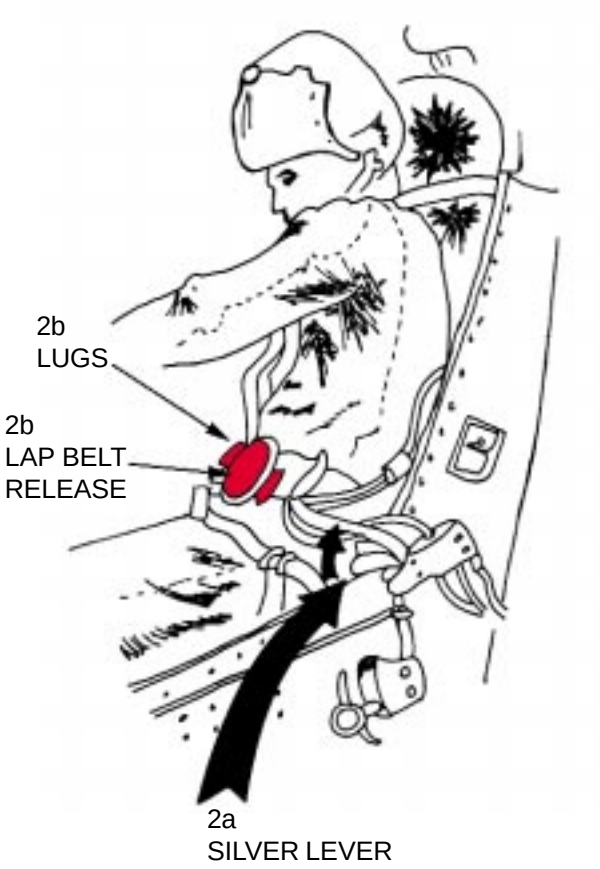
b. Release the anchor of the harnesses by pressing the lugs (red buttons) and rotating the center portion of the release.

c. Release survival kit, pressing both sides of the clip on the red strap, located on the pilot's left thigh.

d. Enter the cockpit and grab the pilot under arms and lift him as much as possible.

e. Carry the pilot carefully to ground personnel.





SEAT SAFETYING AND AIRCREW EXTRACTION-Continue

1. SEAT SAFETYING - F-1 CT OR CR FR VARIATION

NOTE:
The Mirage F1 CR or CT uses the Martin Baker MK 10 Ejection seat. Safety pin storage pouch is located on the upper left side of the seat.

a. Install lower ejection handle safety pin, located at bottom forward center of seat.

b. Install canopy embrittlement initiator safety pin, located top left side of seat.

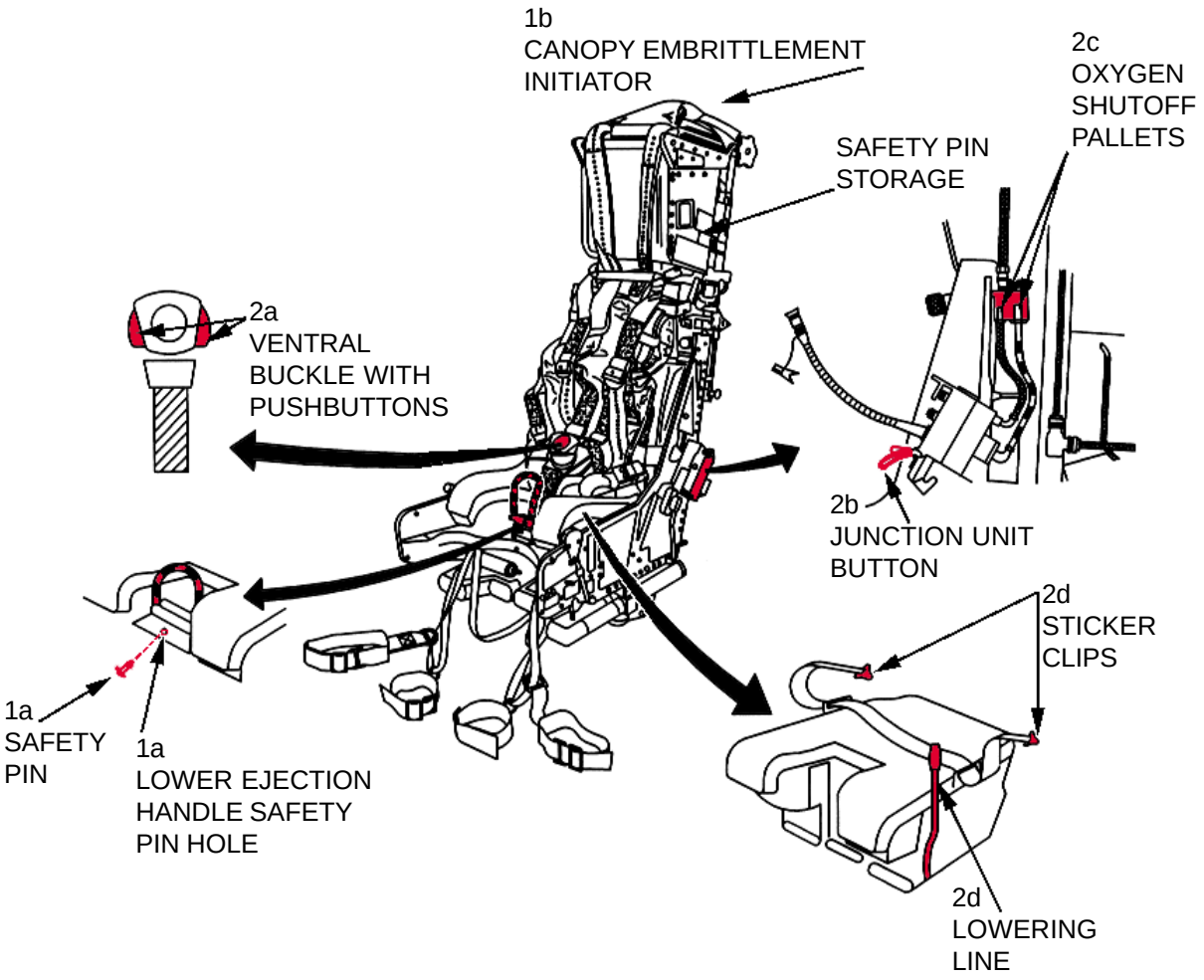
2. AIRCREW EXTRACTION

a. Press ventral buckle pushbuttons and turn center portion one quarter turn clockwise to release straps.

b. Press button to disconnect junction unit to lift and release oxygen, radio, and leggings connections.

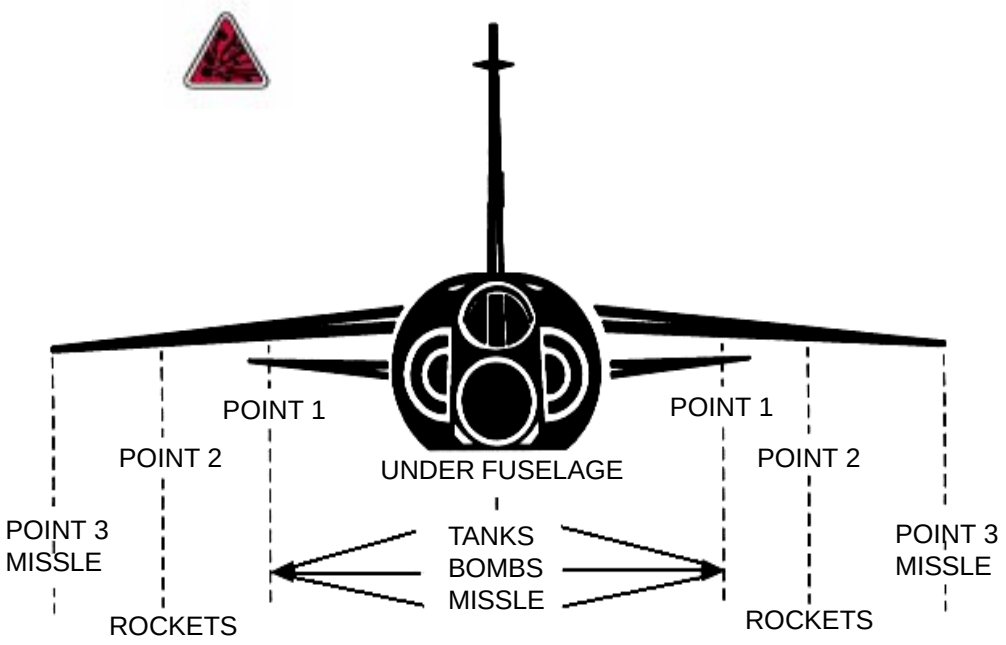
c. Set both oxygen shutoff pallets to OFF.

d. To release the survival kit, unclip the sticker clips or cut the lowering line.

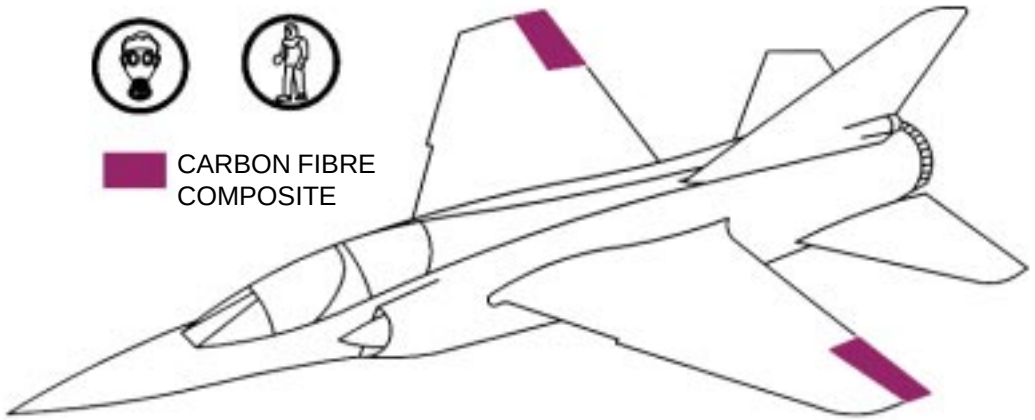


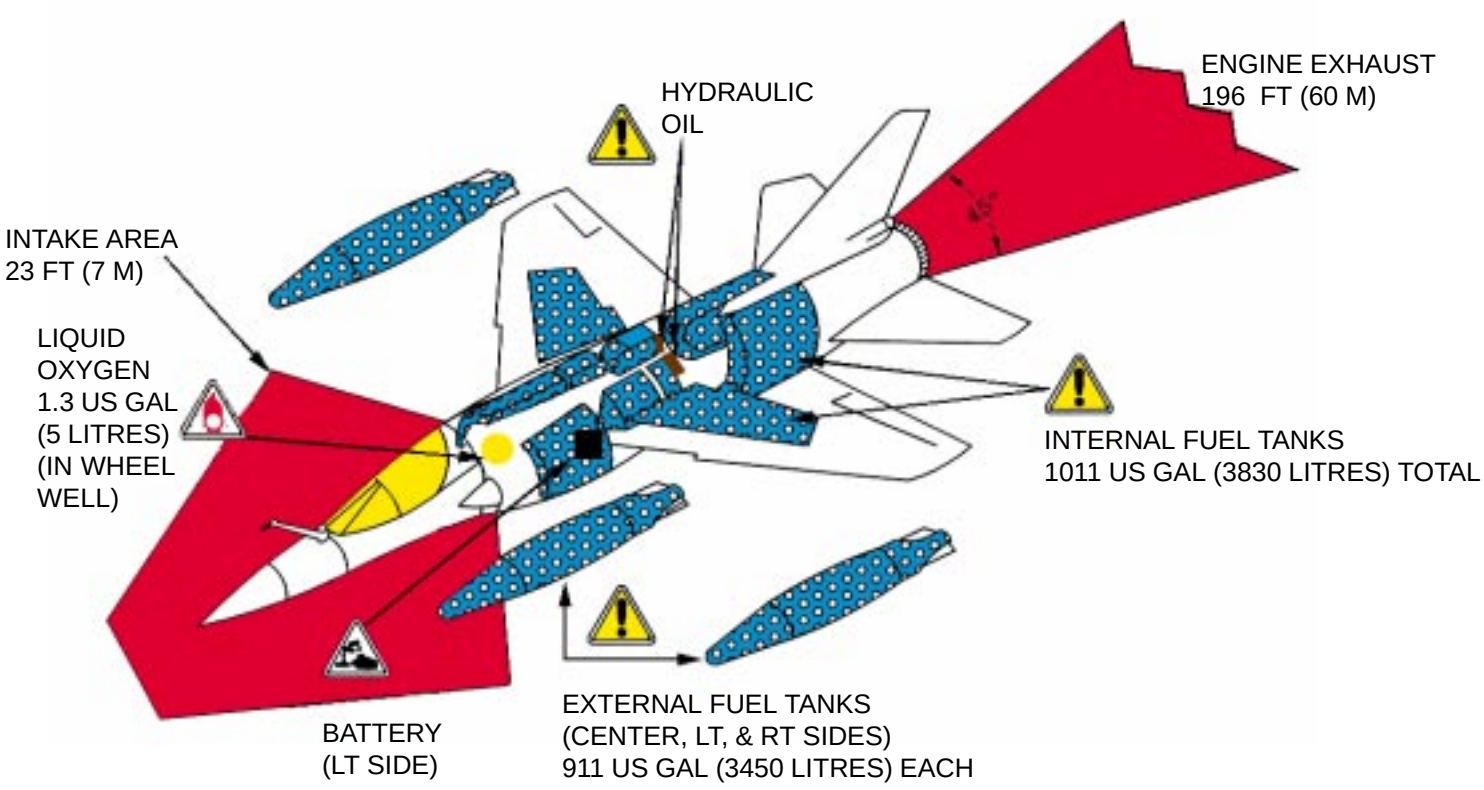
NOTE:

Carriage devices are provided with either an air vane or an access door to thrusters which, in open position, neutralize air drop.



AIRCRAFT HAZARDS-Continued





SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Canopy unlock key is stowed in panel located on right side of fuselage aft of right intake.

a. Insert key in square slot, located on left side of fuselage forward left corner of canopy.

b. Turn key clockwise to unlock and open canopy.

c. Lift up canopy.

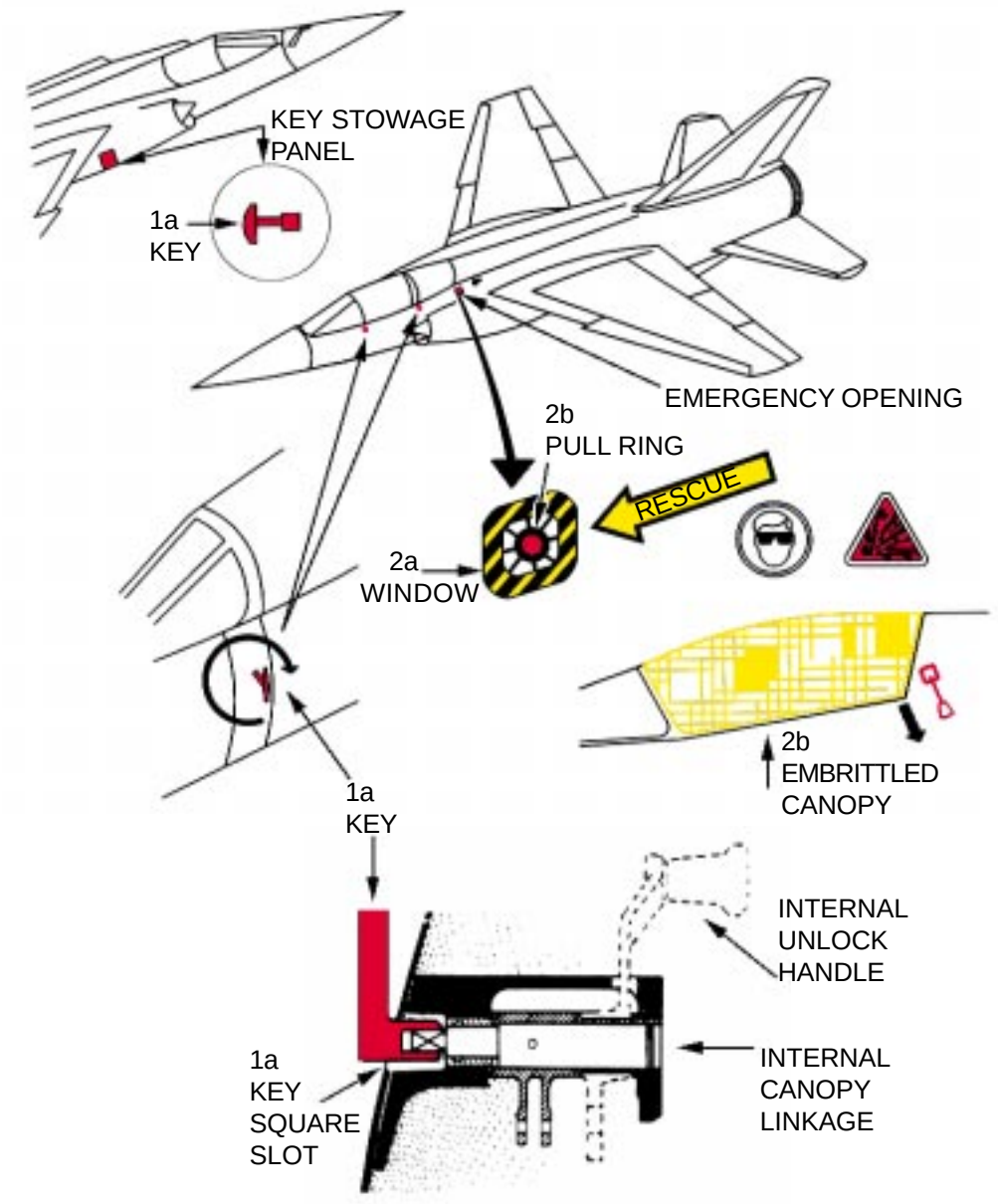
2. EMERGENCY ENTRY

a. Break window glass, located on left side of fuselage aft of canopy, to expose ring.

b. Pull ring to embrittle or shatter canopy. Both canopies are weakened simultaneously.

3. CUT-IN

a. If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.



ENGINE, ARMAMENT, AND ELECTRIC SHUTDOWN

1. ENGINE SHUTDOWN

a. Retard throttles, located on left console, AFT while pressing throttle lever.

b. Place fuel cutoff switches, located on aft left console, to OFF, to stop fuel flow.

c. Lift emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.

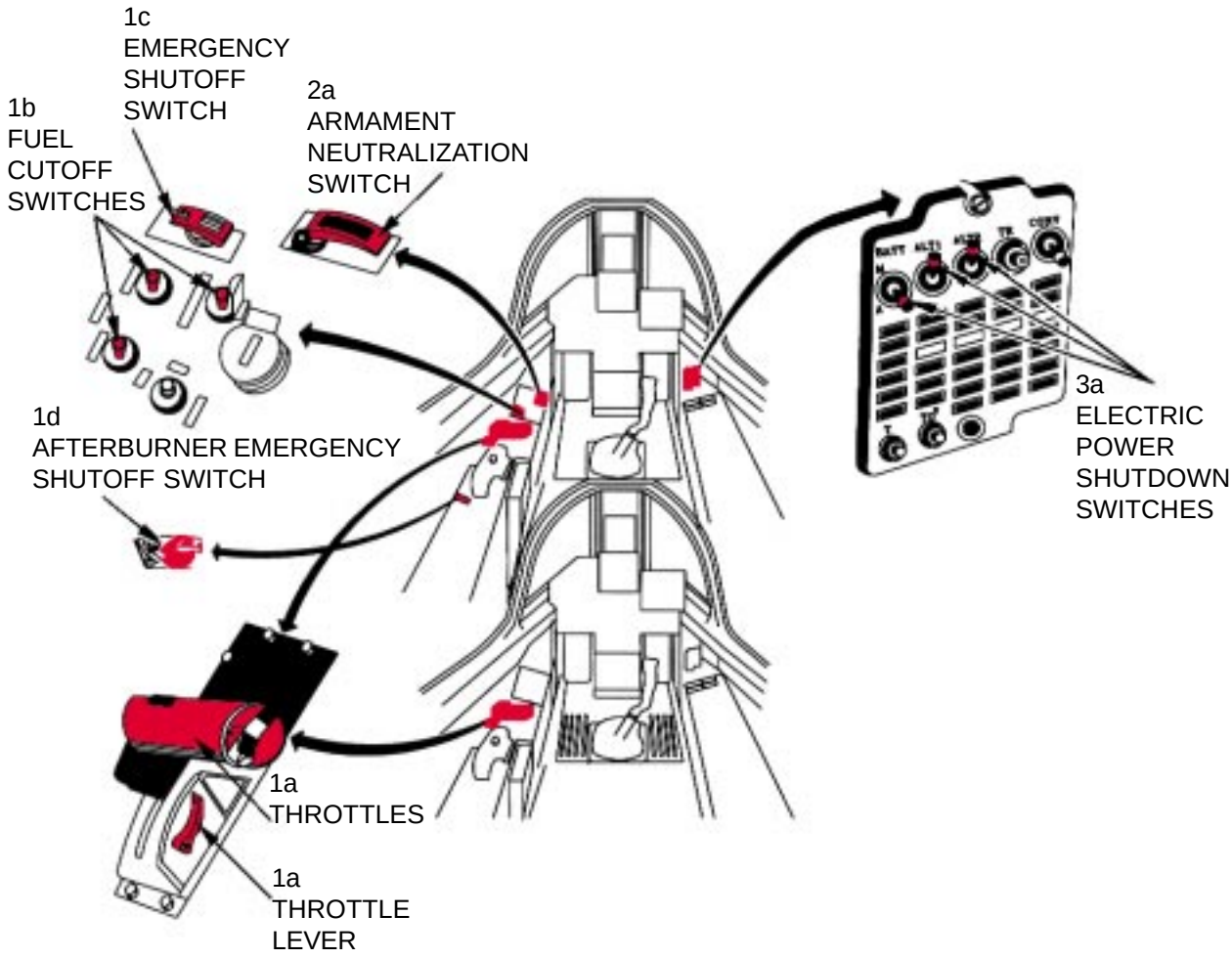
d. Lift afterburner emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.

2. ARMAMENT SHUTDOWN

a. Pull armament neutralization switch guard, located on upper left console, down and INWARD toward seat.

3. ELECTRIC SHUTDOWN

a. Pull electric power shutdown switches (3), located on upper right console, DOWN, to shutoff battery, ALT 1 and ALT 2.



SEAT SAFETYING AND AIRCREW EXTRACTION-Continue

1. SEAT SAFETYING - F-1 B FR VARIATION

NOTE:
The Mirage F1 B uses the Martin Baker MK 10 Ejection seat. Safety pin storage pouch is located on the upper left side of the seat.

a. Install lower ejection handle safety pin, located at bottom forward center of seat.

b. Install canopy embrittlement initiator safety pin, located top left side of seat.

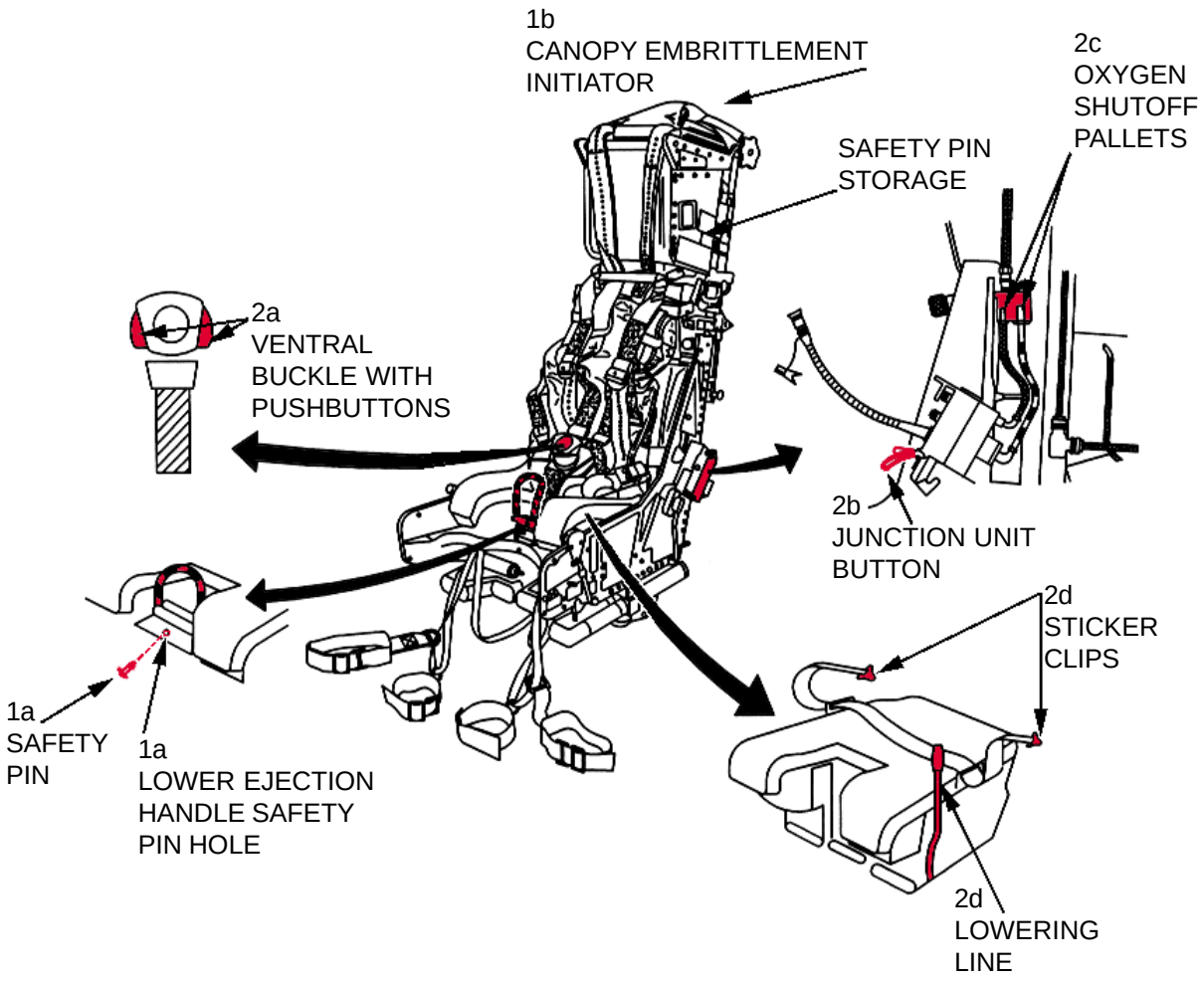
2. AIRCREW EXTRACTION

a. Press ventral buckle pushbuttons and turn center portion one quarter turn clockwise to release straps.

b. Press button to disconnect junction unit to lift and release oxygen, radio, and leggings connections.

c. Set both oxygen shutoff pallets to OFF.

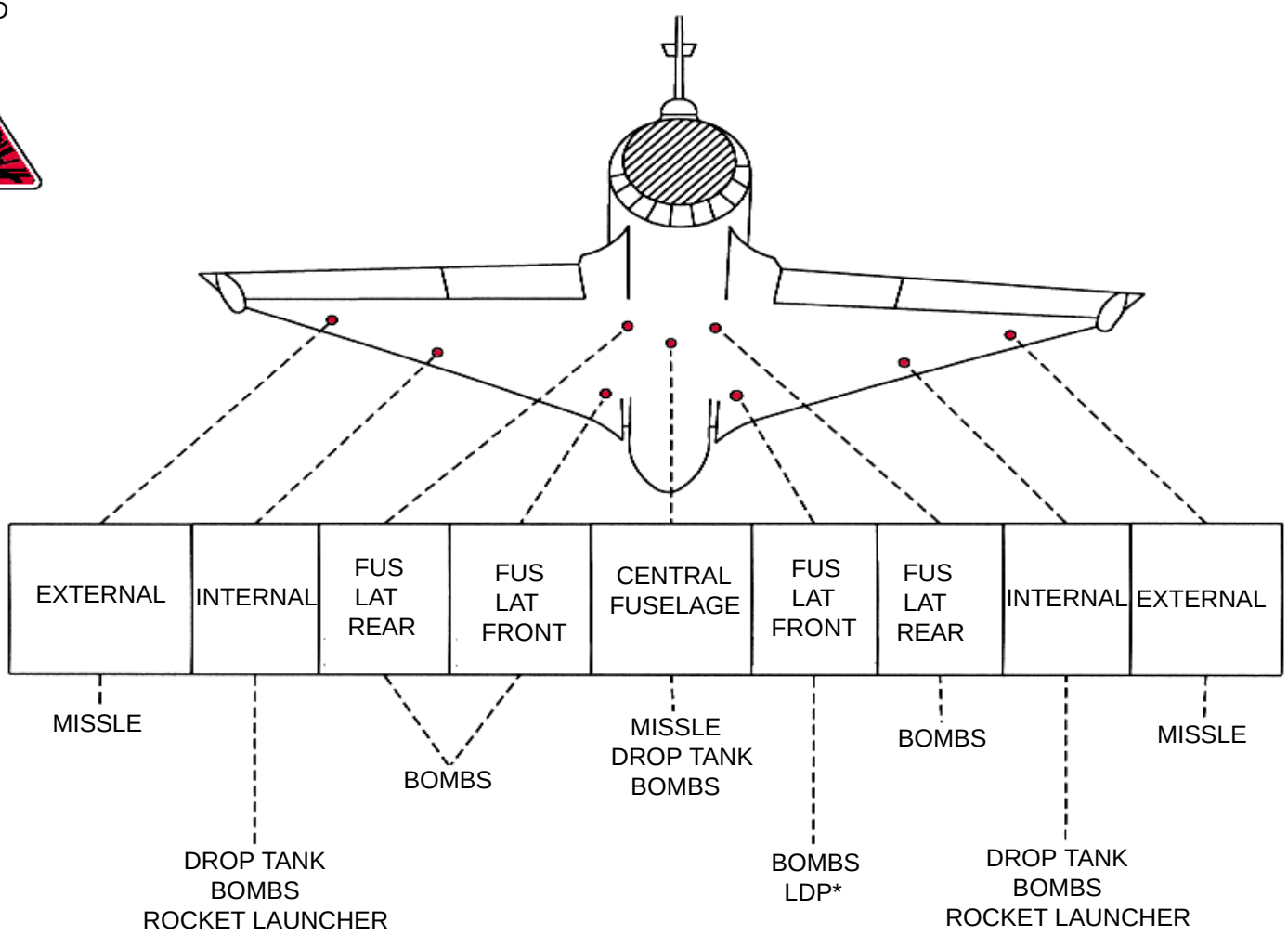
d. To release the survival kit, unclip the sticker clips or cut the lowering line.



AIRCRAFT HAZARDS

MIRAGE 2000 B-N-D

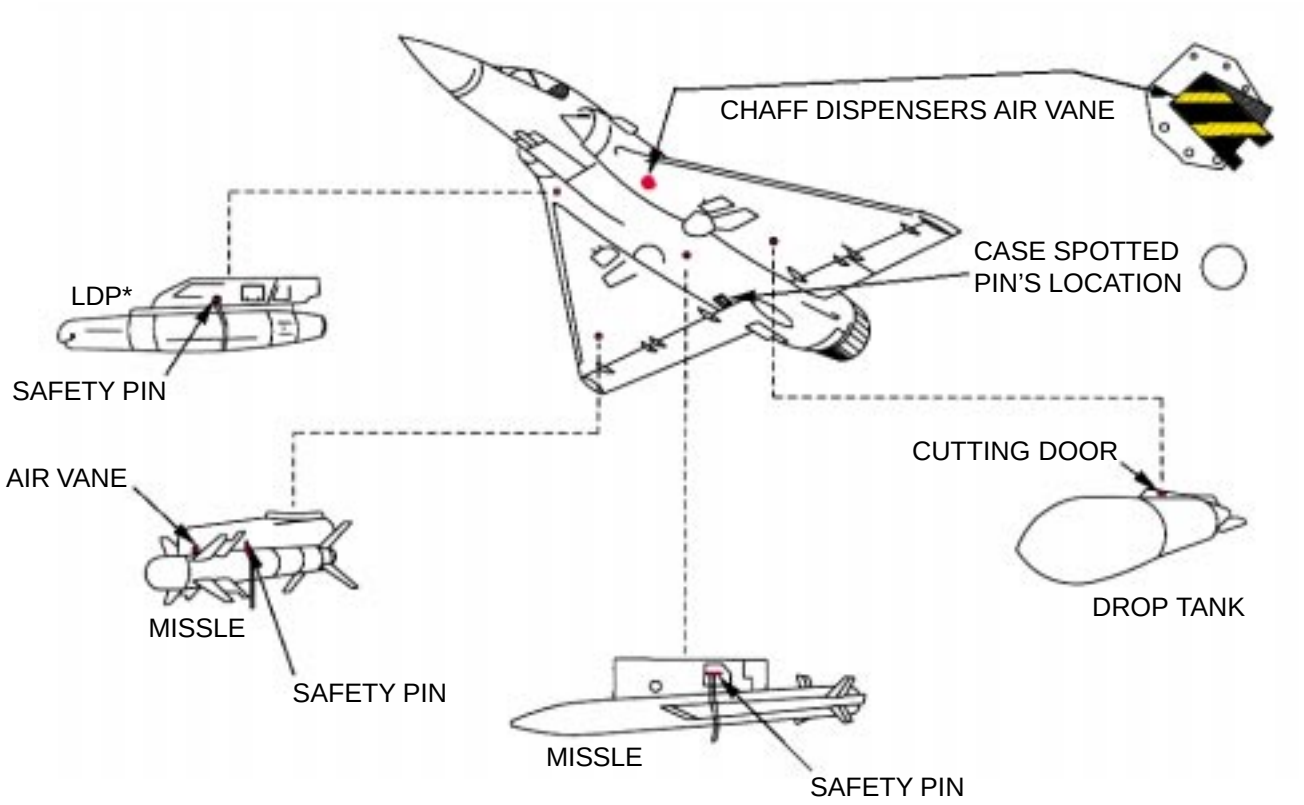
ARMAMENT LOAD



AIRCRAFT HAZARDS-Continued

NOTE:

LDP = Laser Designation Pod



AIRCRAFT HAZARDS-Continued

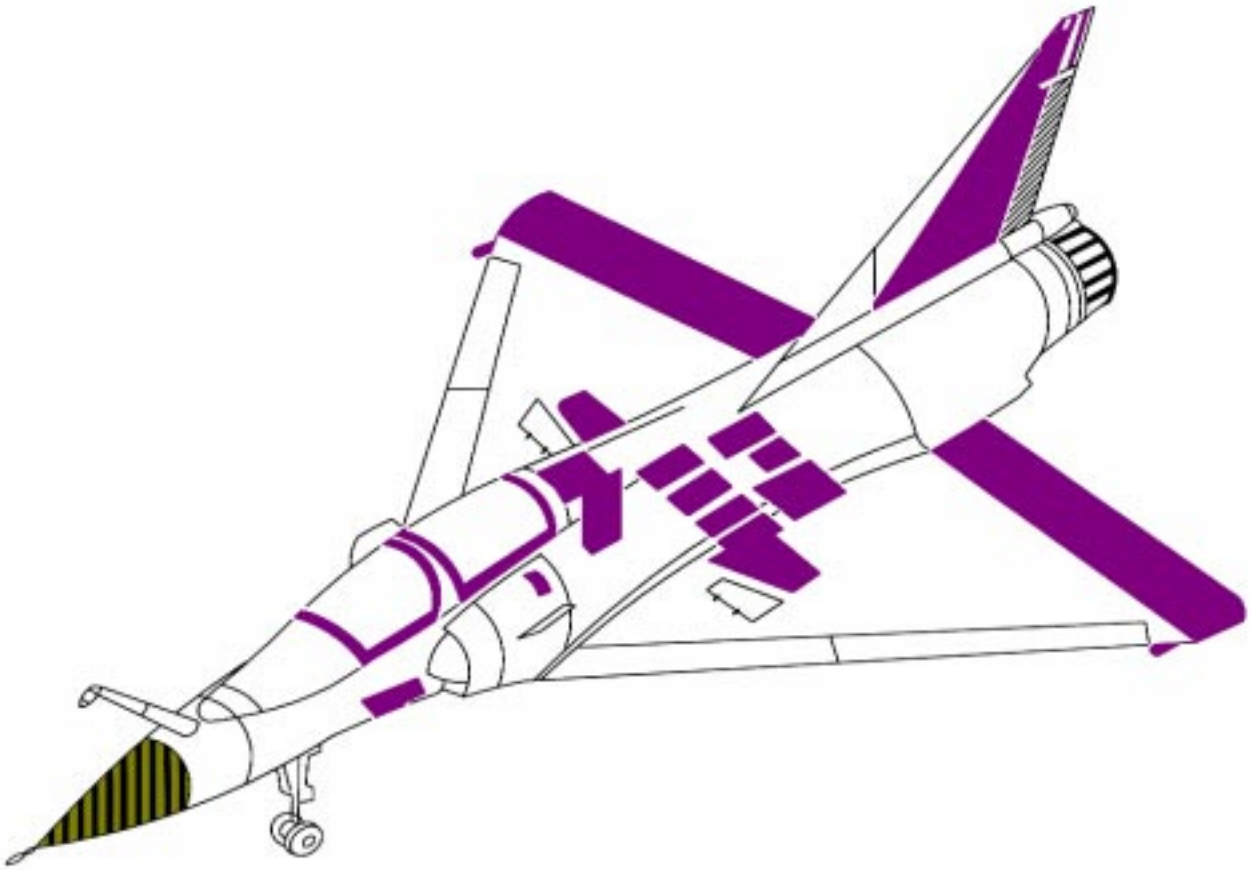
MIRAGE 2000 B-N-D

AIRFRAME MATERIALS

CARBON FIBRES

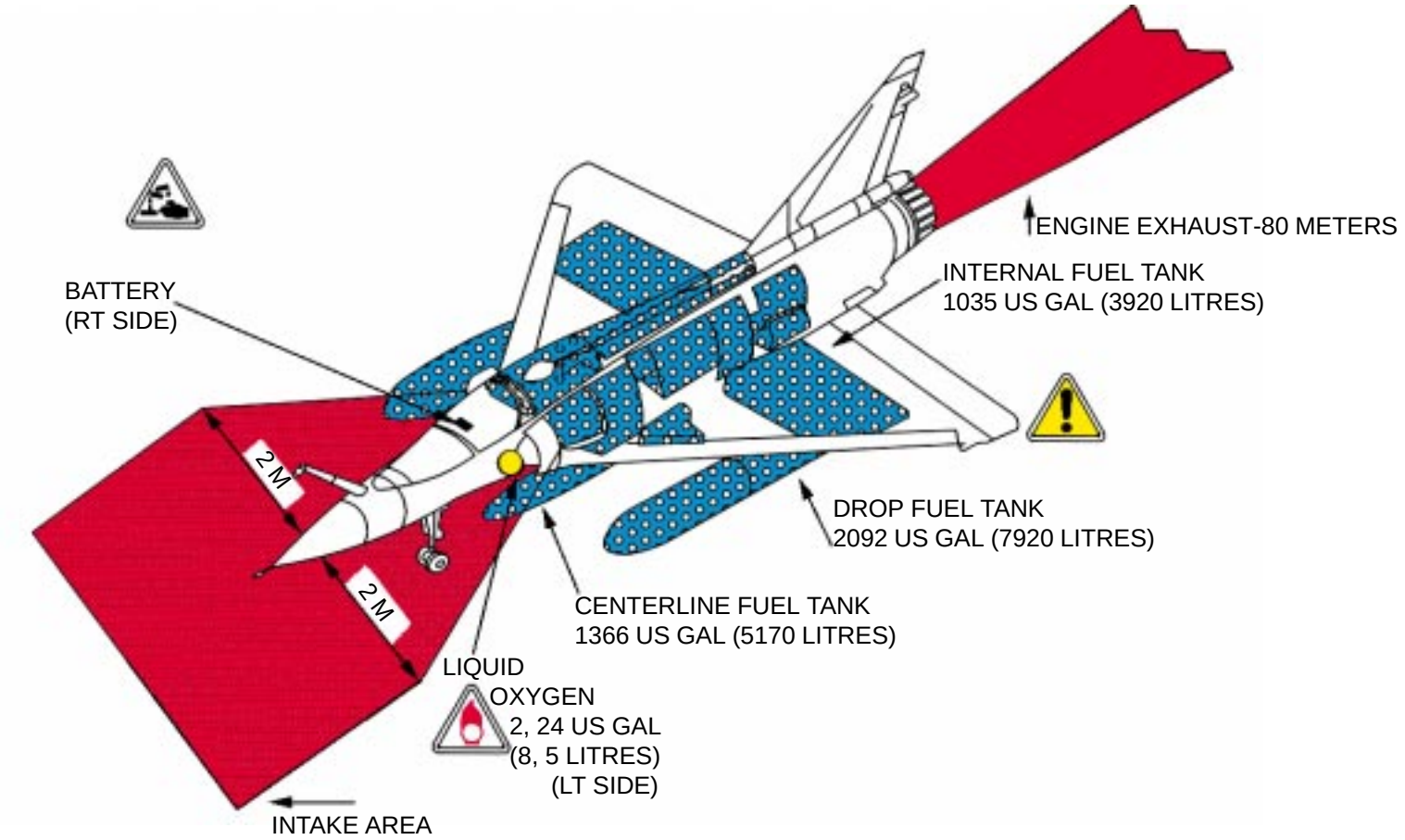
FIBREGLASS

CARBON FIBRES + BORON



AIRCRAFT HAZARDS-Continued

DUAL EJECTION SEAT VERSION



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Press release buttons, located on release handle left side fuselage, to release unlock handles.

b. Pull unlock handle down to unlock and open corresponding canopy.

NOTE:
Move handles up to close and lock canopies, if applicable.

c. Lift corresponding canopy.

2. EMERGENCY ENTRY

NOTE:
Emergency controls are located on both sides of fuselage.

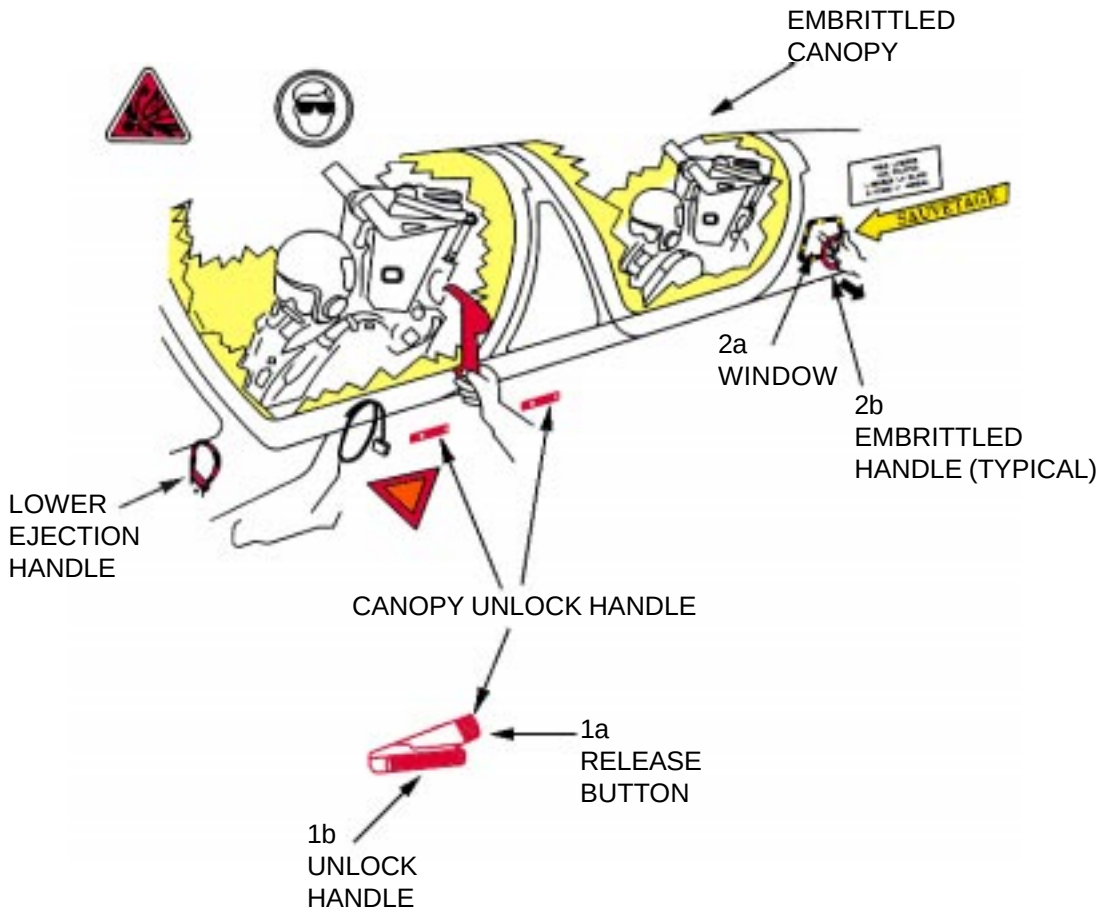
a. Break window glass to expose embrittlement handle.

b. Pull canopy embrittlement handle about 8 inches or 20 centimeters. Do not watch canopy while embrittling.

c. Dislocate canopy.

3. CUT-IN

a. If embrittlement system is damaged or inoperative, use power rescue saw for all four sides of canopy or smash canopy with crash ax.



ENGINE, ARMAMENT AND BATTERY SHUTDOWN

1. ENGINE SHUTDOWN

NOTE:
Directional arrows provide for direction of switch final placement for shutdown.

a. Bring throttle, located on the left console, AFT.

b. Press “STOP” notch, located forward of the throttle, and bring throttle to rear stop.

c. Place the fuel shutoff valve switch with guard, located on the right aft console, up and to OFF.

d. Place the three fuel pump switches, located on the right aft console, in the left position to OFF.

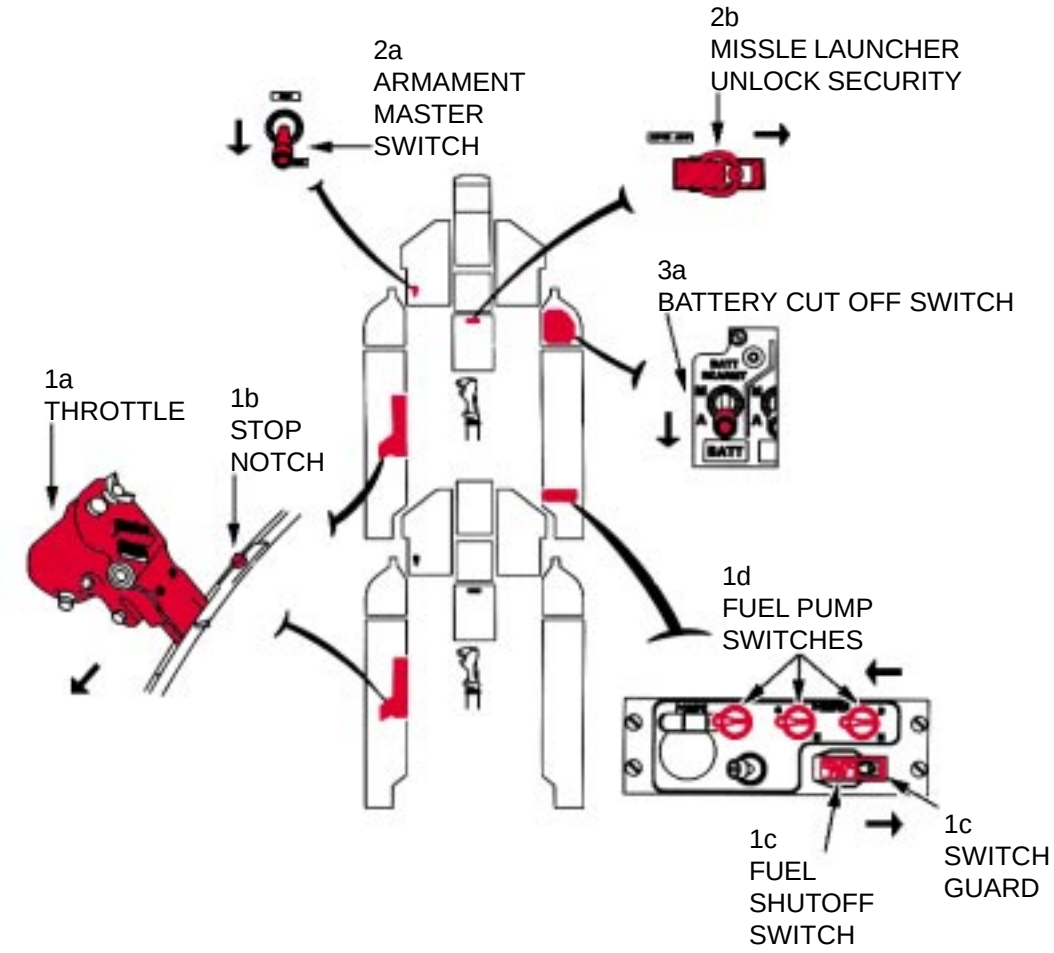
2. ARMAMENT SHUTDOWN

a. Place the armament master switch, located on the left side of the forward instrument panel, downward to OFF.

b. Push missle launcher unlock security guard and switch, located in front of front cockpit control stick, DOWN.

3. BATTERY SHUTDOWN

a. Place the battery cutoff switch, located on right side of the forward instrument panel, downward to OFF.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

NOTE:
Safety pins are located in storage pouch on upper left side of ejection seat.

a. Insert safety pin in lower ejection handle.

b. Insert safety pin in canopy embrittlement initiator, located at central percussion behind seat. Approach from left side of seat.

2. AIRCREW EXTRACTION

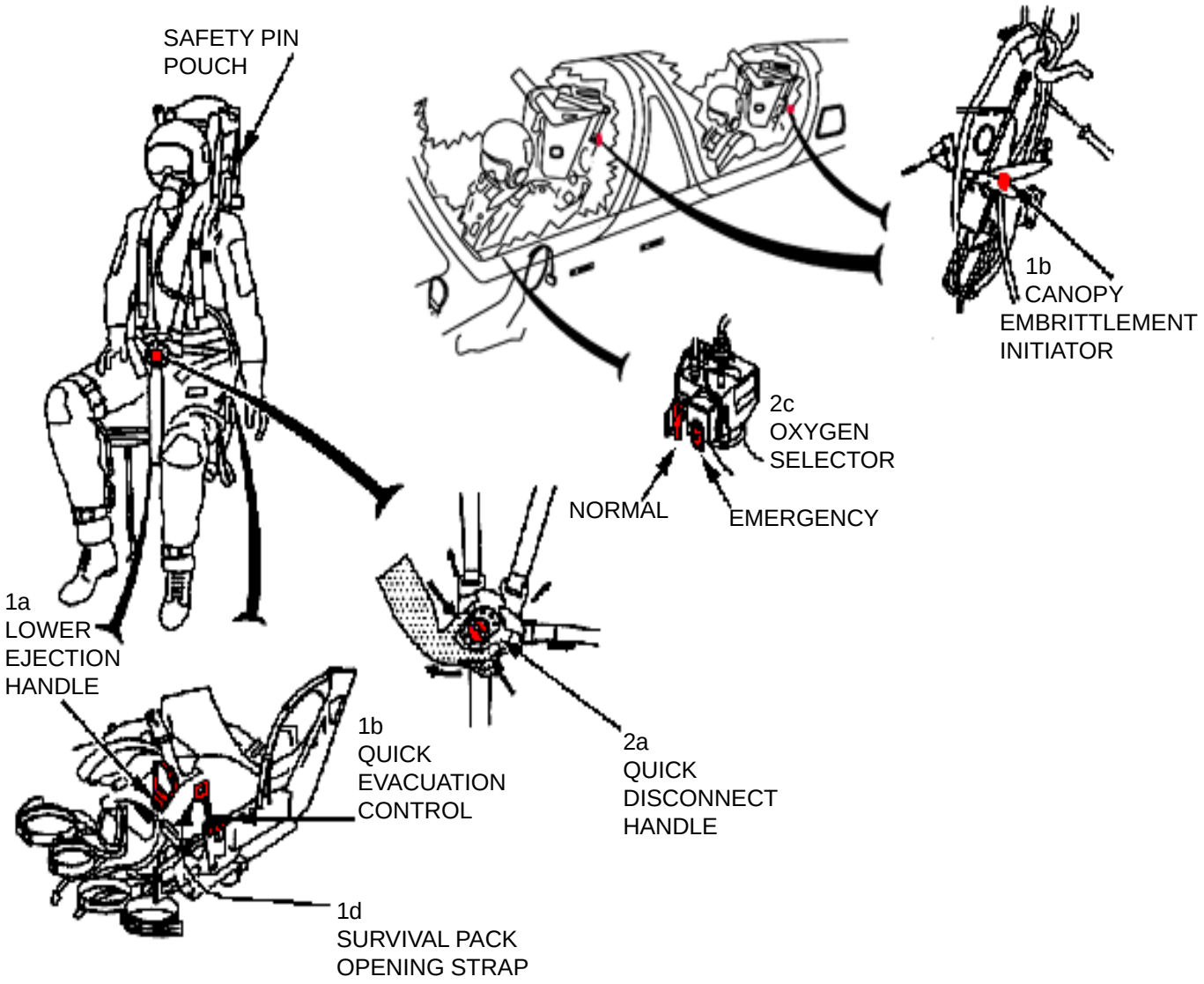
a. Release quick disconnect handle at center of personnel restraints buckle. Lap belts and shoulder harness will be released.

b. Pull quick evacuation control, located on forward left armrest area.

c. Set “NORMAL - EMERGENCY” oxygen selector on OFF position.

d. Unhook or cut survival pack opening strap to free crewmember from survival pack.

e. Remove crewmember.



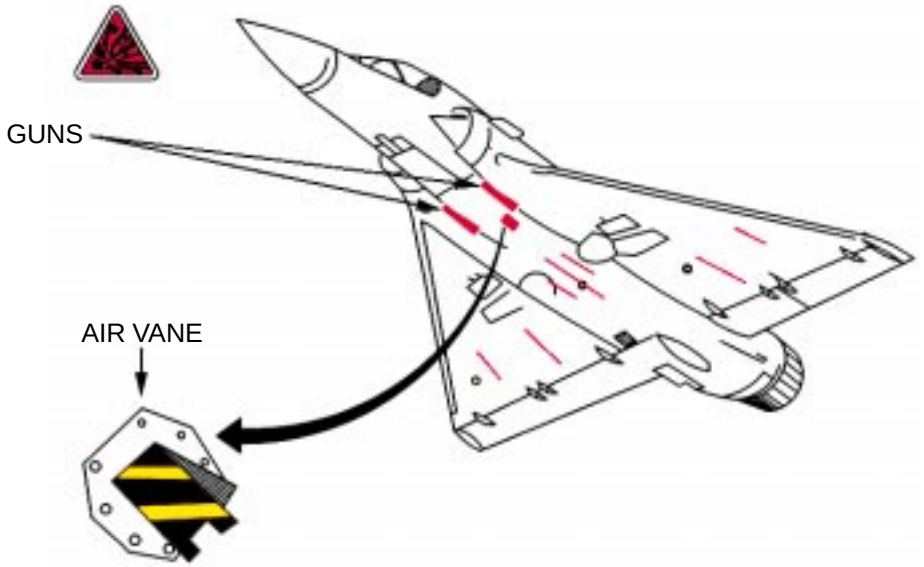
AIRCRAFT HAZARDS

NOTE:

To neutralize the guns, pull air vane open to oneself on striped yellow and black panel.

NOTE:

Armament is loaded on the fuselage and wings. The fuselage can be loaded with fuel tanks and bombs. The wings can be loaded with fuel tanks, bombs, rocket launcher, and missles. Red stripes on graphic illustrate location of devices.

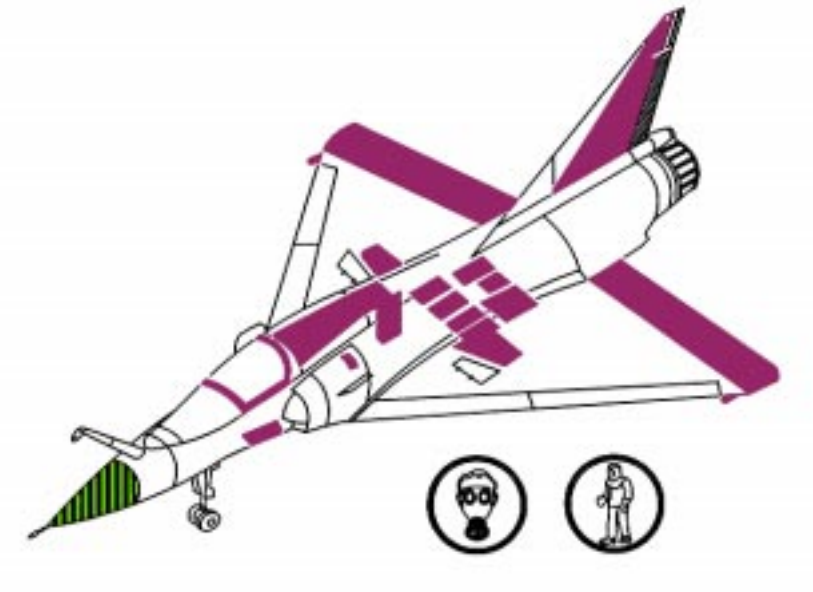


AIRFRAME MATERIALS

CARBON FIBRES

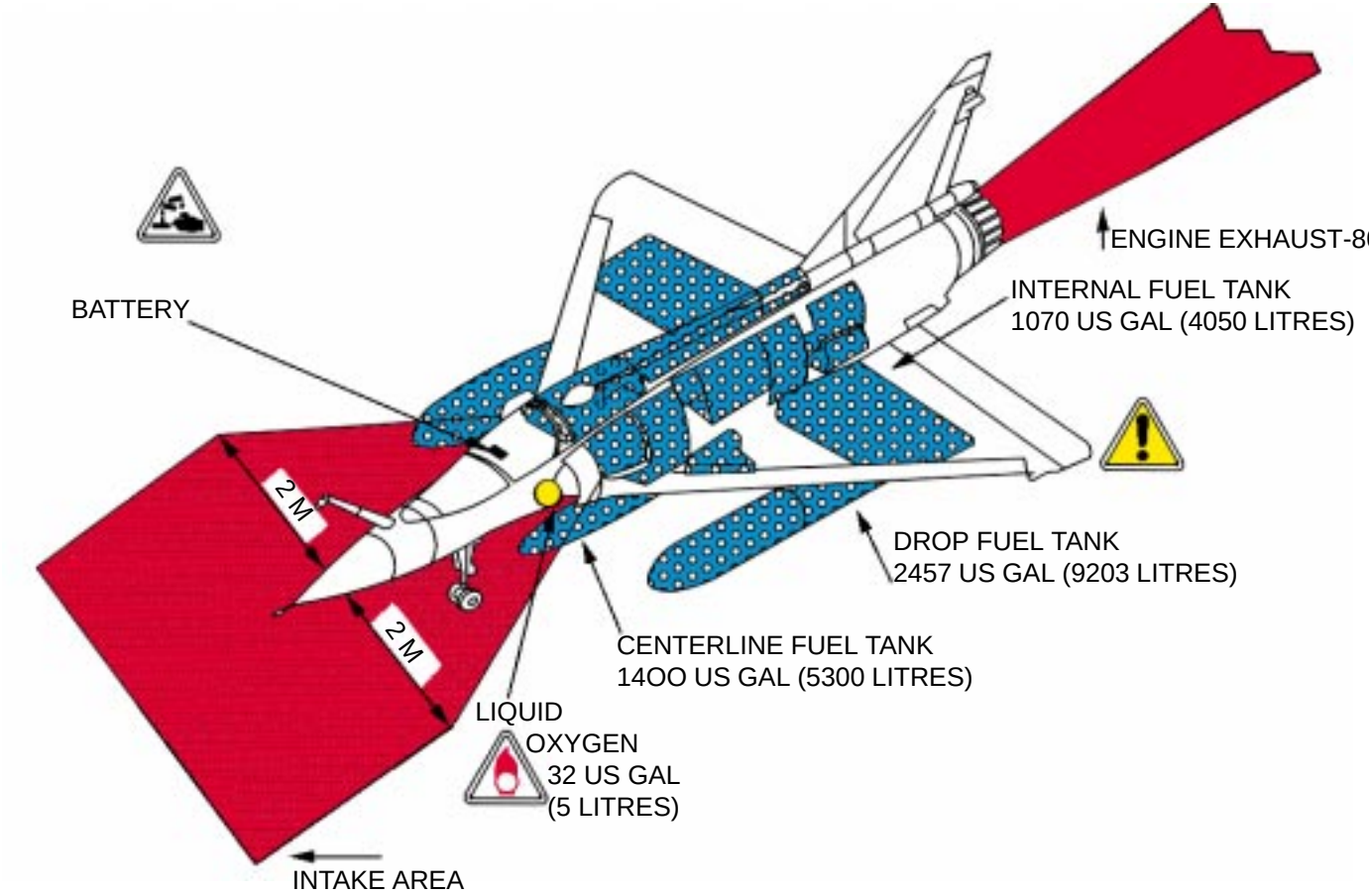
FIBREGLASS

CARBON FIBRES + BORON



AIRCRAFT HAZARDS-Continued

SINGLE EJECTION SEAT VERSION



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Press release button, located on release handle left side fuselage, to release unlock handle.

b. Pull unlock handle down to unlock and open canopy.

NOTE:
Move handle up to close and lock canopy, if applicable.

c. Lift canopy.

2. EMERGENCY ENTRY

NOTE:
Emergency controls are located on both sides of fuselage.

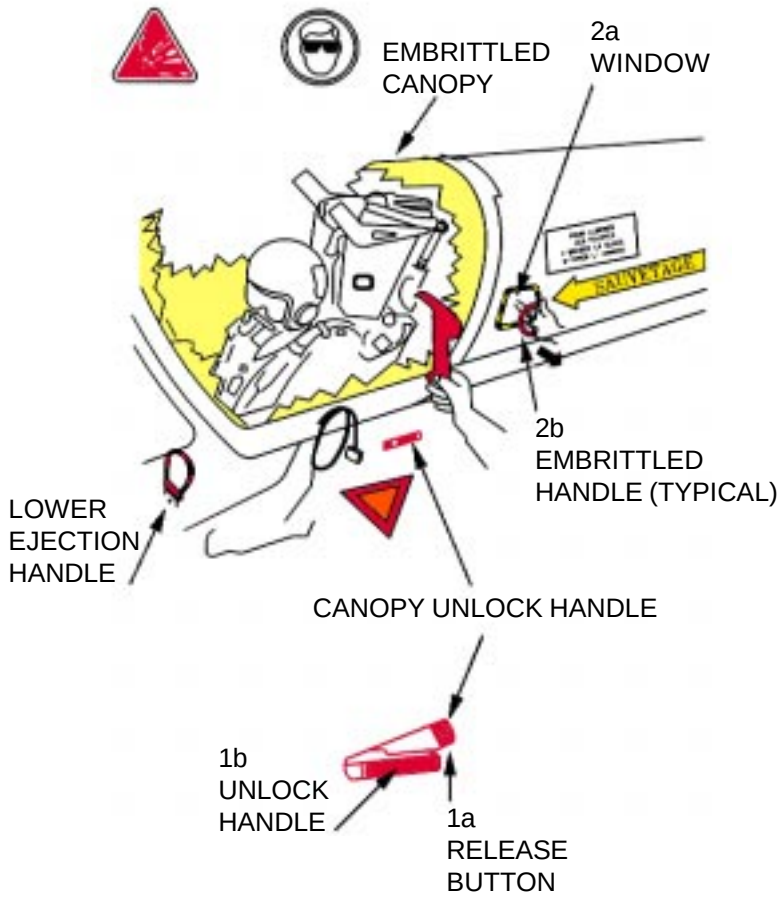
a. Break window glass to expose embrittlement handle.

b. Pull canopy embrittlement handle about 8 inches or 20 centimeters. Do not watch canopy while embrittling.

c. Dislocate canopy.

3. CUT-IN

a. If embrittlement system is damaged or inoperative, use power rescue saw for all four sides of canopy or smash canopy with crash ax.



ENGINE, ARMAMENT AND BATTERY SHUTDOWN

1. ENGINE SHUTDOWN

NOTE:
Directional arrows provide for direction of switch final placement for shutdown.

a. Bring throttle, located on the left console, AFT.

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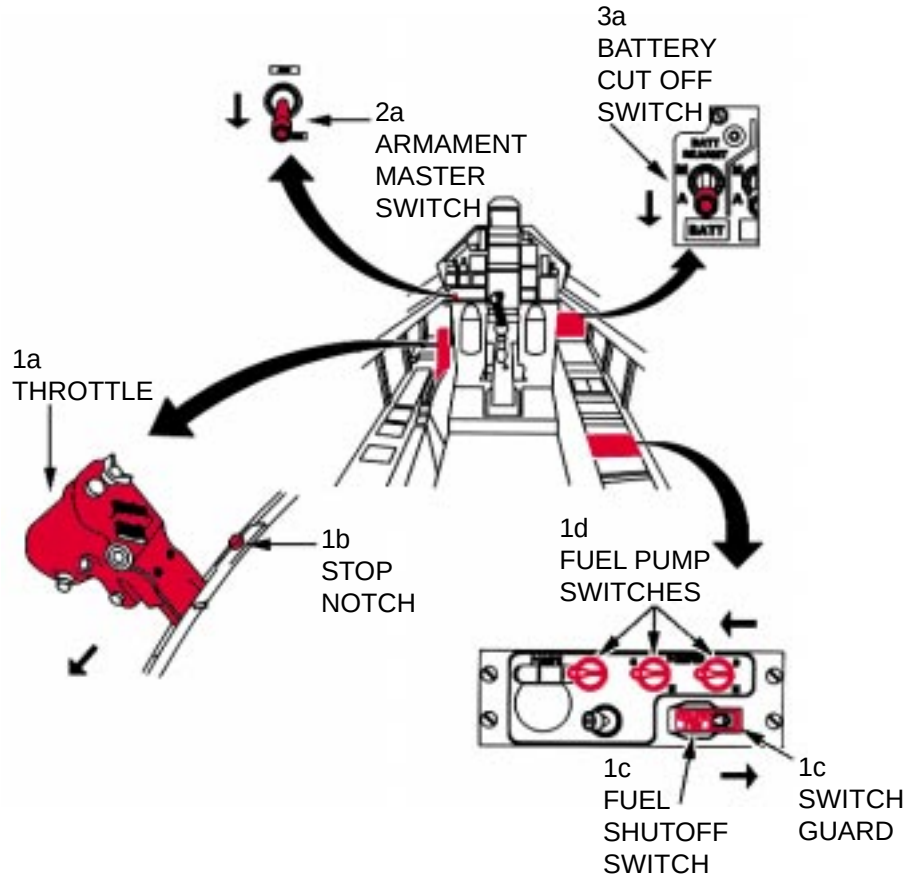
d. Place the three fuel pump switches, located on the right aft console, in the left position to OFF.

2. ARMAMENT SHUTDOWN

a. Place the armament master switch, located on the left side of the forward instrument panel, downward to OFF.

3. BATTERY SHUTDOWN

a. Place the battery cutoff switch, located on right side of the forward instrument panel, downward to OFF.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

NOTE:
Safety pins are located in storage pouch on upper left side of ejection seat.

a. Insert safety pin in lower ejection handle.

b. Insert safety pin in canopy embrittlement initiator, located at central percussion behind seat. Approach from left side of seat.

2. AIRCREW EXTRACTION

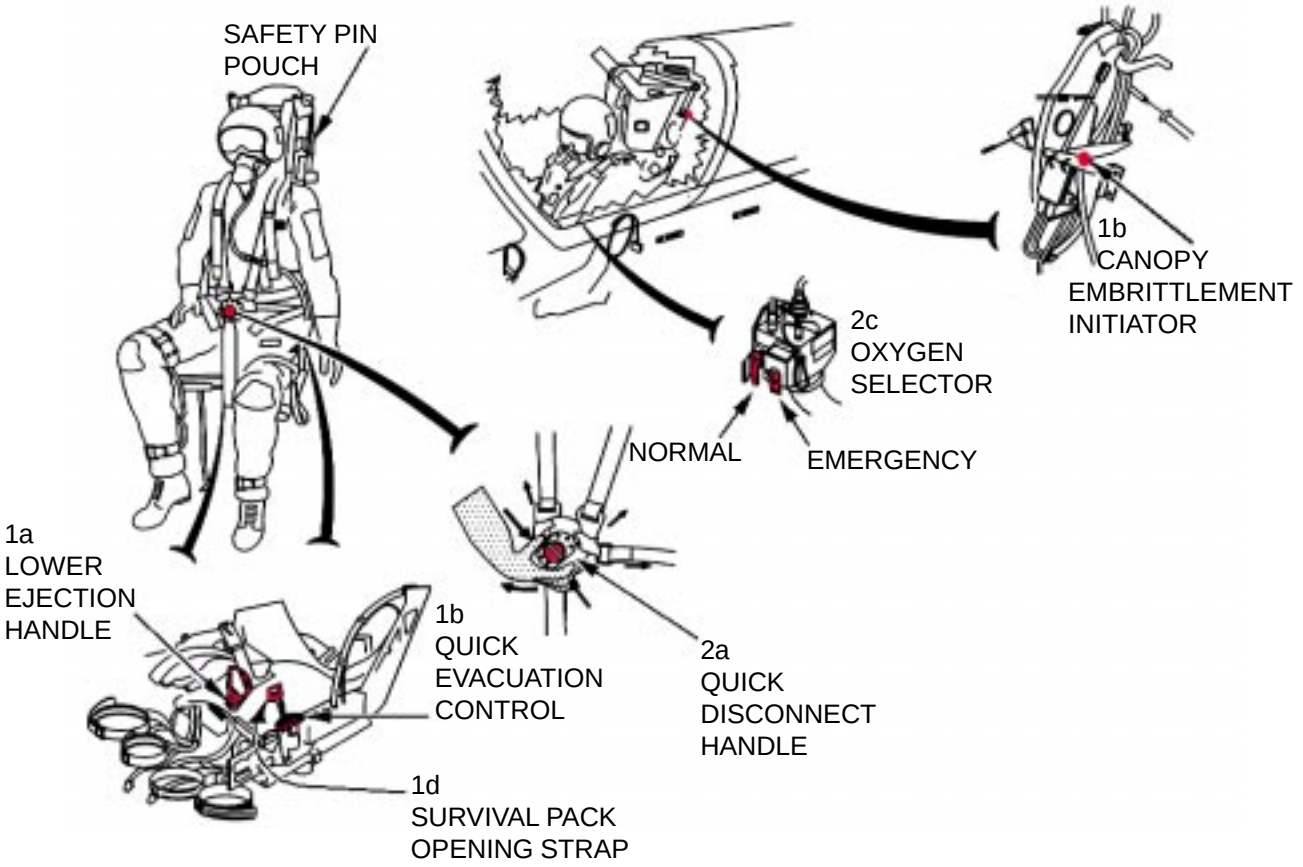
a. Release quick disconnect handle at center of personnel restraints buckle. Lap belts and shoulder harness will be released.

b. Pull quick evacuation control, located on forward left armrest area.

c. Set “NORMAL - EMERGENCY” oxygen selector on OFF position.

d. Unhook or cut survival pack opening strap to free crewmember from survival pack.

e. Remove crewmember.



PAINT SCHEME

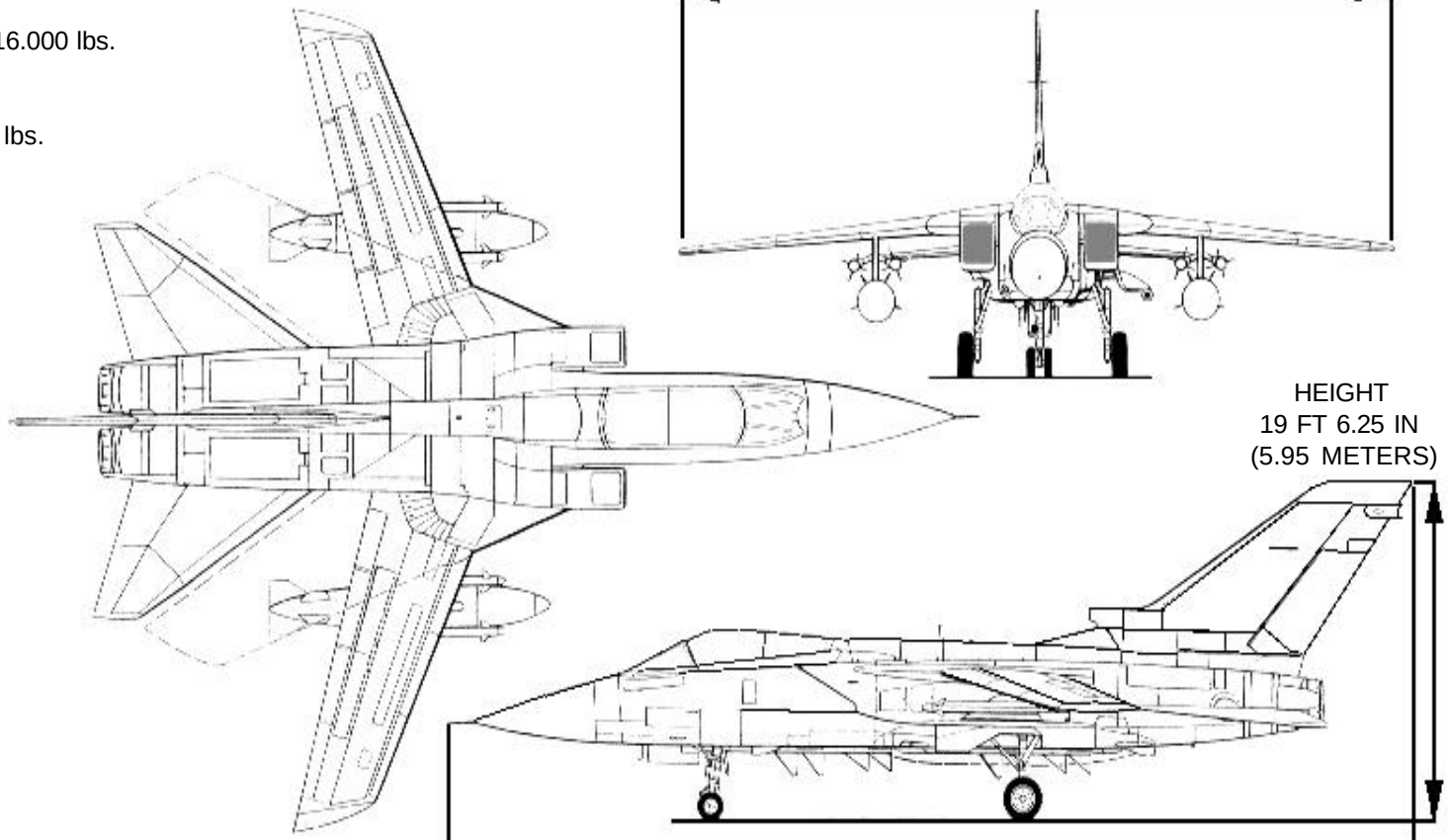
AIRCRAFT DIMENSIONS

TORNADO ADV/IDS

GENERAL INFORMATION

The Tornado Interdictor Strike (IDS) and Air Defence Variant (ADV) use similar airframes and the same engines, but different radar, avionics software and weapon suites.

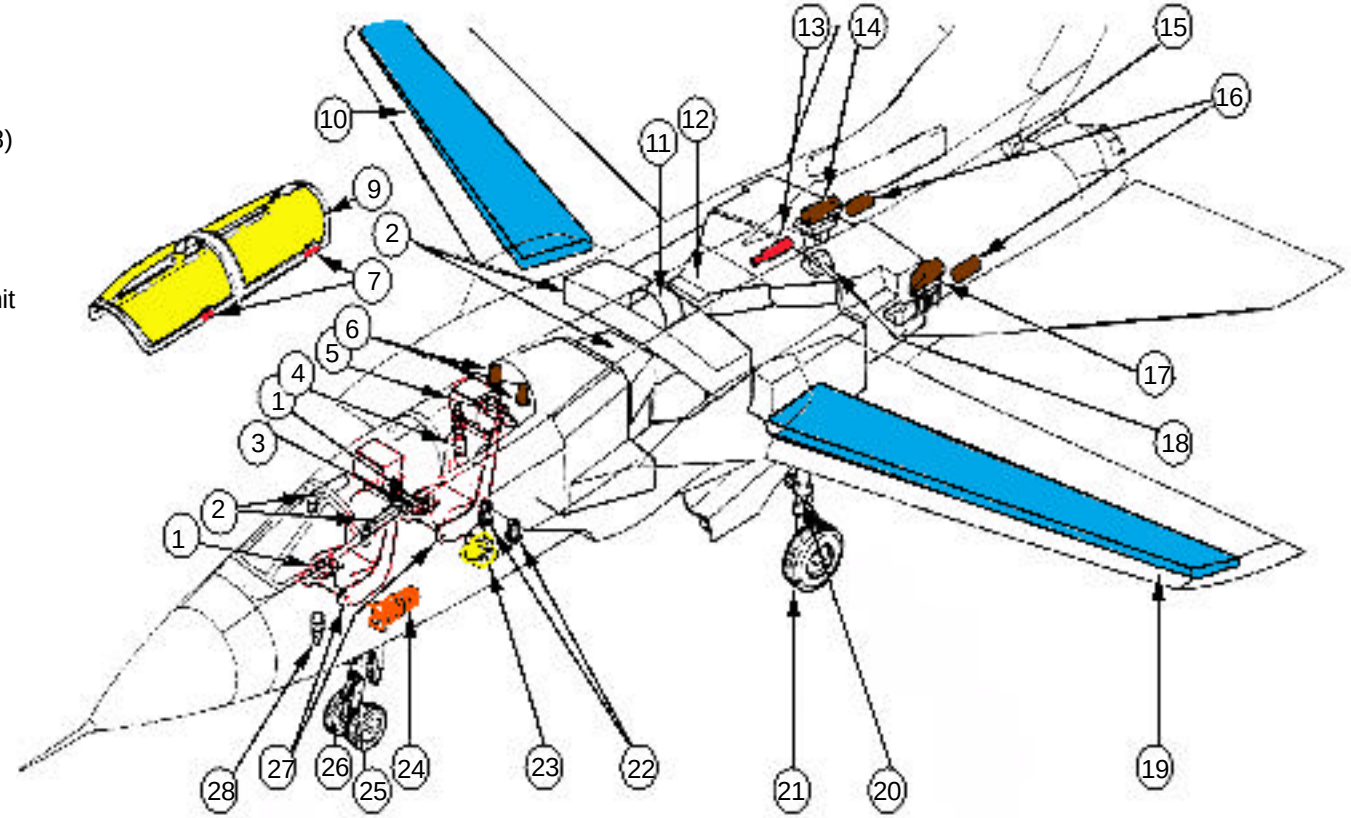
Maximum Level Speed: Mach 2.2, 800 knots
Thrust Per Engine: Over 9,000 lbs.
Reheated Thrust Per Engine: Over 16.000 lbs.
Design Fatigue Life: 16,000 hrs.
Minimum Service Life: 4,000 hrs.
Operational Weight, Empty: 30,800 lbs.
Max. Take-Off Wt: 61,700 lbs.
Max. Payload: Over 19,800 lbs.
Manufacturer: PANVIA,
Munich, Germany



AIRCRAFT HAZARDS

FIRE AND EXPLOSION HAZARDS

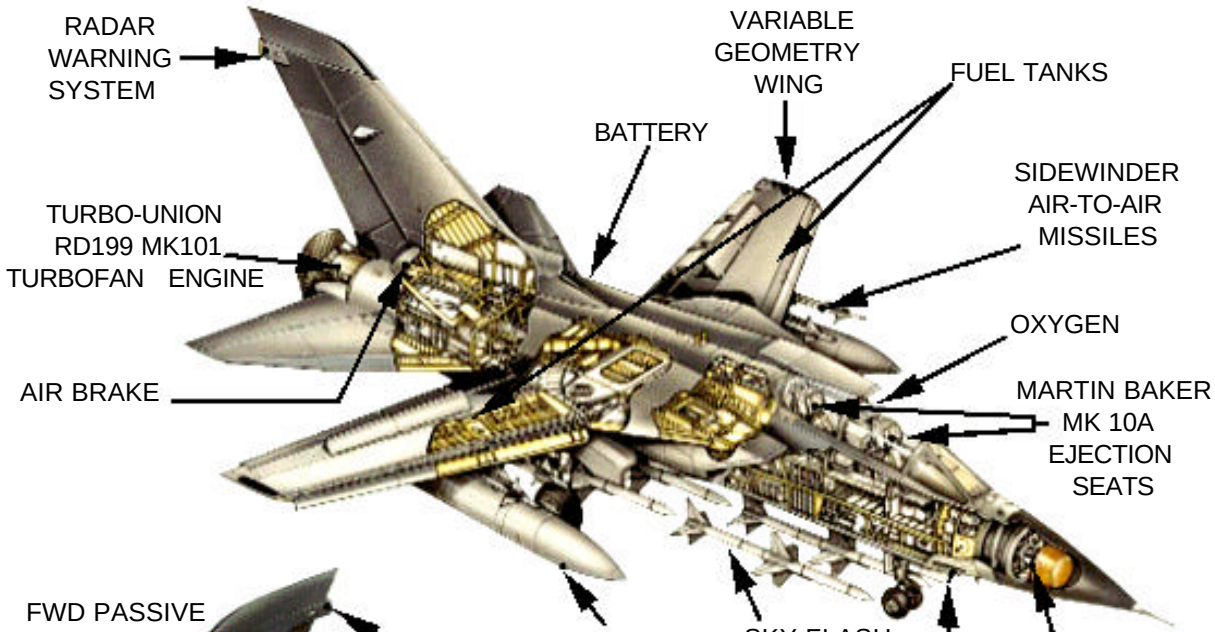
1 CO2 Bottle
2 LH and RH Canopy Jettison Rocket Motors
3 Cartridges, Canopy Jettison Initiator Unit
4 Canopy Accumulator
5 Brake Accumulator
6 Pitch Feel Accumulator (up to Serial # 4028)
7 Initiator Unit, MDC System
8 Foward Tank Group
9 MDC Cords
10 Right Wing Fuel Tank
11 Cartridge, Crash Recorder Airfoil Release Unit
12 Rear Tank Group
13 Fire Extinguisher Bottle
14 Hydraulic Reservoir #2
15 33 MB Emergency Battery
16 Main Accumulators #1 & #2
17 Hydraulic Reservoir # 1
18 Lubricating Oil Tank
19 Left Wing Fuel Tank
20 Main Landing Gear (MLG) Strut
21 Main Wheel Tire
22 Pitch Feel Accumulator (from Serial # 4029 onwards)
23 LOX Converter
24 Nitrogen Bottle, Landing Gear Emergency Lowering System
25 Nose Landing Gear (NLG) Strut
26 Nose Wheel Tire
27 Ejection Seat
28 Canopy and Windscreen Seal Air Reservoir

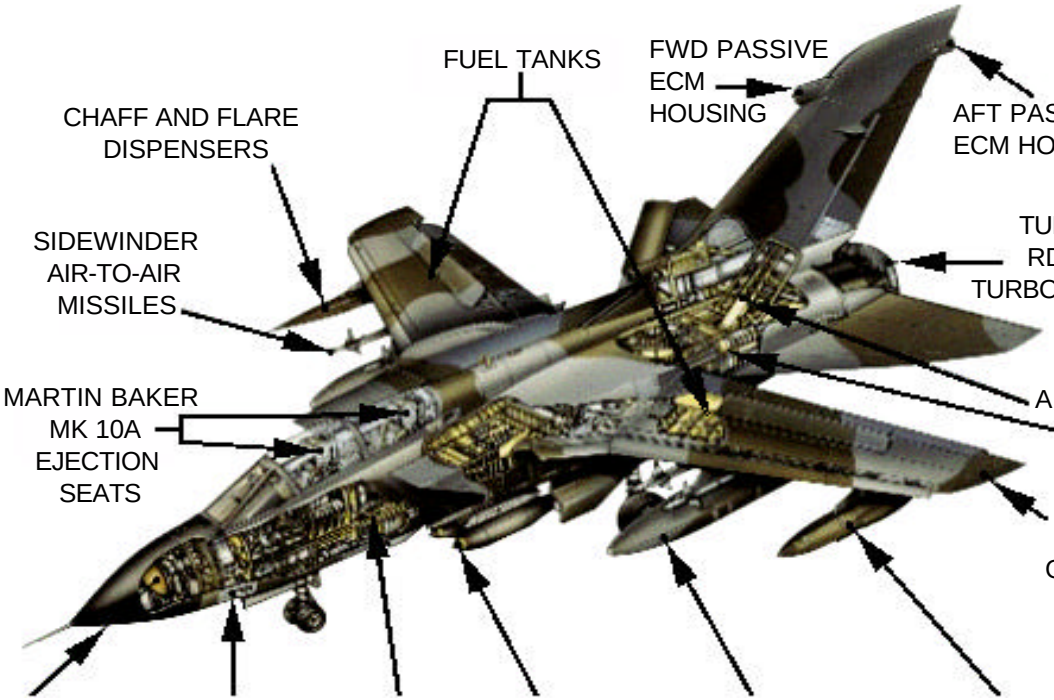


AIRCRAFT HAZARDS-Continued

HAZARDS AND ARMAMENT

PA 200 ADV





PA 200 IDS

SPECIAL TOOLS/EQUIPMENT
Fire Drill II
Power Rescue Saw

AIRCRAFT ENTRY

1. NORMAL ENTRY

WARNING

If the aircrew has to be rescued with assistance from the outside, special attention has to be paid to the hazards resulting from the ejections seats, the canopy jettison system and the MDC system.

NOTE:
Various canopy opening procedures are described. The ejection seats, the canopy jettison system and the MDC system are equipped with pyrotechnic components.

WARNING

Inadvertent initiation may cause extremely severe or even fatal injuries. Therefore, it is mandatory that the systems be provided with adequate safety devices before the rescue actions are begun. If the canopy was jettisoned, only the ejection seats are to be secured. If possible, the MDC system has to be deactivated on the jettisoned. The individual operations necessary to rescue the aircrew are described. If the aircrew is unable to open the canopy, the rescue crew has various possibilities of gaining access to the cockpits.

a. The canopy can be opened by means of the external canopy control handle. If this is impossible, the canopy can be raised manually after it has been unlocked or the transparencies can be detonated.

WARNING

If the left engine is running, the danger of the left engine air intake has to be considered and the aircrew has be protected before opening the canopy to prevent ingestion into the air intake.

b. If the canopy is undamaged, it can be opened from the outside by the external canopy control handle located on the left side of the front fuselage. If the canopy cannot be opened by the external canopy control handle, it has be opened, by unlocking the canopy using the external canopy control handle.

c. Pull out the external jack release handle, thereby uncoupling the canopy jack. The uncoupling process can also be initiated by the aircrew by operating the internal jack release handle in the front or rear cockpit. Raise cockpit manually and secure against closing.

2. EMERGENCY ENTRY

a. If the canopy cannot be raised manually, detonate the canopy transparencies.

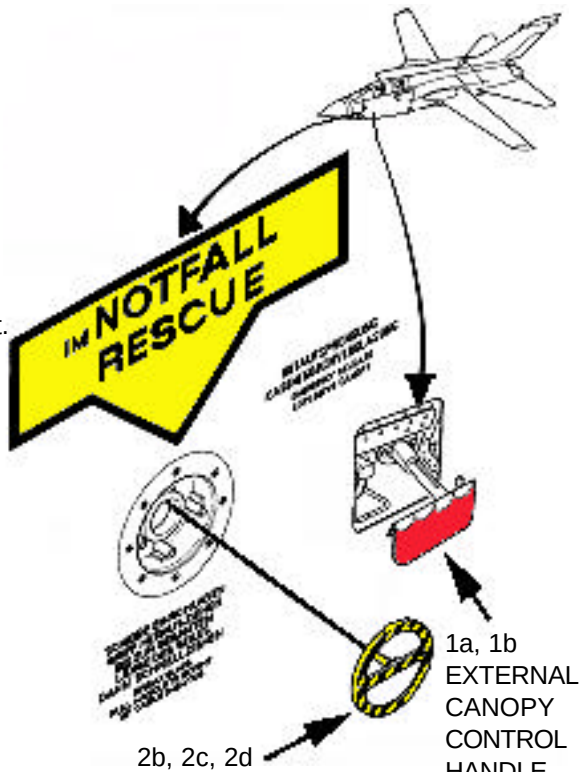
WARNING

When pulling the external MDC handle, move underneath aircraft, if possible, to avoid injuries by fractured airborn debris. In any case, turn face away from aircraft and cover exposed places on the body.

b. The canopy transparencies are detonated by the MDC system and blown clear of the canopy frame. The external MDC handle is located on the left side of the front fuselage and covered by a panel.

c. For detonation of the canopy transparencies break the glass.

d. Pull the handle to the total extent of the cable (approx. 3 m) and then tug.



ENGINE SHUTDOWN

1. EMERGENCY ENGINE SHUTDOWN

NOTE:

The following procedure shall among other things be applied, if, in an emergency, the engines have to be shut down by personnel not authorized to accomplish engine runs.

NOTE:

The engine throttles are located on the left console in the front cockpit. The GT variant is equipped with two additional throttles in the rear cockpit which, however, cannot be used for engine shutdown.

WARNING

Do not enter the engine air intake area while the engines are running. Air intake ingestion can cause injury or death to personnel.

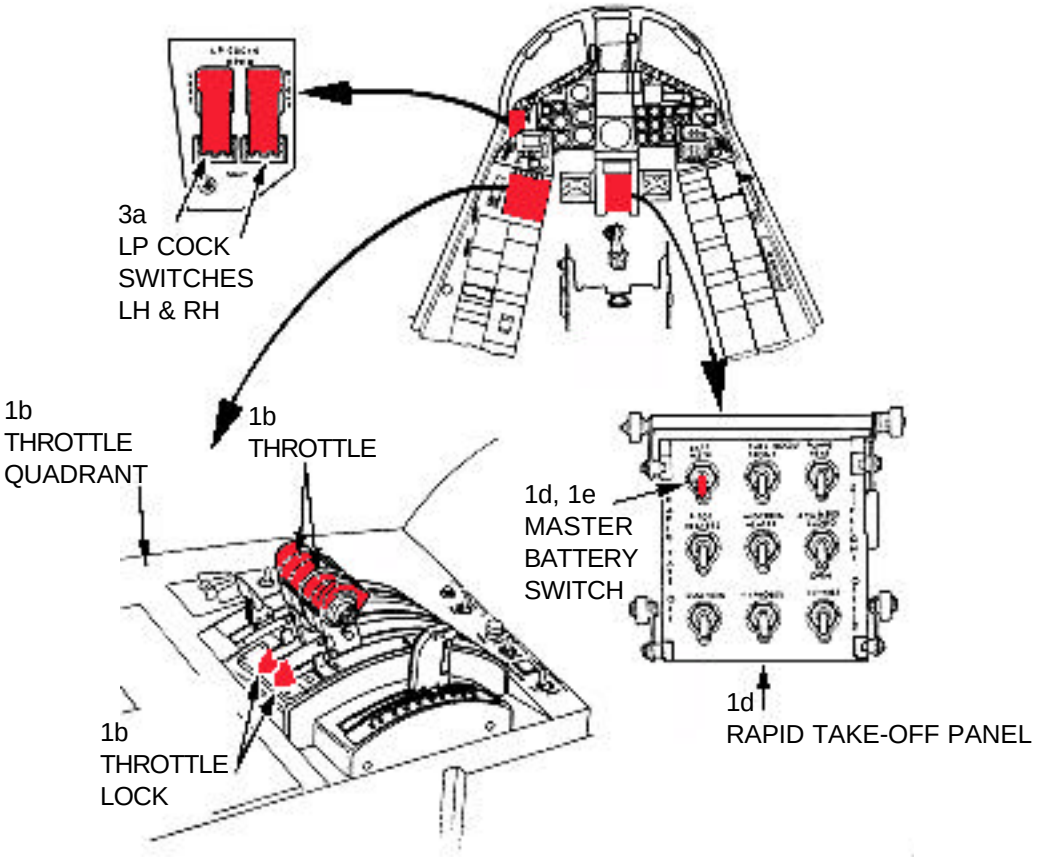
a. Access the cockpits using the entry procedures.

b. On the throttle quadrant, push throttle lock forward and select throttle to the HP SHUT position.

c. Select LP cock switches LP COCKS LEFT and RIGHT, located on the left side of forward instrument panel, to the SHUT position.

d. Select all switches on the rapid take-off panel, except the battery master switch BATT MSTR to the OFF position.

e. When the engine has run down, select battery master switch BATT MSTR to the OFF position.



APU SHUTDOWN

1. EMERGENCY MANUAL APU SHUTDOWN

NOTE:

In an emergency, e. g. in case of a fire or fracture of oil, fuel or hydraulic lines during operation of the secondary power system, the APU may be shut down by actuating one of the following switches.

a. SHUTDOWN INITIATED IN THE FRONT COCKPIT

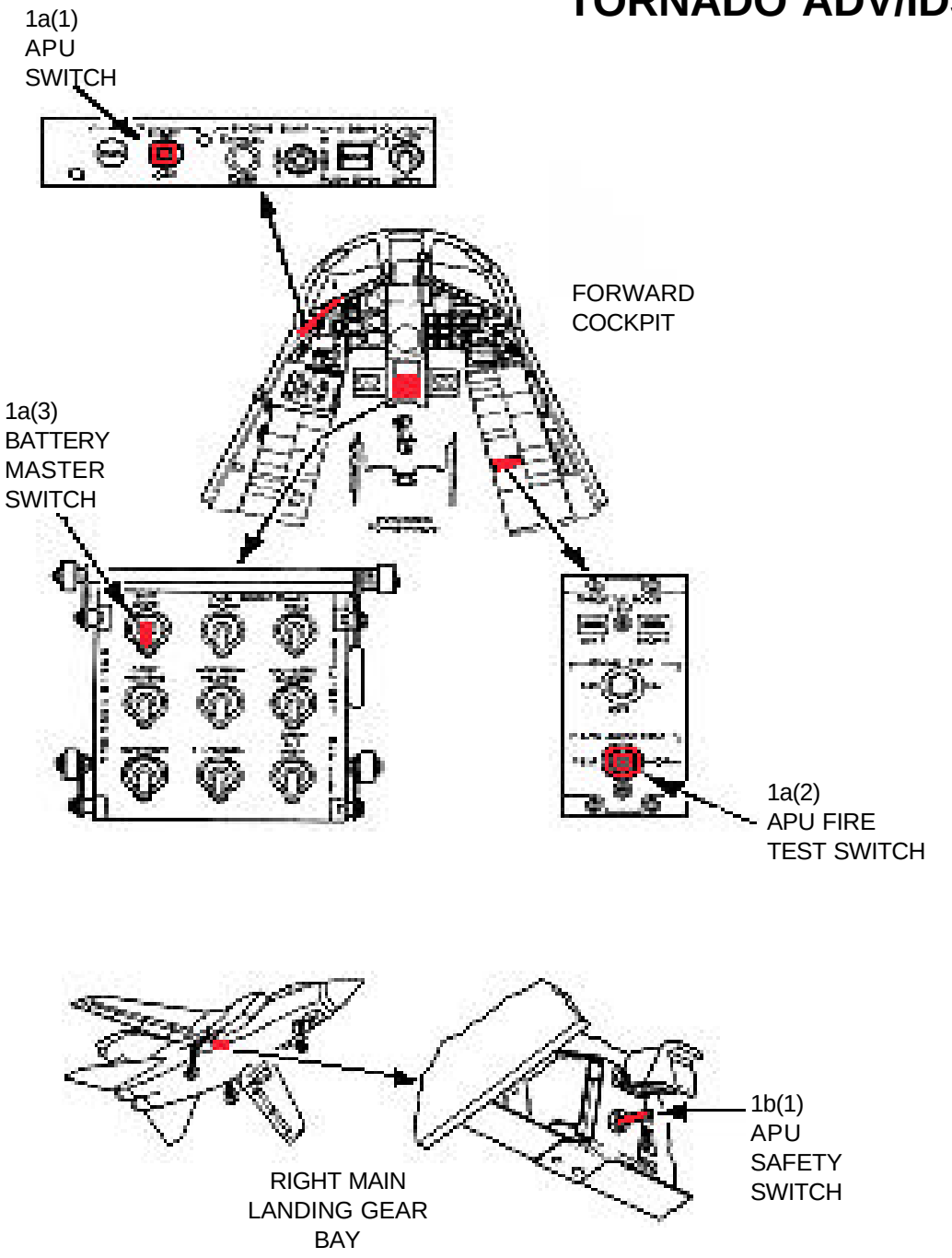
(1) Select APU switch to OFF.

(2) Select APU fire test switch APU AUTO TEST to TEST.

(3) Select battery master switch BATT MSTR to OFF (only possible up to Serial No. 4299).

b. SHUTDOWN IN THE RIGHT MAIN LANDING GEAR BAY

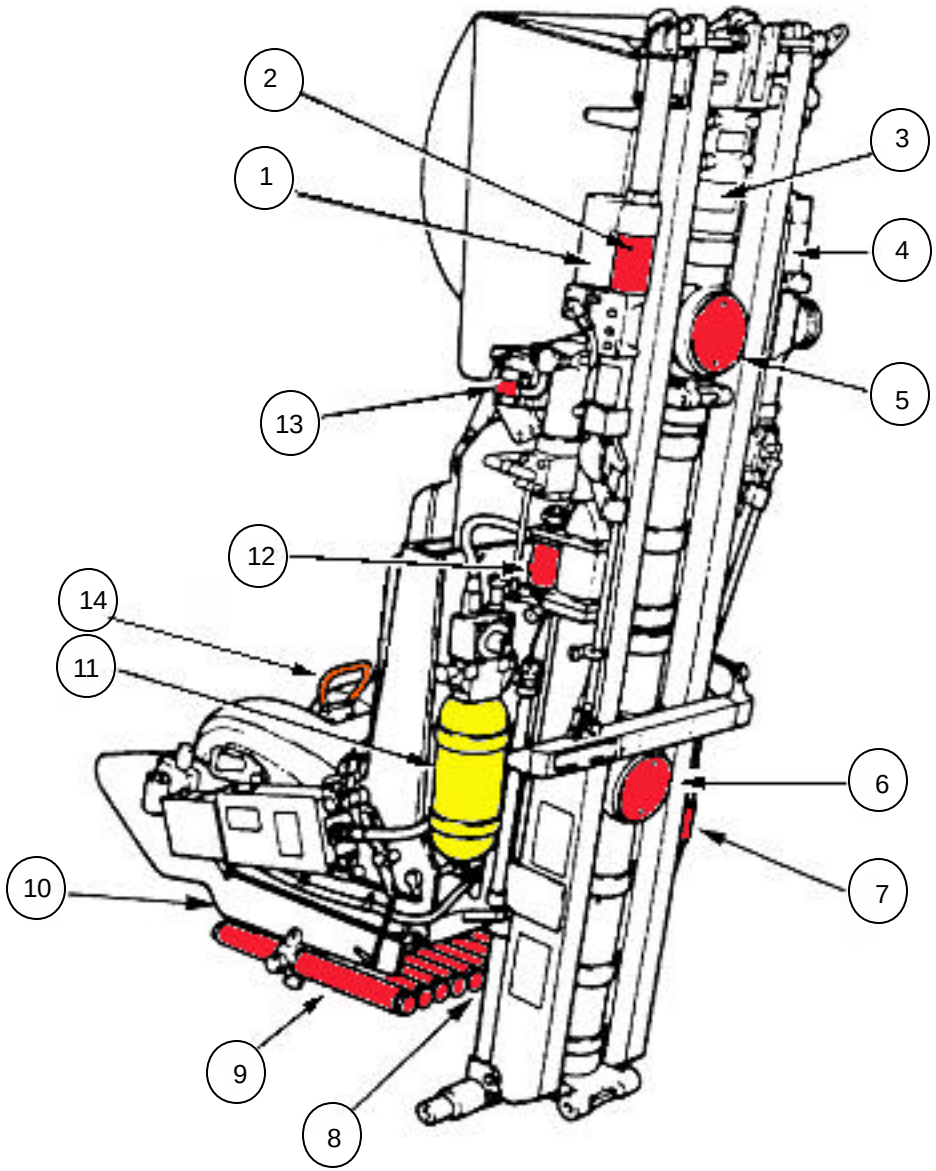
(1) Select APU SAFETY switch to SAFE.



MARTIN BAKER MK10A EJECTION SEAT

EJECTION SEAT COMPONENTS

1 Secondary Cartridge, Drogue Gun
2 Primary Cartridge, Drogue Gun
3 Primary Cartridge, Ejection Gun (Catapult)
4 Cartridge, Barostatic Time Release Unit
5 Secondary Cartridge, Upper, Ejection Gun
6 Secondary Cartridge, Lower, Ejection Gun
7 Cartridge, Manual Separation Firing Unit
8 Cartridge, Rocket Pack Firing Unit
9 Rocket Pack
10 Cartridge, Seat Pan Firing Unit
11 Emergency Oxygen Cylinder
12 Cartridge, Rocket Pack Firing Unit
13 Cartridge, Harness Power Retraction Unit
14 Ejection Control Handle



AIRCREW EXTRACTION

1. LOCKING/SAFETYING OF THE ESCAPE SYSTEMS

WARNING

When accomplishing rescue and recovery actions in the cockpit area, it is mandatory that the canopy jettison system, the MDC system and the ejection seats be completely locked/safetied.

NOTE:

The following rescue procedure has to be accomplished to rescue an unconscious aircrew member from an ejection seat. It only applies to the technical sequence of activities; medical care is to be provided by the responsible medical specialist personnel.

WARNING

If the oxygen mask is still fitted to the helmet, remove mask to prevent death due to suffocation.

- Post Ta FL1241: If the aircrew member wears NBC protective equipment, both hood zippers have to be opened. If necessary, the quick-release handle on the upper right side of the hood is to be operated. The
- oxygen mask is now freely accessible and has to be removed.

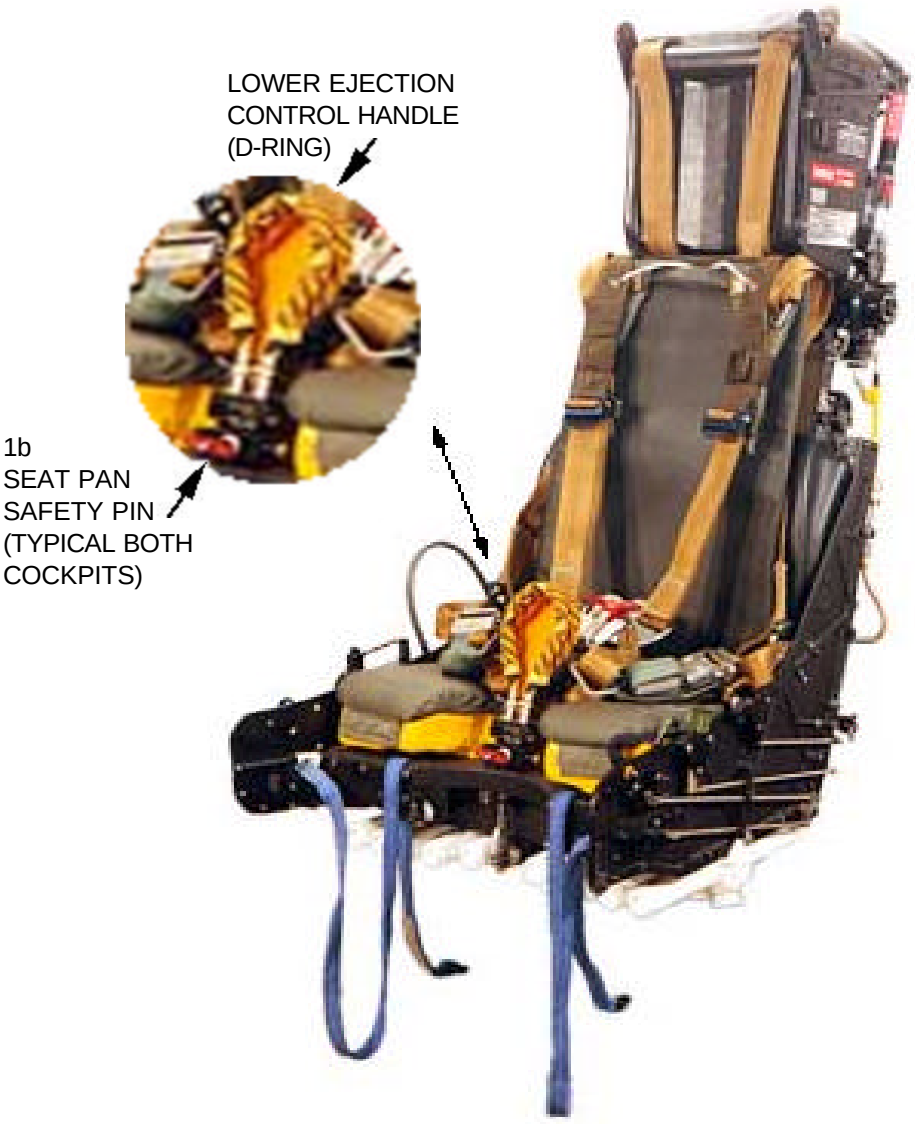
NOTE:

If rescue is attempted via open canopy (MDC not fired) then MDC initiator unit safety pins must be fitted to both cockpits. Pin stowage position similar for both cockpits.

a. Make forward seat safe first by by selecting the safe position at the command ejection selector, located in aft cockpit.

b. Insert seat pan safety pin (yellow color) in the forward and aft seats at the lower ejection handle.

c. Insert canopy jettison initiator unit safety pin, located between cockpits, if applicable.



MARTIN BAKER EJECTION SEAT MK10

AIRCREW EXTRACTION-Continued

NOTE:
Operation/step d applies only to aircrew members equipped with NBC protective equipment post TA FL1241.

d. Open upper and lower hood zippers. If required, operate the orange quick-release handle. (Detail F)

e. Operate control knob and raise visor. (Detail A)

f. Open mask mortise lock and remove oxygen mask. (Detail A)

g. Open connector and release dinghy retaining lanyard. (Detail D)

h. Release arm restraint lines on quick-release connector. (Detail B)

i. Open quick-release fitting and release leg and shoulder straps. (Detail D)

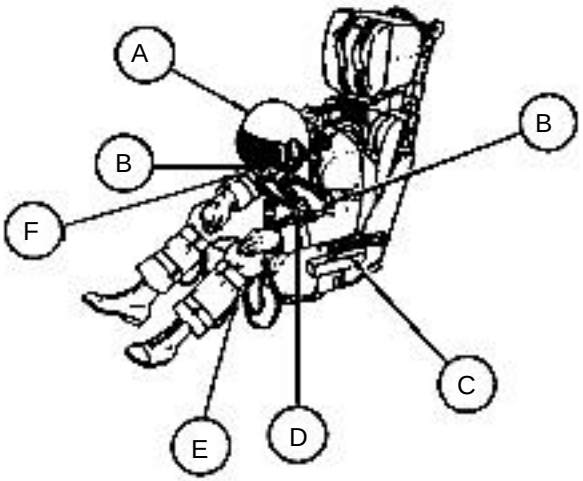
j. Unlock PEC man portion handle and release PEC man portion. (Detail C)

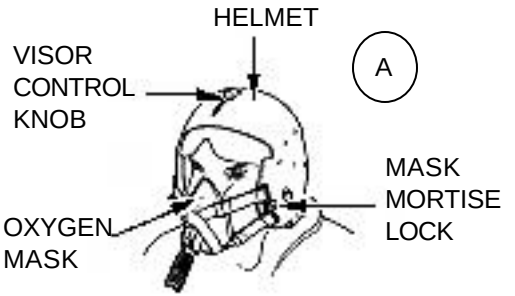
k. Ensure that the leg restraint lines are removed from the taper plug lock and the leg garters. (Detail E)

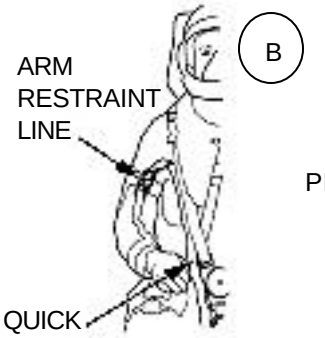
NOTE:
Operation/step l applies only to aircrew members equipped with NBC protective equipment post TA FL1241.

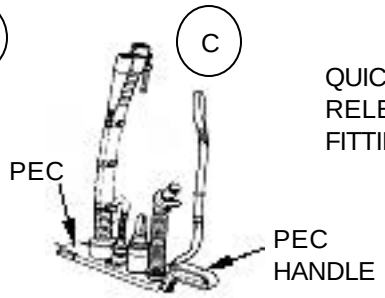
l. Disconnect/remove hood scavenging line on the quick-release connection i. a. w. Detail F from the blower.

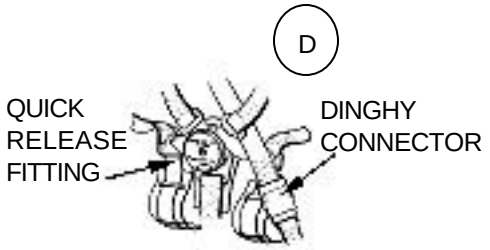
m. Rescue aircrew from the aircraft.

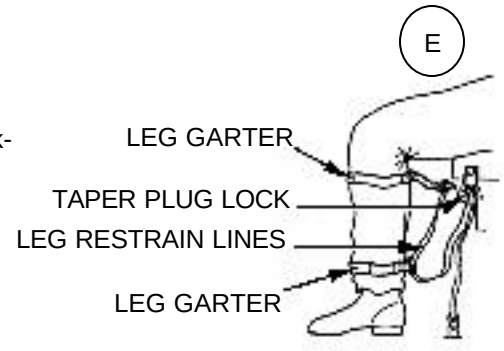


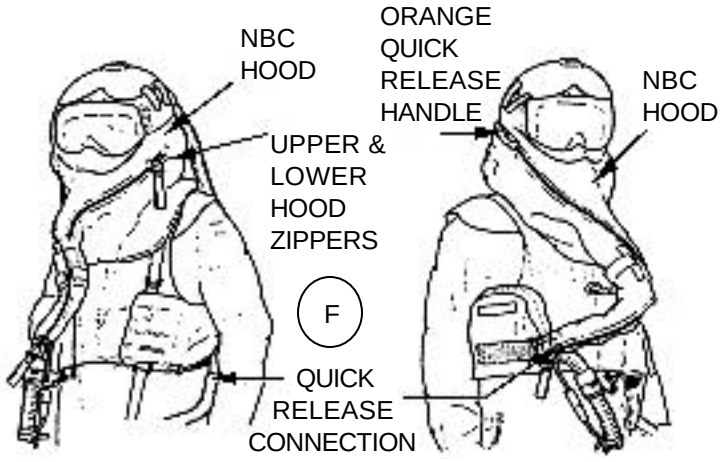






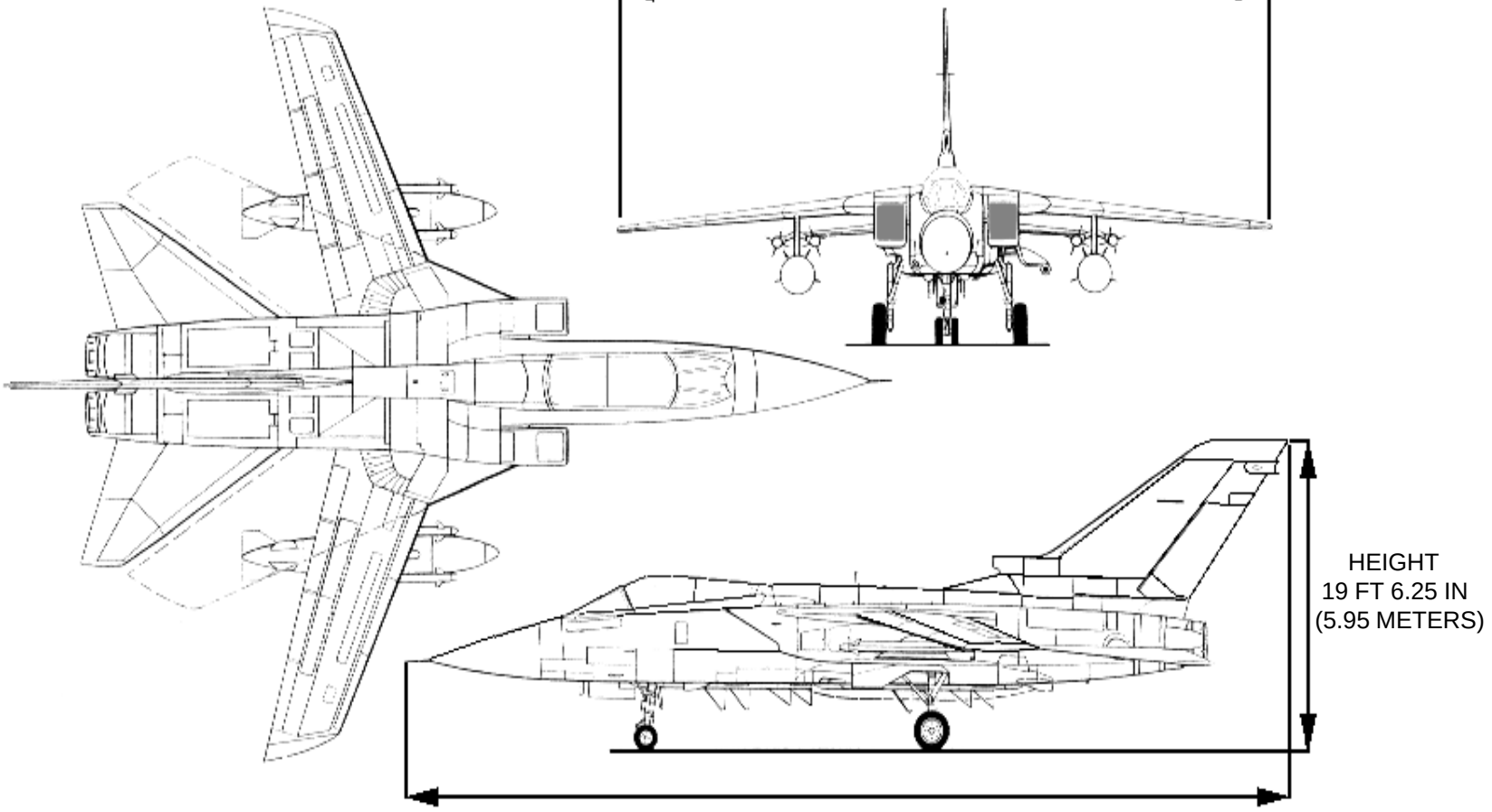






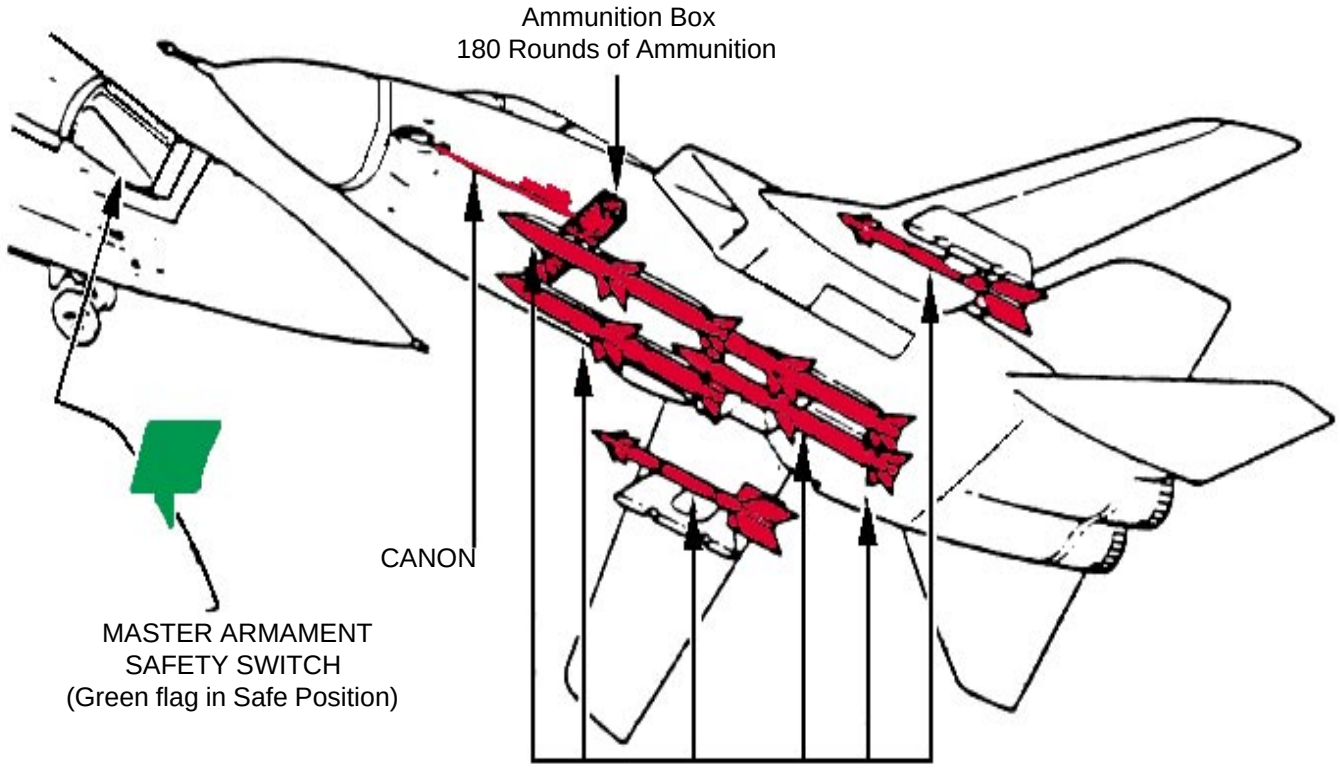
AIRCRAFT DIMENSIONS

TORNADO F3



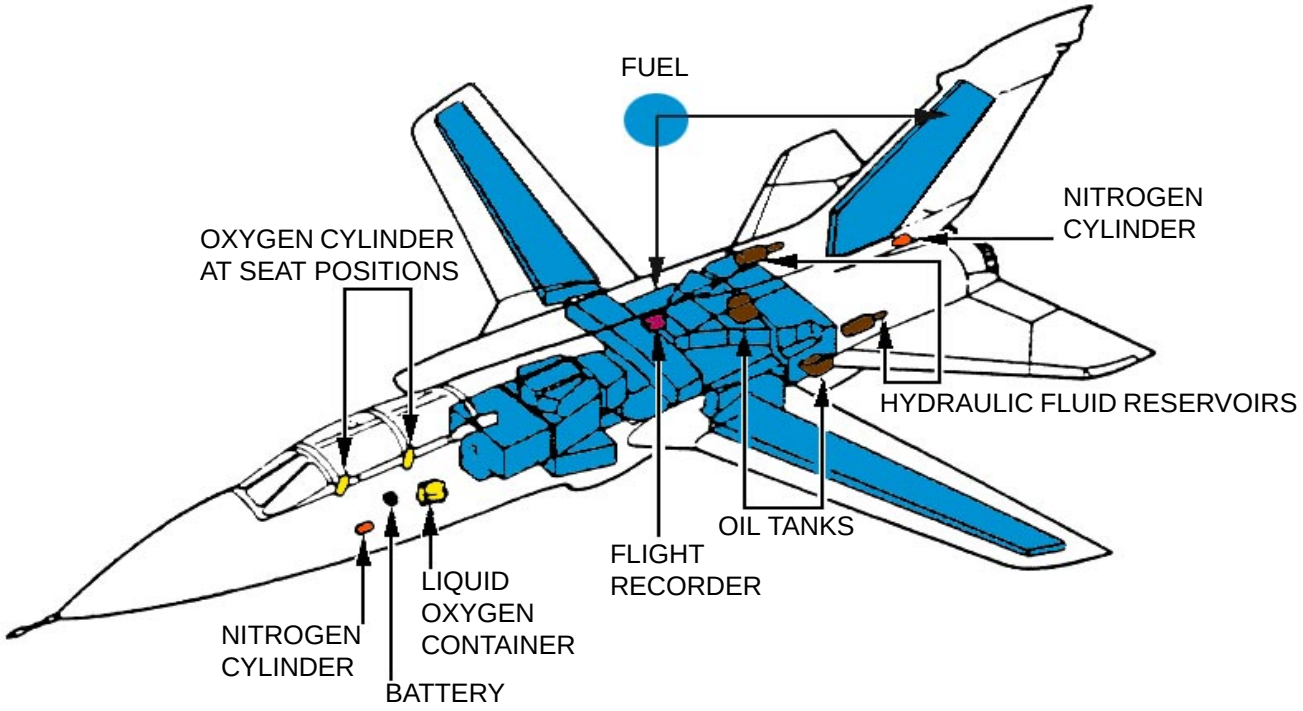
AIRCRAFT HAZARDS

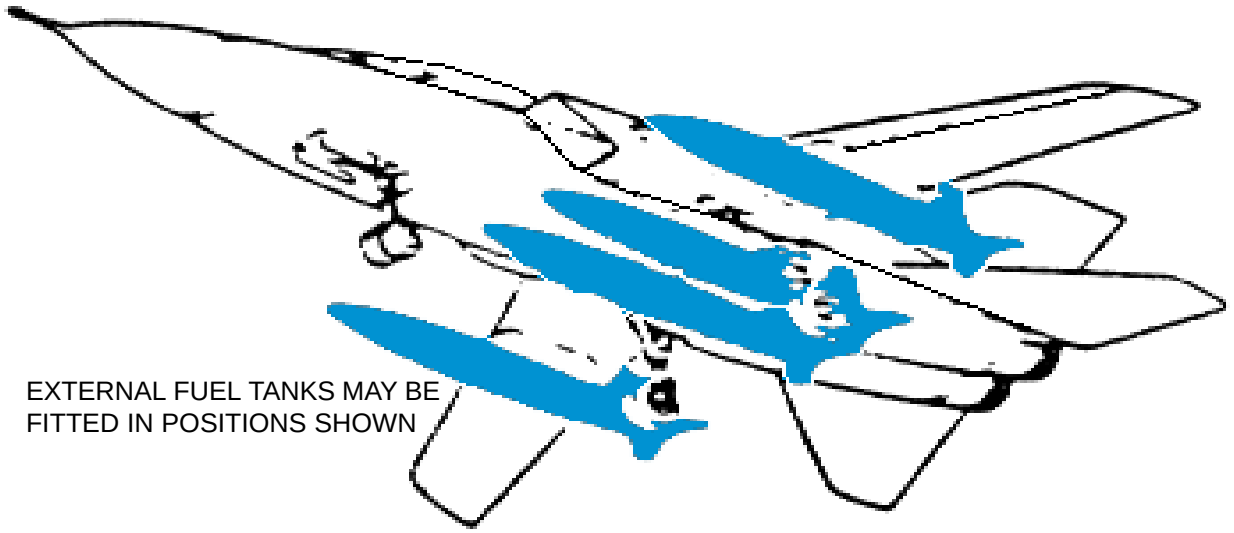
OTHER HAZARDS:
Battery acid
Assisted escape system
Asbestos
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cadium (Battery/Bolt protection/Steel protection
Cartridge operated equipment
Composite Materials (Man-made mineral fibres)
Coolanol
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature bulbs)
Miniature Detonating Cord (MDC)
Polytetrafluoroethylene
Potassium Hydroxide
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Thorium Fluoride
Weapon Load
Zinc Selenide
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-26
Oxygen: LOX



NOTE:
A variety of missles are carried externally.

AIRCRAFT HAZARDS-Continued





EXTERNAL FUEL TANKS MAY BE FITTED IN POSITIONS SHOWN

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Press access door, located on left side of the fuselage, release lever and pull lever to STOP position.

2. MANUAL ENTRY

a. Pull yellow/black marked O-handle, located behind normal entry release lever, to STOP position. (Not illustrated.)

b. Press canopy upwards and install steadying strut.

3. EMERGENCY ENTRY

WARNING

Personnel other than the operator of the emergency release explosive canopy handle must stand well clear of the aircraft. Handle is located on port side of aircraft and has Mild Detonating Cord (MDC)installed.

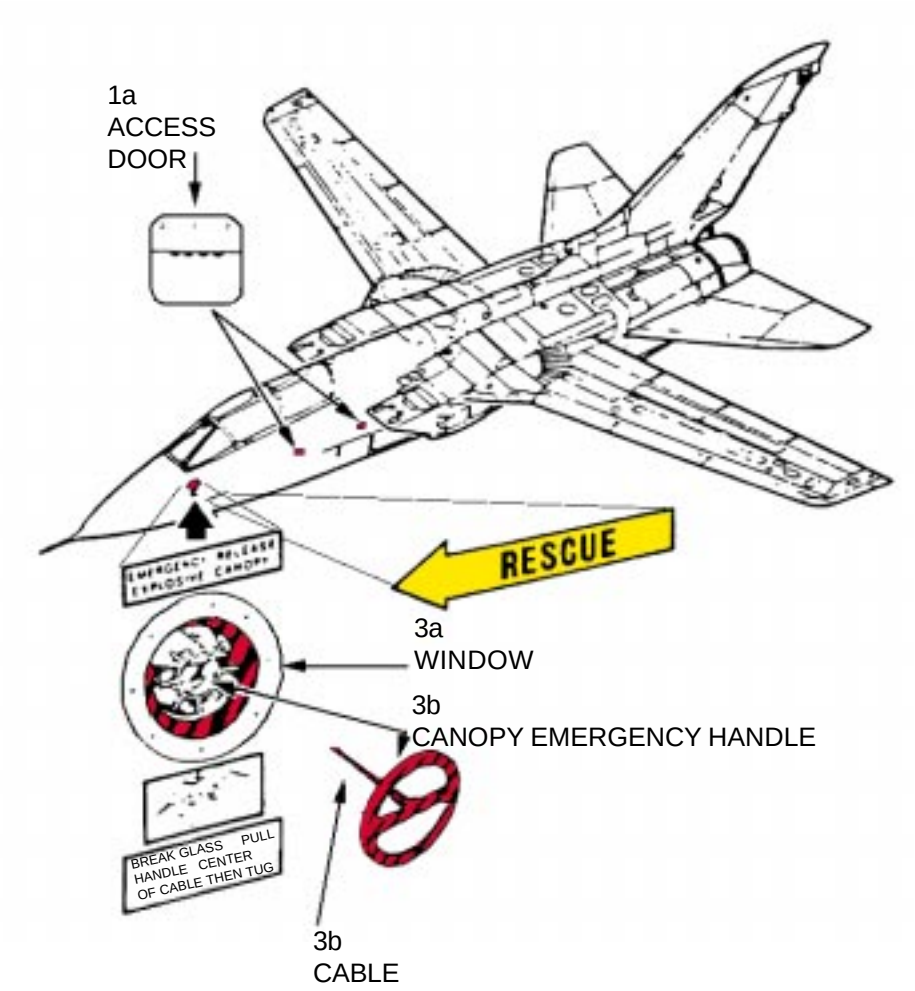
a. Break the frangible panel, located on the left side of the fuselage, by striking it in the center with the heel of the hand with fist clenched, to expose emergency canopy handle.

b. Grasp the emergency canopy handle with the right hand and move forward and away along a line approximately 45 degrees to the fuselage until the cable becomes taut.

c. Facing away from the aircraft with handle in the right hand, pull the handle sharply.

4. CUT-IN

a. If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

WARNING

Before operating crash switches, the throttles must be selected back to HP SHUT position.

WARNING

Failure to follow the above procedure will cause the engines to rapidly accelerate, possibly to destruction.

NOTE:
Thumb plates must be pushed forward to allow the throttle/HP cocks to be selected fully back to SHUT position.

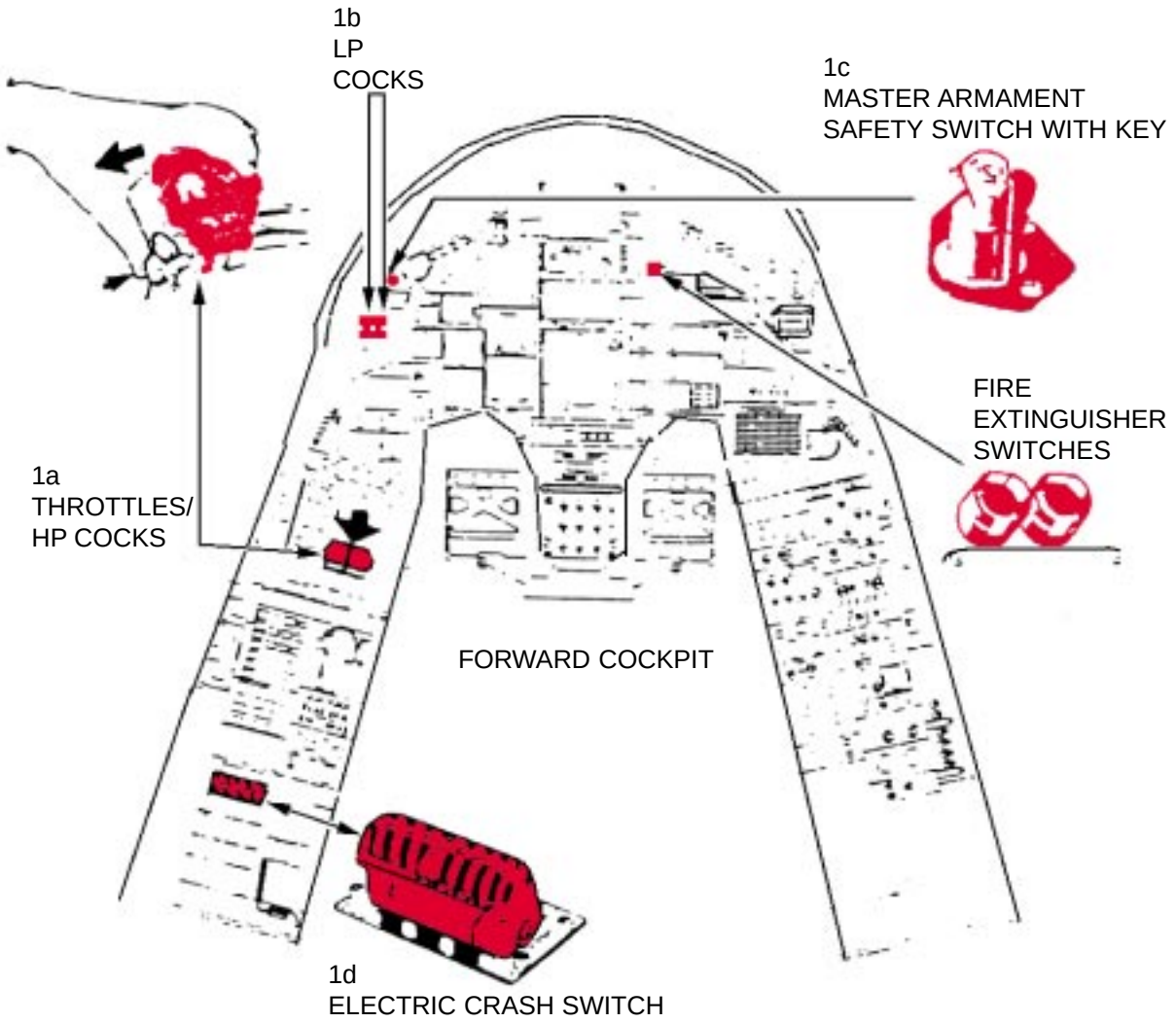
a. Pull fully back the throttles/HP cocks, located on the left console.

b. Place LP cocks, located on forward left panel, down to SHUT position.

c. Place the master armament safety switch and key, located on the forward left panel down to the OFF position.

NOTE:
Fire extinguisher switches are located on the forward instrument panel.

d. Lift and pull the electric crash switch, located aft on the left console, to isolate and discharge the fire extinguishers in the engine compartments.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

WARNING

Seat pan must be fitted to both forward and aft seats before attempting further rescue of either crew member.

NOTE:

If rescue is attempted via open canopy (MDC not fired) then MDC initiator unit safety pins must be fitted to both cockpits. Pin stowage position similar for both cockpits.

a. Make forward seat safe first by by selecting the safe position at the command ejection selector, located in aft cockpit.

b. Insert seat pan safety pin (yellow color) in the forward and aft seats at the lower ejection handle.

c. Insert canopy jettison initiator unit, located between cockpits, safety pin.

2. AIRCREW EXTRACTION

a. Remove face mask.

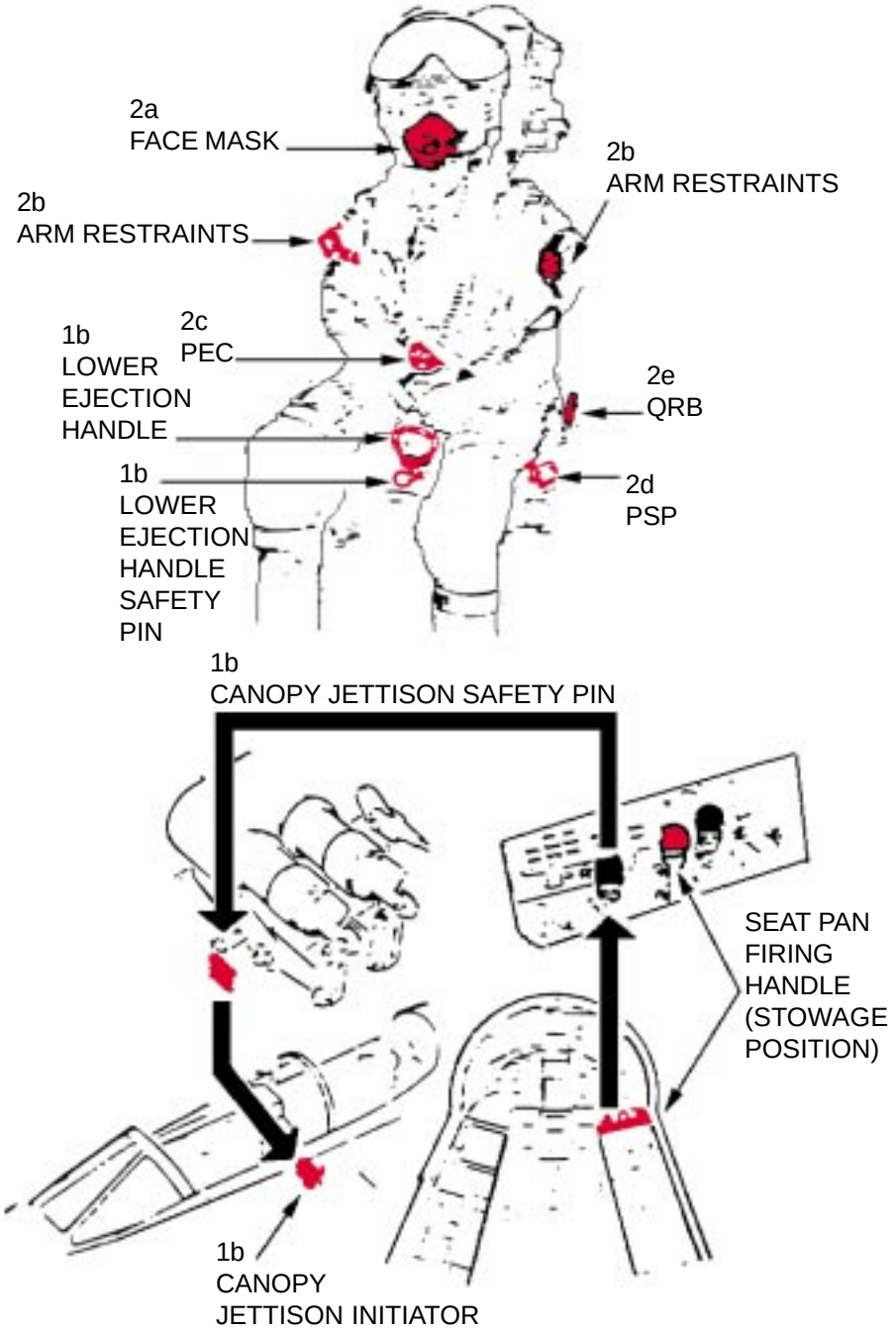
b. Release arm restraint straps by pressing plungers. Place aside the right and left shoulder straps.

c. Remove PEC, located on left side of seat, by pulling up from seat which also releases leg restraints straps.

d. Release PSP, located left side of seat, by pressing plung ers and lay aside.

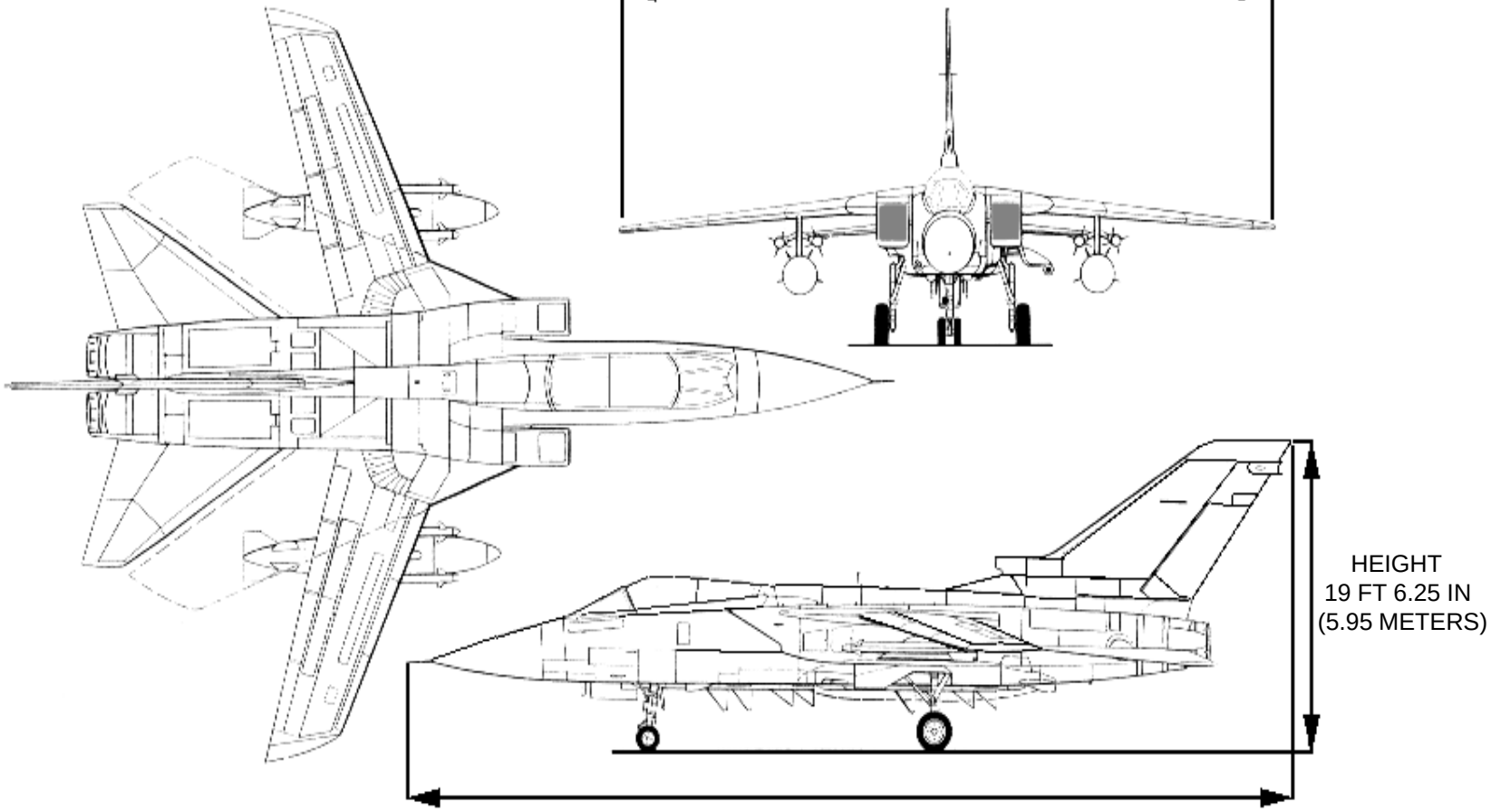
e. Release QRB, located left side of seat, by turning and pressing. Pull out lugs.

f. Remove crewmember.



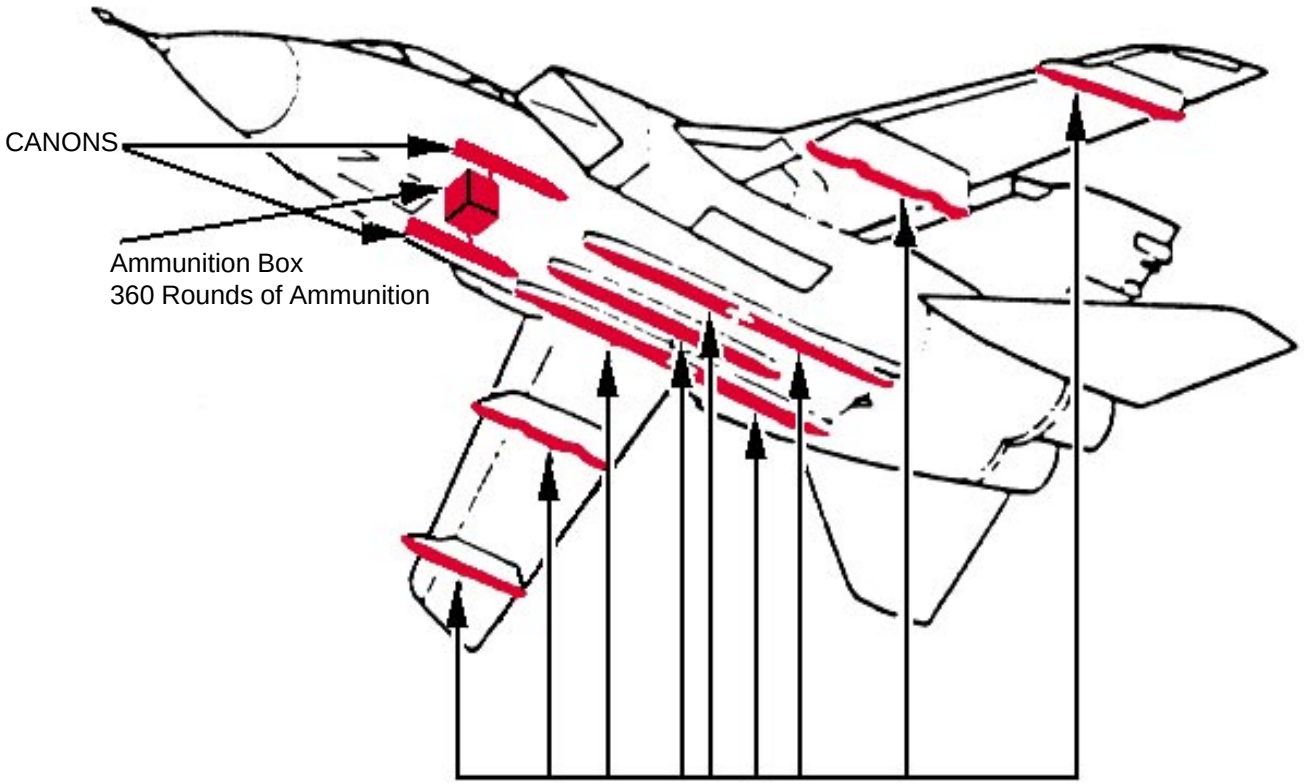
AIRCRAFT DIMENSIONS

TORNADO GR MK 1A



AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Assisted escape system
Asbestos
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cadium (Battery/Bolt protection/Steel protection
Cartridge operated equipment
Composite Materials (Man-made mineral fibres)
Coolanol
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature bulbs)
Miniature Detonating Cord (MDC)
Polytetrafluoroethylene
Potassium Hydroxide
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Thallium
Thorium Fluoride
Weapon Load
Zinc Selenide
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-26
Oxygen: LOX

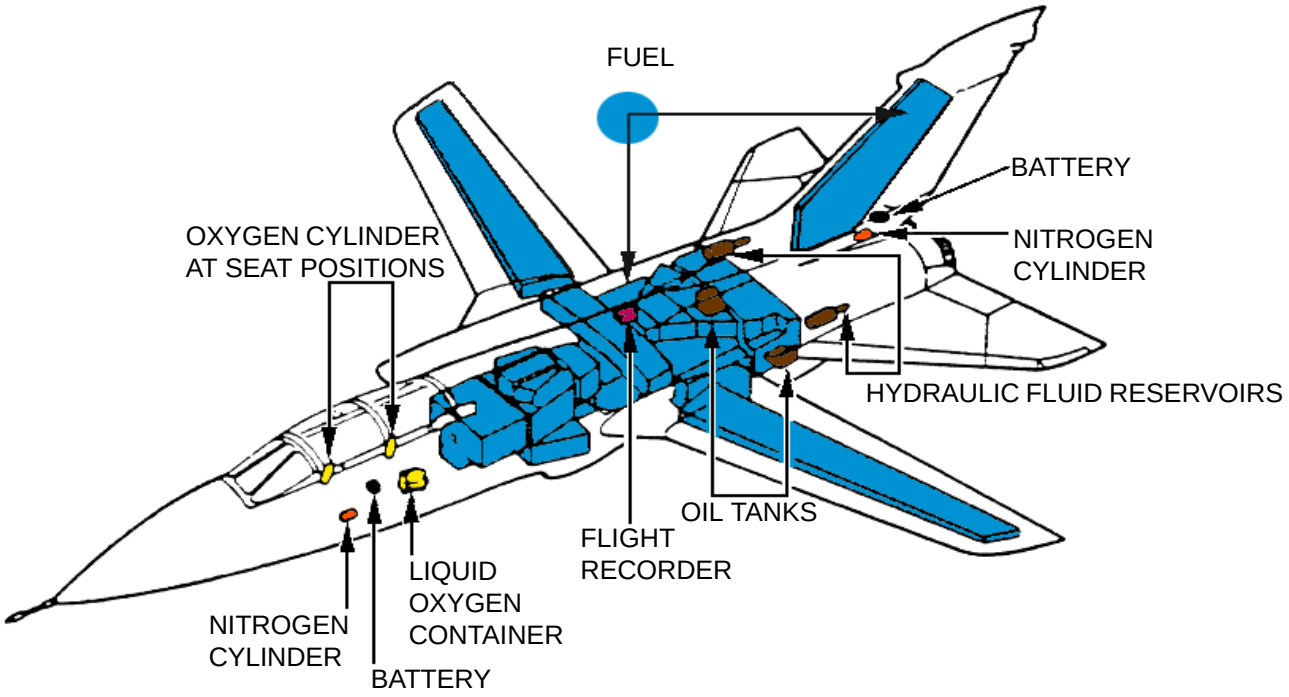


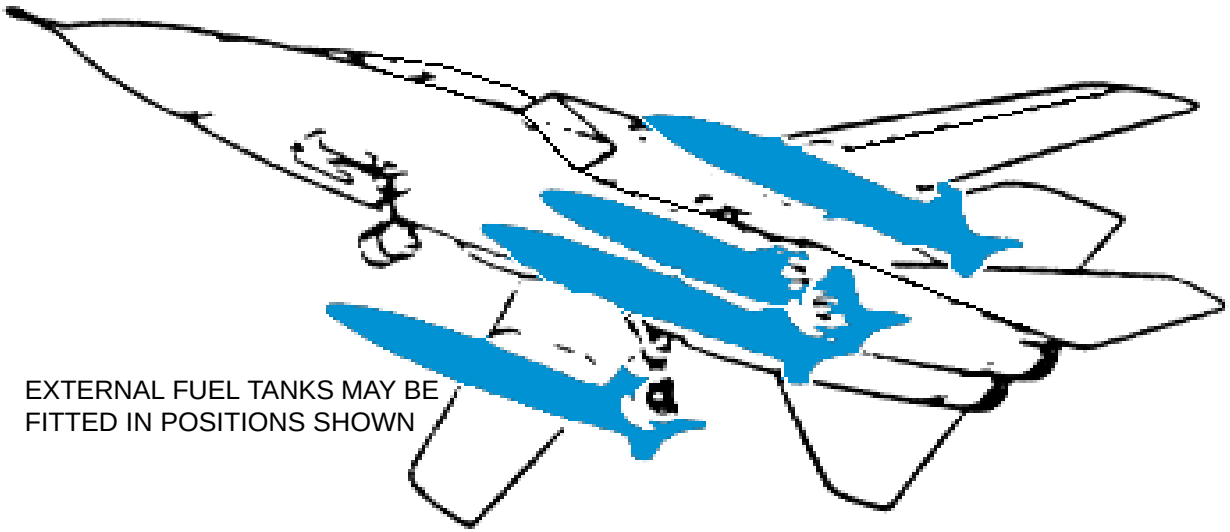
WEAPONS PYLONS

NOTE:
A variety of missles are carried externally on 9 pylons.

AIRCRAFT HAZARDS-Continued

TORNADO GR MK 1A





EXTERNAL FUEL TANKS MAY BE FITTED IN POSITIONS SHOWN

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Press access door, located on left side of the fuselage, release lever and pull lever to STOP position.

2. MANUAL ENTRY

a. Pull yellow/black marked O-handle, located behind normal entry release lever, to STOP position. (Not illustrated.)

b. Press canopy upwards and install steadying strut.

3. EMERGENCY ENTRY

WARNING

Personnel other than the operator of the emergency release explosive canopy handle must stand well clear of the aircraft. Handle is located on port side of aircraft and has Mild Detonating Cord (MDC)installed.

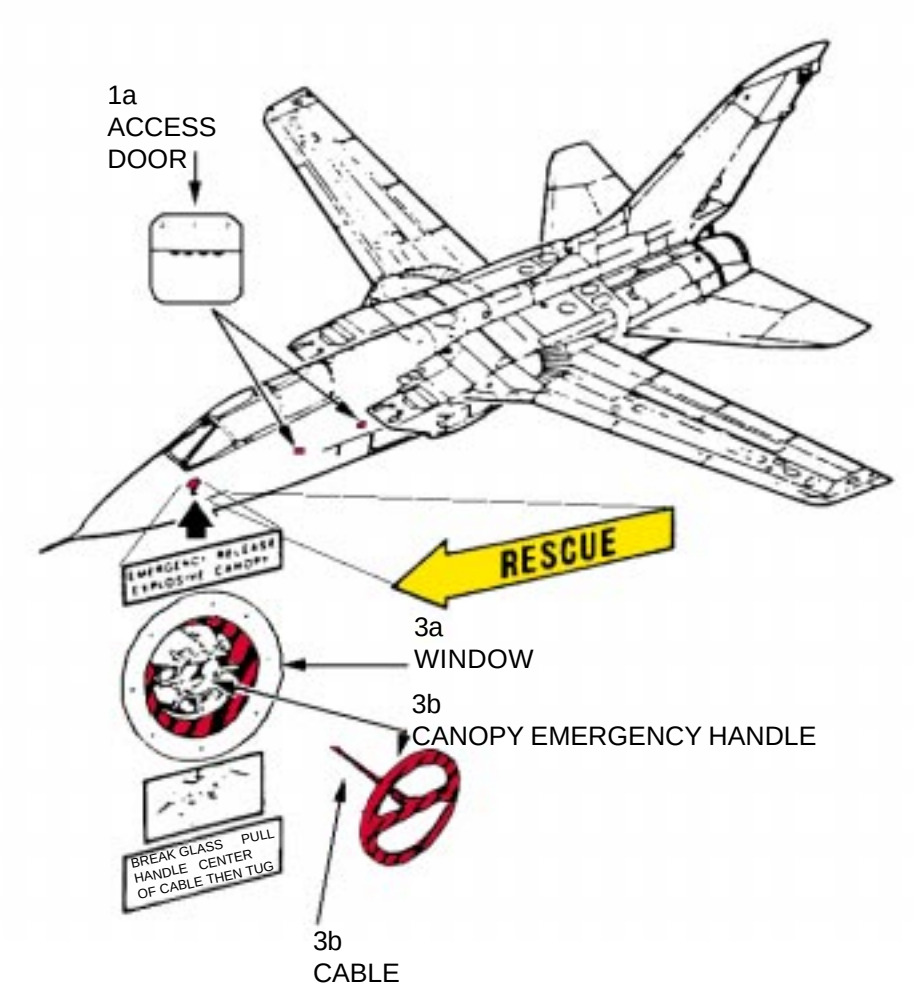
a. Break the frangible panel, located on the left side of the fuselage, by striking it in the center with the heel of the hand with fist clenched, to expose emergency canopy handle.

b. Grasp the emergency canopy handle with the right hand and move forward and away along a line approximately 45 degrees to the fuselage until the cable becomes taut.

c. Facing away from the aircraft with handle in the right hand, pull the handle sharply.

4. CUT-IN

a. If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

WARNING

Before operating crash switches, the throttles must be selected back to HP SHUT position.

WARNING

Failure to follow the above procedure will cause the engines to rapidly accelerate, possibly to destruction.

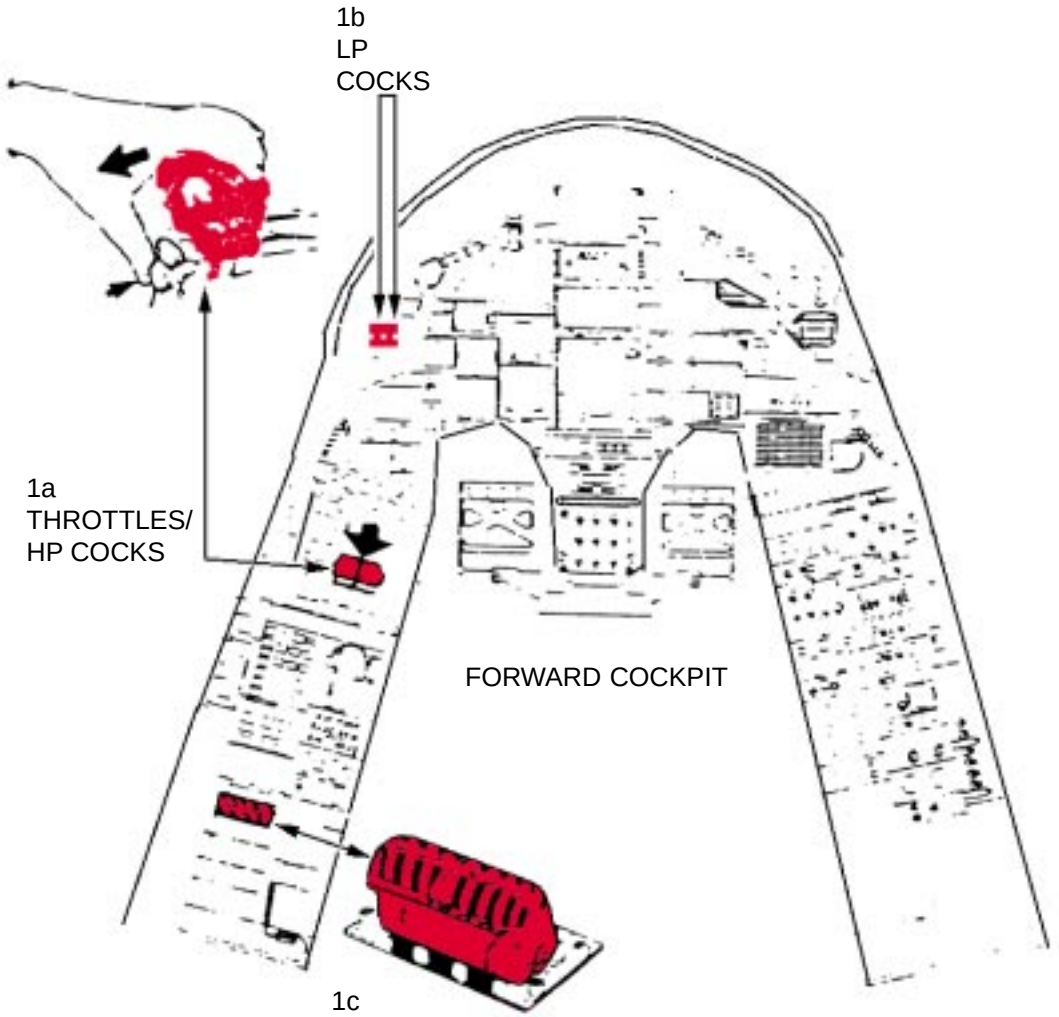
NOTE:
Thumb plates must be pushed forward to allow the throttle/HP cocks to be selected fully back to SHUT position.

a. Pull fully back the throttles/HP cocks, located on the left console.

b. Place LP cocks, located on forward left panel, down to SHUT position.

NOTE:
Fire extinguisher switches are located on the forward instrument panel.

c. Lift and pull the electric crash switch, located aft on the left console, to isolate and discharge the fire extinguishers in the engine compartments.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

WARNING

Seat pan must be fitted to both forward and aft seats before attempting further rescue of either crew member.

NOTE:

If rescue is attempted via open canopy (MDC not fired) then MDC initiator unit safety pins must be fitted to both cockpits. Pin stowage position similar for both cockpits.

a. Make forward seat safe first by by selecting the safe position at the command ejection selector, located in aft cockpit.

b. Insert seat pan safety pin (yellow color) in the forward and aft seats at the lower ejection handle.

c. Insert canopy jettison initiator unit, located between cockpits, safety pin.

2. AIRCREW EXTRACTION

a. Remove face mask.

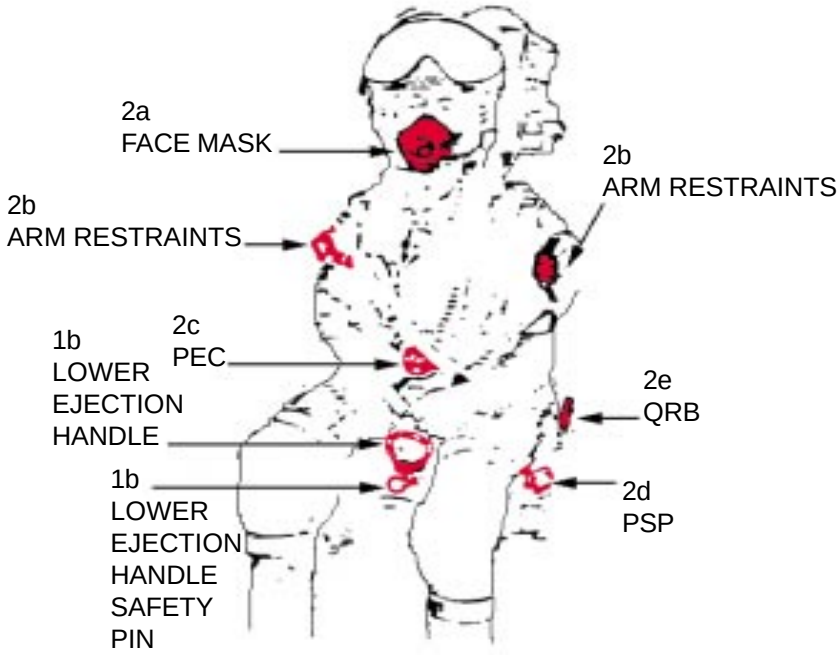
b. Release arm restraint straps by pressing plungers. Place aside the right and left shoulder straps.

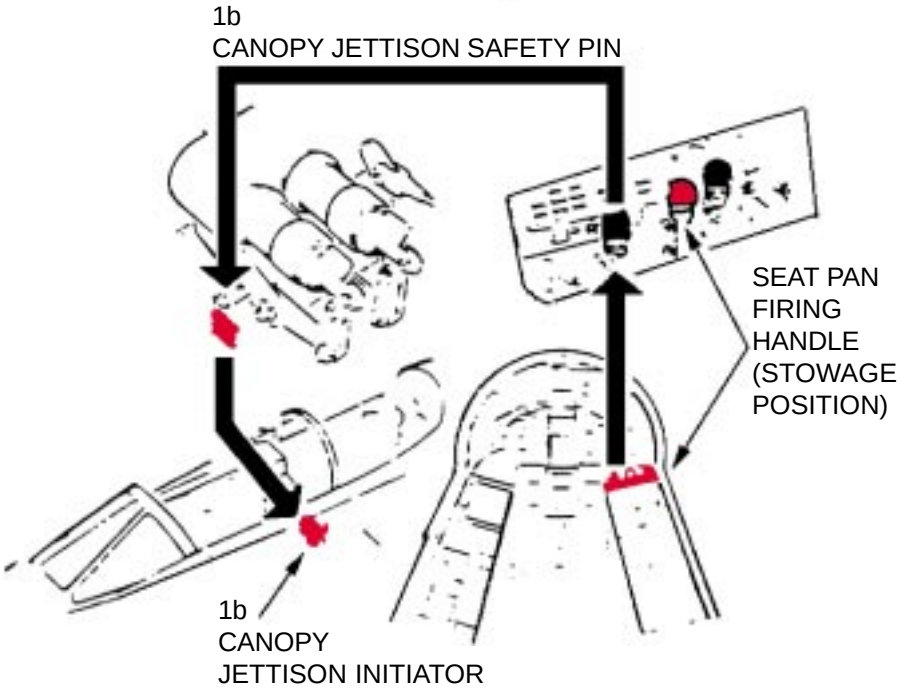
c. Remove PEC, located on left side of seat, by pulling up from seat which also releases leg restraints straps.

d. Release PSP, located left side of seat, by pressing plung ers and lay aside.

e. Release QRB, located left side of seat, by turning and pressing. Pull out lugs.

f. Remove crewmember.





The aircraft information is pending release.

NOTE

Chapter 27 contains emergency rescue and
mishap response information for the following NATO aircraft:

GEU, FRA, ITA	**ATLANTIC BR 1150**
GBR	**CANBERRA PR7**
GBR	**CANBERRA PR9**
GBR	**CANBERRA T4**
GBR	**CANABERA TT18**
FRA	**FALCON 50 MARINE**
NLD, ESP	**FOKKER 50**
ITA	**MB 326**
ITA	**MB 339**
GBR	**NIMROD MR. MK 2P**
GBR	**NIMROD R-1**
CAN,GRC,NOR,PRT,ESP,USA	**P-3/CP-140/CP-140A**

*** Aircraft information pending**

CHAPTER 27

NATO

BOMBER/MARITIME

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

27-1. INTRODUCTION AND USE.

27-2. 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.

27-3. GENERAL ARRANGEMENT.

27-4. 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.

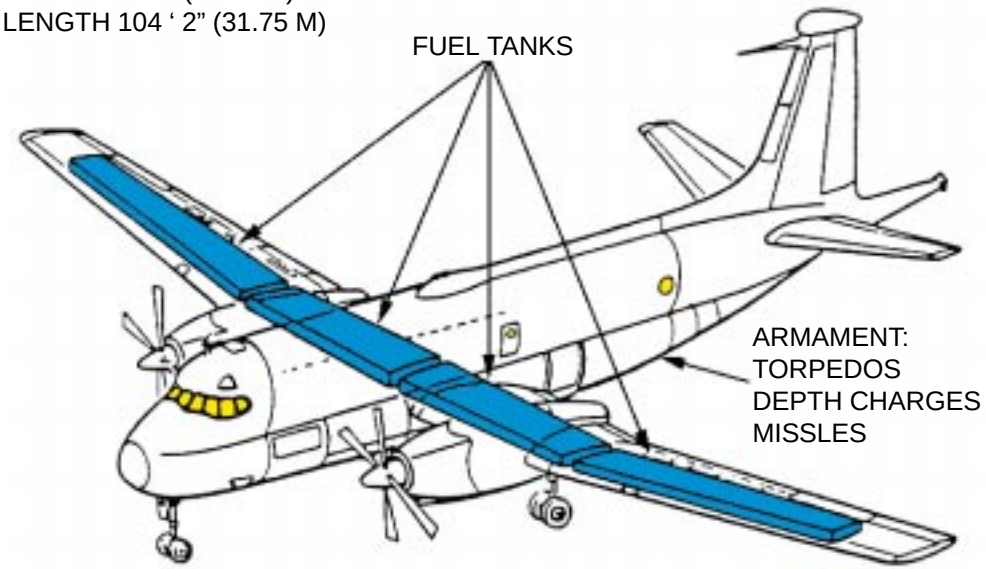
e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

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

ATLANTIC BR 1150

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

DIMENSIONS
WING SPAN 119 ‘ 1” (36.30 M)
HEIGHT 37’ 2” (11.33 M)
LENGTH 104 ‘ 2” (31.75 M)



AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Pull release lever of hatch cover, located aft section lower side of the fuselage, and clasp hatch cover downwards.

b. Go up steps leading forward, located inside of the fuselage, to the pressure cabin door.

c. Pull the sliding bolt of the cabin door to the right and push door inwards, up to STOP position.

2. EMERGENCY ENTRY

a. Escape hatches are located on both sides overwing.

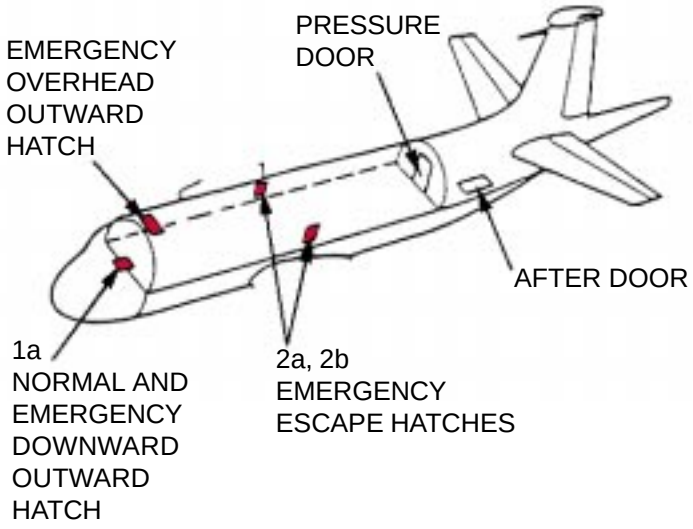
b. Pull red or yellow/black marked lever, located above window, turn lever clockwise to STOP position and remove hatch.

c. Disconnect dinghy pack, located on the step, and clasp step outwards.

3. CUT-IN

a. Marked cut-in areas are located on both sides aft fuselage and one at the top side of fuselage. Cut-in along marked areas.

b. Disconnect fuselage extension from the tail, by cutting or pulling.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Pull the three yellow/black marked fire “T” handles located center pilot’s overhead panel, up to STOP position.

b. Depress the yellow/black marked “CRASH-BAR”, located left beside the fire “T” handles of the pilot’s overhead panel.

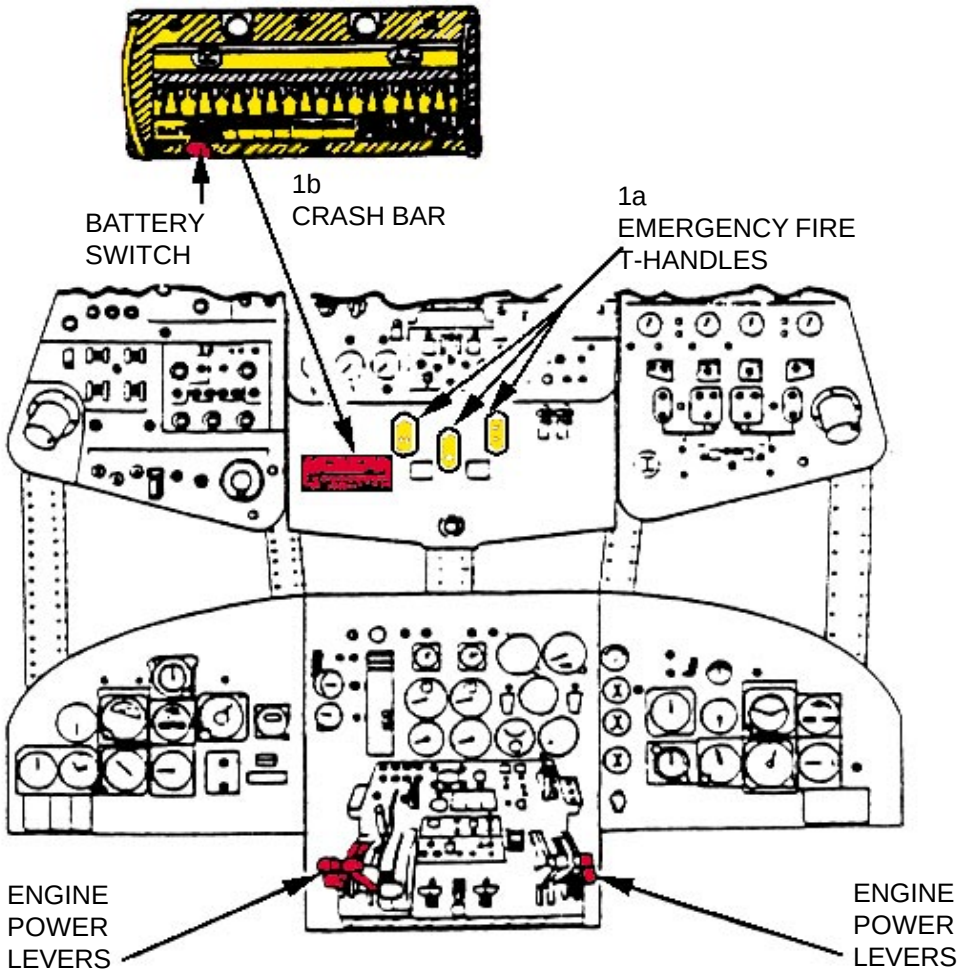
2. AIRCREW EXTRACTION

NOTE:
All crewmembers, except the pilot and co-pilot, are secured by safety belts. Crew size is 12.

a. Open the quick releases, located at each mid-section of crewmembers, and lay belts aside.

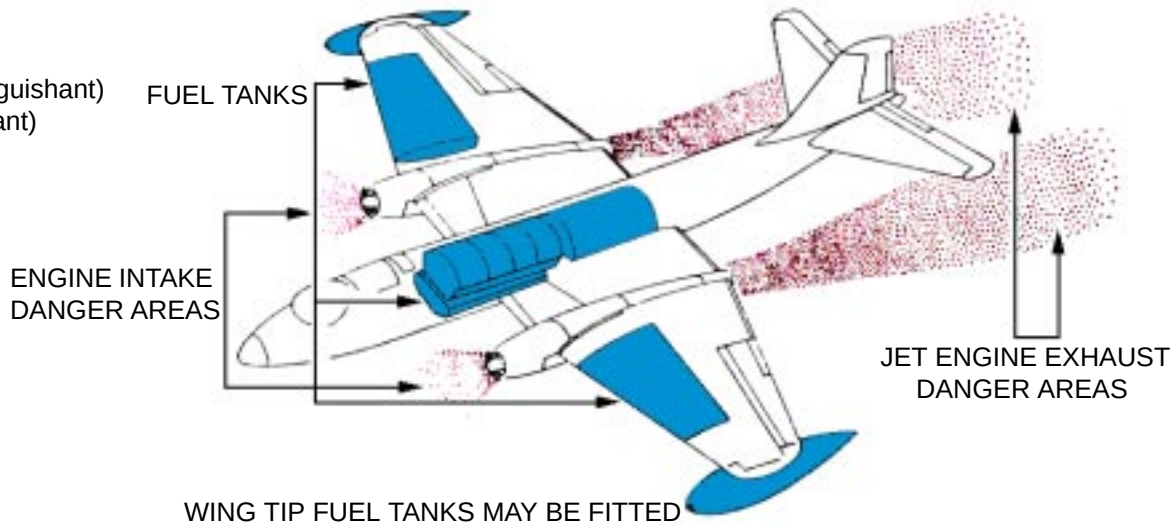
b. Rotate outer assembly to teh left or right until shoulder straps are released. Lay straps aside.

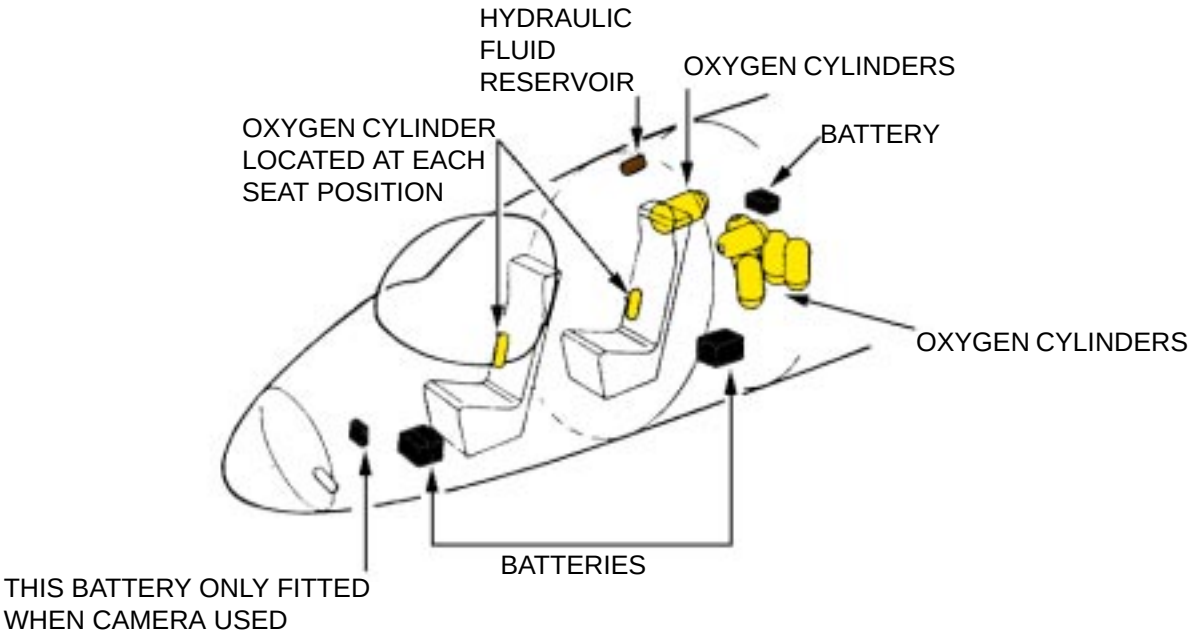
NOTE:
Do not remove parachute harness. Transpor tation of injured crewmember will be easier.



AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishment)
Coolanol
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Ground Illuminating Flare Dispenser
Isopropyl Nitrate (AVPIN)
Lithium (Batteries)
Methyl Bromide (Fire Extinguishment)
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Strontium Chromates
Fuel: Avgas
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OMD-160
Oxygen: NIL





SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Open entry door, located on right fuselage below cockpit level, by using moderate hand pressure.

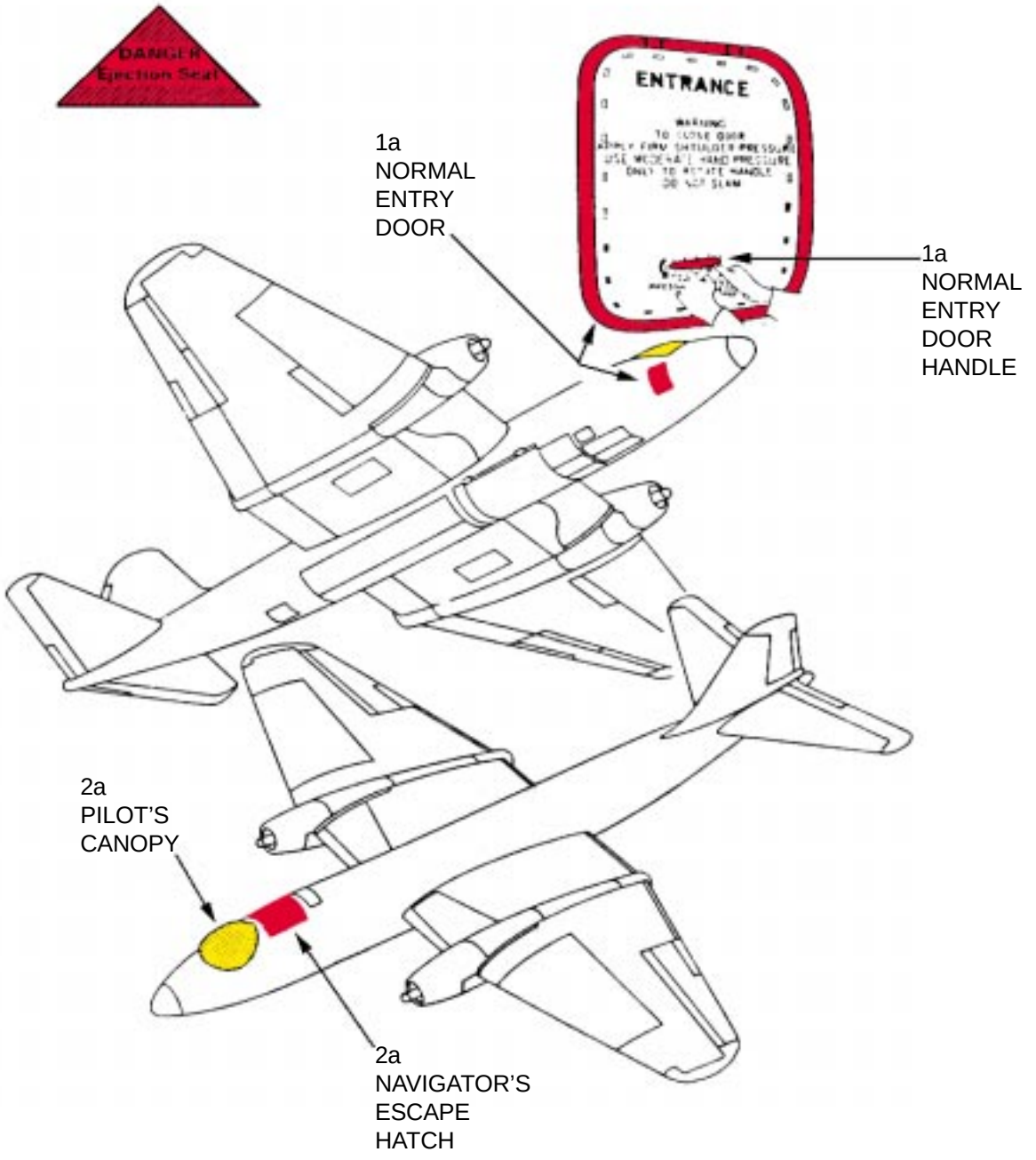
b. Rotate handle, located bottom center of door, counterclockwise.

2. EMERGENCY ENTRY

a. Break in through navigator's escape hatch or pilot's canopy.

3. CUT-IN

a. Cut-in areas are marked by broken yellow lines.



ENGINE SHUTDOWN

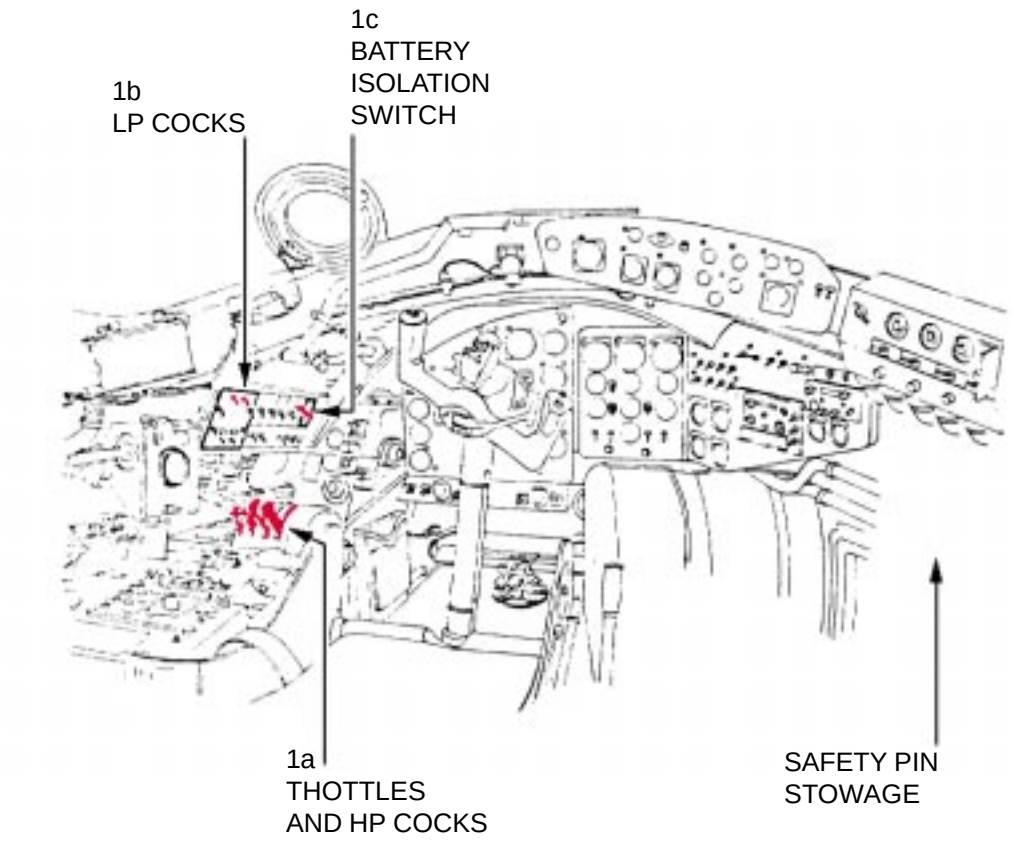
1. ENGINE SHUTDOWN

a. Pull throttle and HP cocks, located on the left console, back to OFF.

b. Set LP cocks, located on upper left console, to OFF.

c. Set battery isolation switch, located on upper left console, to OFF.

NOTE:
Safety pin stowage area located on right console.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

a. Insert main gun sear safety pin located on top of seat.

b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

a. Remove face mask.

b. Disconnect emergency oxygen supply.

c. Disconnect main oxygen supply.

d. Release PSP.

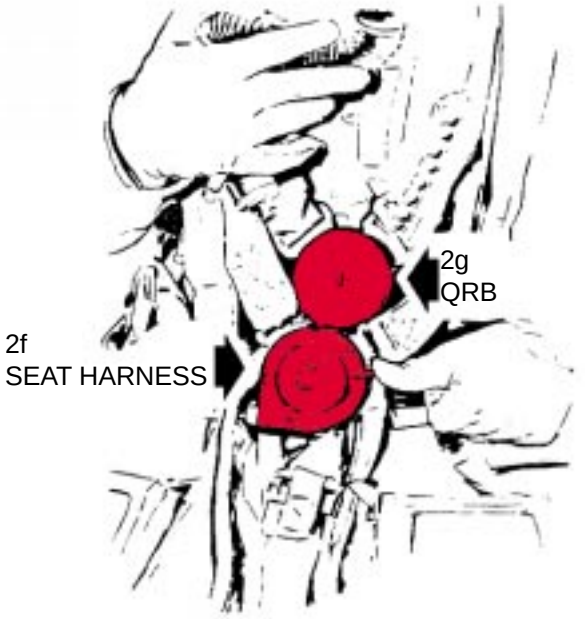
e. Disconnect Microphone/Telephone.

f. Release seat harness. Also releases negative G strap and leg restraints.

g. Release QRB. Turn and press pull out lugs.

h. Remove crewmember.

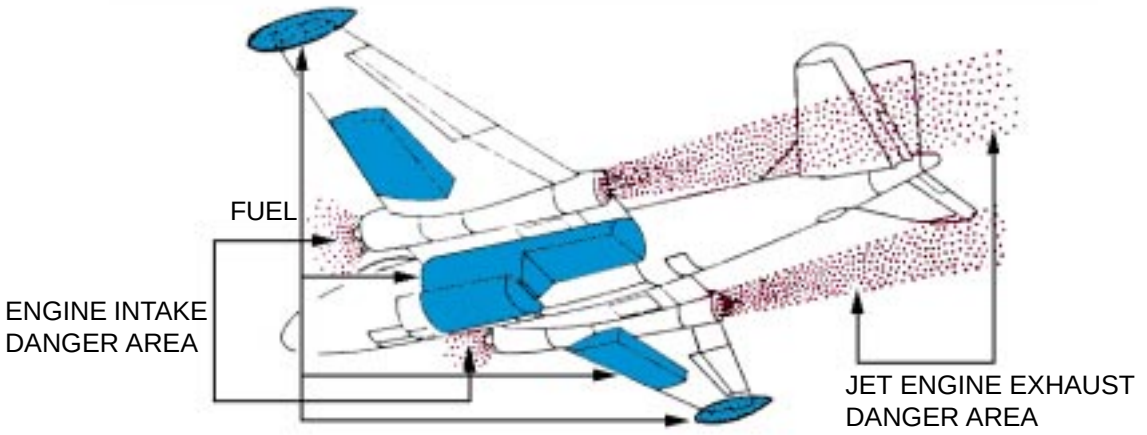
i. Fit remaining safety pins to render ejection seat safe if not previously done.

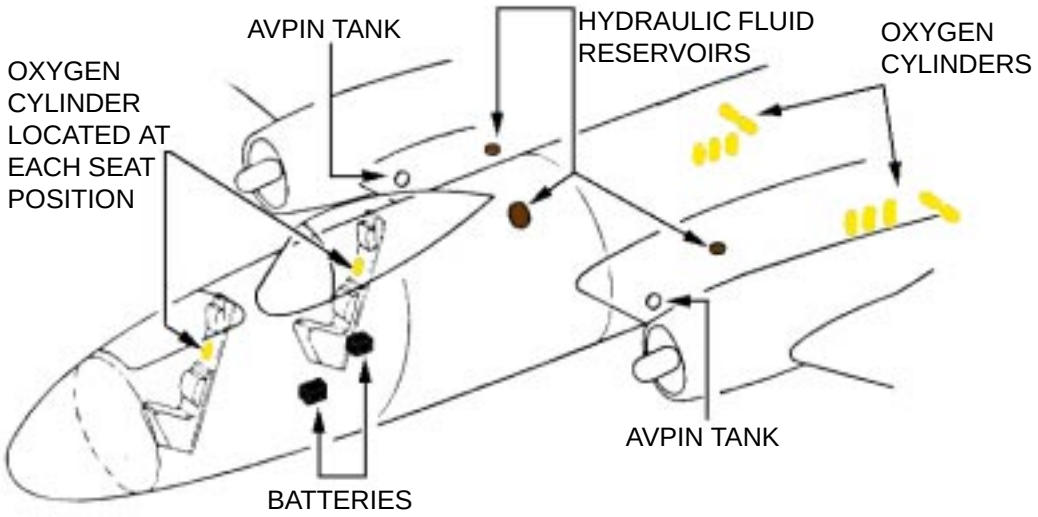


AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishment)
Coolanol
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Ground Illuminating Flare Dispenser
Isopropyl Nitrate (AVPIN)
Lithium (Batteries)
Methyl Bromide (Fire Extinguishment)
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Strontium Chromates
Fuel: Avgas
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OMD-160
Oxygen: NIL

WING TIP FUEL TANKS MAY BE FITTED





NOTE:
One aircraft has rear battery moved forward.

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Open navigator's escape hatch, located on starboard (RT) side of fuselage, by the external release handle at forward end of hatch. Press and turn handle.

b. Entry to navigator via hinged nose. Handle is recessed in port (LH) side.

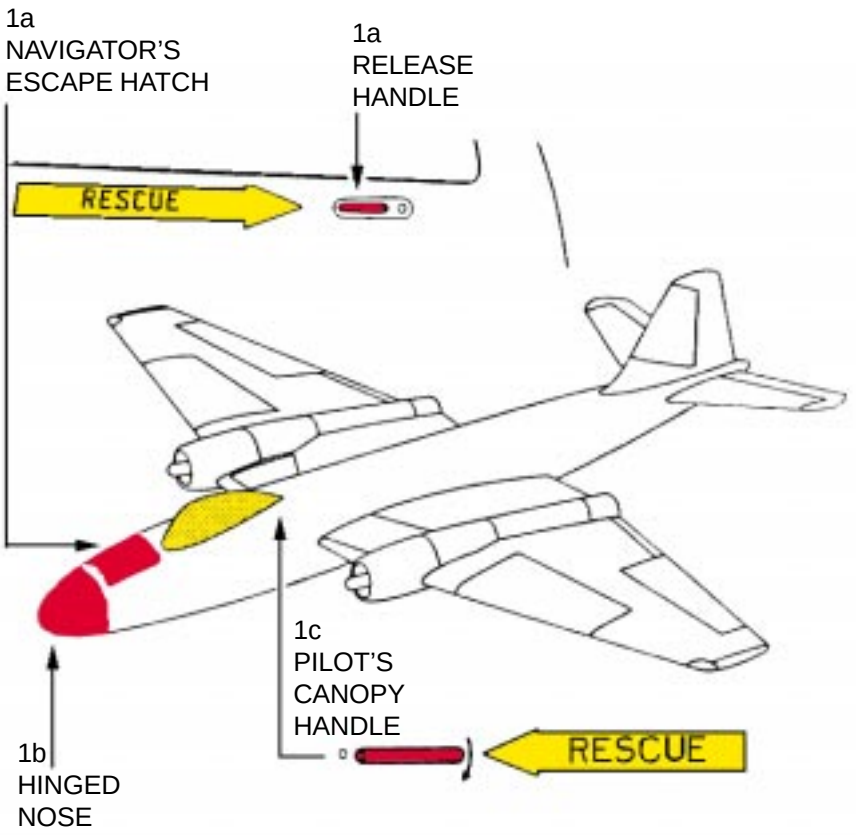
c. Open pilot's canopy handle, located on port side of fuselage, by pressing the recessed release handle and turning clockwise.

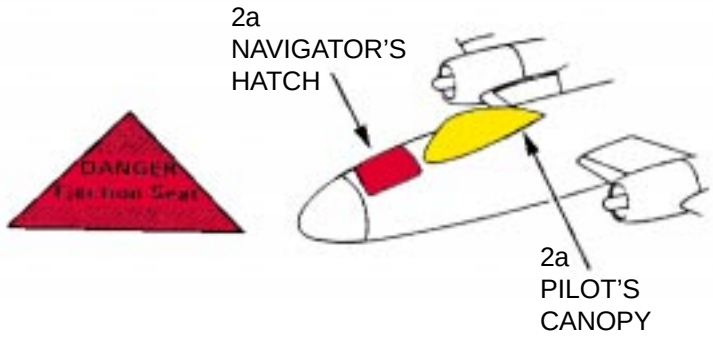
2. EMERGENCY ENTRY

a. Break in through navigator's escape hatch or pilot's canopy.

3. CUT-IN

a. Cut-in areas are marked by broken yellow lines.





ENGINE SHUTDOWN

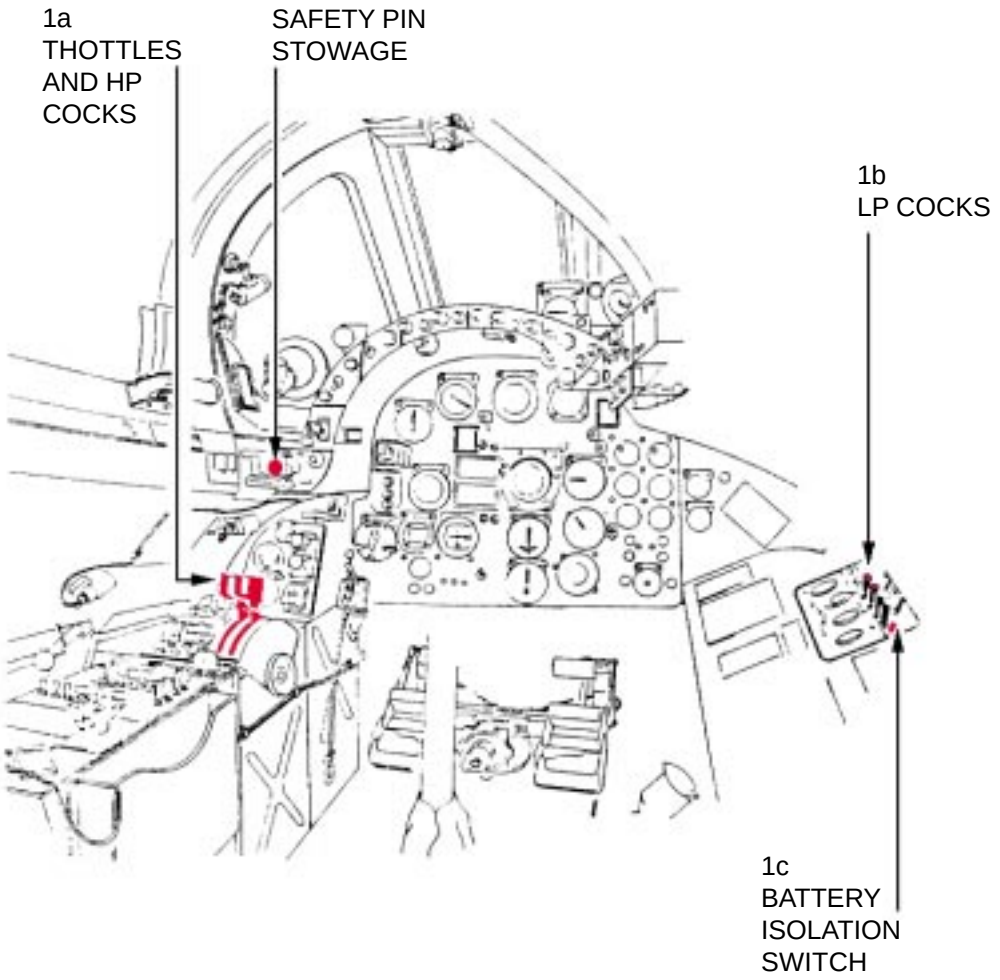
1. ENGINE SHUTDOWN

a. Pull throttle and HP cocks, located on the left console, back to OFF.

b. Set LP cocks, located on right console, to OFF.

c. Set battery isolation switch, located on right console, to OFF.

NOTE:
Safety pin stowage area located on upper left panel above the throttles.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

a. Insert main gun sear safety pin located on top of seat.

b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

a. Remove face mask.

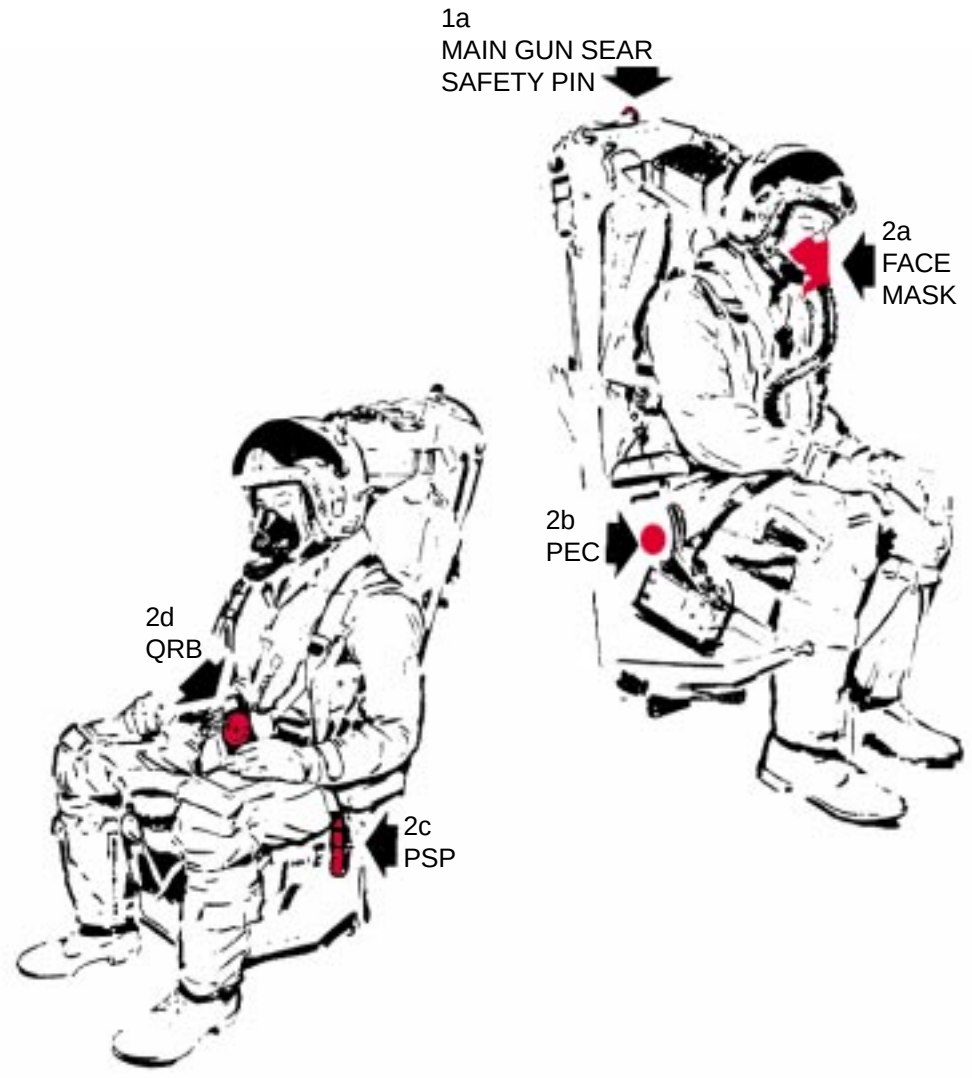
b. Release PEC by pulling up to free from seat, also releases leg restraint straps.

c. Release PSP.

d. Release QRB. Turn and press pull out lugs.

e. Remove crewmember.

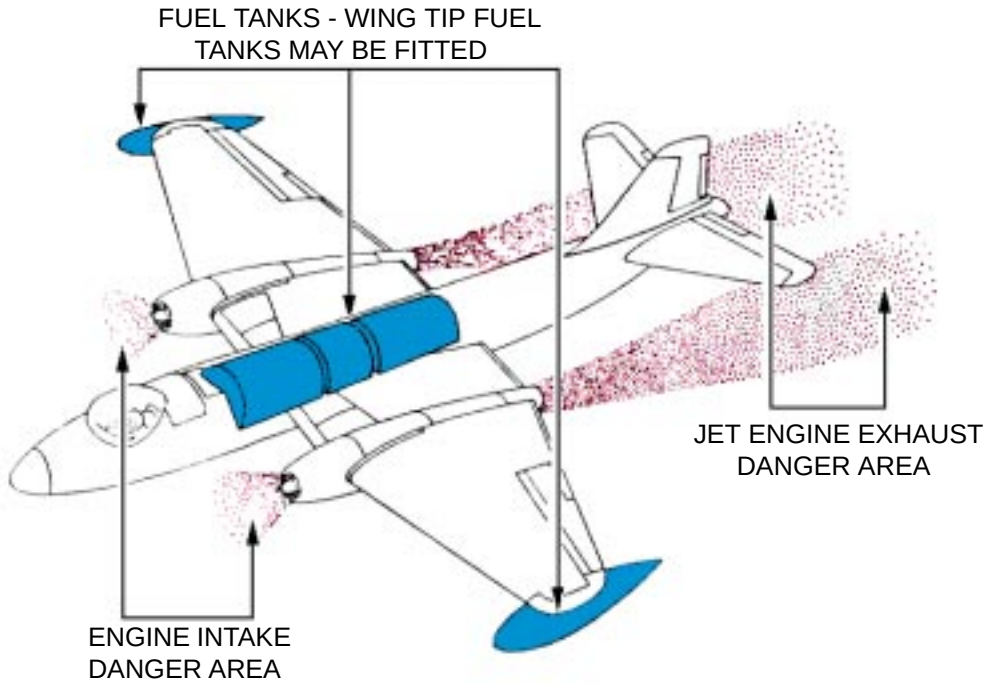
f. Fit remaining safety pins to render ejection seat safe if not previously done.

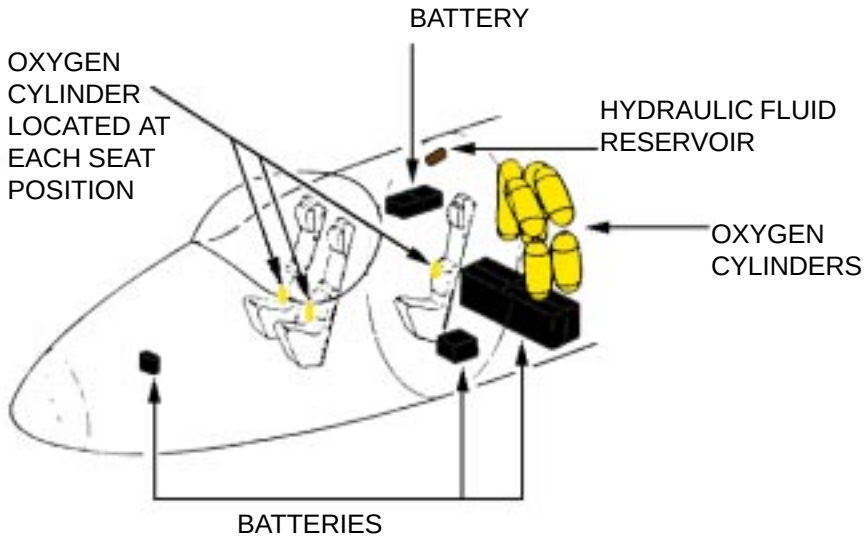


AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishment)
Coolanol
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Ground Illuminating Flare Dispenser
Isopropyl Nitrate (AVPIN)
Lithium (Batteries)
Methyl Bromide (Fire Extinguishment)
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Strontium Chromates
Fuel: Avgas
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OMD-160
Oxygen: NIL

NOTE:
No armament is carried.





CANBERRA T4

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Open entry door, located on right fuselage below cockpit level, by using moderate hand pressure.

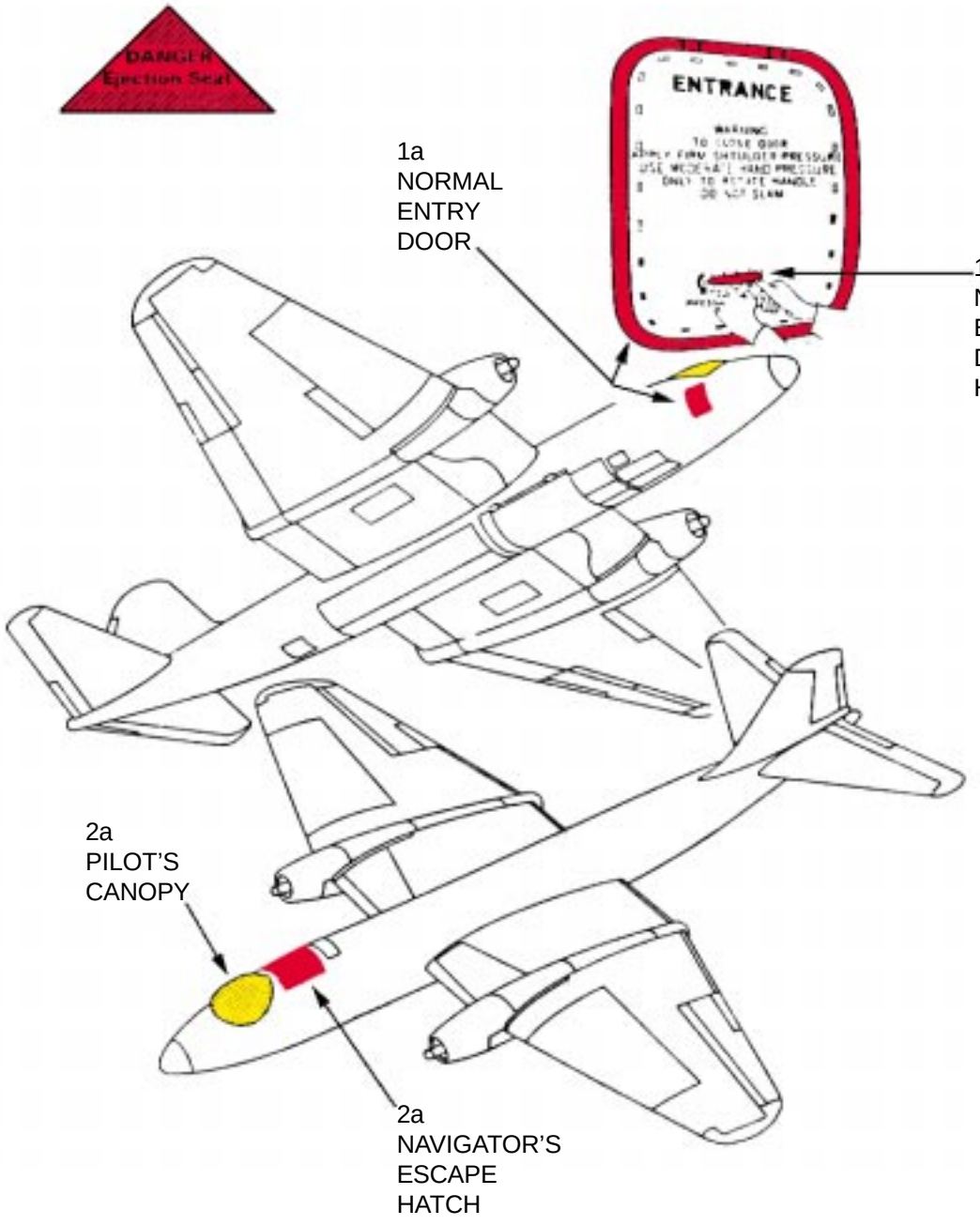
b. Rotate handle, located bottom center of door, counterclockwise.

2. EMERGENCY ENTRY

a. Break in through navigator's escape hatch or pilot's canopy.

3. CUT-IN

a. Cut-in areas are marked by broken yellow lines.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

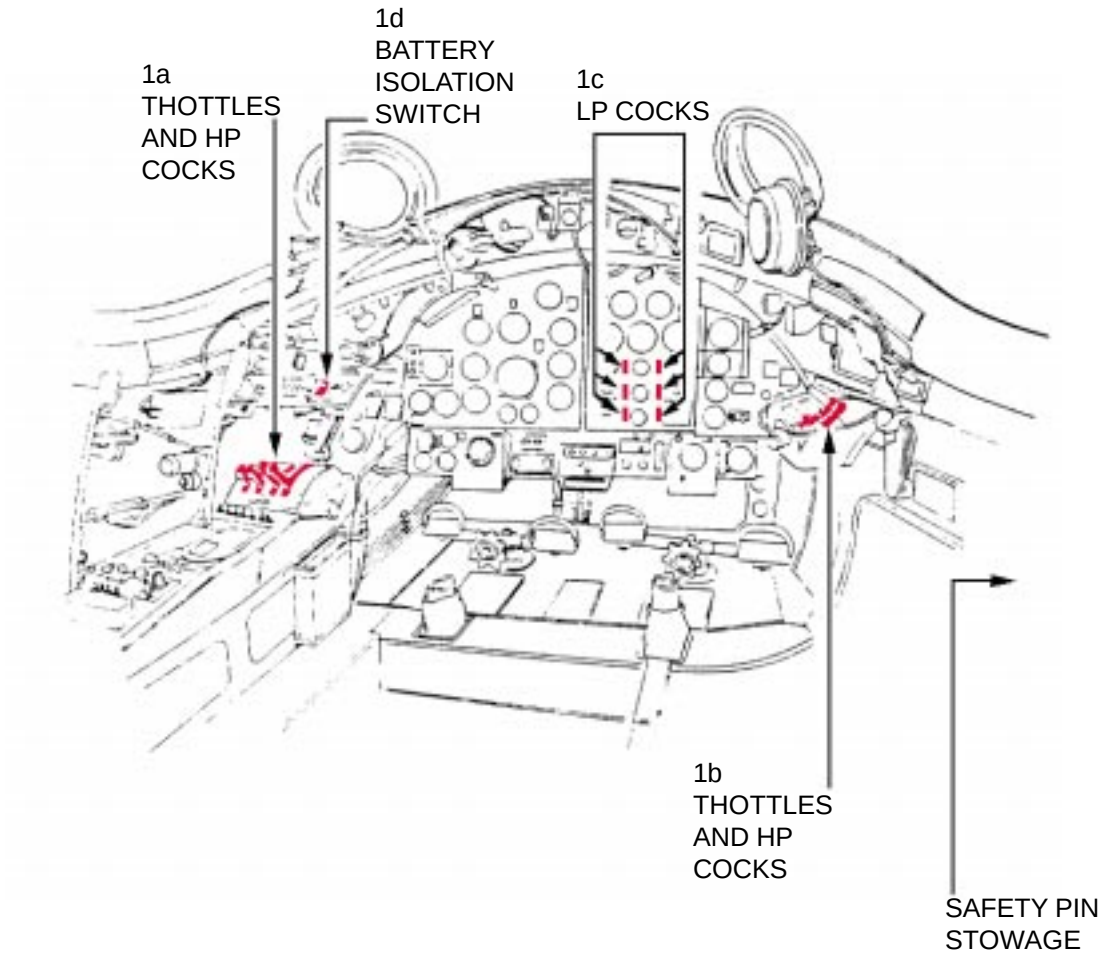
a. Pull throttle and HP cocks, located on the left console, back to OFF.

b. Set throttles and HP cocks, located on the right console, back to OFF.

c. Set LP cocks, located on right console, to OFF.

d. Set battery isolation switch, located on right console, to OFF.

NOTE:
Safety pin stowage area located on upper left panel above the throttles.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

a. Insert main gun sear safety pin located on top of seat.

b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

a. Remove face mask.

b. Disconnect emergency oxygen supply.

c. Disconnect main oxygen supply.

d. Release PSP.

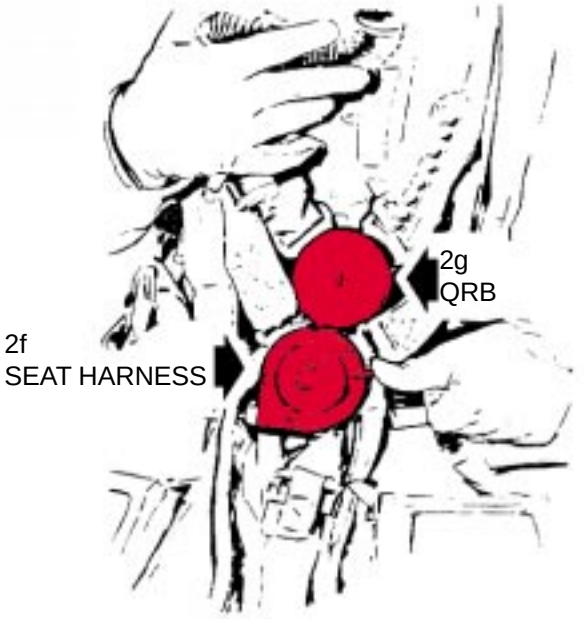
e. Disconnect Microphone/Telephone.

f. Release seat harness. Also releases negative G strap and leg restraints.

g. Release QRB. Turn and press pull out lugs.

h. Remove crewmember.

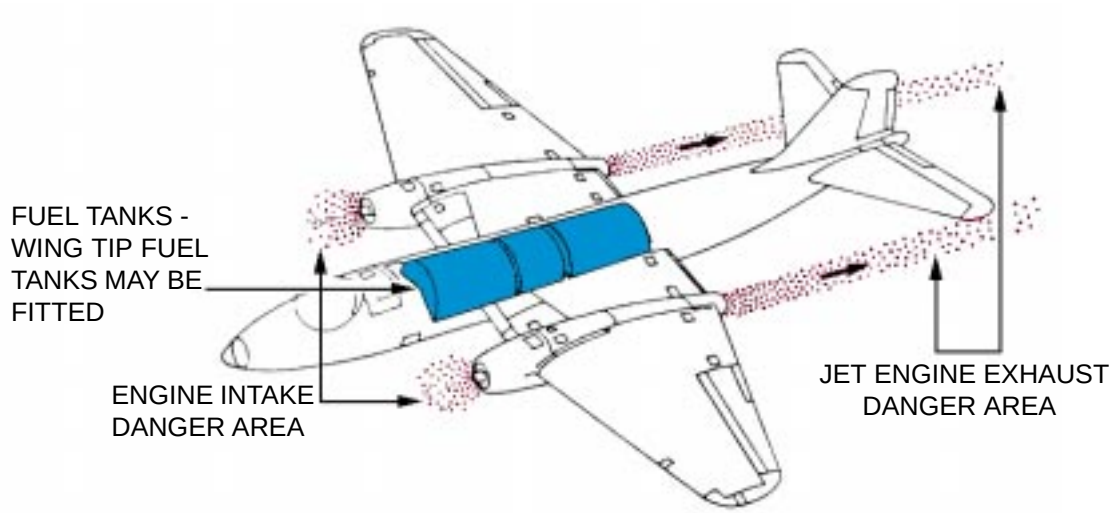
i. Fit remaining safety pins to render ejection seat safe if not previously done.

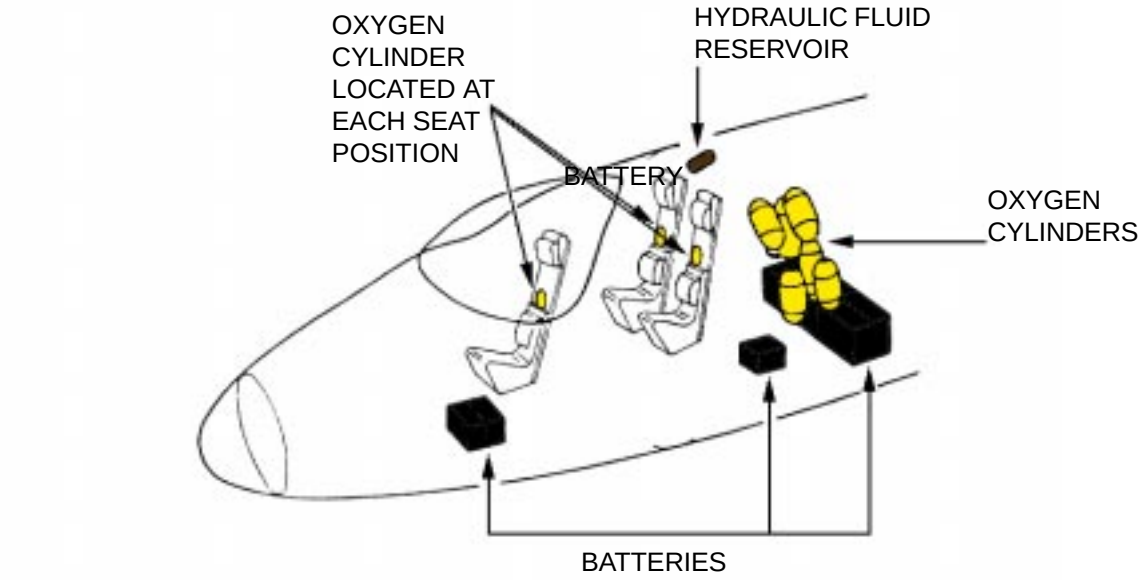


AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Assisted escape system
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cartridge operated equipment
Chlorobromoethane (Fire Extinguishment)
Coolanol
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Ground Illuminating Flare Dispenser
Isopropyl Nitrate (AVPIN)
Lithium (Batteries)
Methyl Bromide (Fire Extinguishment)
Radioactive sources
Sonar locator beacon(s) (1-Lithium battery)
Strontium Chromates
Fuel: Avgas
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OMD-160
Oxygen: NIL

NOTE:
No armament is normally carried.





SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Open entry door, located on right fuselage below cockpit level, by using moderate hand pressure.

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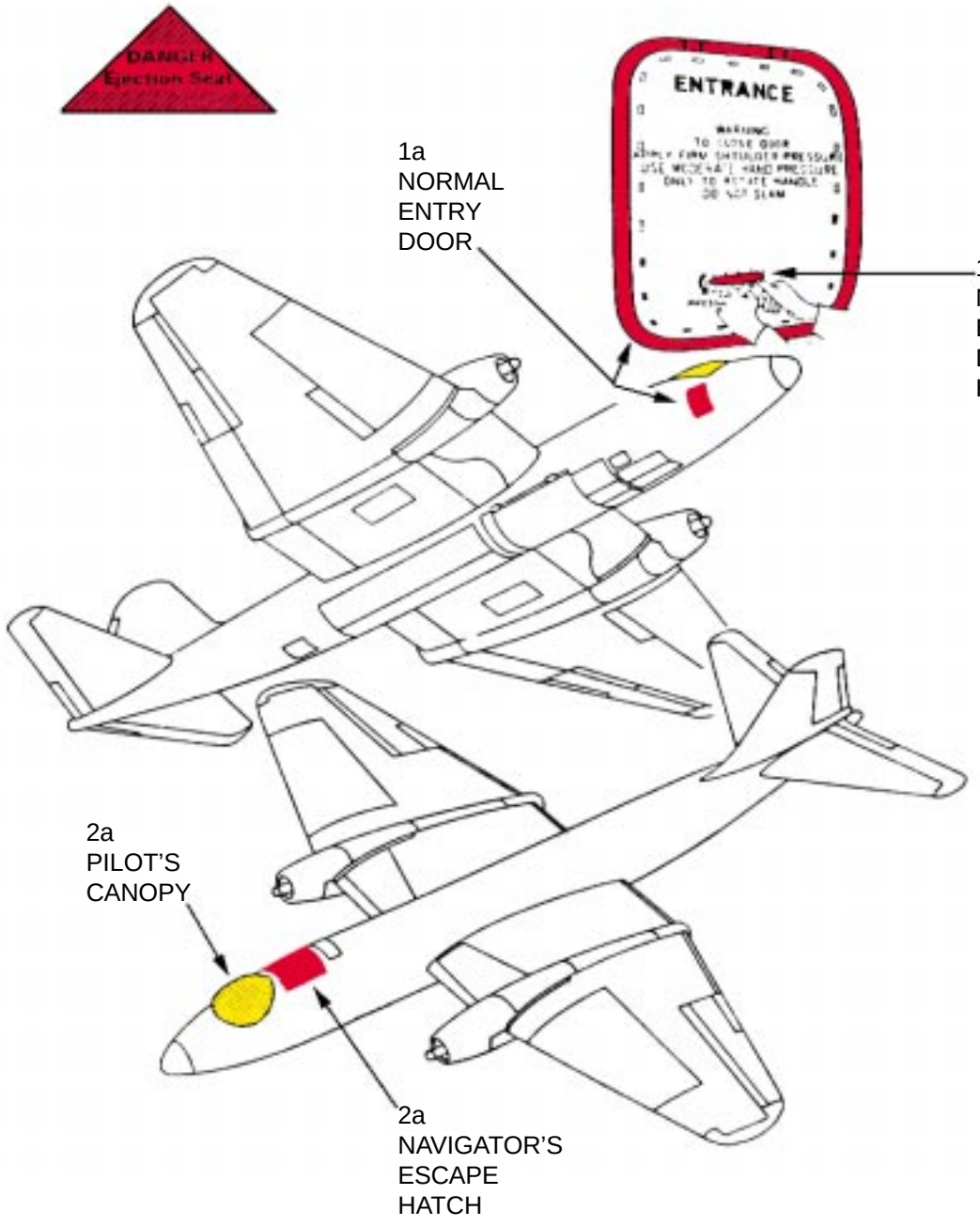
a. Break in through navigator's escape hatch or pilot's canopy.

3. CUT-IN

a. Cut-in areas are marked by broken yellow lines.



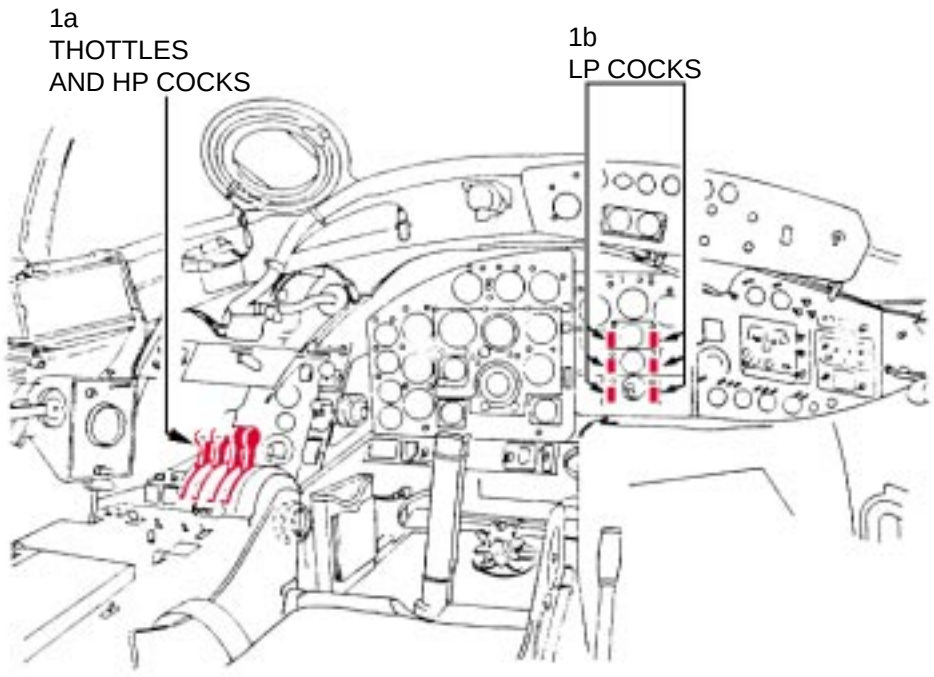
ENGINE SHUTDOWN

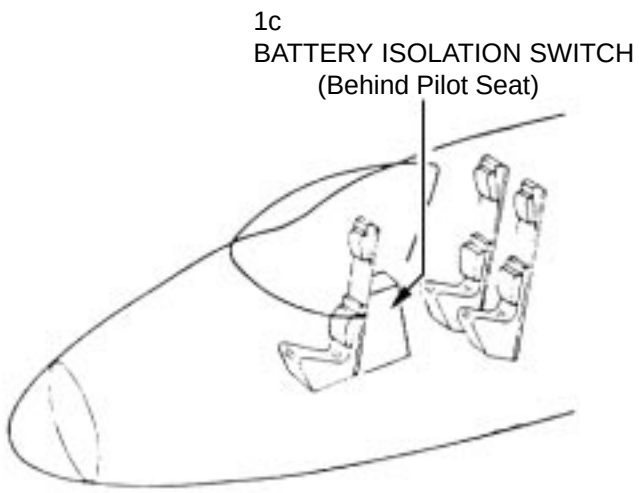
1. ENGINE SHUTDOWN

a. Pull throttle and HP cocks, located on the left console, back to OFF.

b. Set LP cocks, located on right side of forward instrument panel, to OFF.

c. Set battery isolation switch, located behind pilot's seat, to OFF.





SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

a. Insert main gun sear safety pin located on top of seat.

b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

a. Remove face mask.

b. Disconnect emergency oxygen supply.

c. Disconnect main oxygen supply.

d. Release PSP.

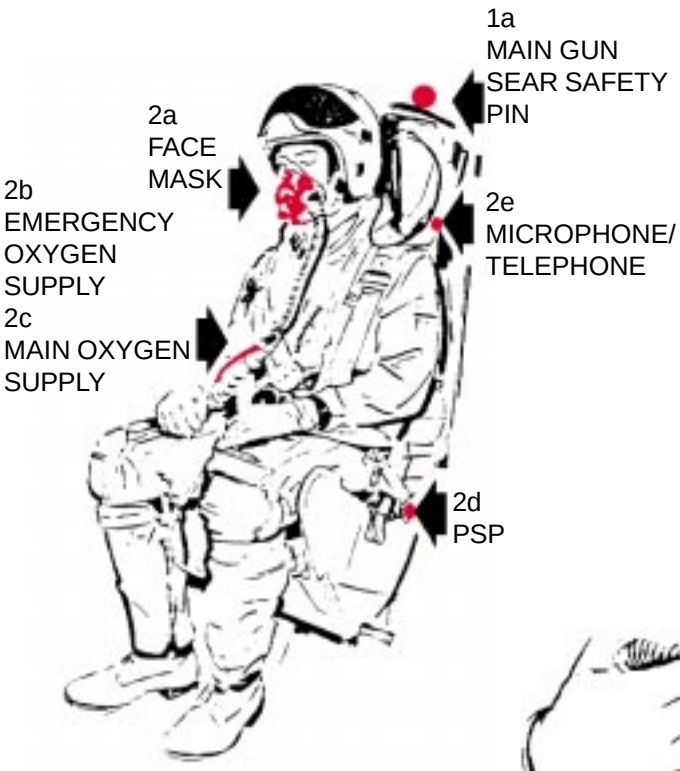
e. Disconnect Microphone/Telephone.

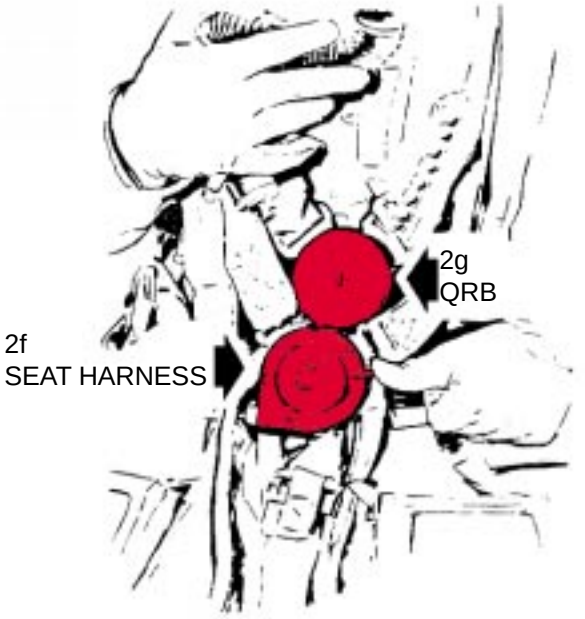
f. Release seat harness. Also releases negative G strap and leg restraints.

g. Release QRB. Turn and press pull out lugs.

h. Remove crewmember.

i. Fit remaining safety pins to render ejection seat safe if not previously done.



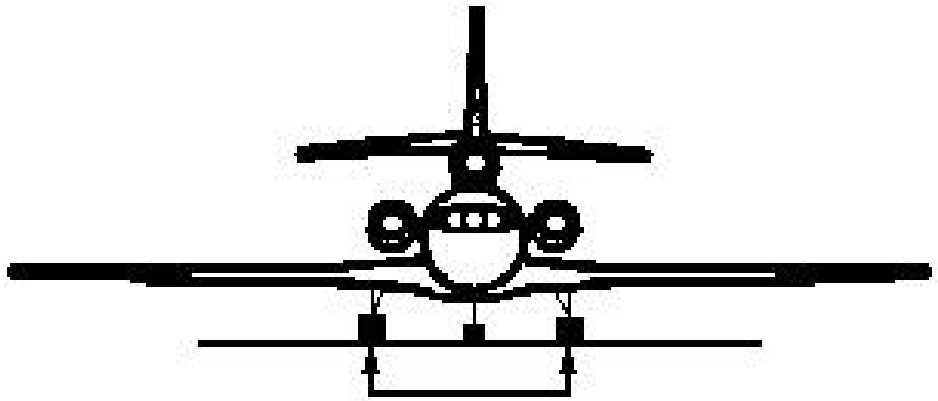


AIRCRAFT PAINT SCHEME

FALCON 50 MARINE

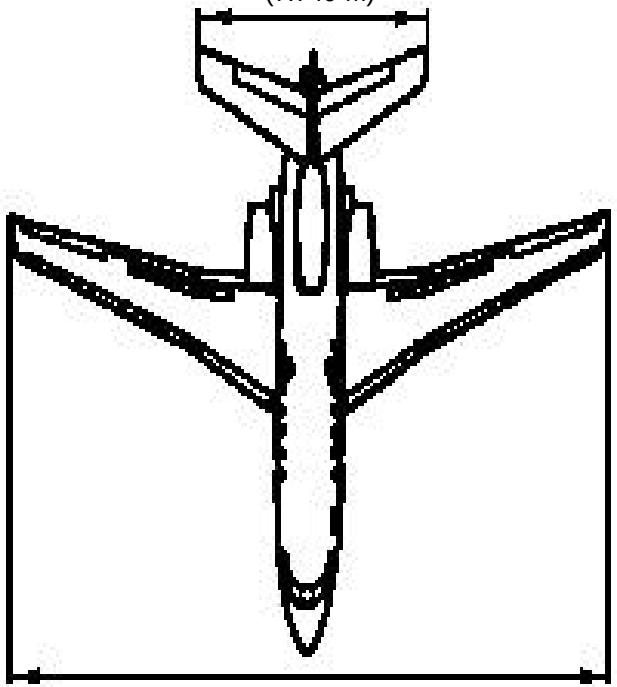
AIRCRAFT DIMENSIONS

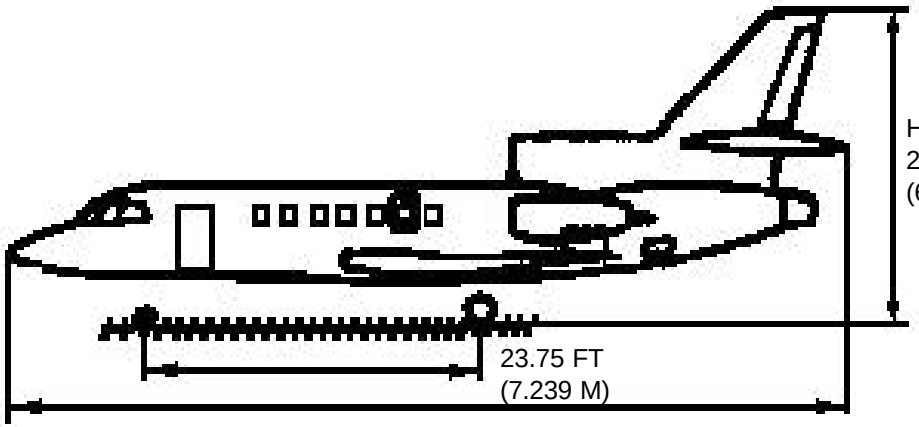
FALCON 50 MARINE



13.05 FT
(3.98 M)

TAIL SPAN
29.35 FT
(7.740 M)





HEIGHT
22.83 FT
(6.975 M)

23.75 FT
(7.239 M)

LENGTH
60.75 FT
(18.516 M)

WING SPAN
61.86 FT
(18.858 M)

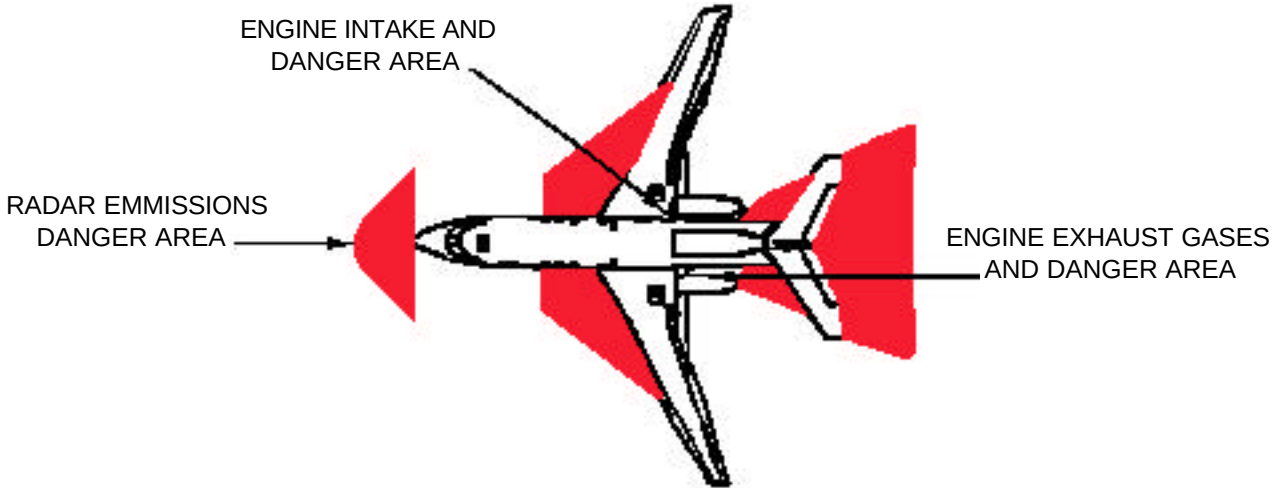
AIRCRAFT HAZARDS

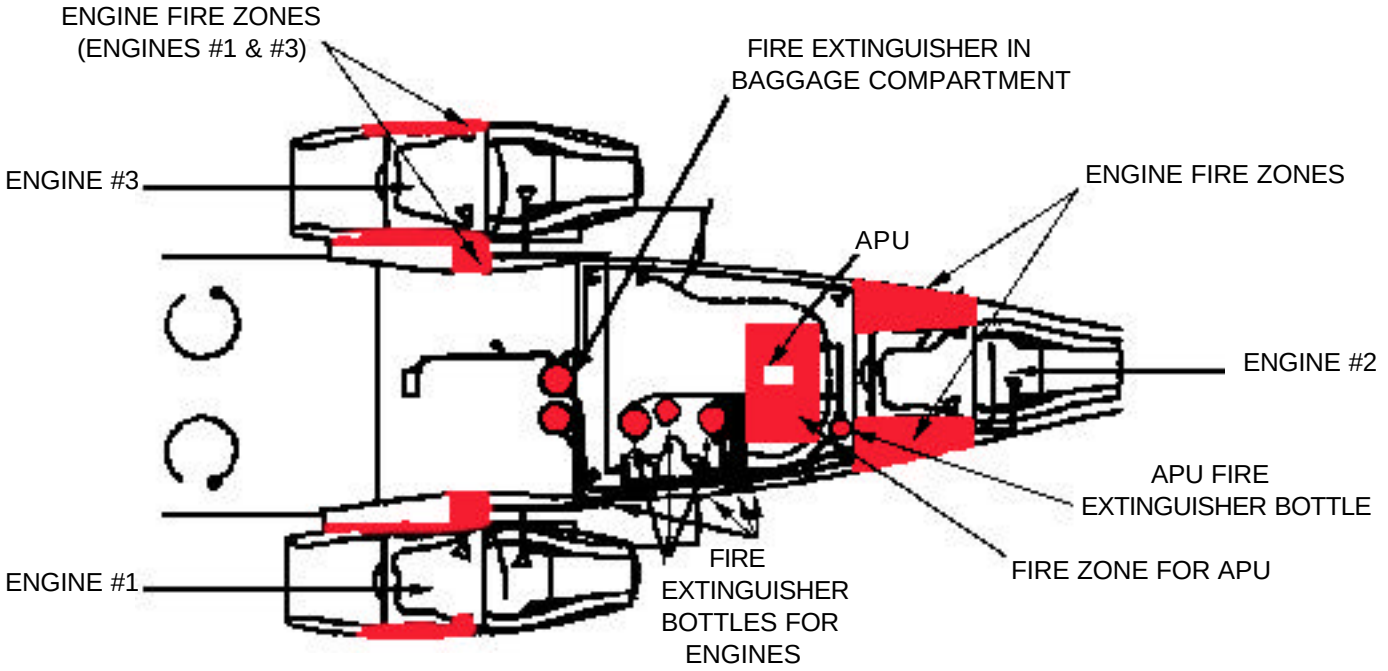
FALCON 50 MARINE

1. AIRCRAFT HAZARDS FOR ENGINES, APU, AND RADAR

2. ON BOARD FLARES

   4 GREEN FLARES
   4 SMOKE FLARES (10 minutes)
   2 GREEN SMOKE FLARES (30 minutes)
   2 GREEN SMOKE FLARES (100 minutes)





AIRCRAFT HAZARDS-Continued

FALCON 50 MARINE

1. AIRCRAFT SYSTEMS HAZARDS

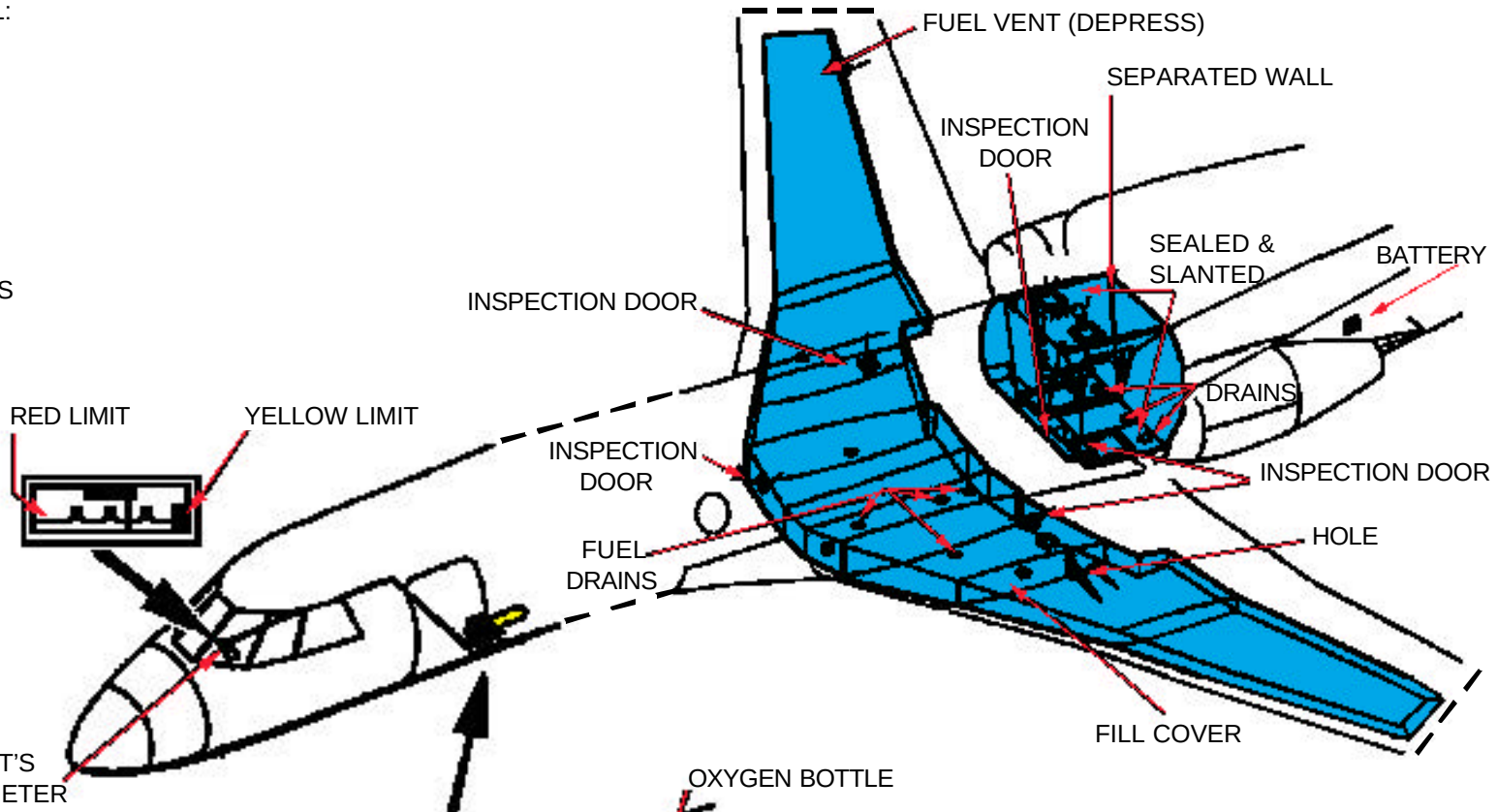
FUEL TYPE USED: F34-F35 JET A1
MAXIMUM MASS OF FUEL:
15,513 LBS
2,316 GALS
8,763 LITRES
7,037 KG

HYDRUALIC FLUID:
MIL - H - 5606
NATO H515 OR H520
2 RESERVOIRS: 12 LITRES

FUEL

OXYGEN

FUEL SYSTEM LOCATIONS



OXYGEN GENERATION EQUIPMENT LOCATIONS

FALCON 50 MARINE

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Open entry door, located on forward left side of the passenger cabin. At the upper right side of the door, push on the safety button above exterior handle to release the exterior handle from the release catch.

b. After unlock handle is released, pull handle outward. Follow the door downward preventing freefall. Door will now be extended exposing entry steps.

2. EMERGENCY ENTRY AND EXITS

NOTE:
The aircraft must be depressurized to permit the emergency exits to open.

a. Emergency exit doors are located over left or right wings.

b. Break red cover above the door window, press exposed red button to open the door. Lift and remove exit door. Do not block opening and egress pathway.

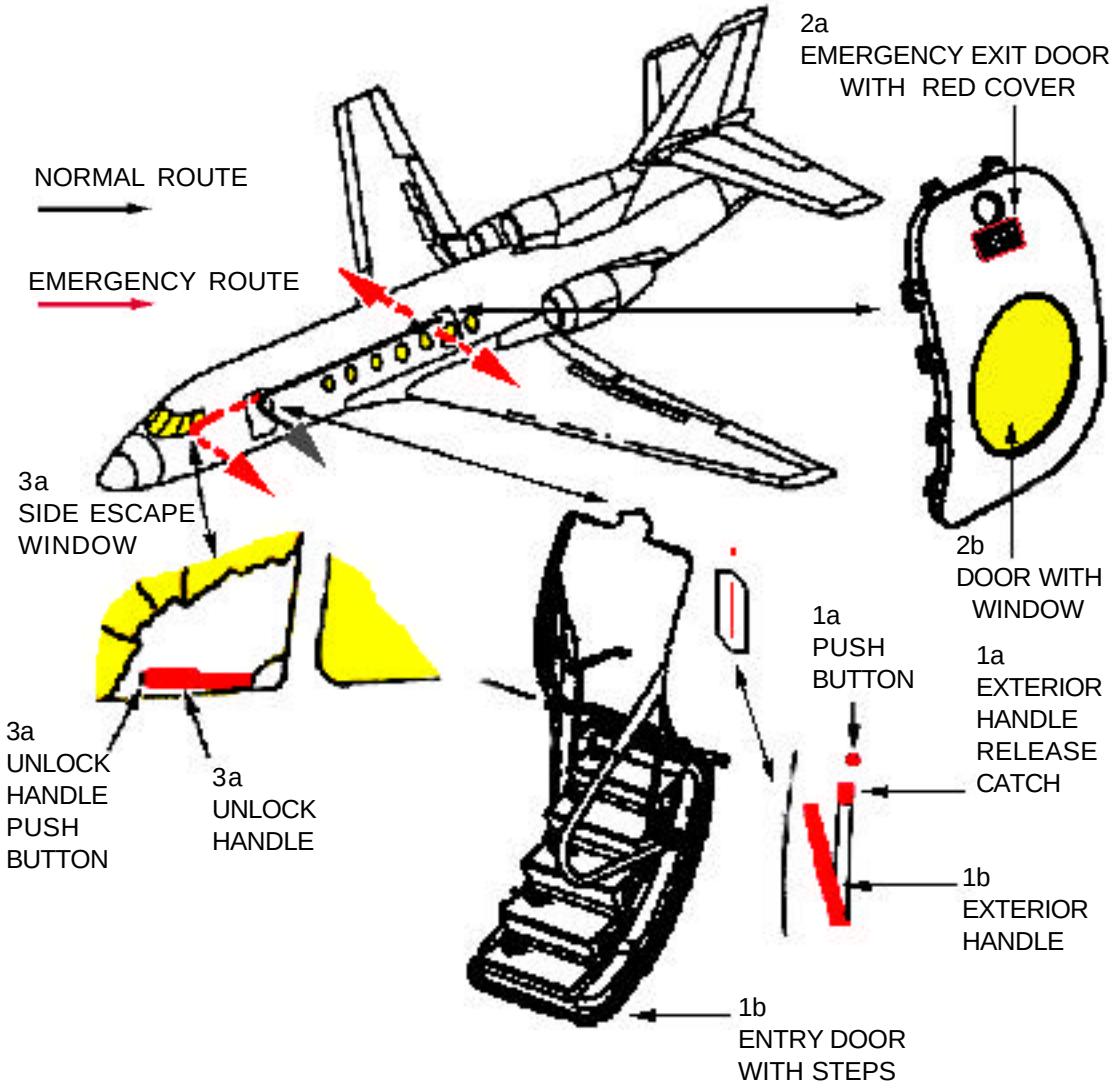
3. INTERNAL ESCAPE WINDOWS

NOTE:
Use the flightdeck side escape window when the entry door and emergency exit door are blocked.

a. Break glass escape window, push button on internal unlock handle, lift handle, push window aft in slide rail.

4. CUT-IN

a. Cut-in cabin enclosure as indicated.



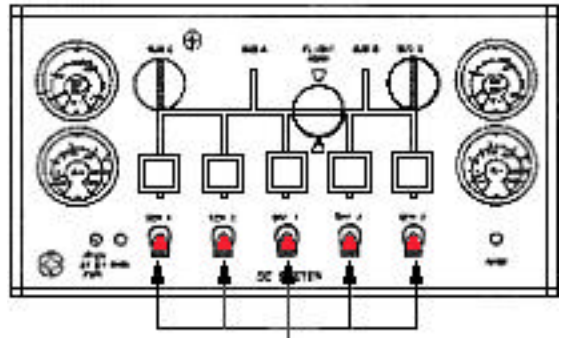
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Place the five (BAT 1, BAT2, GEN 1, GEN 2, & GEN 3) shutoff power generator switches, located on the overhead panel, to the OFF position.

b. Move the three fuel levers, located on center console forward of the flaps controls, to the STOP position (completely aft) to insure the normal shutoff of the engines.

c. Pull all three fire pull handles, located on the forward instrument panel, to the OUT position to insure the mechanical closure of the three fire stop “taps” and shutoff the fuel supply.



APU SHUTDOWN

1. APU SHUTDOWN (IF OPERATING)

NOTE:
APU panel has illuminated buttons, located on the aft right console at the co-pilot station. All buttons are spring loaded.

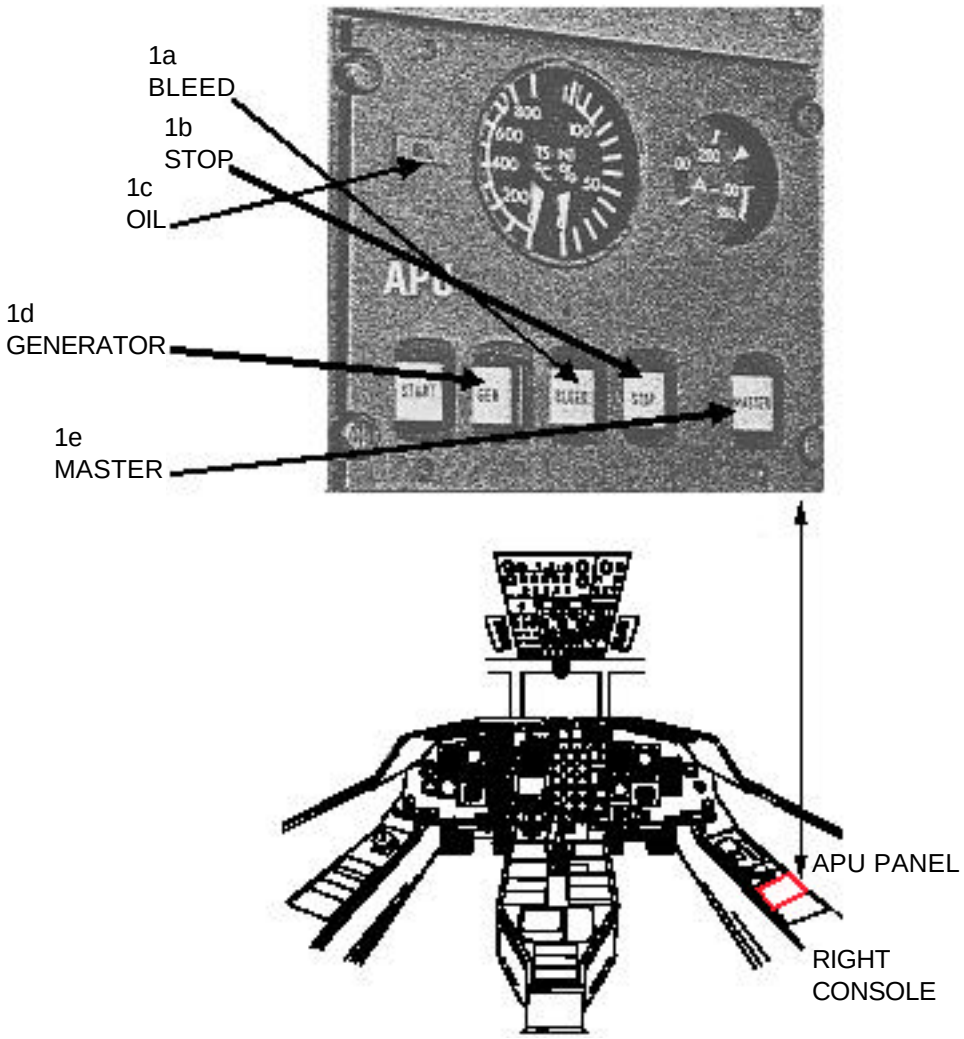
a. Push the BLEED button placing button in the OFF position.

b. Push the STOP button placing button in the OFF position.

c. The OIL indicator will illuminate if 40%>N1>30%.

d. Push the GEN button placing button in the OFF position.

e. Push the MASTER button placing button in the OFF position. (When N1 = 0% and T5 changes towards 200 degrees C)



CABIN CONFIGURATION, EVACUATION PLAN AND AIRCREW/PASSENGER EXTRACTION

1. CABIN CONFIGURATION

a. Maximum capacity: 7
Aircrew: 2
Operators: 3
Additional seating: 2

2. EVACUATION PLAN

a. Forward seated occupants will use the normal entry door.

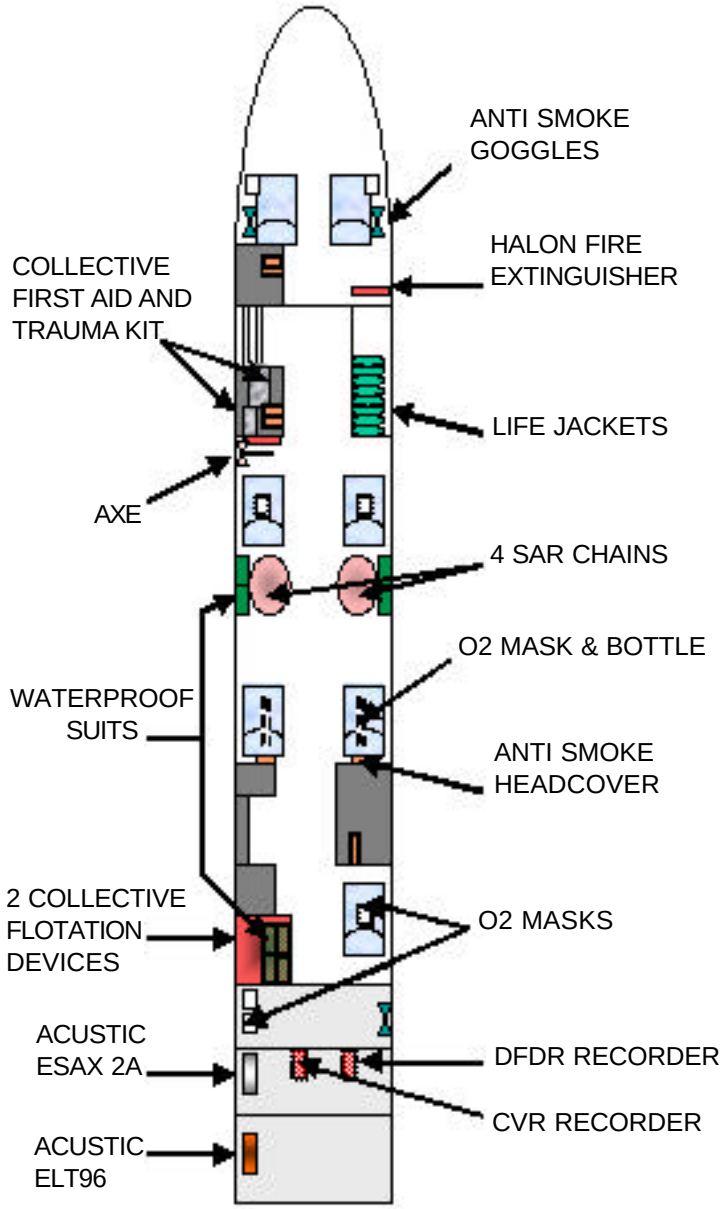
b. Aft seated occupants will use the emergency exits over the wings.

c. **In extreme cases** where entry door and emergency doors are blocked, the flightdeck window will be used.

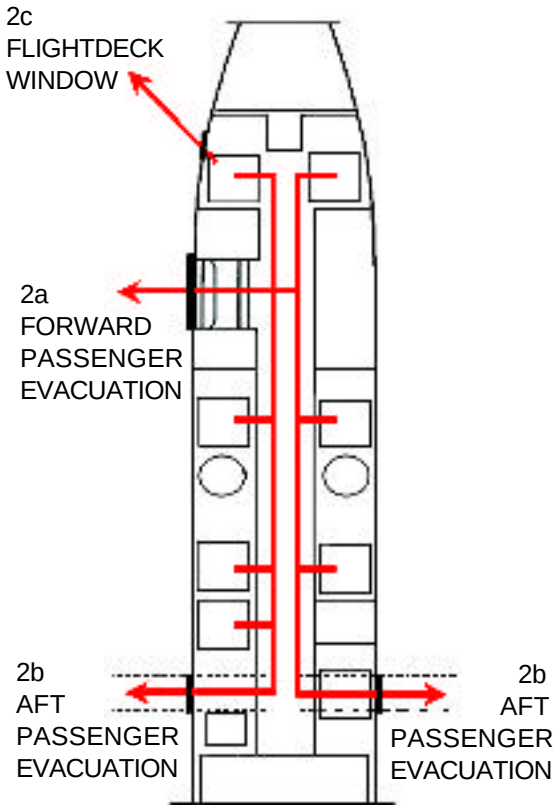
3. AIRCREW EXTRACTION

a. Remove restraints from crew. Crew stations are equipped with shoulder and safety belts. Pull the center release to unlock all restraints.

b. Remove restraints from passengers. Passengers will be equipped with safety belts. Pull the center belt connector to unlock the restraints.



EMERGENCY & RESCUE EQUIPMENT



EVACUATION PLAN AND ROUTES

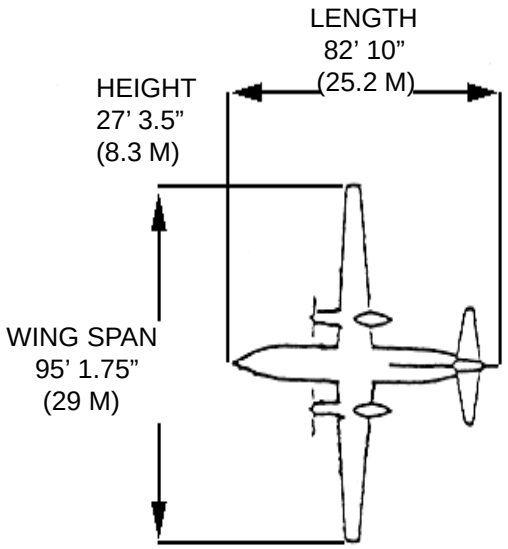
AIRCRAFT HAZARDS

FUEL: 1356 US GAL
1130 IMP GAL
5136 LITRES

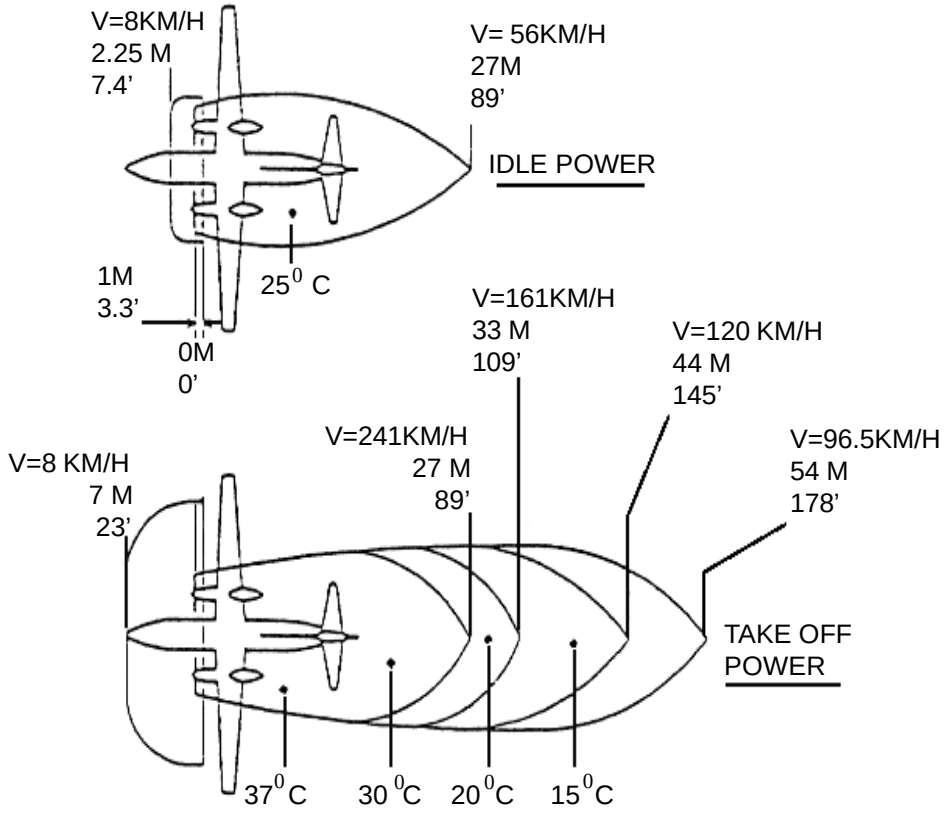
CREW: 3

PASSENGERS: MAXIMUM 30

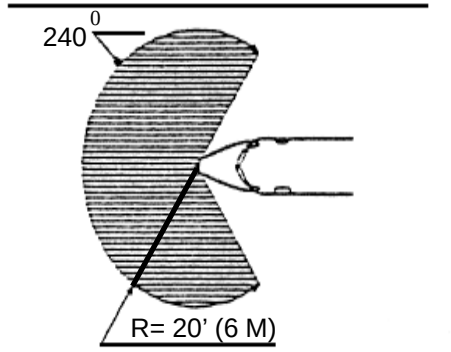
AIRCRAFT DIMENSIONS



DANGER ZONES: ENGINES AND PROPELLERS



DANGER AREA: RADAR RADIATION



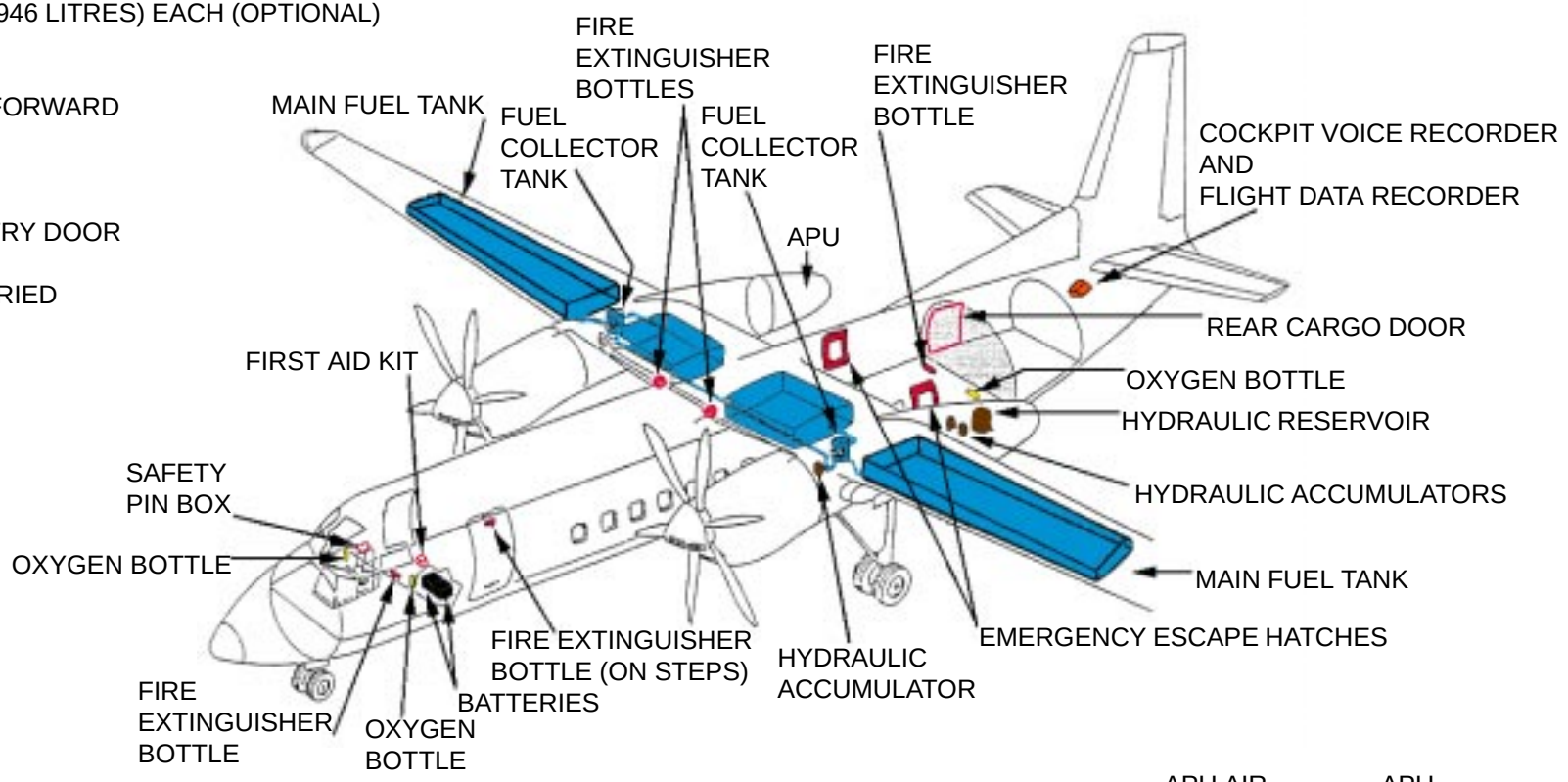
AIRCRAFT HAZARDS-Continued

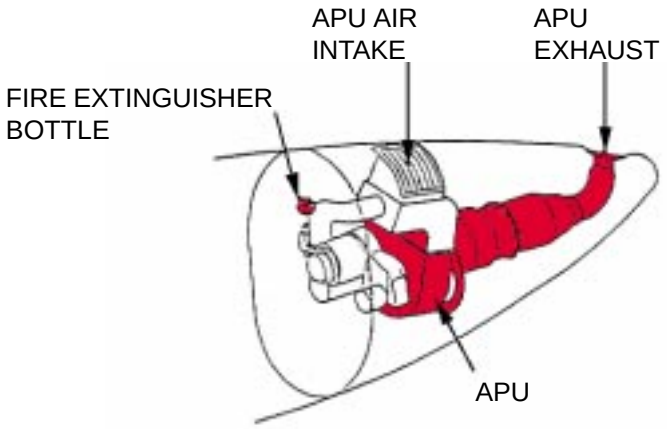
FUEL INFORMATION
COLLECTOR FUEL TANK 13 GAL (49.2 LITRES)
INTEGRATION TANK (2 INNER TANKS) 475 GAL (1797.5 LITRES) EACH
ENLARGED INTERNAL MAIN TANKS 670 GAL (2535 LITRES) EACH
PYLON TANK 250 GAL (946 LITRES) EACH (OPTIONAL)

ENGINE OIL
LOCATED ON TOP OF FORWARD
ENGINE NACELLE

PNUEMATIC BOX
LOCATED BY MAIN ENTRY DOOR

NO ARMAMENT IS CARRIED
(MARITIME MISSIONS)





SPECIAL TOOLS/EQUIPMENT
Skin Penetration Tool
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. CARGO AND REAR ENTRY

a. Lift handle at “PUSH”.

b. Rotate handle counterclockwise to ‘OPEN”.

c. Pull door upwards.

2. FORWARD PASSENGER DOOR

a. Lift door hand at “PUSH”.

b. Turn handle to “OPEN”.

c. Pull door outward. Use caution, door may open rapidly.

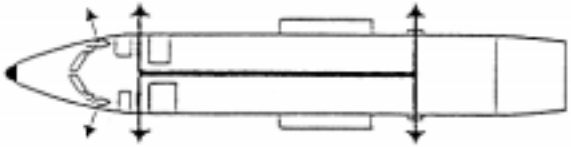
3. EMERGENCY ESCAPE HATCHES

a. Push access panel, located on top center of escape hatch, pull hatch outward, and set aside. Enter aircraft.

4. CUT-IN

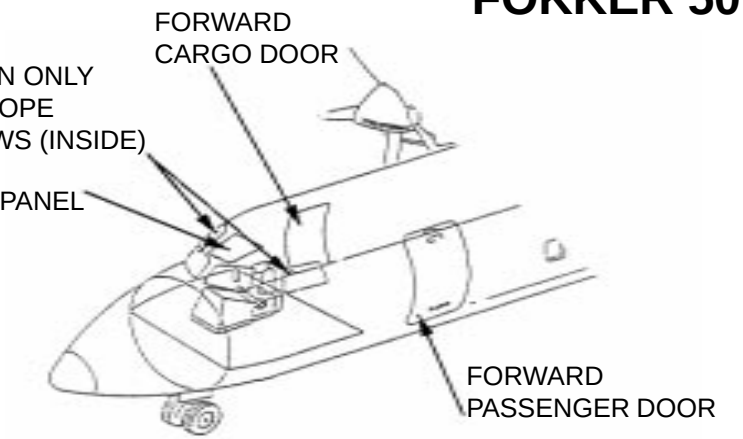
a. Cut-in areas are applicable only if indicated on airframe. (Both sides of aircraft.)

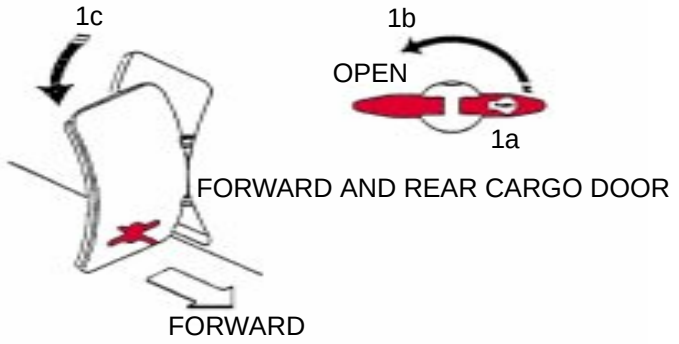
EMERGENCY ESCAPE HATCH

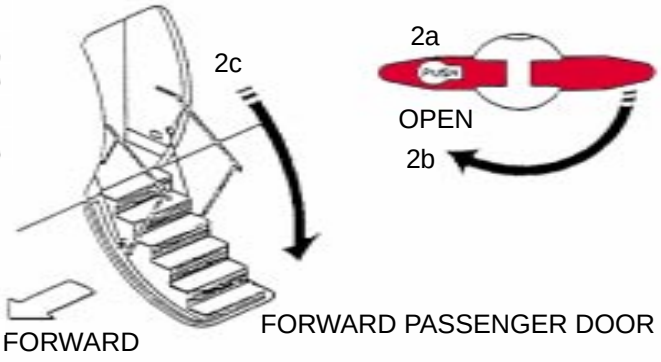

CABIN ESCAPE ROUTES


CUT-IN AREAS LH/RH SIDES

SKIN PENETRATION AREA







ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

NOTE:
Configurations may vary.

a. Move gangbar or battery cut-off switch, located on overhead panel, DOWNWARD.

b. Pull emergency shut-off valves, located on upper forward instrument panel, OUT.

c. Move RPM and HPC control handles, located on center console, REARWARD.

d. Turn crossfeed valve control, located on aft portion of center console, OFF.

e. If needed, pull emergency fuel and hydraulic shut-off handles, located on overhead panel, OUTWARD.

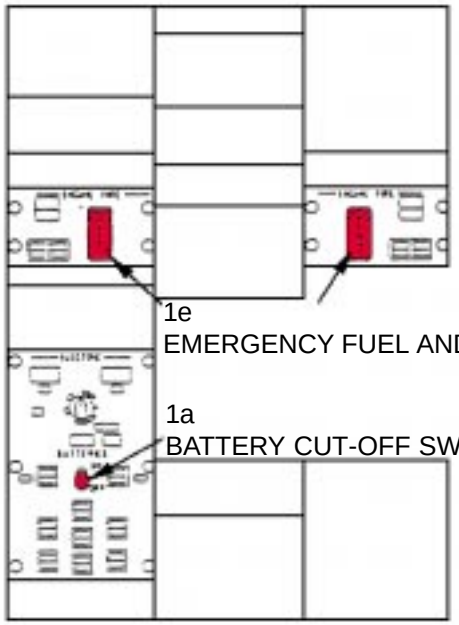
2. AIRCREW EXTRACTION

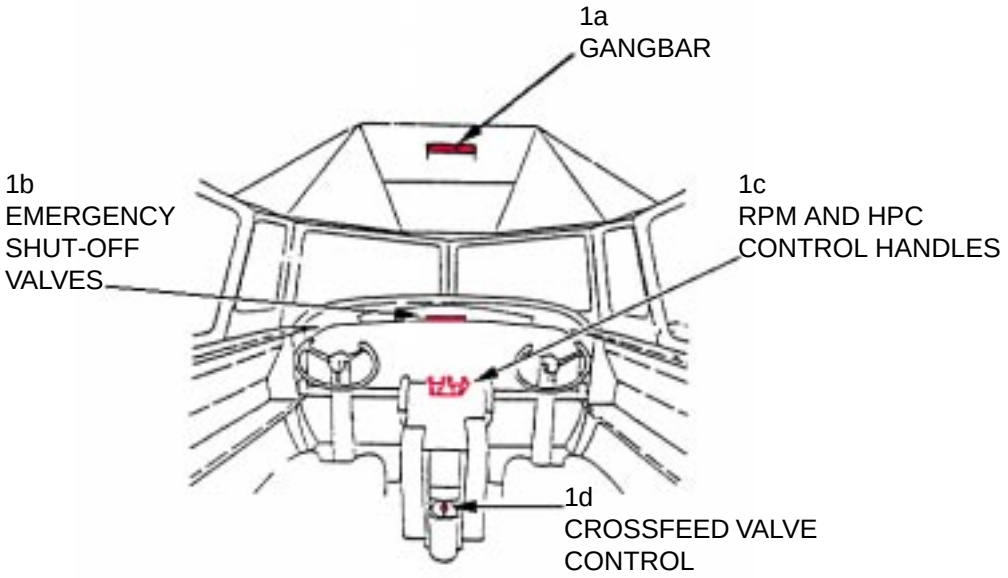
NOTE:
Crew of two and one observer are located in cockpit. Ejection seats are not used. Seats are equipped with shoulder harnesses and seat belts. Cabin attendant seats may also be equipped with same type restraints.

a. Disconnect shoulder harnesses and seat belts from crewmembers and cabin attendants.

b. Disconnect seat belts from passengers.

OVERHEAD PANEL





SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Push button on external locking handle, located on forward left fuselage, to expose recessed handle.

b. Pull recessed handle and rotate clock-wise to unlock canopy.

c. Raise canopy to full open position. (Canopy is hinged on right side.)

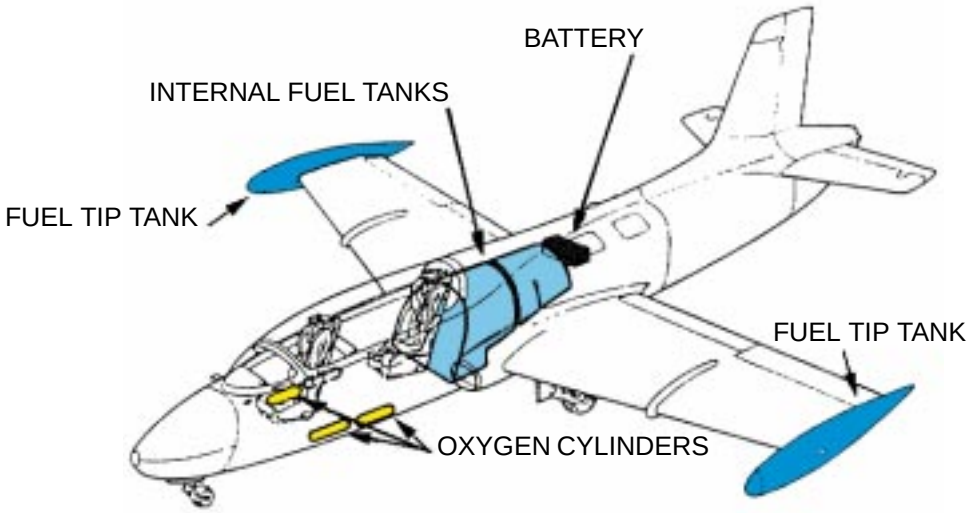
2. EMERGENCY ENTRY

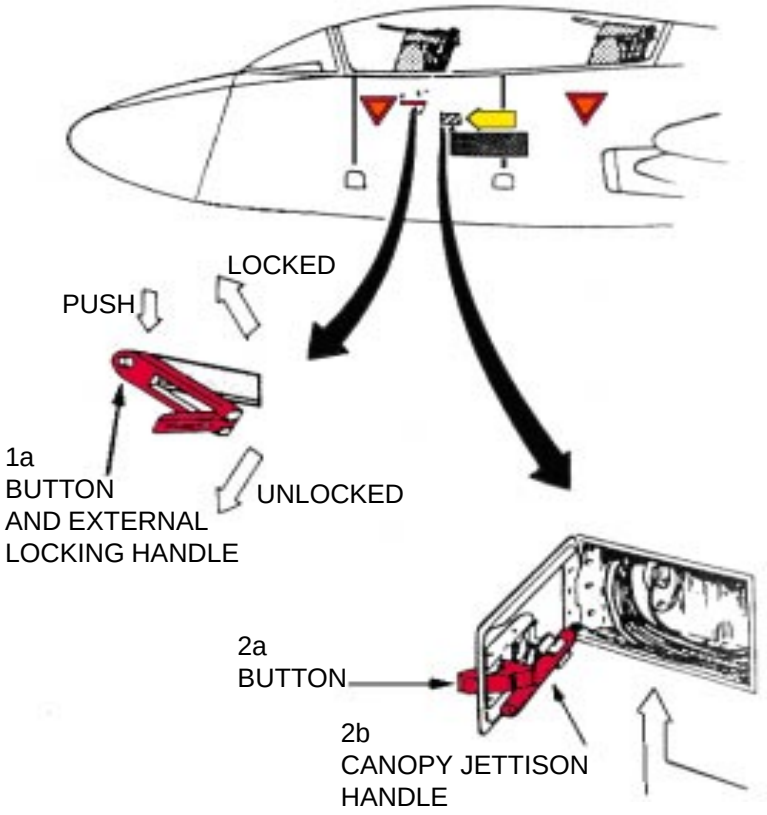
a. Push button on emergency canopy jettison access door.

b. Pull canopy jettison handle to full 2 meter length to jettison canopy.

3. CUT-IN

a. Cut canopy along canopy frame.





ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

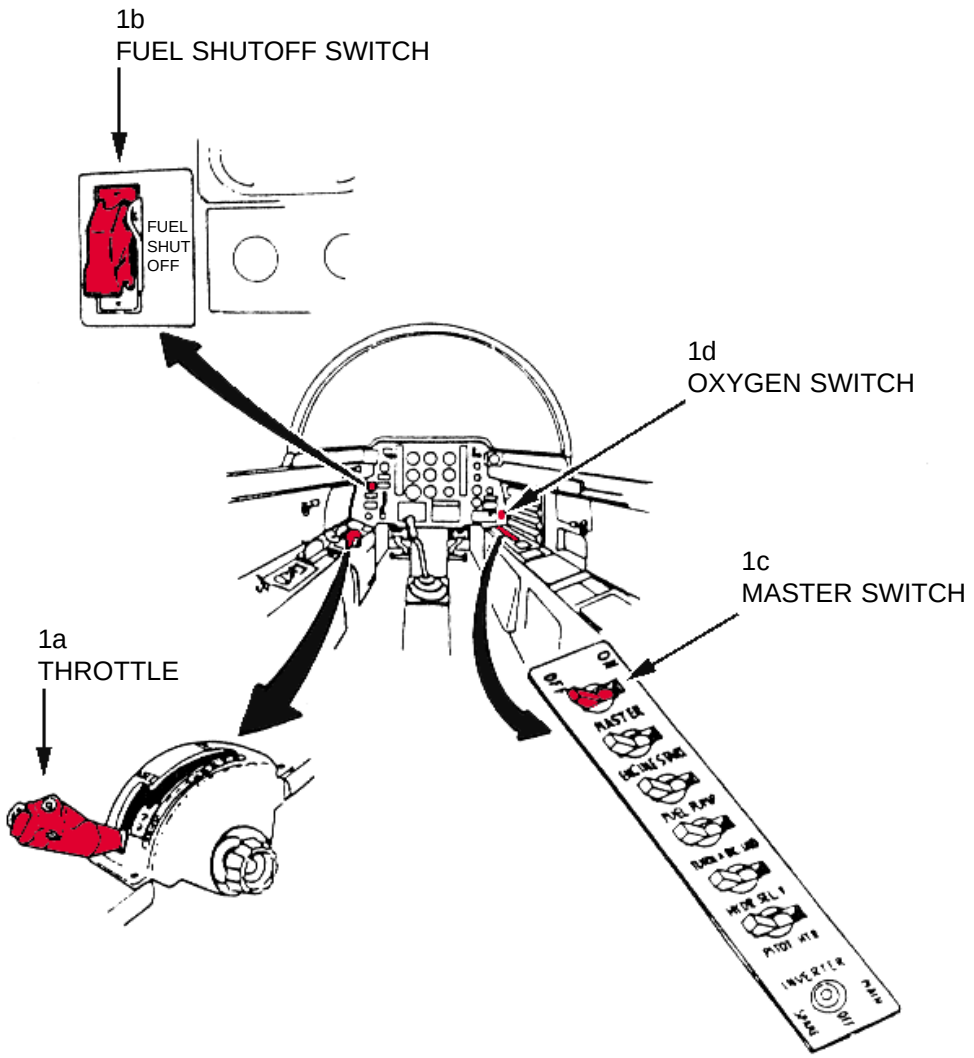
a. Pull throttle to IDLE, located on left console, then move aft and outboard to stop (OFF) position.

b. Place fuel shutoff switch, located on upper left console, to OFF.

c. Place master switch, located on right console, to OFF.

NOTE:
Oxygen switch is located above the master switch on right console.

d. If time permits, turn oxygen switch OFF.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING (MARTIN BAKER)

a. Insert safety pin in ejection gun sear, located at top of seat.

b. Insert safety pin in rocket initiator sear, located on upper left side of seat.

c. Insert safety pin in canopy jettison sear, located in forward cockpit left aft bulkhead.

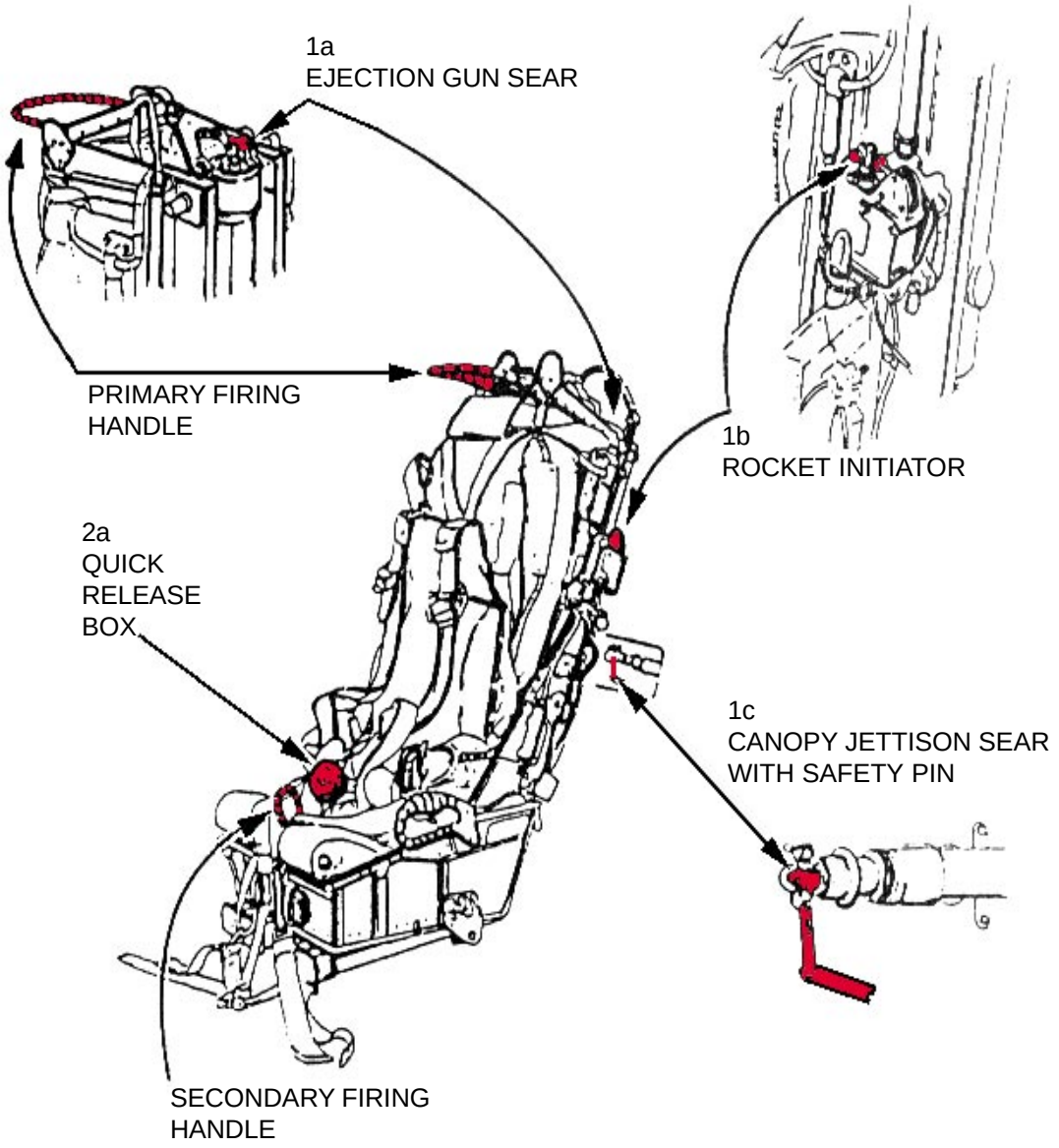
2. AIRCREW EXTRACTION

a. Remove safety fork from harness quick release box.

b. Rotate outer assembly of quick release box 90 degrees clockwise and strike it to open and unlock belts.

c. Release of cut leg restraints and any further connections restricting the removal of the crew member.

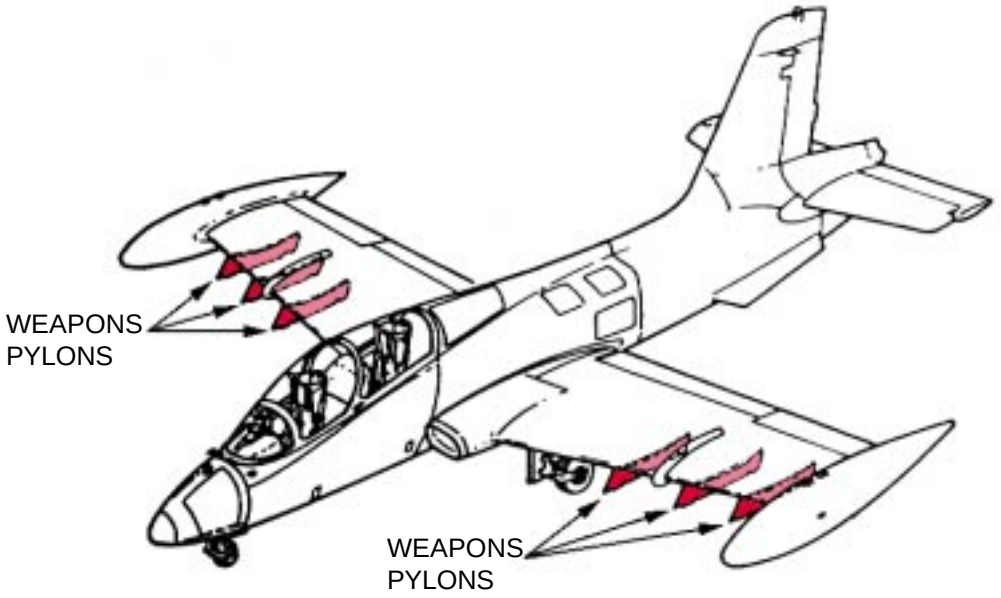
d. Remove crew member's oxygen mask and shut off oxygen switch. See location of page MB 326.2, item 1d.



AIRCRAFT HAZARDS

LOAD AND ARMAMENT CAPABILITIES FOR MB 339C:
BOMBS AND FLARES
ROCKET LAUNCHERS FOR 50, 68, 81 MM AND
2.75 IN ROCKETS
LAU 10A OR TB 100-4 ROCKET LAUNCHERS
ECM POD
BAGGAGE CONTAINER
UNDER WING TANKS WITH 324 LITRES OF FUEL
SMOKE OR SMOKE/FUEL TANK
GUN POD DEFA 30 MM GUN WITH 125 ROUNDS PER POD
PHOTO RECONNAISANCE POD
BOMBS/ROCKERS DISPENSER
ANTI-RUNWAY BOMBS BAP-100 OR TACTICAL SUPPORT
BOMBS BAT-120
MAVERICK A/G MISSLES (UP TO 2)
MATRA 550 MAJIC OR AIM 9 SIDEWINDER A/A MISSLES
MARTE MK 2 ANTI-SHIP MISSLE

AIRCRAFT DIMENSIONS
WING SPAN WITH TIP TANKS 36’ 9.25” (11.22M)
LENGTH 36’ 10.5” (11.24 M)
HEIGHT 13’ 1” (3.99 M)



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Pull forward part of canopy locking handle, located on left side of fuselage, DOWNWARD, to unlock the canopy.

b. Raise the canopy to full open position. The canopy is hinged on right side.

2. EMERGENCY ENTRY

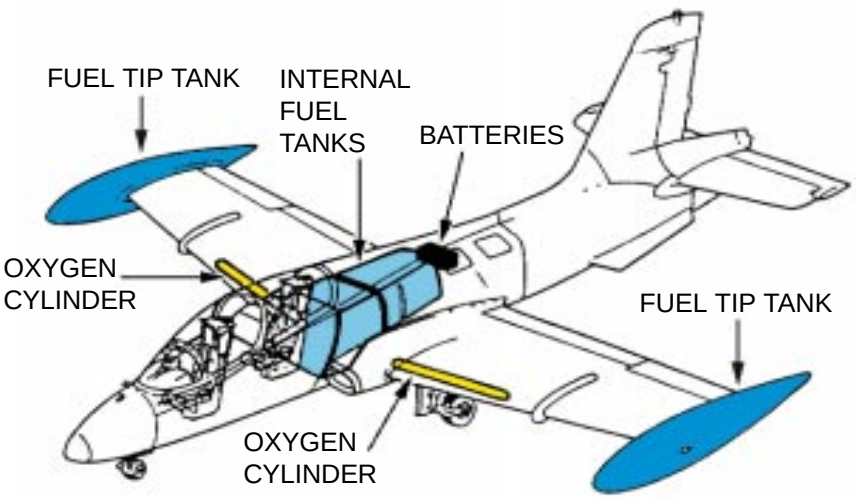
a. To access canopy fragmentation handle, located on left fuselage, push button to open access door.

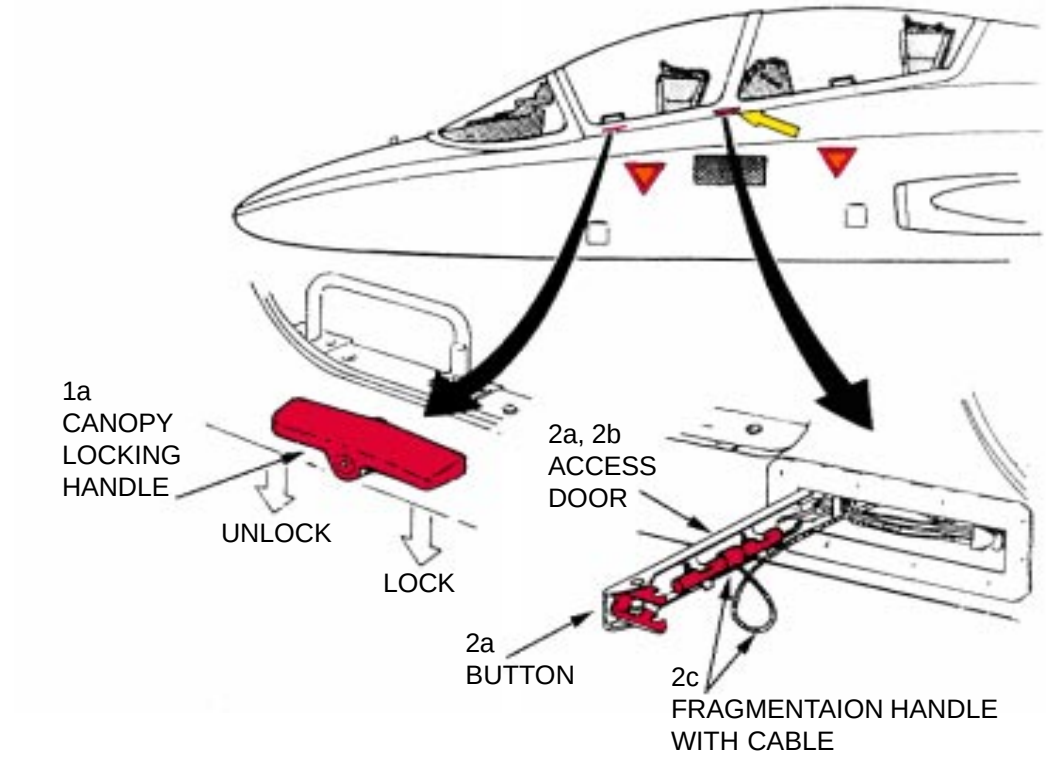
b. Pull access door forward to expose fragmentation handle mounted on the backside of the access door.

c. Remove canopy fragmentation handle from secure clips and pull handle and cable full length to fragment canopies. (Both sides of canopy frame.)

3. CUT-IN

a. Cut along canopy frame on all sides.





ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

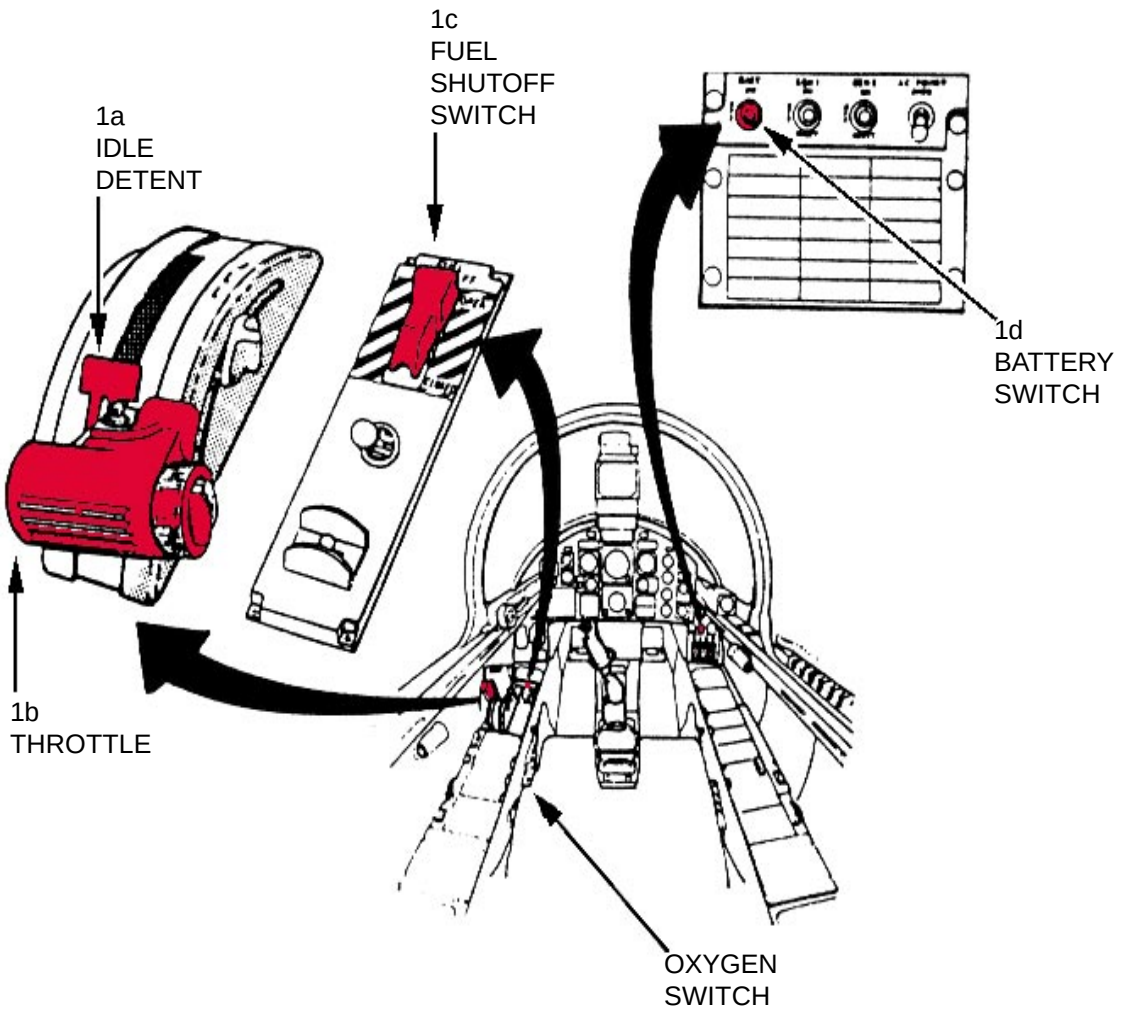
a. Raise idle dentent, located on left console forward of throttle, allowing throttle movement.

b. Pull throttle, located on left console, aft to OFF.

c. Place fuel shutoff switch, located forward of throttle on left console, to OFF.

d. Place battery switch, located on forward right panel, to OFF.

NOTE:
Oxygen switch is located on left console below the throttle area.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

a. Safety ejection gun sear, located on top of seat by inserting safety pin.

b. Safety firing handle, located at bottom forward portion of seat, by inserting safety pin. Safety "T" pin in stored on left side of canopy frame, close to canopy handle.

NOTE:
Safety pins are stored in recess on right side of seat.

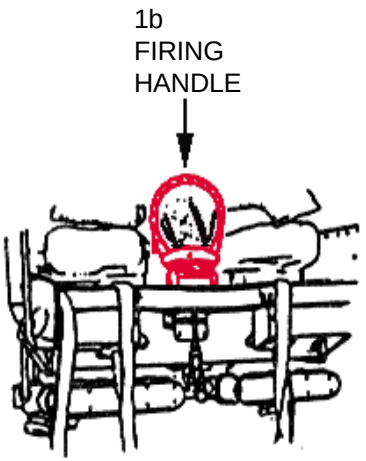
2. AIRCREW EXTRACTION

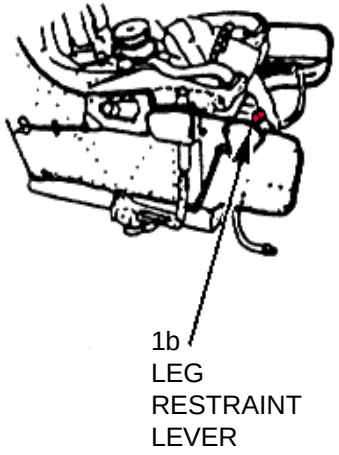
a. Rotate outer assembly of harness quick release box, located on lap of crewmember, 90 degrees clockwise and strike it to open and unlock belts.

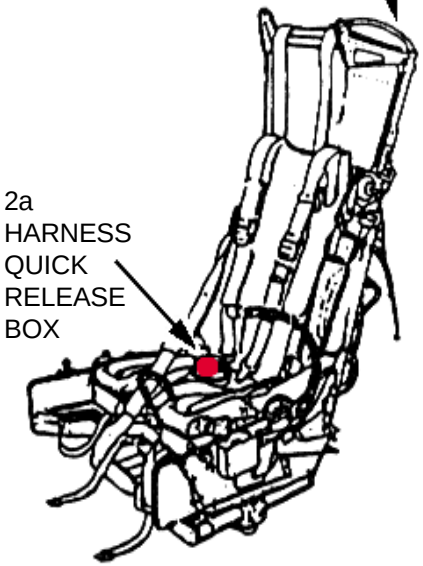
b. Move full aft leg restraint lever, located on right forward portion of seat to release garters.

c. Release or cut any further connections restricting aircrew extraction.

d. Remove crewmember oxygen mask and shut-off oxygen switch.

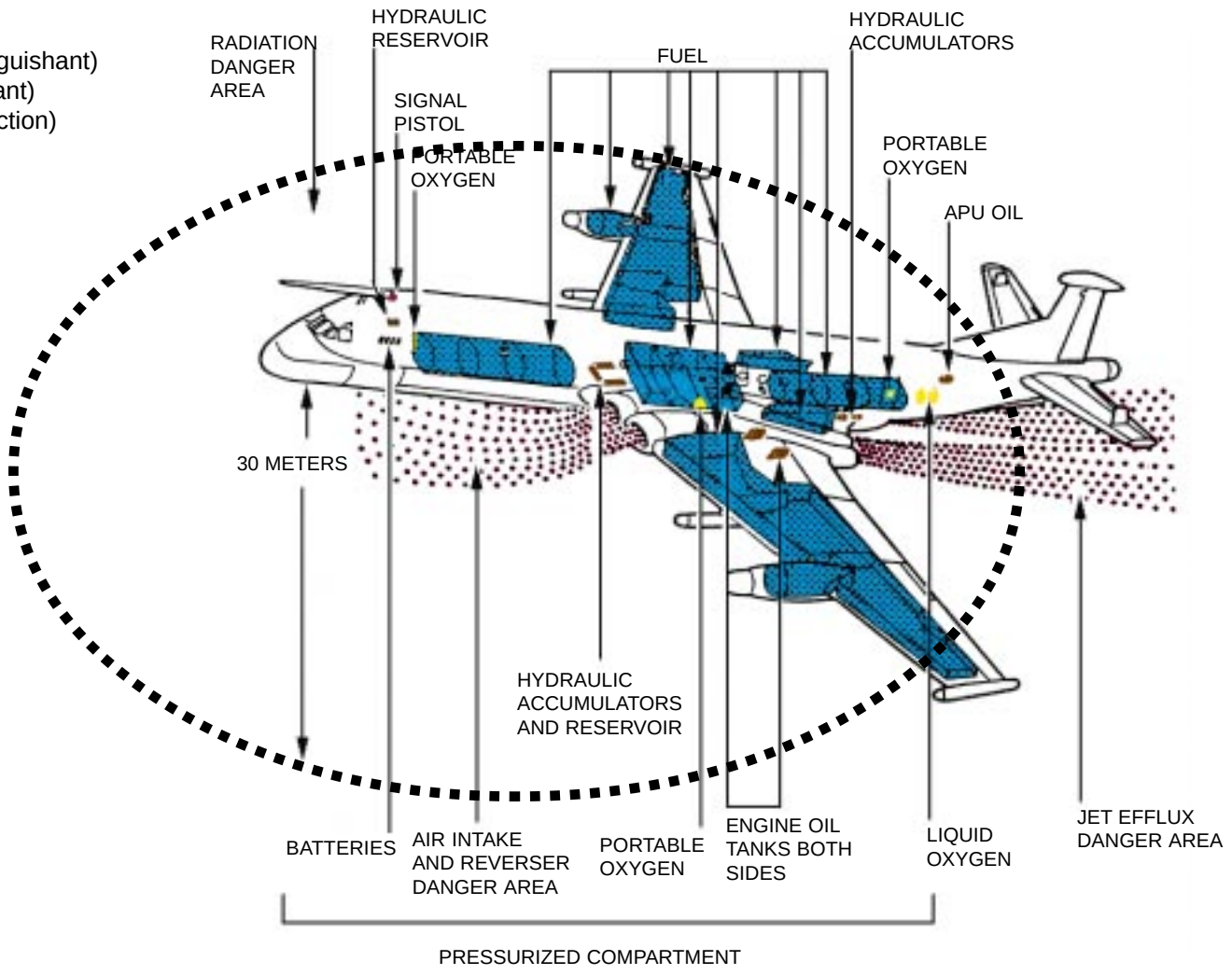






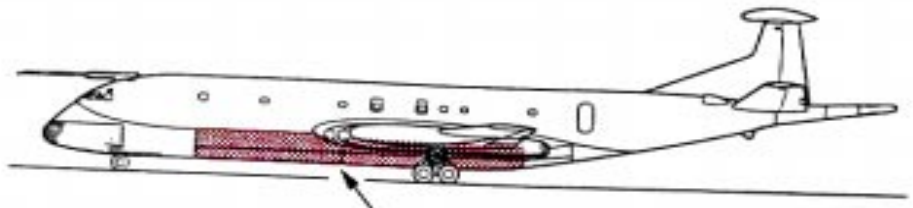
AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Asbestos
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cadium (Batteries/Bolt Protection/Steel Protection)
Chlorobromoethane (Fire Extinguishment)
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature Bulbs)
Methyl Bromide (Fire Extinguishment)
Polytetrafluoroethylene (PTFE)
Sonar locator beacon(s) (1-Lithium battery)
Strontium Chromates
Thallium
Thorium Fluoride
Tritium Light Sources (Beta Lights)
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-38
Oxygen: Gaseous

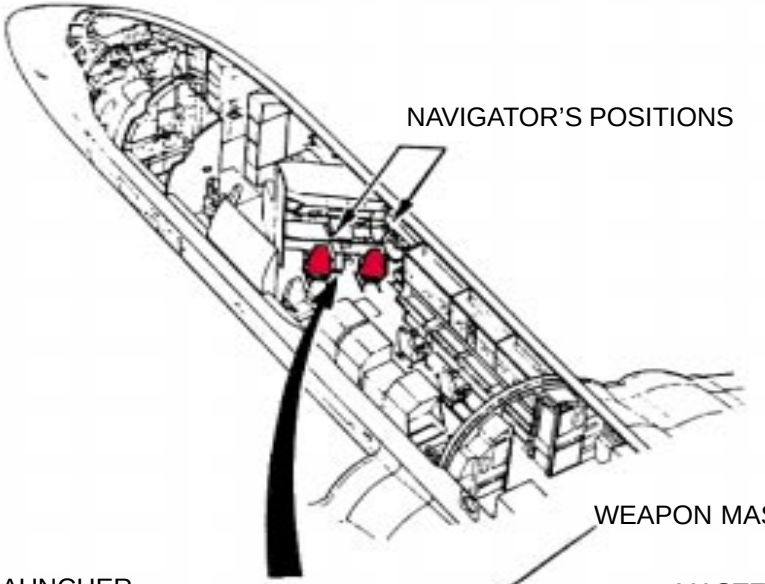


AIRCRAFT HAZARDS-Continued

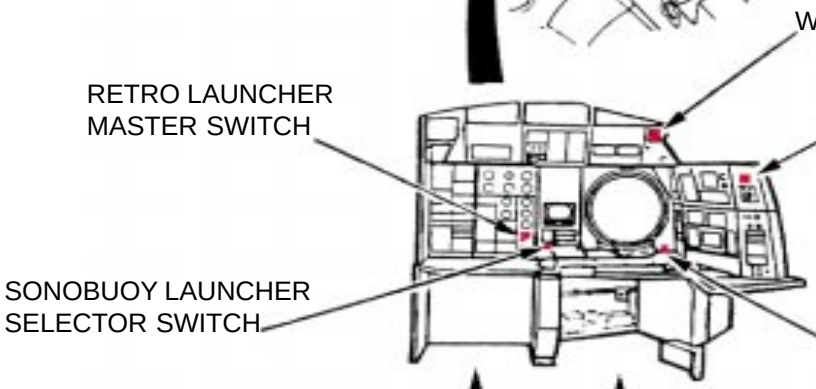
ARMAMENT:
TORPEDOS
BOMBS
WEAPONS OR FUEL MAY BE IN BOMB BAY
FLARES
MARKERS OR SIGNALS



ARMAMENT AREA



NAVIGATOR'S POSITIONS



WEAPON MASTER SWITCH

RETRO LAUNCHER
MASTER SWITCH

MASTER ARMAMENT
SAFETY SWITCH

SONOBUOY LAUNCHER
SELECTOR SWITCH

TORPEDO, STORES AND FLARES
SELECTOR SWITCHES

ROUTINE NAVIGATOR'S POSITION

TACTICAL NAVIGATOR'S POSITION

NIMROD MR.MK 2P

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

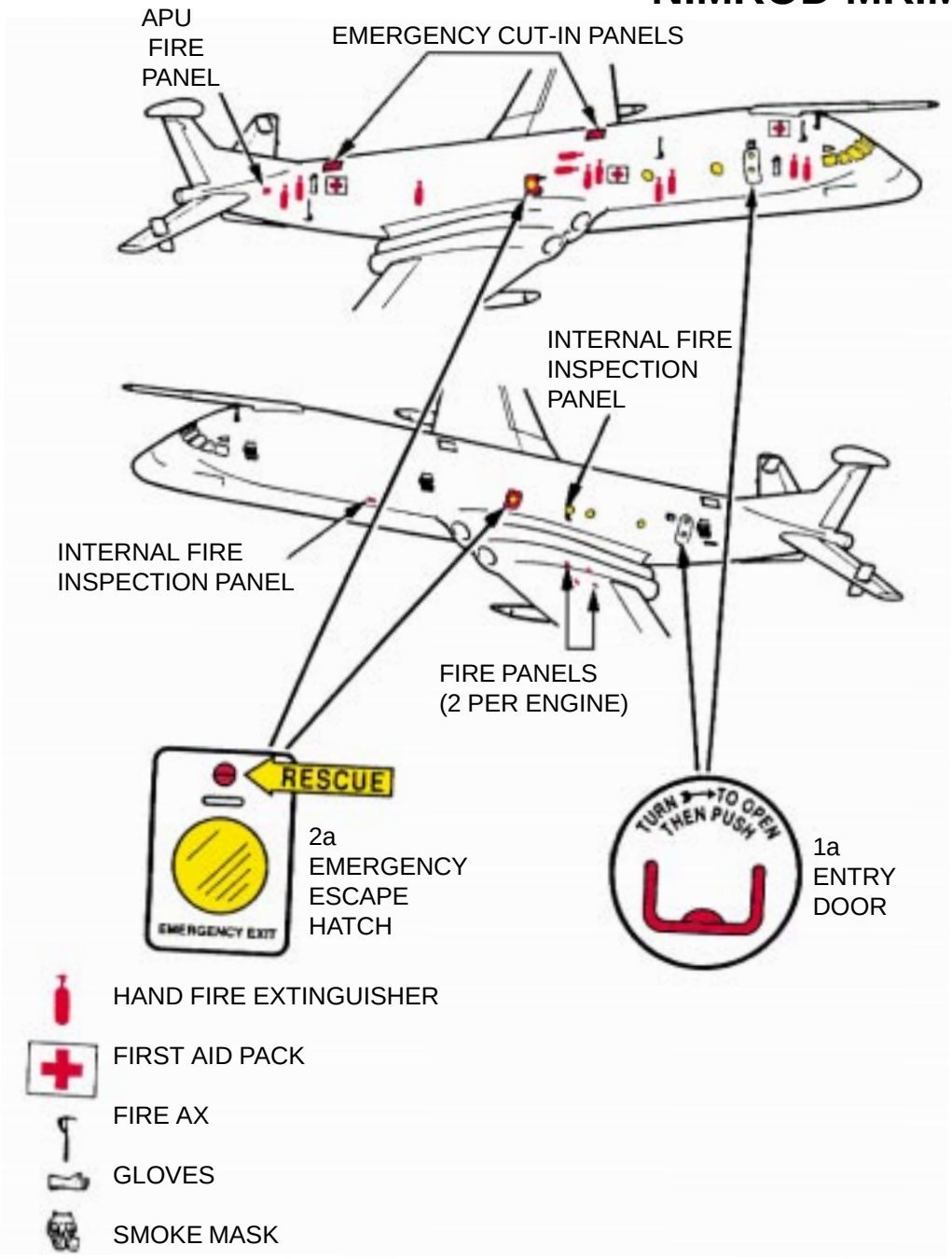
a. Doors are located on the forward right and aft left sides of the fuselage. Turn door handle to open, then push. Doors open inward.

2. EMERGENCY ENTRY

a. Escape hatches are located over each wing. To open, press handle at top of hatch, pull outward and set aside.

3. CUT-N

a. Emergency cut-in panels are located on top of fuselage at mid and aft cabin areas. Use the power rescue saw or crash ax to gain entry.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Release the safety catches on the HP fuel cocks, located on the center console.

b. Move the HP fuel cocks DOWN to limit of travel.

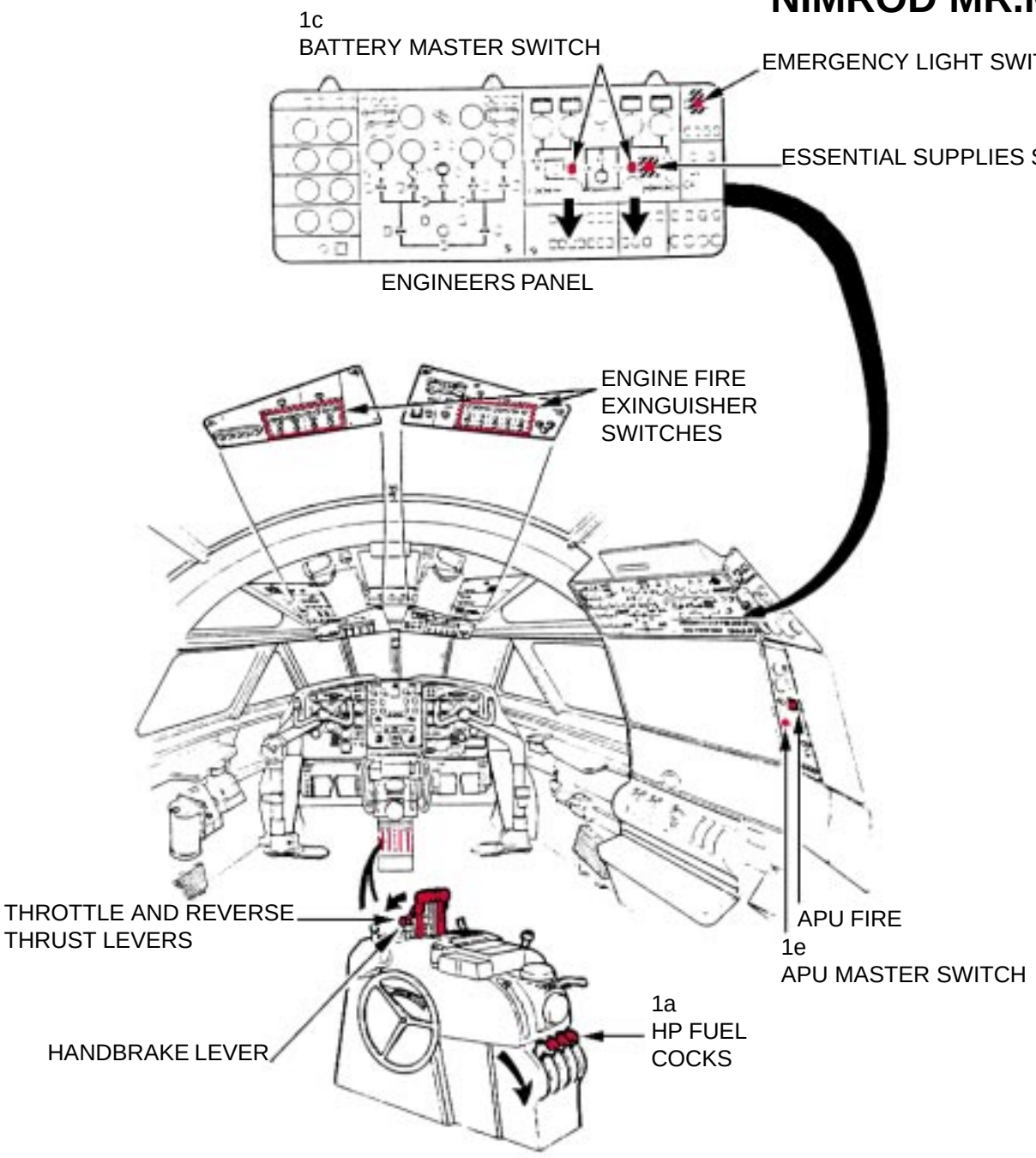
c. Place the battery master switch, located on the engineer's panel aft of the right side window, to OFF.

In case of engine fire:

d. When fire warning lamps are illuminated, operate the engine fire extinguisher switches, located on the right and left overhead panels, to release fire extinguishant into the corresponding engine.

In case of APU fire:

e. Place APU master switch, located on right engineers panel, down to OFF.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:
Aircraft does not have ejection systems.

a. On crew seats, remove face masks before disconnecting hoses.

b. Release the seat harness by turning restraint release in either direction.

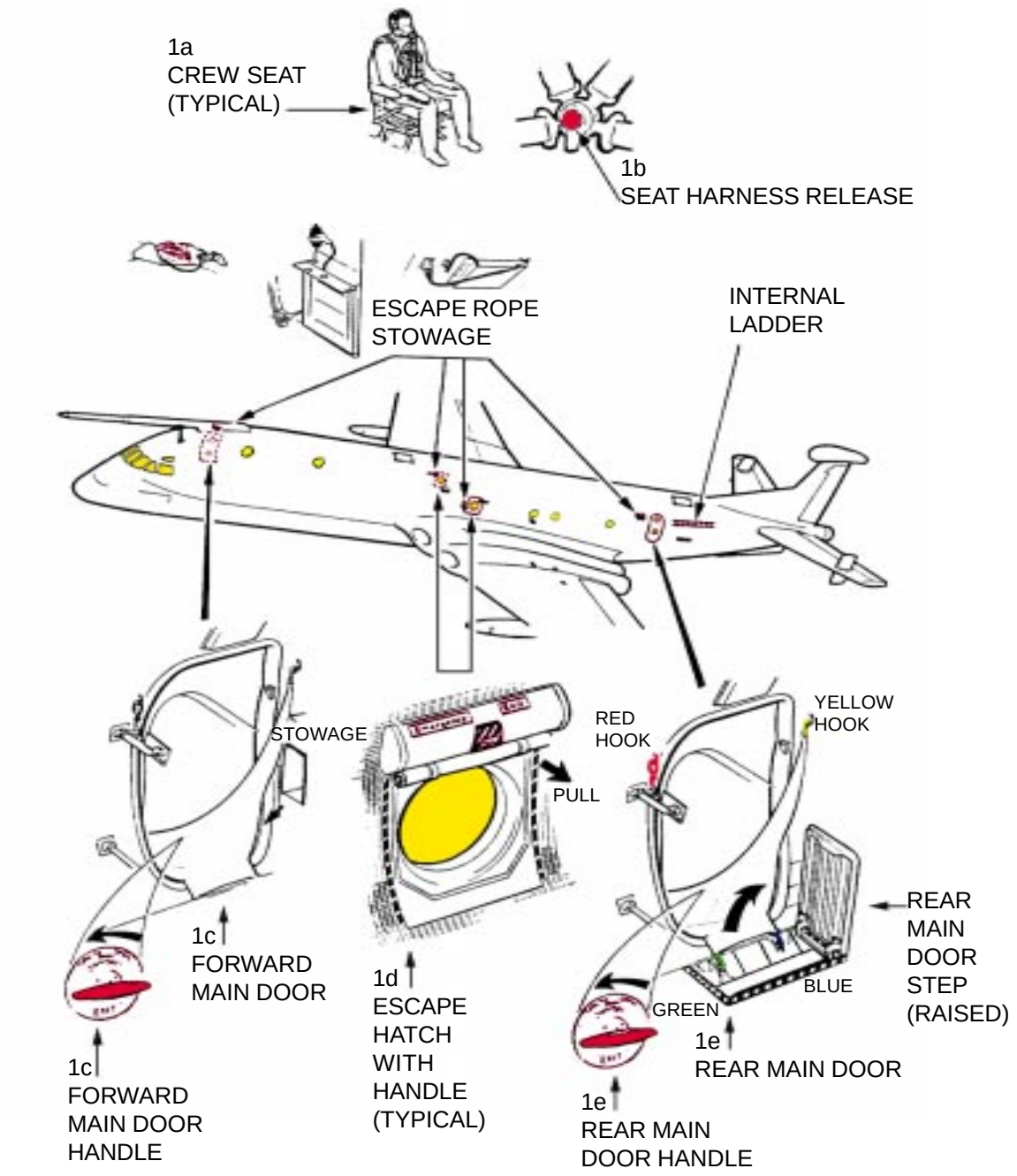
NOTE:
Escape ropes are located at forward and rear main doors and escape hatches.

c. Forward main door can be opened by turning and pulling the internal door release handle. Door opens inward. Door is equipped with an escape chute.

d. Side escape hatches at port and starboard wings can be opened by pulling the emergency exit hatch handle located top center of hatch.

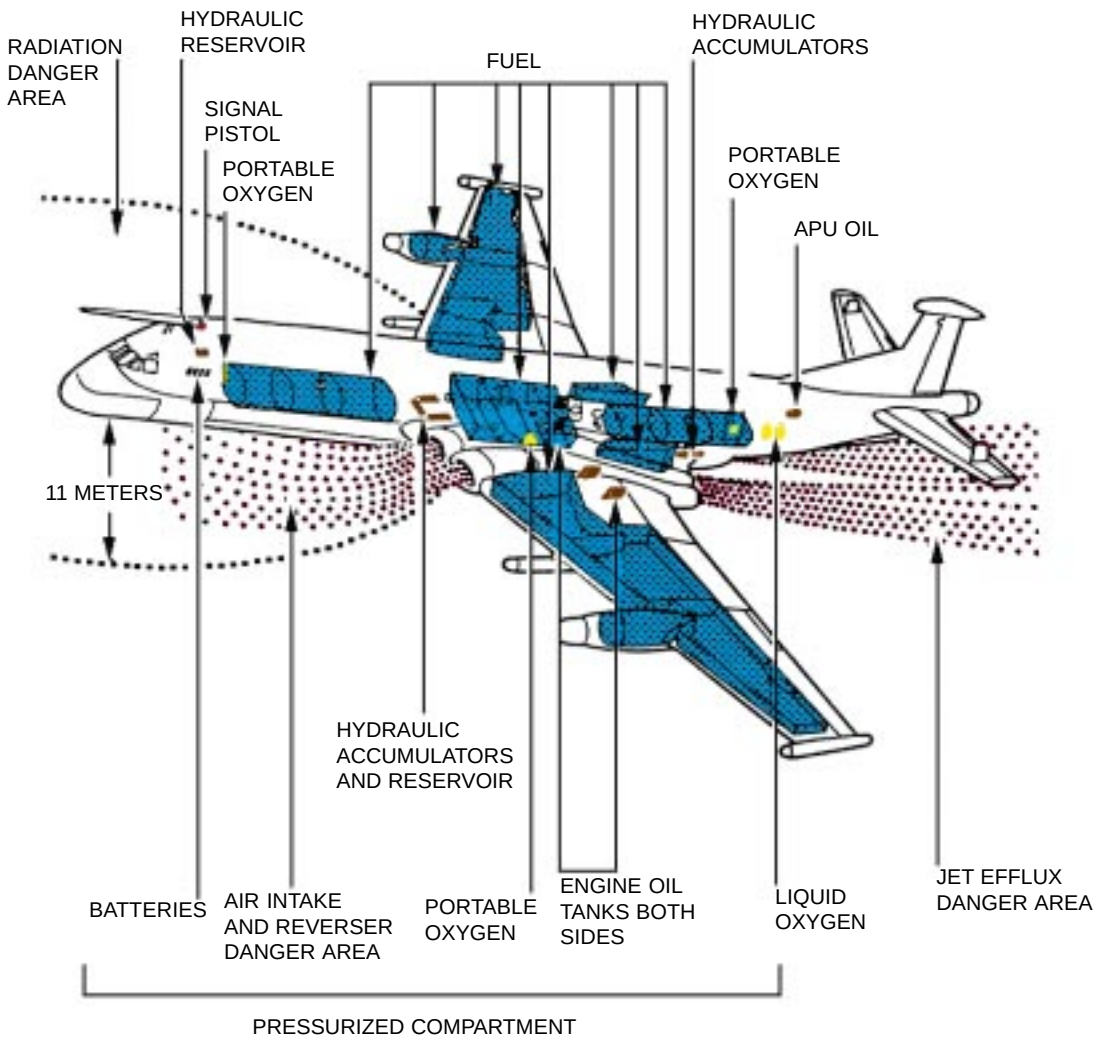
e. Main rear door can be opened by turning and pulling the internal door release handle. Door opens inward. The door is equipped with an escape chute.

NOTE:
The aircraft is equipped with a ladder mounted at the rear.



AIRCRAFT HAZARDS

OTHER HAZARDS:
Battery acid
Asbestos
Beryllium + beryllium oxides
Bromochlorodifluoromethane (BCF Fire Extinguishant)
Bromotrifluoromethane (BTM Fire Extinguishant)
Cadium (Batteries/Bolt Protection/Steel Protection)
Chlorobromoethane (Fire Extinguishment)
Chaff Dispenser
Dimethylformamide (Strobe power pack)
Ejector release units
Flare dispenser
Lithium (Batteries)
Mercury (Temperature Bulbs)
Methyl Bromide (Fire Extinguishment)
Polytetrafluoroethylene (PTFE)
Sonar locator beacon(s) (1-Lithium battery)
Strontium Chromates
Thallium
Thorium Fluoride
Tritium Light Sources (Beta Lights)
Fuel: Avtur
Hydraulic oil: OM-15
High pressure gases: Nitrogen
Engine oil: OX-38
Oxygen: Gaseous



NO ARMAMENT IS CARRIED

NIMROD R-1

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

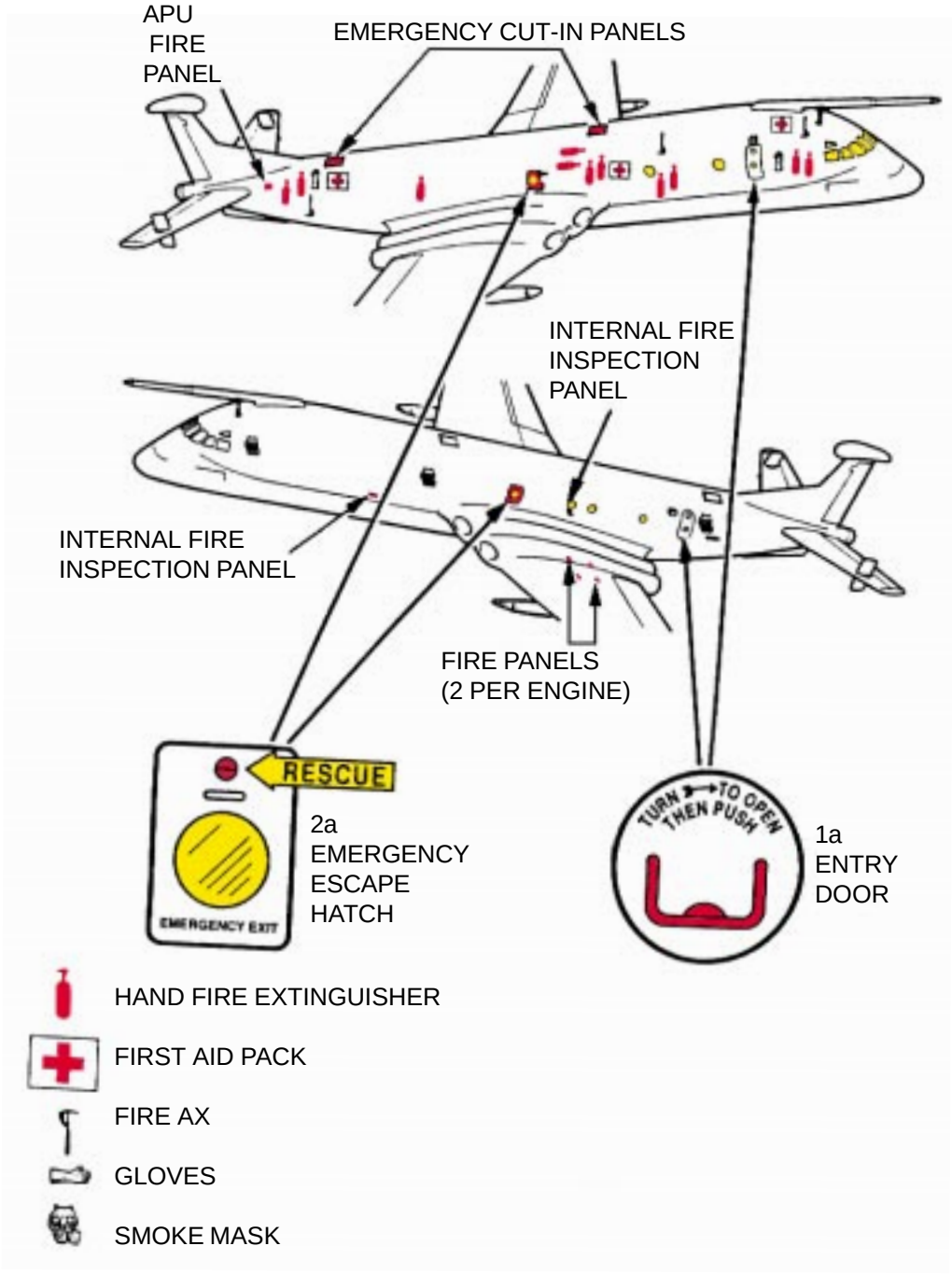
a. Doors are located on the forward right and aft left sides of the fuselage. Turn door handle to open, then push. Doors open inward.

2. EMERGENCY ENTRY

a. Escape hatches are located over each wing. To open, press handle at top of hatch, pull outward and set aside.

3. CUT-N

a. Emergency cut-in panels are located on top of fuselage at mid and aft cabin areas. Use the power rescue saw or crash ax to gain entry.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Release the safety catches on the HP fuel cocks, located on the center console.

b. Move the HP fuel cocks DOWN to limit of travel.

c. Place the battery master switch, located on the engineer's panel aft of the right side window, to OFF.

In case of engine fire:

d. When fire warning lamps are illuminated, operate the engine fire extinguisher switches, located on the right and left overhead panels, to release fire extinguishant into the corresponding engine.

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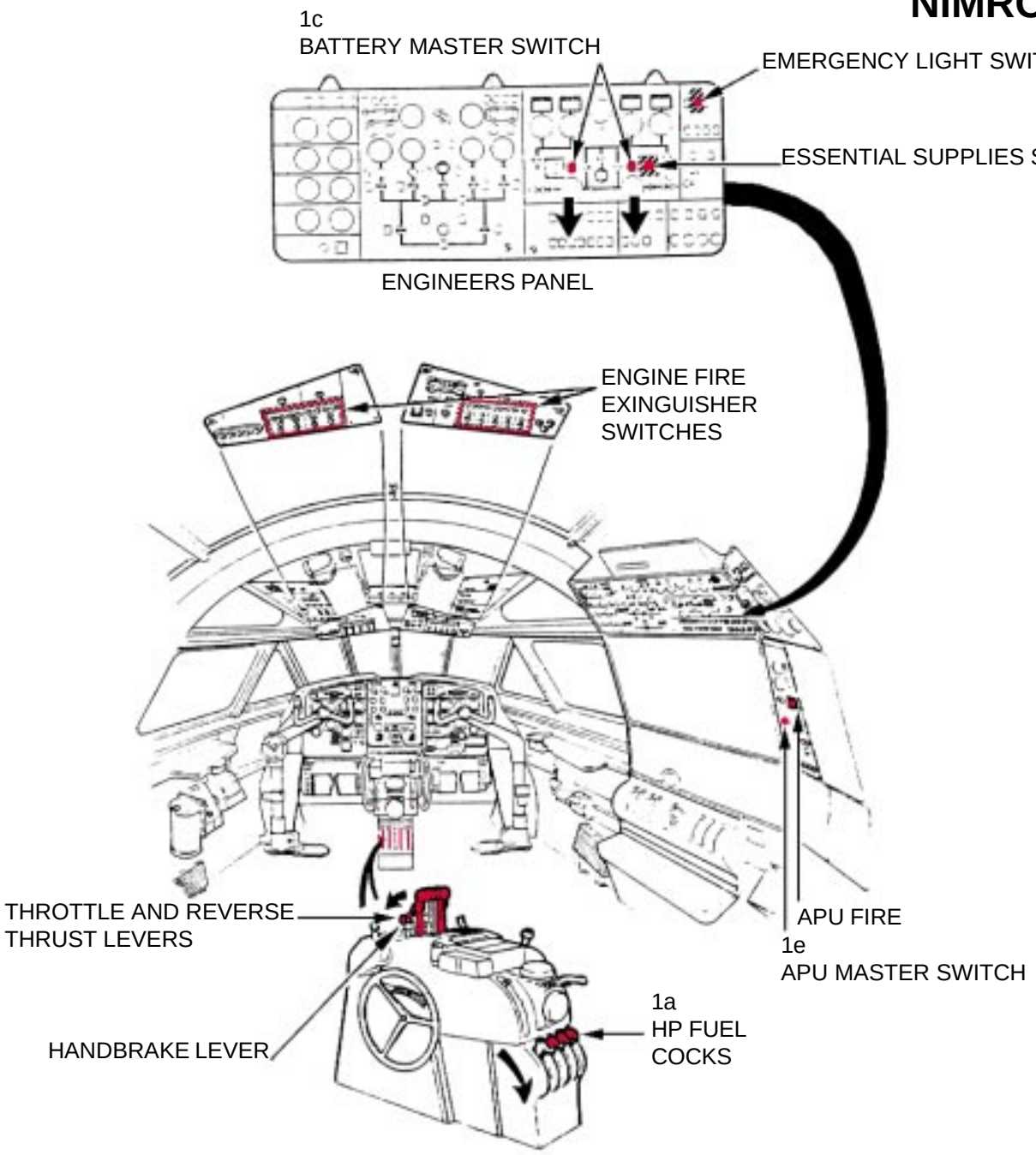
e. Place APU master switch, located on right engineers panel, down to OFF.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:
Aircraft does not have ejection systems.

a. On crew seats, remove face masks before disconnecting hoses.

b. Release the seat harness by turning restraint release in either direction.

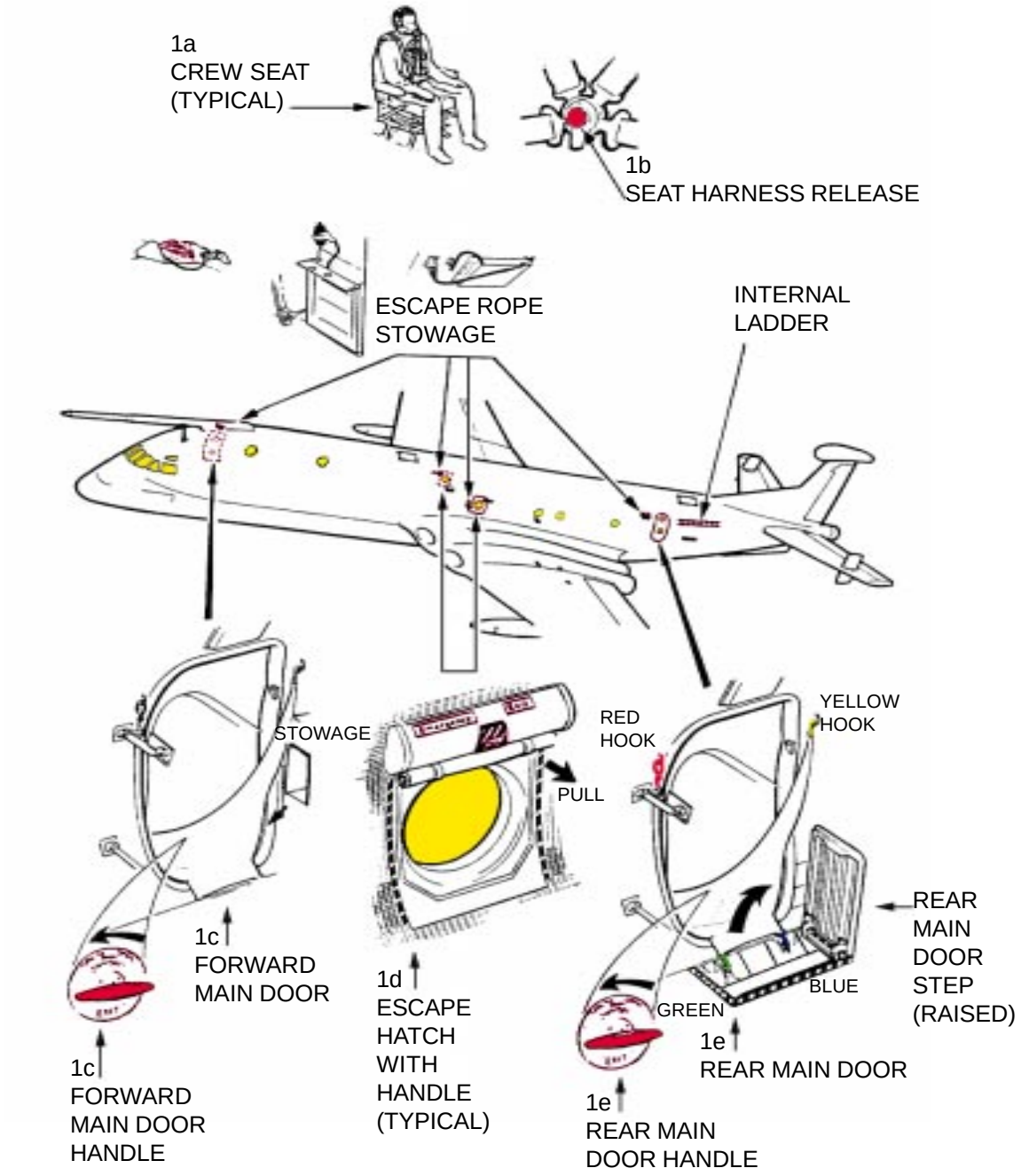
NOTE:
Escape ropes are located at forward and rear main doors and escape hatches.

c. Forward main door can be opened by turning and pulling the internal door release handle. Door opens inward. Door is equipped with an escape chute.

d. Side escape hatches at port and starboard wings can be opened by pulling the emergency exit hatch handle located top center of hatch.

e. Main rear door can be opened by turning and pulling the internal door release handle. Door opens inward. The door is equipped with an escape chute.

NOTE:
The aircraft is equipped with a ladder mounted at the rear.



The aircraft information is located in Chapter 22
containing US Navy aircraft.