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

THIS IS SEGMENT 30 COVERING CHAPTER 30 from the Lynx MK7 to Sea King HAS/ASW/6.

TO NAVIGATE

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

CONTINUE

NOTICE

CONTACT

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

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

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

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER

WRITTEN CORRESPONDENCE:

HQ AFCESA/CEXF
ATTN: Fire and Emergency Services Egress Manager
139 Barnes Drive Suite 1
Tyndall AFB, Florida 32403-5319

E-MAIL: HQAFCESA.CEXF@tyndall.af.mil

INTERNET: HQ AFCESA Fire and Emergency Services PUBLIC WEB PAGE:
http://www.afcesa.af.mil/CEX/cexf/index.asp
Safety Supplements: http://www.afcesa.af.mil/CEX/cexf/_firemgt.asp

PHONE: (850) 283-6150
DSN 523-6150

FAX: (850) 283-6383
DSN 523-6383

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

SEGMENT 30 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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 30 contains emergency rescue and mishap response information for the following NATO aircraft:

ITA	A 109
ITA, TUR	AB 204
ITA, TUR	AB 204A/S
ITA, TUR	AB 206
TUR	AB 212
ITA,TUR,ESP	AB 212A/S
USA, TUR	AH-1 P/W
USA, GBR	AH-64
TUR	AS-532
DNK	AS-550C2
GEU	BO-105CB
CAN, ITA, USA, GBR	CH-47/HC2/3
GEU, USA	CH-53/H-53D,E
CAN	CH-146*
FRA	ECUREUIL ALSTAR AS 355
FRA	ECUREUIL 2*
FRA	FENNEC AS 555AN
GBR	GAZELLE AH1
GBR	GAZELLE HT2
GBR	GAZELLE HT3
ITA	HH-3F*
USA, TUR	H/M/S/UH-60A,G,H,J,L S-70-28D
USA, TUR	HUGHES 300/MH-6
DNK, USA	HUGHES 500/OH-6
GBR	LYNX HAS 3
PRT	LYNX LBH MK9
GBR	LYNX MK3
GBR	LYNX MK7
GBR	LYNX MK8
DNK	LYNX MK90B
GBR	LYNX MK95
FRA	LYNX WG 13
GBR	MERLIN
TUR	OH-13S
USA, TUR	OH-58A/C/D
GBR,FRA,ESP,PRT,TUR	PUMA HC1/SA 330
BEL	SA 313/318
BEL, FRA, PRT, NLD	SA 316B/319B/SE 3160
FRA	SA 341/342
GBR	SEA KING AEW 2
GBR	SEA KING ASW 5
GBR, ITA, ESP	SEA KING HAR 3/SH 3D
GBR	SEA KING HAS/ASW/6
GBR	SEA KING MK4
GBR	SEA KING MK6
GBR	SEA KING MK7
GEU,GBR,DNK,BEL,NOR	SEA KING MK-41/HC-4/S-61/WESTLAND SAR
GEU, DNK	SEA LYNX MK-88
USA, ESP	SH-60B
FRA	SUPER FRELON SA 321
FRA, ESP, NLD	SUPER PUMA & COUGAR/HD-21
USA, ITA, GRE, NLD	UH-1
USA, TUR, NOR	UH-1N
GBR	WESSEX HC2/HC5C

*** Aircraft information pending**

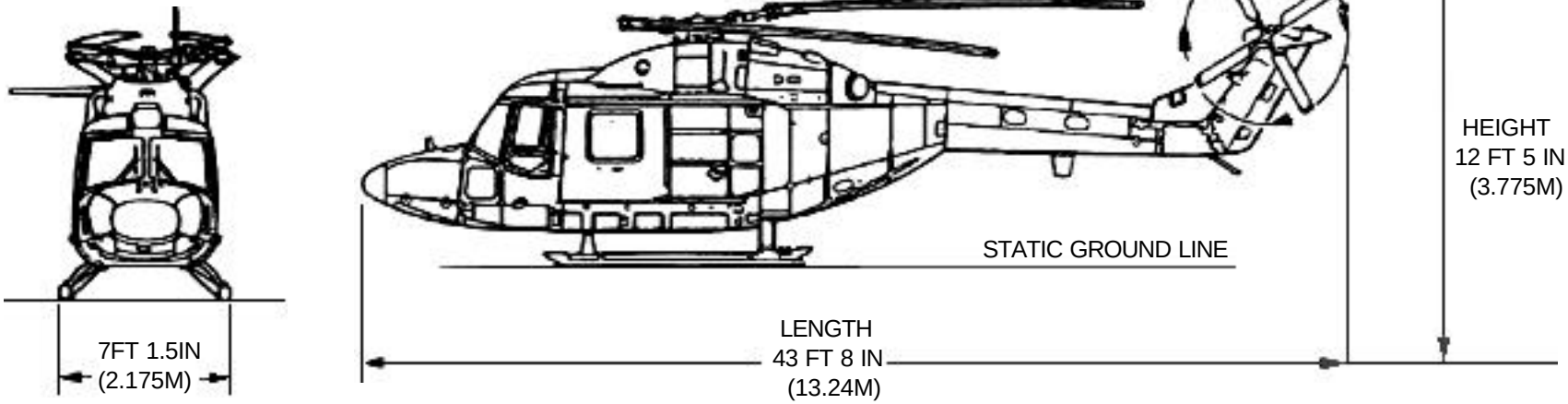
AIRCRAFT PAINT SCHEME

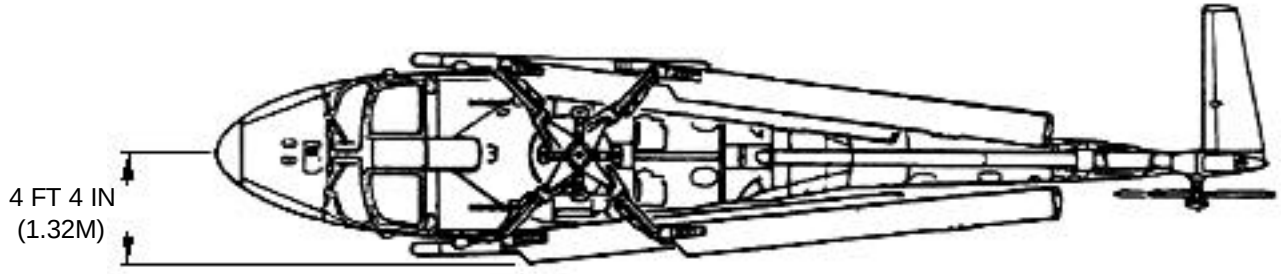
LYNX MK 7

LYNX MK 7 (RM)

AIRCRAFT DIMENSIONS

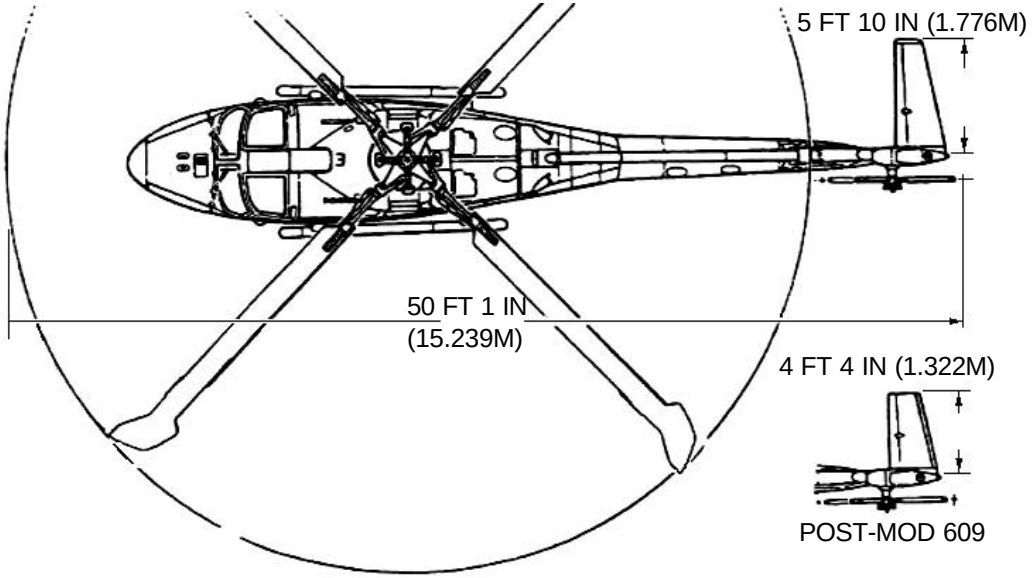
BLADES FOLDED

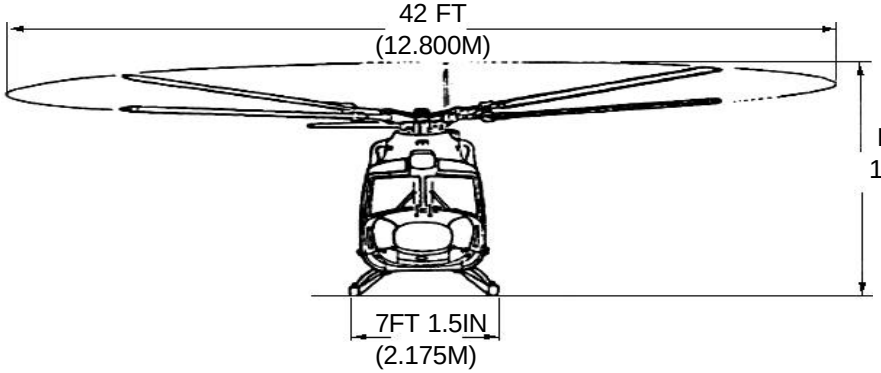


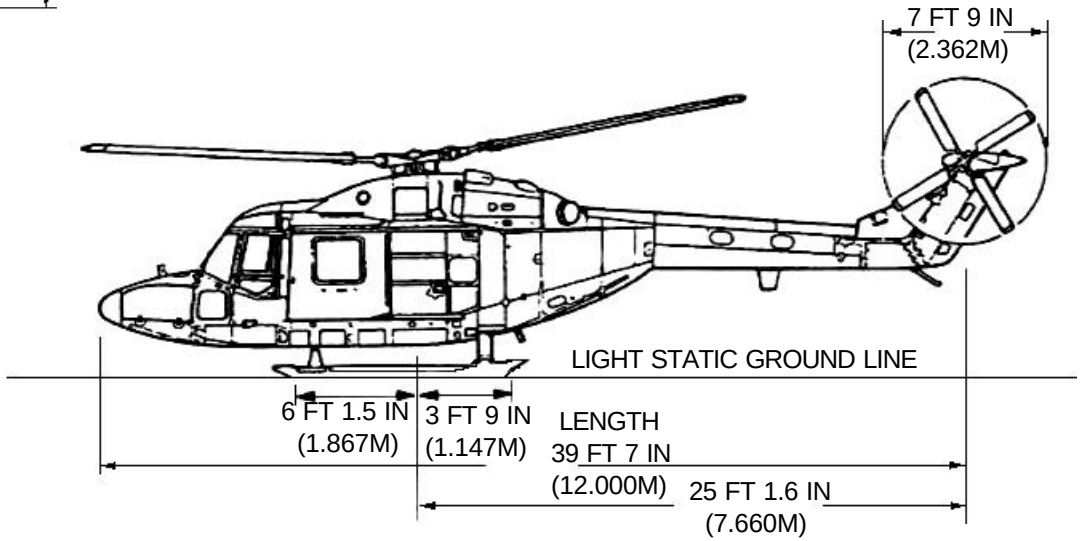


AIRCRAFT DIMENSIONS-Continued

BLADES SPREAD







AIRCRAFT DATA AND HAZARD LIST

AIRCRAFT DATA

Single Rotor Helicopter
Two Rolls-Royce Gem 41-1turboshaft
Military Freight/Passenger:
2 crew Maximum
10 passengers
Aircraft Weight: 8,000 lbs. (3,620 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):

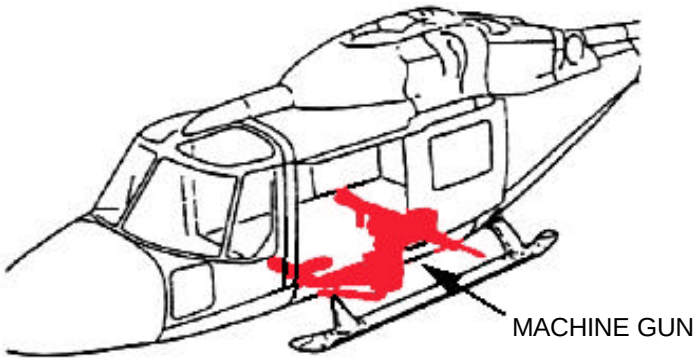
Service issue overalls and gloves and Civil Emergency Services normal uniform with overall required.
Appropriate weather protection.
Safety helmet (as required).
Half-face (ori-nasal) mask. Examples:
3M Disposable Mask 22G/1321426
Sabre Half Mask 22G/4220-99-865-4140
Baxter Half Mask 22G/4220-99-865-4149

HAZARD LIST

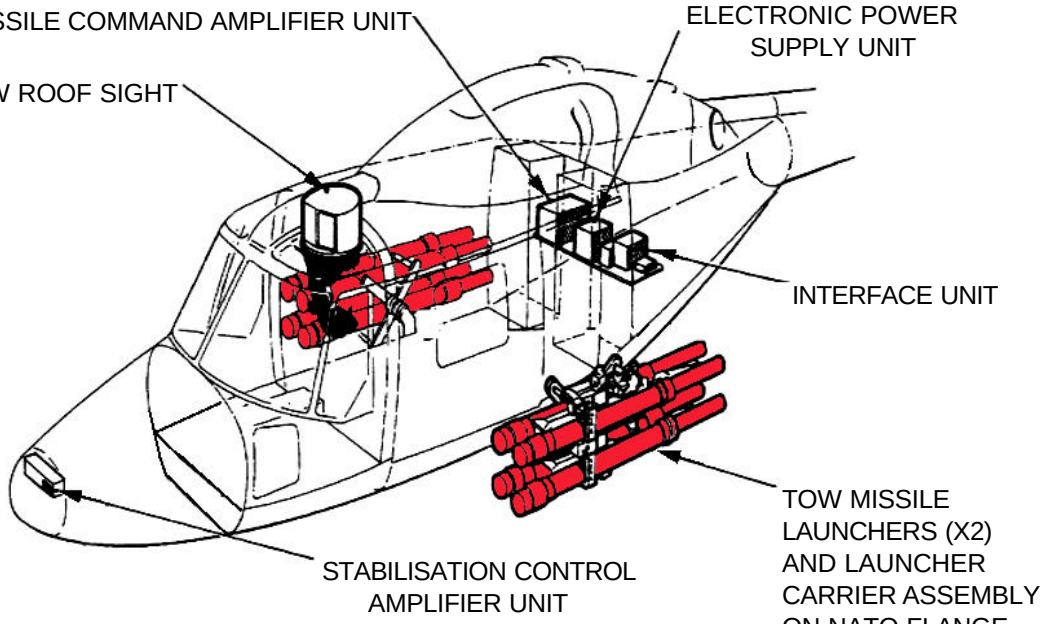
HAZARD TYPE	ITEM	QUANTITY	LOCATION
Acid - Sulphuric			On Aircraft
AL 36 Windscreen Wash Fluid			On Aircraft
Asbestos			On Aircraft
Avtur F-34 Fuel	Fuel	Internal 973 L External 2X436 L	Fuel Tanks
Beryllium - Beriliua (Beryllium Oxides)			On Aircraft
Bromochlorodifluoro - Methane (BCF)			On Aircraft
Composite Materials (Man Made Minerals)	Airframe Materials		Carbon Fibre Rotor Blades
Dimethylformamide			Strobe Power Packs
Flourolastomers			Burnt Seals
Gaseous Tritium Light Sources	Lights		Beta Lights
Lithium (Non Rechargeable Batteries)	Batteries		Batteries
OEP-215	Engine Oil	6.8 L	Engine
OEP-70	Engine Oil	6.8 L	Engine
OM-15	Hydraulic Oil	20 L	Hydraulic System
OX-38	Engine Oil	6.8 L	Engine
Oxygen		Nil	
Sonar Locator Beacon(s)	Sonor Beacon	1	On Aircraft
Weapon Load (if fitted)	Weapon(s)	Mission Variable	Stub Wings
Zinc Selenide	Flir		Cockpit

AIRCRAFT HAZARDS

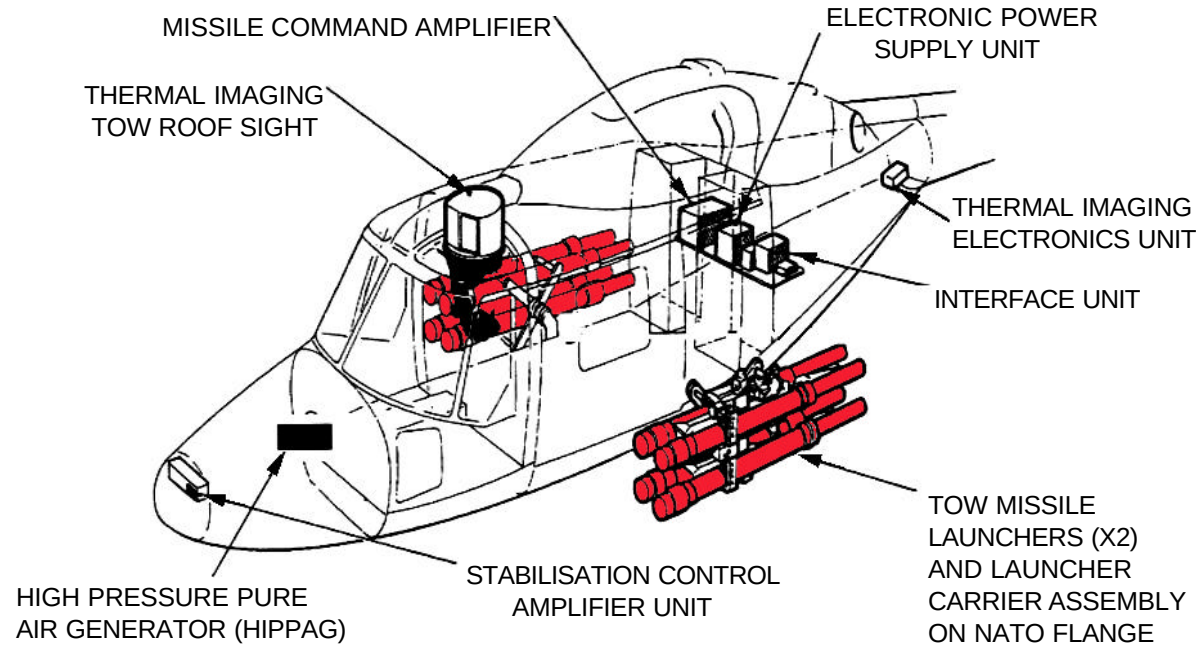
TOW/TOWTI MISSILE SYSTEMS
AND MACHINE GUN



TOW MISSILE SYSTEM



TOWTI MISSILE SYSTEM



LYNX MK 7

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Turn external entry door handles up, pull forward door out and forwards. Slide rear door aft.

b. To open windows in rear doors, pull down release handle, pull windows outwards. (A blade may have to be inserted between frame and door.)

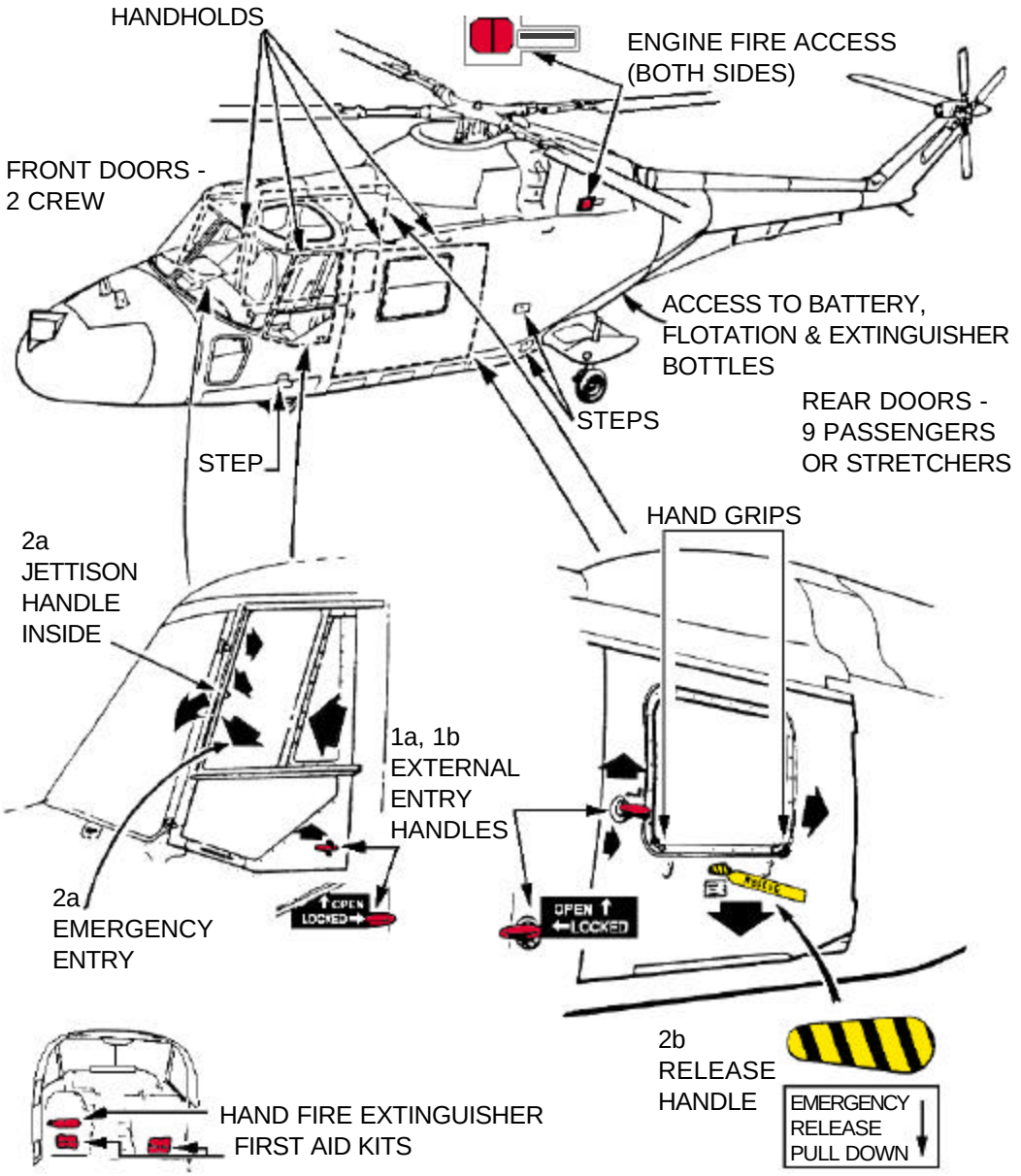
2. EMERGENCY ENTRY

a. For forward door, slide window aft, push jettison forward and down. Pull outwards.

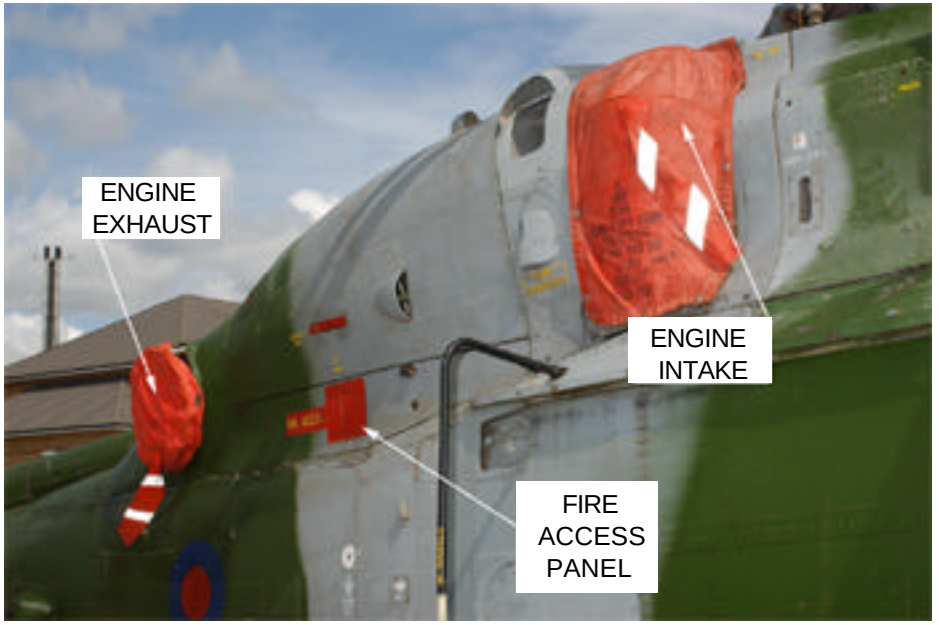
3. CUT-IN

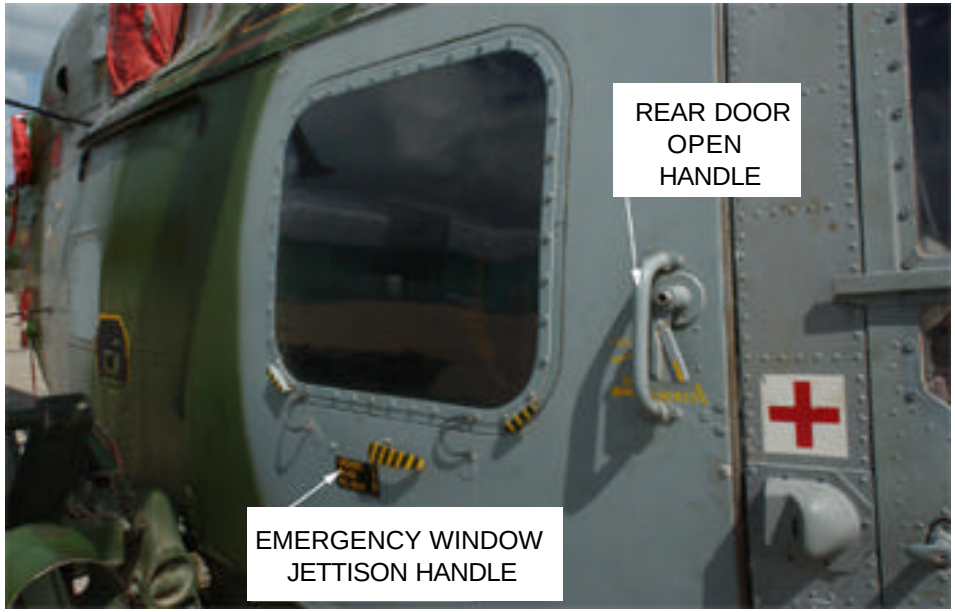
a. Cut-in fuselage as required.

NOTE:
Winch in main cabin may be swung out of way by pulling down cord on starboard side.



AIRCRAFT EXTERNAL VIEWS, DOORS, AND WINDOWS

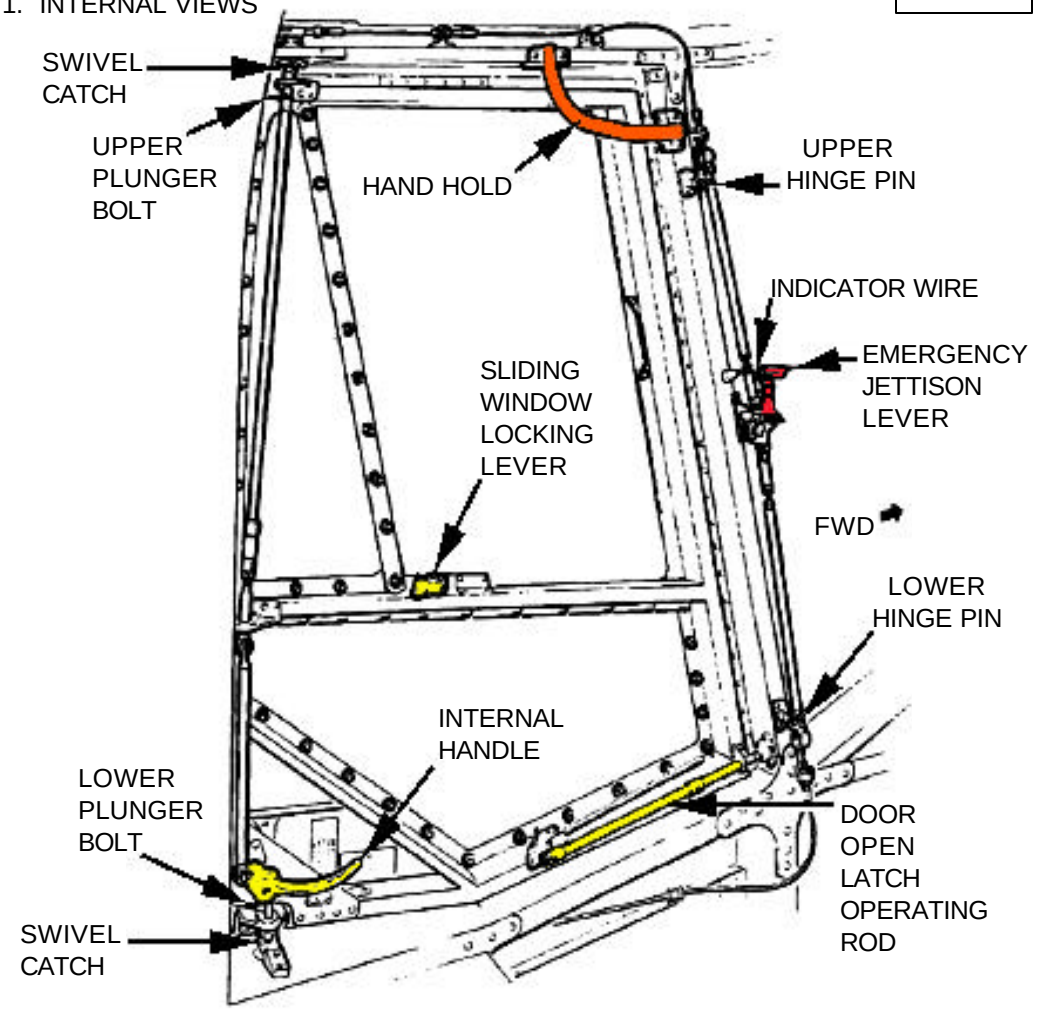




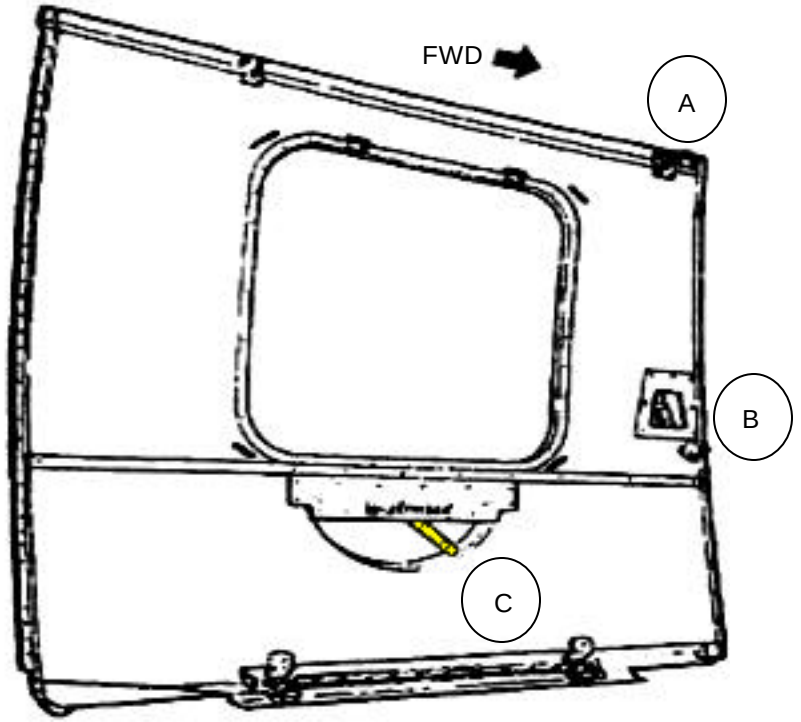
COCKPIT AND CABIN DOORS

1. INTERNAL VIEWS

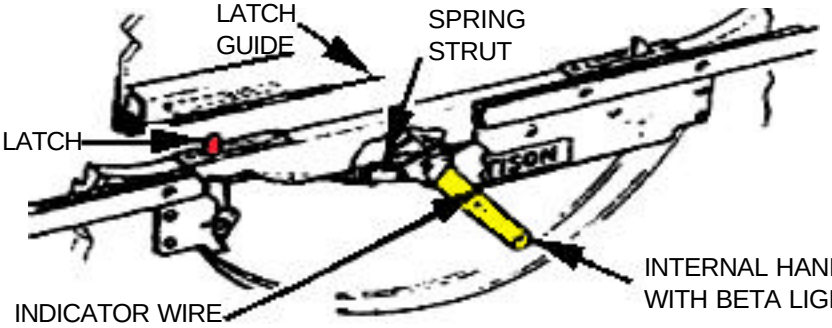
COCKPIT DOOR



CABIN DOOR

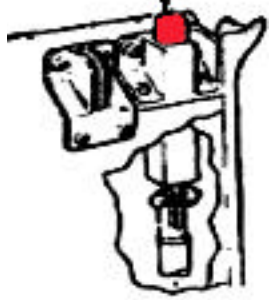


C



B

A



ENGINE SHUTDOWN

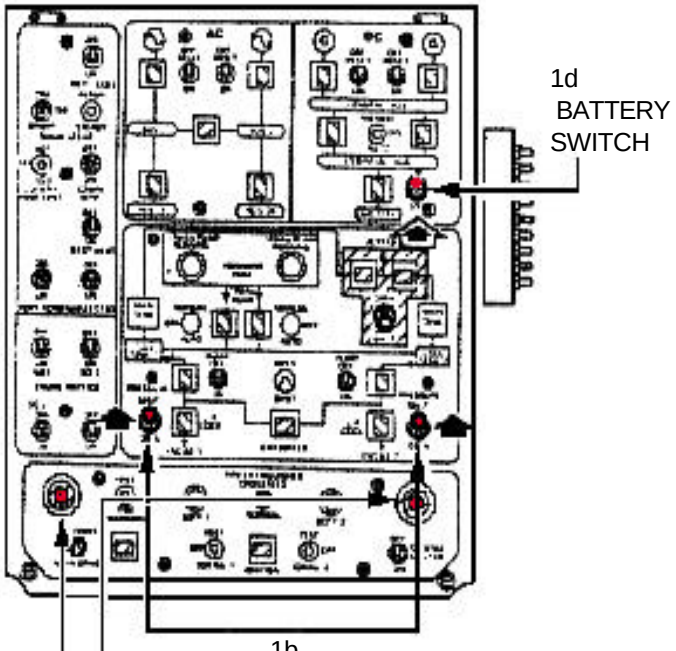
1. ENGINE SHUTDOWN WITH TOW AND TOWTI COCKPIT CONTROLS

a. Raise engine condition levers, located on overhead control console, UP (aft) to HP COCK OFF postion.

b. Place LP fuel cocks, located on over-head control console, aft to SHUT position.

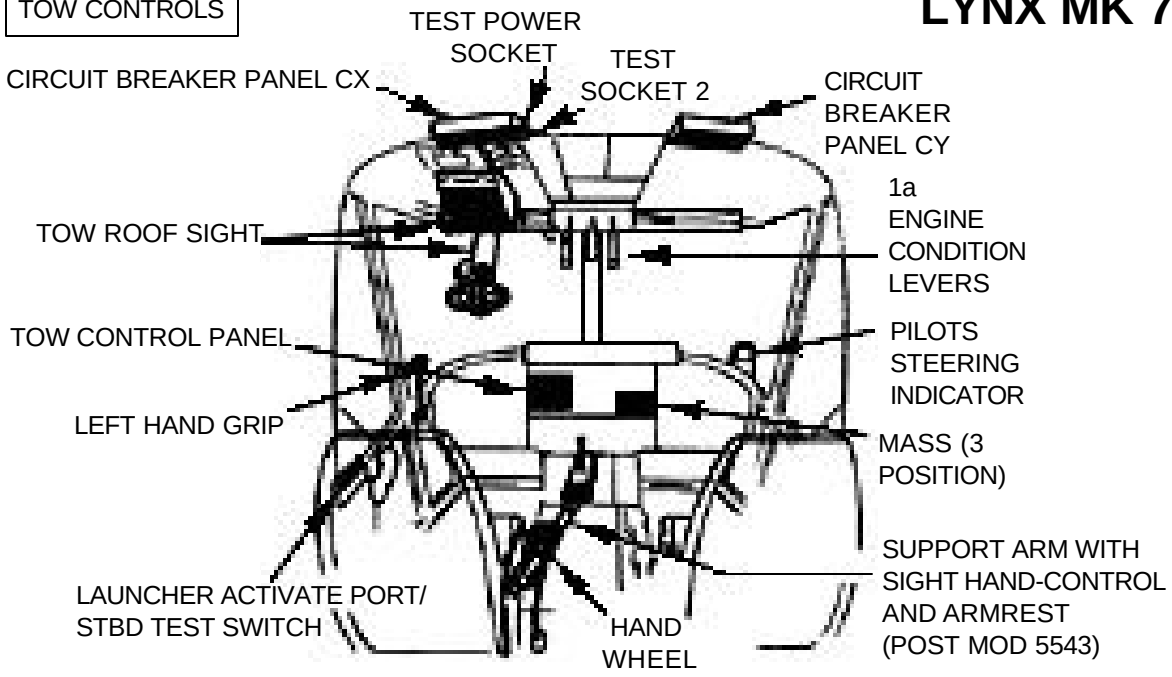
c. Place master armament safety switch, located on forward instrument panel, to OFF position, if applicable.

d. Place battery master switch, OR, battery switch located on the overhead control console, to OFF position.

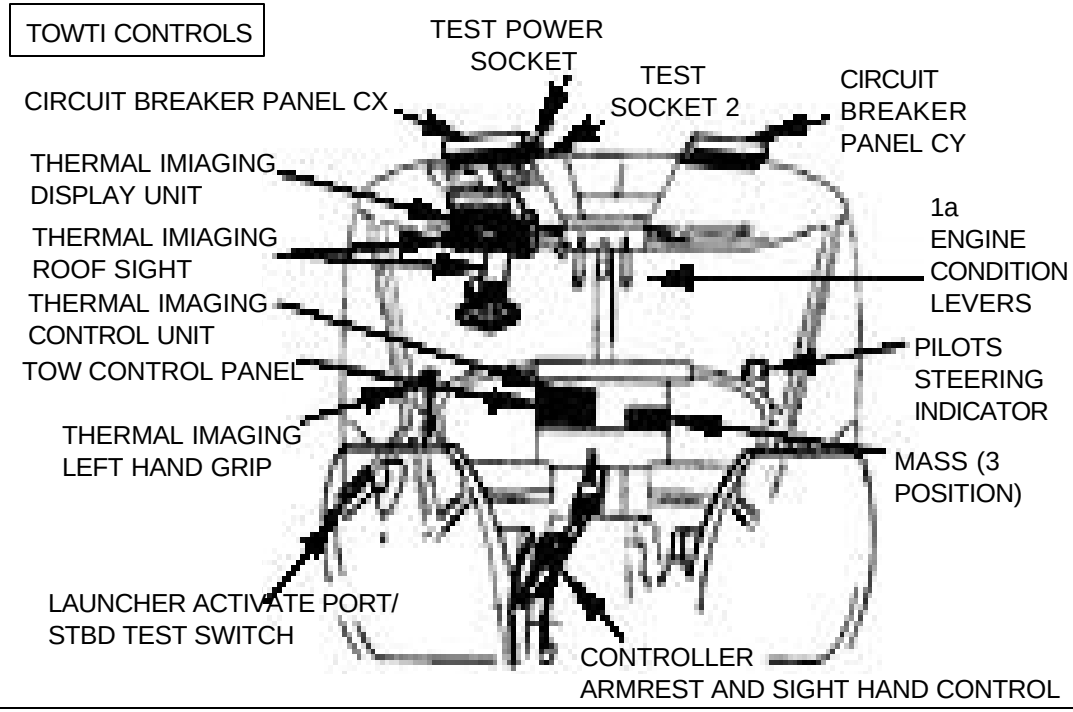


LYNX MK 7

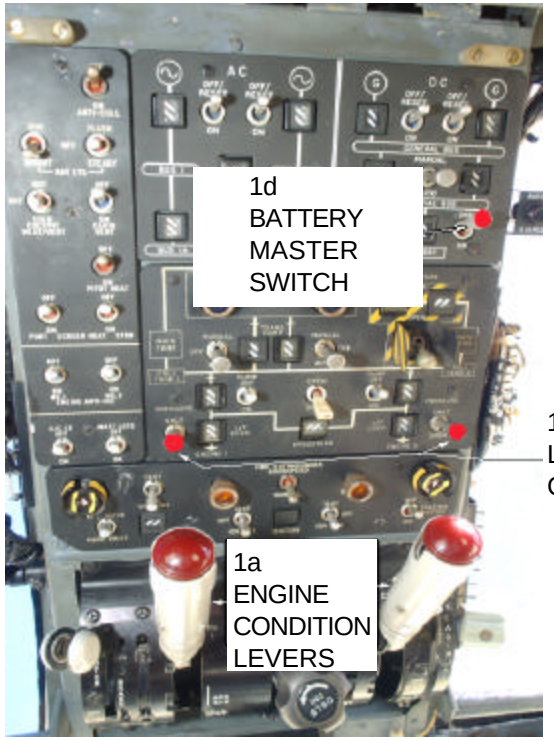
TOW CONTROLS



TOWTI CONTROLS



ENGINE SHUTDOWN-Continued



AIRCREW EXTRACTION AND EMERGENCY EXIT DOORS

1. AIRCREW EXTRACTION

a. Release crew in forward seats by releasing the QRF harness connection and other associated connections.

b. Release crew in mid cabin seats by releasing restraint harnesses and other associated connections.

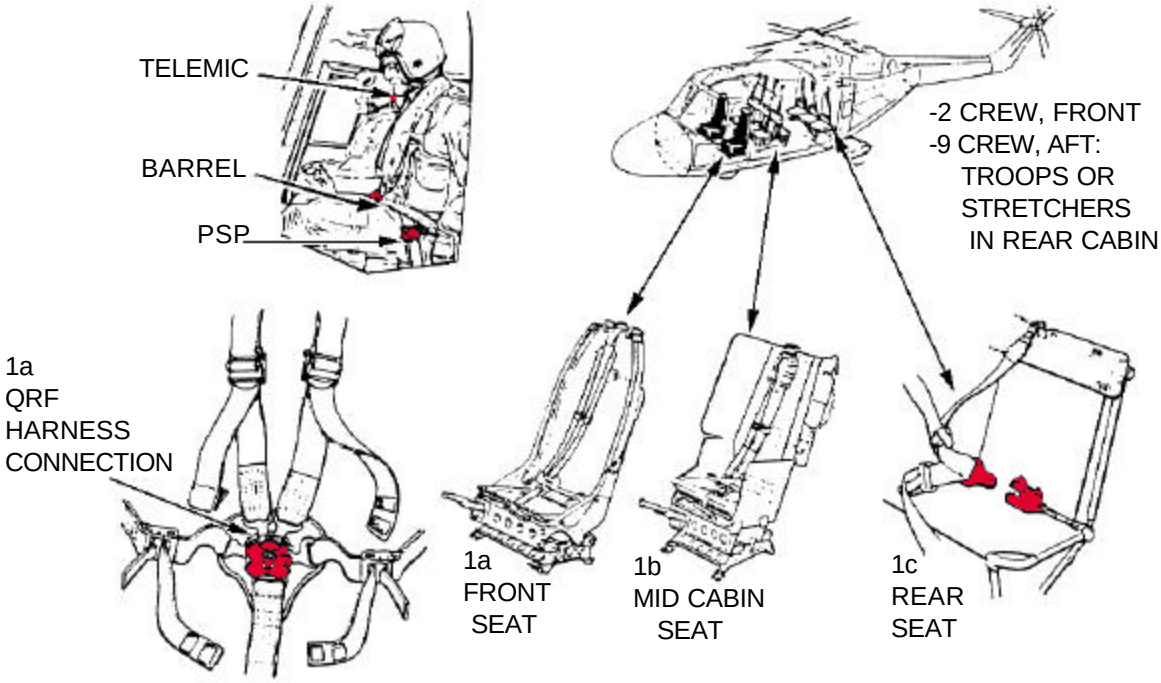
c. Release crew in rear seats by releasing restraint harnesses and other associated connections.

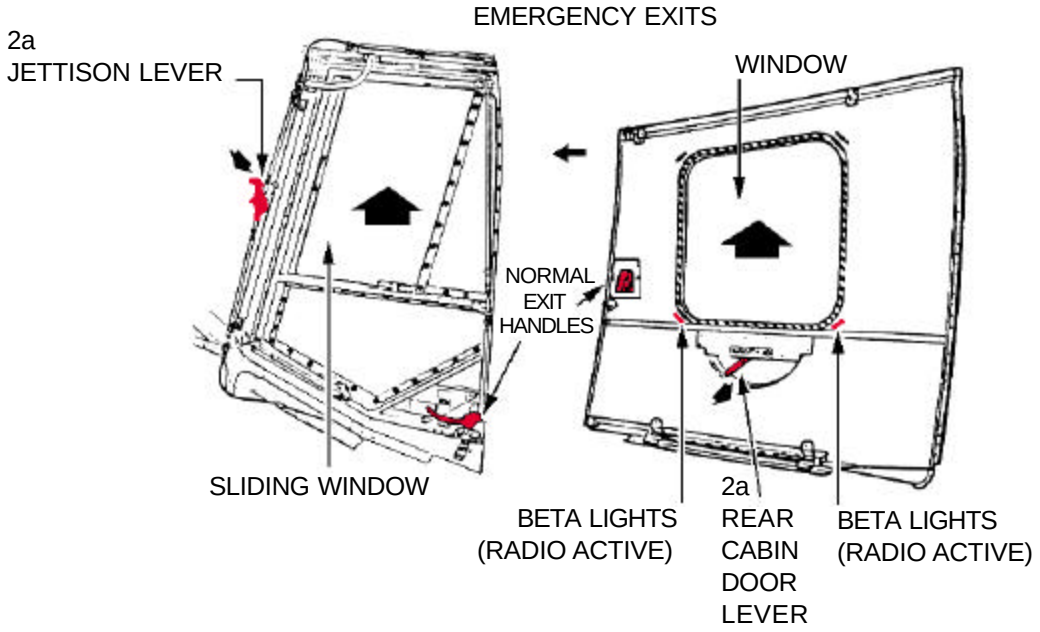
2. EMERGENCY EXIT DOORS

NOTE:
Exit doors can be jettisoned to make extraction of crewmembers faster. (Also refer to page 8 for closer detail.)

a. For front doors, push jettison forward and down, then push door out.

b. For rear cabin doors, push jettison lever, located at bottom center of window, aft, then push window out.





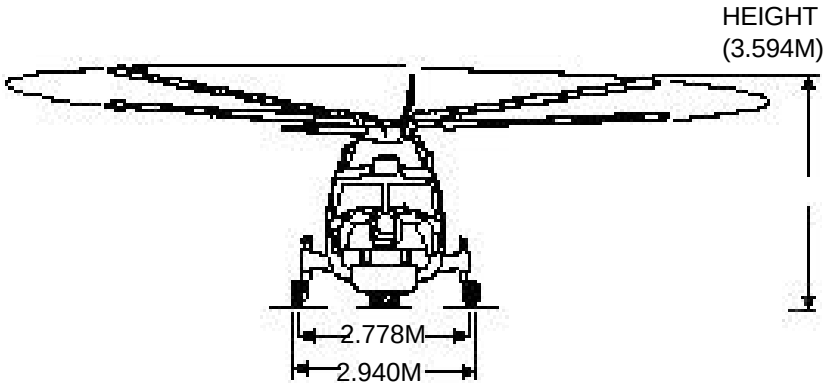
AIRCRAFT PAINT SCHEME

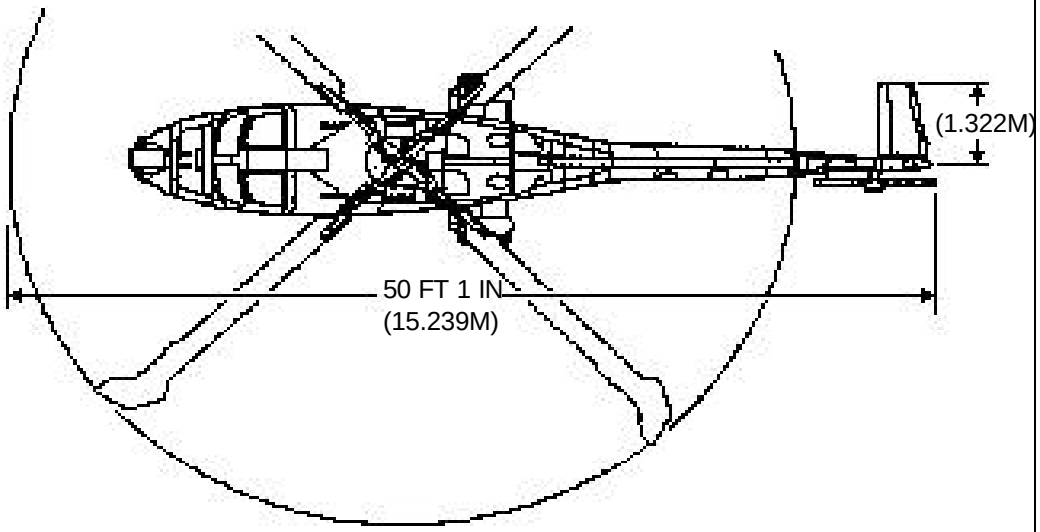
LYNX MK 8

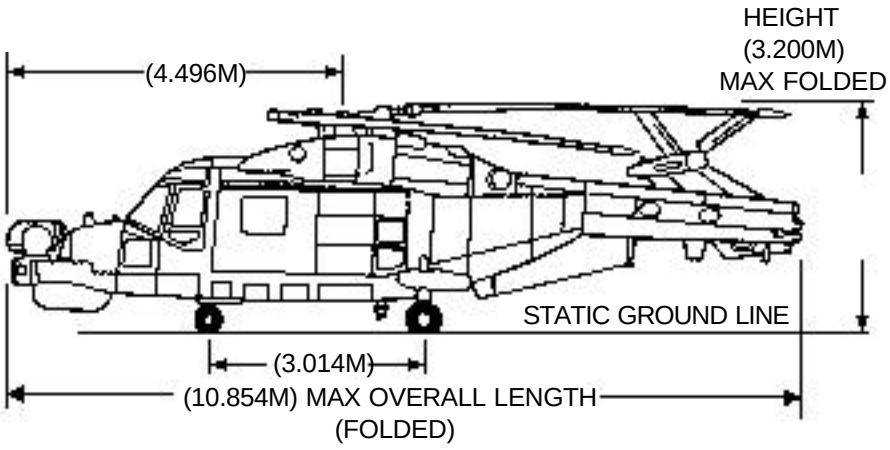
LYNX MK 8 (RN)

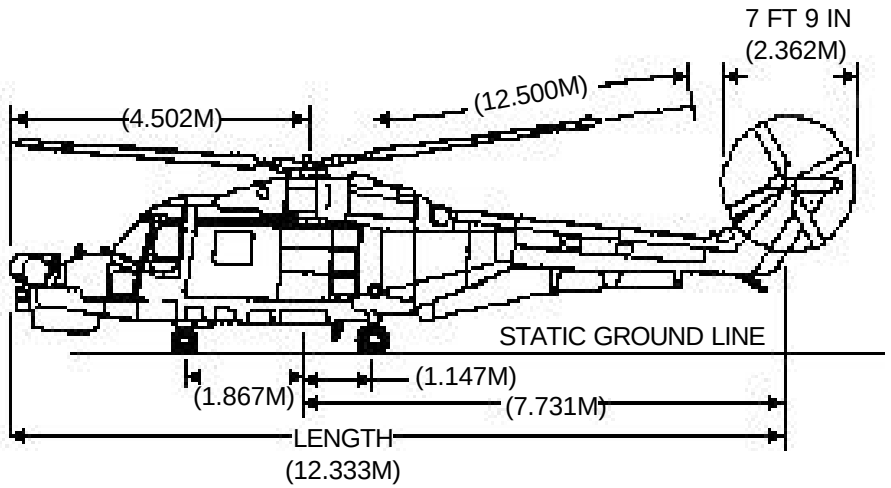
AIRCRAFT DIMENSIONS

BLADES SPREAD AND FOLDED









AIRCRAFT DATA AND HAZARD LIST

AIRCRAFT DATA

Single Rotor Helicopter
Two Rolls-Royce Gem 41-1turboshaft
Military Freight/Passenger:
2 crew Maximum
10 passengers
Aircraft Weight: 8,000 lbs. (3,620 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):

Service issue overalls and gloves and Civil Emergency Services normal uniform with overall required.
Appropriate weather protection.
Safety helmet (as required).
Half-face (ori-nasal) mask. Examples:
3M Disposable Mask 22G/1321426
Sabre Half Mask 22G/4220-99-865-4140
Baxter Half Mask 22G/4220-99-865-4149

NOTE:
For additional hazards, see the other Lynx MK models in this publication.

HAZARD LIST

HAZARD TYPE	ITEM	QUANTITY	LOCATION
Acid - Sulphuric			On Aircraft
AL 36 Windscreen Wash Fluid			On Aircraft
Asbestos			On Aircraft
Avtur F-34 Fuel	Fuel	Internal 973 L External 2X436 L	Fuel Tanks
Beryllium - Beriliua (Beryllium Oxides)			On Aircraft
Bromochlorodifluoro - Methane (BCF)			On Aircraft
Composite Materials (Man Made Minerals)	Airframe Materials		Carbon Fibre Rotor Blades
Dimethylformamide			Strobe Power Packs
Flourolastomers			Burnt Seals
Gaseous Tritium Light Sources	Lights		Beta Lights
Lithium (Non Rechargeable Batteries)	Batteries		Batteries
OEP-215	Engine Oil	6.8 L	Engine
OEP-70	Engine Oil	6.8 L	Engine
OM-15	Hydraulic Oil	20 L	Hydraulic System
OX-38	Engine Oil	6.8 L	Engine
Oxygen		Nil	
Sonar Locator Beacon(s)	Sonor Beacon	1	On Aircraft
Weapon Load (if fitted)	Weapon(s)	Mission Variable	Stub Wings
Zinc Selenide	Flir		Cockpit

LYNX MK 8

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Turn external entry door handles up, pull forward door out and forwards. Slide rear door aft.

b. To open windows in rear doors, pull down release handle, pull windows outwards. (A blade may have to be inserted between frame and door.)

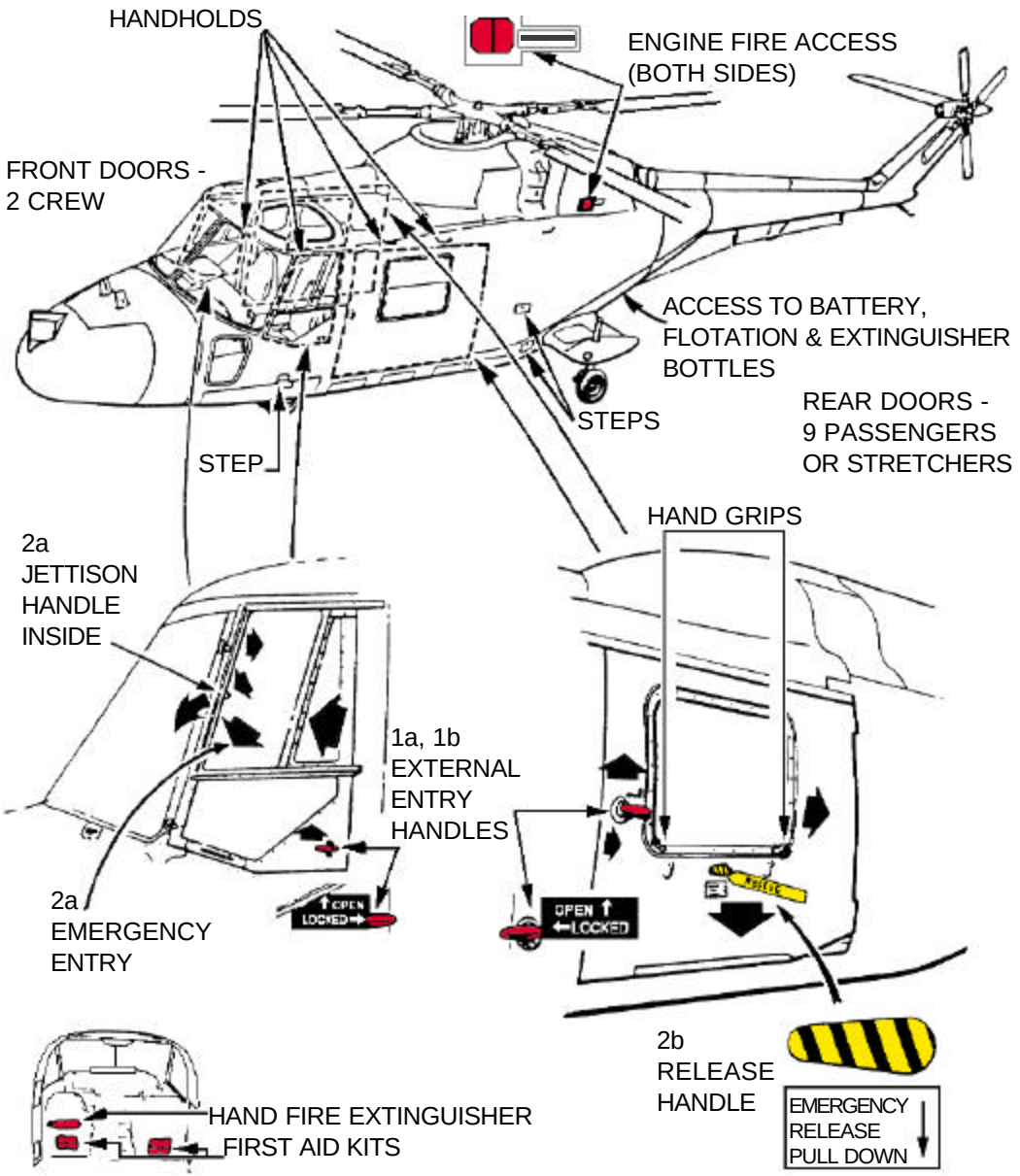
2. EMERGENCY ENTRY

a. For forward door, slide window aft, push jettison forward and down. Pull outwards.

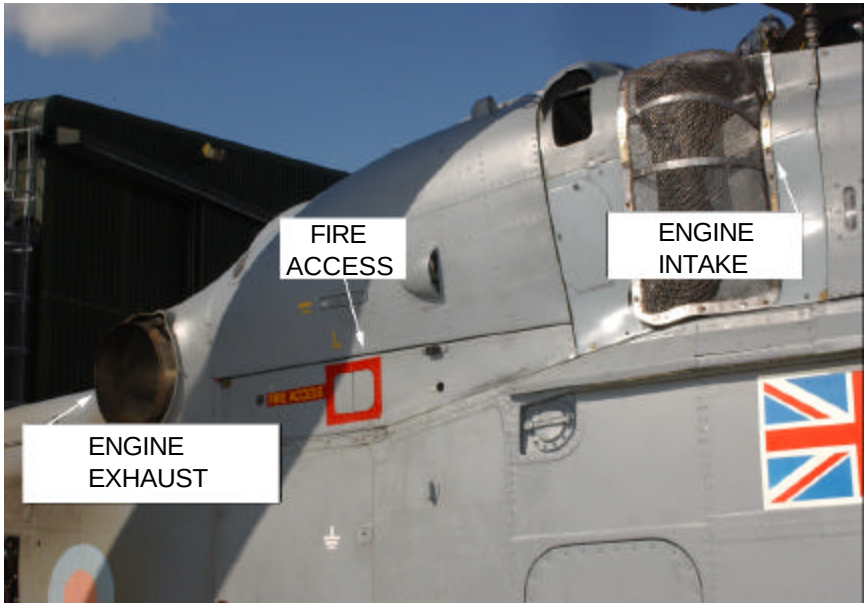
3. CUT-IN

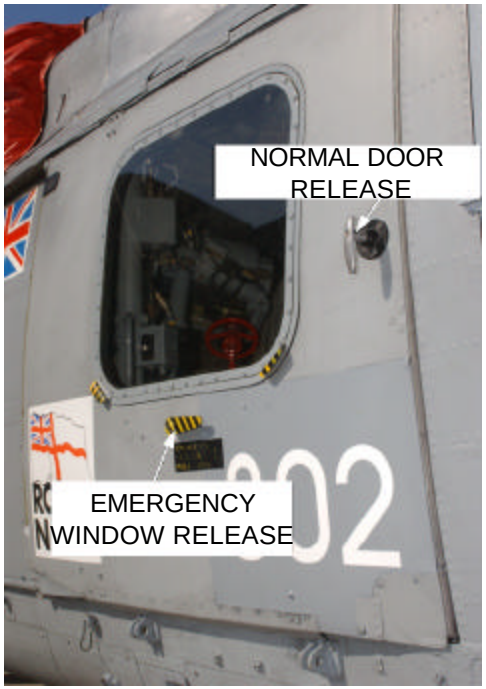
a. Cut-in fuselage as required.

NOTE:
Winch in main cabin may be swung out of way by pulling down cord on starboard side.



AIRCRAFT EXTERNAL VIEWS, DOORS, AND WINDOWS





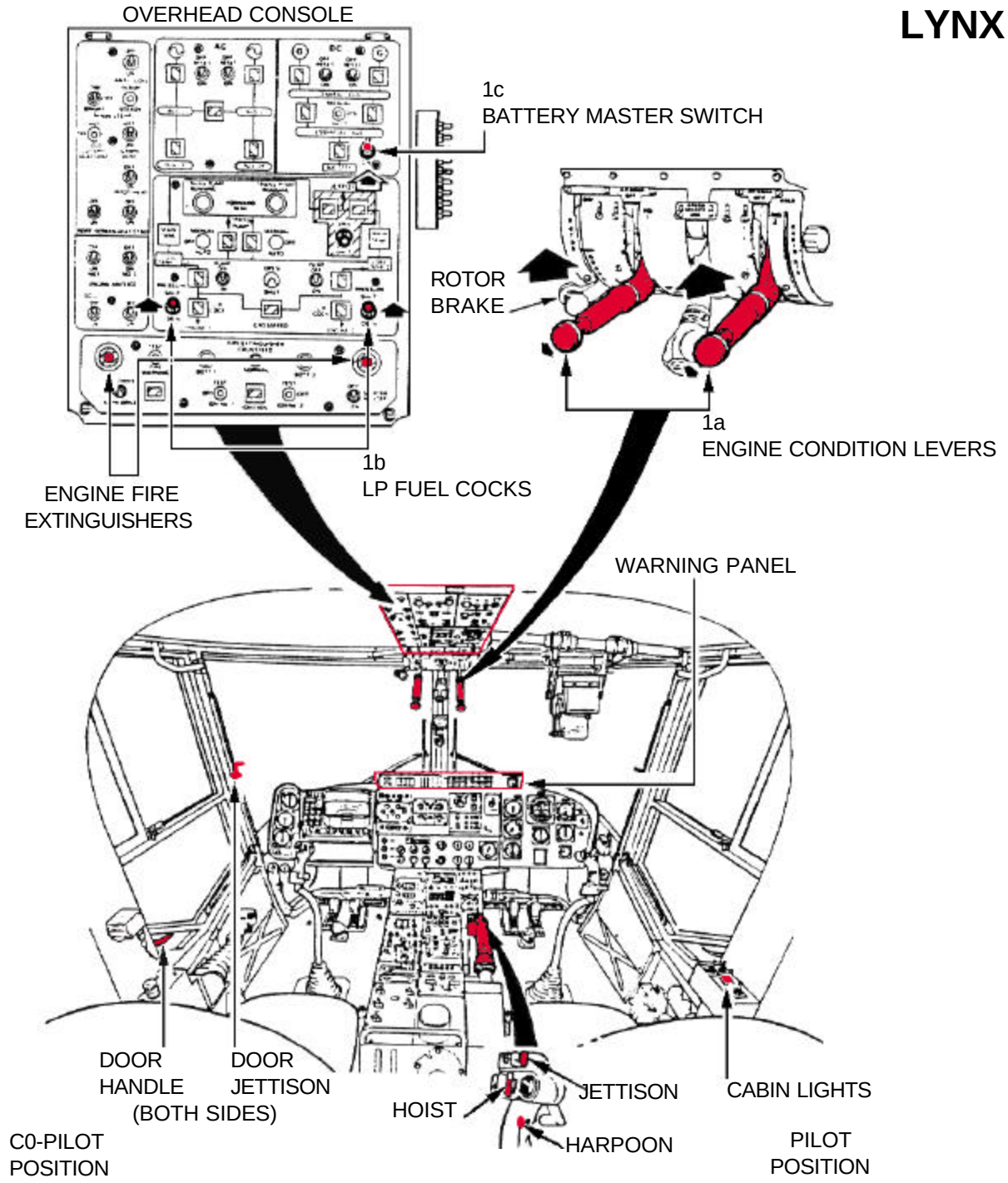
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

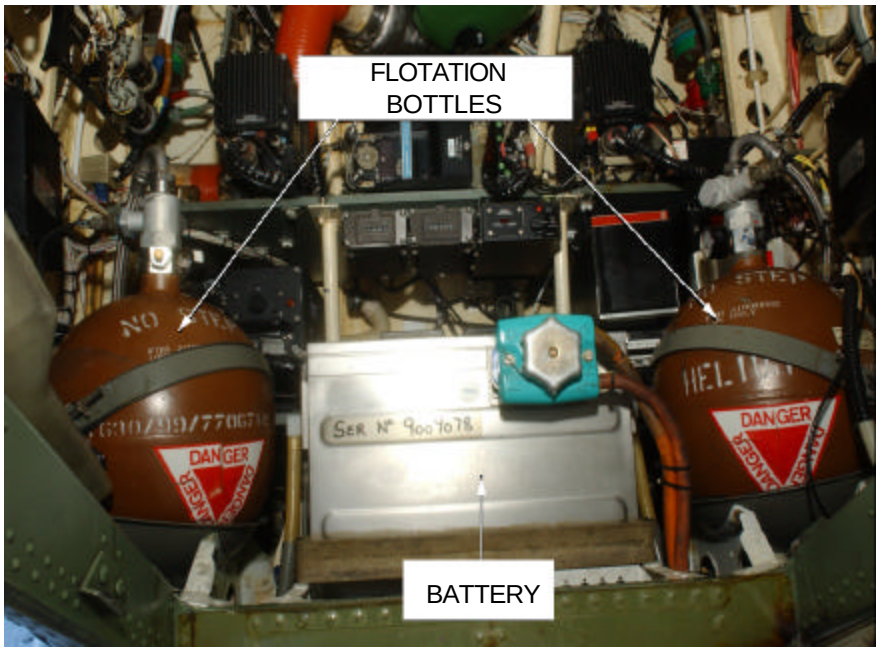
a. Raise engine condition levers, located on overhead control console, UP (aft) to HP COCK OFF postion.

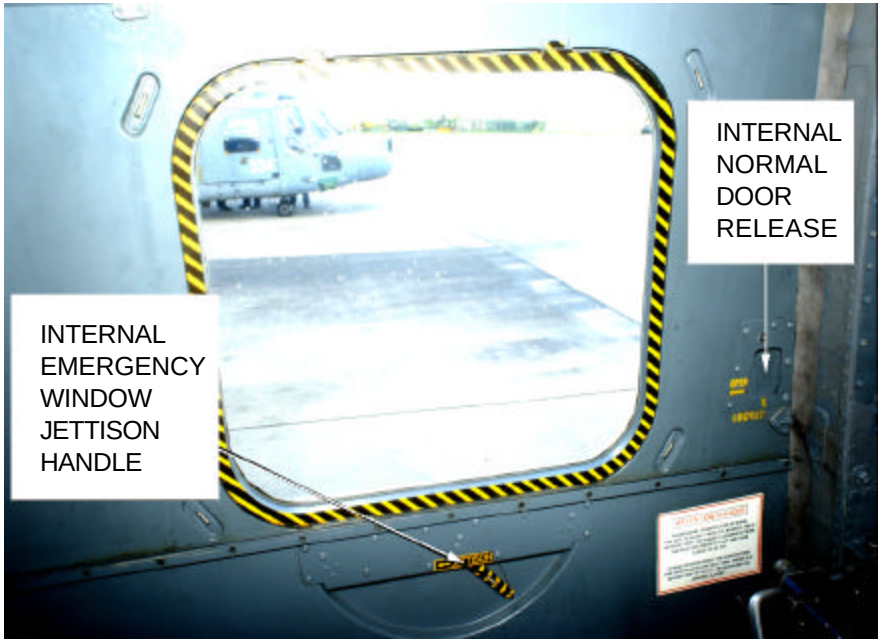
b. Place LP fuel cocks, located on overhead control console, aft to SHUT position.

c. Place battery master switch, located on the overhead control console, to OFF position.




MASTER ARMAMENT
SAFETY SWITCH


FLOTATION
BOTTLES
BATTERY
DANGER
DANGER


INTERNAL
NORMAL
DOOR
RELEASE
INTERNAL
EMERGENCY
WINDOW
JETTISON
HANDLE

AIRCREW EXTRACTION AND EMERGENCY EXIT DOORS

1. AIRCREW EXTRACTION

a. Release crew in forward seats by releasing the QRF harness connection and other associated connections.

b. Release crew in mid cabin seats by releasing restraint harnesses and other associated connections.

c. Release crew in rear seats by releasing restraint harnesses and other associated connections.

2. EMERGENCY EXIT DOORS

NOTE:
Exit doors can be jettisoned to make extraction of crewmembers faster.

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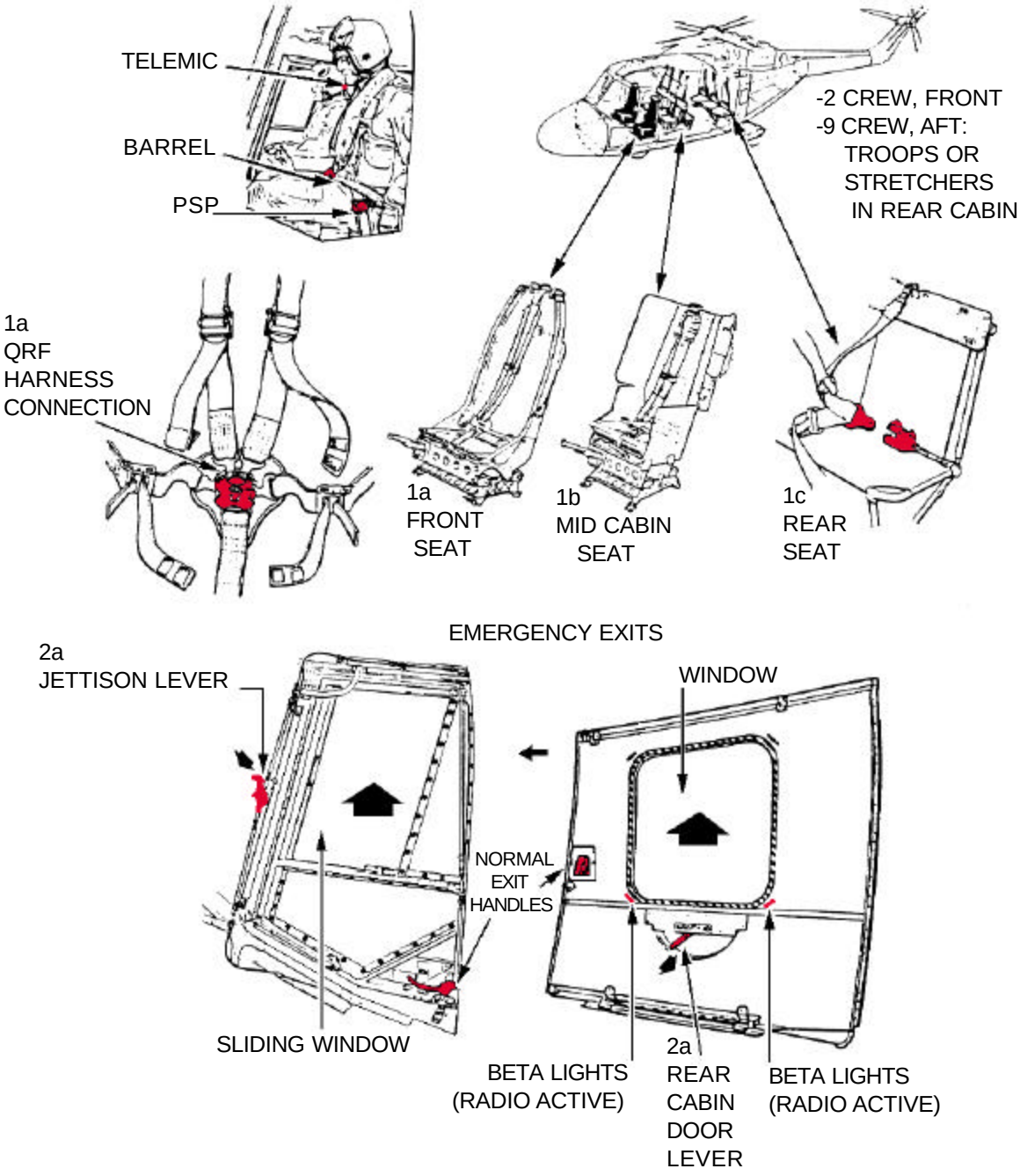


AIRCRAFT PAINT SCHEME

LYNX MK-90B

AIRCRAFT DIMENSIONS AND GENERAL INFORMATION

LYNX MK-90B

Rotor diameter 42 ft (12.8 m)

Dimensions (External):
Overall Length Rotors Turning 15. 16 m
Fuselage Length 13. 33 m
Width (excluding rotor) 2. 94 m
Overall Height 3. 48 m
Folded Length 10. 85 m
Folded Width 2. 94 m
Folded Height 3. 25 m
Main Rotor Diameter 12. 80 m
Tail Rotor Diameter 2. 36 m

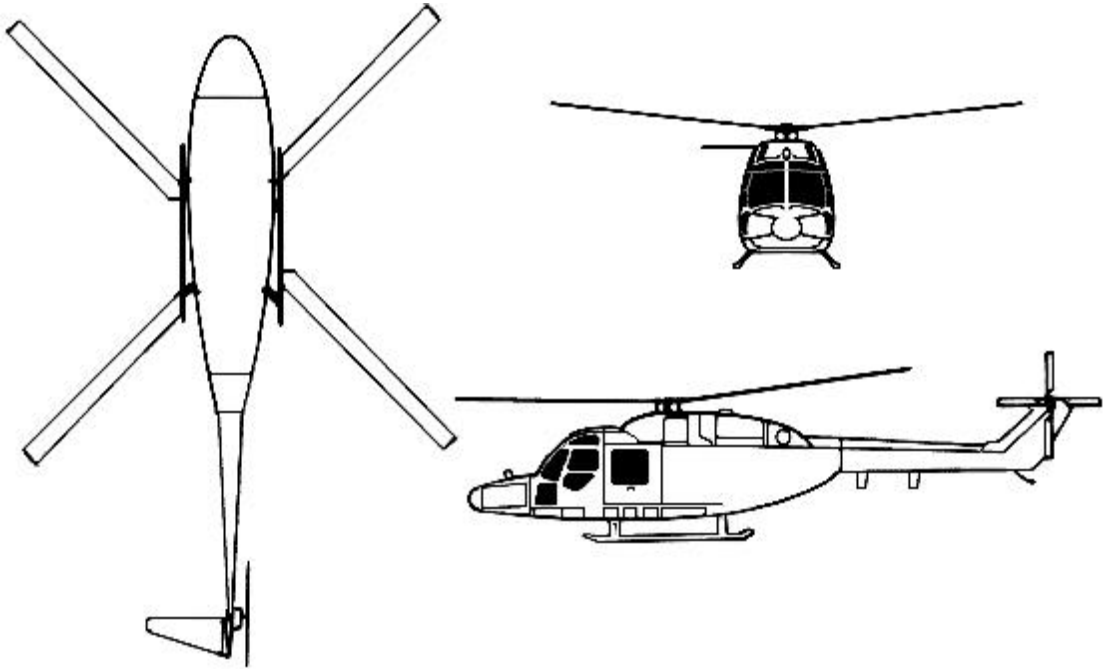
Dimensions (Internal):
Cabin Length 2. 05 m
Cabin Width 1. 78 m
Cabin Height 1. 42 m

Role:
Utility, attack, antitank

Similar Aircraft:
OH-58 Kiowa, Hirundo A109, UH-1 Iroquois, UH-1N Model 212, Dauphin 2 and multiple Lynx designations for many countries (See Jane's - *All The World's Aircraft* 2002-2003 page 488).

Armament:
Cannon, minigun, rockets, missiles, HOT or TOW antitank missiles

Crew: 2 (Cockpit)
VIP: 1 - 3 (Mid Cabin)
Passengers - 2 (Rear Cabin)



LYNX MK-90B

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
The cockpit and cabin doors, located both sides of fuselage, are not droppable.

a. Turn exterior handle of cockpit door clockwise and open the door.

b. Turn exterior handle of cabin door clockwise, pull door outwards and slide aft or to the right.

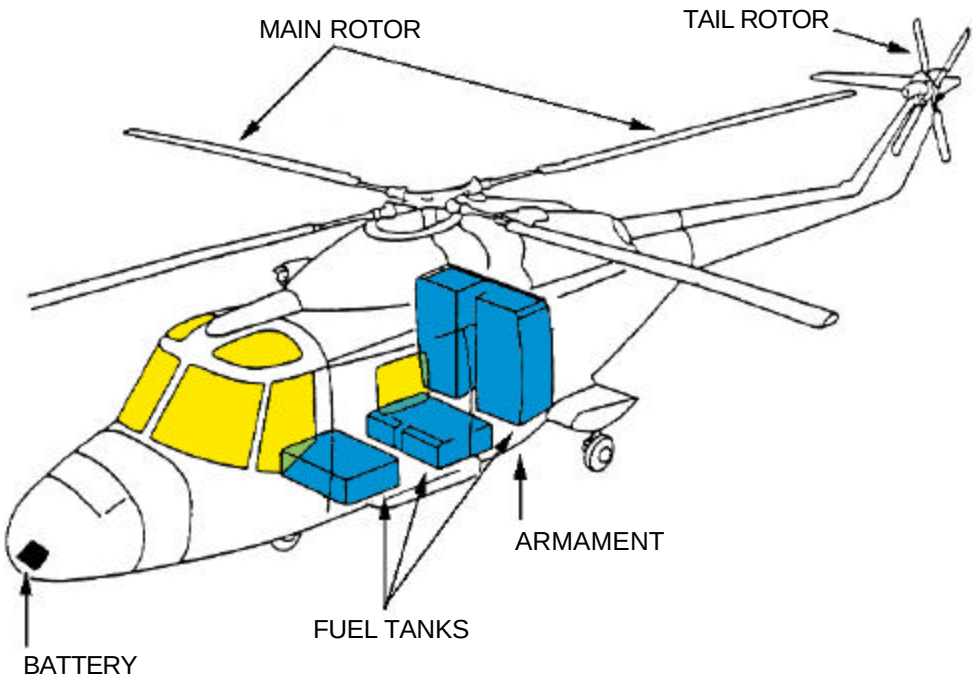
2. EMERGENCY ENTRY

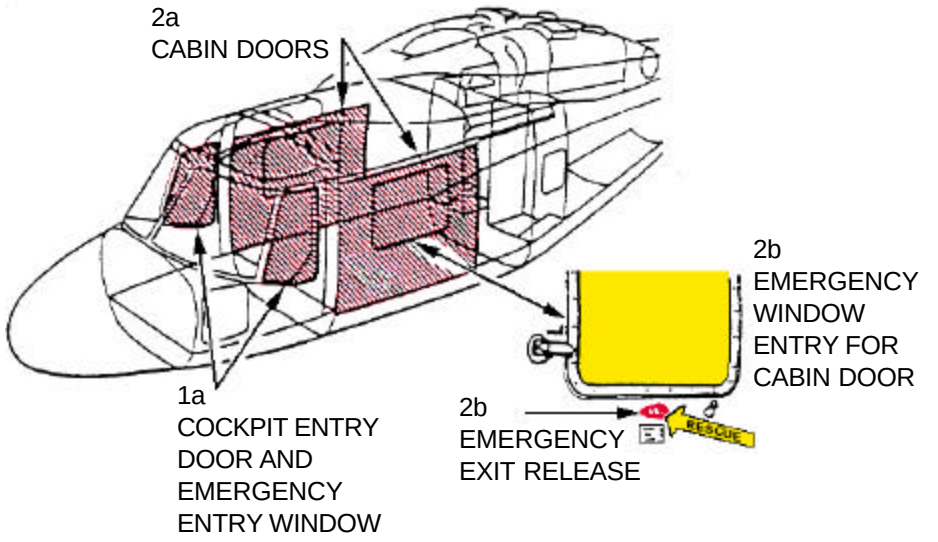
a. Press the marked button of the exit release on the sliding windows, located on both cabin doors, on either side of the fuselage.

b. Rotate handle clockwise to top position and pull the window outwards.

3. CUT-IN

a. Cut-in to windows or fuselage as required.





AIRCRAFT DOORS AND WINDOWS

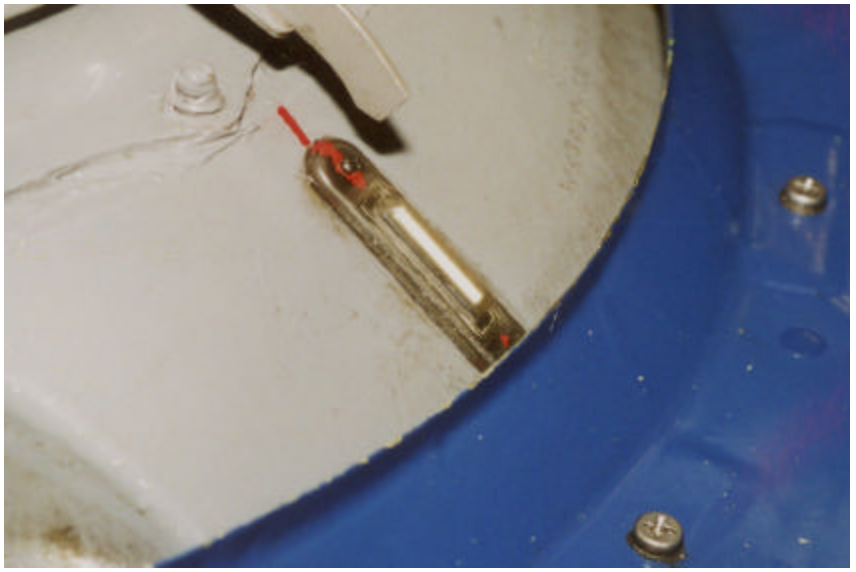
INTERNAL L/H DOOR

EMERGENCY ENTRY L/H SIDE

REAR DOOR BETA LIGHT

CABIN DOOR - INTERNAL VIEW

CABIN DOOR - EXTERNAL VIEW



BETA LIGHT ROTOR

AIRCRAFT HOIST, FIRE ACCESS, AND DINGHY

HOIST

ENGINE FIRE ACCESS DOOR (LH VIEW)

BETA LIGHT HOIST

DINGHY

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Raise finger lift stop and move throttles, located on pilot's overhead panel, down to the OFF position.

b. Lift fuel shutoff switches, located on pilot's overhead console, and place to OFF position.

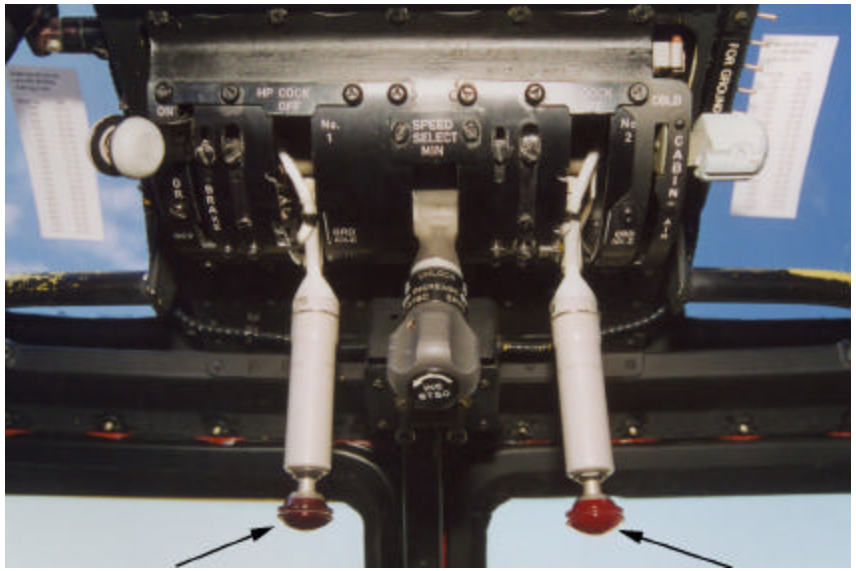
c. Place the battery switches, located on the overhead console, to the OFF position.

OVERHEAD CONSOLE

1c
BATTERY
SWITCHES

1b
FUEL SHUTOFF
SWITCHES

COCKPIT FACING FORWARD



1a
L/H THROTTLE

OVERHEAD
PANEL

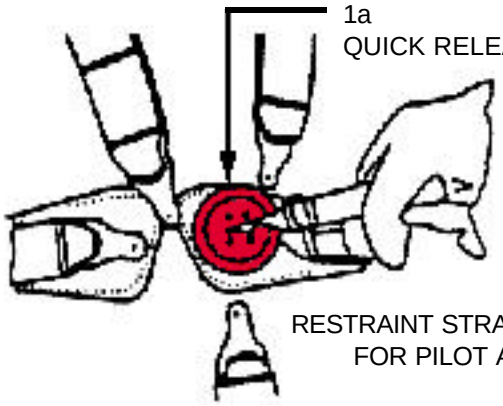
1a
R/H THROTTLE

AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. On the pilot and co-pilot seats, pull red release snap from harness quick release box until straps are released.

b. Passenger seats at mid cabin are equipped with lap belts and a single shoulder harness and released by the single point release. The seat is either a two or three person capacity.



1a
QUICK RELEASE BOX

RESTRAINT STRAPS CONFIGURATION
FOR PILOT AND CO-PILOT

1a
FRONT SEATS AND RESTRAINTS

1b
MID CABIN SEATS (RIGHT VIEW)

1b
MID CABIN SEATS (LEFT VIEW)

AIRCREW EXTRACTION-Continued

1. AIRCREW EXTRACTION-Continued

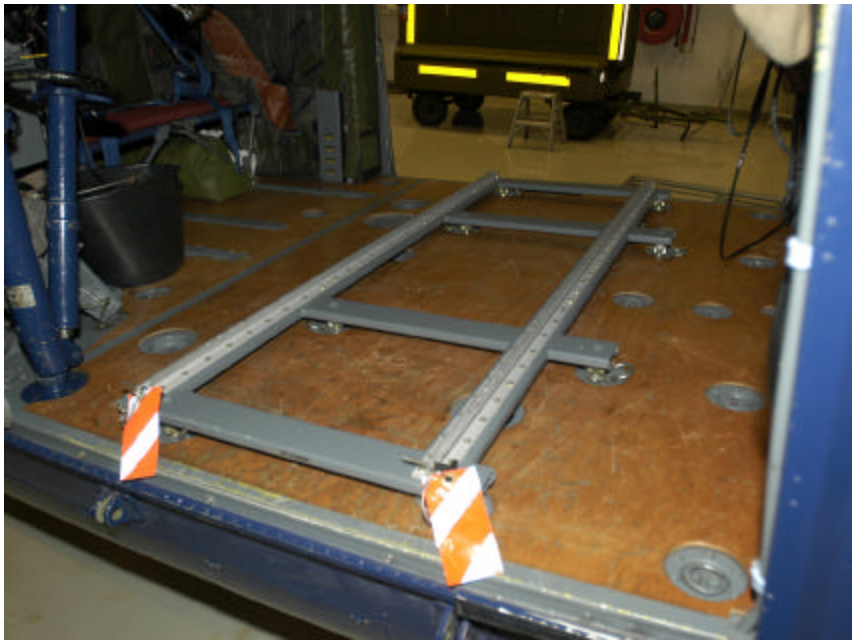
c. Passenger seats at the rear cabin are equipped with lap belts and a single shoulder harness released by the single point release. The seat is either a two or three person capacity and is also the location for the first aid kit (yellow box).

d. The mid cabin seats can be removed or installed in a one, two, or three seat configuration. A mounting rack is displayed without the seats and a one seat configuration. This is the VIP(s) location.

CAUTION

This helicopter can be configured in all possible seat configurations. HOWEVER, in the VIP seat configuration, when the rear seat or seat tank is installed, it CAN NOT be used for passenger purposes. Personnel will not be able to enter or exit the rear seat area.

1c
REAR SEAT AND RESTRAINTS AND FIRST AID KIT LOCATION (KIT IS YELLOW BOX)



1d
MID CABIN SEAT MOUNTING RACK

1d
MID CABIN MOUNTING RACK WITH ONE SEAT INSTALLED

AIRCREW EXTRACTION FOR SEAT TANK AND FIRE EXTINGUISHER LOCATION

1. SEAT TANK

a. A seat fuel tank can be located under the rear cabin seat. Capacity is 620 lbs/92 gals (388.9L). This passenger seat at the rear cabin is equipped with lap belts and a single shoulder harness released by the single point release. The seat has a two person capacity and also the location for the first aid kit (yellow box above the right seat).

2. FIRE EXTINGUISHER

a. The fire extinguisher is located on the upper right side of the co-pilot seat.

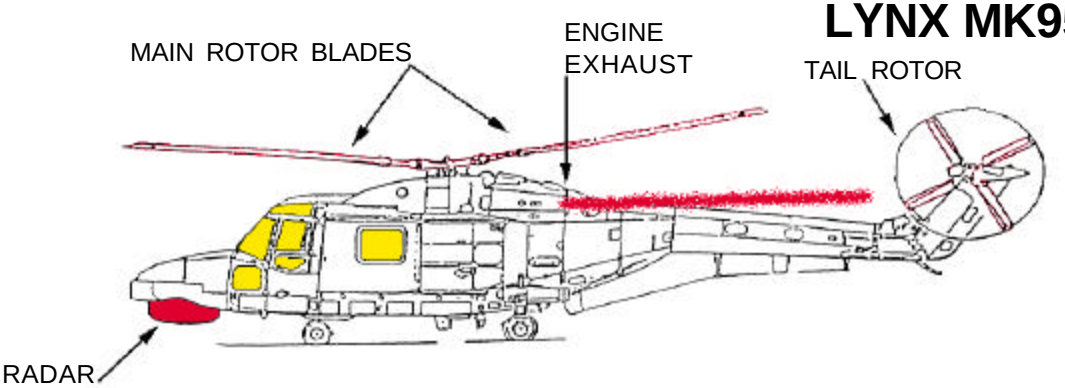
1a
SEAT TANK

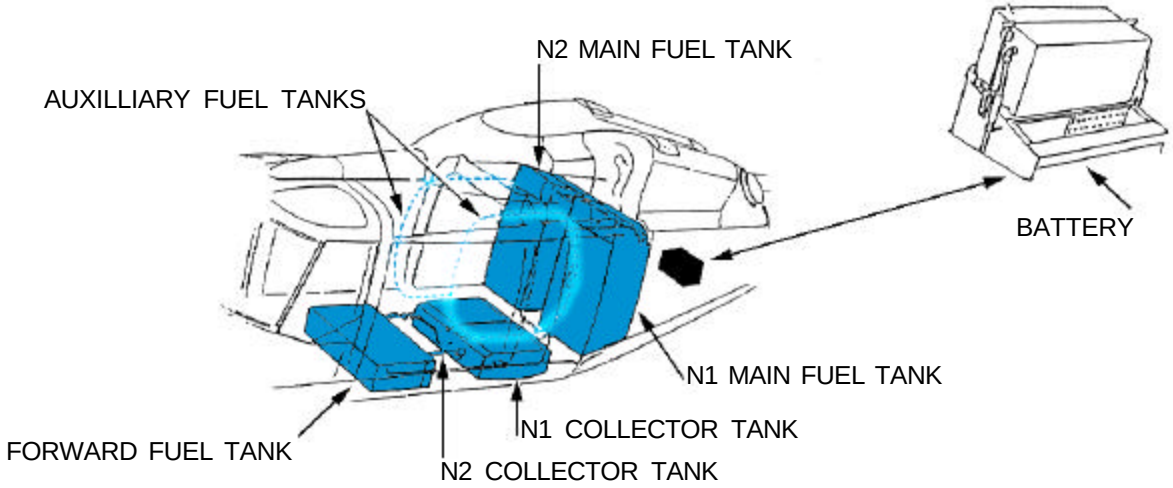
2a
FIRE EXTINGUISHER

AIRCRAFT HAZARDS

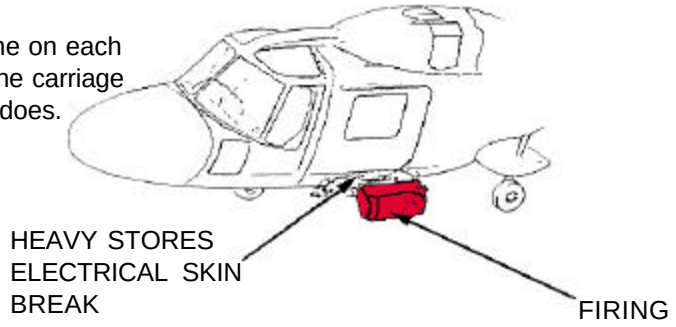
OTHER HAZARDS:
Acids - Batteries
Asbestos
Beryllium + Beryllium Oxides
Bromochlorodifluoromethane - Fire Extinguishant
Dimethylformamide - Strobe Power Pack
Fluorolastomers - Burnt Seals
Lithium - Batteries
Sonar Locator Beacon(s) - Lithium Battery (Does not apply to PO Navy aircraft)
Tritium Light Sources - Beta Lights
Weapon Load
Windscreen Wash Fluid AL-36
Zinc Selenide
Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen
Engine Oil: OX-38/OEP-70/OEP-215
Oxygen: NIL

LYNX MK95





NOTE:
Simple beam carriers, one on each side of the fuselage for the carriage of MK 44 or MK 46 torpedoes.



AIRCRAFT HAZARDS-Continued

NOTE:

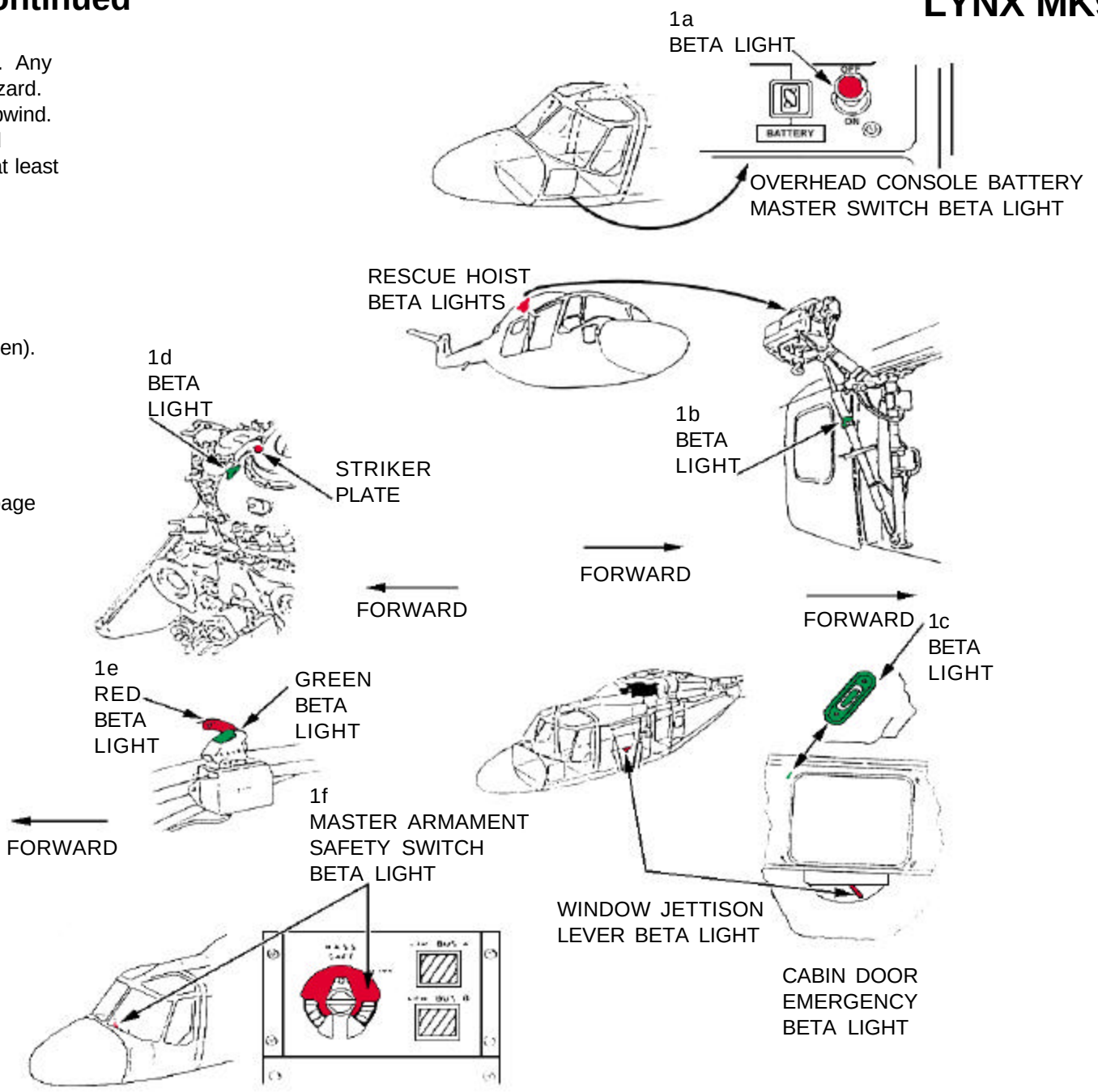
Beta lights are installed on the aircraft. Any broken light constitutes a radiation hazard. Persons in vicinity should evacuate upwind. In an enclosed space, persons should evacuate and then ventilate area for at least thirty minutes.

1. BETA LIGHT LOCATIONS

a. Battery master switch (green).
b. Hoist column lock (2 green, 1 red).
c. Cabin door emergency hatches (10 green).
d. Blade fold position marker (1 green).
e. Emergency services safety break.
f. Master armament safety switch.

NOTE:

More beta light information located on page Lynx MK95.5.



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
The cockpit and cabin doors are not droppable. They are located on both sides of the fuselage.

a. To open both cockpit doors: turn exterior handle of door, located bottom right or left (depending on which side of approach) UPWARDS.
b. To open both cabin doors: turn the external door handle, located forward of window, backwards, pull door out and forwards and slide door aft.

2. EMERGENCY ENTRY

CAUTION

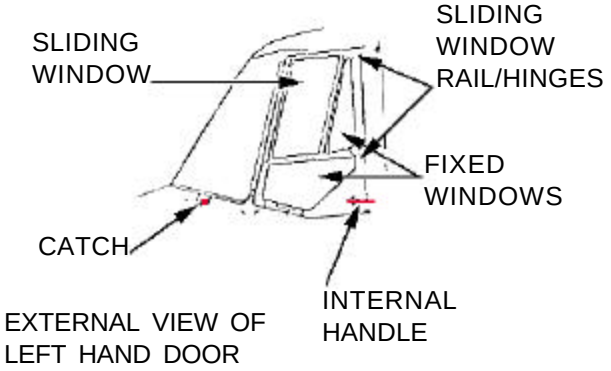
Both cockpit doors and cabin windows are jettisonable externally or internally.

NOTE:
A blade may have to be inserted between frame and door to gain forced entrance.

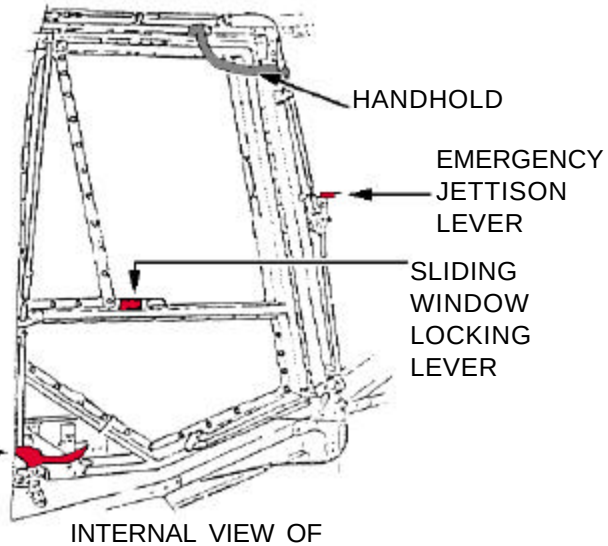
a. To jettison external cockpit doors: slide sliding window aft, push the internal jettison lever, located forward of sliding window, forwards and down, then pull outwards.
b. To jettison internal cockpit doors: push the internal jettison lever, located forward of sliding window, forwards and down, then pull outwards.
c. To jettison both external single in each cabin door: (see rescue arrow) pull the emergency release pull down lever, located externally below window frame, down, then pull window outwards using handgrips at lower corners of window.
d. To jettison both internal single cabin windows: pull the internal jettison handle below the window, down, then push window outwards.

3. CUT-IN

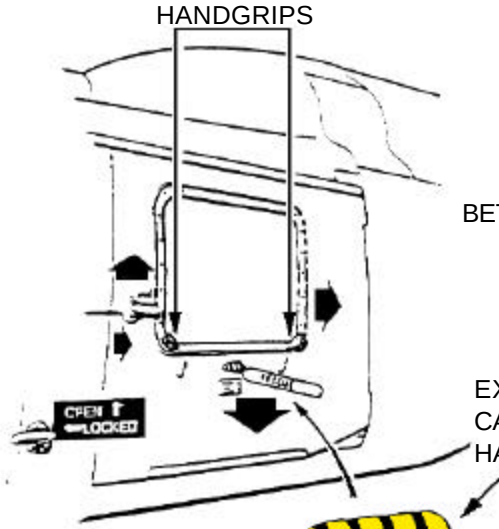
a. Cut-in fuselage or windows as required.



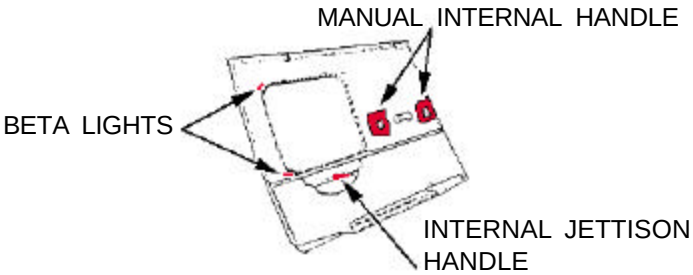
EXTERNAL VIEW OF LEFT HAND DOOR

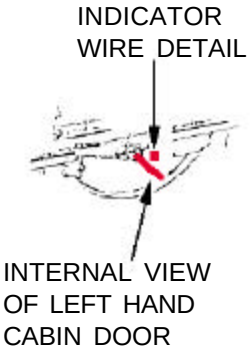


INTERNAL VIEW OF LEFT HAND DOOR



EXTERNAL VIEW OF LEFT CABIN DOOR





INTERNAL VIEW OF LEFT HAND CABIN DOOR

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

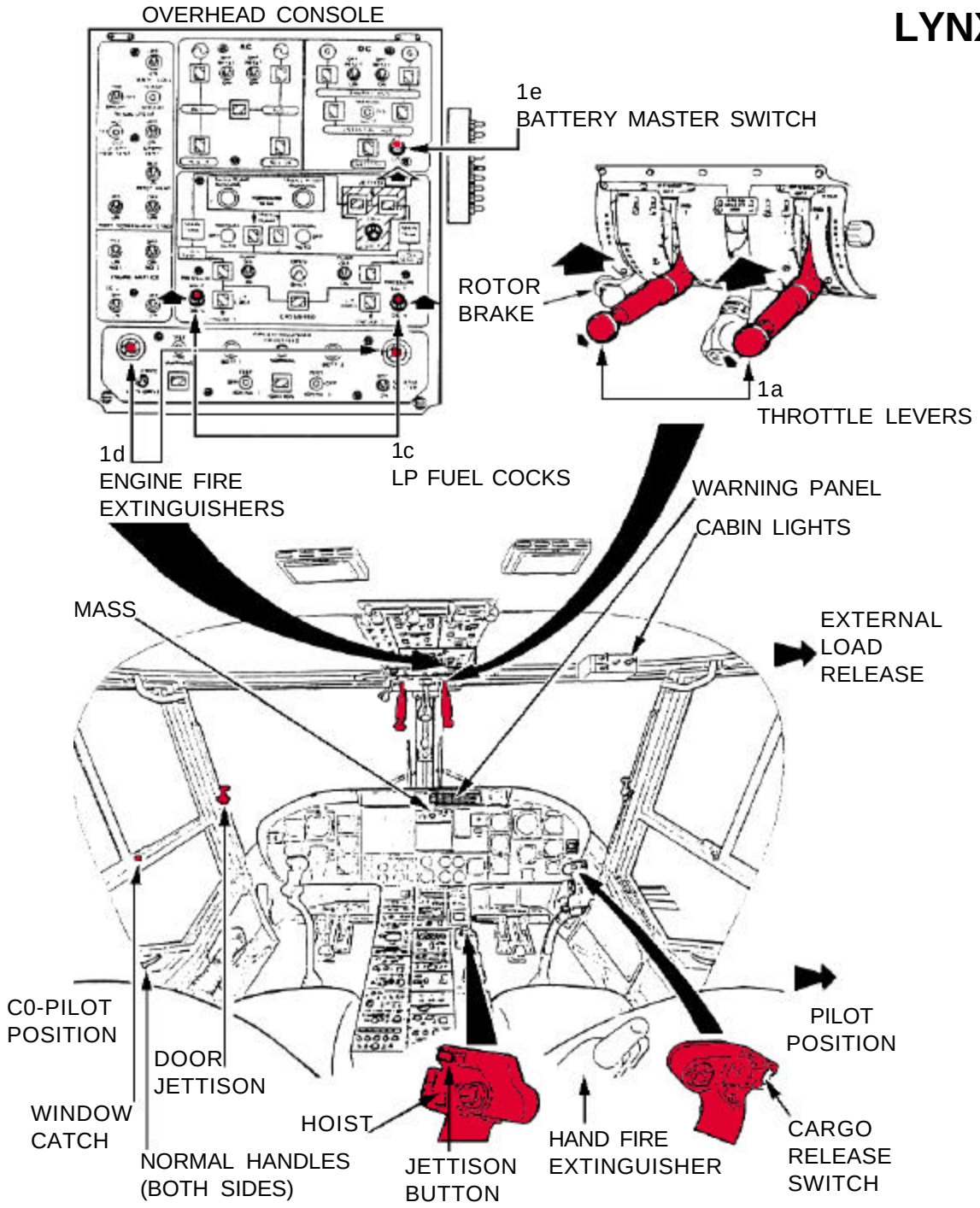
a. Move both throttle levers, located on the overhead console, up to HP cock OFF position, or fully backwards.

b. Place booster pump switches, located on fuel management section of the overhead console, to OFF position.

c. Place LP cocks, located on fuel management panel, to the SHUT position.

d. In case of engine fire, activate the engine fire extinguisher switches, located on the overhead console.

e. Move battery master switch, located on the overhead console, up to the OFF position.



AIRCREW EXTRACTION AND EMERGENCY EXIT DOORS

1. AIRCREW EXTRACTION

a. To release personnel restraints: press center top of restraint dail and rotate dial 1/4 of a turn to either right or left. Front and mid cabin seats only.

b. Pull up on dial until the restraint straps are released.

c. Place all restraints out of the way to prevent entanglement during extraction.

d. Disconnect telmic and PSP, and any other disconnect(s), if applicable, that will prevent extraction.

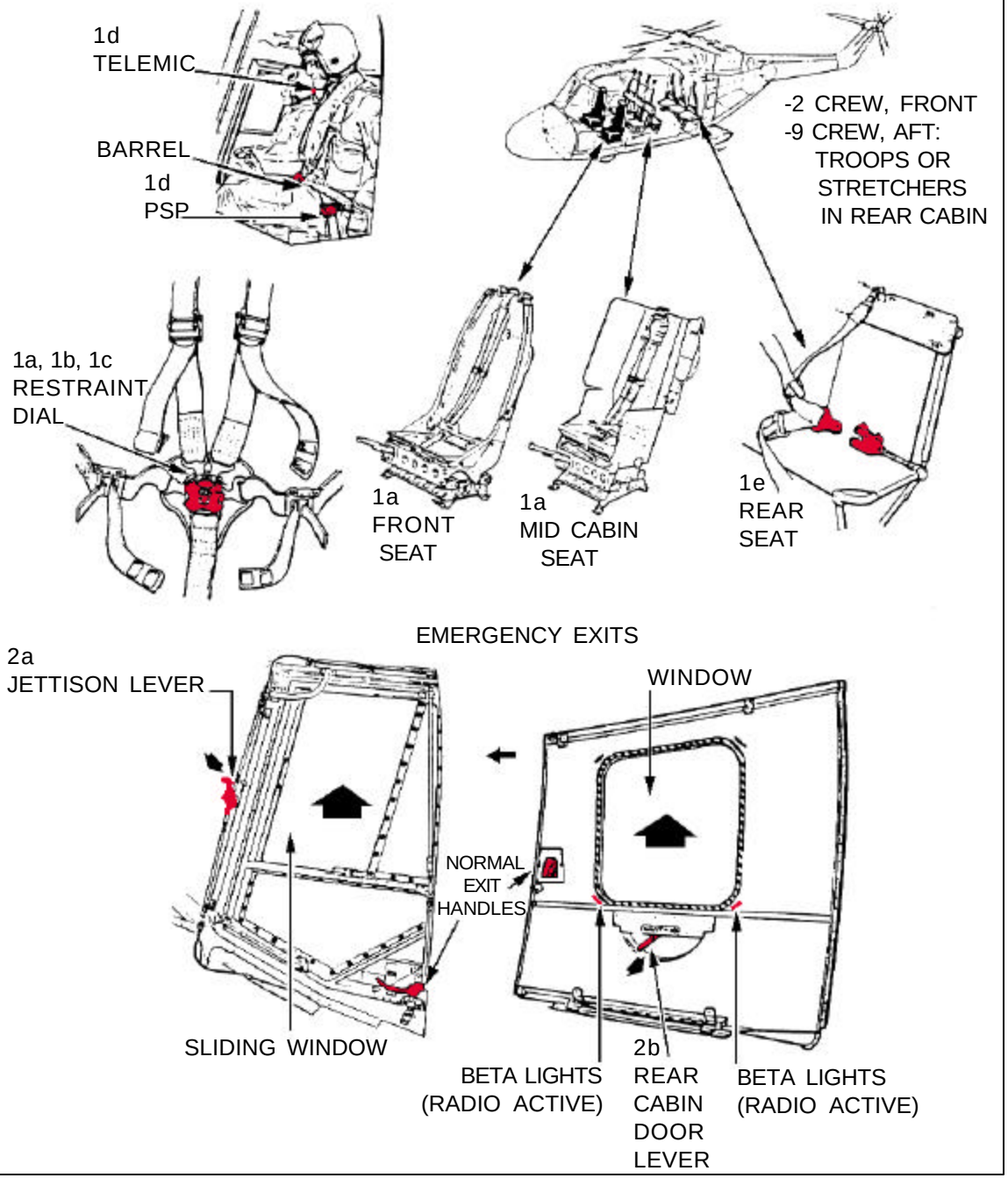
e. Disconnect restraints from rear seats.

2. EMERGENCY EXIT DOORS

NOTE:
Exit doors can be jettisoned to make extraction of crewmembers faster.

a. For front doors, push jettison lever forward and down, then push door out.

b. For rear cabin doors, push jettison lever, located at bottom center of window, aft, then push window out.



LYNX WG13

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Pull door handle on passenger door, located on left side of fuselage, counter-clockwise to open door.

b. Rotate crew door handle, located on left side of fuselage, clockwise to open door.

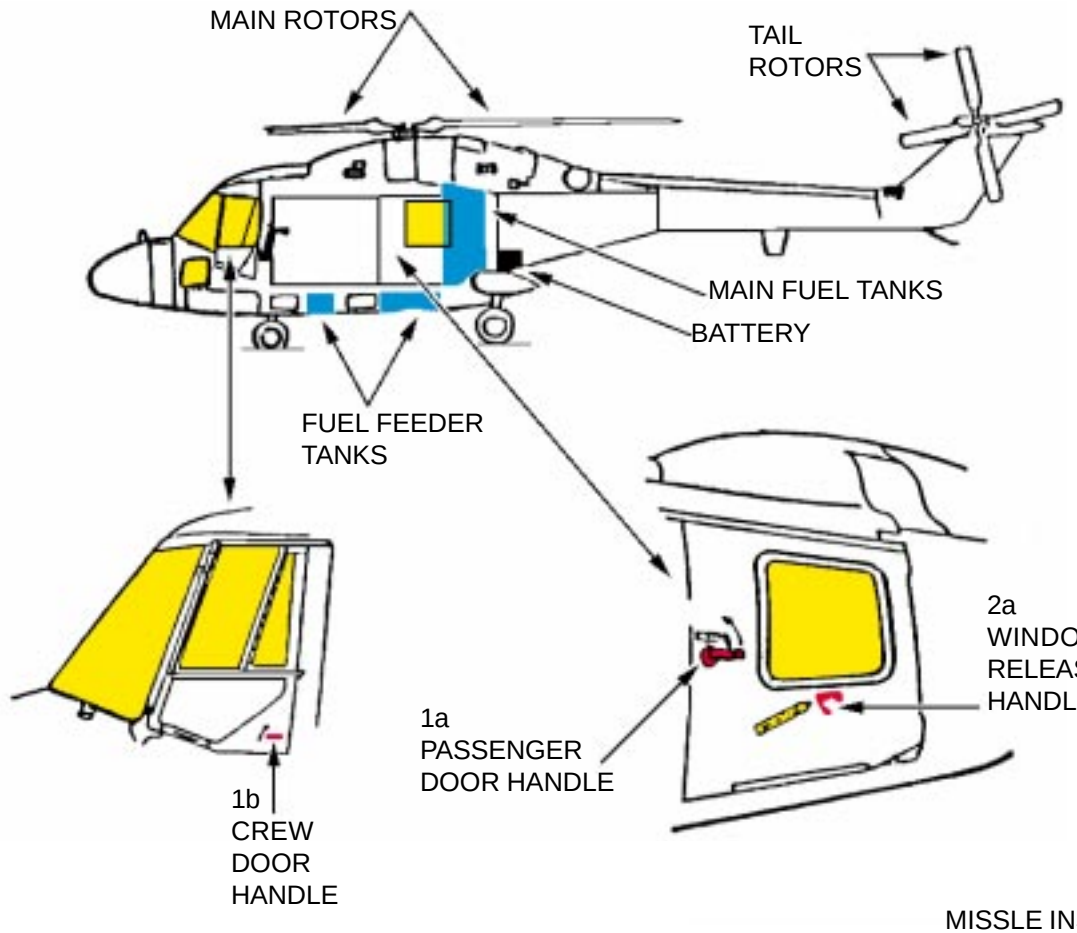
2. EMERGENCY ENTRY

a. Rotate handle, located on left side of fuselage, to release window on passenger door.

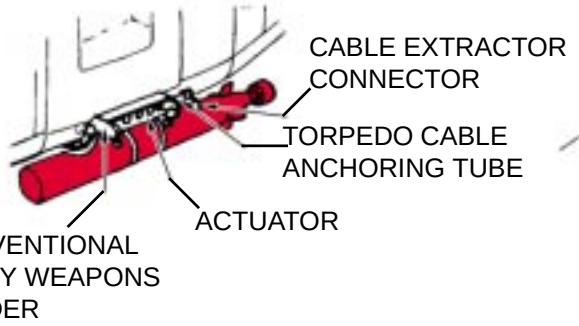
3. CUT-IN

a. Cut-in windows or fuselage as required.

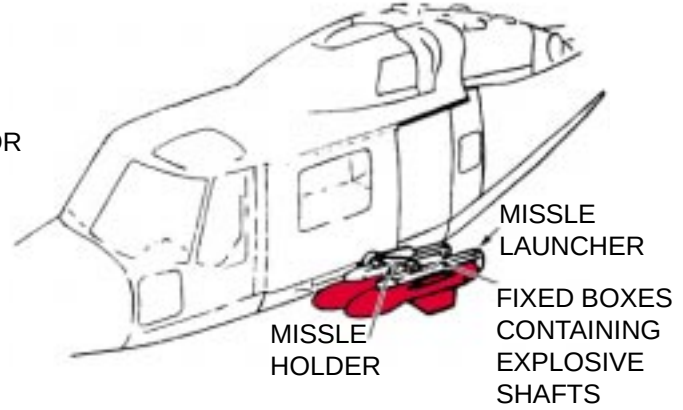
OTHER HAZARDS
Acids - Batteries
Asbestos
Beryllium + Beryllium Oxides
Bromochlorodifluoromethane - Fire Extinguishant
Dimethylformamide - Strobe Power Pack
Fluorolastomers - Burnt Seals
Lithium - Batteries
Sonar Locator Beacon(s) - Lithium Battery
Tritium Light Sources - Beta Lights
Weapon Load
Windscreen Wash Fluid AL-36
Zinc Selenide
Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen
Engine Oil: OX-38/OEP-70/OEP-215
Oxygen: NIL



TORPEDO INSTALLATION



MISSLE INSTALLATION



ENGINE SHUTDOWN AND AIRCREW EXTRACTIONS

1. ENGINE SHUTDOWN

NOTE:
Engine shutdown procedures pending, however other Lynx models, in this manual may be applicable if cockpit layout is similar.

2. AIRCREW EXTRACTIONS

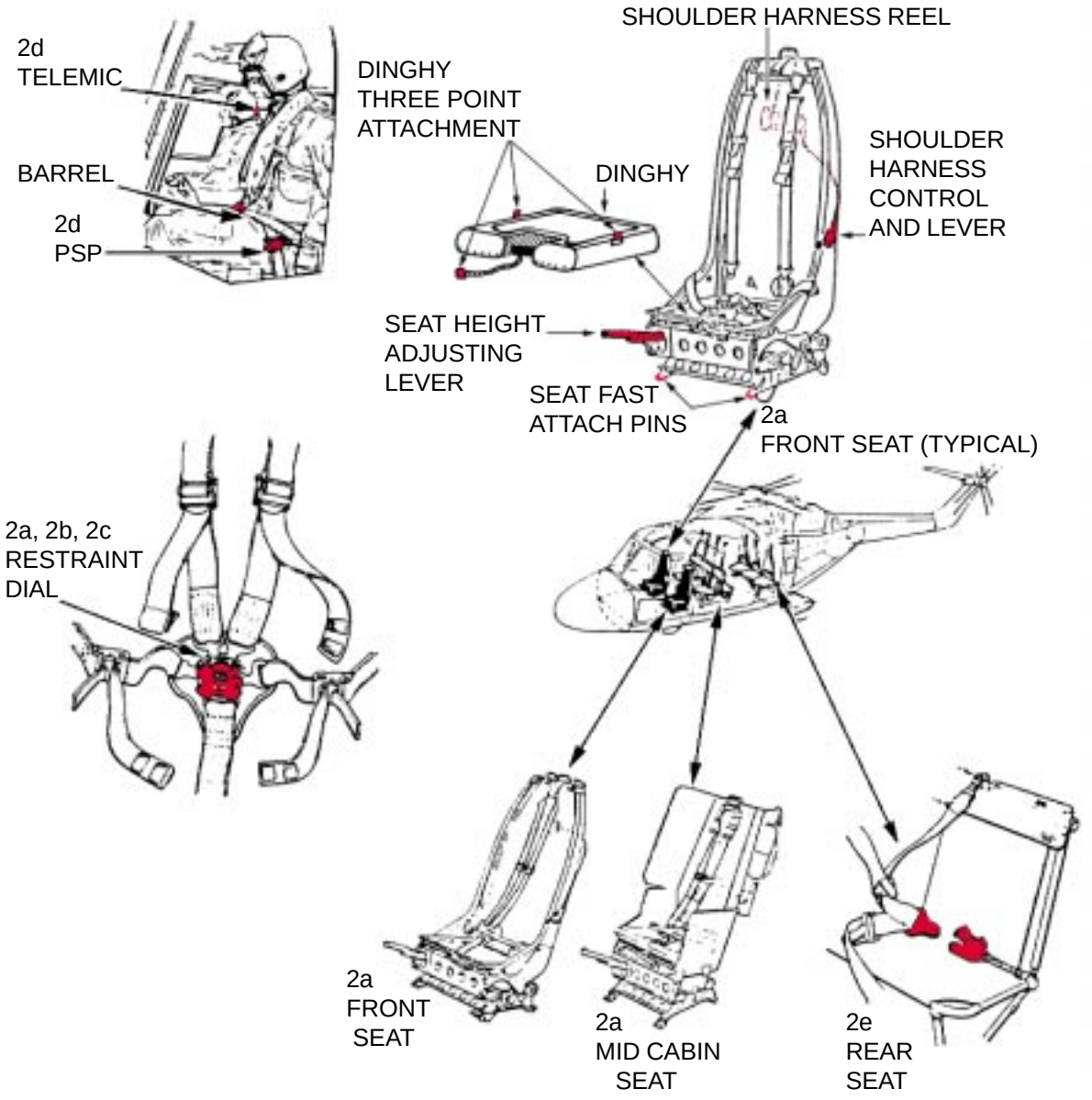
NOTE:
Before extracting aircrew members, release the three point attachment of the dinghy package.

a. To release personnel restraints: press center top of restraint dail and rotate dial 1/4 of a turn to either right or left. Front and mid cabin seats only.

b. Pull up on dial until the restraint straps are released.

c. Place all restraints out of the way to prevent entanglement during extraction.

d. Disconnect telmic and PSP, and any other disconnect(s), if applicable, that will prevent extraction.



AIRCRAFT PAINT SCHEME

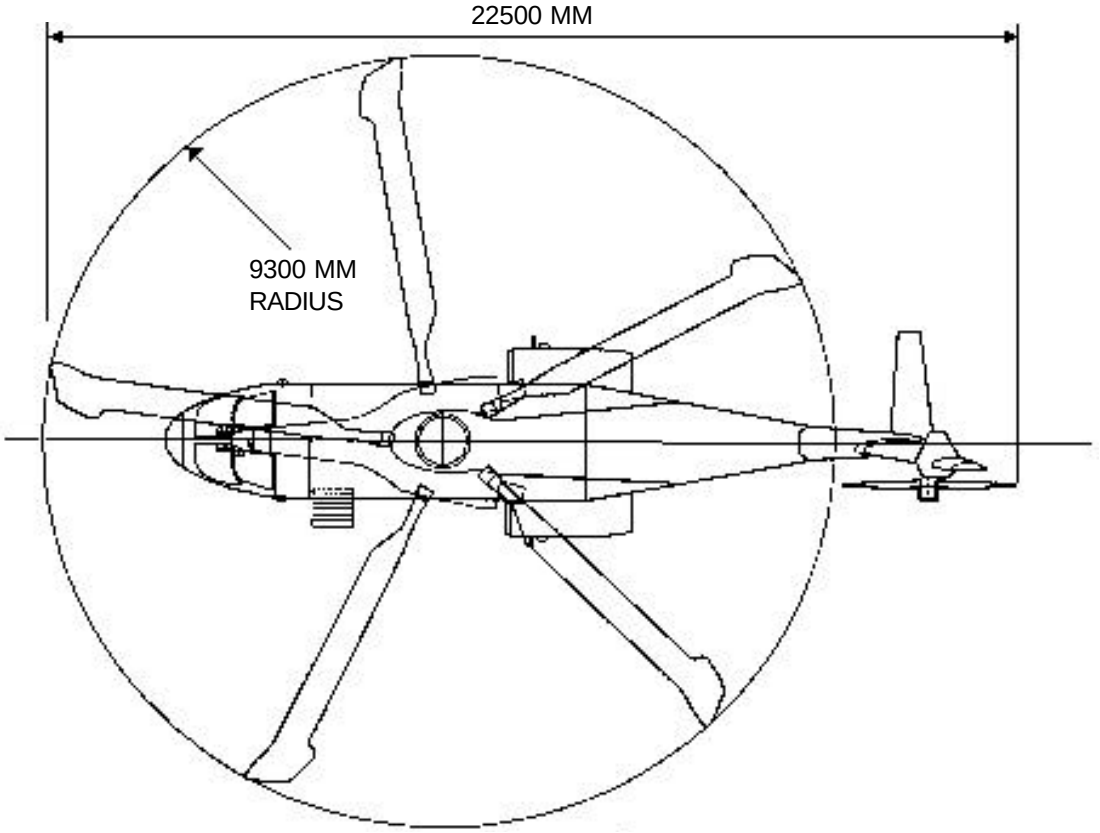
MERLIN (RN)

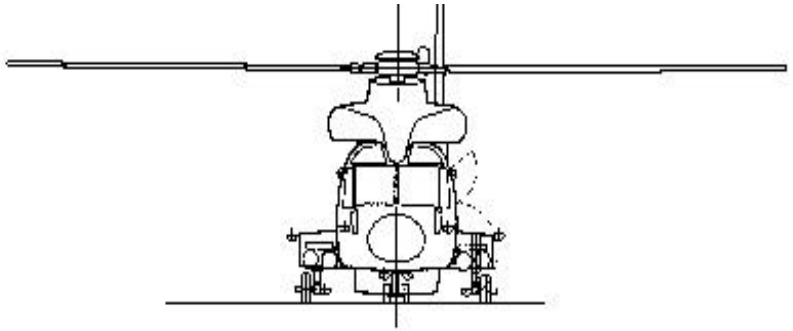
AIRCRAFT DIMENSIONS

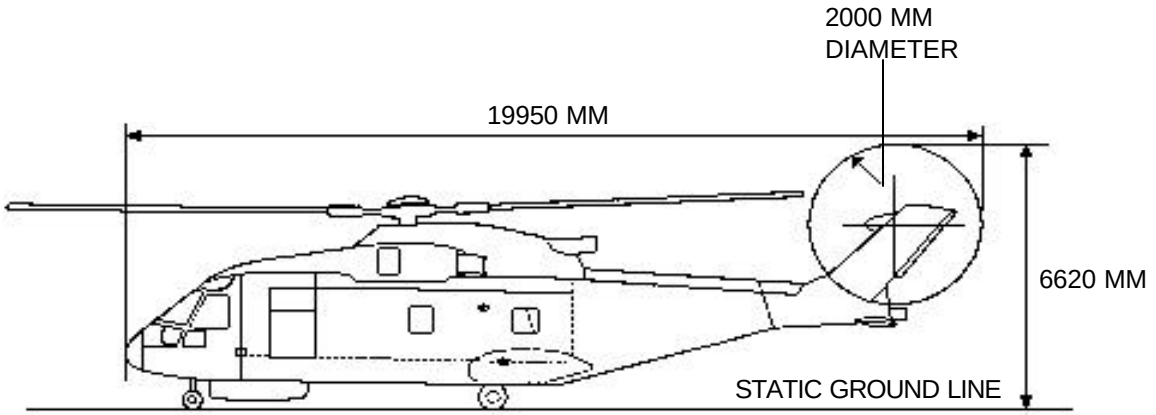
BLADES SPREAD

NOTE:

The Merlin has a normal crew of 5.

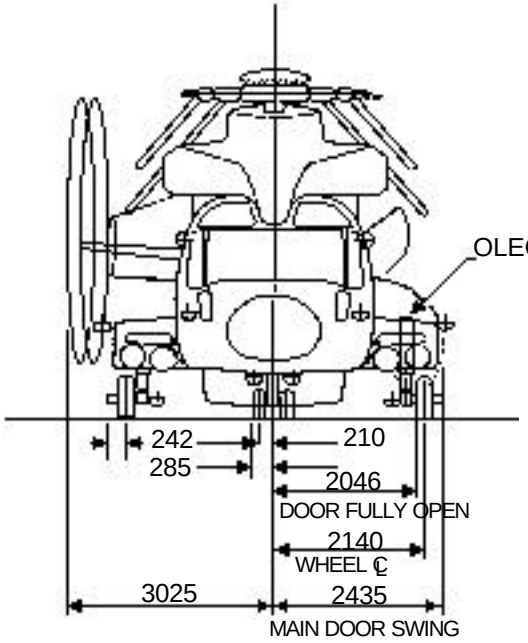


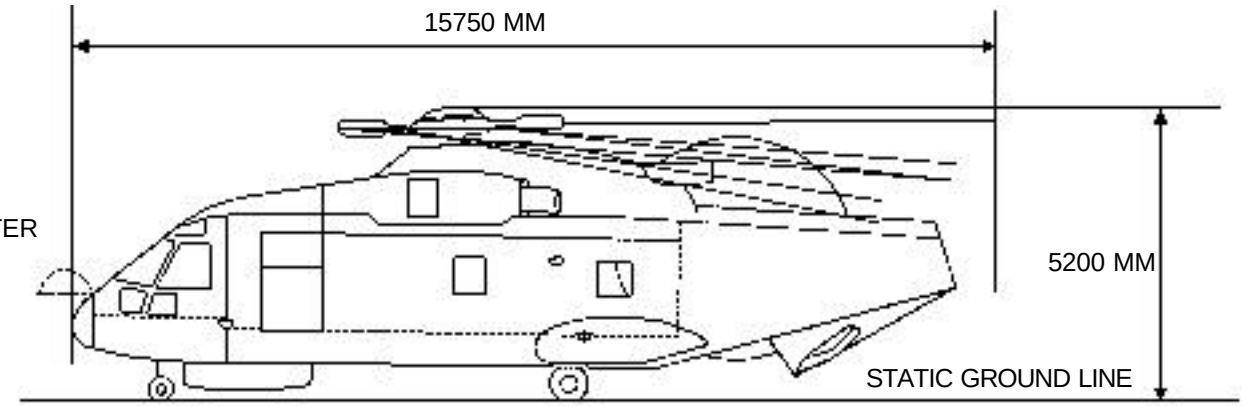


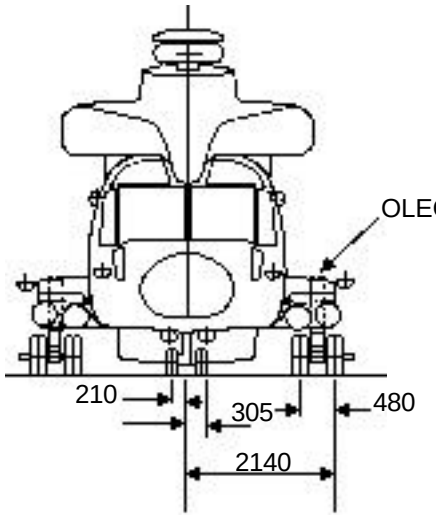


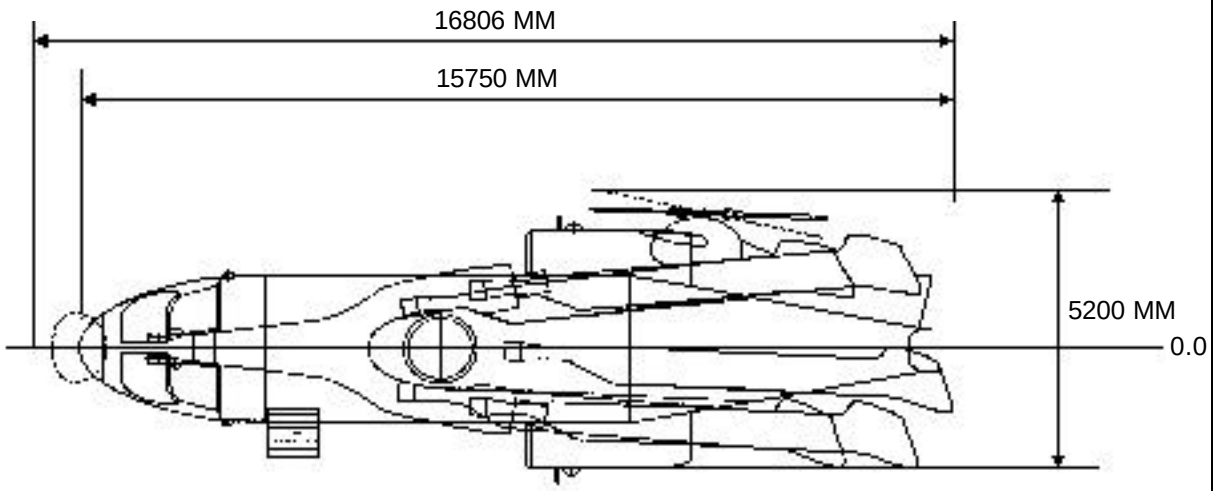
AIRCRAFT DIMENSIONS-Continued

BLADES FOLDED









NOTE:

Double main wheel configuration does not affect wheel base, but note change of nose wheel width.

AIRCRAFT HAZARDS

1. HAZARDS

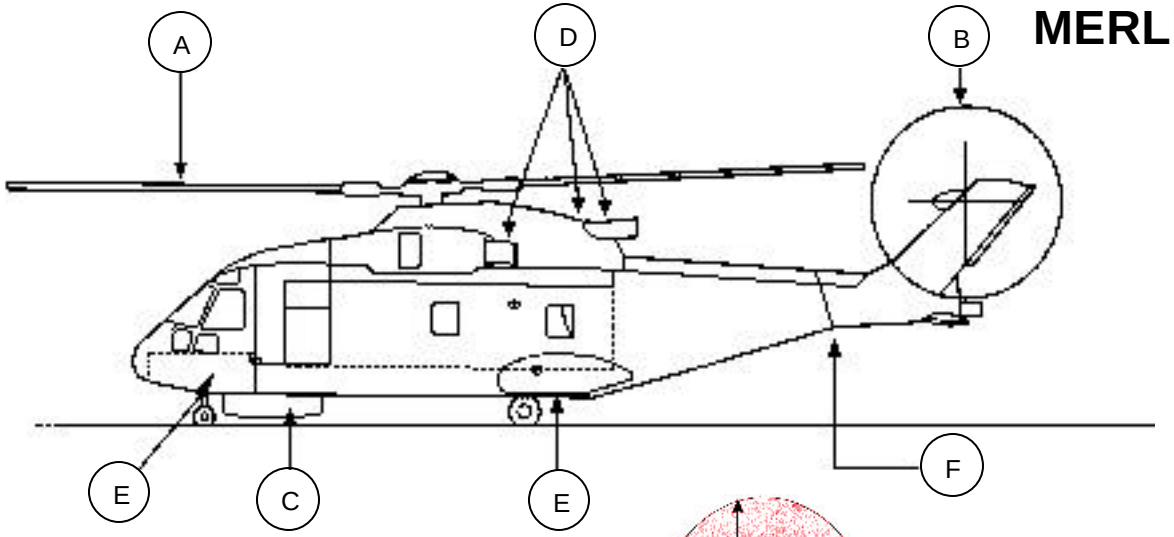
WARNING

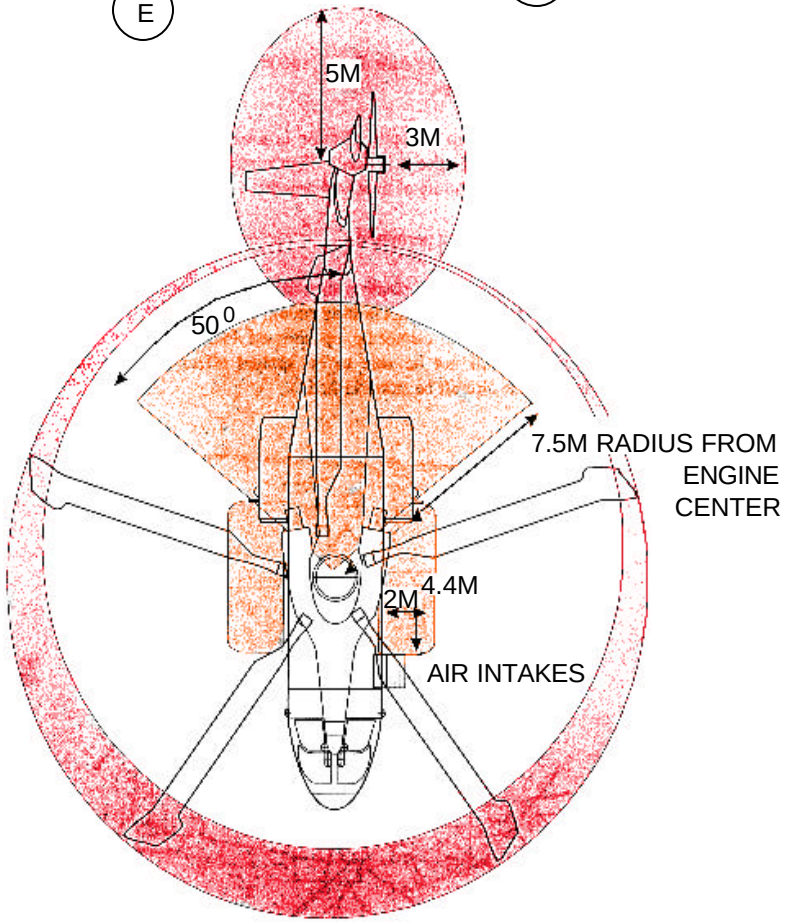
Normal weapon carried is the Stingray Torpedo.

Personnel are to exercise extreme care when moving the Merlin MK1 using a mechanical handler, due to its profile both with and without ballast weights.

Aircrew situational awareness on deck. Deck crews should be made aware that due to poor rearwards field of view, the pilot may not be fully aware of activity in the vicinity of the aircraft and therefore rigorous and clear communication procedures between aircrew and the FDO are required. This is particularly important during the operation of PRISM. Consideration should be given to using an extra communications number on a long lead connected to the aircraft intercom.

Rotor downwash is produced by the Merlin which will generate large clouds of salt spray which can cover the whole ship and soak the flight deck, especially in beam or astern relative winds. The downwash also has the potential to blow over flight deck personnel. It is recommended that the FDO be provided with a safety harness attached to a strong point.





A Rotor disk: Beware of blade swoop.

B Tail Rotor.

C Radar on Dome.

D Main engine exhausts X3 and APU exhaust.

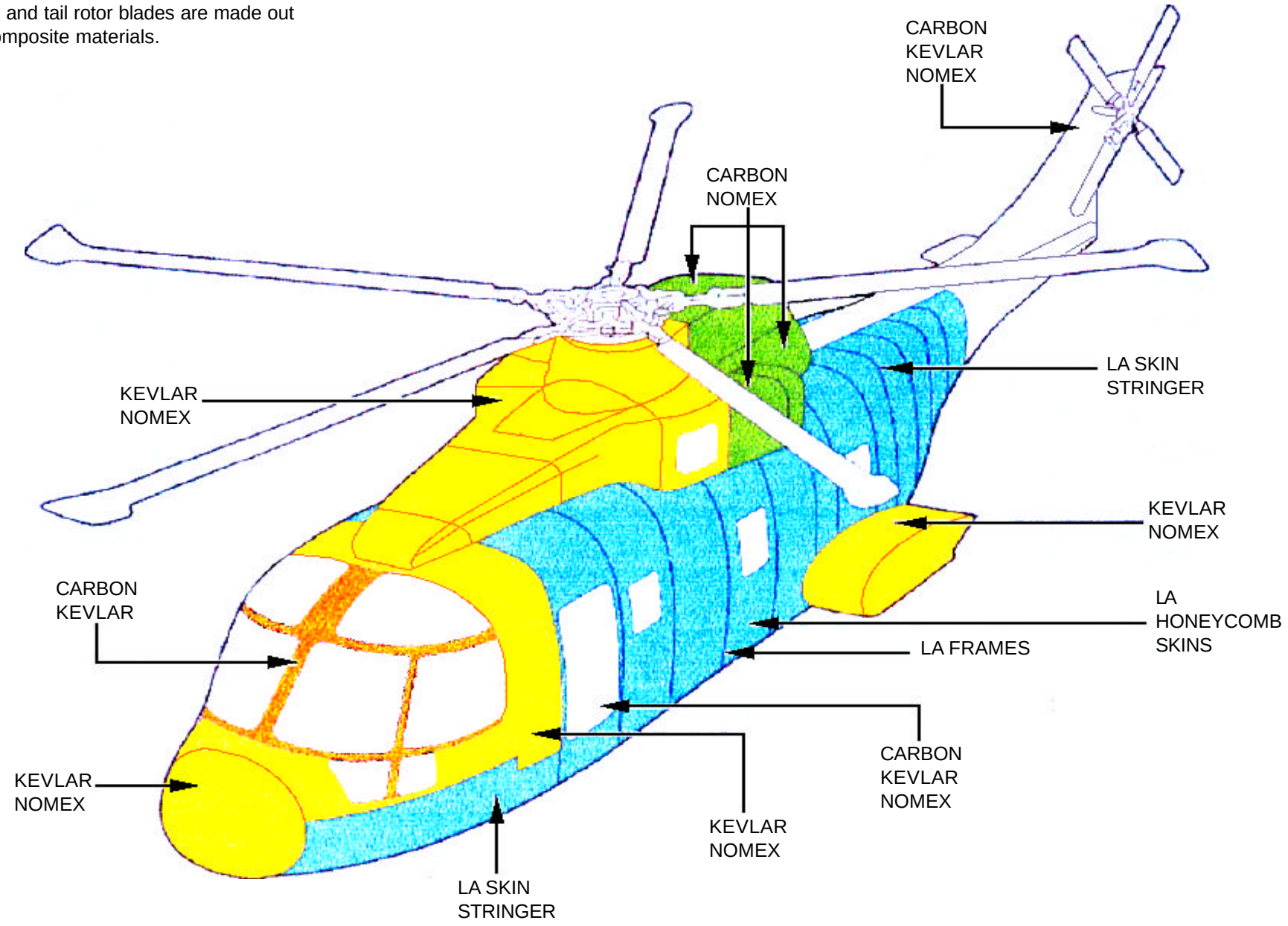
E Beware of Flotation Bags.

F Tail Pylon Fold/Hinge Point.

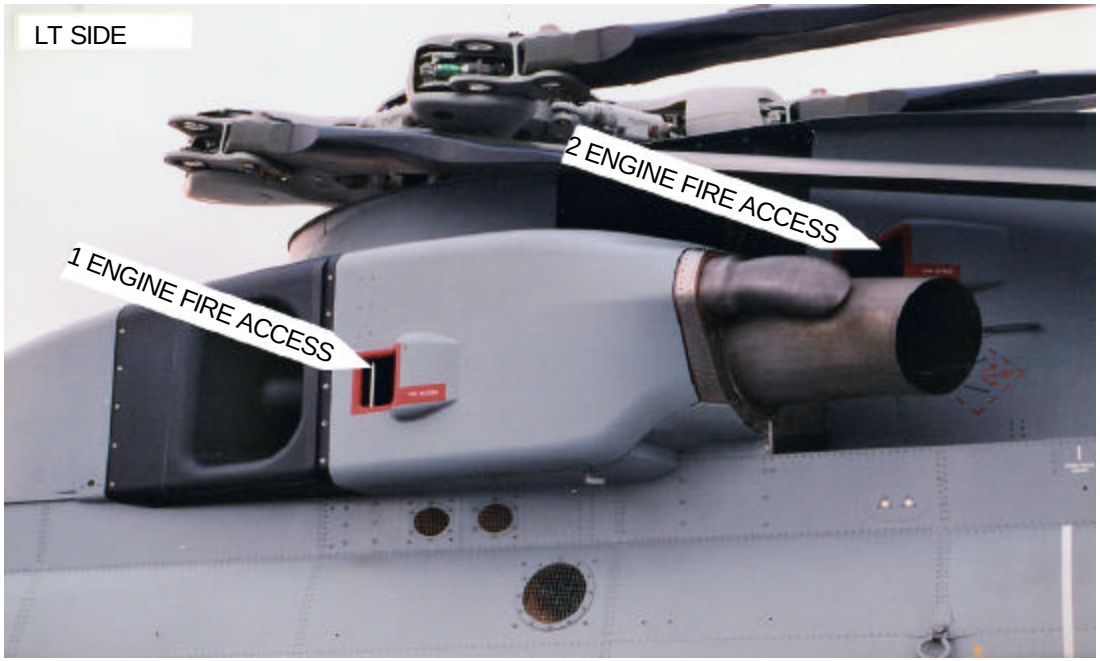
AIRFRAME MATERIALS

NOTE:

Main and tail rotor blades are made out of composite materials.



EXTERNAL VIEWS AND FIRE ACCESS POINTS



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Turn external entry door handles up, pull forward door out and forwards. Slide rear door aft.

b. To open windows in rear doors, pull down release handle, pull windows outwards. (A blade may have to be inserted between frame and door.)

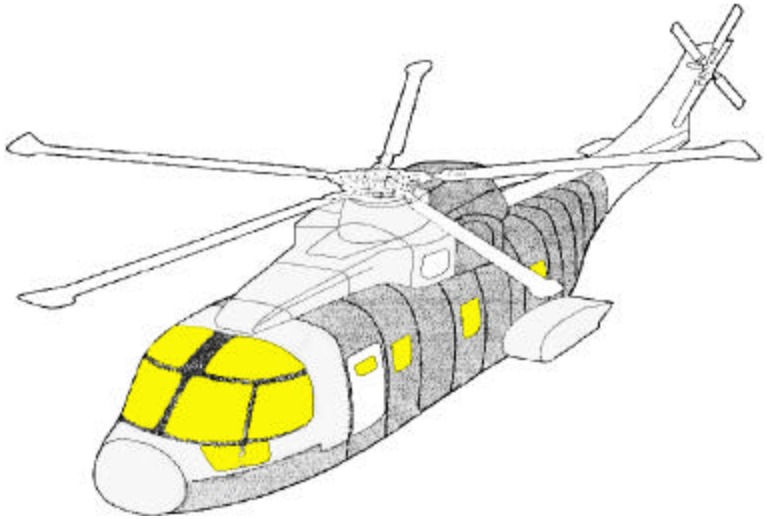
2. EMERGENCY ENTRY

a. For forward door, slide window aft, push jettison forward and down. Pull outwards.

3. CUT-IN

a. Cut-in fuselage as required.

NOTE:
Winch in main cabin may be swung out of way by pulling down cord on starboard side.



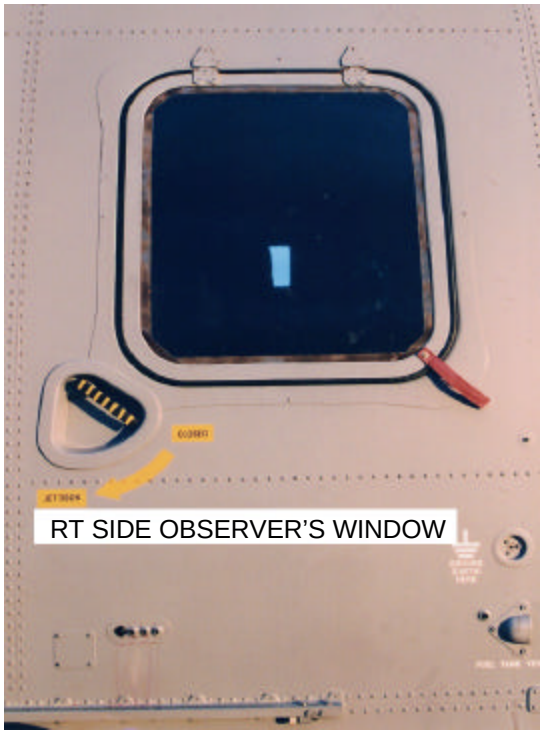
RIGHT OR STARBOARD SIDE

LEFT OR PORT SIDE

EXTERNAL WINDOWS AND DOORS

LT SIDE REAR WINDOW

LT SIDE PILOT WINDOW



RT SIDE OBSERVER'S WINDOW

RT SIDE EMERGENCY ACCESS
ON MAIN CARGO DOOR

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

NOTE:
All components are located on the overhead control panel and when activated the cockpit is considered safe.

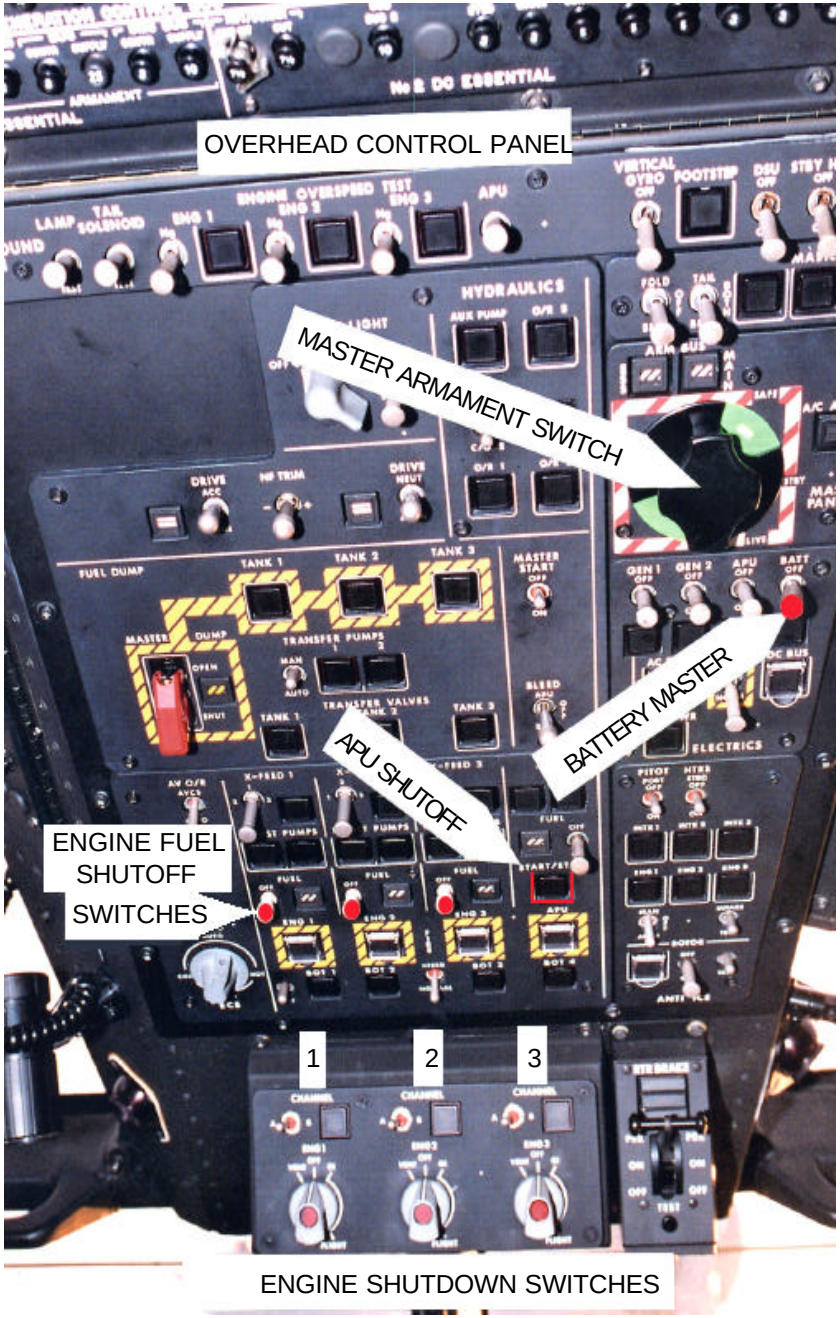
a. Turn all three engine shutdown switches to the OFF position.

b. Place all three engine fuel shutoff switches to the OFF position.

c. If APU is on, press start/stop button to the SHUTOFF position.

d. Turn master armament switch counter clockwise to the SAFE position.

e. Place the battery master switch to the OFF position.

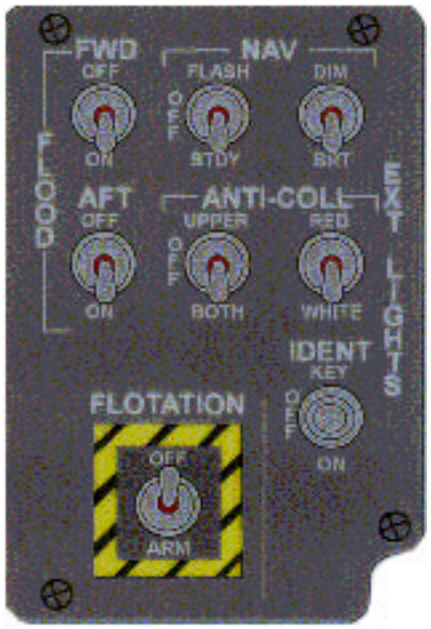


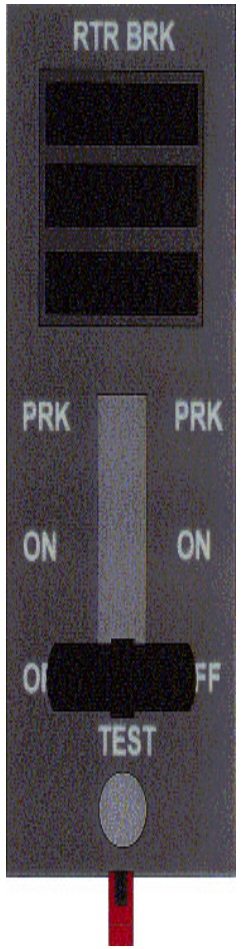
ENGINE SHUTDOWN-Continued

1. ENGINE SHUTDOWN-TRAINER PANELS

NOTE:

The illustrated panels are taken from a trainer used for engine shutdown.





AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

There are no ejections seats to safe. There are 2 crew in the cockpit, 2 crew at the cabin console and 1 observer at the right cabin door.

a. Disconnect lap belts and shoulder harnesses at the central harness release buckle.

LT SIDE CO-PILOT WINDOW

OBSERVER'S WINDOW

CABIN DOOR

CABIN ARRANGEMENT-UNOCCUPIED

AIRCREW EXTRACTION-Continued

CABIN ARRANGEMENT-OCCUPIED

CABIN ARRANGEMENT-OCCUPIED

CABIN ARRANGEMENT WITH OBSERVER-OCCUPIED

OH-13S

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

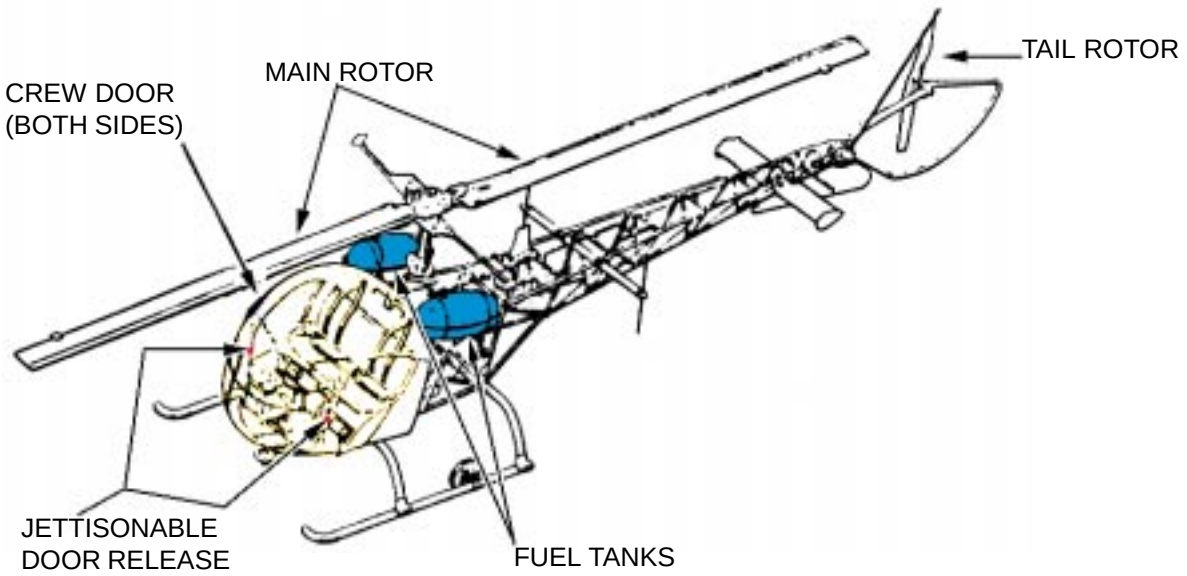
a. Open crew doors located on both sides of aircraft.

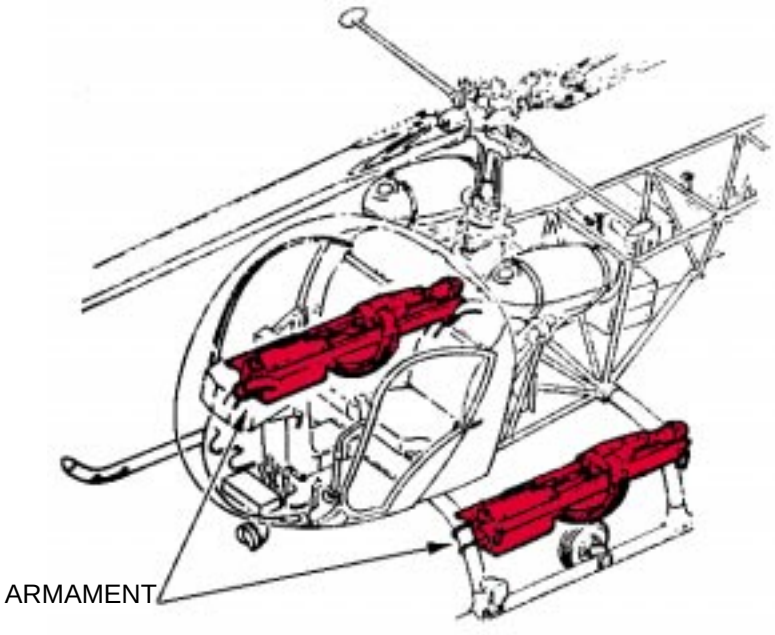
2. EMERGENCY ENTRY

a. Use the jettison door release handles located on each crew door.

3. CUT-IN

a. Cut-in to cockpit windows as required.





ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Place the mixture control, located on the forward control panel, to IDLE CUT OFF position.

b. Place the battery switch, located on the forward control panel, to the OFF position.

c. Place the magnetos switch, located on the forward control panel, to the OFF position.

d. Place the throttle, located to the left of the forward control panel, to the OFF position.

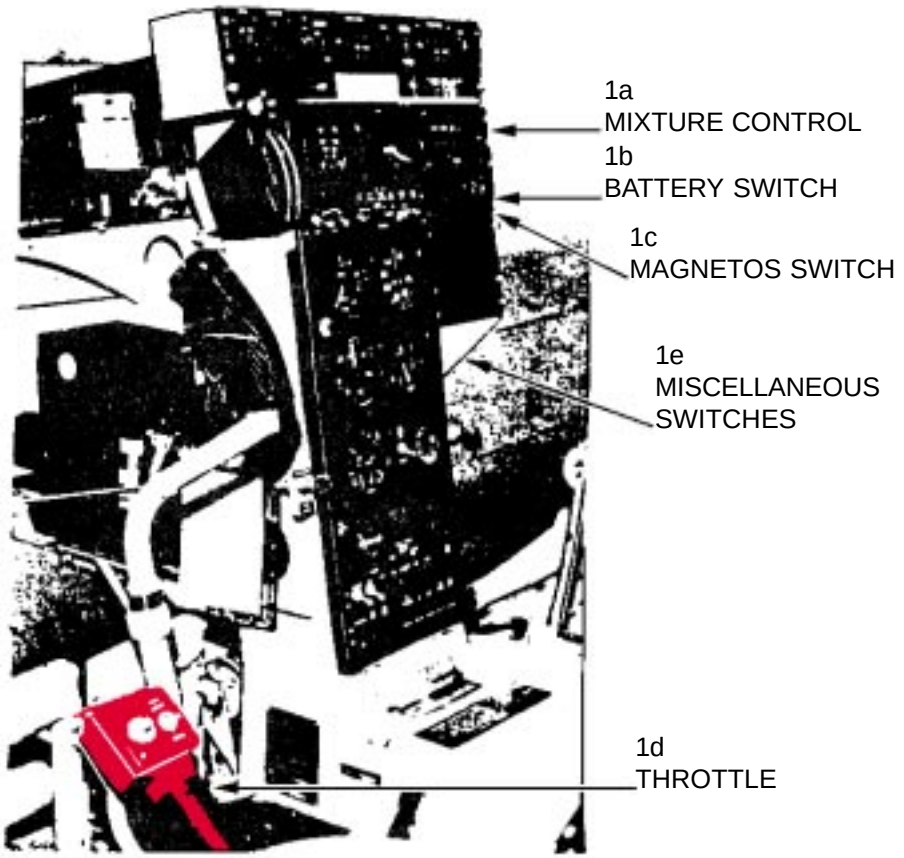
e. Place all remaining switches to OFF.

2. AIRCREW EXTRACTION

a. Release crew from all restraint straps.

b. Place restraints to the side to avoid entanglement.

FORWARD CONTROL PANEL



The aircraft information is located in Chapter 13
containing US Army aircraft.

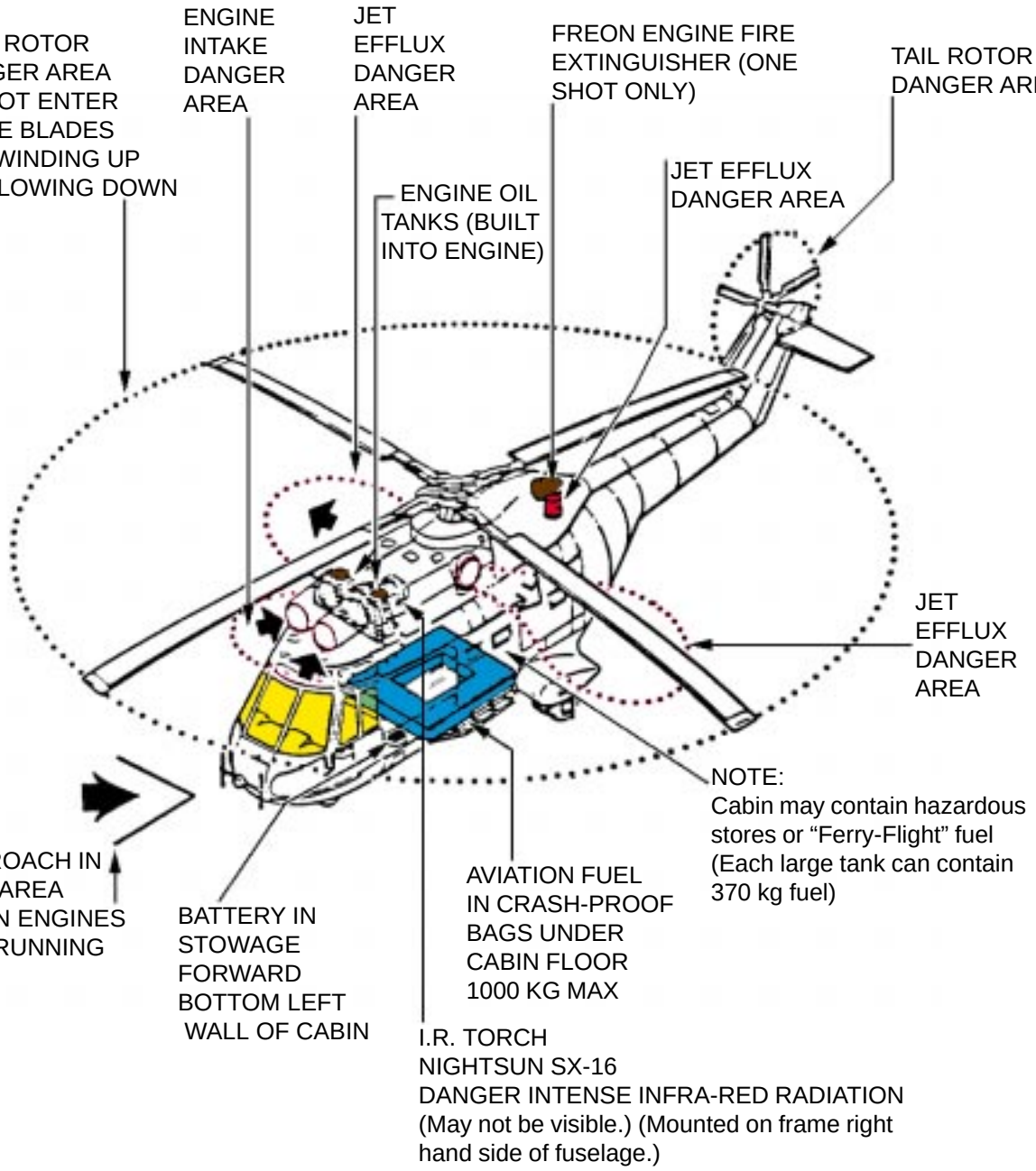
AIRCRAFT HAZARDS

OTHER HAZARDS:
Acids - Batteries
Beryllium + Beryllium Oxides
Bromochlorodifluoromethane - Fire Extinguishant
Bromotrifluoromethane - Fire Extinguishant
Cadium - Batteries
Chlorobromoethane - Fire Extinguishant
Composite Materials - Man made mineral fibres
Dimethylformamide - Strobe Power Pack
Nightsun Light System
Polytetrafluoroethylene - PTFE
Sonar Locator Beacon(s) - Lithium Battery
Tritium Light Sources - Beta Light
Very Flare

Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen/Air/Entinox
Engine Oil: OX-36
Oxygen: Gaseous

AIRCRAFT ARMAMENT

NOTE:
Machine guns may be fitted in cabin doorways. Light weapons and explosives may be carried internally.



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL AND EMERGENCY ENTRY

a. Open main cabin doors, located both sides of fuselage for normal entry.

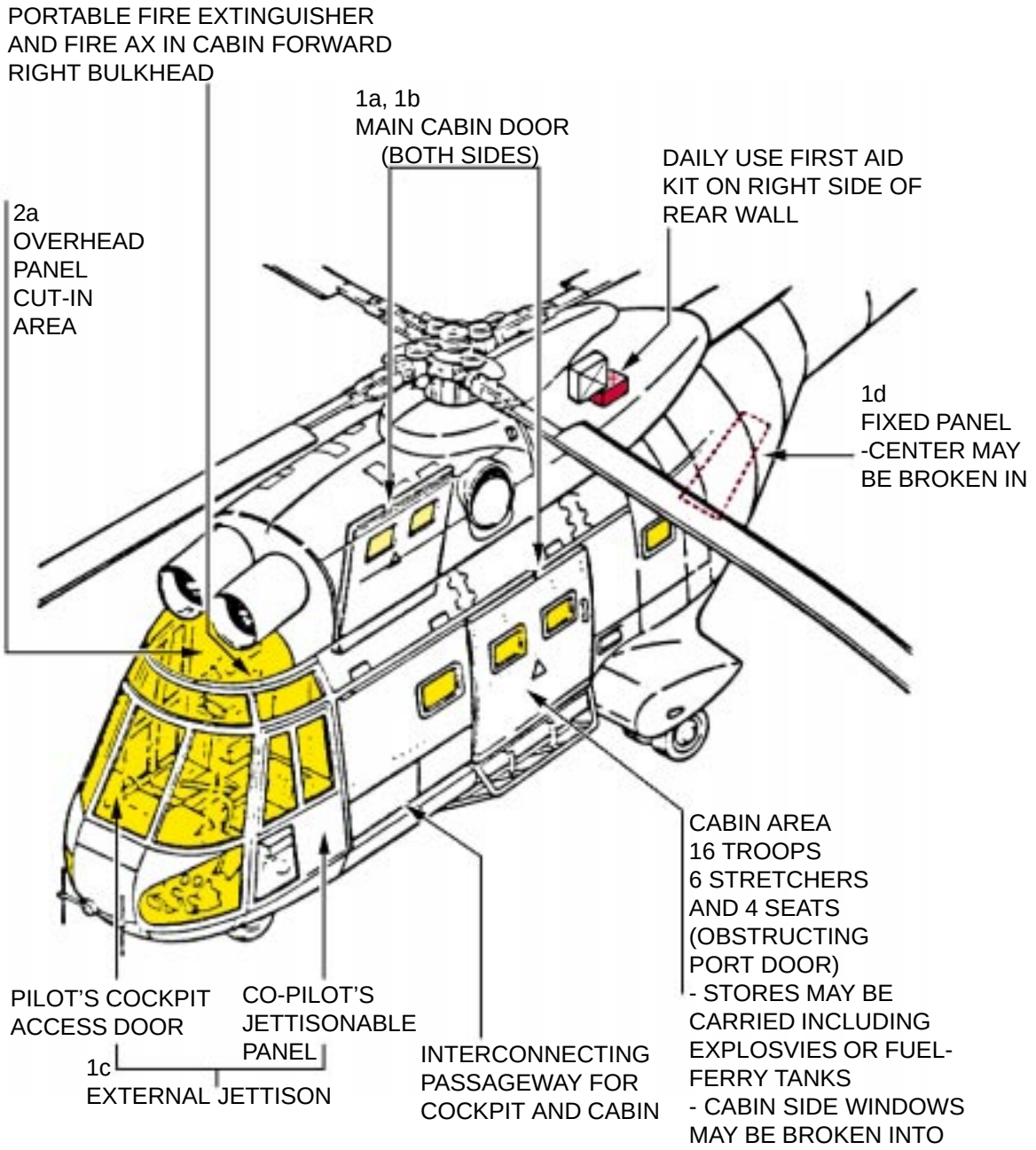
b. Emergency entry for main cabin doors can be jettisoned externally by removing breakable plastic cover, lifting handle, and pulling down on red or yellow/black striped triangular handles in center of door. Pull down and push out. Door window panel can be broken.

c. Emergency entry for cockpit access, use the external pilot's or co-pilot's jettisonable panel, by operating the red or yellow/black striped handles, on each lower door frame, by turning the handle and pushing upwards.

d. Emergency entry through cargo ramp, the center of a fixed panel may be broken in.

2. CUT-IN

a. Cut-in area is on the overhead panel above the cockpit area.



ENGINE SHUTDOWN

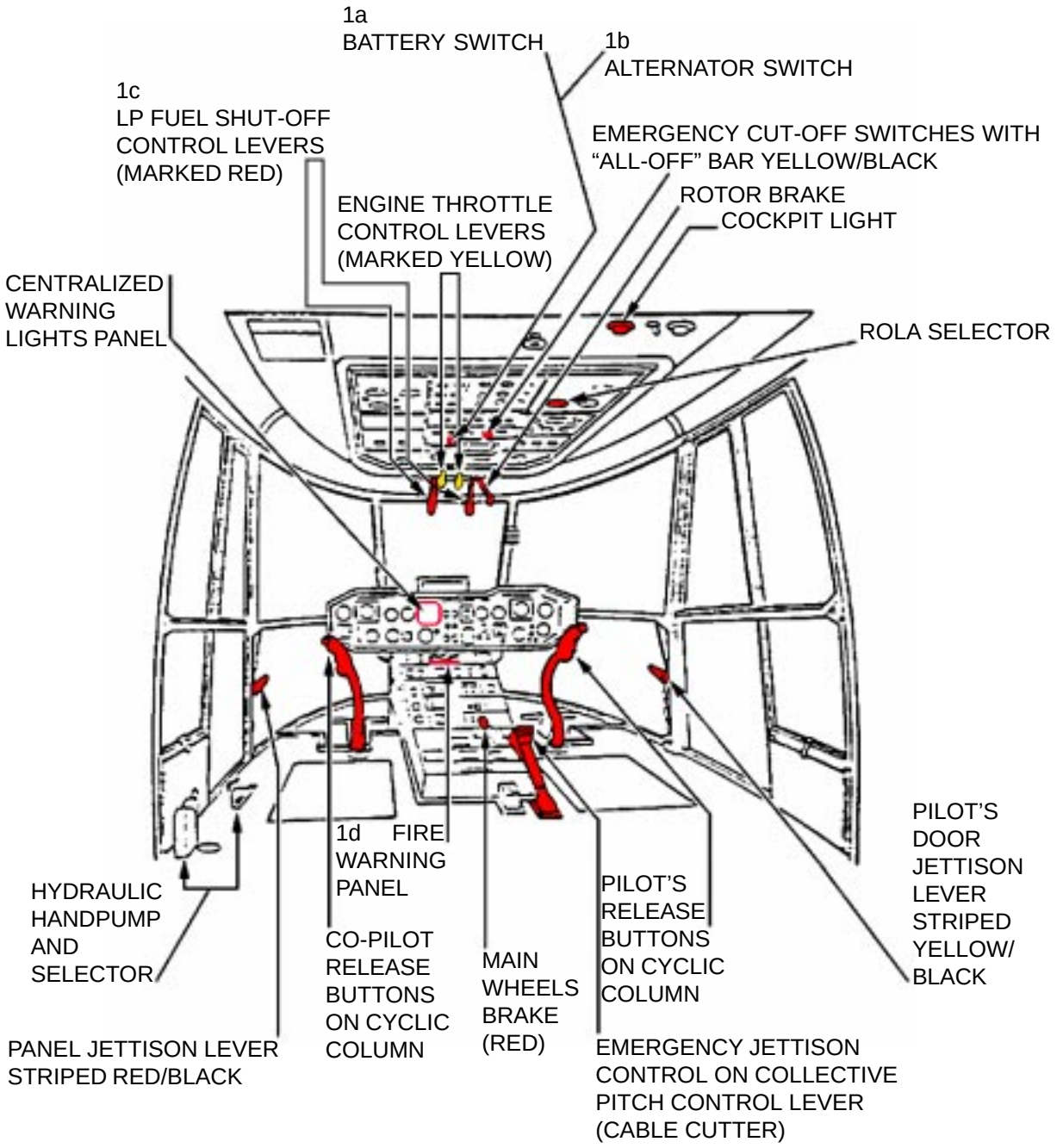
1. ENGINE SHUTDOWN

a. Pull aft on battery switch, located on the overhead control console, to OFF position.

b. Pull aft on alternator switches, located on the overhead control console, to OFF position.

c. Pull aft on the fuel shut-off levers, (marked red) located on the overhead control console, to OFF position.

d. In case of engine fire, on the fire control warning panel, push buttons for 1 or 2 engines extinguishers. Extinguishers are single shot type.



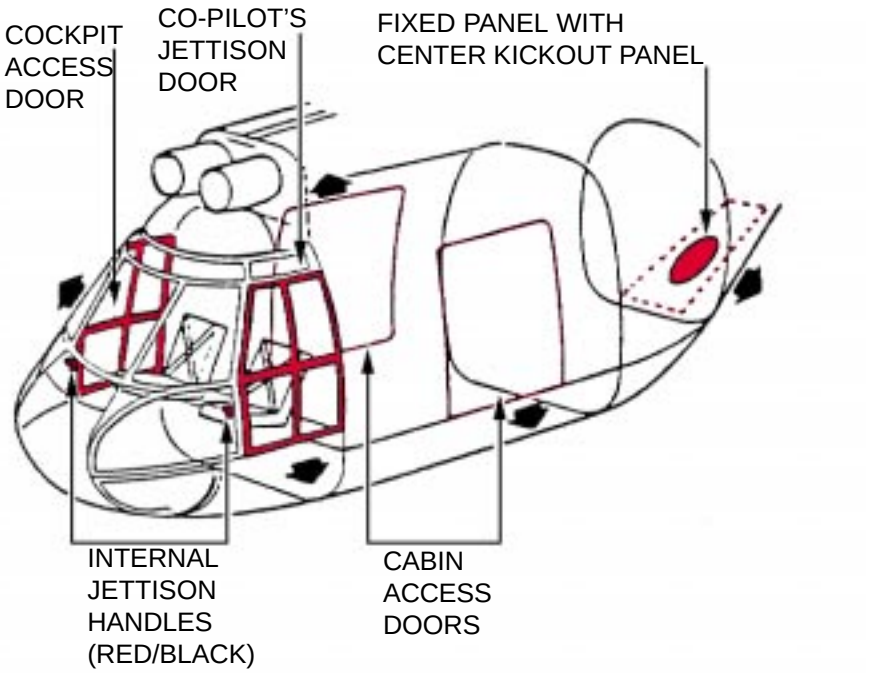
AIRCREW EXTRACTION

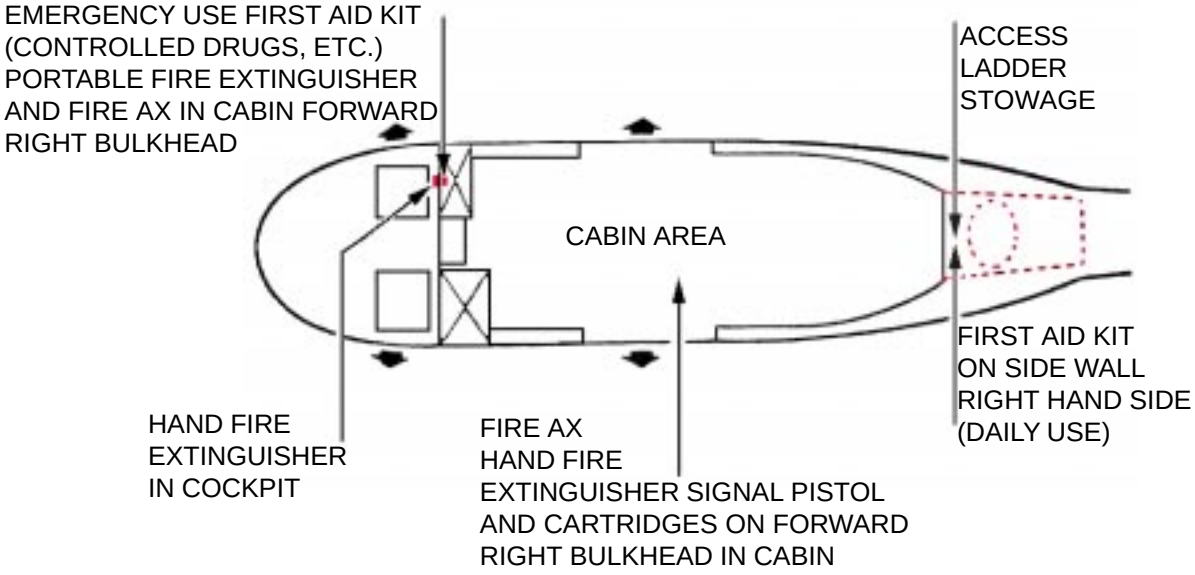
1. AIRCREW EXTRACTION

NOTE:
Jettison doors, if necessary, and use all doors and entry ways including ramp kickout panel for extraction process. An access ladder may be mounted over fixed panel. Window panel can be broken.

a. Release restraint straps from crew.

b. Release lap belts from 16 troops or 6 stretchers and 4 seats. Medivac configuration will obstruct port door.





SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Main entry doors are located on the right and left sides of the airframe. Open doors for entry or exit.

2. EMERGENCY ENTRY

a. Use main entry doors for emergency entry.

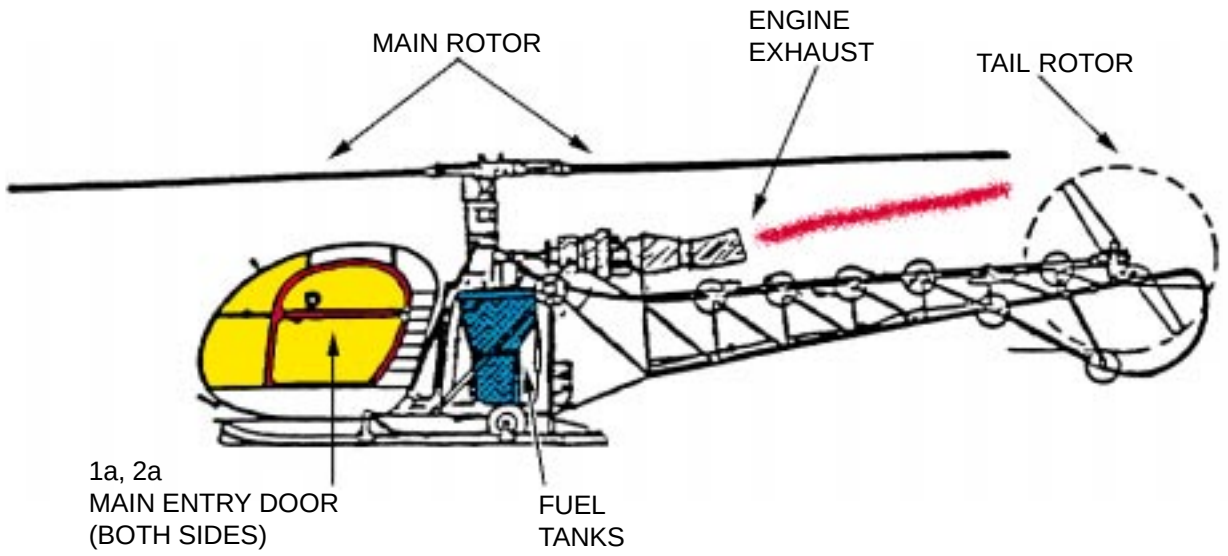
3. CUT-IN

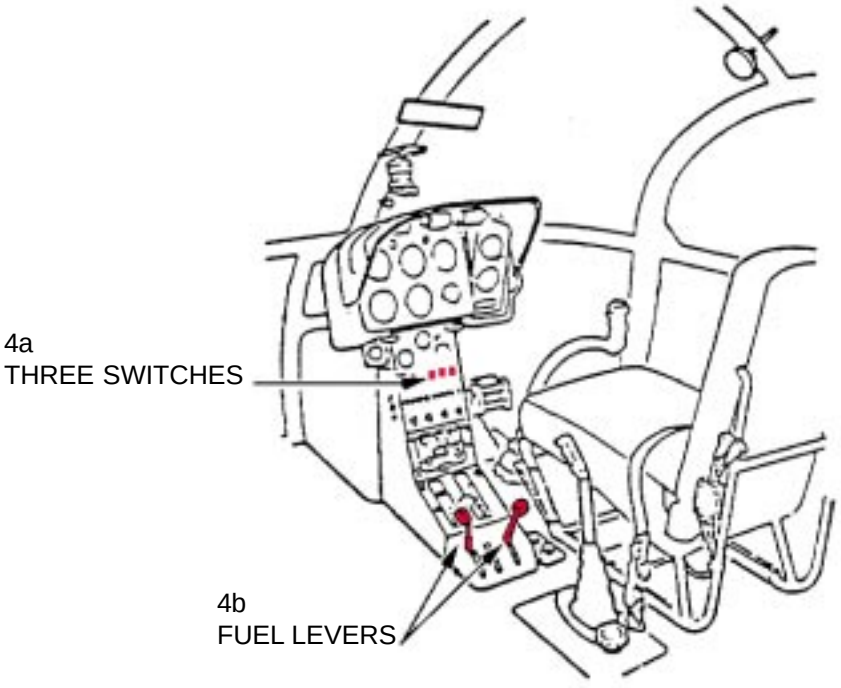
a. Cut-in windows or doors as required.

4. ENGINE SHUTDOWN

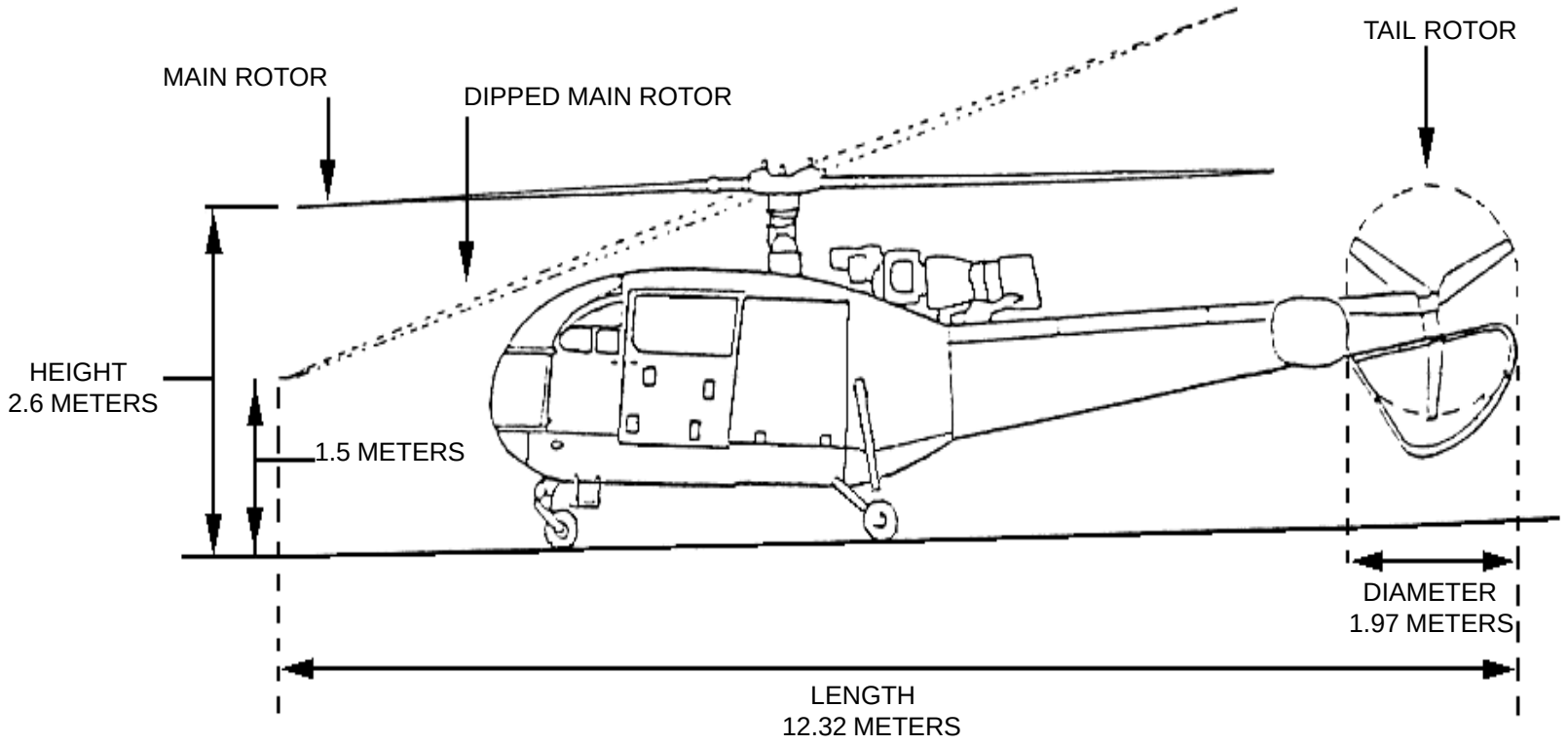
a. Place three switches, located on the center control console, to the DOWN position.

b. Pull two fuel levers, located on the forward portion of the center control console, to the AFT position.





AIRCRAFT DIMENSIONS



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Enter through cabin doors by turning door handle downwards. Door opens forward.

b. Enter through sliding cargo doors by turning door handle to rear. Slide door aft to open.

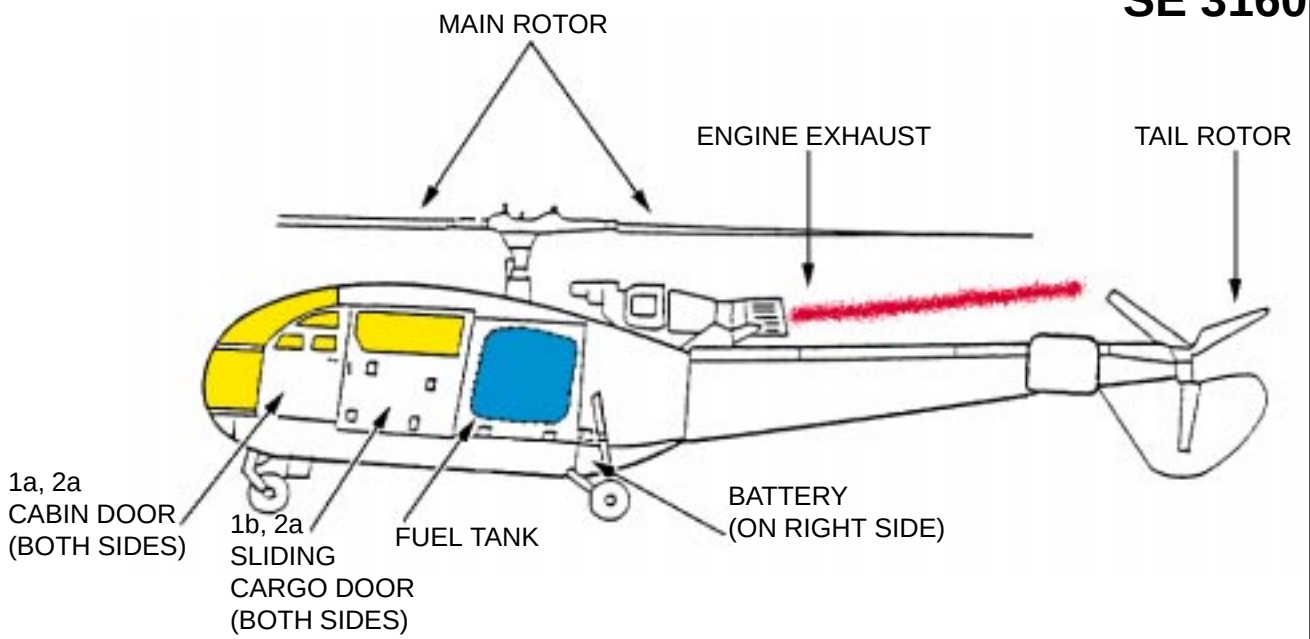
2. EMERGENCY ENTRY

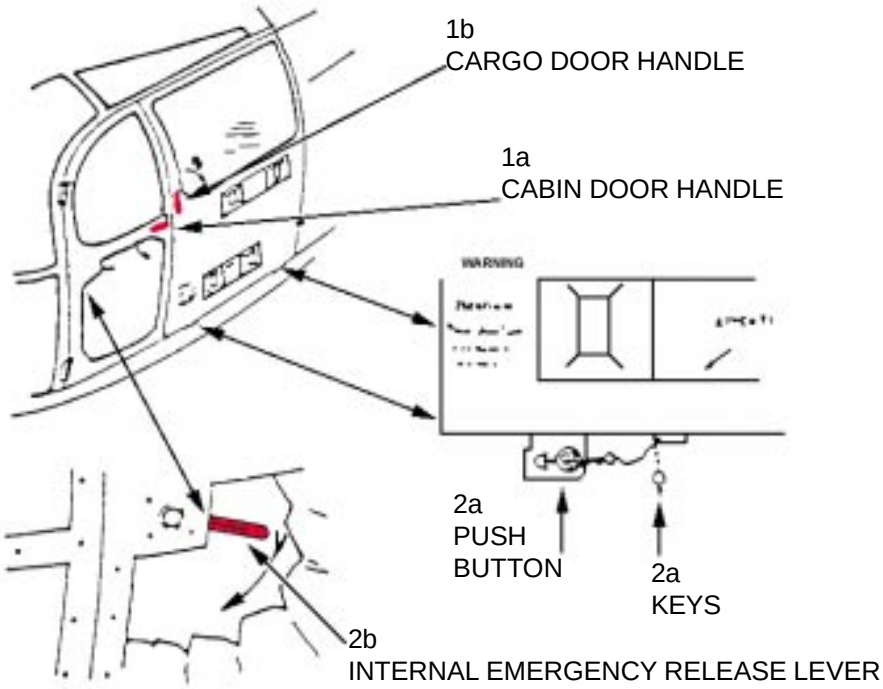
a. To remove cargo doors, turn two keys to inside. Push two push buttons in, then turn them to inside.

b. For emergency release, break plexiglass at lever (located internally) and move this lever to bottom to unlock release lug, then pull door toward you.

3. CUT-IN

a. Cut-in to doors or windows as required.





SA 316B/SA 319B/ SE 3160

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN - SA 316B

a. Pull both fuel levers, located on forward portion of center control console, to the AFT position.
b. Place the battery switch, located on the overhead panel, to the AFT position.

2. ENGINE SHUTDOWN - SA 319B

a. Move flow lever, located on forward portion of center console right side, to the AFT position.
b. Move the fuel cutoff (flame arrester), located on the forward portion of the center console left side, to the AFT position.
c. Place the power switch, located on the upper portion of the center console, to STOP position.
d. Place the battery switch, located on the overhead control panel, to the STOP position.

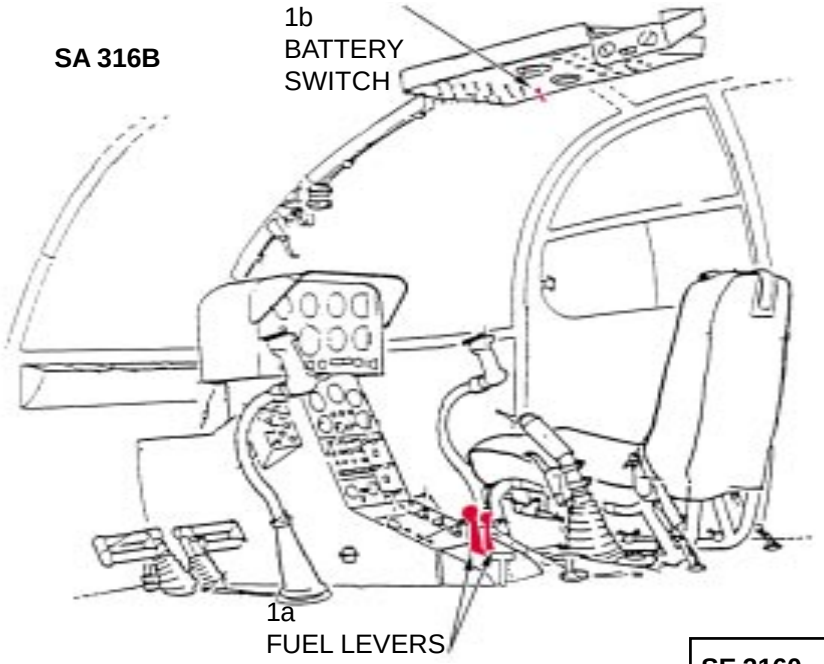
3. ENGINE SHUTDOWN - SE 3160

a. Place fuel cutoff and fuel flow control levers, located on the center control console, to AFT position.
b. Place generator and battery switches, located on the upper center control console, to the OFF position.
c. Pull out main rotor brake control handle at 175 rpm (inner ring of duel tachometer).

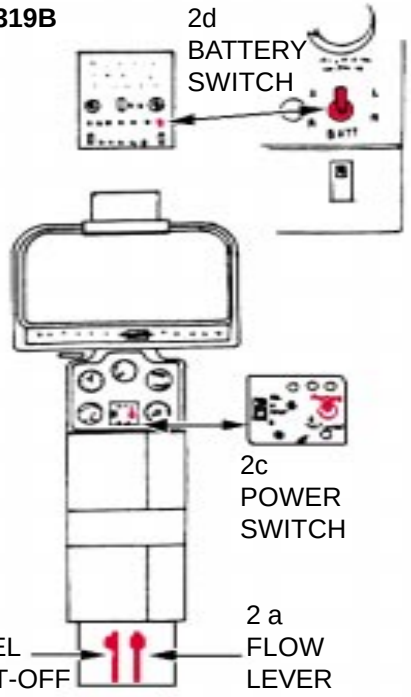
4. EMERGENCY ENGINE SHUTDOWN

a. Follow steps 3a thru 3c.
b. Disconnect battery by pulling out the hearpin turn round nut to the left and pull the battery out of the aircraft.

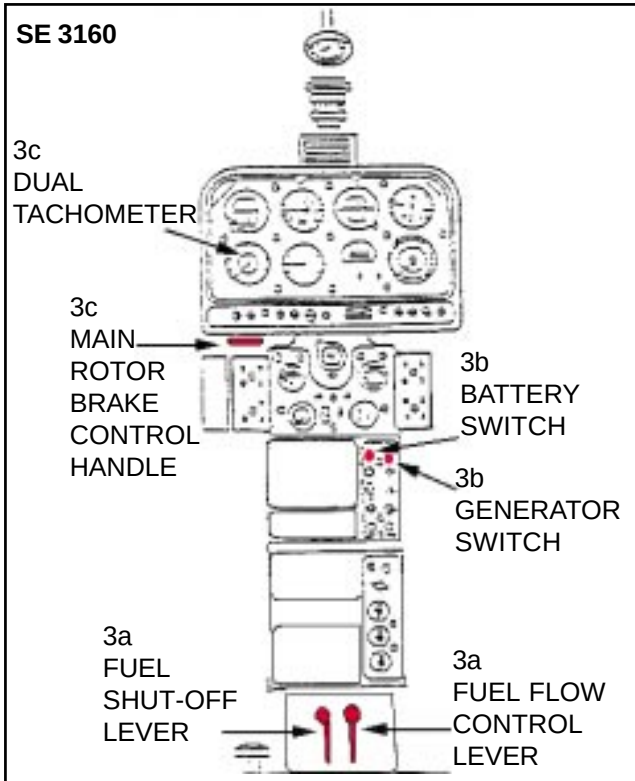
SA 316B



SA 319B



SE 3160



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL AND EMERGENCY ENTRY

a. Pilot and copilot doors are opened by pressing button on door handle and turning handle.

b. To open passenger door, pilot or copilot doors must be opened first, then lower handle on passenger door and pull out.

2. CUT-IN

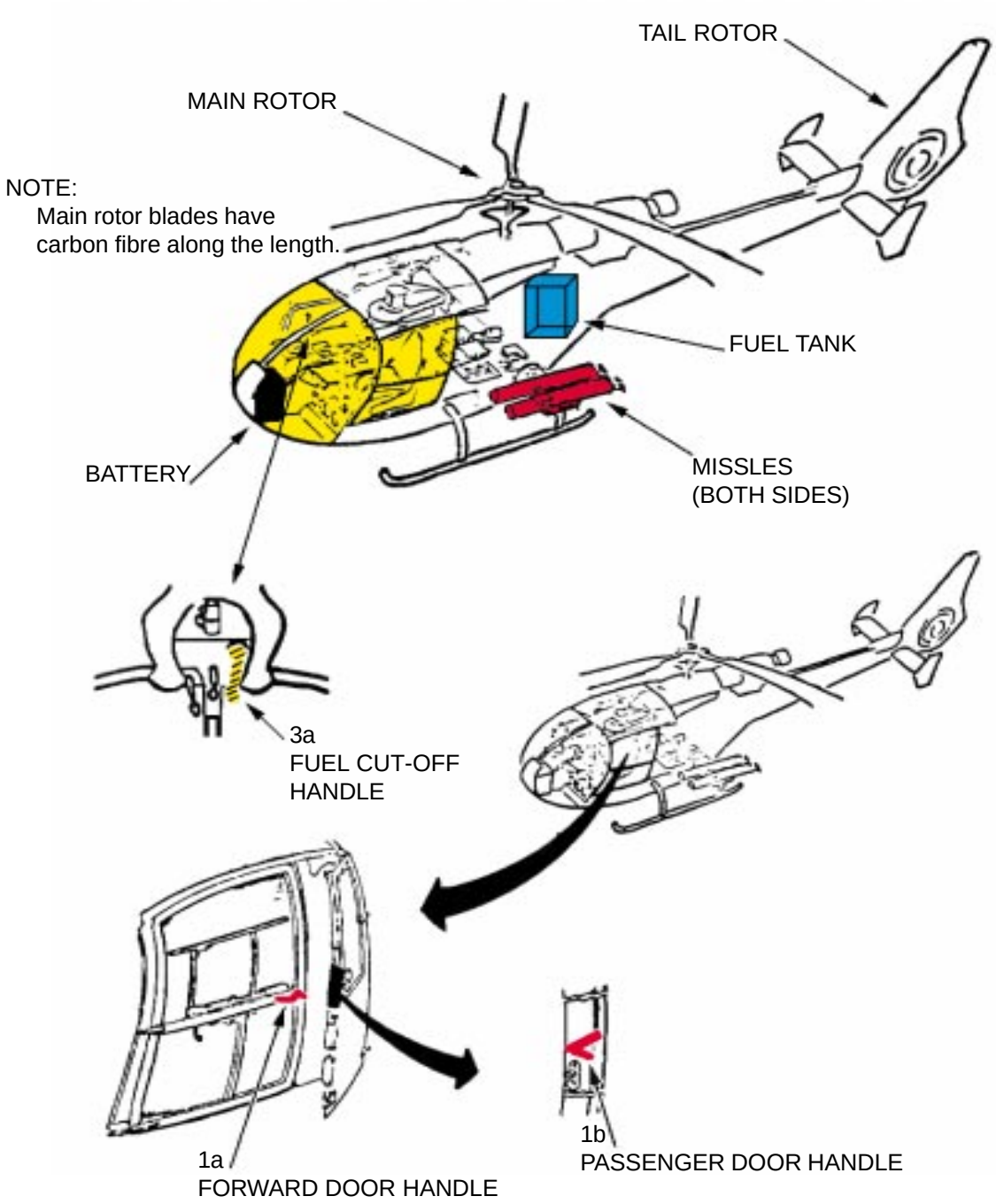
a. Cut-in windows and doors as required.

3. ENGINE SHUTDOWN

a. Pull aft on fuel cut-off handle, marked yellow and black striped secured by safety wire, located on overhead panel.

4. AIRCREW EXTRACTION

a. Aircrew seats are equipped with shoulder harness and lap belts. Disconnect aircrew restraints and remove.



AIRCRAFT HAZARDS

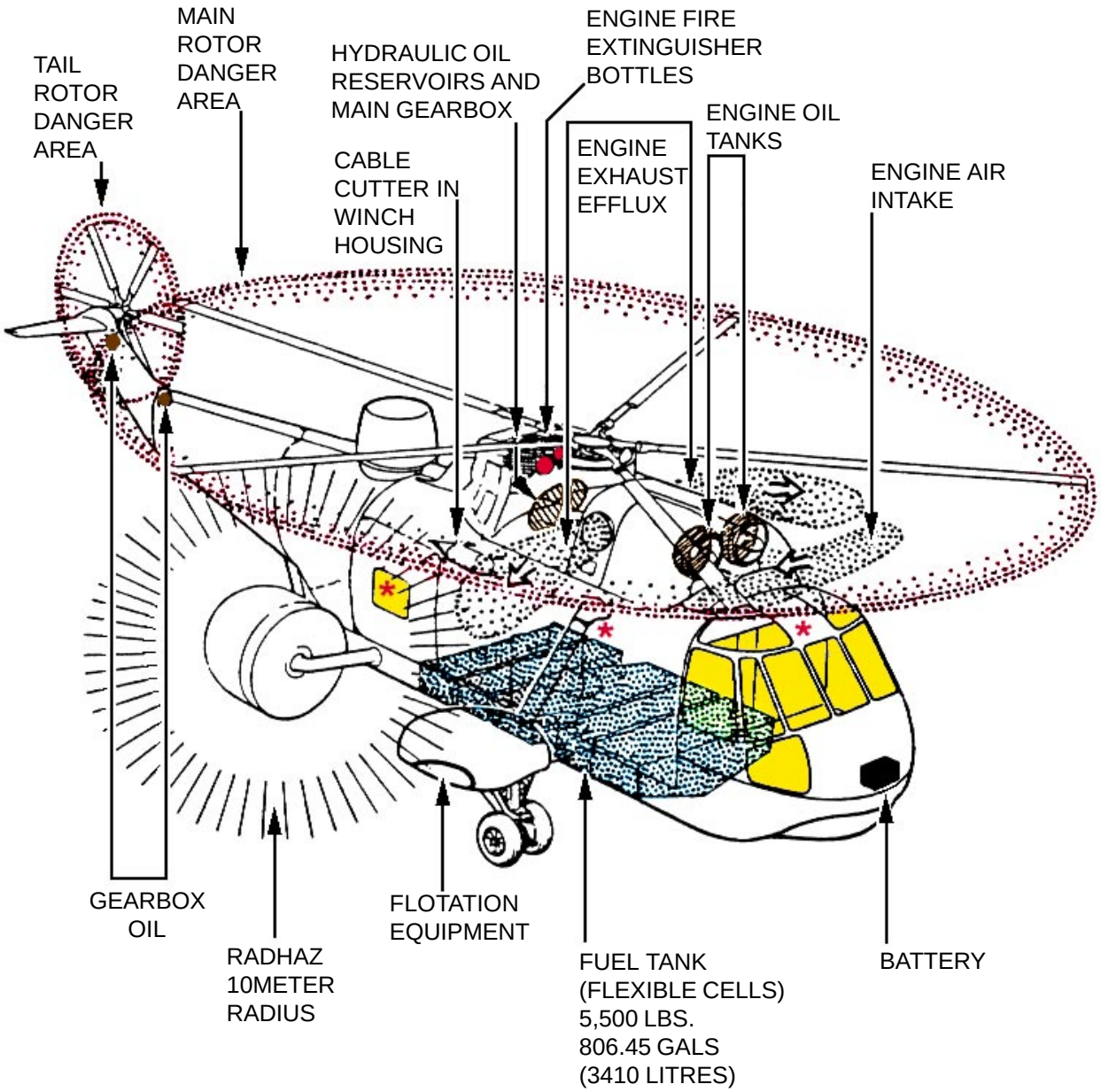
AIRCRAFT ARMAMENT - None is normally carried.

OTHER HAZARDS:
Pyrotechnics: Signal pistol and cartridges, marine markers, smoke/flame floats, and underwater sound signals.

* Beryllium: Hazardous material in Beta lights around exits.

- Lethal if fumes or dust absorbed by the body.

Acids - Batteries
Bromochlorodifluoromethane - Fire Extinguishant
Bromotrifluoromethane - Fire Extinguishant
Cartridge Operated Equipment
Chlorobromoethane - Fire Extinguishant
Composite Materials - Man Made Mineral Fibres
Dimethylformamide - Strobe Power Pack
Lithium - Batteries
Methyl Bromide - Fire Extinguishant
Polytetrafluoroethylene - PTFE
Sonar Locator Beacon(s) - Lithium Battery
Tritium Light Sources - Beta Lights
Very Flare
Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen/Air
Engine Oil: OX-38
Oxygen: NIL



SEA KING AEW 2

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Self-illuminated Beta lights mark location of doors, hatches and window.

a. On entry door, located on forward left side of fuselage, press button, rotate handle clockwise to DOWN position.

b. Pull lower entry door section outwards and expose boarding steps.

c. Lift upper door section to snap position allowing upper door to stay open.

d. On sliding entry door, located on aft right side of fuselage, slide handle to right and push sliding door to the right.

2. EMERGENCY ENTRY

a. Cockpit windows can be externally removed by turning door handle clockwise and pulling window out by handle grip on window.

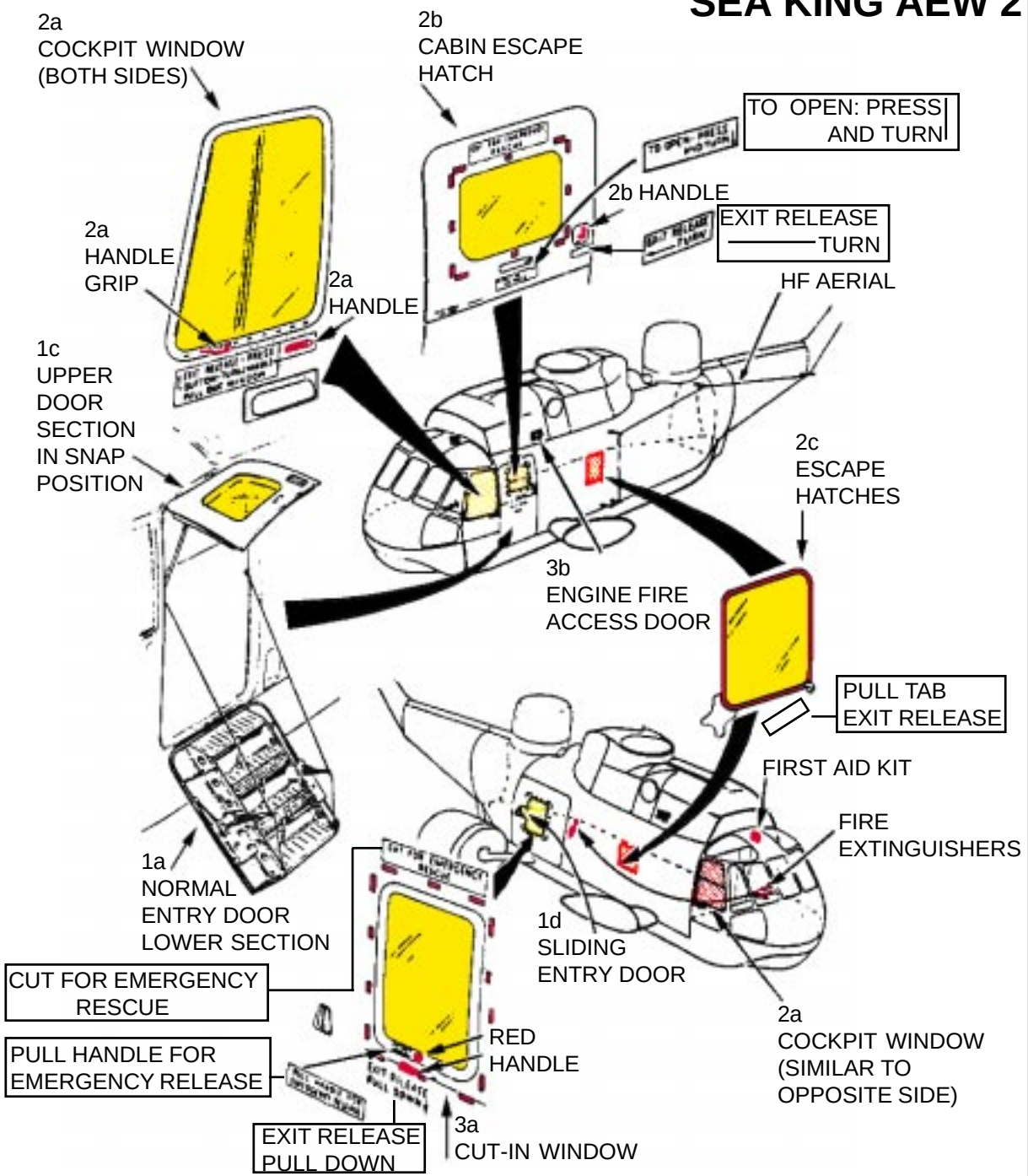
b. Cabin escape hatch can be externally removed by pressing button on handle, turning handle and pulling window outwards.

c. Escape hatches can be externally removed by pulling tab for exit release and then pulling hatch outward.

3. CUT-IN

a. Cut-in around windows and doors as required. Designated windows are marked for cut-in.

b. Use the engine fire access door for fire access.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull and lift speed select levers, located on overhead panel, to SHUT-OFF position.

b. Switch firewall valves, located on forward instrument panel, down to CLOSE position.

c. Turn battery master switch, located on overhead panel, to OFF postion.

2. ENGINE FIRE SHUTDOWN

a. Pull engine fire handles, located on overhead panel.

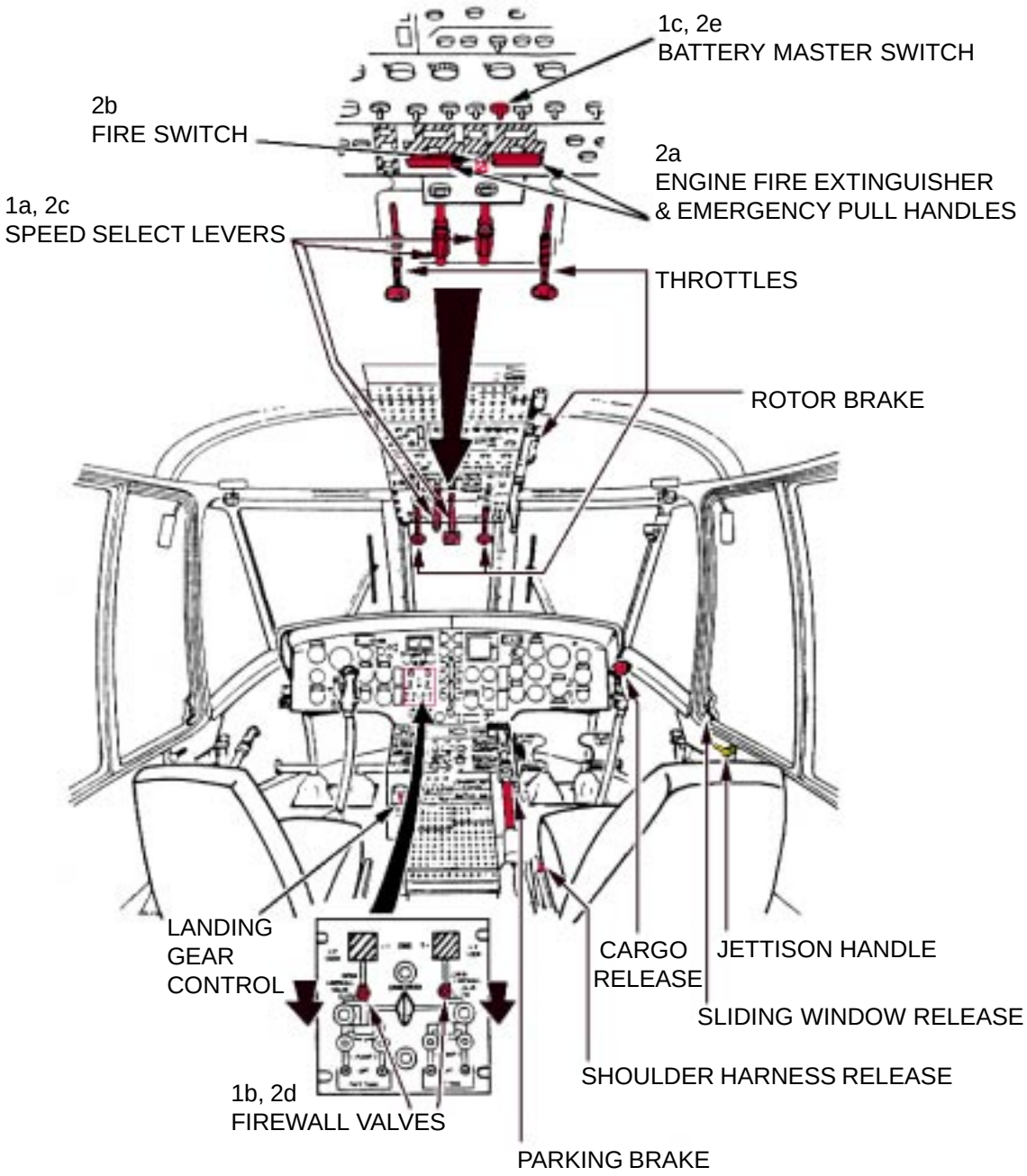
b. Set fire switch, located on overhead panel, to MAIN.

c. Pull and lift speed select levers to SHUT-OFF position.

d. Switch down firewall valves to CLOSE position.

e. Turn battery master switch to OFF position.

SEA KING AEW 2



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. For upper personnel door, emergency release at aft end, and push upper door out.

b. For cabin window escape hatches, pull tag, remove seal, and push out.

c. For cargo door escape hatch, pull handle aft, and push out.

d. For cockpit windows, jettison can be actuated from internally.

e. All crew seats are fitted with a quick-release harness. Push center and turn.

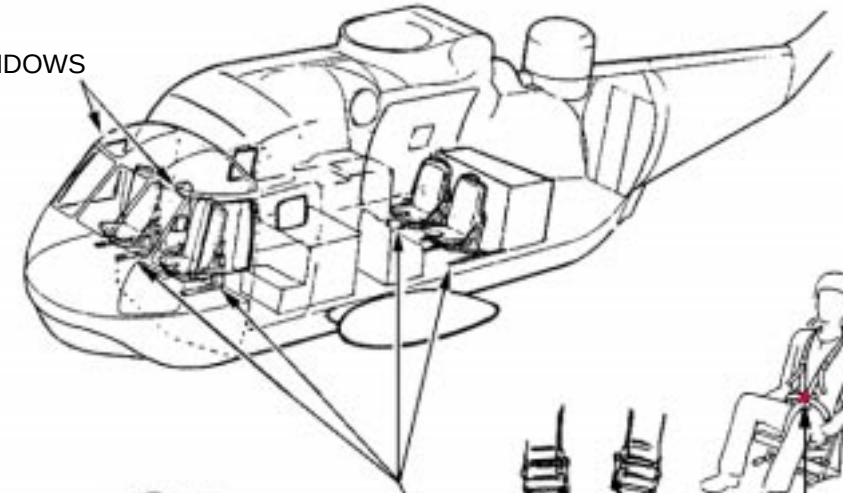
BETA LIGHTS ARE FIXED AROUND ESCAPE HATCHES AND DOORS

1a
UPPER
PERSONNEL
DOOR

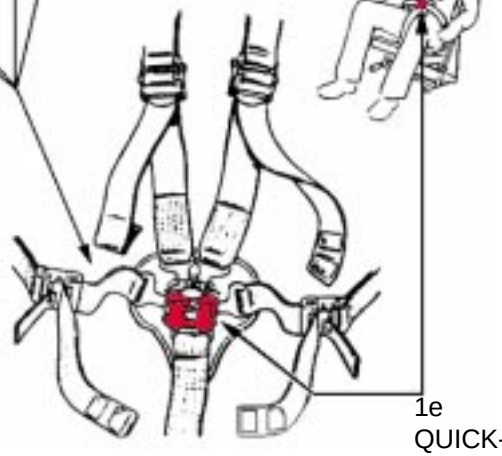
1b
CABIN
WINDOW
ESCAPE
HATCH

1c
CARGO
DOOR
ESCAPE
HATCH

1d
COCKPIT WINDOWS



LOCATION OF
BETA LIGHTS



1e
QUICK-
RELEASE
HARNESS

AIRCRAFT HAZARDS

SEA KING ASW 5

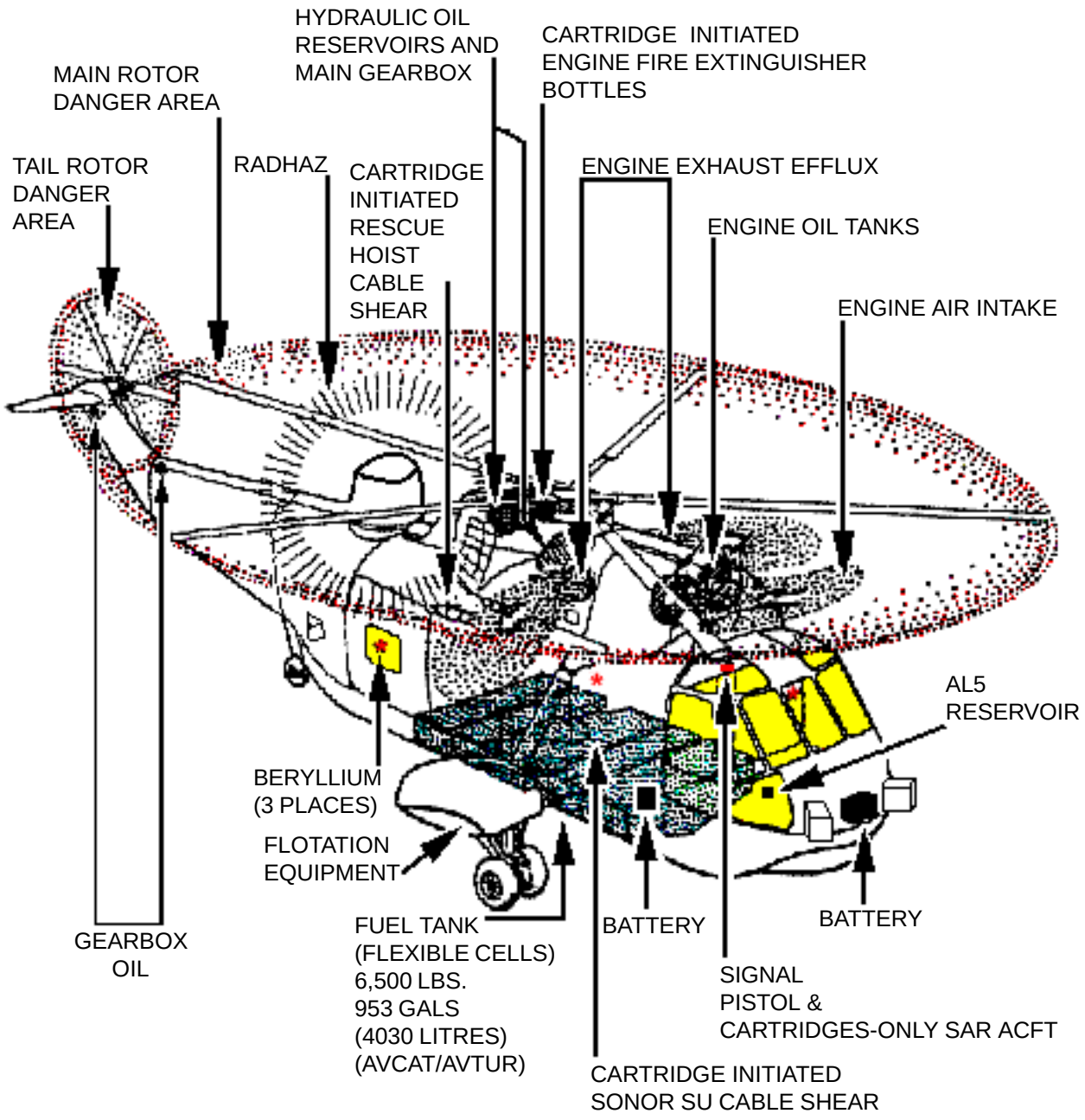
AIRCRAFT ARMAMENT - None is normally carried.

OTHER HAZARDS:
Pyrotechnics: Signal pistol and cartridges, marine markers, smoke/flame floats, practice depth charges, and underwater sound signals.

* Beryllium: Hazardous material in Beta lights around exits.

- Lethal if fumes or dust absorbed by the body.

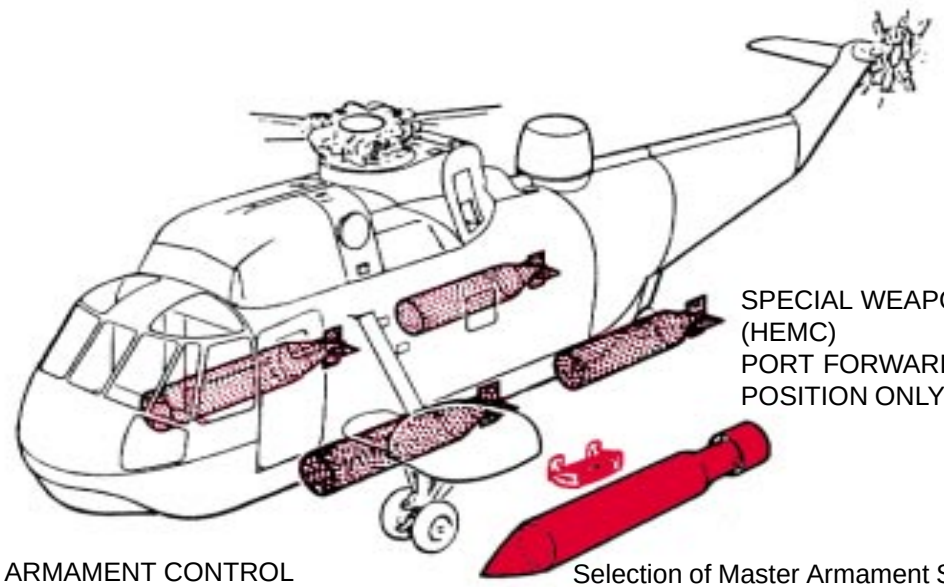
Acids - Batteries
Bromochlorodifluoromethane - Fire Extinguishant
Bromotrifluoromethane - Fire Extinguishant
Cartridge Operated Equipment
Chlorobromoethane - Fire Extinguishant
Composite Materials - Man Made Mineral Fibres
Dimethylformamide - Strobe Power Pack
Lithium - Batteries
Methyl Bromide - Fire Extinguishant
Polytetrafluoroethylene - PTFE
Sonar Locator Beacon(s) - Lithium Battery
Tritium Light Sources - Beta Lights
Very Flare
Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen/Air
Engine Oil: OX-38
Oxygen: NIL



AIRCRAFT HAZARDS-Continued

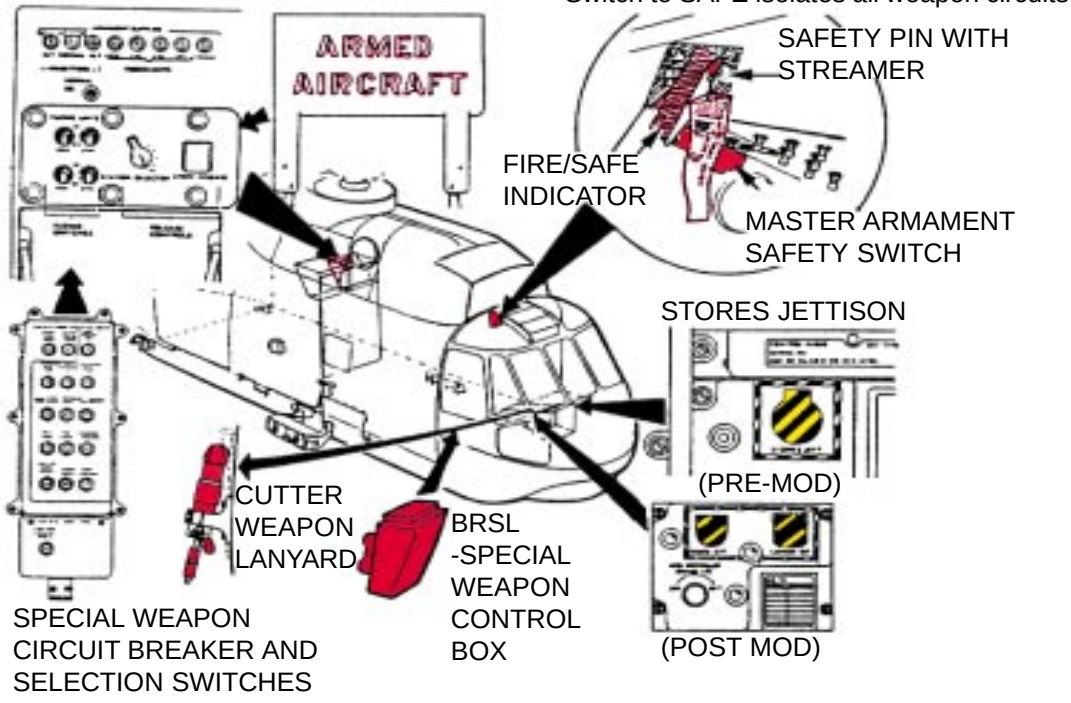
AIRCRAFT ARMAMENT

Weapon load may include:
Torpedos
Depth Charges
Special Weapon
600 lb MC Bomb
Also:
Sonobuoys
Bathythermal Buoys
Marine Sound Signals
Marine Markers
Smoke and Flame Floats



ARMAMENT CONTROL PANEL

Selection of Master Armament Safety Switch to SAFE isolates all weapon circuits



SEA KING ASW 5

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY
1. NORMAL ENTRY

NOTE:
Self-illuminated Beta lights mark location of doors, hatches and window.

a. On entry door, located on forward left side of fuselage, press button, rotate handle clockwise to DOWN position.

b. Pull lower entry door section outwards and expose boarding steps.

c. Lift upper door section to snap position allowing upper door to stay open.

d. On sliding entry door, located on aft right side of fuselage, slide handle to right and push sliding door to the right.

2. EMERGENCY ENTRY

a. Cockpit windows can be externally removed by turning door handle clockwise and pulling window out by handle grip on window.

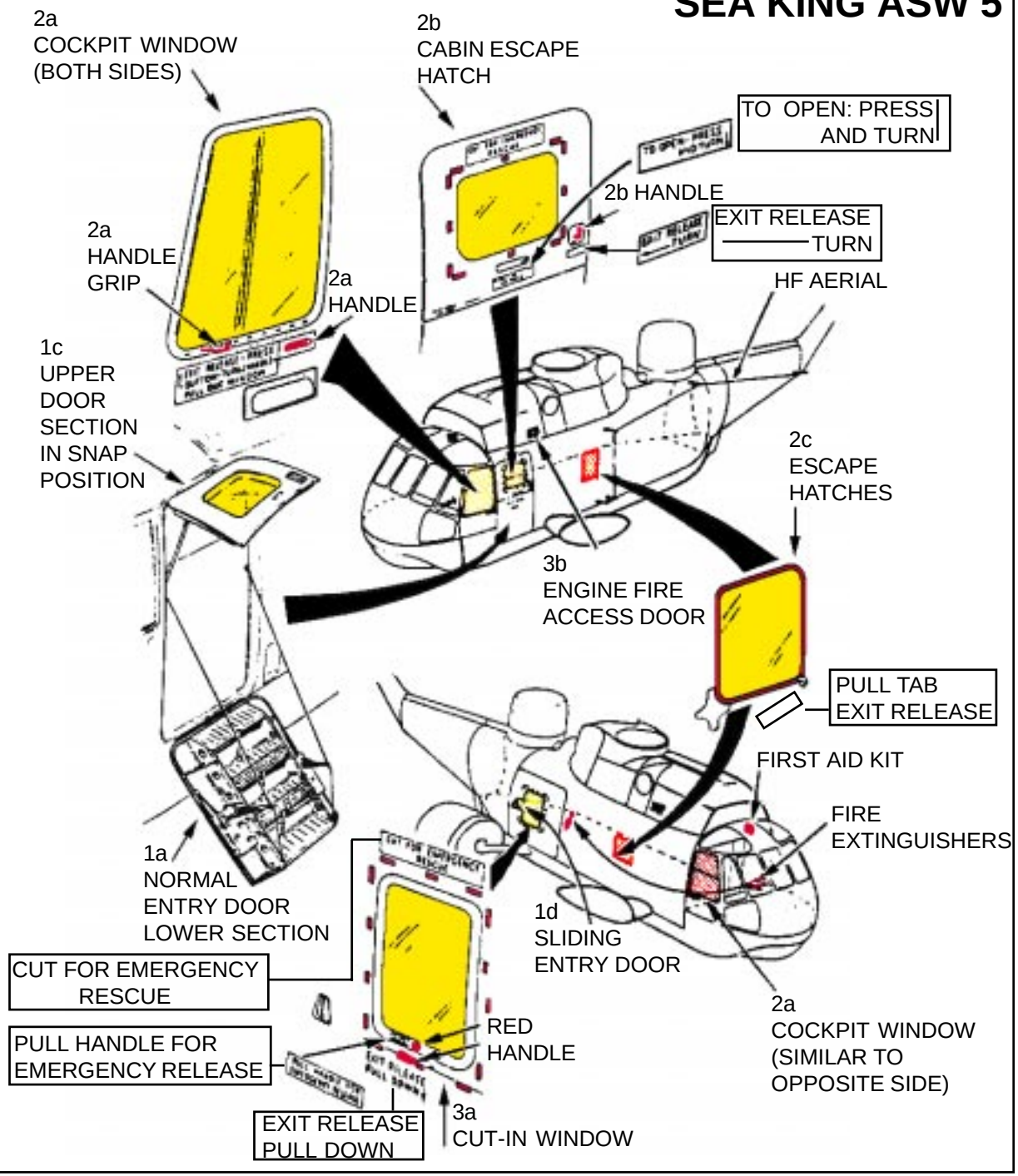
b. Cabin escape hatch can be externally removed by pressing button on handle, turning handle and pulling window outwards.

c. Escape hatches can be externally removed by pulling tab for exit release and then pulling hatch outward.

3. CUT-IN

a. Cut-in around windows and doors as required. Designated windows are marked for cut-in.

b. Use the engine fire access door for fire access.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull and lift speed select levers, located on overhead panel, to SHUT-OFF position.

b. Switch firewall valves, located on forward instrument panel, down to CLOSE position.

c. Turn master armament safety switch, located on the overhead panel, to SAFE position.

d. Turn battery master switch, located on overhead panel, to OFF postion.

2. ENGINE FIRE SHUTDOWN

a. Pull engine fire handles, located on overhead panel.

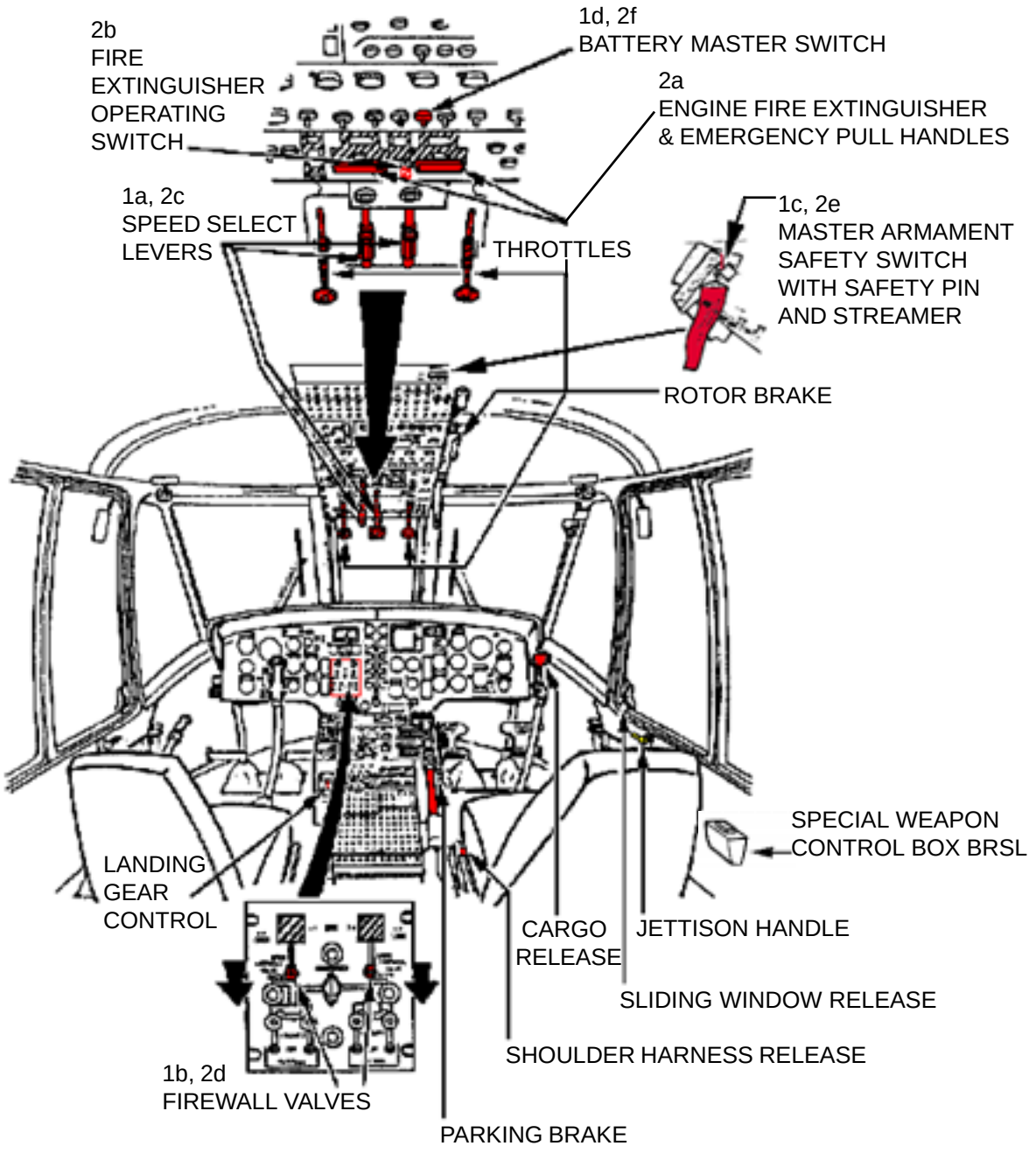
b. Set fire extinguisher operating switch, located on overhead panel, to MAIN.

c. Pull and lift speed select levers to SHUT-OFF position.

d. Switch down firewall valves to CLOSE position.

e. Turn master armament safety switch to SAFE position.

f. Turn battery master switch to OFF position.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. For upper personnel door, emergency release at aft end, and push upper door out.

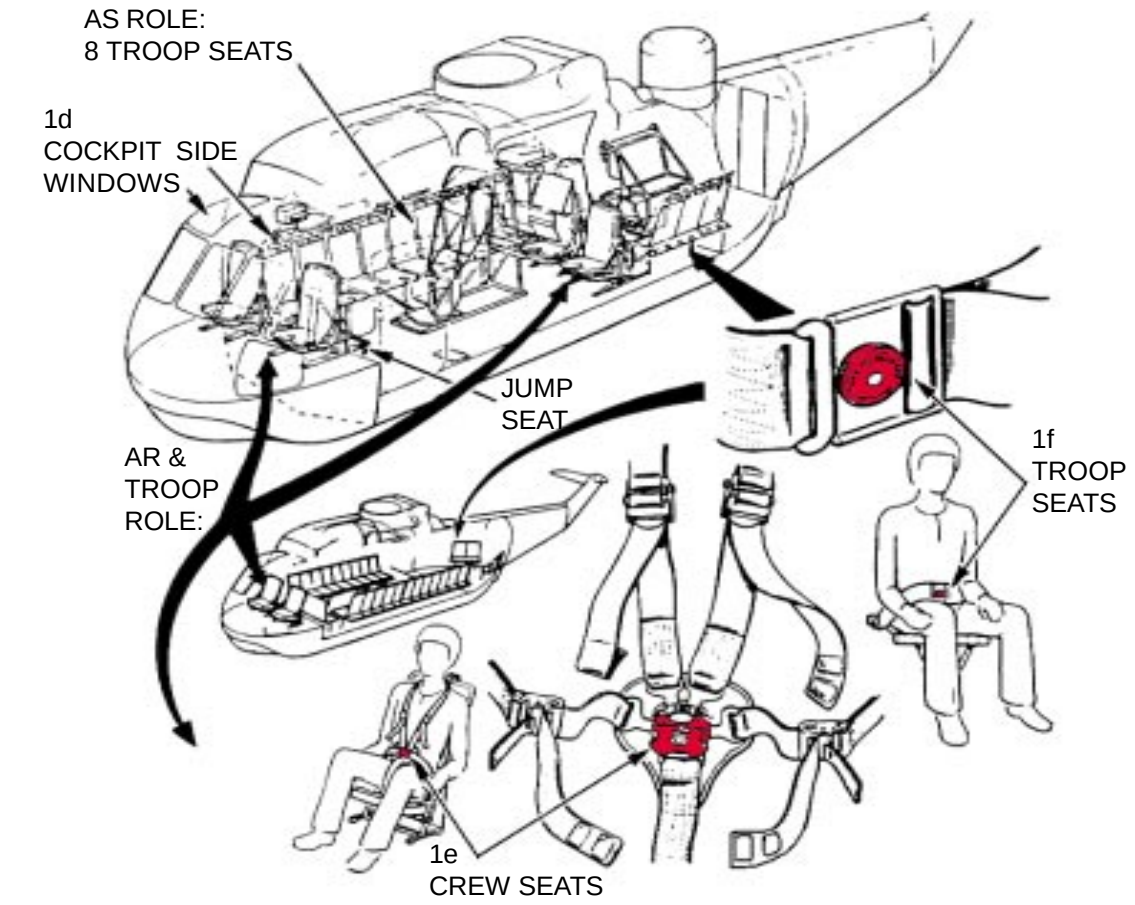
b. For cabin window escape hatches, pull tag, remove seal, and push out.

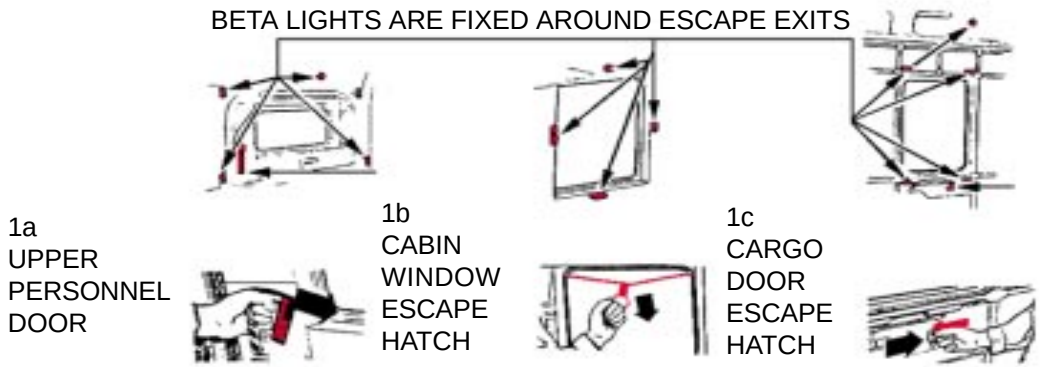
c. For cargo door escape hatch, pull handle aft, and push out.

d. For cockpit windows, jettison can be actuated from internally.

e. Crew seats are fitted with a 5 point quick-release harness. Push center and turn.

f. Troop seats, (roles dictate configuration) may be 8, 4, or 2 seats and a desk, are fitted with a 2 point lap straps. Turn knob to release.





AIRCRAFT HAZARDS

SEA KING HAR 3/SH 3D

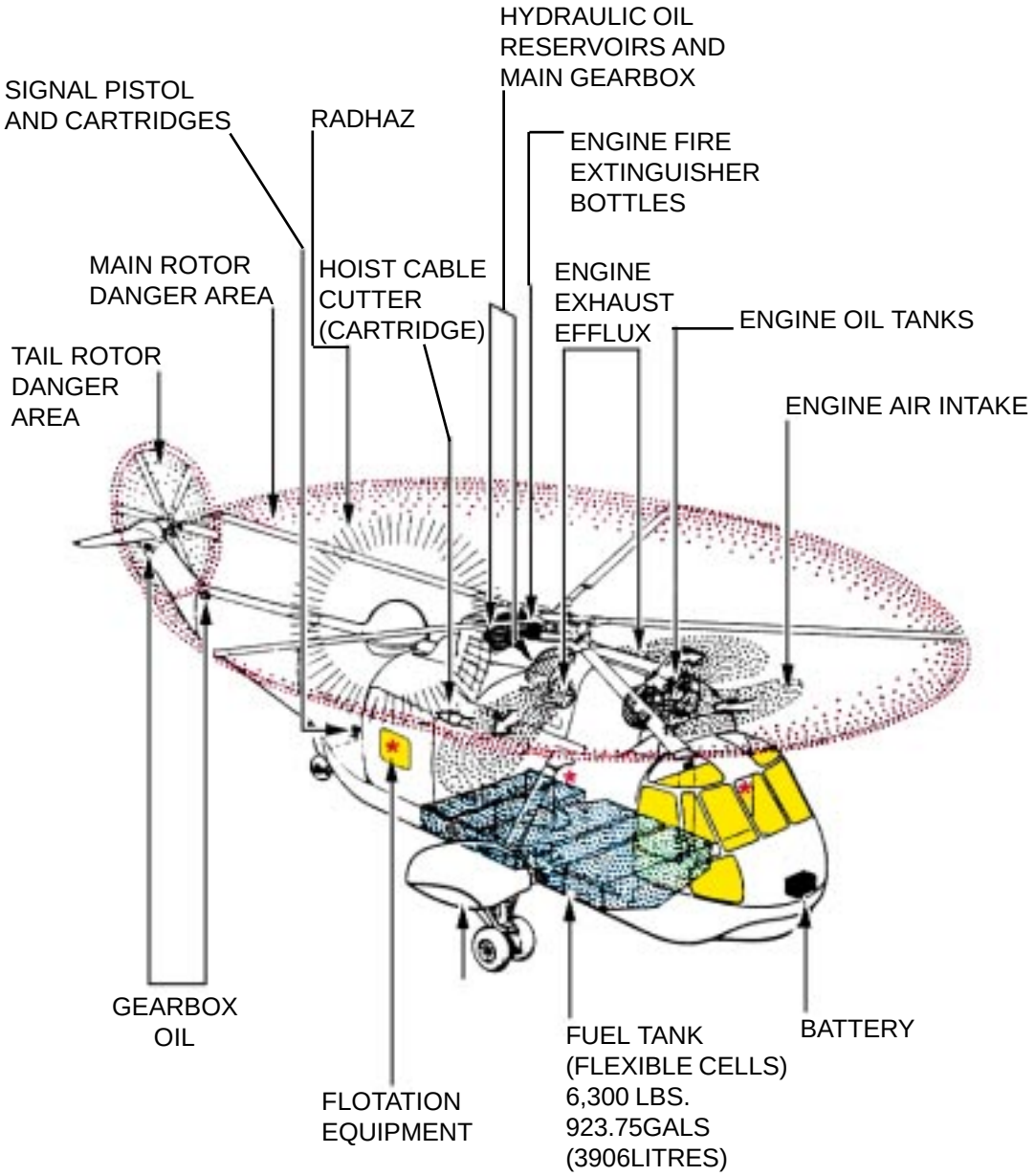
AIRCRAFT ARMAMENT - None is normally carried.

OTHER HAZARDS:
Pyrotechnics: Signal pistol and cartridges

* Beryllium: Hazardous material in Beta lights around exits.

- Lethal if fumes or dust absorbed by the body.

Acids - Batteries
Bromochlorodifluoromethane - Fire Extinguishant
Bromotrifluoromethane - Fire Extinguishant
Cartridge Operated Equipment
Chlorobromoethane - Fire Extinguishant
Composite Materials - Man Made Mineral Fibres
Dimethylformamide - Strobe Power Pack
Lithium - Batteries
Methyl Bromide - Fire Extinguishant
Polytetrafluoroethylene - PTFE
Sonar Locator Beacon(s) - Lithium Battery
Tritium Light Sources - Beta Lights
Very Flare
Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen/Air
Engine Oil: OX-38
Oxygen: NIL



SEA KING HAR 3/SH 3D

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Self-illuminated Beta lights mark location of doors, hatches and window.

a. On entry door, located on forward left side of fuselage, press button, rotate handle clockwise to DOWN position.

b. Pull lower entry door section outwards and expose boarding steps.

c. Lift upper door section to snap position allowing upper door to stay open.

d. On sliding entry door, located on aft right side of fuselage, slide handle to right and push sliding door to the right.

2. EMERGENCY ENTRY

a. Cockpit windows can be externally removed by turning door handle clockwise and pulling window out by handle grip on window.

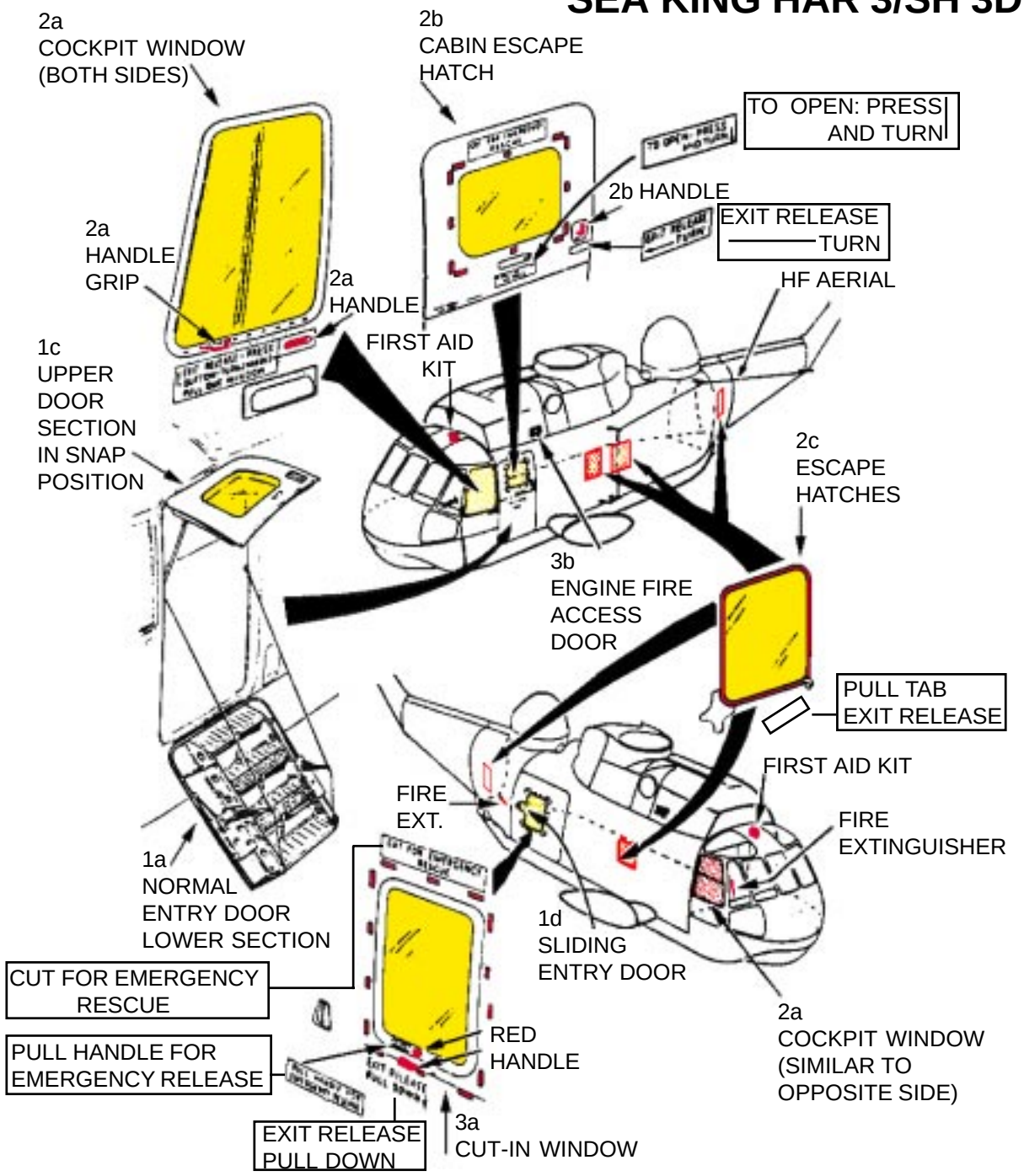
b. Cabin escape hatch can be externally removed by pressing button on handle, turning handle and pulling window outwards.

c. Escape hatches can be externally removed by pulling tab for exit release and then pulling hatch outward.

3. CUT-IN

a. Cut-in around windows and doors as required. Designated windows are marked for cut-in.

b. Use the engine fire access door for fire access.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull and lift speed select levers, located on overhead panel, to SHUT-OFF position.

b. Switch firewall valves, located on forward instrument panel, down to CLOSE position.

c. Turn battery master switch, located on overhead panel, to OFF postion.

2. ENGINE FIRE SHUTDOWN

a. Pull engine fire handles, located on overhead panel.

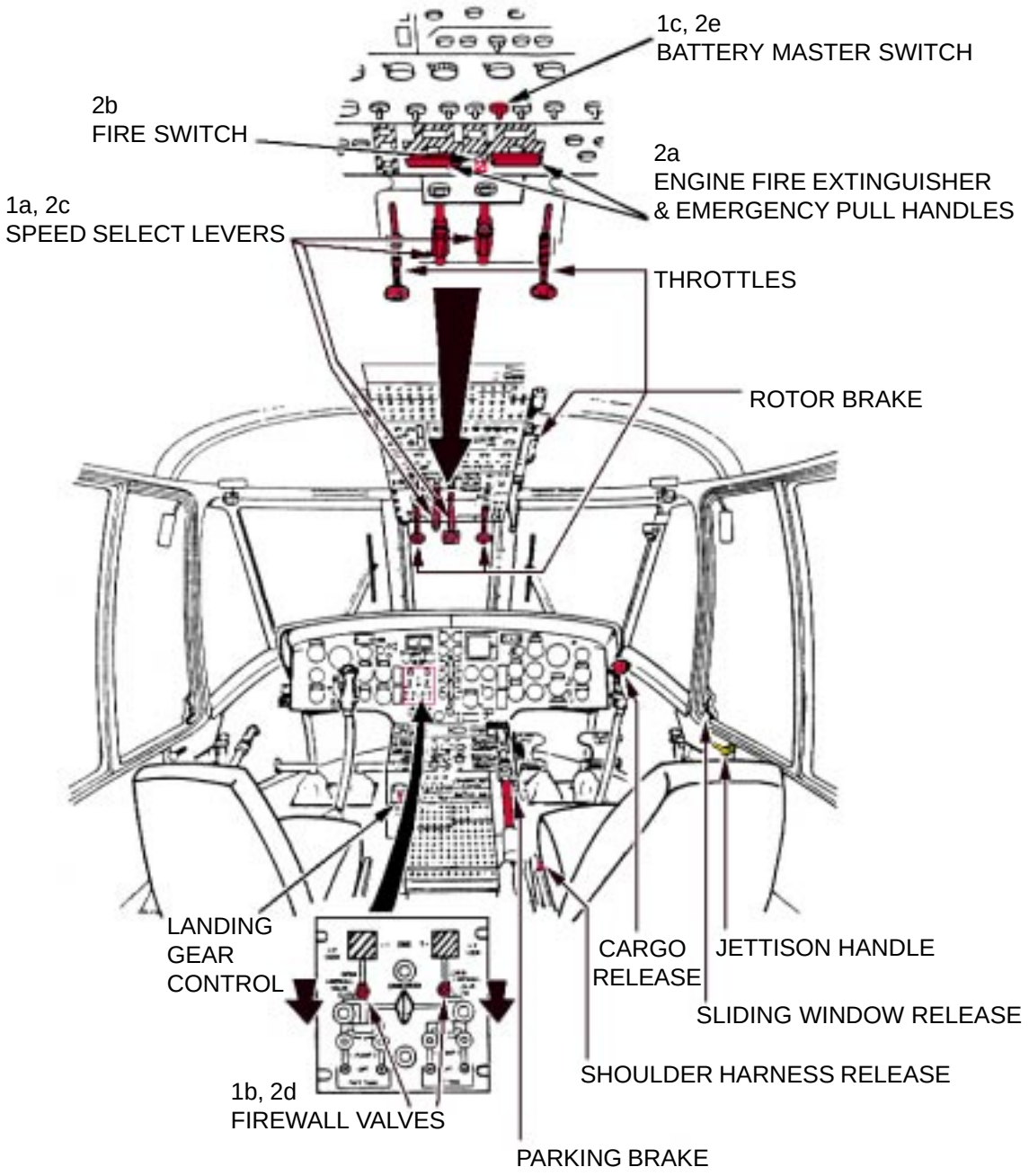
b. Set fire switch, located on overhead panel, to MAIN.

c. Pull and lift speed select levers to SHUT-OFF position.

d. Switch down firewall valves to CLOSE position.

e. Turn battery master switch to OFF position.

SEA KING HAR 3/SH 3D



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. For upper personnel door, emergency release at aft end, and push upper door out.

b. For cabin window escape hatches, pull tag, remove seal, and push out.

c. For cargo door escape hatch, pull handle aft, and push out.

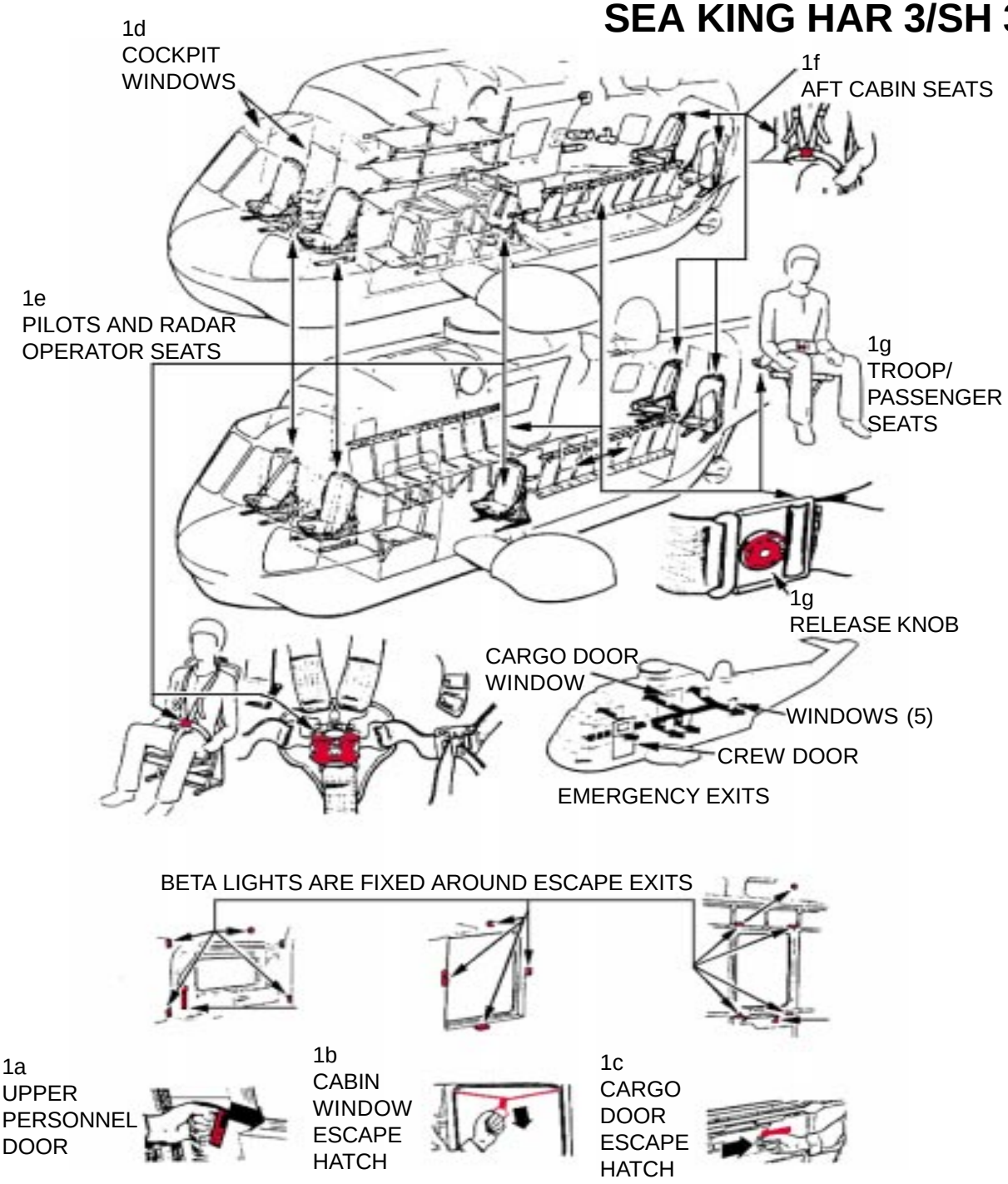
d. For cockpit windows, jettison can be actuated from internally.

e. Pilot and radar operator seats are fitted with a 5 point quick-release harness. Push center and turn.

f. Aft cabin seats are fitted with a 4 point quick-release harness. Push center and turn.

g. Troop/passenger seats are fitted a 2 point lap straps. Turn knob to release.

SEA KING HAR 3/SH 3D



AIRCRAFT HAZARDS

AIRCRAFT ARMAMENT - None is normally carried.

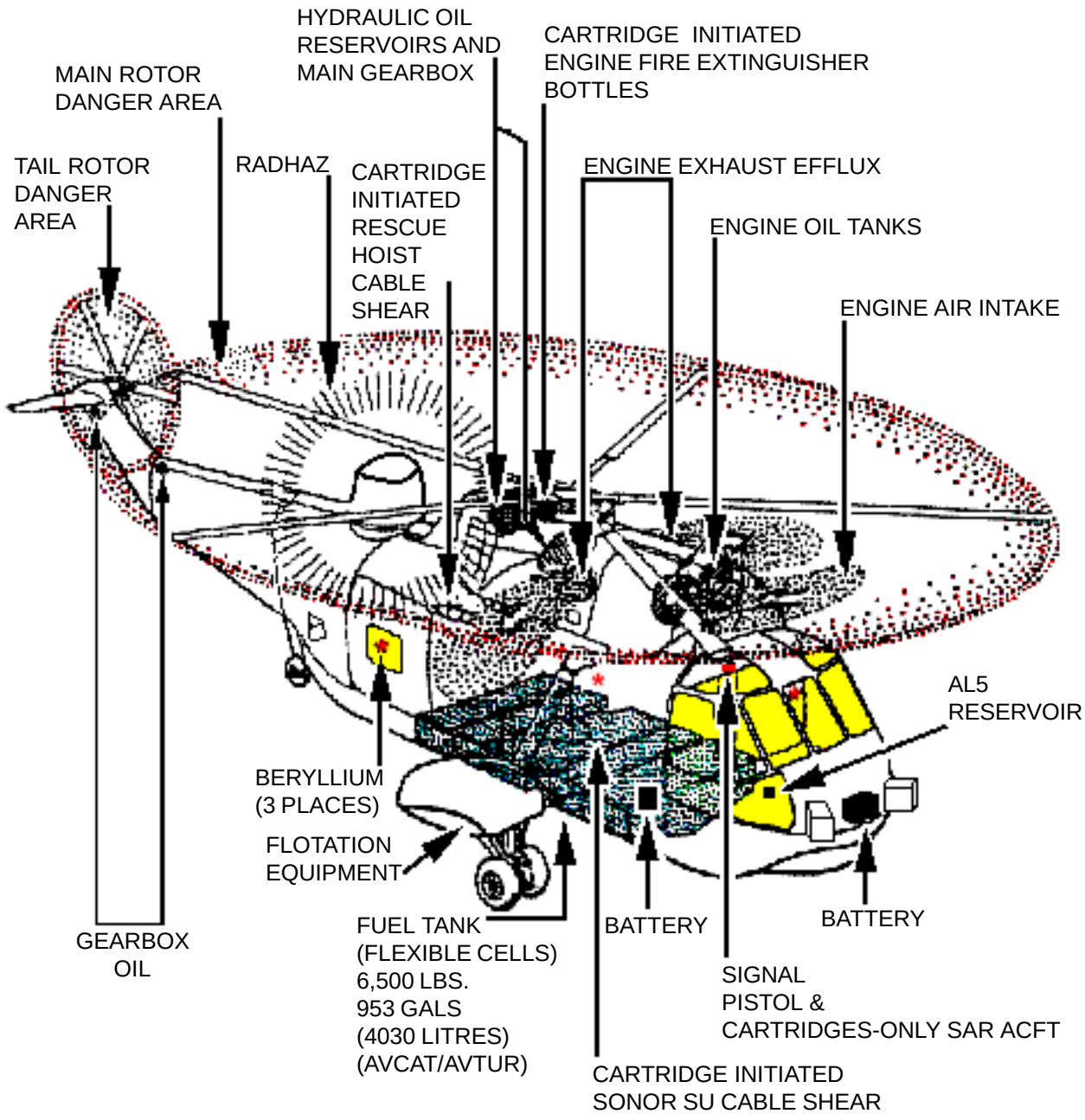
OTHER HAZARDS:
Pyrotechnics: Signal pistol and cartridges, marine markers, smoke/flame floats, practice depth charges, and underwater sound signals.

* Beryllium: Hazardous material in Beta lights around exits.

- Lethal if fumes or dust absorbed by the body.

Acids - Batteries
Bromochlorodifluoromethane - Fire Extinguishant
Bromotrifluoromethane - Fire Extinguishant
Cartridge Operated Equipment
Chlorobromoethane - Fire Extinguishant
Composite Materials - Man Made Mineral Fibres
Dimethylformamide - Strobe Power Pack
Lithium - Batteries
Methyl Bromide - Fire Extinguishant
Polytetrafluoroethylene - PTFE
Sonar Locator Beacon(s) - Lithium Battery
Tritium Light Sources - Beta Lights
Very Flare
Fuel: AVTUR
Hydraulic Oil: OM-15
HP Gases: Nitrogen/Air
Engine Oil: OX-38
Oxygen: NIL

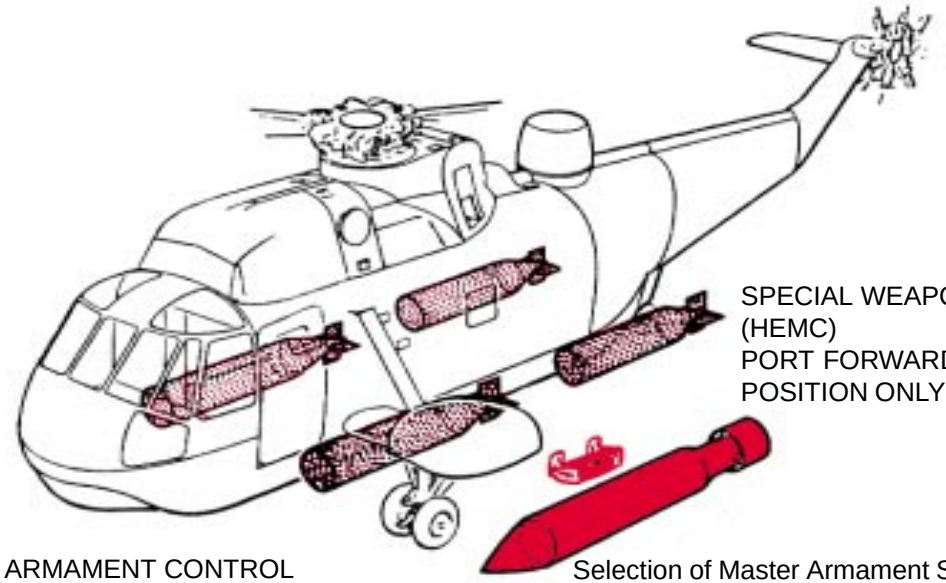
SEA KING HAS/ASW 6



AIRCRAFT HAZARDS-Continued

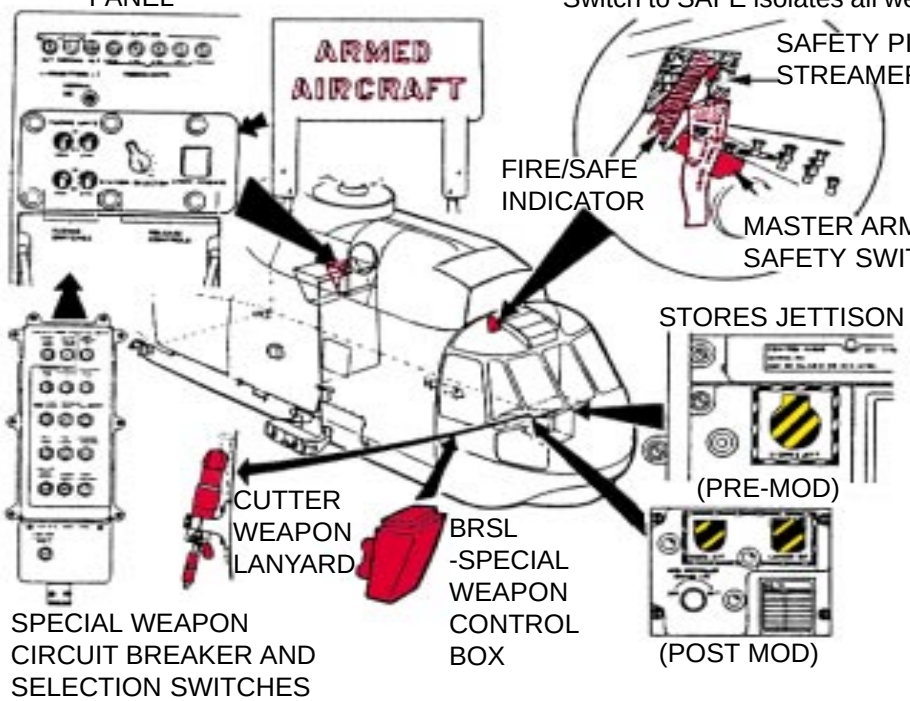
AIRCRAFT ARMAMENT

Weapon load may include:
Torpedos
Depth Charges
Special Weapon
600 lb MC Bomb
Also:
Sonobuoys
Bathythermal Buoys
Marine Sound Signals
Marine Markers
Smoke and Flame Floats



ARMAMENT CONTROL PANEL

Selection of Master Armament Safety Switch to SAFE isolates all weapon circuits



SEA KING HAS/ASW 6

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY
1. NORMAL ENTRY

NOTE:
Self-illuminated Beta lights mark location of doors, hatches and window.

a. On entry door, located on forward left side of fuselage, press button, rotate handle clockwise to DOWN position.

b. Pull lower entry door section outwards and expose boarding steps.

c. Lift upper door section to snap position allowing upper door to stay open.

d. On sliding entry door, located on aft right side of fuselage, slide handle to right and push sliding door to the right.

2. EMERGENCY ENTRY

a. Cockpit windows can be externally removed by turning door handle clockwise and pulling window out by handle grip on window.

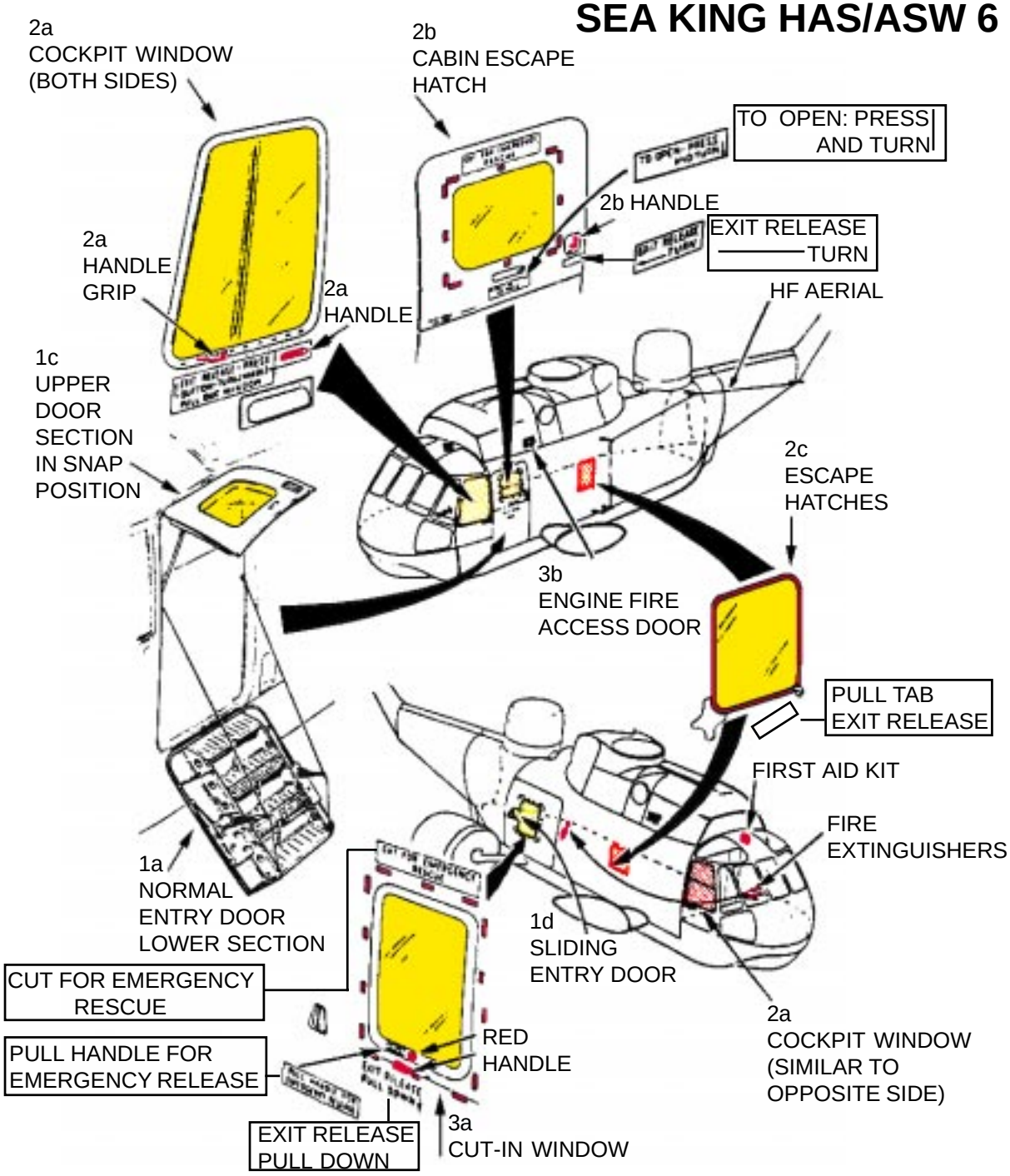
b. Cabin escape hatch can be externally removed by pressing button on handle, turning handle and pulling window outwards.

c. Escape hatches can be externally removed by pulling tab for exit release and then pulling hatch outward.

3. CUT-IN

a. Cut-in around windows and doors as required. Designated windows are marked for cut-in.

b. Use the engine fire access door for fire access.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull and lift speed select levers, located on overhead panel, to SHUT-OFF position.

b. Switch firewall valves, located on forward instrument panel, down to CLOSE position.

c. Turn master armament safety switch, located on the overhead panel, to SAFE position.

d. Turn battery master switch, located on overhead panel, to OFF postion.

2. ENGINE FIRE SHUTDOWN

a. Pull engine fire handles, located on overhead panel.

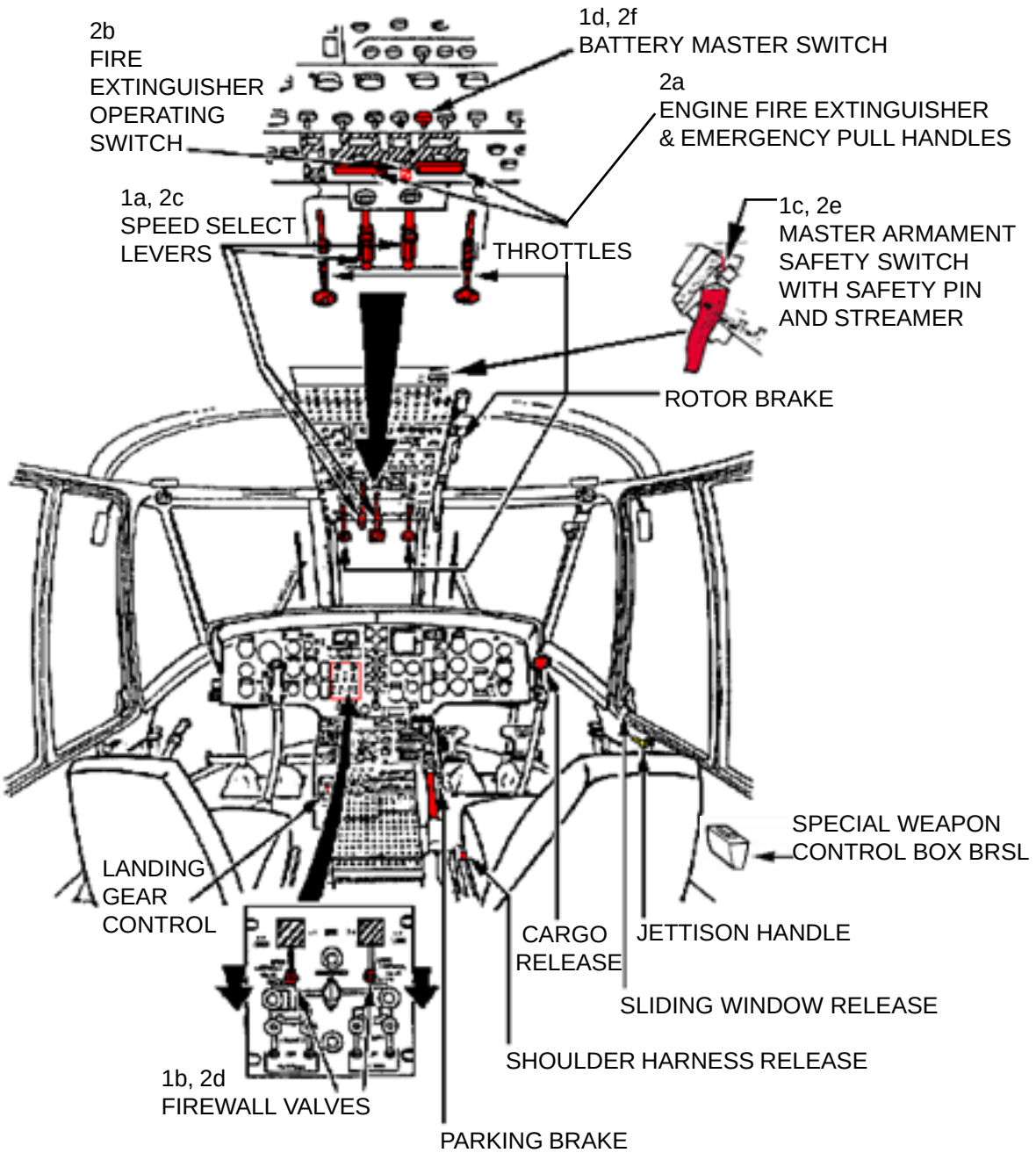
b. Set fire extinguisher operating switch, located on overhead panel, to MAIN.

c. Pull and lift speed select levers to SHUT-OFF position.

d. Switch down firewall valves to CLOSE position.

e. Turn master armament safety switch to SAFE position.

f. Turn battery master switch to OFF position.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. For upper personnel door, emergency release at aft end, and push upper door out.

b. For cabin window escape hatches, pull tag, remove seal, and push out.

c. For cargo door escape hatch, pull handle aft, and push out.

d. For cockpit windows, jettison can be actuated from internally.

e. Crew seats are fitted with a 5 point quick-release harness. Push center and turn.

f. Troop/passenger seats are fitted a 2 point lap straps. Turn knob to release.