

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

**THIS IS SEGMENT 32 COVERING CHAPTERS 31, 32, 33 AND 34.**

**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**

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**<http://www.afcesa.af.mil/CEX/cexf/index.asp>**

**Safety Supplements: [http://www.afcesa.af.mil/CEX/cexf/\\_firemgt.asp](http://www.afcesa.af.mil/CEX/cexf/_firemgt.asp)**

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**DSN 523-6383**

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

## SEGMENT 32 INFORMATION CHANGE NOTICE

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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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

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

Chapter 31 contains emergency rescue and mishap response information for the following NATO aircraft:

PRT	CESSNA SKYMASTER 337
GRE, ESP	CL-215T/UD-13
NATO	E-3A
FRA	E-3F
ITA	G222VS/RM*
BEL, FRA, NOR, PRT, ESP	MYSTERE-FALCON 20/T-11
TUR	O-1
ITA	PD-808GE/RM
TUR	S-2E
SWE	S100B
GBR	SENTRY AEW MK1

\* Aircraft information pending



## CHAPTER 31

### NATO

#### OBSERVATION/RECONNAISSANCE

#### AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

##### 31-1. INTRODUCTION AND USE.

31-2. 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.

##### 31-3. GENERAL ARRANGEMENT.

31-4. 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.

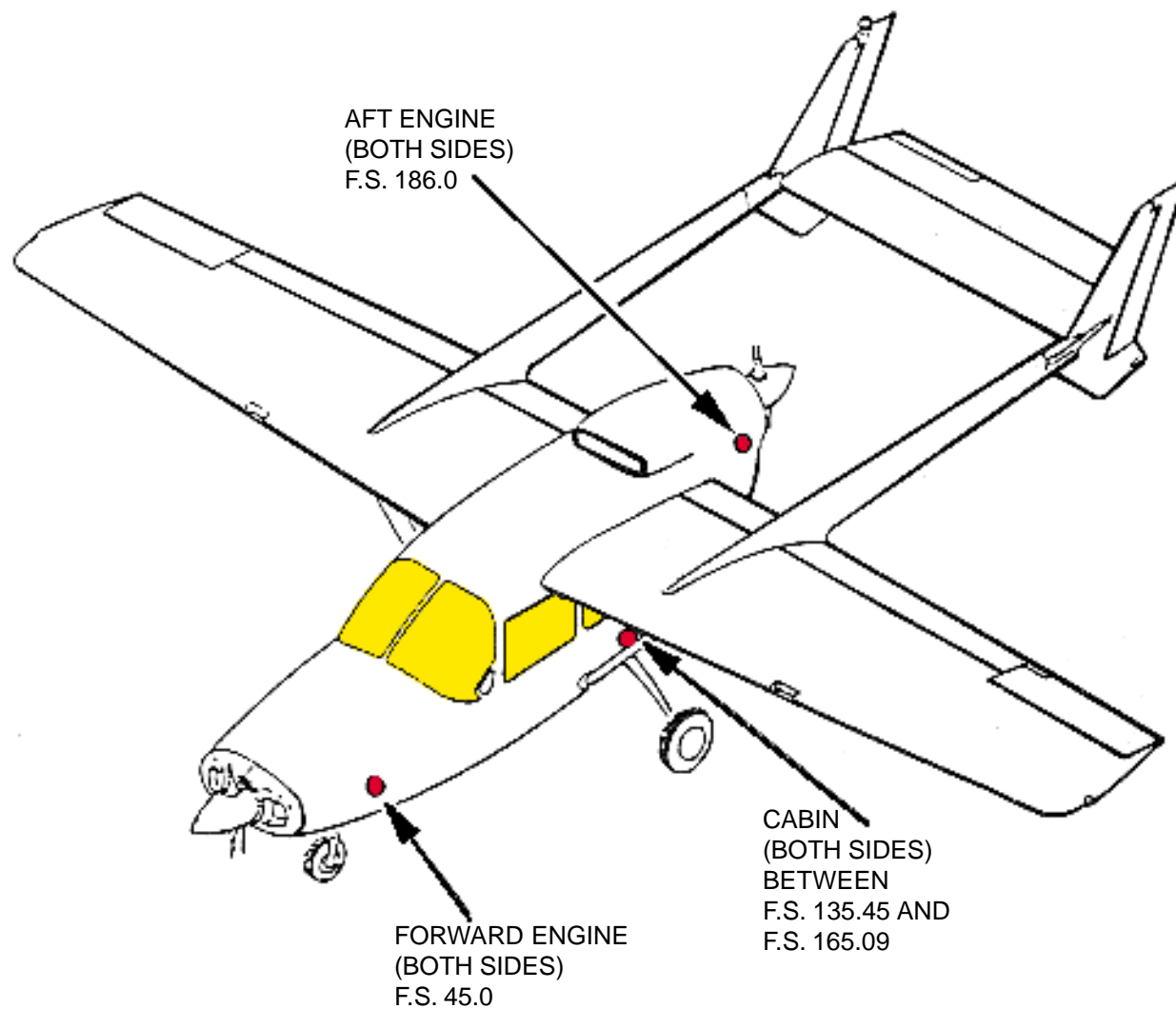
f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.

# SKIN PENETRATION POINTS

## NOTE:

The Cessna Skymaster 337 is also formerly known as the USAF O-2. It is no longer in the active aircraft inventory.

# CESSNA SKYMASTER 337



**SPECIAL TOOLS/EQUIPMENT**

Power Rescue Saw  
Crash Ax

**AIRCRAFT ENTRY****1. NORMAL ENTRY**

- a. Rotate cabin door exterior handle, located right fuselage door, counterclockwise, and open door outward.

**NOTE:**

Entry can only be made from right side of fuselage.

**2. EMERGENCY ENTRY**

- a. Rotate external door handle, if locked, break window and unlock door, rotate door jettison handle, located right forward of door frame, up and aft to remove door. (Applicable to early models.)

**NOTE:**

On aircraft with recessed door handles, door must be unlocked from inside before door can be removed.

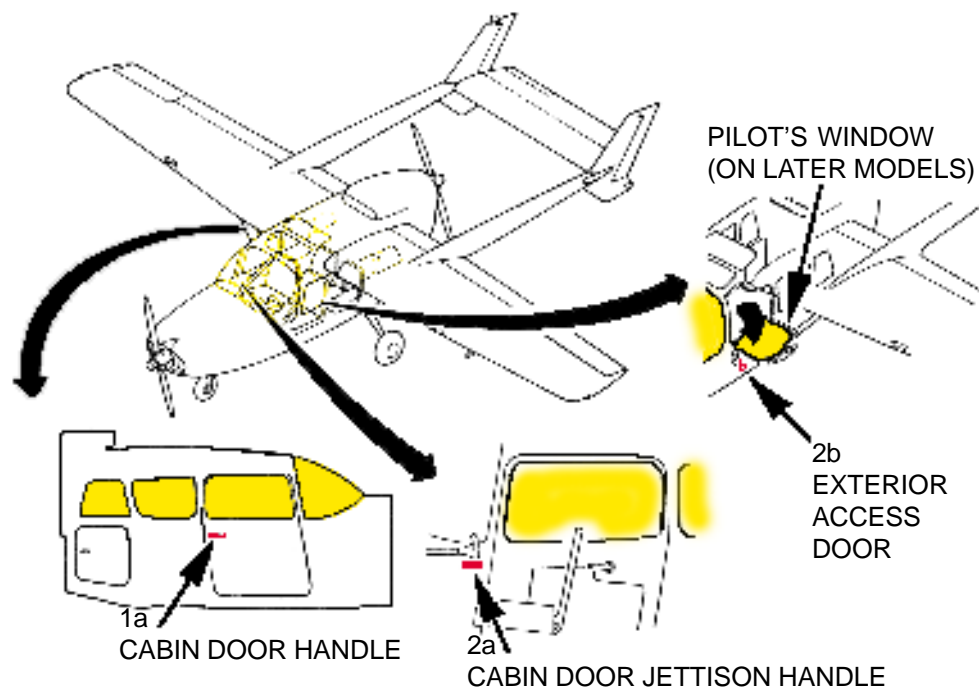
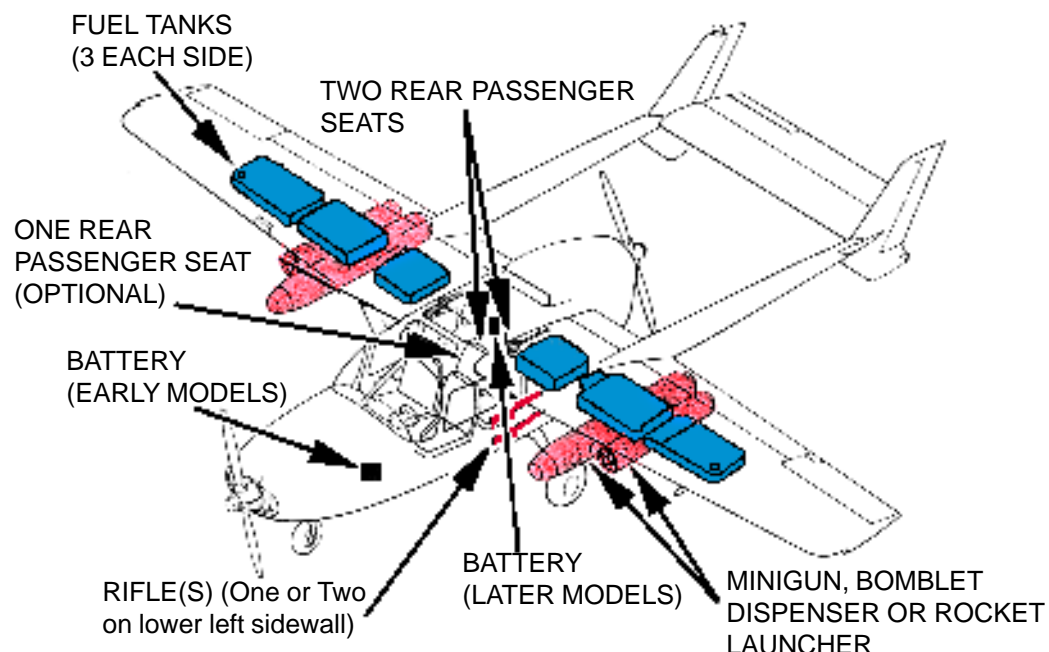
- b. Open exterior access door, located forward left fuselage under pilot's window, pull handle to release window. (Applicable to later models.)

**NOTE:**

To jettison pilot's exterior access window, break window, remove plastic plate just behind pilot's seat, pull handle forward, and pull window assembly down. Extra force may be required to pull the window assembly down.

**3. CUT-IN**

- a. Cut-in cabin enclosure as required.

**CESSNA SKYMASTER 337**

# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

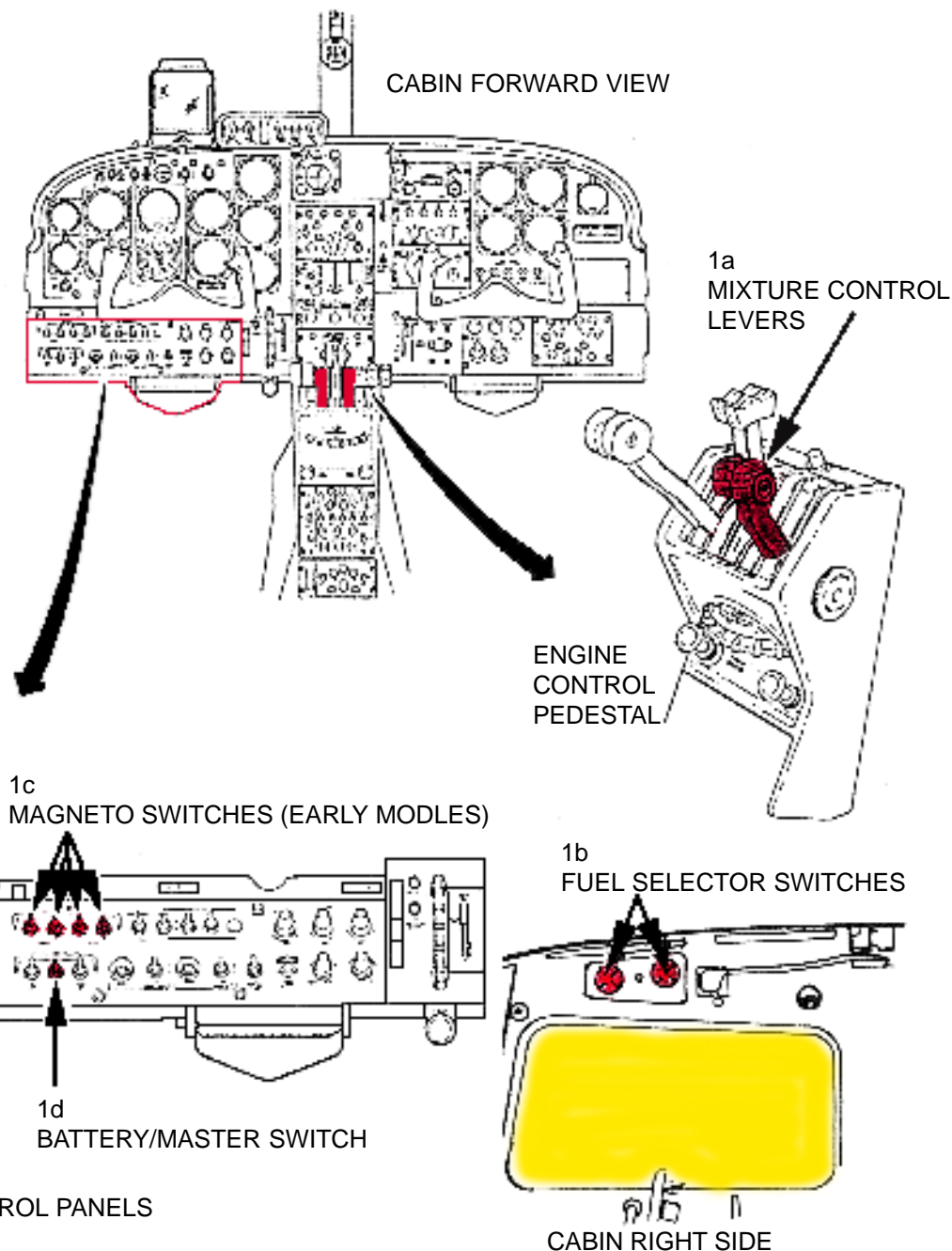
## 1. ENGINE SHUTDOWN

- Retard mixture control levers, located center engine control pedestal, to the aft and CLOSED position.
- Turn fuel selector switches, located top right side of cabin, to OFF position.
- Place magneto switches, located lower left corner instrument panel, to downward/OFF (earlier models) or counterclockwise/OFF (later models) position.
- Place battery/master switch, located lower left corner instrument panel, to downward/OFF position.

## 2. AIRCREW EXTRACTION

- Pull upward on seat travel adjusting lever, slide seat(s) aft to facilitate removal of crewmembers.
- Unlatch lap belt, remove shoulder harness and remove crewmember.

# CESSNA SKYMASTER 337



SWITCH AND CONTROL PANELS

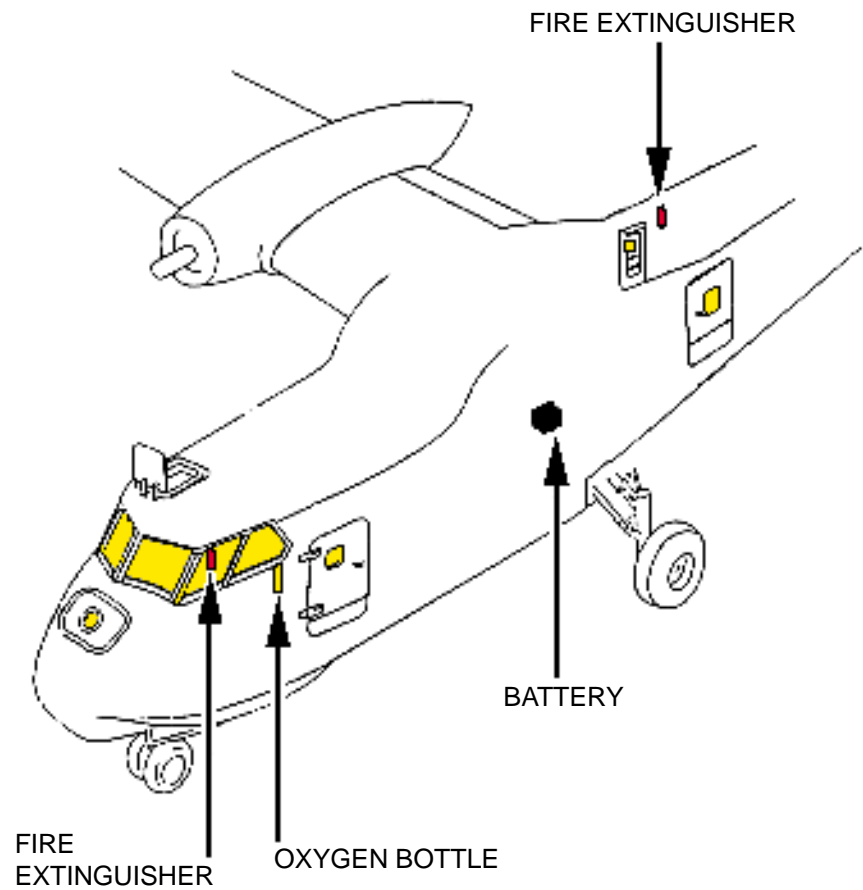


# AIRCRAFT HAZARDS

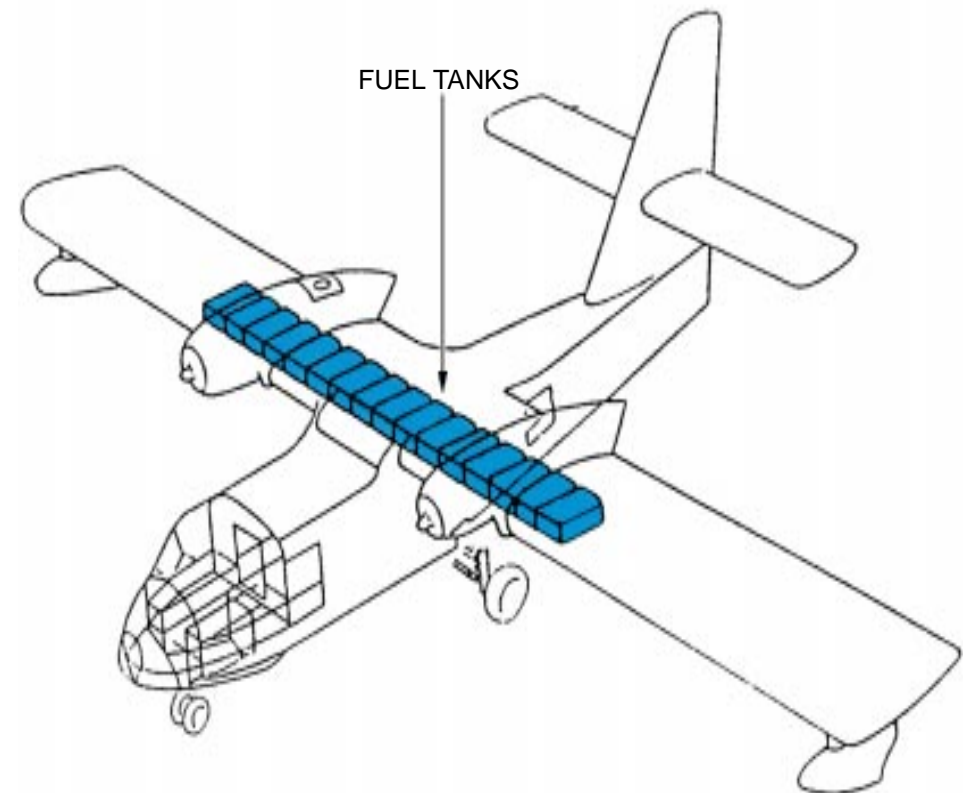
FUEL CAPACITY:  
1,508 GALS  
(5,705 LITRES)

NOTE:

No armament is carried.



## CL-215T/UD-13



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

CL-215T/UD-13

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

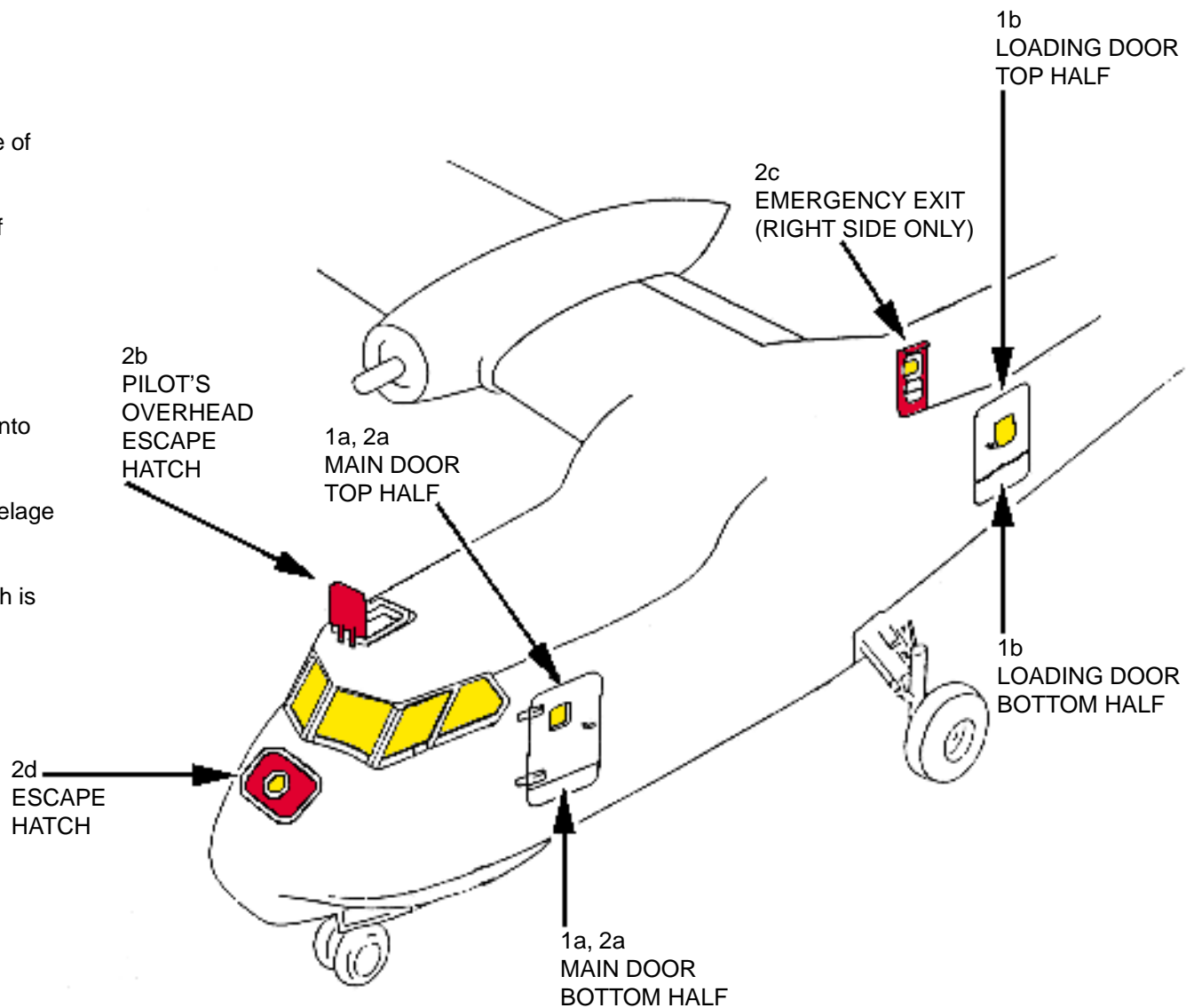
- a. Use main door, located on forward left side of fuselage.
- b. Use loading door, located on aft left side of fuselage.

## 2. EMERGENCY ENTRY

- a. Use main or loading doors.
- b. Use overhead escape hatch to gain entry into flightdeck and passenger compartment.
- c. Use emergency exit located at aft right fuselage to gain entry into passenger compartment.
- d. Use aircraft nose escape hatch. This hatch is used when aircraft is in the water.

## 3. CUT-IN

- a. Cut-in fuselage as required.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

CP-121

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

**WARNING**

Avoid the right propeller if engine is operating. Failure to use caution could cause injury or death to rescue personnel or anyone attempting to open the main entrance door.

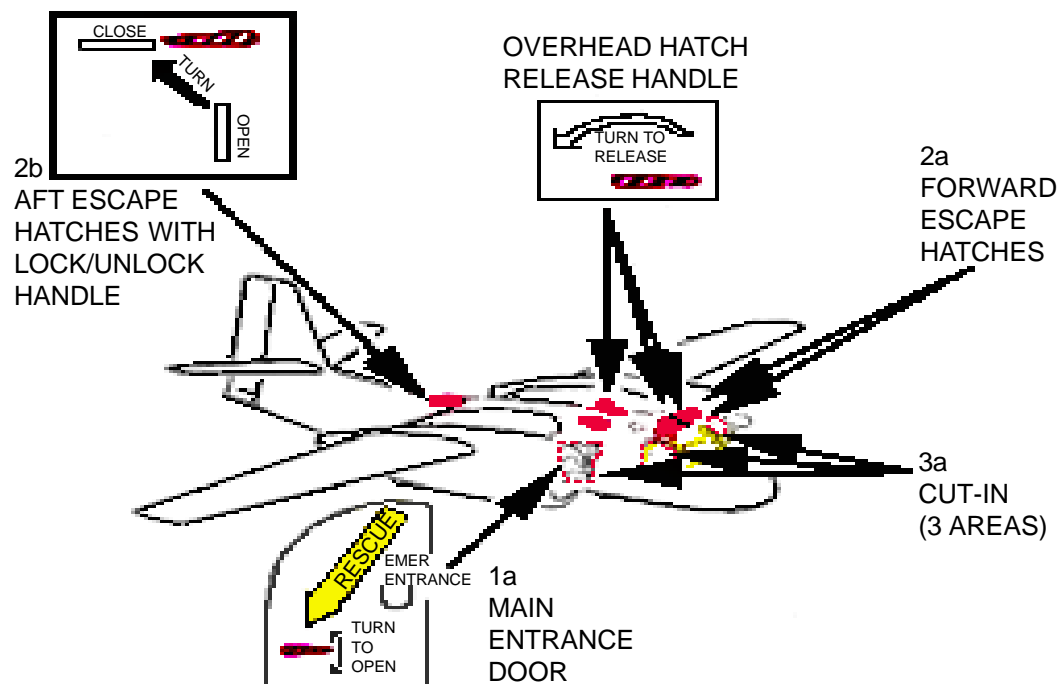
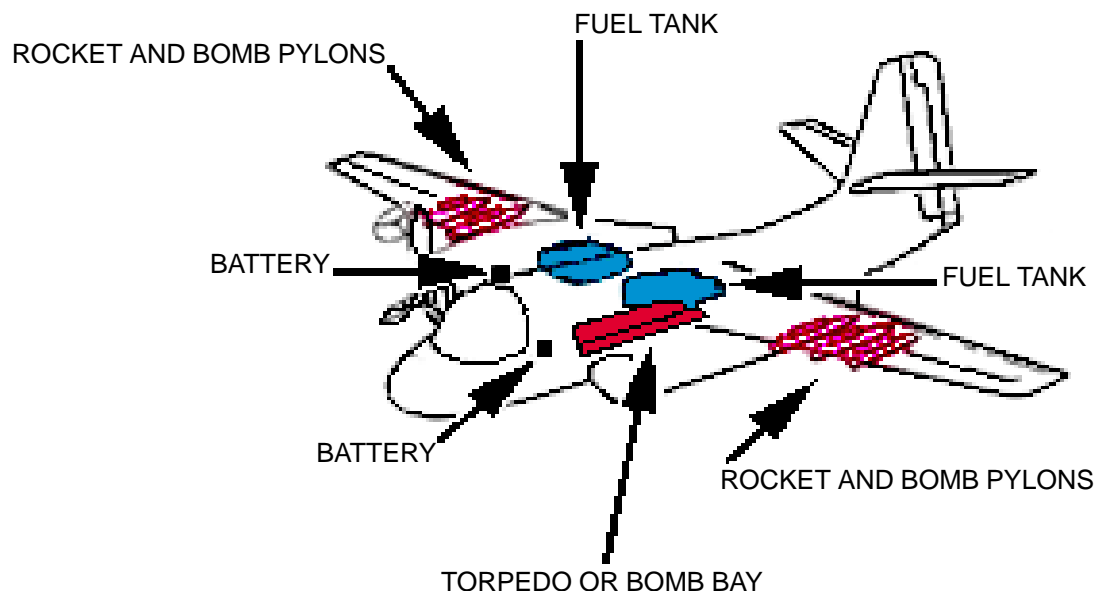
- a. Enter the aircraft by using the right forward fuselage door by turning the unlock handle to the open position. This door doubles as an emergency entrance marked with a yellow rescue arrow.

## 2. EMERGENCY ENTRY

- a. Enter the forward overhead escape hatches, two located over the flight deck and two aft of the flight deck, by turning the release handle and sliding the hatch aft.
- b. Enter the overhead aft escape hatch by rotating the unlock handle to the open position.

## 3. CUT-IN

- a. Cut-in areas are the two side windows of the flight deck and the forward right side fuselage door.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

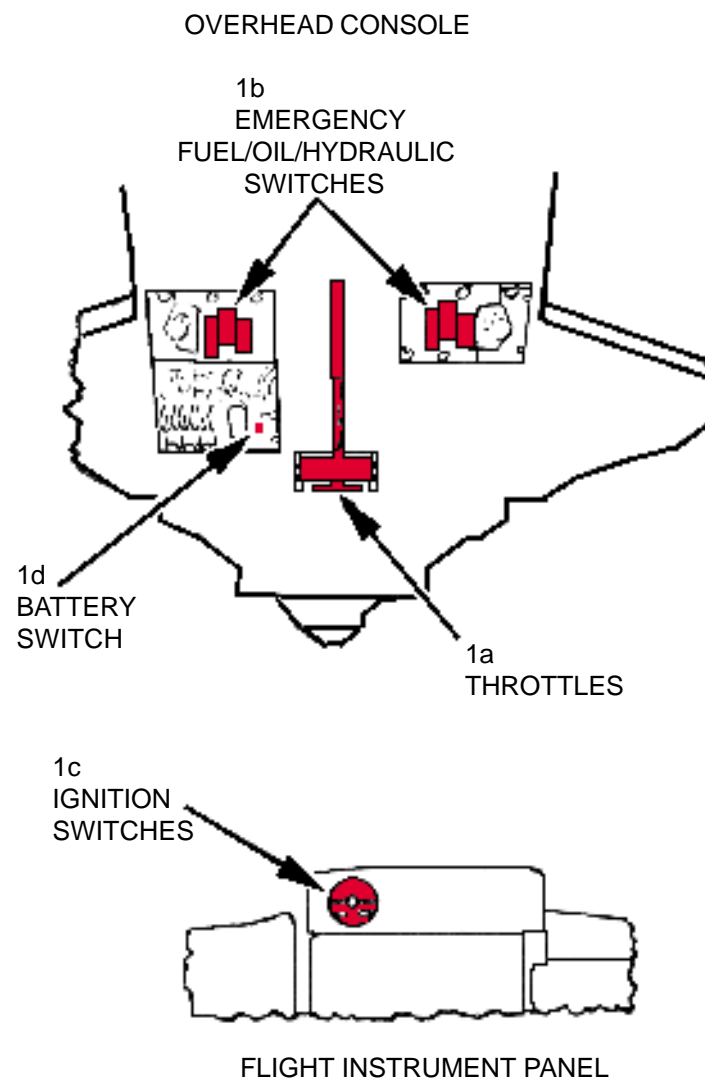
CP-121

## 1. ENGINE SHUTDOWN

- a. Retard throttles, located on the overhead console, to the OFF position.
- b. Switch the emergency fuel/oil and hydraulic switches, located on the overhead console, to the OFF position.
- c. Switch ignition switches, located top center of flight instrument panel, to the OFF position.
- d. Switch battery switch, located on the overhead console, to the OFF position.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belt and remove shoulder harness from crewmember(s).





## NATO AIRCRAFT COMPONENT

E-3A

**Aircraft Dimensions:** Wingspan: 44.45 m / 145 ft 9 in  
Length: 46.68 m / 152 ft 11 in  
Height: 12.70 m / 41 ft 9 in  
*Rotodome* Diameter: 9.1 m / 30 ft  
Thickness: 1.8 m / 6 ft  
Height: 3.35 m / 11 ft  
Rotation: once every 10 seconds

**Radar coverage:** One E-3A flying at 30,000 ft / 9,150 m has over 312,000 km<sup>2</sup> in its field of view. Three E-3As in overlapping orbits can provide complete coverage of Central Europe. An E-3A can detect low flying targets within 400 km or 215 nautical miles; and at medium altitude targets within 520 km or 280 nautical miles.

**Primary function:** Airborne surveillance, command, control and communications.

**Power plant:** Four TF-33 Pratt & Whitney 100A turbofan engines.

**Speed:** More than 800 km/500 miles per hour.

**Operational altitude:** Above 9,150 m/30,000 ft.

**Maximum take-off weight:** 147,429 kg/325,000 lbs.

**Fuel capacity:** 89,610 liters / 70,371 kg 22,768 gallons/148,000 lbs.

**Endurance:** More than 10 hours (unrefueled). All air-refuelable.

**Armament:** None.

**Aircrew:** *Flight crew* 2 pilots, 1 navigator, 1 flight engineer  
*Mission crew* 1 tactical director, 1 fighter allocator, 2 weapons controllers, 2 surveillance control officers, 3 surveillance operators, 1 communications operators, 1 communications technician, 1 radar technician, 1 computer display technician.  
(Total number can vary for a specific mission.)

**Prime contractor:** Boeing Aerospace Co., Seattle, Washington, USA



## NATO AIRCRAFT PAINT SCHEME

E-3F



## AIRCRAFT HAZARDS

E-3F

**NOTE:**

For additional information refer to  
Chapter 7 containing the USAF E-3 30/35.

**DIMENSIONS:**

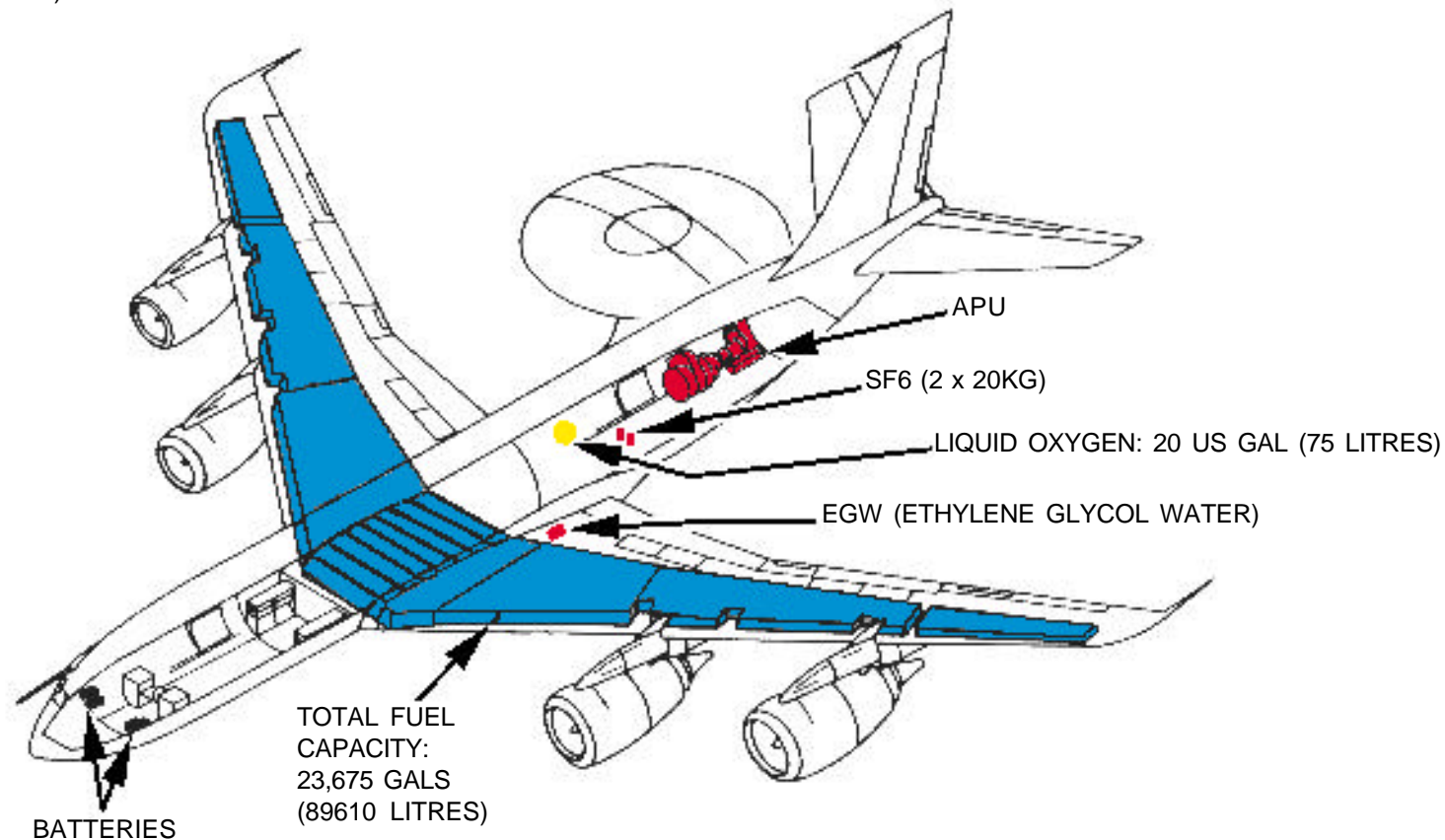
LENGTH: 153 FT (46.61 METERS)

WINGSPAN: 146 FT (44.43 METERS)

HEIGHT: 42 FT 5 IN (12.93 METERS)

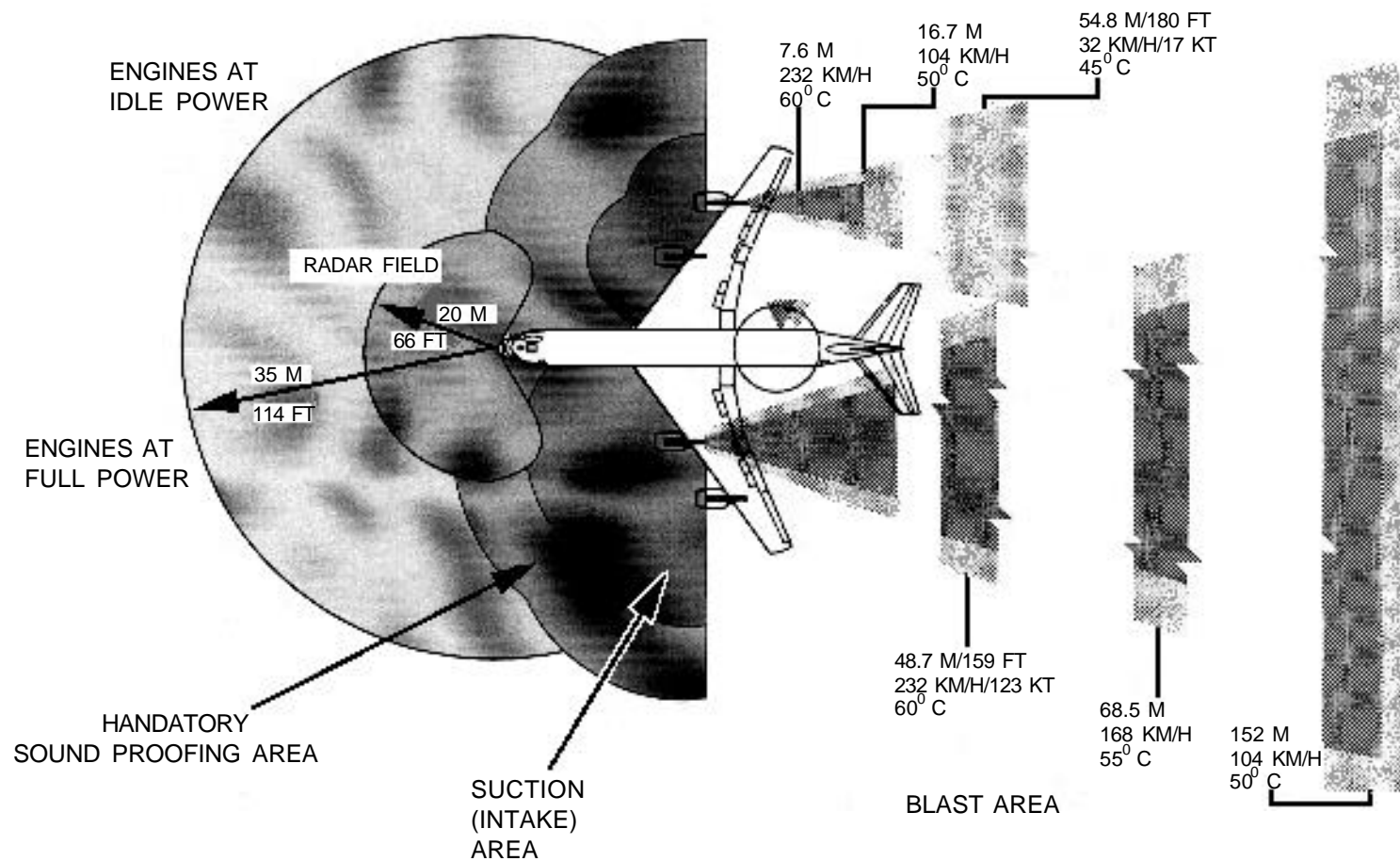
**NOTE:**

No armament is carried.



## AIRCRAFT HAZARDS-Continued

E-3F

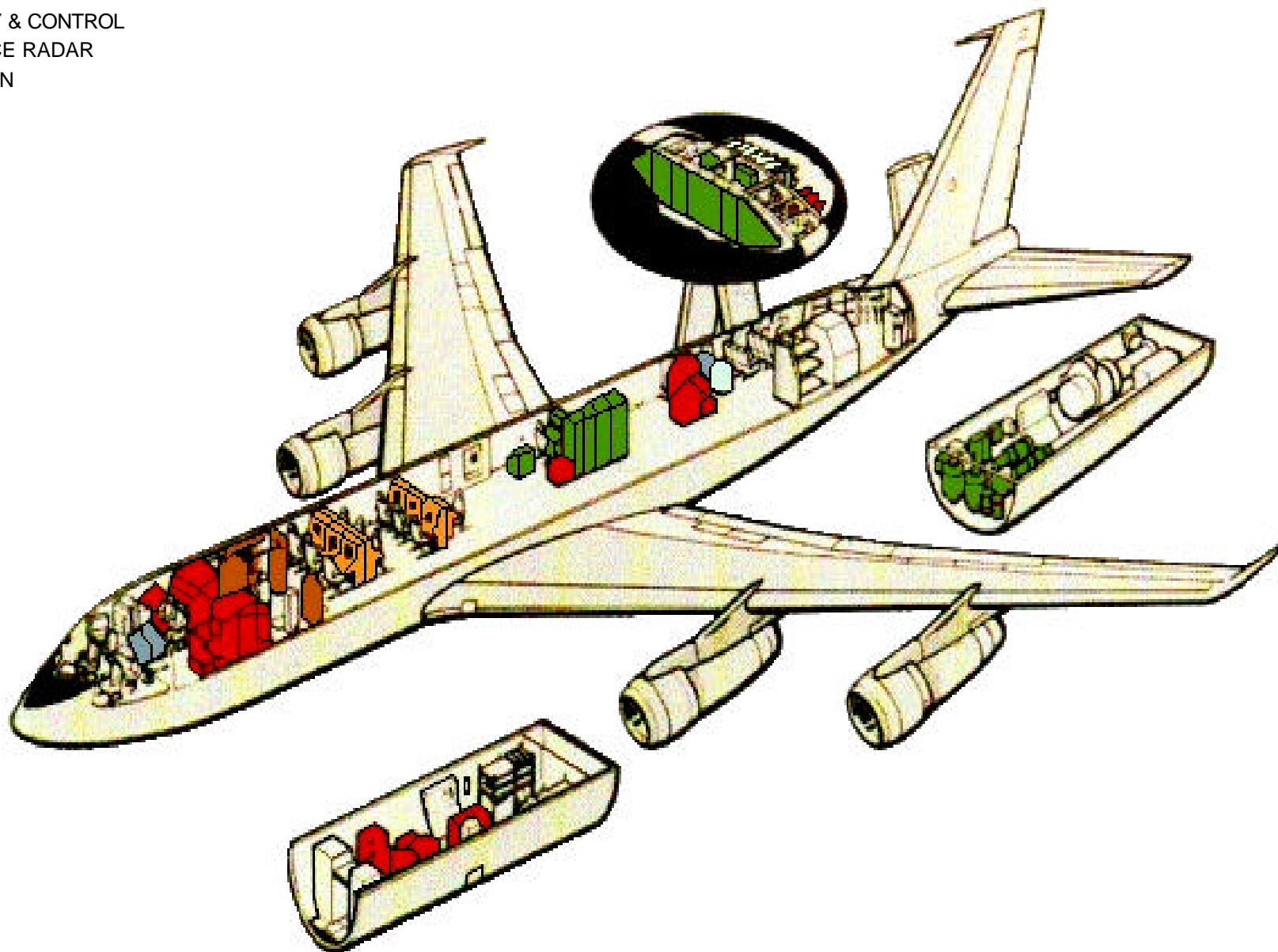




# AIRCRAFT CONFIGURATION (NATO STANDARD)

E-3F

- COMMUNICATIONS
- DATA PROCESSING
- DATA DISPLAY & CONTROL
- SURVEILLANCE RADAR
- IDENTIFICATION
- NAVIGATION



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

E-3F

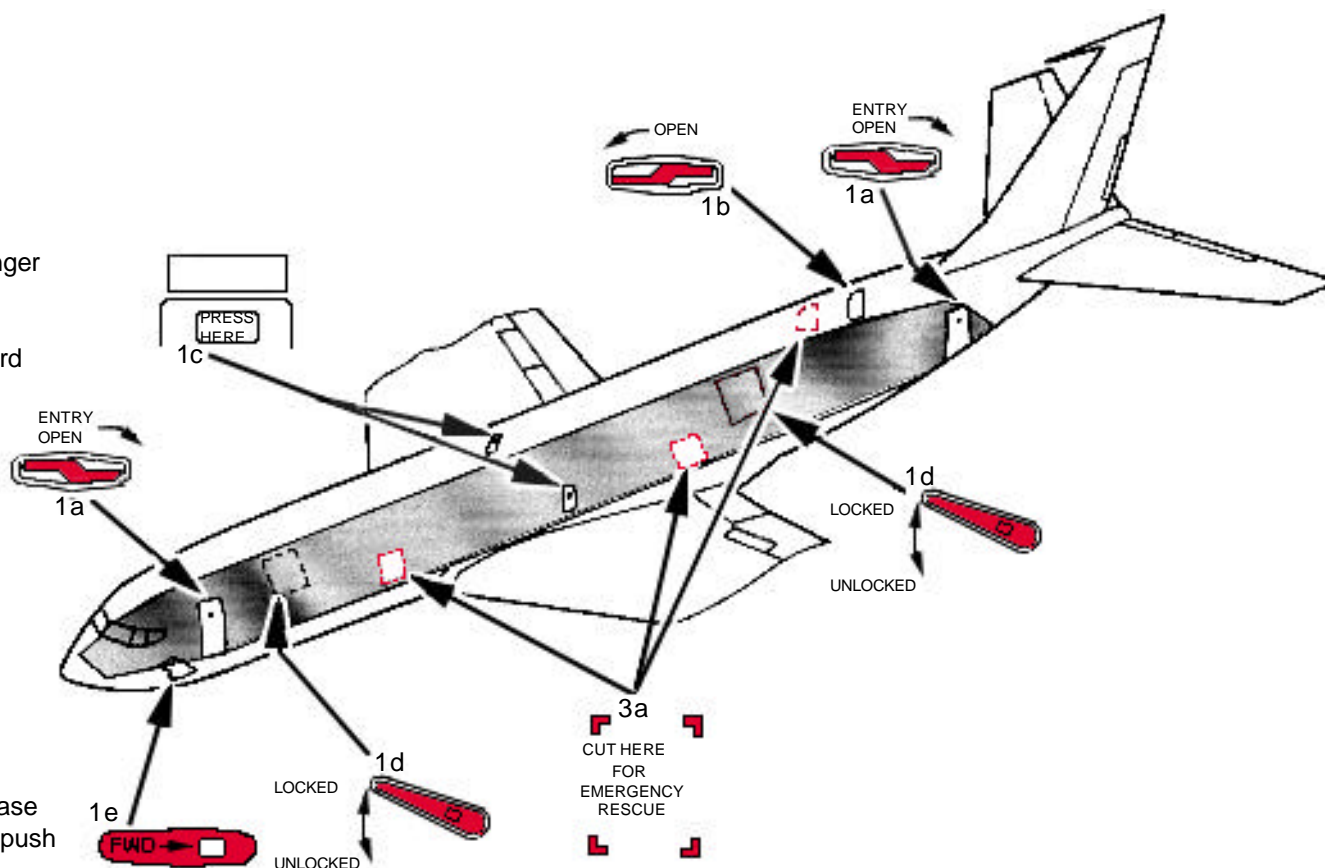
## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

## NOTE:

Steps a and b doors: opening leads to slide deployment if set up. This maneuver is danger free. Inflation is manually controlled.

- a. To externally open entry door, located forward and aft on left side of fuselage, pull handle outward and rotate clockwise and pull door outward.
- b. To externally open galley door, located right aft fuselage, pull handle outward and rotate counterclockwise and pull door outward.
- c. To externally open both overwing hatches, press the "Press Here" latch and push hatch inward and lift up.
- d. To externally open forward and aft right side cargo doors, press the central button to release the handle, then steer down the handle and push the door forward.
- e. To externally open the forward nose wheel door, press the central button to release the handle, then turn the handle to the left and push the trap door up until the up-lock catch engages the door.

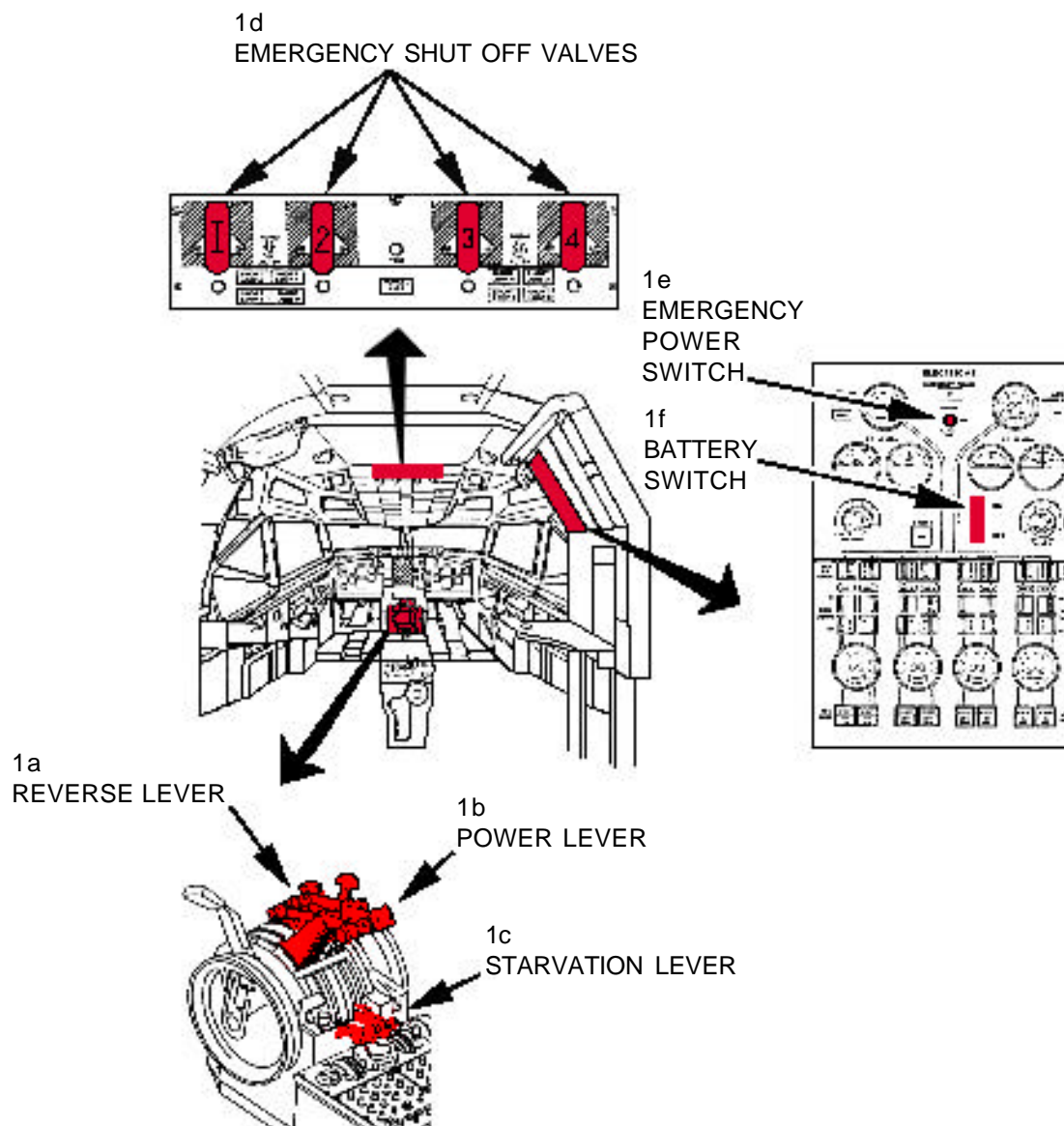


## 2. CUT-IN

- a. Cut-in the three areas designated by the "Cut here for emergency rescue".

# ENGINE SHUTDOWN

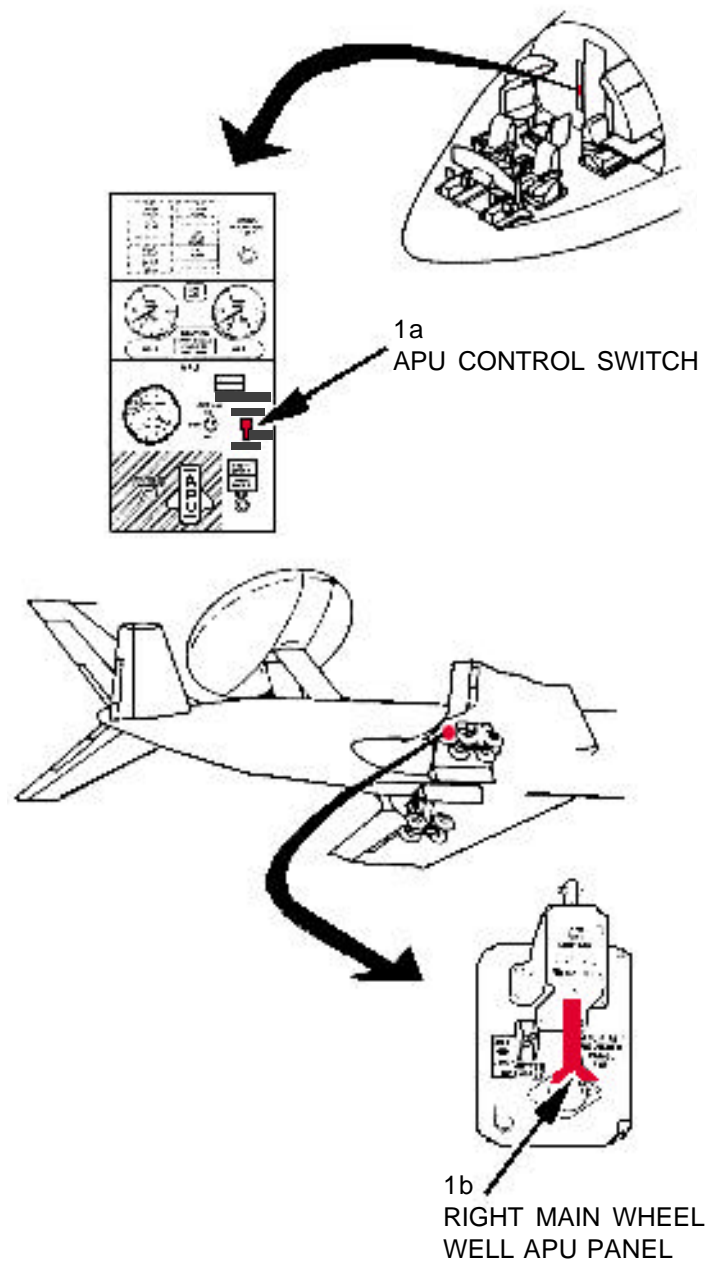
1. ENGINE SHUTDOWN
  - a. Pull down the reverse lever, located on the center console.
  - b. Pull the power lever, located on the center console, backwards.
  - c. Pull down the starvation lever, located on the center console, into the bottom catch.
  - d. Pull all four emergency shut off valves, located on the overhead control panel.
  - e. For electrical shutdown: pull and steer the emergency power switch, located on the right side upper control console, to the OFF position.
  - f. Bend the red cover (mask) and steer the battery switch to the OFF position.



# APU SHUTDOWN

## 1. APU SHUTDOWN

- a. To shutdown the APU from the flightdeck, pull down the APU control switch, located on the right side of the flightdeck door, to the STOP position.
- b. To shutdown the APU from the right main wheel well panel, pull the red lever to the down position.





# AIRCREW EXTRACTION

## 1. AIRCREW EXTRACTION

### NOTE:

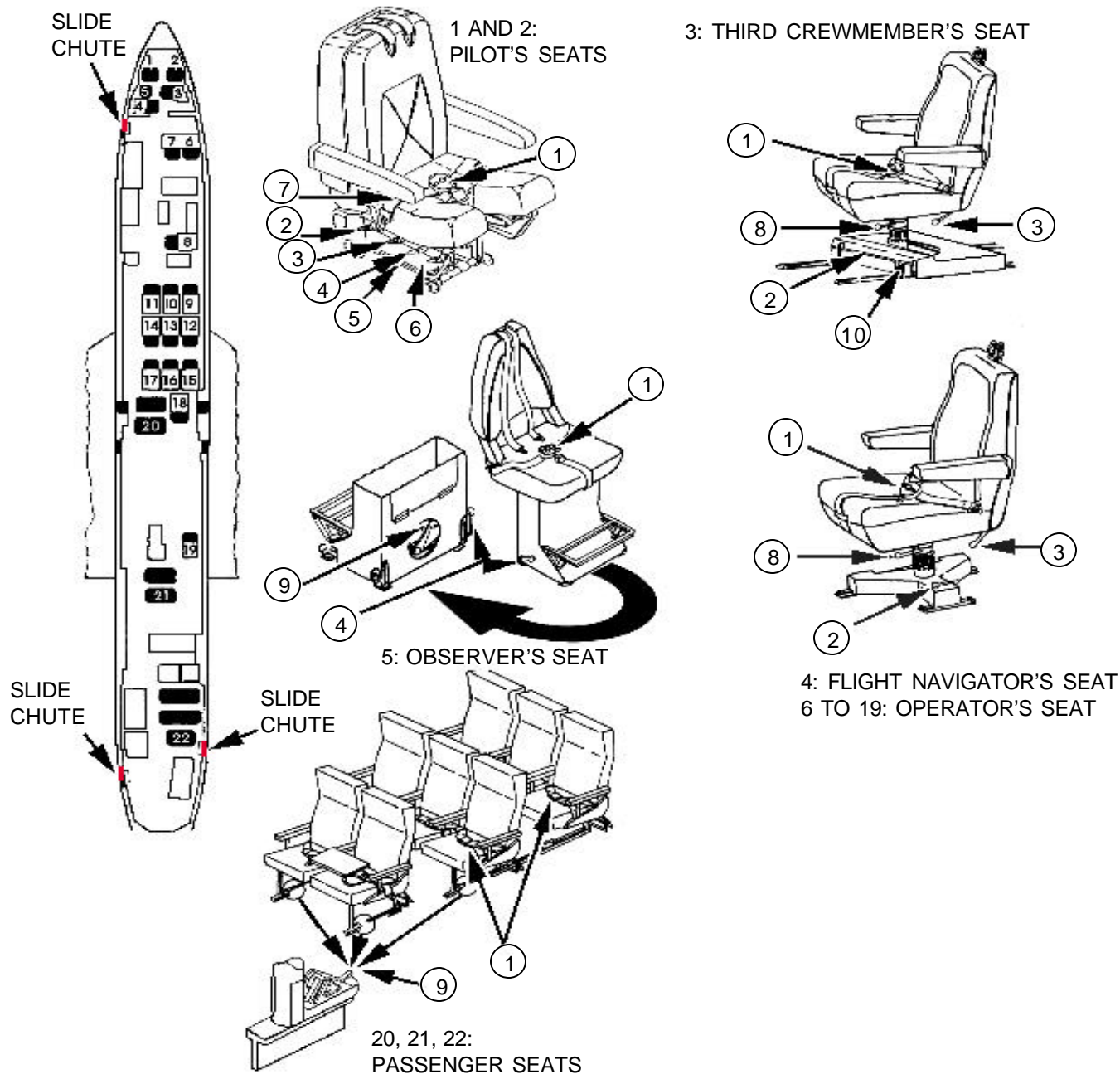
Adjusting seats will better position crew members for extraction.

- Adjust seats and disconnect crew members from their seats.
- Disconnect passengers from their seats.

Use the following key to identify seat components for adjusting and disconnecting:

1. Harness unlocking
2. Horizontal adjustment lever
3. Vertical adjustment lever
4. Reclinable seat back lever
5. Harness adjustment latch
6. Reclinable seat back adjustment lever
7. Arm rest latch
8. Rotation control lever
9. Seat and base extraction lever
10. Diagonal seat adjustment pedal

## CABIN SEATING CONFIGURATION (MATCH SEAT NUMBERS FOR LOCATION)



The aircraft information is pending release.

# AIRCRAFT HAZARDS

## FUEL CAPACITY:

1342 GALS  
(5080 LITRES)

## FUEL TYPE:

JP-1 OR JP-5 (KEROSENE)

## OTHER HAZARDS:

Alkalines

Asbestos

Bromochlorodifluoromethane (BCF Fire Extinguishant)

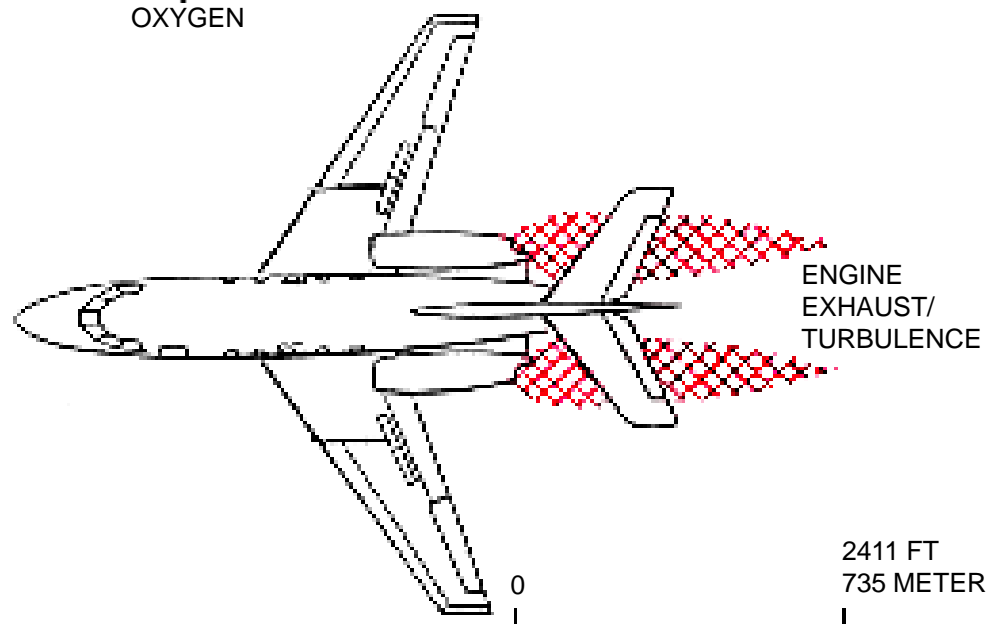
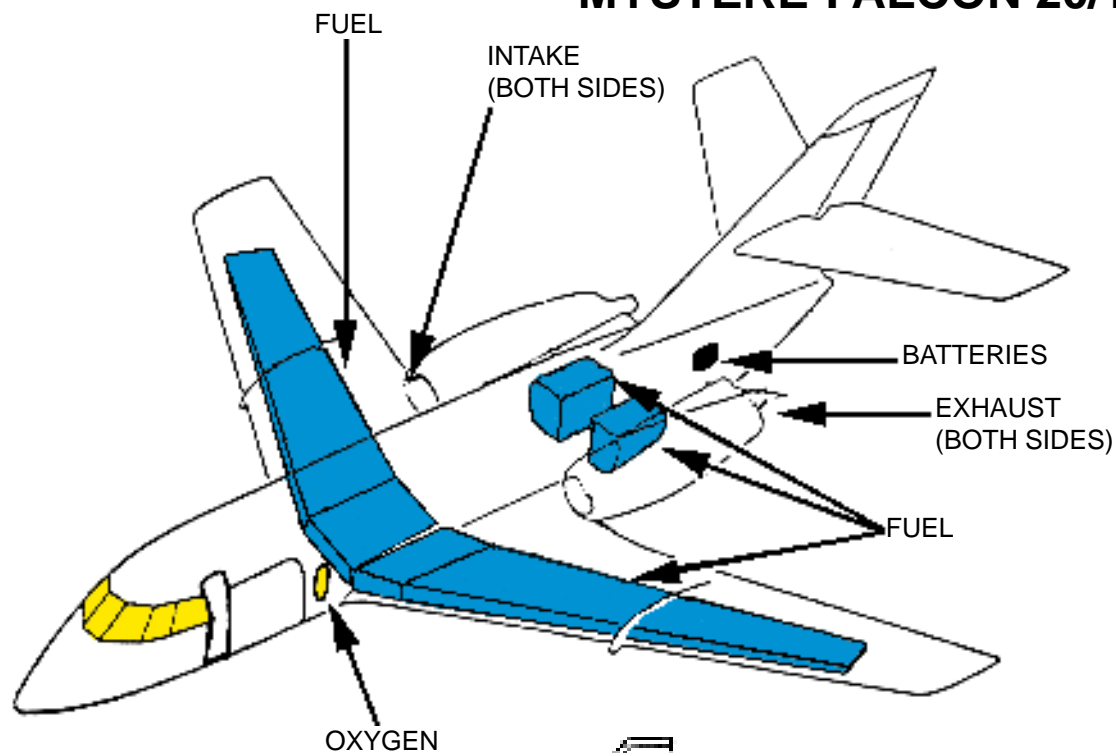
Bromotrifluoromethane (BTM Fire Extinguishant)

Cartridge Operated Equipment (Non-Armament)

Composite Materials (Man-Made Mineral Fibres)

Niemonic Steel (Heat Shields)

# MYSTERE-FALCON 20/T-11



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

## MYSTERE-FALCON 20/T-11

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- To open the access door, located on the left forward fuselage, push on upper part of door lever.
- Pull door lever to unlock door. Once released, the door opens outward and down.
- To open cargo door, located aft of passenger door, beware, this is the slowest way to enter the aircraft and better used as an exit during extraction. Enter through as a last resort.

## 2. EMERGENCY ENTRY

## NOTE:

Cabin must be depressurized to open emergency exits.

- Break red cap on outside of aircraft, located above overwing emergency exit door.
- Push on button until exit opens inward.
- Lift and remove emergency exit door. Do not place door in egress path.

## 3. COCKPIT WINDOW ENTRY

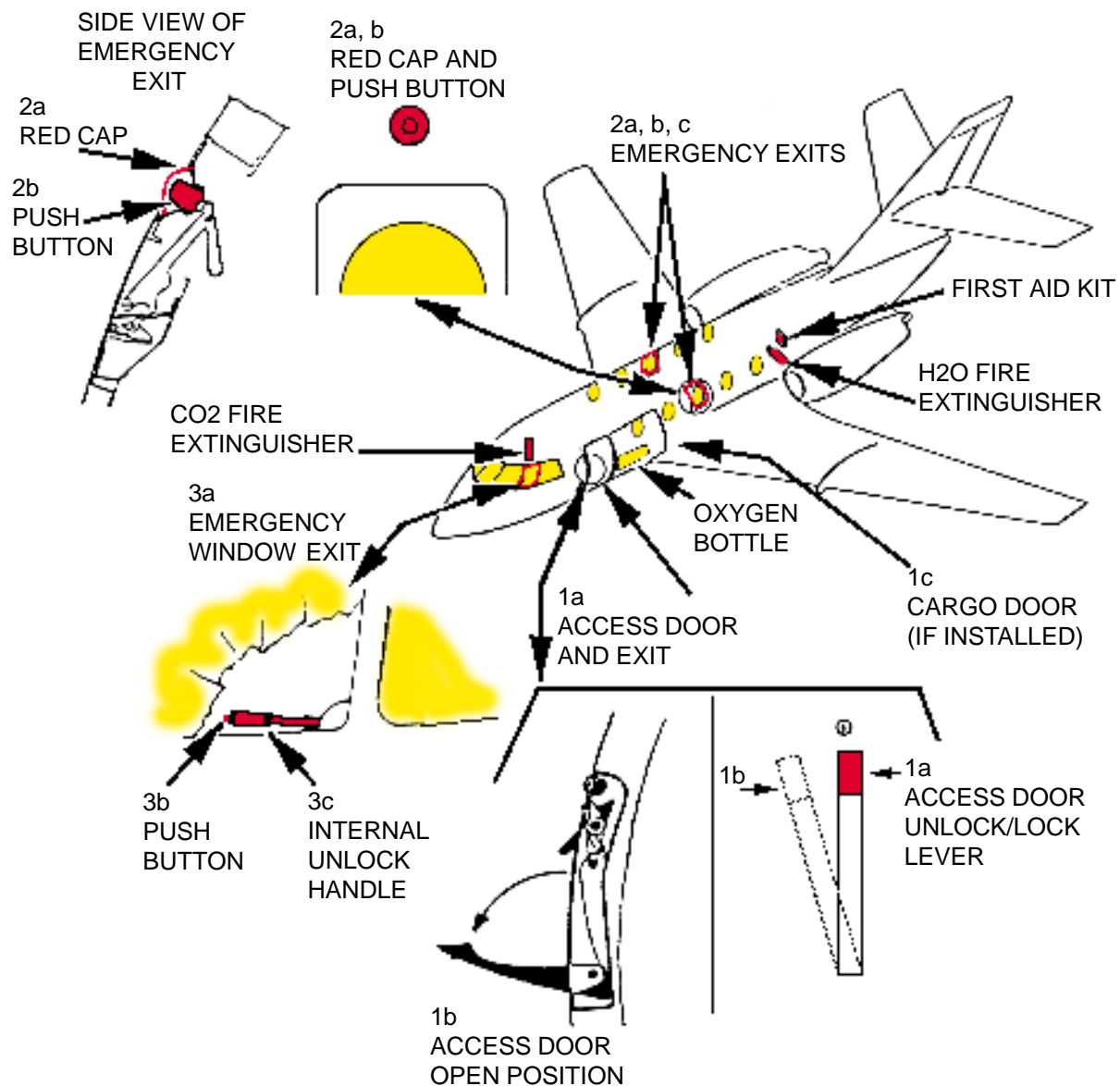
## NOTE:

Use this method when access door and emergency doors/exits are blocked.

- Break window glass with heavy object. Be careful not to hit occupants.
- Push button on internal unlock handle.
- Lift the internal unlock handle.
- Push sliding window backward in window track and enter through the opened window.

## 4. CUT-IN

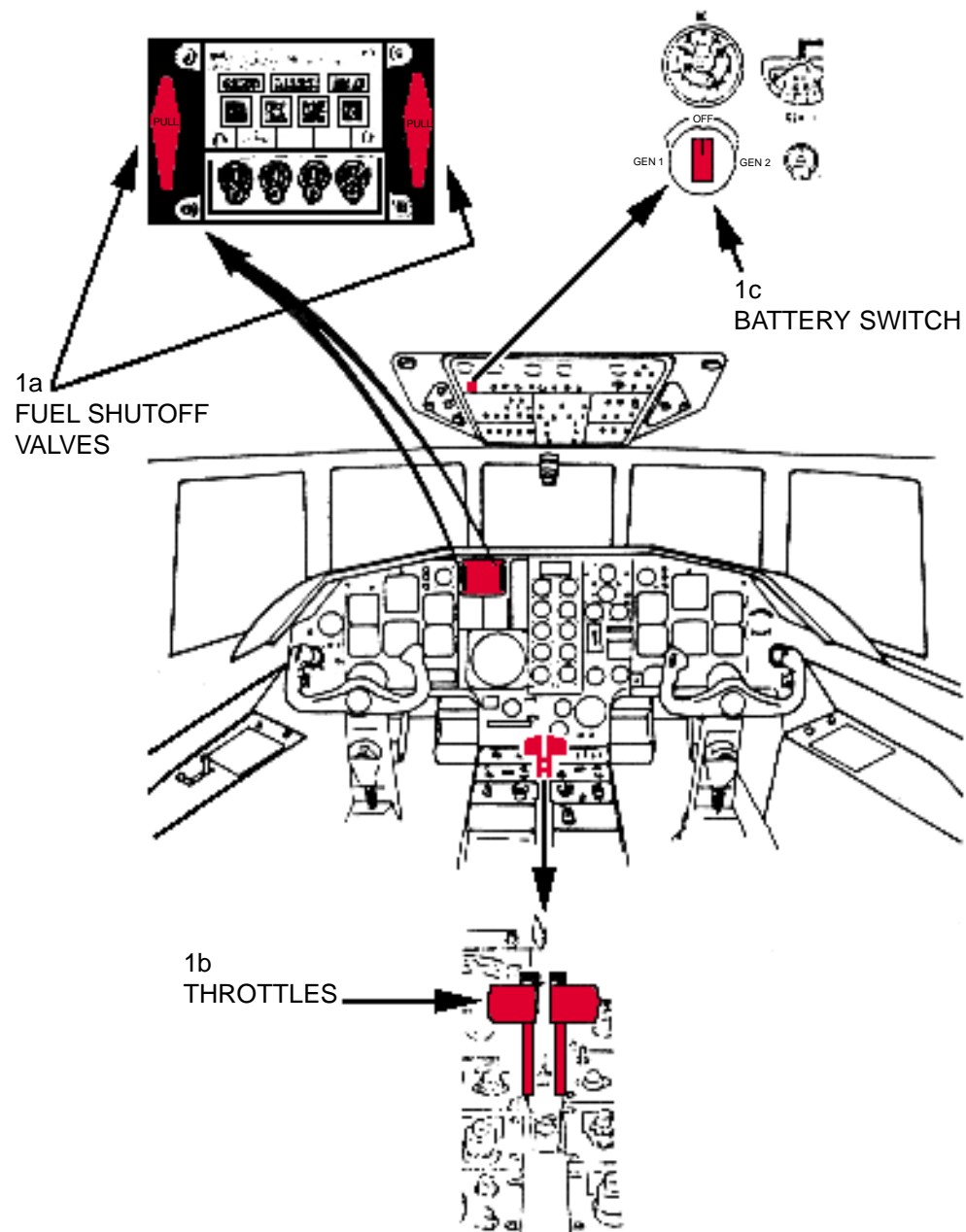
- Cut-in as required.



# ENGINE SHUTDOWN

## 1. ENGINE SHUTDOWN

- a. Pull the fuel shut-off valve handles, located on the forward center console, to the OFF position.
- b. Retard the throttles, located on the center console, to the STOP position by overriding the IDLE position.
- c. Place the battery switches, located on the overhead center console, number 1 and 2 to the OFF position.



MYSTERE-FALCON 20/T-11

# AIRCREW EXTRACTION, CABIN CONFIGURATION AND RESCUE ROUTES

## 1. AIRCREW EXTRACTION

- Press button on the seat travel adjusting lever and move lever upward (if applicable).
- Slide seat aft to facilitate crewmember removal (if applicable).
- Unlatch lap belt, remove shoulder harness, and remove crewmembers and passengers.

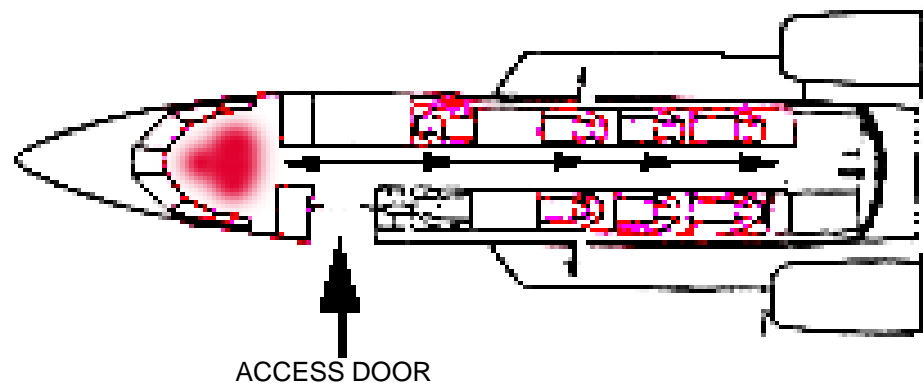
## 2. CABIN CONFIGURATION

- Red highlites and arrows indicate where crewmembers and passengers are located.

## 3. ESCAPE ROUTES

- Primary route (solid line) indicates preferred and most used egress path out of access door.
- Secondary routes (broken line) indicates other egress paths used for overwing emergency exits and cockpit windows.
- Secondary routes is used if access door is blocked or warped during impact.

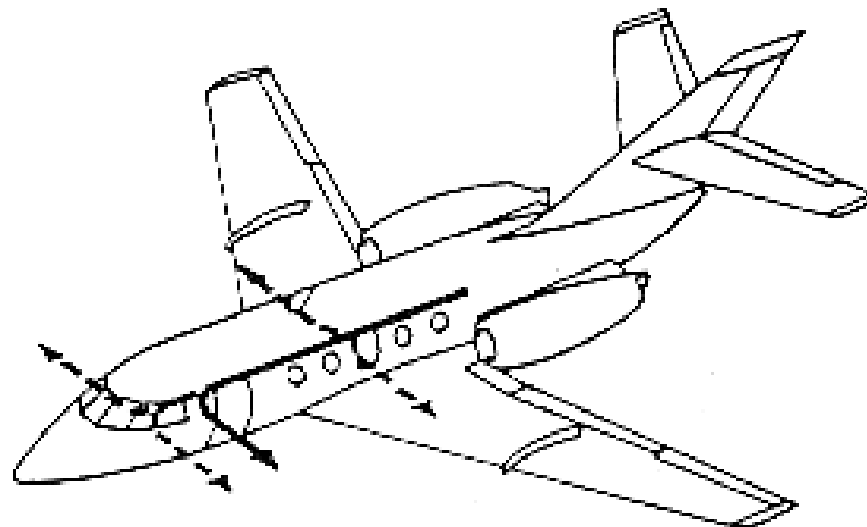
## MYSTERE-FALCON 20/T-11



PRIMARY ESCAPE ROUTE



SECONDARY ESCAPE ROUTE





## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- a. To open the crew and passenger doors, located at the pilot's and co-pilot's position, use the door release handle.

## 2. EMERGENCY ENTRY

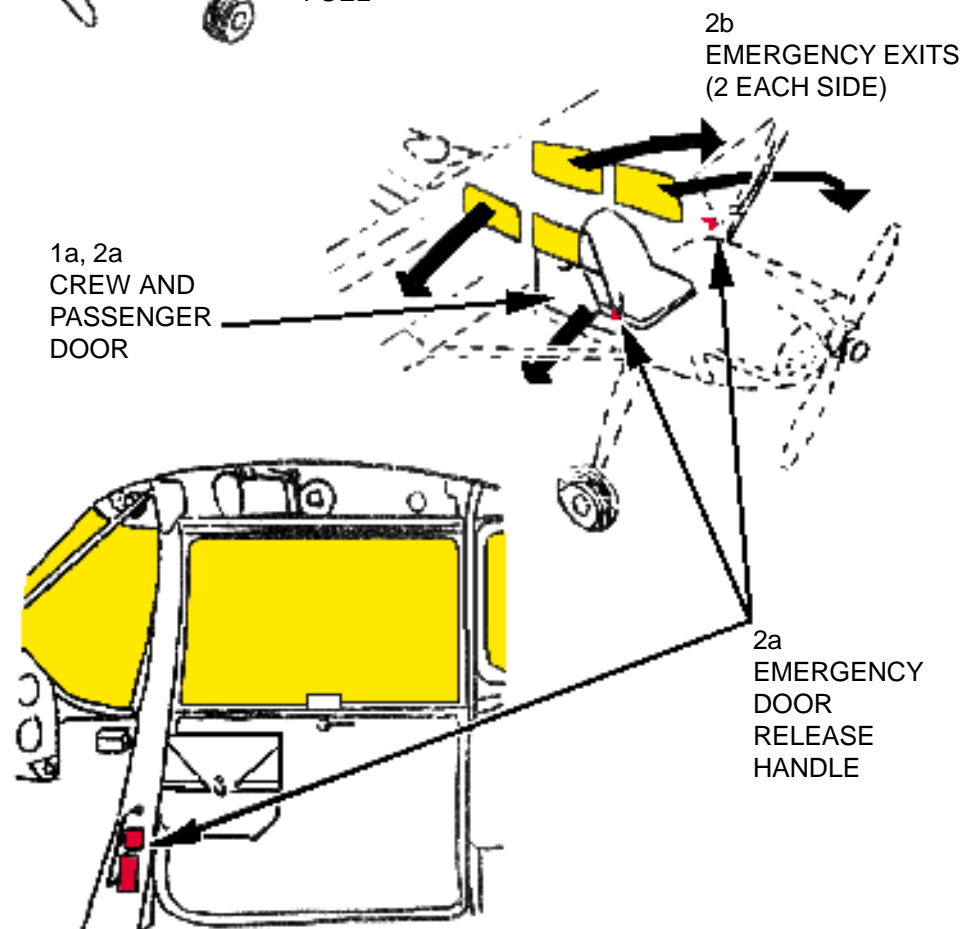
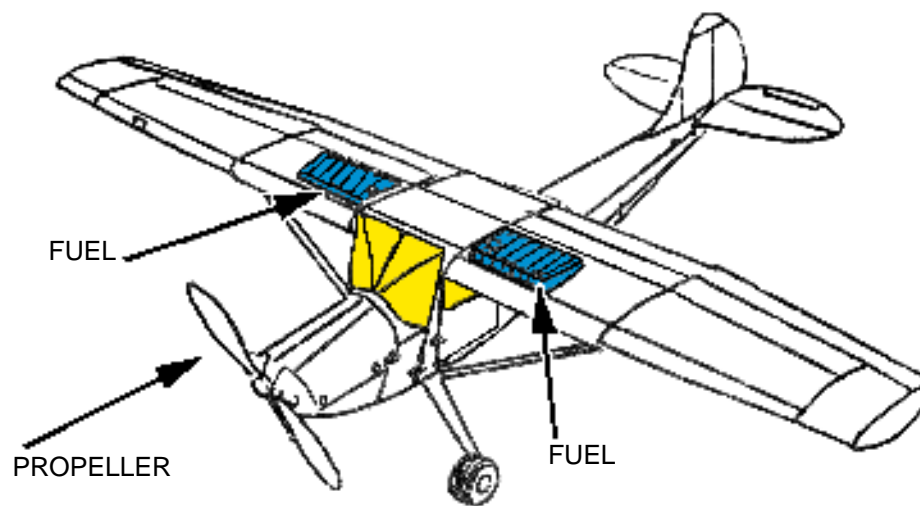
- a. To enter the aircraft during an emergency, open the crew and passenger doors, located at the pilot's and co-pilot's position, by using the emergency door release handle.
- b. Enter the aircraft through the emergency exits, located at each occupant position (4), 2 doors and 2 windows.

## 3. CUT-IN

- a. Cut-in as required.

## NOTE:

No armament is carried.



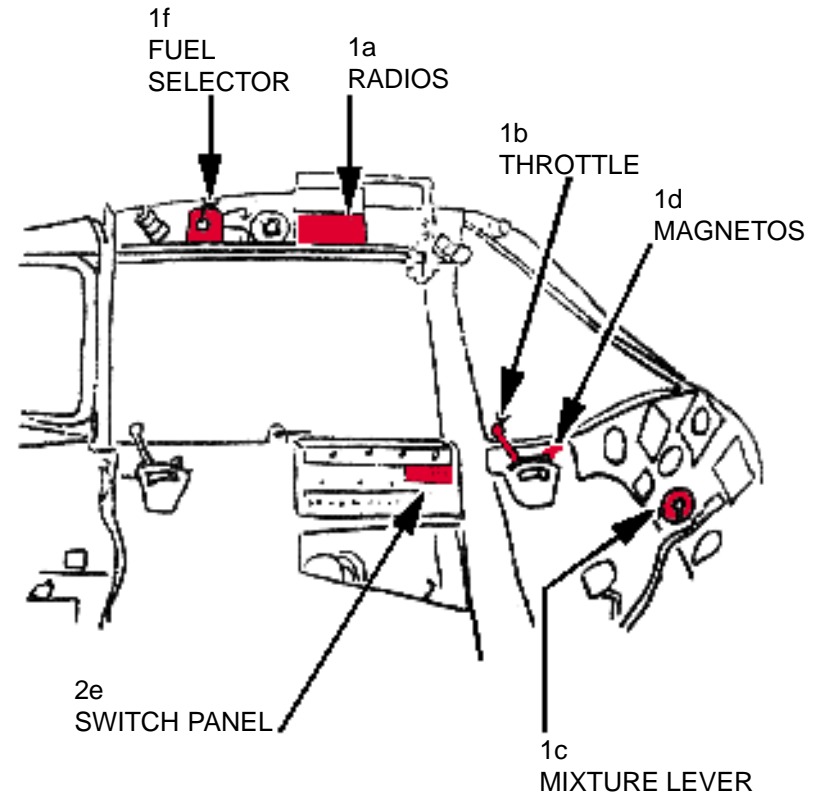
# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

- a. Turn all radios, located on the overhead console, to the OFF position.
- b. Set the throttle, located forward left side, at 1300 RPMs.
- c. Place the mixture lever, located forward center instrument panel, to the IDLE CUT OFF.
- d. Turn magnetos, located forward of throttle, to the OFF position.
- e. Place all switches on left side panel, to the OFF position.
- f. Place the fuel selector, located aft of radios on overhead console, to the FUEL OFF position.

## 2. AIRCREW EXTRACTION

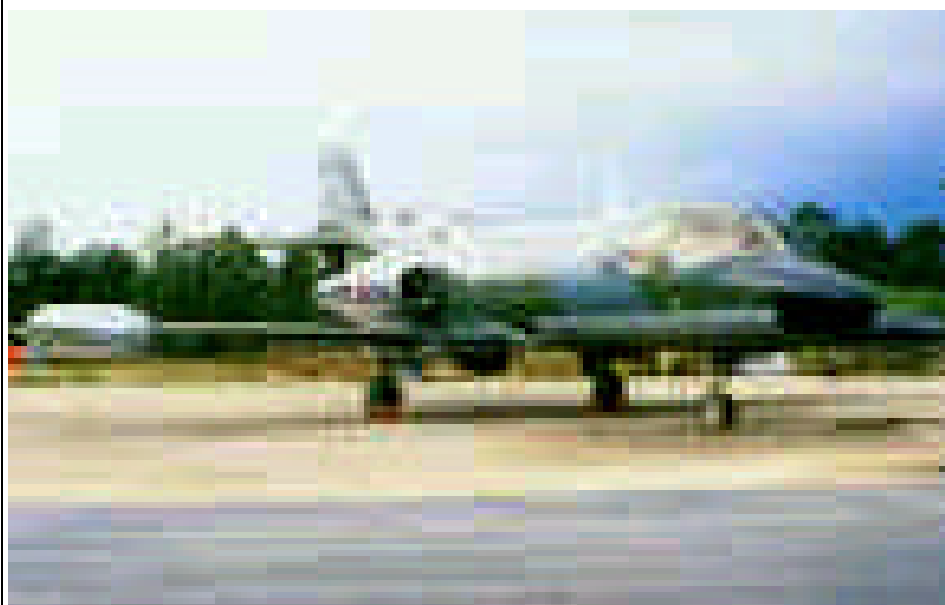
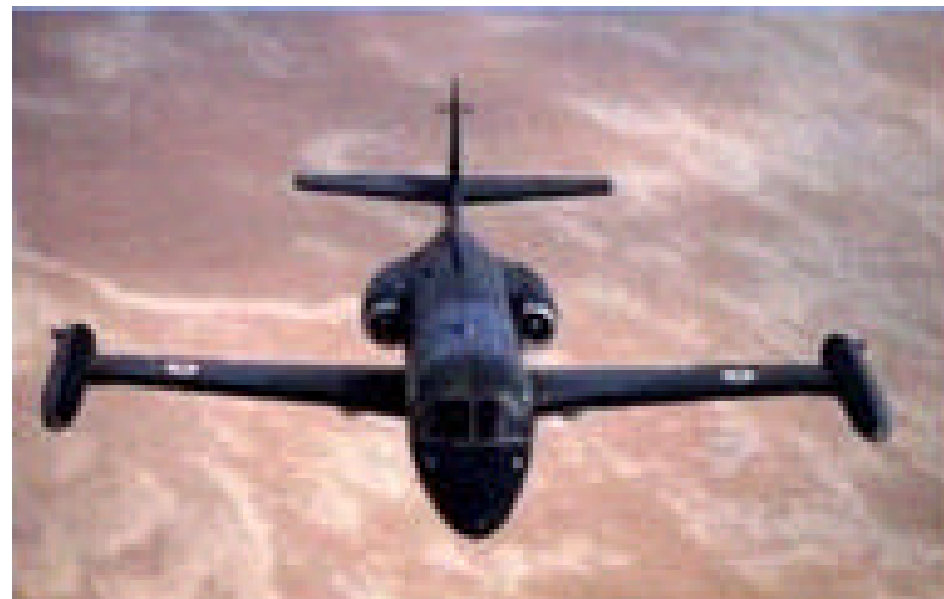
- a. Disconnect crew and passengers from restraints.



INTERNAL LEFT VIEW

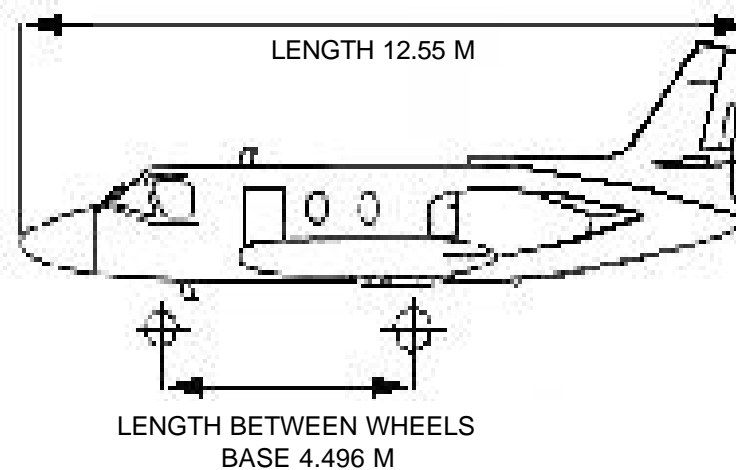
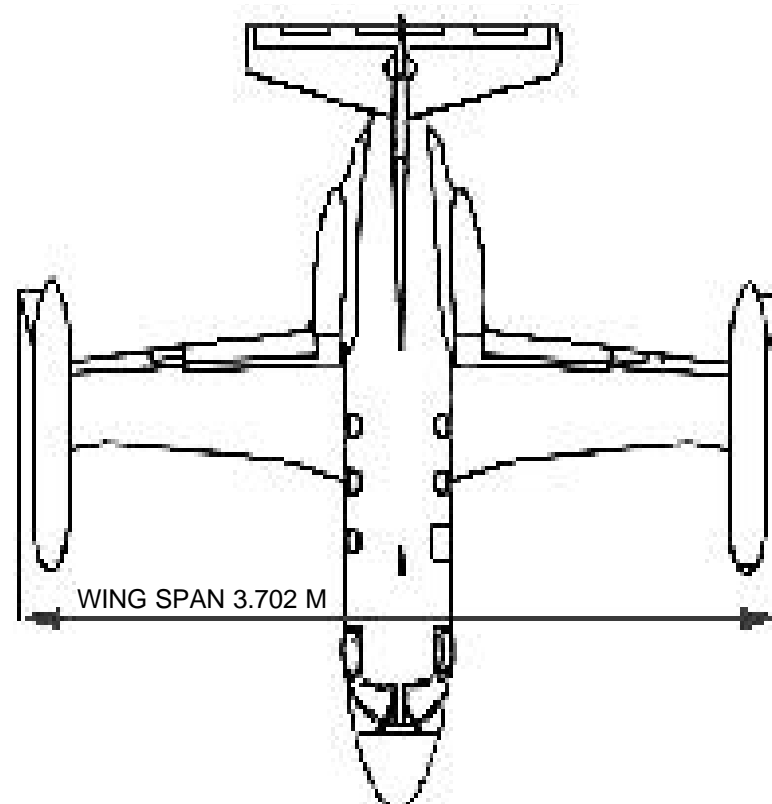
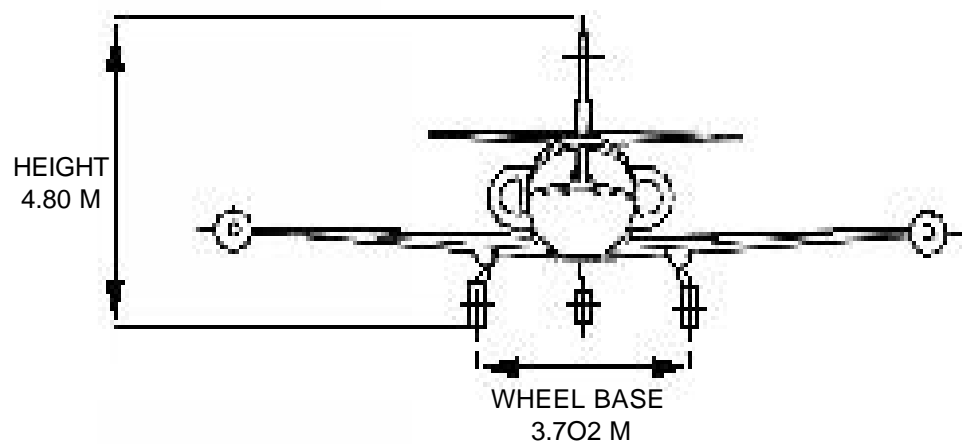
## AIRCRAFT PAINT SCHEMES

PD808



## AIRCRAFT DIMENSIONS

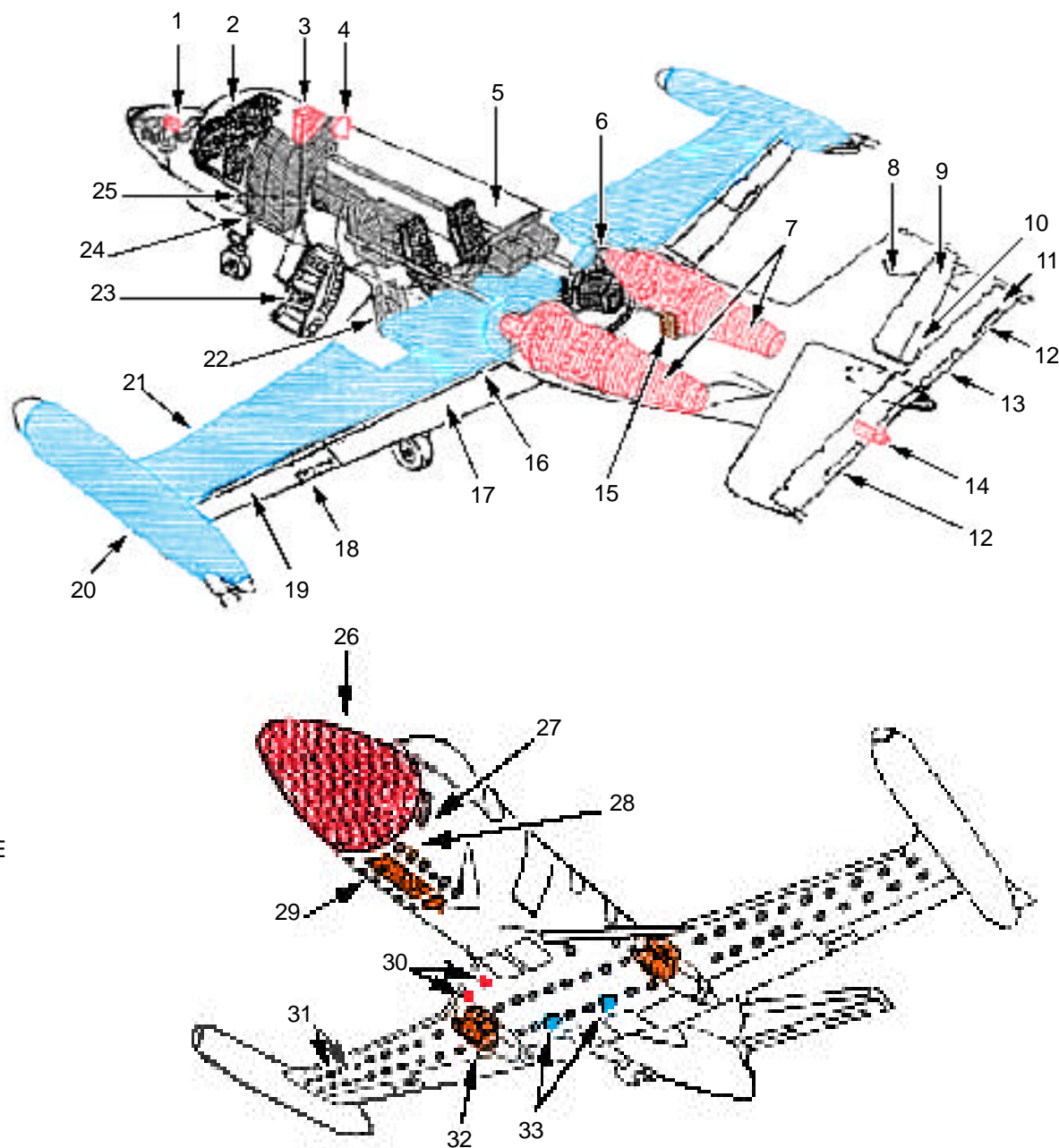
PD808



# AIRCRAFT GENERAL INFORMATION

PD808

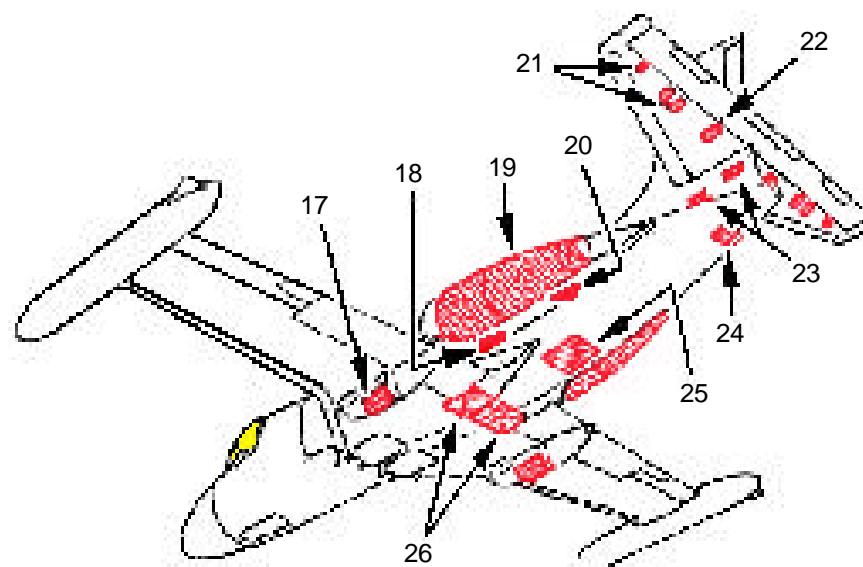
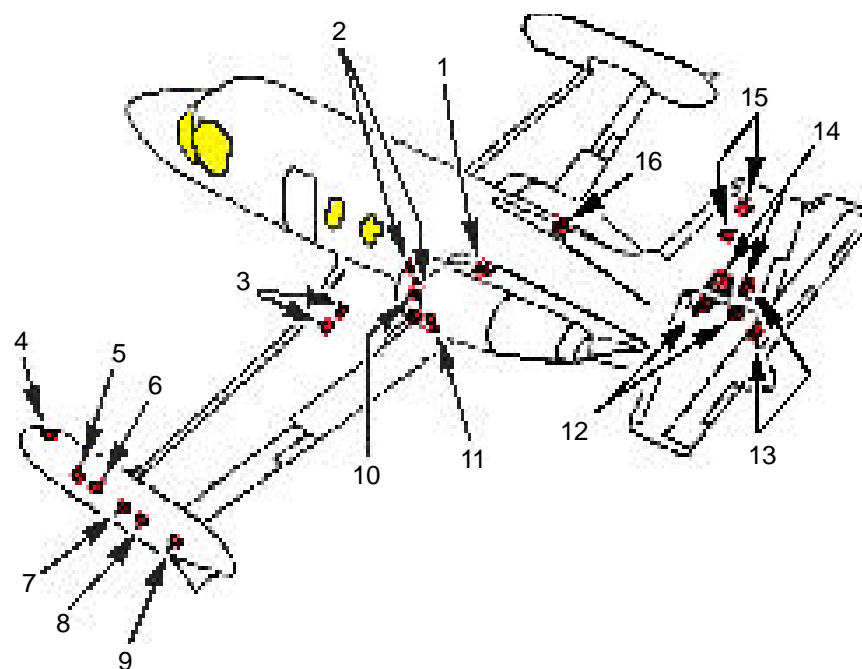
- 1 TACAN
- 2 FLIGHTDECK
- 3 ELECTRICAL APPARATUS ROOM
- 4 AERIAL VHF - UHF
- 5 OPERATOR CABIN
- 6 CONDITIONING UNIT
- 7 TURBOJET VIPER 526
- 8 AERIAL VOR - LOC
- 9 RUDDER
- 10 RUDDER CALIBRATOR
- 11 STABILIZER
- 12 MECHANICAL STABILIZER CALIBRATOR
- 13 ELECTRICAL STABILIZER CALIBRATOR
- 14 BRAKE PARACHUTE
- 15 HYDRAULICS UNIT CONTROL
- 16 SPOILER
- 17 FLAP
- 18 AILERON CALIBRATOR
- 19 AILERON
- 20 TIP FUEL TANK
- 21 WING FUEL TANK
- 22 AIR BRAKE
- 23 FRONT ENTRY DOOR
- 24 RADIO EQUIPMENT ROOM
- 25 BOOKS HOLDER COMPARTMENT
- 26 SLIDING NOSE
- 27 SURFACE SOCKET ENTRY PORT
- 28 CONTROL TRANSMISSION AND HYDRAULICS  
LINE ENTRY PORT
- 29 LANDING GEAR PORT
- 30 SPRAYMAT THERMOSTAT AND UNDERCARRIAGE  
EMERGENCY CONTROL CABLE ENTRY PORT
- 31 WING INNER SURFACE ENTRY PORT
- 32 MAIN LANDING GEAR FRONT PORT
- 33 FUEL ELECTRIC PUMPS ENTRY PORT



# AIRCRAFT GENERAL INFORMATION-Continued

PD808

- 1 OIL - MOTOR CUP ENTRY PORT
- 2 ICE - INTERPRETER ENTRY PORT
- 3 WING INNER SURFACE ENTRY PORT
- 4 LANDING LIGHT ELECTRICAL CONNECTION ENTRY PORT
- 5 FUEL LEVEL PROBE AND DRAIN - PIPE CONNECTION AND ELECTRICAL CABLE LINE ENTRY PORT
- 6 TIP TANK INTERNAL ENTRY PORT
- 7 INJECTION PUMP ENTRY PORT
- 8 TANK FUEL VALVE ENTRY PORT
- 9 FUEL CUP ENTRY PORT
- 10 ENGINE CASING SCUTTLEBUTT ENTRY PORT
- 11 MOTOR FIRE EXTINGUISHING ENTRY PORT
- 12 STABILIZER CONNECTION ENTRY PORT
- 13 ELECTRICAL ACTIVATE OF THE CALIBRATORS ENTRY PORT
- 14 RUDDER CONTROL PANEL ENTRY PORT
- 15 GYROSCOPE COMPASS TRANSMITTER ENTRY PORT
- 16 HOIST SLING MOUNT ENTRY PORT
- 17 MAIN LANDING GEAR HATCH BACK
- 18 MOTOR OIL PUMP ENTRY PORT
- 19 ENGINE ENTRY PORT
- 20 THERMOCOUPLE ENTRY PORT
- 21 FRAME WORK STABILIZER ENTRY PORT
- 22 MECHANICAL CALIBRATOR TRANSMISSION CONTROL ENTRY PORT
- 23 STRUCTURE ENTRY PORT
- 24 ELEVATOR CONTROL SECTOR ENTRY PORT
- 25 FUSELAGE ROOM REARWARD ENTRY PORT
- 26 FUEL EXHAUST VALVE, FLAP CONTROL TRANSMISSION, FLAP POSITION AND SELECTION DEVICE, FLAP POSITION TRANSMITTER ENTRY PORT

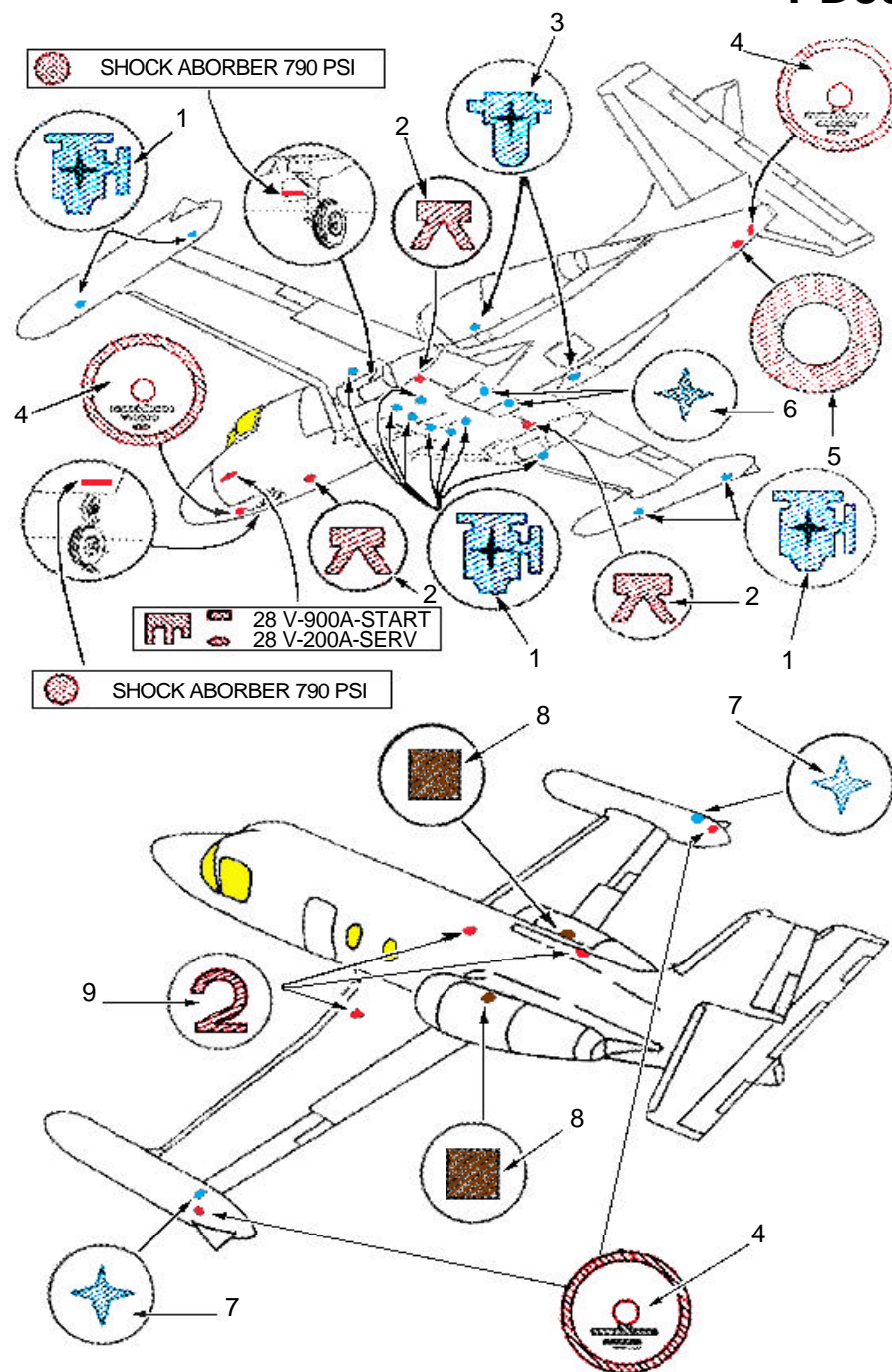




# AIRCRAFT GENERAL INFORMATION-Continued

- 1 FUEL TANK POINT OF DRAINAGE
- 2 JACK UP POINT
- 3 FUEL FILTER INSPECTION POINT
- 4 SOCKET FOR GROUNDING
- 5 PURCHASE AND TOW BACK POINT
- 6 FUEL DISCHARGE POINT
- 7 FUEL - FILTER
- 8 OIL MOTOR - FILLER
- 9 HOIST SLING POINT

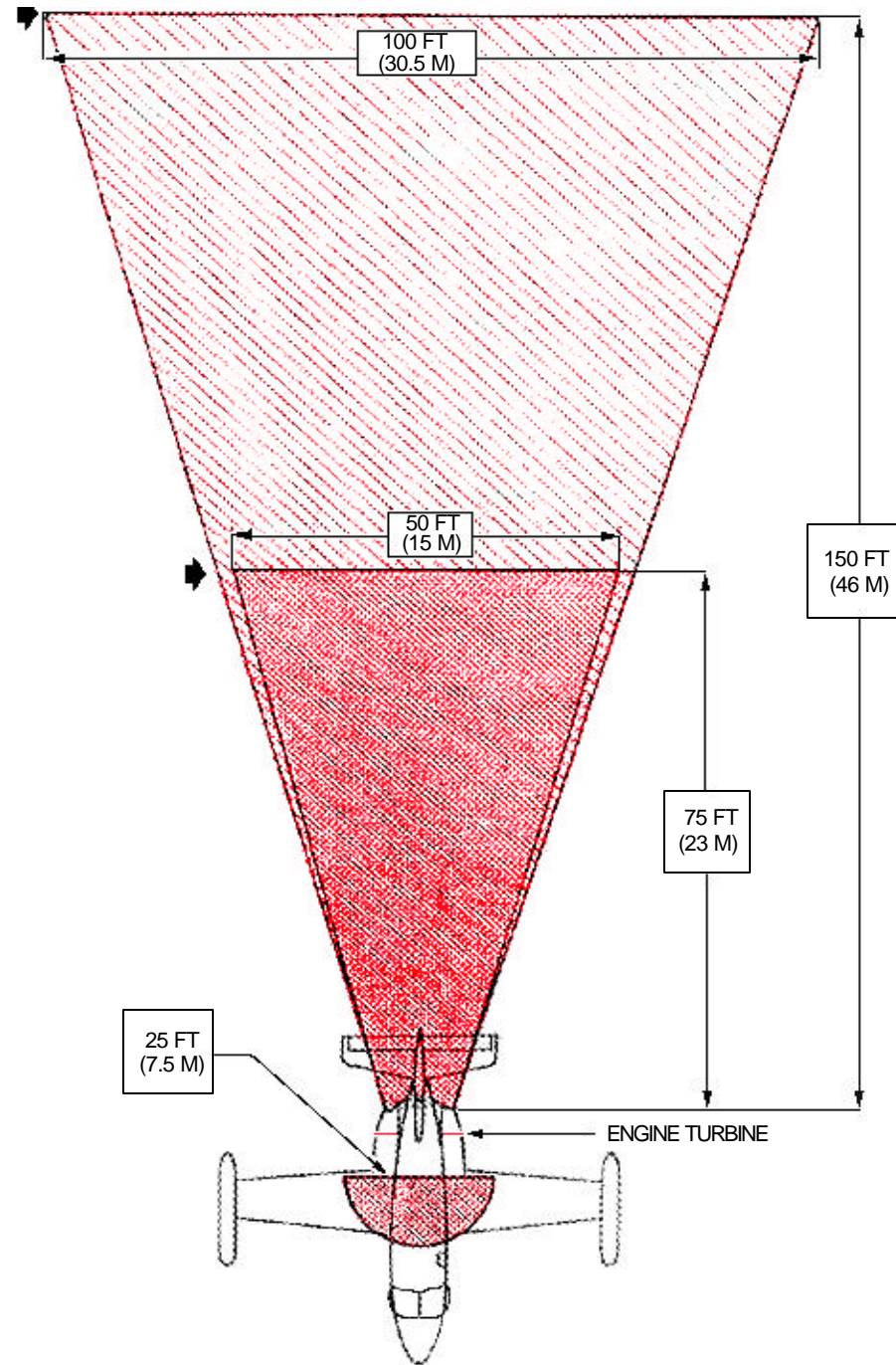
PD808



# AIRCRAFT HAZARDS

ENGINE INTAKE AND EXHAUST DANGER AREAS

PD808



# AIRCRAFT ENTRY

## 1. NORMAL ENTRY/EXIT

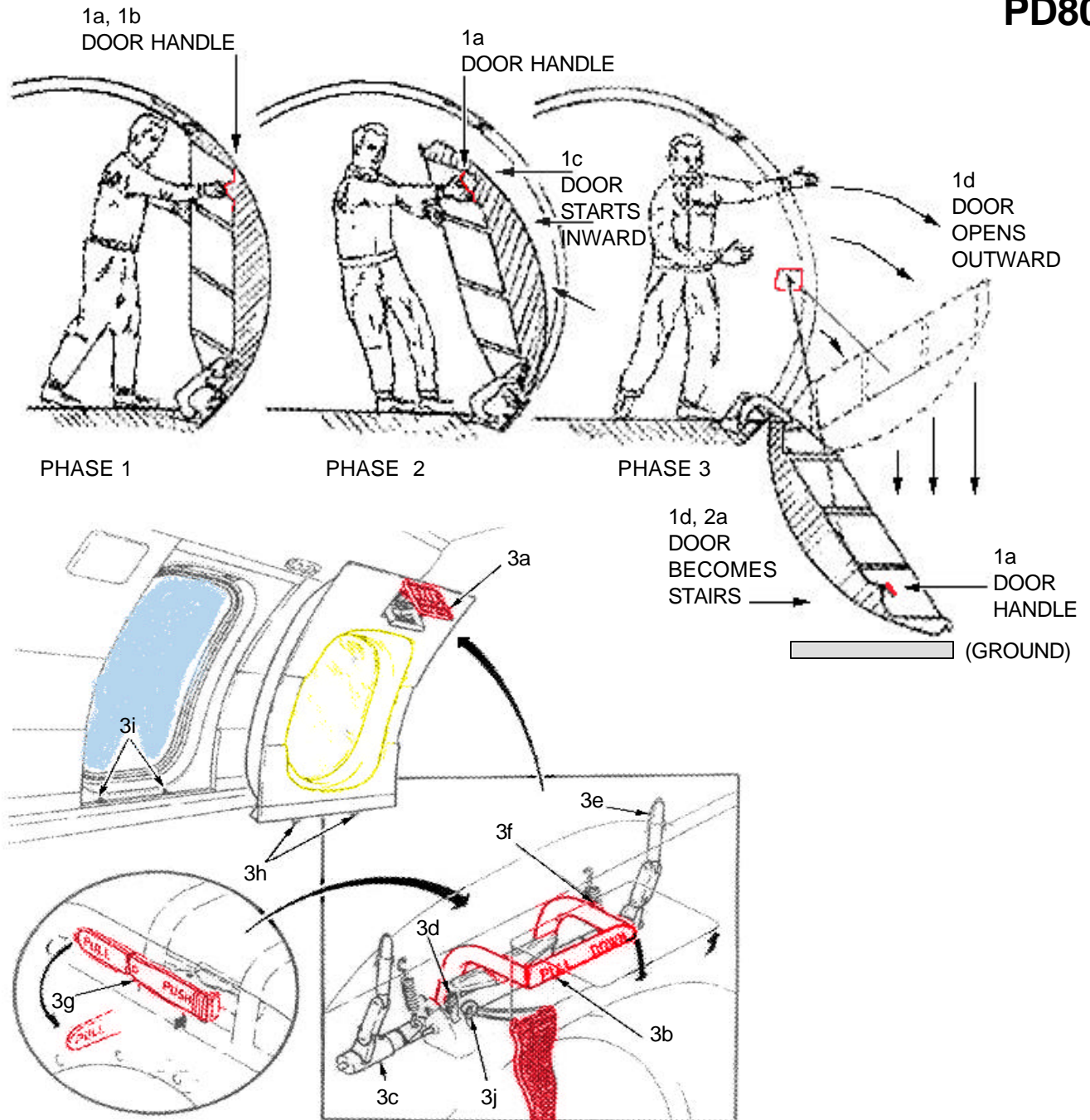
- To internally open the door: when the door is closed and the door seal is pressurized, pull the door handle and rotate down to the OPEN position.
- To externally open the door: Pull the door handle and rotate downward.
- After waiting a few seconds and seal deflation is completed, fully pull the door inward.
- Strongly push (internally) or pull (externally) the door outward and leave the door in the maximum opened position so it will function as stairs.

## 2. NORMAL DOOR CLOSURE

- To close the door: pull/push up the door and push it inward. Place door lever in CLOSED position (first click - not locked), then again pull the door towards the external. Finally rotate the handle counterclockwise until the door is in the LOCKED position.

## 3. EMERGENCY EXIT

- HIDING INTERNAL HANDLE PORT
- INTERNAL HANDLE
- TORSION TUBE
- RELEASE LEVER INTERNAL HANDLE DOWN
- LATCH
- SPRING
- EXTERNAL OPENING LEVER
- UNDERSIDE WINDOW SPIKE
- HOLE FOR UNDERSIDE WINDOW SPIKE
- SHEAR PIN FOR EMERGENCY EXIT





# AIRCRAFT ENTRY - Continued

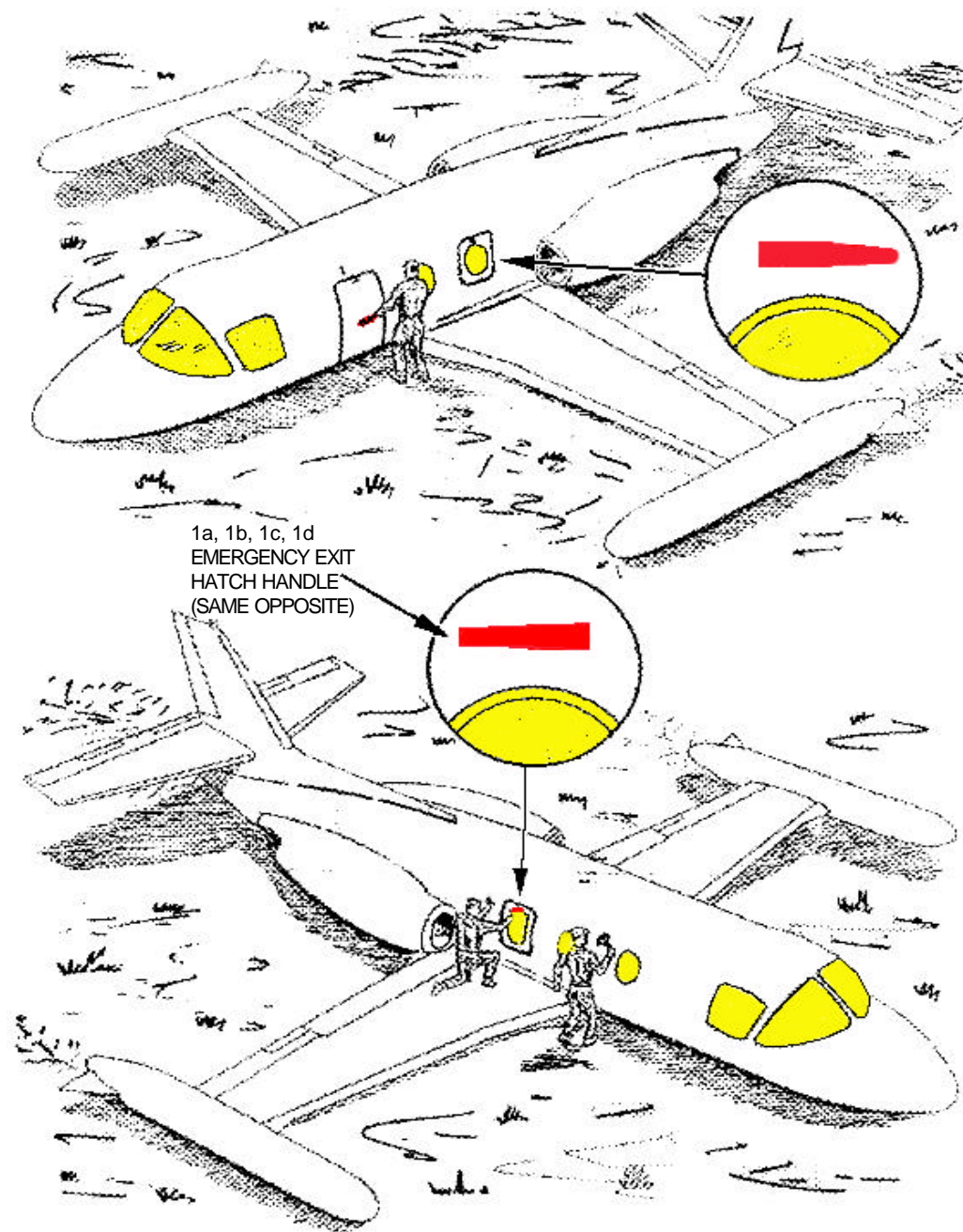
PD808

## 4. EMERGENCY ENTRY

- a. Locate either the right or left emergency exit located over either wing.
- b. Pull external handle, located at top center, outward to unlock emergency exit hatch.
- c. Push emergency exit hatch inward, disengage hatch from opening hinges.
- d. Place hatch away from passengers to avoid hindrance of rescue operations.

## 5. CUT-IN

- a. Cut-in fuselage, cabin and flightdeck windows as applicable.



# LANDING GEAR SAFETY PINS

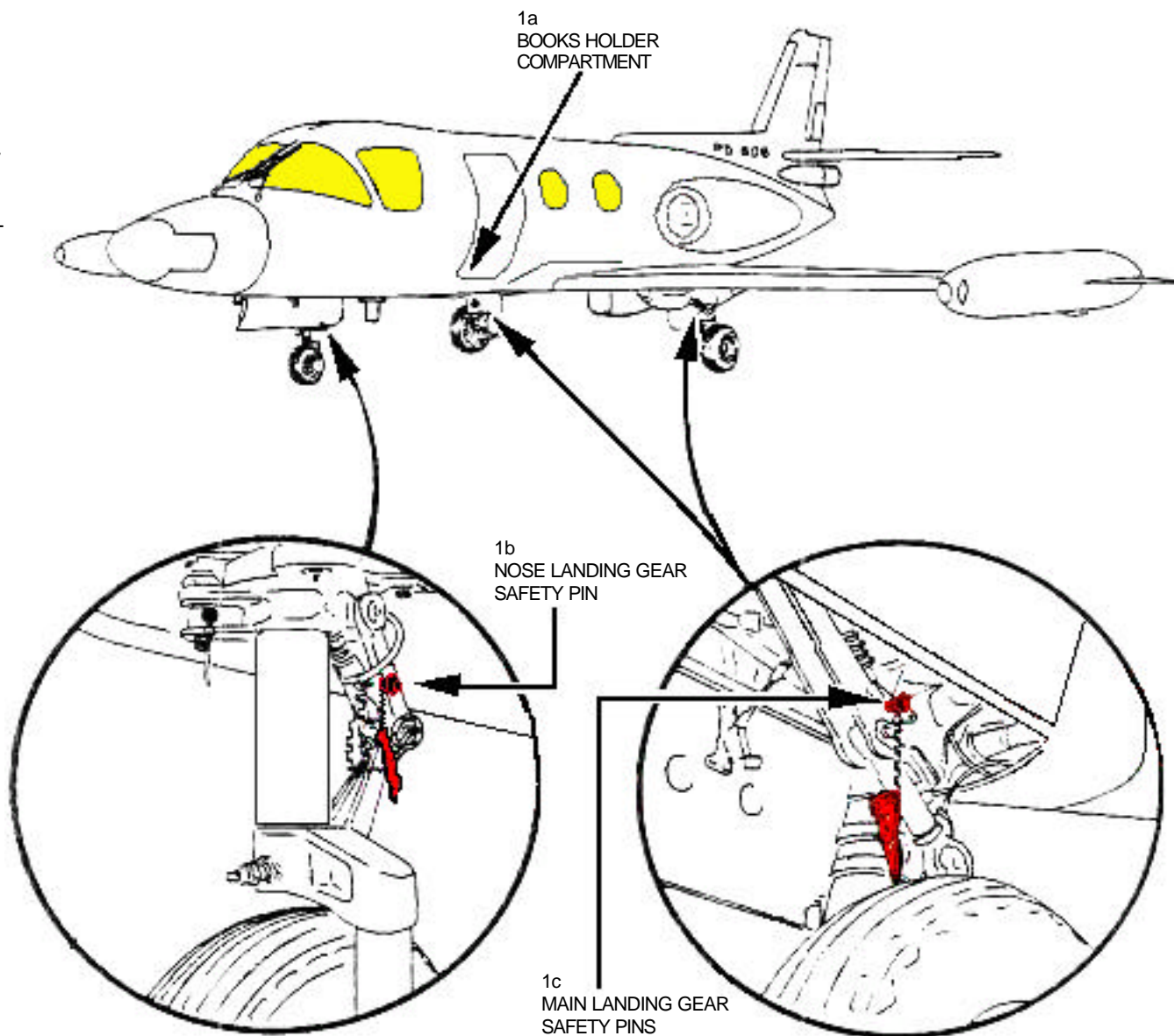
PD808

## 1. LANDING GEAR SAFETY PINS

### WARNING

Before engine shutdown, insert safety pin at landing gear. Failure to follow this procedure will cause low hydraulic pressure possibly causing landing gear to close!

- a. Safety pins are stowed in the books holder compartment at main entry door.
- b. Install safety pin in nose landing gear.
- c. Install safety pins in both main landing gears.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

PD808

## 1. ENGINE SHUTDOWN

### WARNING

Before engine shutdown, insert safety pin at landing gear. Failure to follow the above procedure will cause low hydraulic pressure possibly causing landing gear to close.

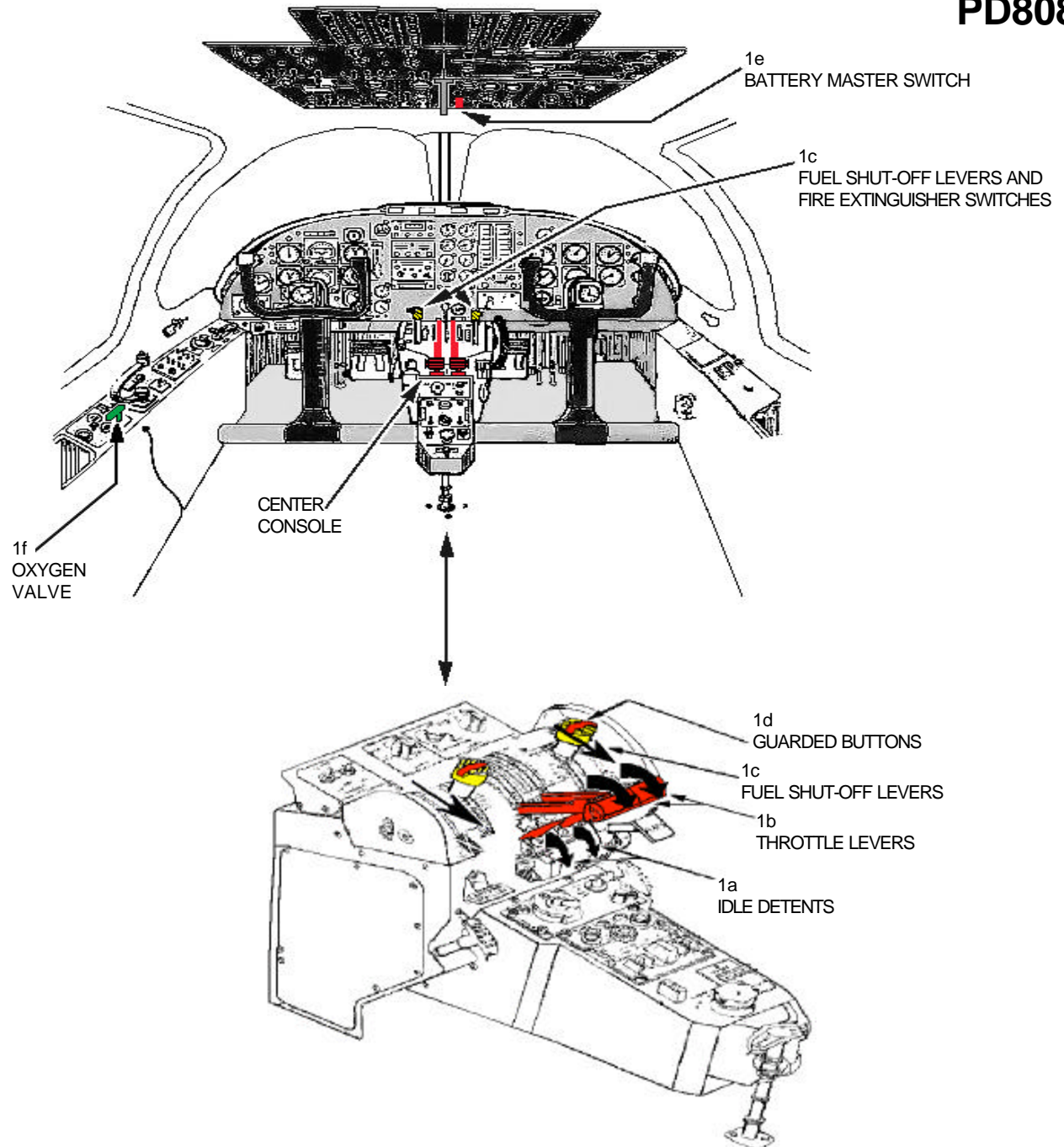
#### NOTE:

See digital photos of cockpit components on page PD808.11.

- a. Pull down idle detent, located on center console.
- b. Retard throttle levers, located on center console, to FULL CLOSE position.
- c. Pull down shut-off levers, located above throttle levers, to FULL CLOSE position.
- d. Lift guard, located on center console above throttle levers, and push red button on top of shut-off levers to discharge fire extinguisher in engine nacelles.
- e. Place battery master switch, located on overhead panel just right of lower center, to OFF position.
- f. If necessary, to close the oxygen valve, located on the left side console, push down the green "T" handle.

## 2. AIRCREW EXTRACTION

- a. The pilot and co-pilot, located on the flightdeck, can be extracted by disconnecting the safety belt and shoulder harness restraints.
- b. The three passenger seats are located aft of the main entry stairwell. Extract passengers from seat by disconnecting the seat belt and, if applicable, the shoulder harness restraint.





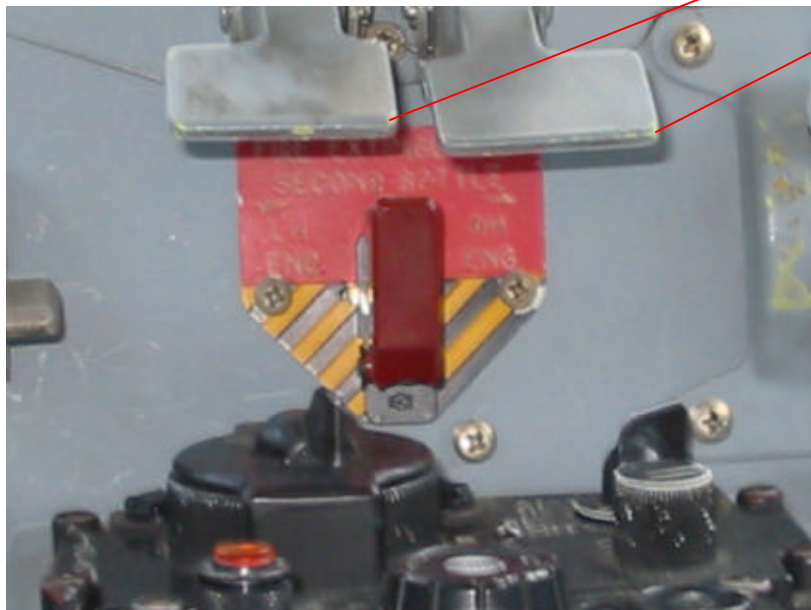
# ENGINE SHUTDOWN COCKPIT COMPONENTS

PD808

1e  
BATTERY MASTER SWITCH



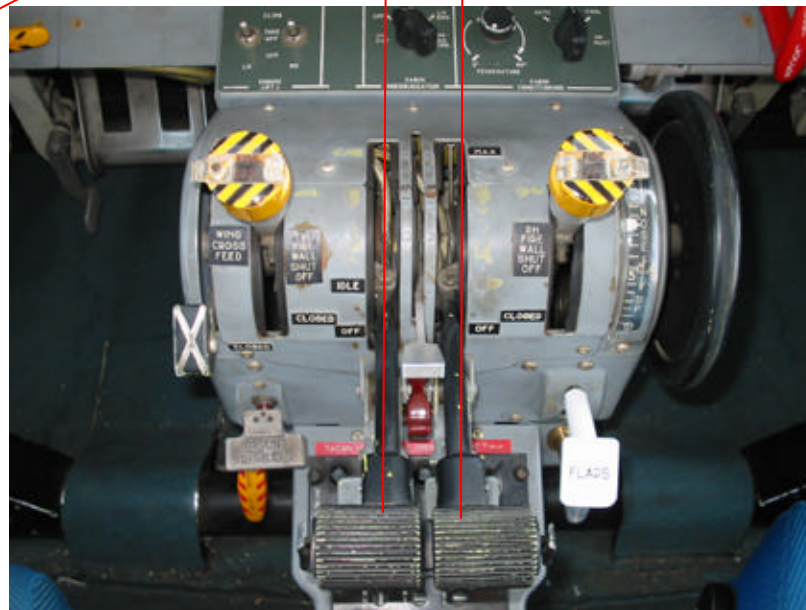
1a  
IDLE DETENTS



1c  
FUEL SHUT-OFF LEVERS AND  
FIRE EXTINGUISHER SWITCHES



1b  
THROTTLE LEVERS

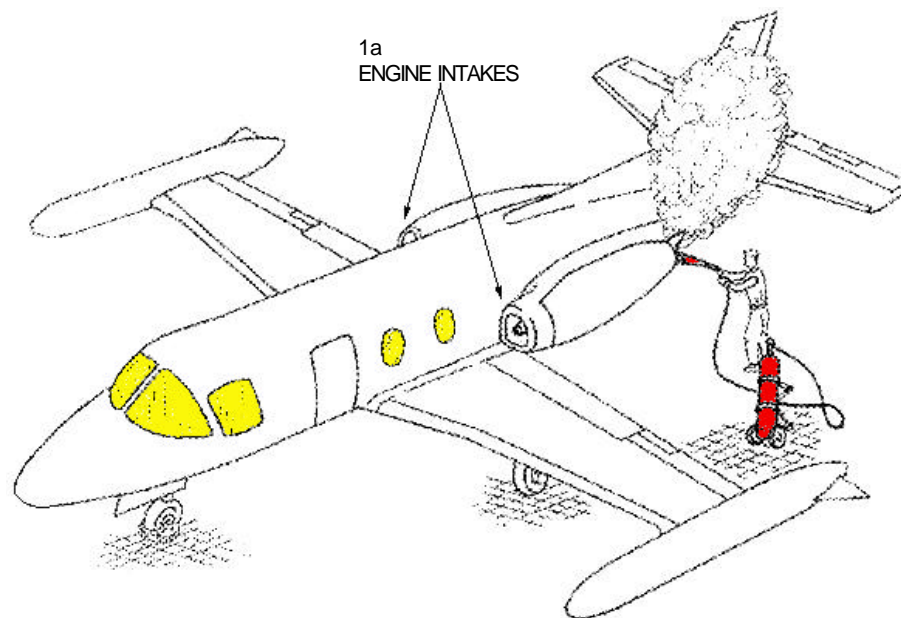


# EXTINGUISHING ENGINE FIRES

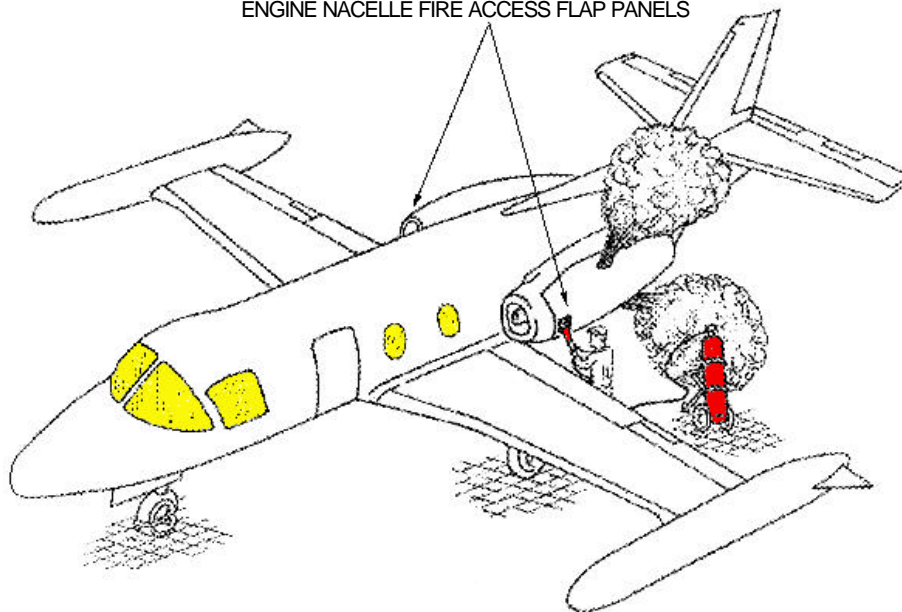
PD808

## 1. EXTINGUISHING ENGINE FIRES

- a. Extinguish engine fires through the engine intakes.
- b. Extinguish engine nacelle fire at access flap panels.



1b  
ENGINE NACELLE FIRE ACCESS FLAP PANELS





# MINIMUM RADIUS OF CURVATURE

PD808

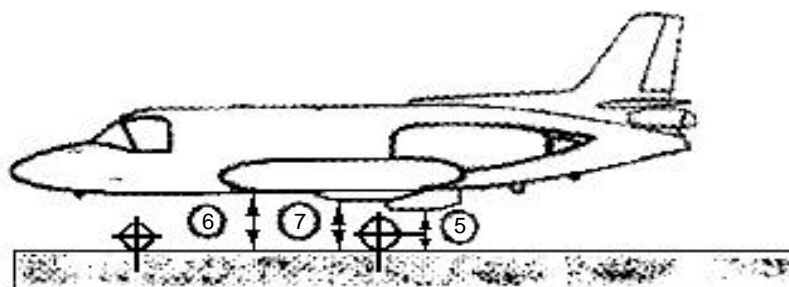
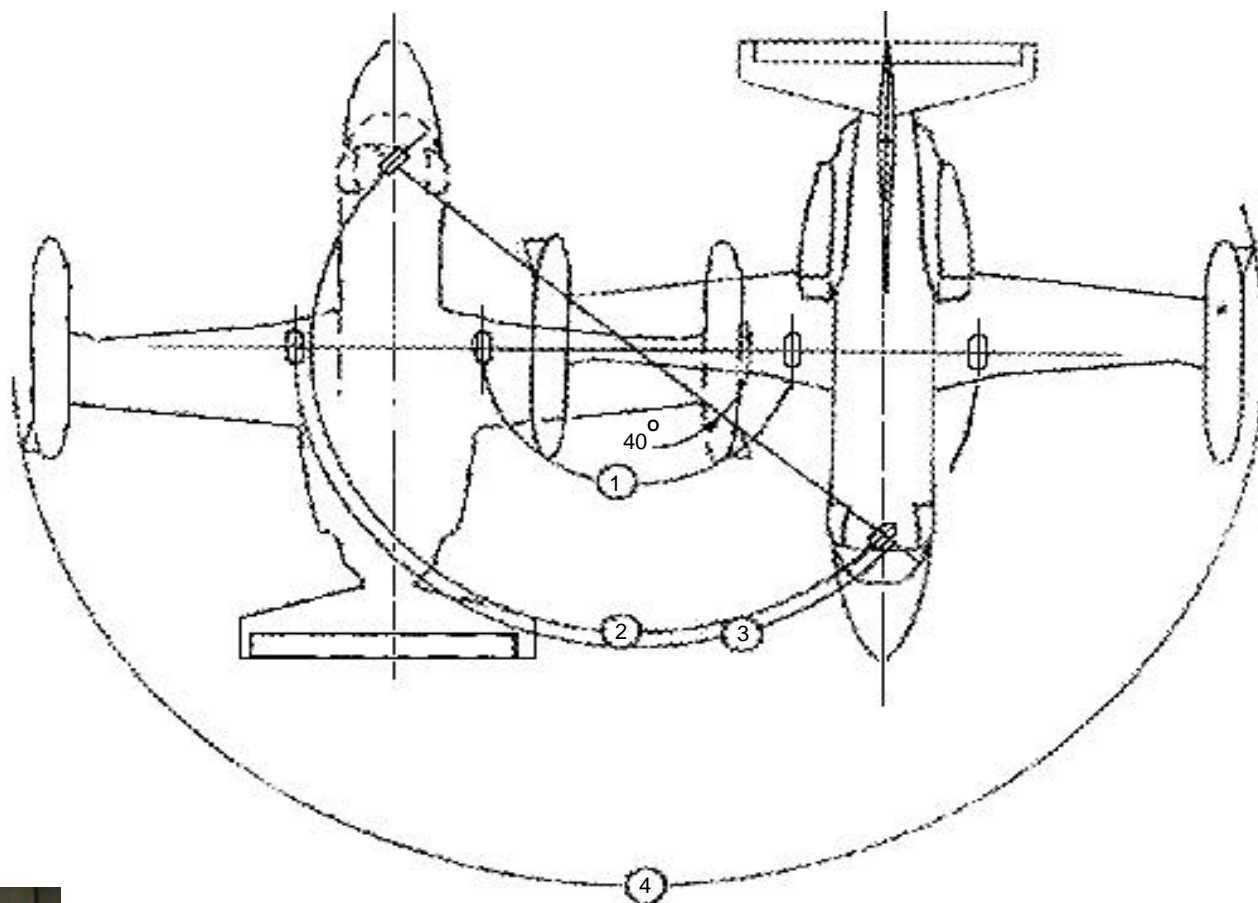
- 1 MAIN LANDING GEAR INTERNAL
- 2 NOSE LANDING GEAR
- 3 MAIN LANDING GEAR EXTERNAL
- 4 EXTREMITY OF EXTERNAL WING
- 5 FUSELAGE BULGE AND RADOME
- 6 EXTREMITY OF WING FUEL TANK
- 7 WING BULGE



NOSE GEAR



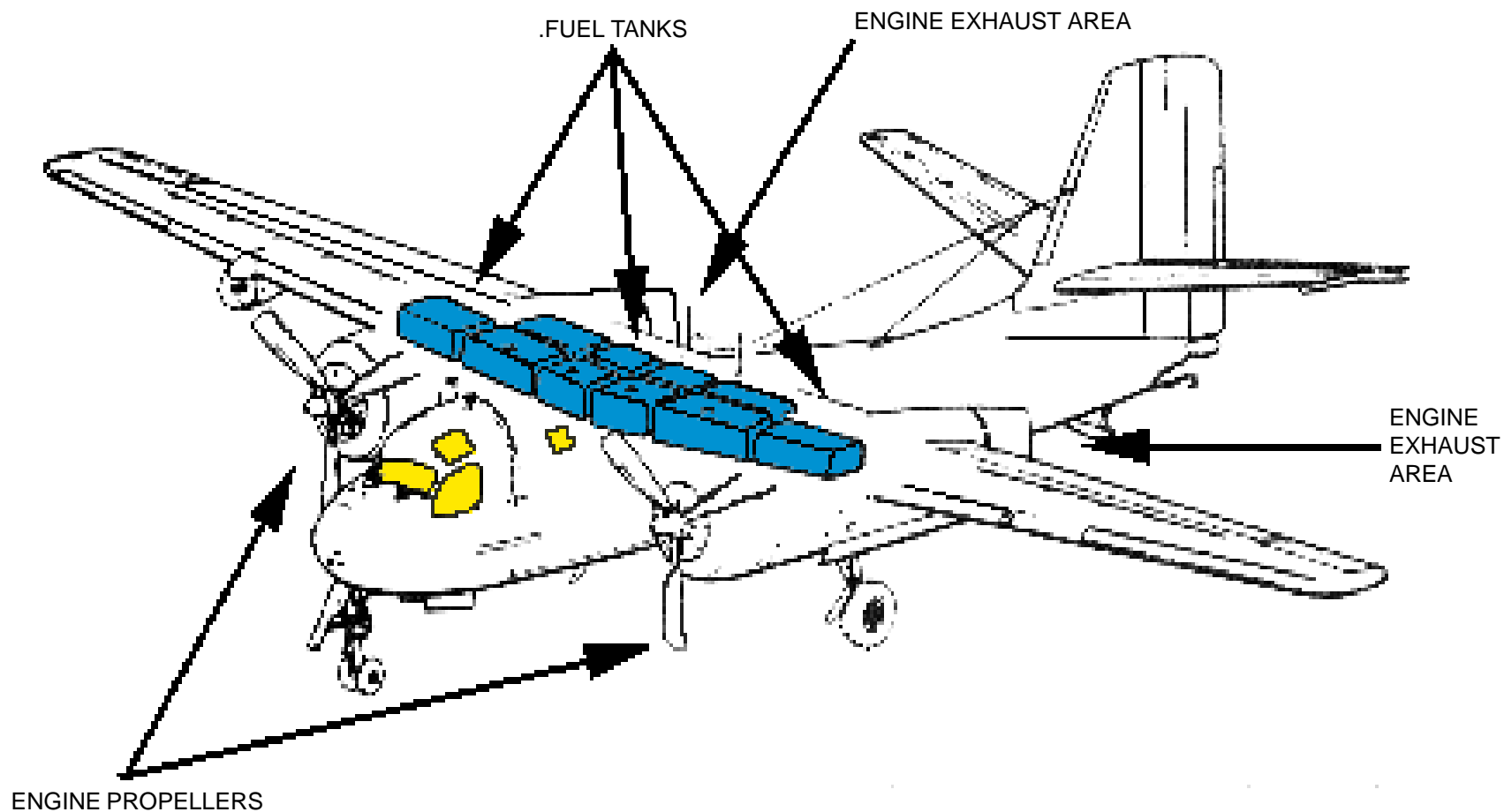
MAIN LANDING GEAR



# AIRCRAFT HAZARDS

NOTE:

No armament is carried.

**S-2E**

## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

S-2E

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- a. Open crew entrance door, located on right side of fuselage, by actuating the door open lock pin.
- b. Rotate boarding ladder down, then enter.

## NOTE:

Entry can only be made from right side of fuselage.

## 2. EMERGENCY ENTRY

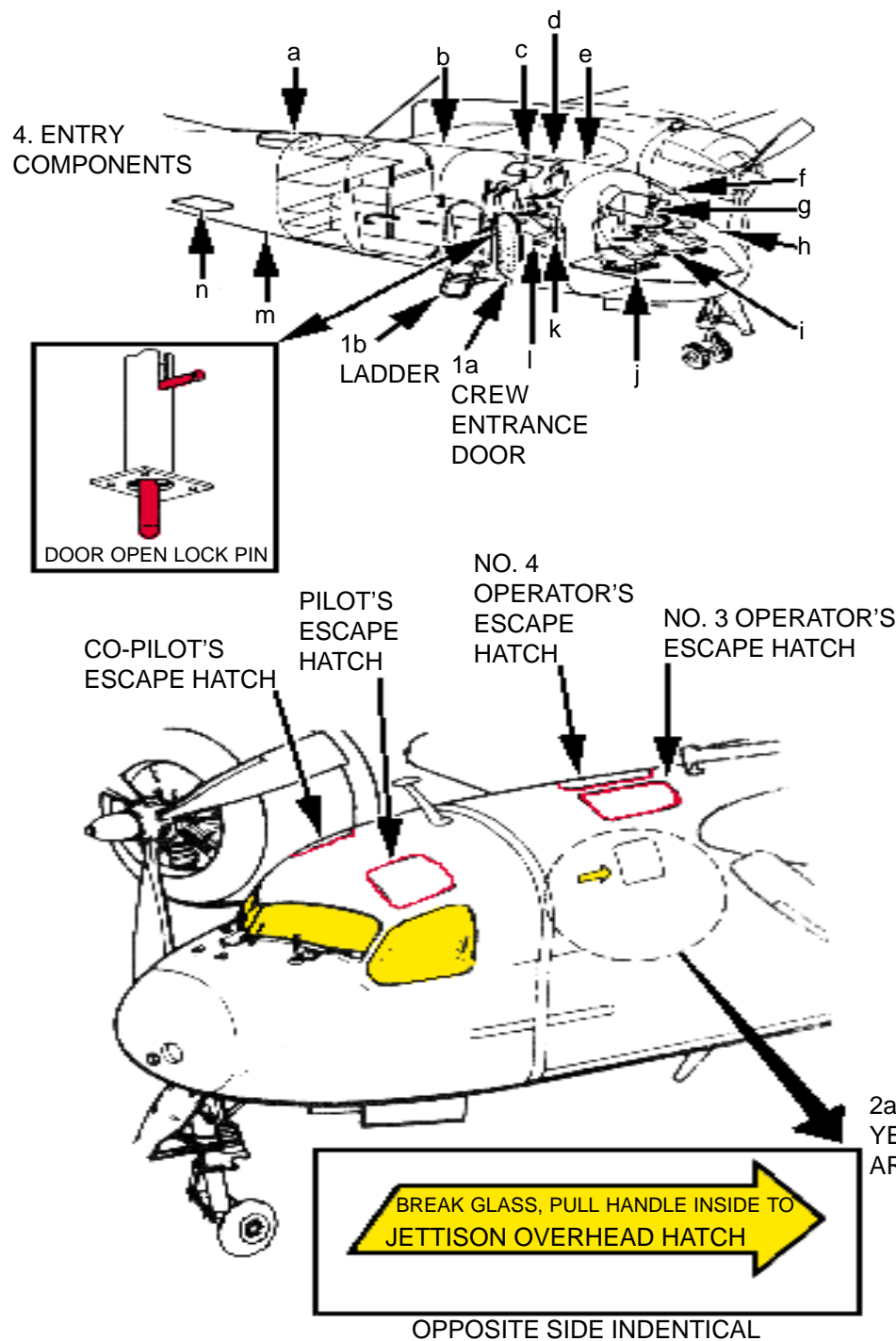
- a. To jettison all four crew escape hatches, locate yellow arrow on either side of fuselage parallel to propellers, break glass and pull inside handle.

## 3. CUT-IN

- a. Cut-in cabin enclosure as required.

## 4. ENTRY COMPONENTS

- a. Life raft hatch
- b. Electronic compartment
- c. No. 4 operator's escape hatch
- d. No. 3 operator's escape hatch
- e. Operator's compartment
- f. Pilot's escape hatch
- g. Co-pilot's escape hatch
- h. Pilot's station
- i. Pilot's compartment
- j. Co-pilot's station
- k. No. 3 operator's station
- l. No. 4 operator's station
- m. Aft compartment
- n. Lower access hatch



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

- a. Place the mixture control lever, located on the center console, to IDLE CUT OFF position.
- b. Place the propeller control, located on the center console, to FEATHER/FULL decrease position.
- c. Close the emergency switches for engine fire if propeller is feathered.

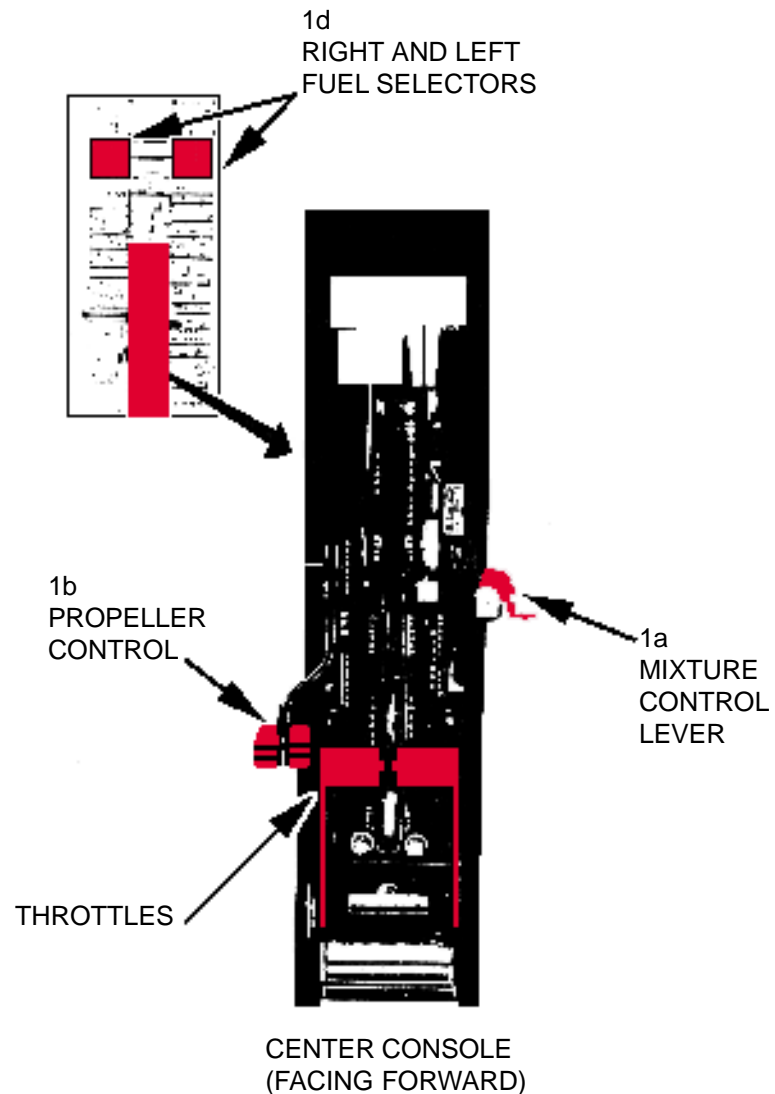
### WARNING

If opposite generator is functioning, feather propeller.  
If opposite generator has failed, do not feather. Retard propeller, using the throttles, located on the center console, to FULL decrease RPM.

- d. If required, place right and left fuel selectors, located above the center console, to OFF for engine fire with opposite generator failure.

## 2. AIRCREW EXTRACTION

- a. Disconnect crew and passengers at all four locations from seat restraints.





# AIRCRAFT GENERAL INFORMATION

**S100B**

## 1. AIRCRAFT GENERAL INFORMATION

The SAAB S100B is a twin-engined low-winged aircraft of light metal construction with a straight wing profile. The aircraft's main task is radar reconnaissance and is then equipped with a radar PS890 which consists of a top-mounted antenna unit and requisite equipment in the cabin.

The S100B can, when it is demanded, be converted to a passenger aircraft. It is then stripped of its antenna and all radar equipment in the cabin. Seats are then installed in the cabin.

The PS890 radar equipment contains beryllium oxide which necessitates special actions upon firefighting and rescue work with regards to health risks.

The fuel tanks are integral (sealed plated areas).

The wing placed engines are of turboprop type with quad blade propellers. The aircraft is also equipped with an APU placed in the aft fuselage under the fin.

The radar reconnaissance version has a crew of two pilots and a maximum of five passengers. The passenger version has a crew of three and can seat thirty passengers.

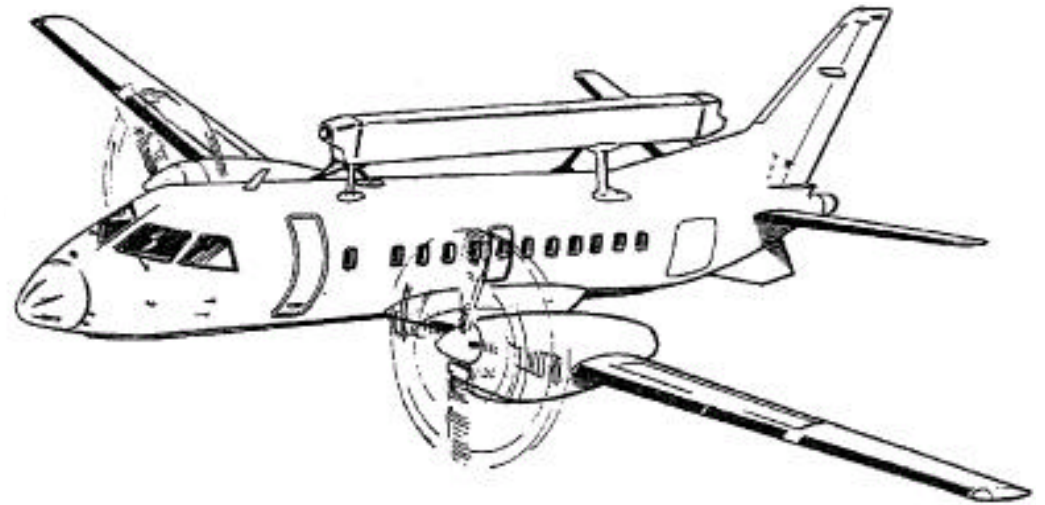
The aircraft contains details made of composite material, mainly carbon and glass fibre. Composites demand special precautions and handling for firefighting and rescue work with respect to health risks and possible injuries.

Crew evacuation is primarily through passenger doors. There are four emergency exits, two on the right side and one on the left side, plus one in the flightdeck ceiling. The right emergency exit over the wing has limited access due to equipment fixtures in the cabin.

The aircraft is equipped with rapid fire extinguishing equipment for the engines, the APU, and the luggage compartment.

These procedures cover version differences only when the rescue work is affected.

Critical area: 2,810 FT<sup>2</sup> (261 M<sup>2</sup> )

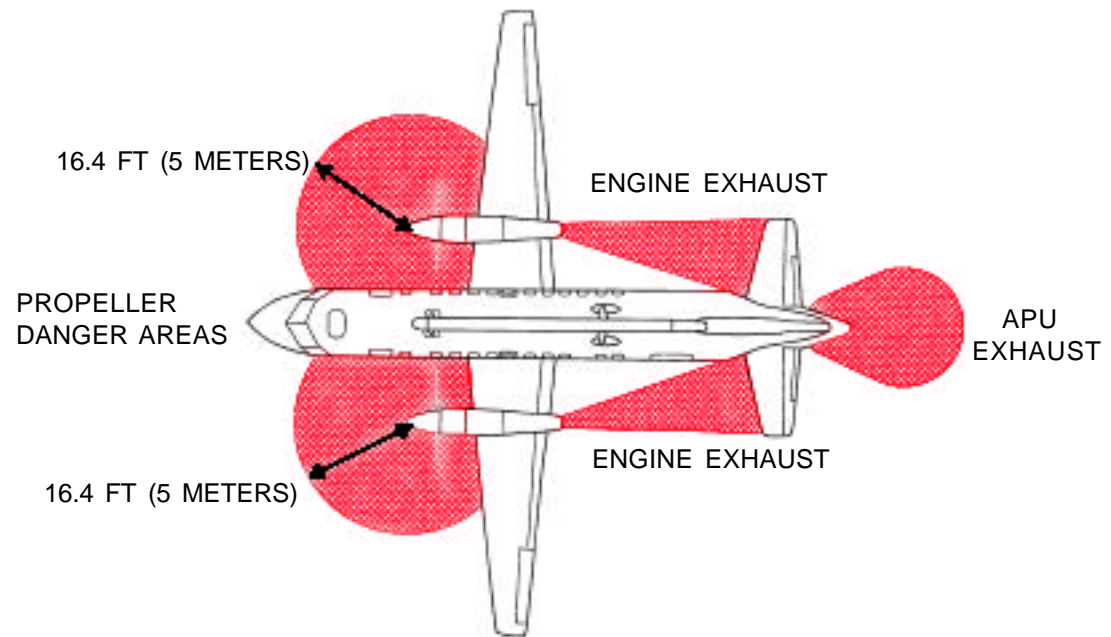
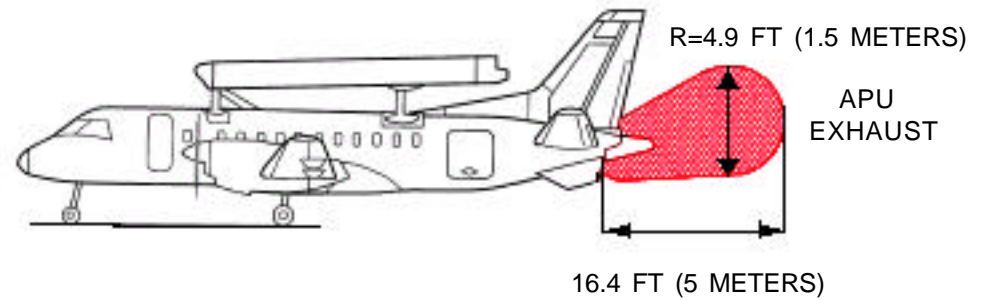


# AIRCRAFT HAZARDS

## 1. ENGINE AND APU HAZARDOUS AREAS

### WARNING

Exhaust gases may cause injury due to heat, high velocity air, flying stones and debris, etc. Engine and APU danger area are forbidden areas to approach.



# AIRCRAFT HAZARDS

S100B

## 1. ANTENNAS HAZARDOUS AREAS (RADIO FREQUENCY RADIATION)

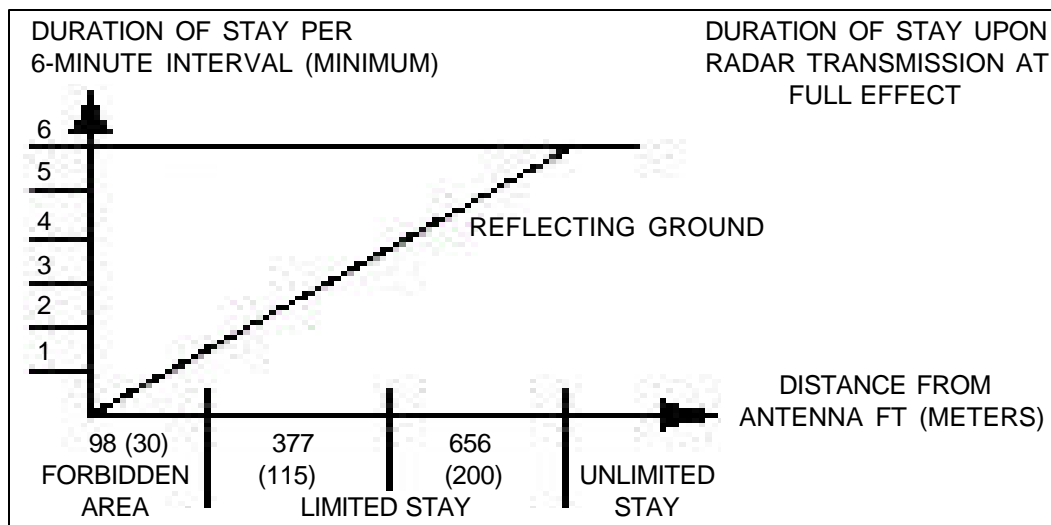
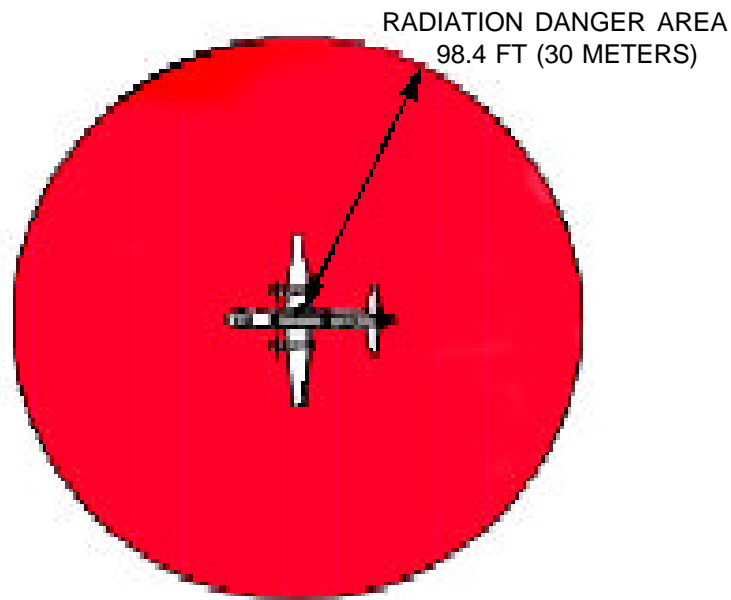
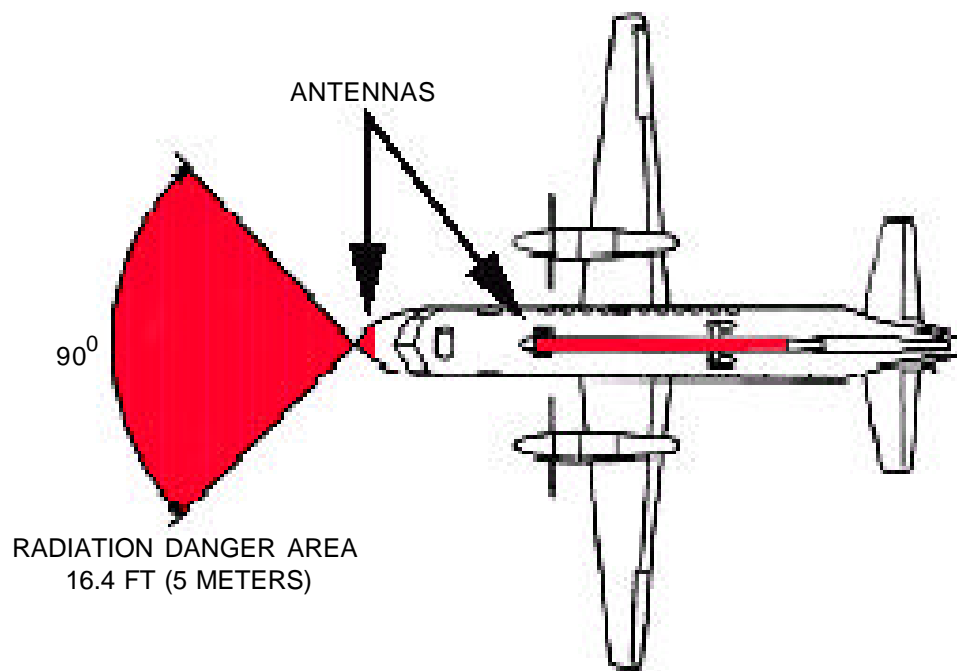
### WARNING

Rescue personnel shall not stay inside the danger areas unnecessarily when the aircraft is connected to an external power supply or when the aircraft engine is running.

## 2. ANTENNAS HAZARDOUS AREAS (RADIO FREQUENCY RADIATION) APPLICABLE FOR RADAR RECONNAISSANCE VERSION ONLY.

### NOTE:

In order for the top-mounted antenna to transmit effect, the following two conditions must be met (1) nose gear tracted and (2) APU operational. If the two conditions are met, rescue personnel shall not unnecessarily remain within the danger area. See diagram below.



# AIRCRAFT HAZARDS

S100B

## DIMENSIONS

Length 69 FT (21 M)

Wing span 72 FT (22 M)

Take-off weight 28600 LB (13 Tons)

Height to wing-tips with extended landing gear 8.5 FT (2.6 M)

Height to wing-tips with retracted landing gear 5 FT (1.5 M)

Height to passenger door, loading door and front right emergency exit

- extended landing gear 5.2 FT (1.6 M)

- retracted landing gear 1.6 FT (0.5 M)

Height to emergency exit over the wing

- height from wing 1.6 FT (0.5 M)

Height to air-intake 5.2 FT (1.6 M)

## FUEL

Aviation turbine fuel (JP8) or Jet A1

Quantity 844 FT<sup>3</sup> (3200 L)

6130 LB (2780 KG)

## HYDRUALICS

Hydraulic fluid 021

Tank volume 1.32 FT<sup>3</sup> (3.5 L)

Tank volume manual hydraulic pump 1.32 FT<sup>3</sup> (5 L)

Pressure accumulator (4x0.09 FT<sup>3</sup> (0.35 L) 4 pcs

## NITROGEN PRESSURE

Landing gear 3 pcs

Tires 5 pcs

Hydraulic accumulators 4 pcs

## OXYGEN

Mounted oxygen (GOX) container

(1x369 FT<sup>3</sup> (1400 L) 1 pc

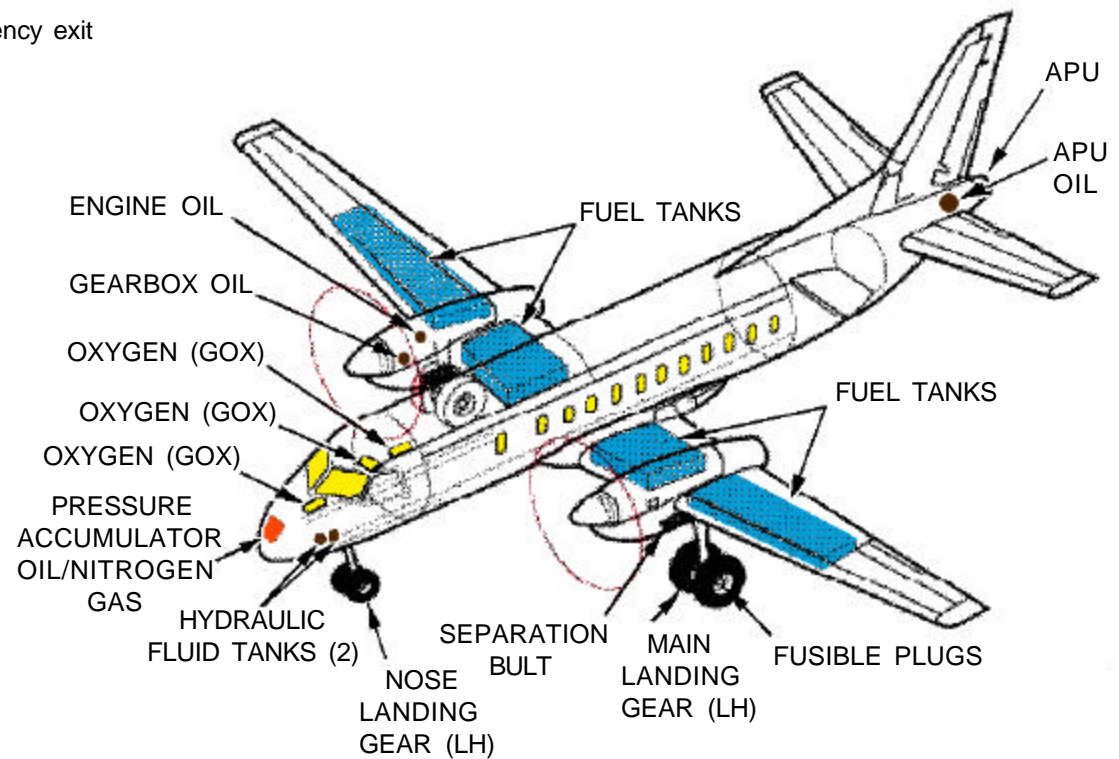
Portable oxygen cylinders 1x32 FT<sup>3</sup> (120 L)

1x82 FT<sup>3</sup> (311 L) 2 pcs

## EXPLOSIVES

Separation bolt emergency jettison main landing gear

2x0.01 OZ (0.25 G)



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Fire Drill II

S100B

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY-PASSENGER DOOR

- a. Turn passenger door handle, located on lower portion of door, counterclockwise to open door.
- b. Pull passenger door outward and then push the door forward.

## 2. EMERGENCY ENTRY-PASSENGER DOOR

- a. Turn passenger door handle, located on lower portion of door, counterclockwise to open door.
- b. Pull passenger door outward and then push the door forward.

## 3. EMERGENCY CEILING HATCH

- a. Turn hatch handle, located in flightdeck clockwise to unlock/open.
- b. Push the hatch fully open.

## 4. FORWARD EMERGENCY EXIT

## NOTE:

The forward right side cannot be used on the radar version.

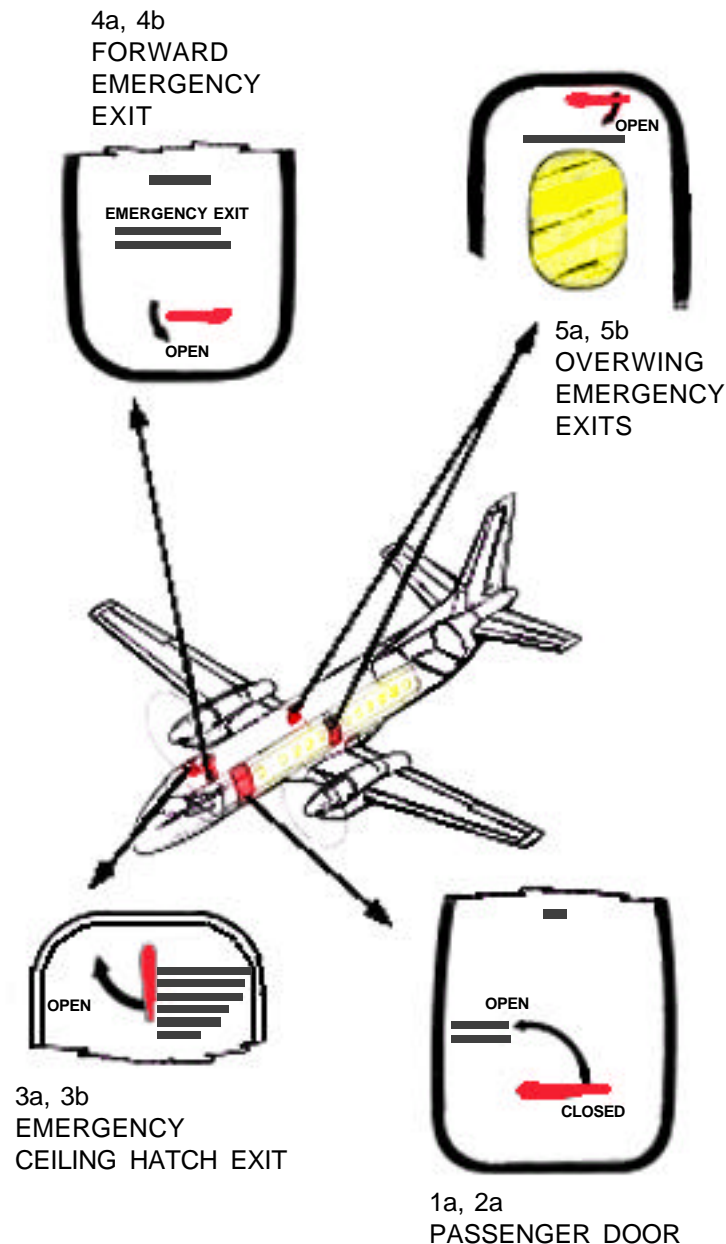
- a. Turn the door handle, located on the lower portion of the door, counterclockwise to open.
- b. Push the door inward.

## 5. OVERWING EMERGENCY EXITS

- a. The right side exit opens by turning the door handle counterclockwise.
- b. The left side exit opens by turning the door handle clockwise.

## 6. CUT-IN

- a. Cut-in fuselage as required.



# ENGINE SHUTDOWN

## 1. ENGINE SHUTDOWN

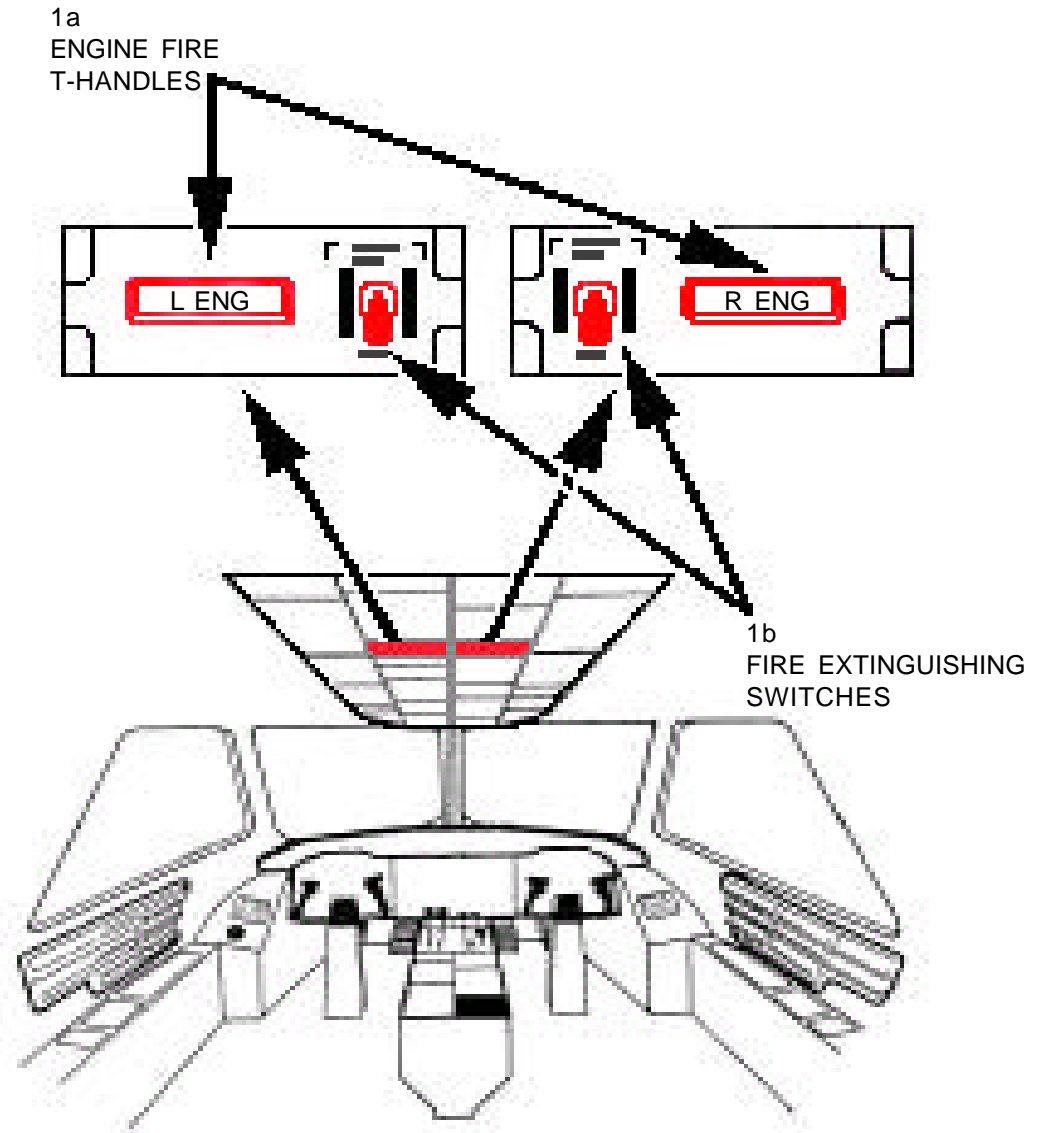
### NOTE:

The following procedure is for emergency shutdown only. If possible, confer with the crew prior to activating emergency shutdown.

- a. Pull the left and right engine fire T-handles, located on the overhead panel, down to the STOP position.

### IN CASE OF ENGINE FIRE:

- b. Place fire extinguishing switches in ON position, located next to fire T-handles, then pull fire T-handles down to extinguish corresponding engine fire.



# AIRCREW EXTRACTION

## 1. AIRCREW EXTRACTION - RADAR RECONNAISSANCE VERSION

### NOTE:

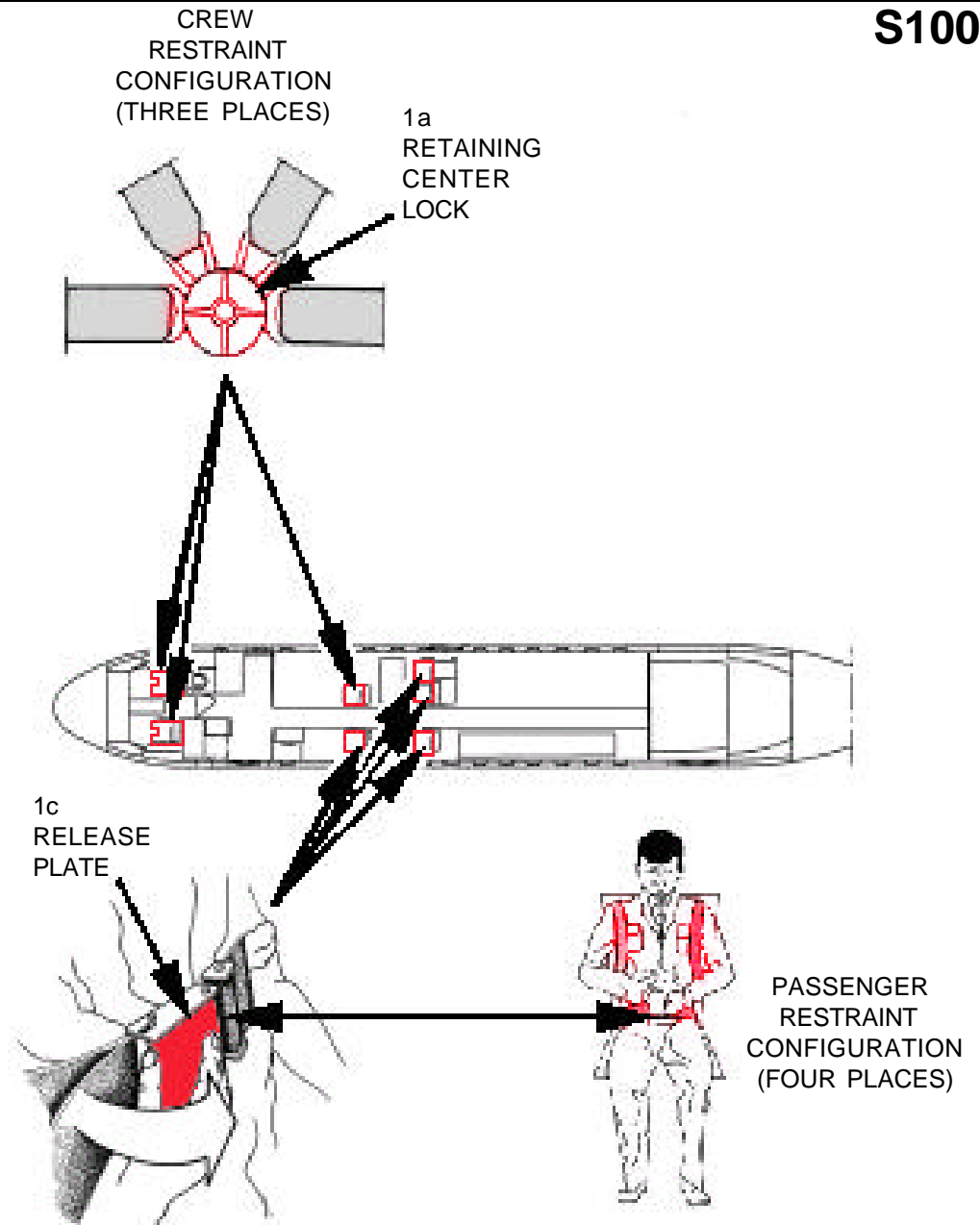
Restraints for the crew differ from the passengers.

### FOR CREW SEATS:

- Open/turn the harness retaining center lock in either direction to release harnesses.
- Place the shoulder straps behind the seat and the lap straps at the side to prevent entanglement during extraction.

### FOR PASSENGER SEATS:

- Lift the release plate and open the lap harness straps.
- Pull out the shoulder harness straps to release the arms of the passengers preventing entanglement during extraction.





## AIRCREW EXTRACTION - Continued

### 2. AIRCREW EXTRACTION - PASSENGER VERSION

#### NOTE:

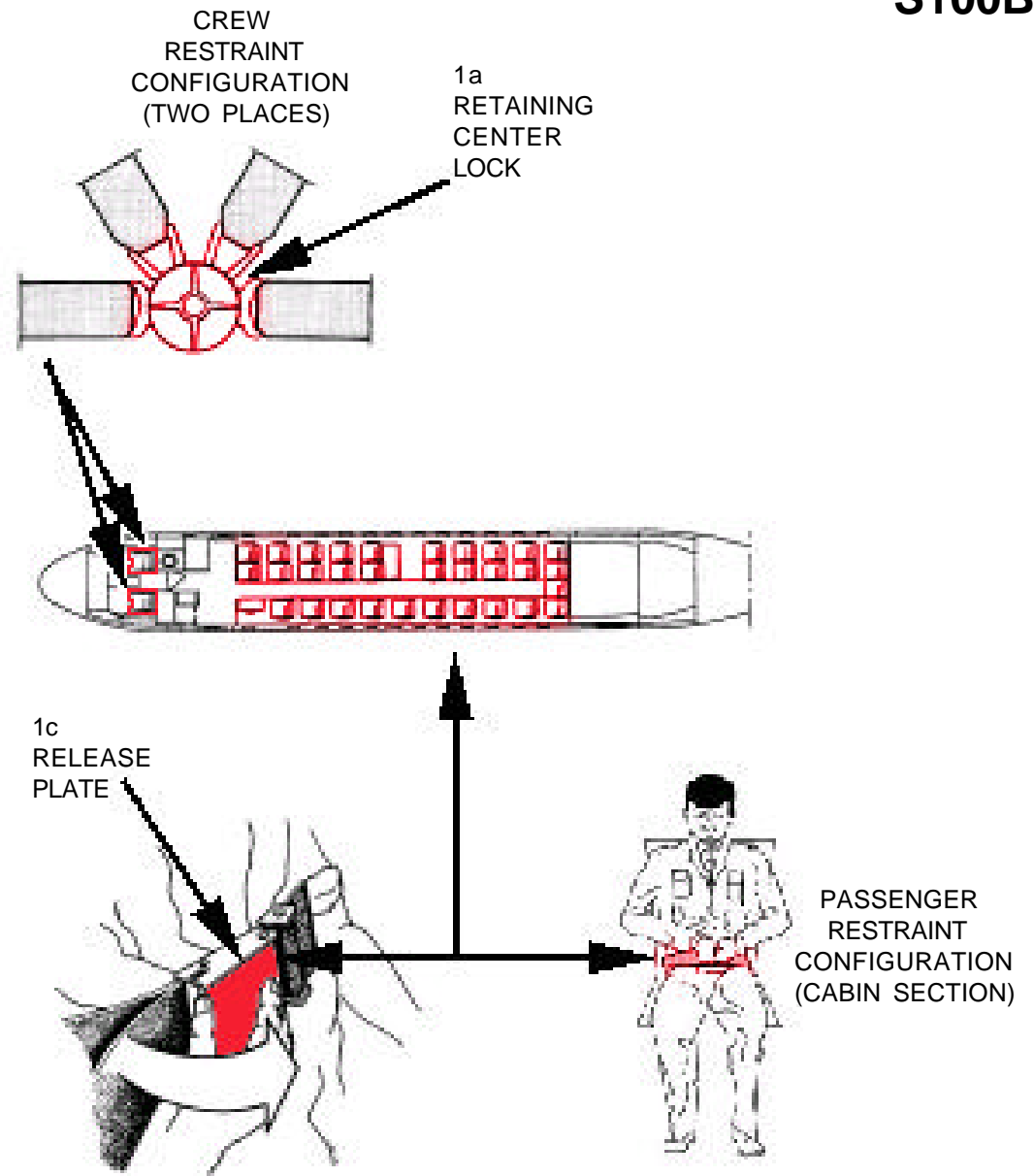
Restraints for the crew differ from the passengers.

#### FOR CREW SEATS:

- Open/turn the harness retaining center lock in either direction to release harnesses.
- Place the shoulder straps behind the seat and the lap straps at the side to prevent entanglement during extraction.

#### FOR PASSENGER SEATS:

- Lift the release plate and open the lap harness straps.



# AIRCRAFT HAZARDS

## NOTE:

For additional information refer to Chapter 7 containing the USAF E-3 30/35.

## DIMENSIONS:

LENGTH: 153 FT (46.61 METERS)  
WINGSPAN: 146 FT (44.43 METERS)  
HEIGHT: 42 FT 5 IN (12.93 METERS)

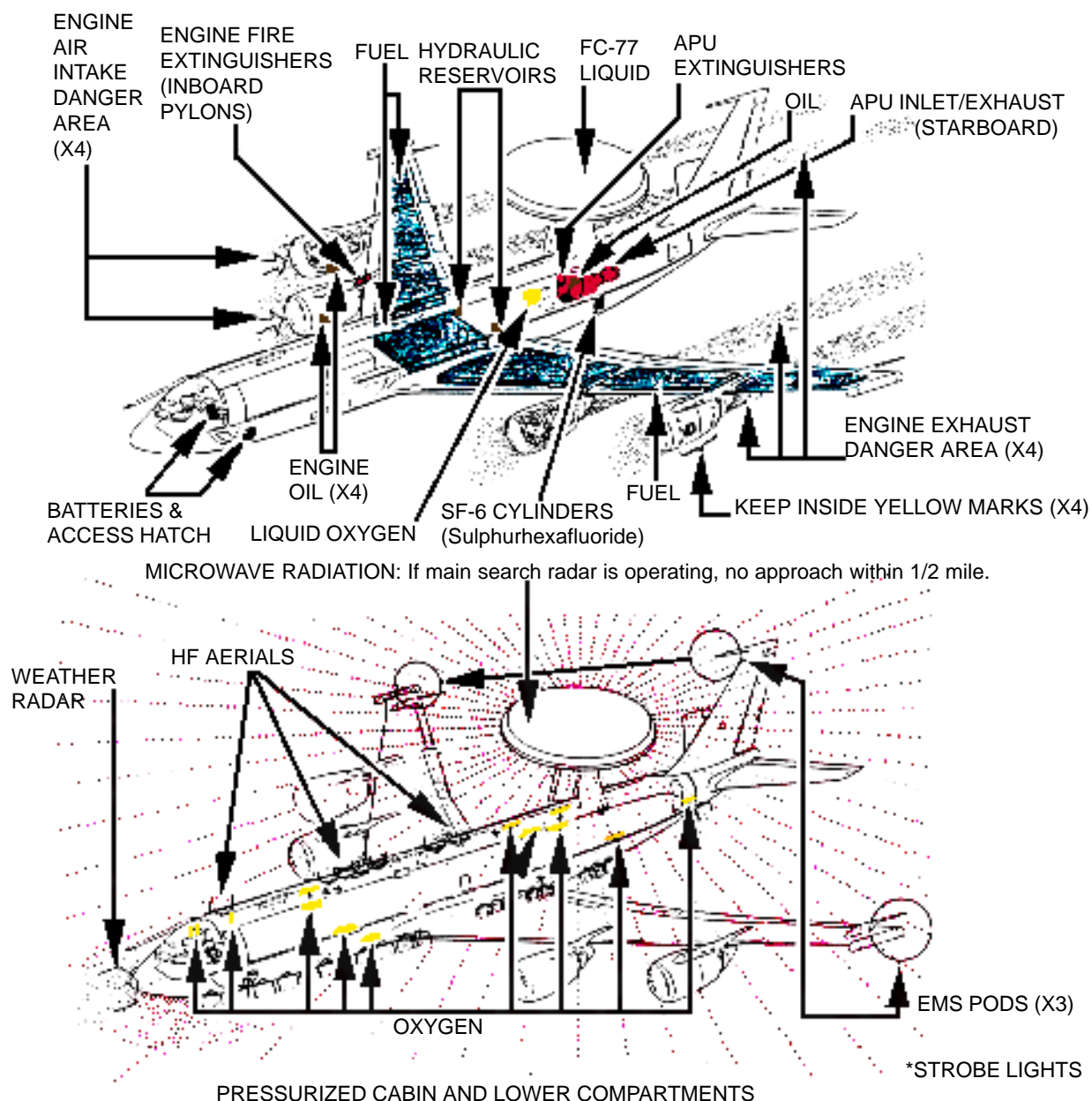
## NOTE:

No armament is carried.

## OTHER HAZARDS:

Battery acid  
Arcton 12  
Bromochlorodifluoromethane (BCF Fire Extinguishant)  
Bromotrifluoromethane (BTM Fire Extinguishant)  
Cartridge operated equipment  
Chlorobromoethane (Fire Extinguishant)  
Composite Materials (Man-made fibres)  
Dimethylformamide (Strobe power pack)  
Ethylene Glycol  
Freon  
Methyl Bromide (Fire Extinguishant)  
Polytetrafluoroethylene  
Radioactive sources  
Sonar locator beacon(s) (1-Lithium battery)  
Sulphur Hexafluoride SF6  
Tritium light sources  
Fuel: Avtur  
Hydraulic oil: OM-15  
High pressure gases: Nitrogen/Air  
Engine oil: OX-9  
Oxygen: Gaseous LOX

# SENTRY AEW MK1



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## SENTRY AEW MK1

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

**WARNING**

Escape slides are installed inside doors and deploy automatically when doors are opened from outside. Rescue crews need to stand aside when opening door to avoid deploying slide.

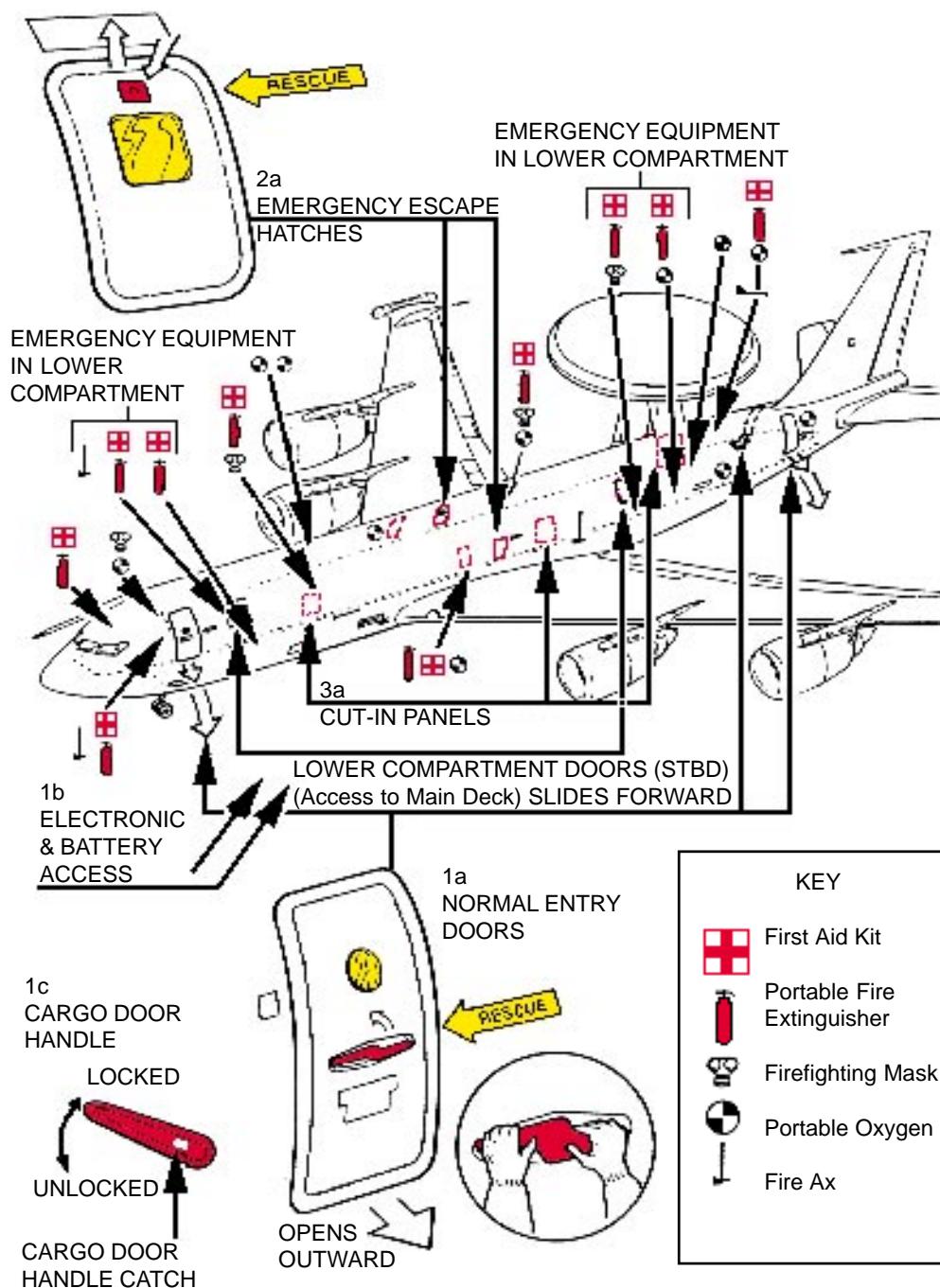
- To open normal entry doors, pull handle out, rotate handle clockwise on port side (counter clockwise on starboard side), pull rear edge of door and push front in.
- To open electronic and battery access door, press to release door and pull down to unlock.
- To open cargo doors, press catch, rotate handle counterclockwise, push door in and slide forward.

## 2. EMERGENCY ENTRY

- To open emergency escape hatches, push in panel and lift out.

## 3. CUT-IN

- Cut-in the areas designated as required.



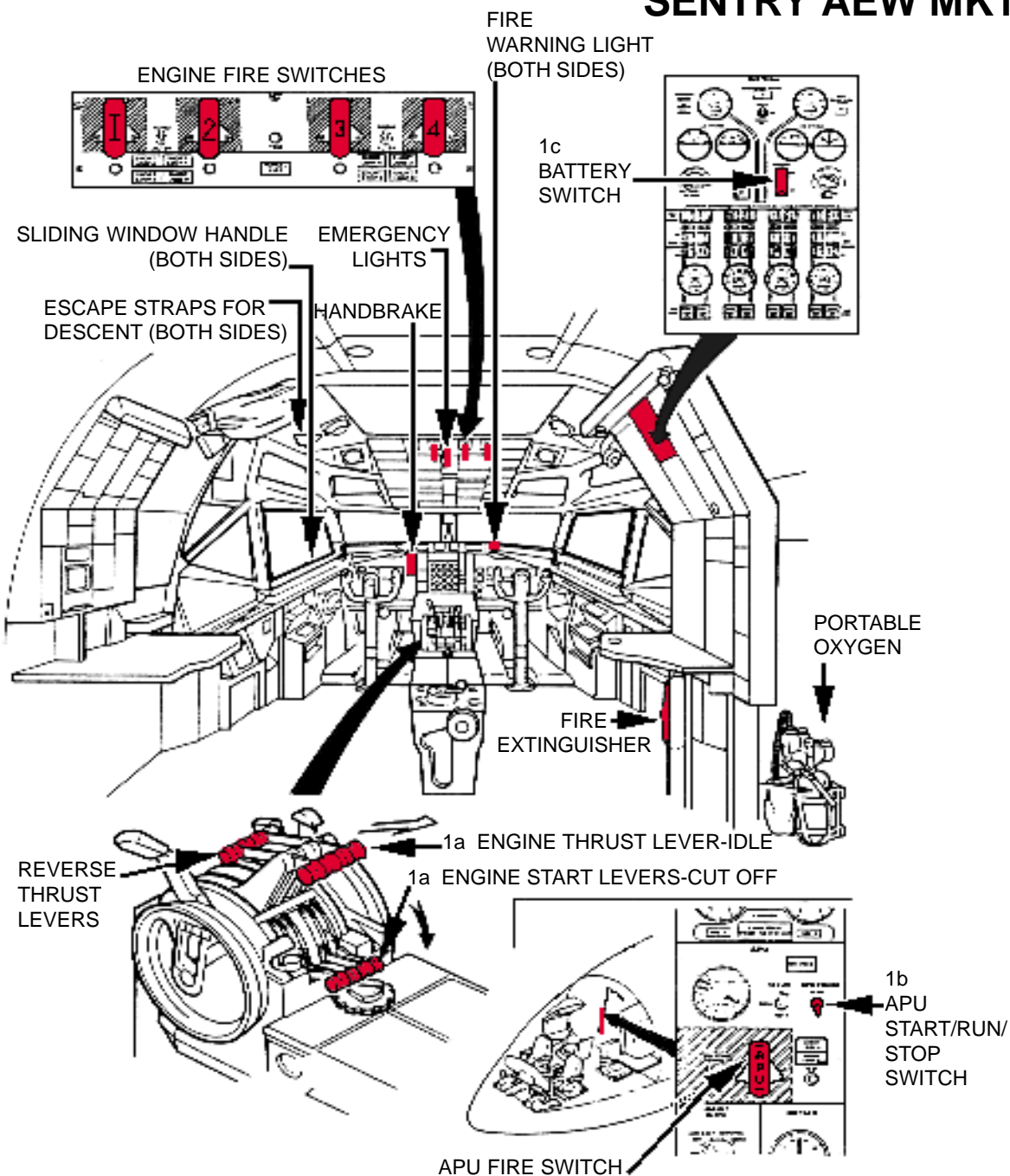
## 1. ENGINE SHUTDOWN

- a. Pull down the reverse lever, located on the center console, to IDLE, then to CUT OFF position.
- b. Place the APU start/run/stop switch, located on the right side of the flight deck door, in the STOP position.

In case of APU fire, pull the APU fire switch, located on the right side of the flight deck door.

In case of Engine fire, pull all four engine fire switches, located on the overhead control panel.

- c. Raise the red guard for the battery switch, located on the flight engineer's upper panel and place the battery switch in the OFF position.



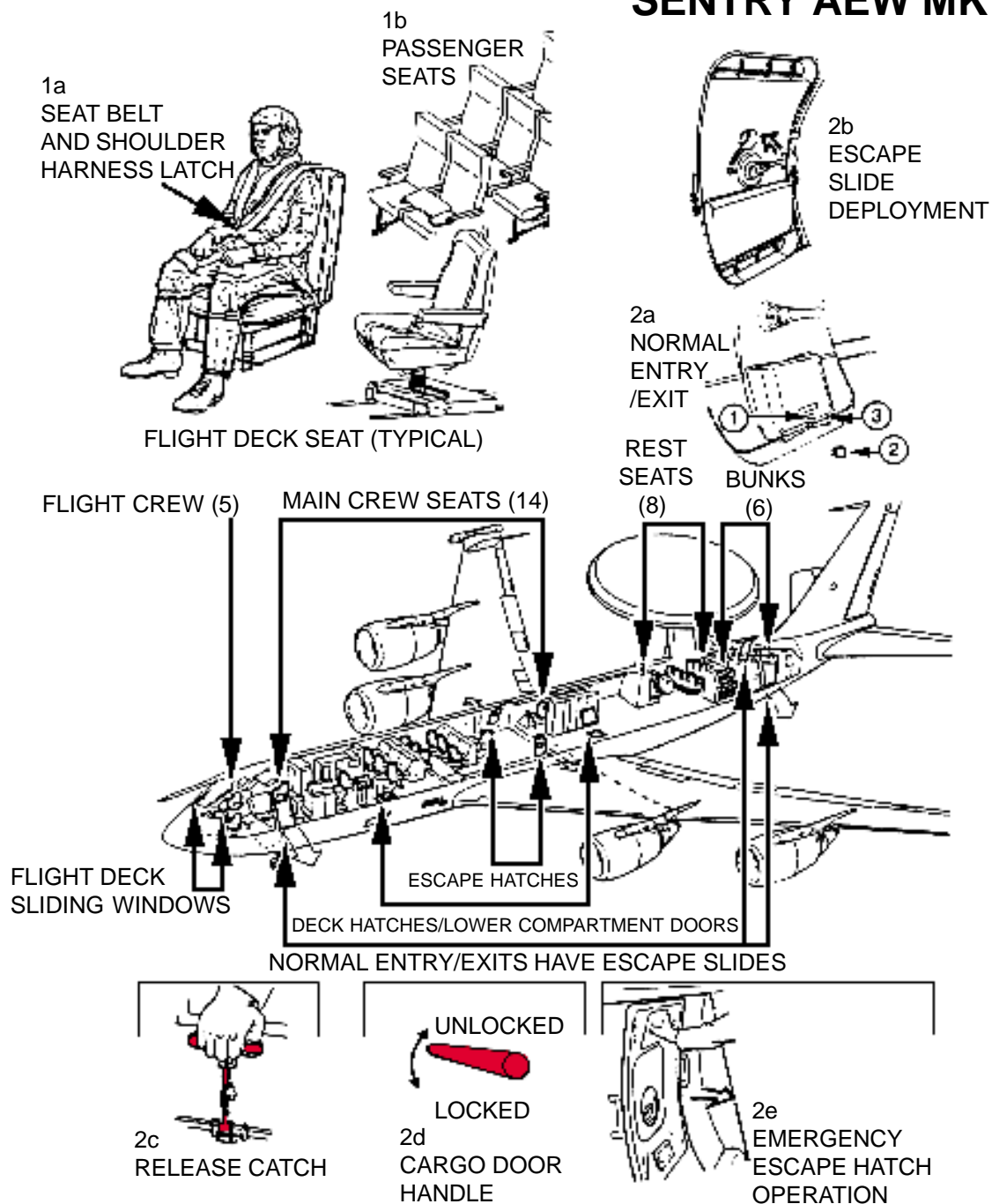
# AIRCREW EXTRACTION AND INTERNAL DOOR OPERATIONS

## 1. AIRCREW EXTRACTION

- a. Unlatch seat belt and remove shoulder harness. Armrest on flight deck seats can be lifted up by pressing button at forward edge of armrest allowing ease of extraction.
- b. Unlatch seat belt of passengers.

## 2. INTERNAL DOOR OPERATIONS

- a. To open entry door at port side, pull handle aft, pull in front of door and push out aft.
- b. To deploy escape slides, put strap (1) into floor bracket (2), open door and pull initiation handle (3).
- c. Pull up on catch release for console tables.
- d. To unlock and open cargo door, (forward door illustrated), turn handle clockwise, pull door in and slide door forward.
- e. To open emergency escape hatches, pull in on both handles and pull hatch inside of aircraft but do not block egress path.





# CABIN CONFIGURATION WITH CRASH LANDING AND LIFE RAFT ASSIGNMENTS

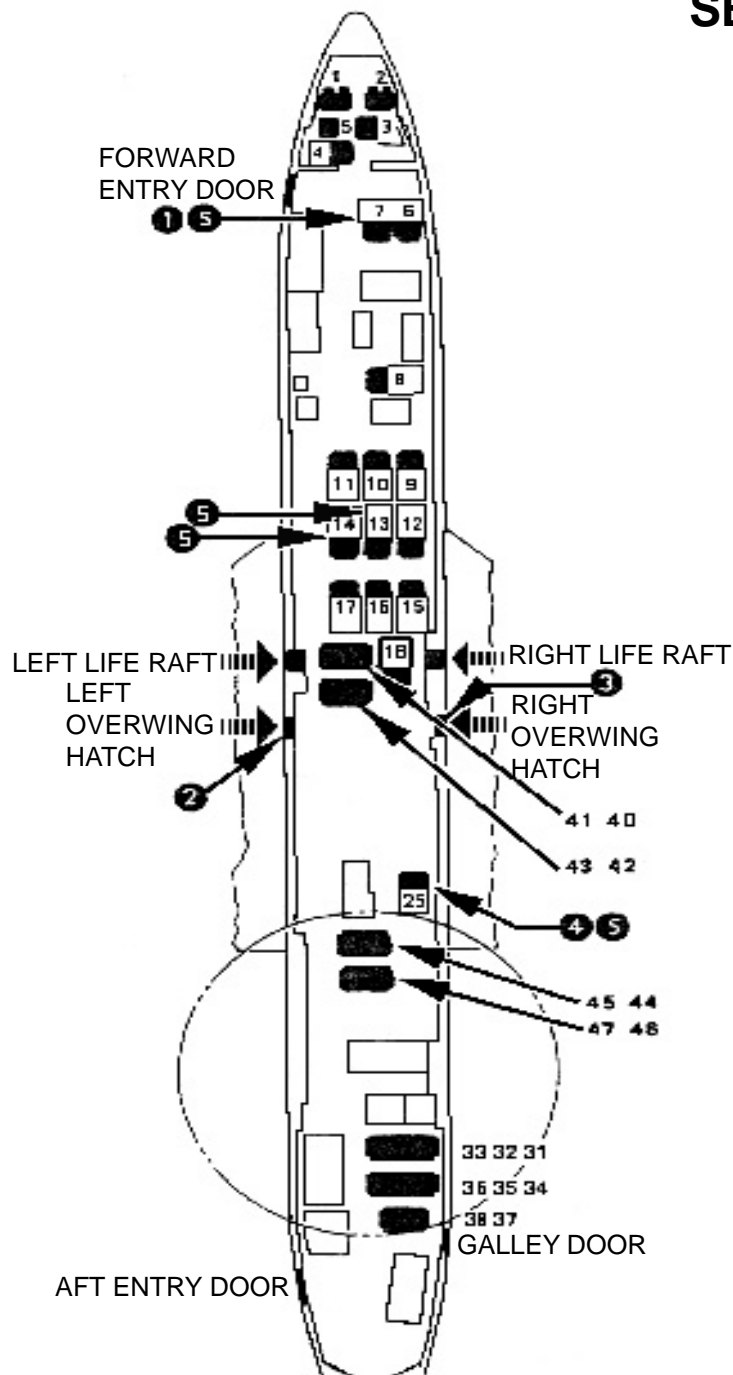
## 1. CABIN CONFIGURATION (UK VERSION)

### NOTES:

1. If required, opens forward door and deploys slide.
2. First crewmember assigned odd numbered seat to reach left overwing hatch is to deploy life raft if required, and attach escape strap to wing fitting.
3. First crewmember assigned even numbered seat to reach right overwing hatch is to deploy life raft if required, and attach escape strap to wing fitting.
4. If required, opens aft door and deploys slide.
5. Normal duty assignment shown. If mission seating arrangements require, TD may reassign these duties. All personnel are to be briefed if any changes are made.

LEFT LIFE RAFT	RIGHT LIFE RAFT
PILOT ENGINEER OBSERVER (SEAT 5) CO (SEAT 7) OPERATOR (SEAT 9) OPERATOR (SEAT 11) OPERATOR (SEAT 13) OPERATOR (SEAT 15) OPERATOR (SEAT 17) RT (SEAT 25) EXTRA CREW SEATS SEATS 31, 33, 35, 37 41, 43, 45, 47	COPILOT NAVIGATOR CT (SEAT 6) DT (SEAT 8) OPERATOR (SEAT 10) OPERATOR (SEAT 12) OPERATOR (SEAT 14) OPERATOR (SEAT 16) OPERATOR (SEAT 18) EXTRA CREW SEATS SEATS 32, 34, 36, 38 40, 42, 44, 46

## SENTRY AEW MK1



## NOTE

Chapter 32 contains emergency rescue and mishap response information for the following NATO aircraft:

FRA	CR-100
TUR	CRITABRIA 76CBC
CAN	CT-114
NLD	PILATUS PC-7
DNK	SAAB SUPPORTER T-17
BEL	SF 260M
SWE	SK60
ITA	SM 1019
TUR, CAN	T-33/CT-133
USA, TUR	T-34
USA, PRT, TUR	T-37
USA, PRT, TUR	T-38
USA, TUR	T-41
USA, TUR	T-42
FRA, PRT	TB-30 EPSILON
FRA	TBM 700
NATO	TRAINER CARGO AIRCRAFT (TCA)
FRA	TUCANO EMB 312F
GBR	TUCANO T-1

\* Aircraft information pending



## CHAPTER 32

### NATO

### TRAINER

## AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

### 32-1. INTRODUCTION AND USE.

32-2. 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.

### 32-3. GENERAL ARRANGEMENT.

32-4. 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.

# AIRFRAME MATERIALS AND GENERAL INFORMATION

CR 100

CARBON COMPOSITES (Diagonal Shading)

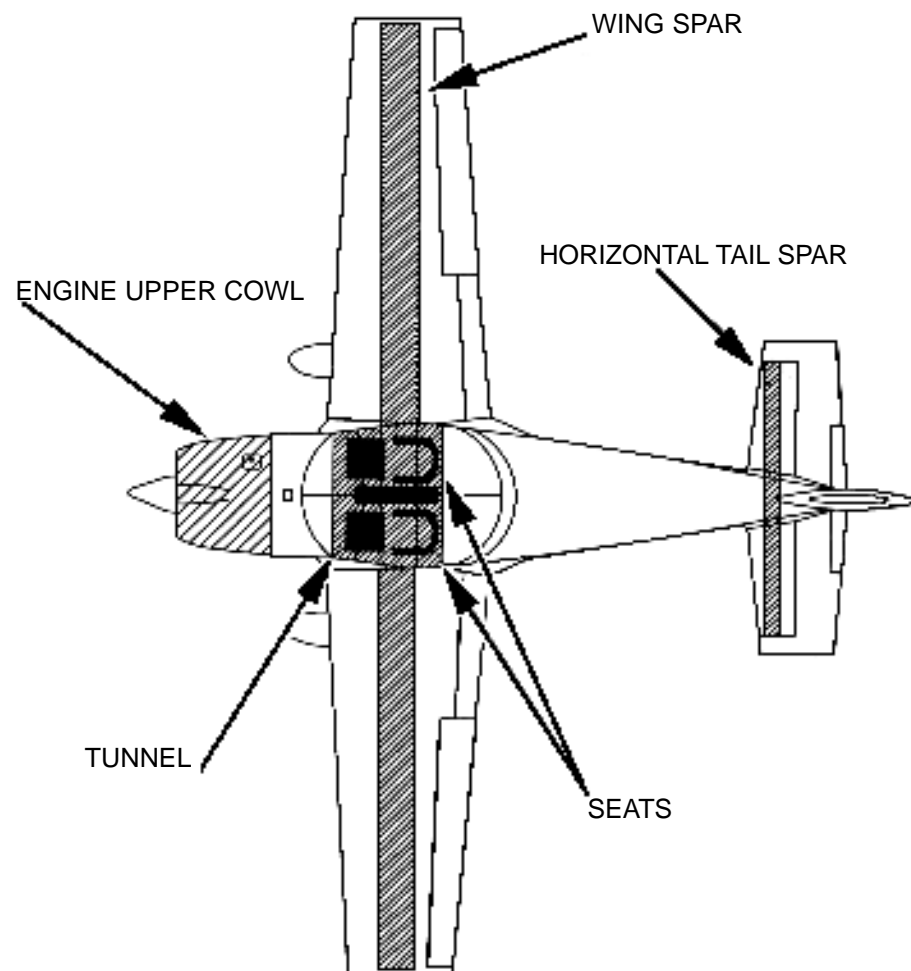
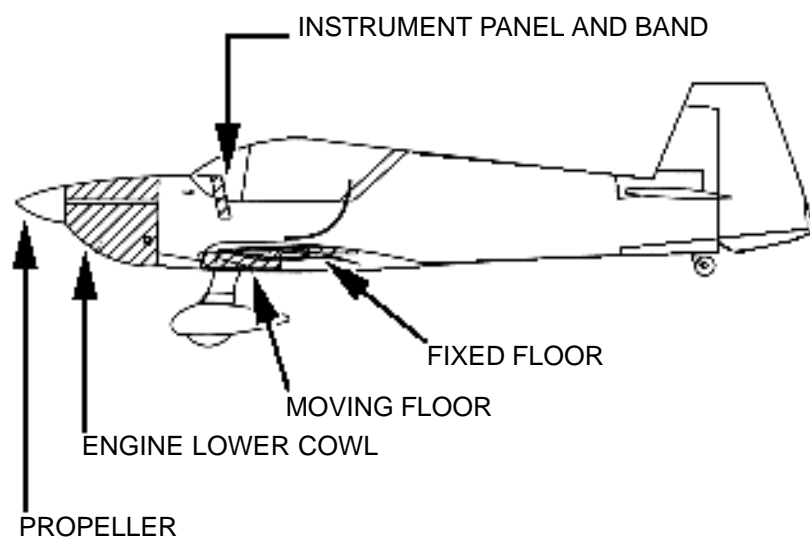
## AIRCRAFT DIMENSIONS

Length: 23.3 FT (7.10 METERS)

Wing Span: 28 FT (8.50 METERS)

## NOTE:

No armament is carried.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

CR 100

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

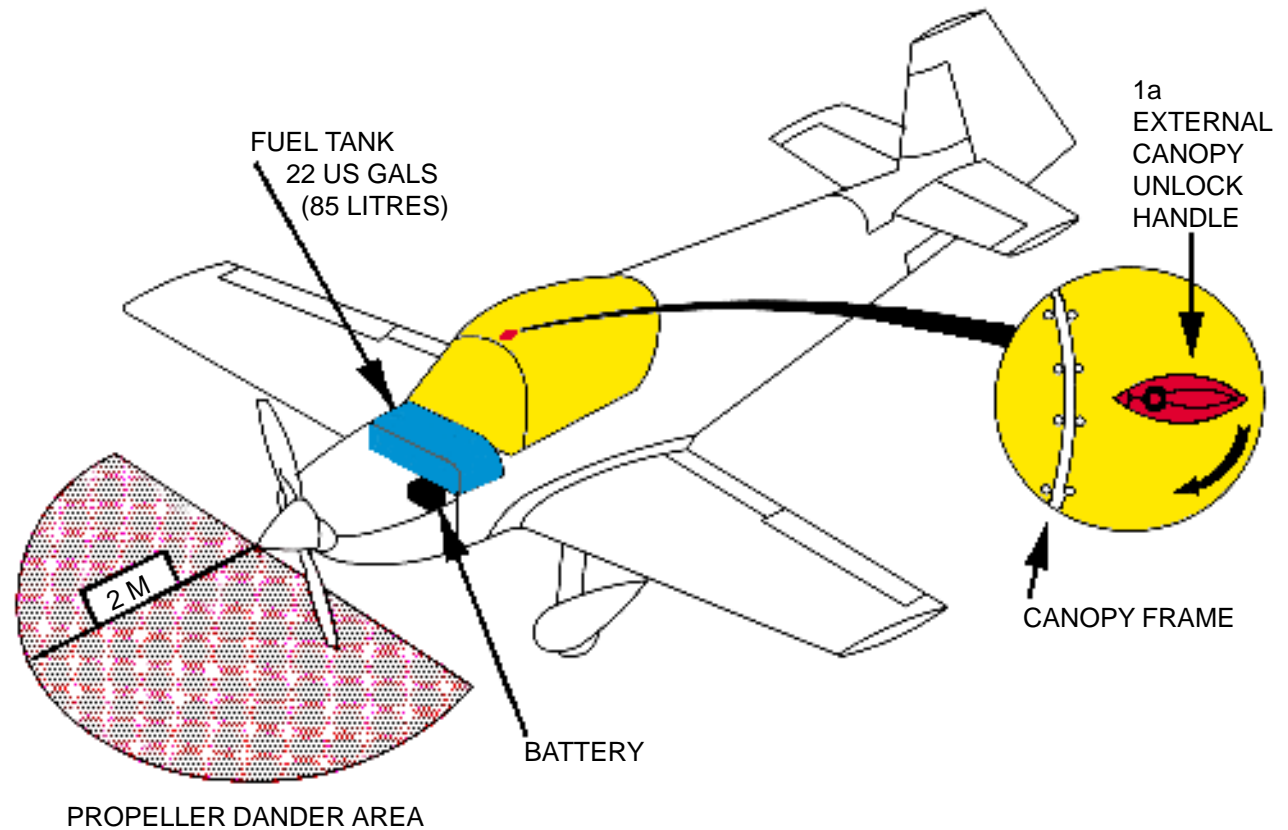
- a. To enter the cockpit, turn canopy unlock handle, located on top center of canopy, clockwise.
- b. First notch unlocks the canopy.
- c. Second notch opens the canopy.
- d. Slide canopy rearwards to expose the open cockpit.

## 2. EMERGENCY ENTRY

- a. Repeat normal entry steps.
- b. If canopy is jammed, cut in at canopy frame with power rescue saw.

## 3. CUT-IN

- a. Cut-in canopy glass on all four sides, lift glass off cockpit to expose crew.



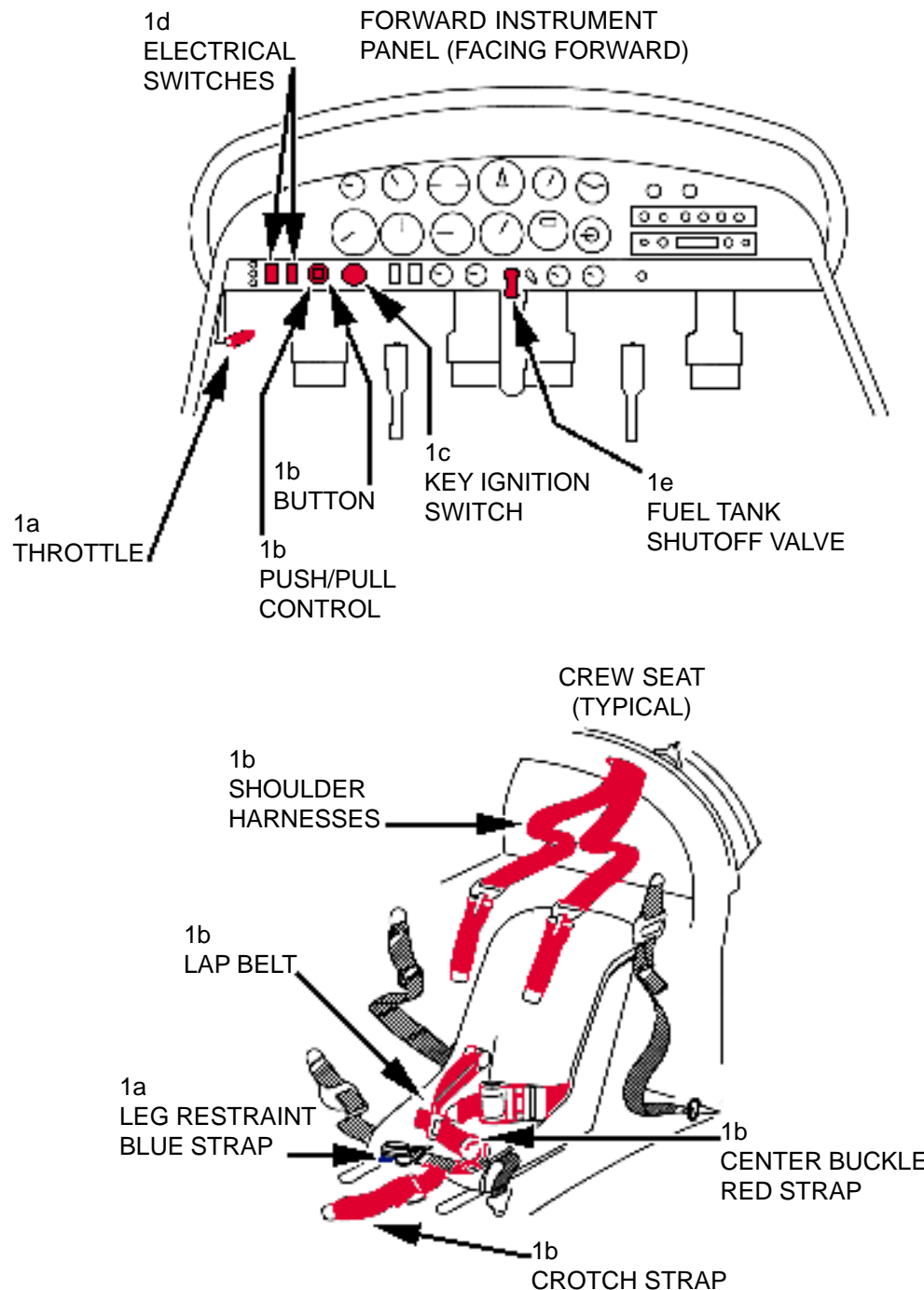
# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

- Pull throttle, located on left side console, to the rearward position.
- Pull the push/pull control, located on pilot's forward instrument panel, to the rearward position while depressing the inside push/pull control.
- Turn the key ignition switch, located on the center forward instrument panel, counter-clockwise to the OFF position.
- Set the electrical switches, located on the upper left forward instrument panel, to the OFF position.
- Set the fuel tank shutoff valve, located on the center forward instrument panel, to the "essence fermee" position.

## 2. AIRCREW EXTRACTION

- Disconnect the crew's legs by pulling the blue strap.
- Disconnect the crew's shoulder harness, lap belt and crotch strap by pulling the red strap on the center buckle.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## NOTE:

No armament is carried.

## CRITABRIA 7GCBC

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

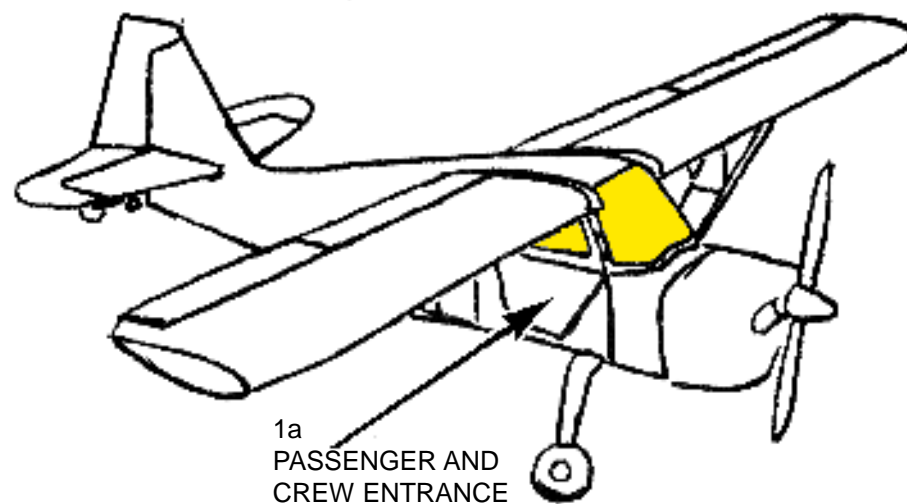
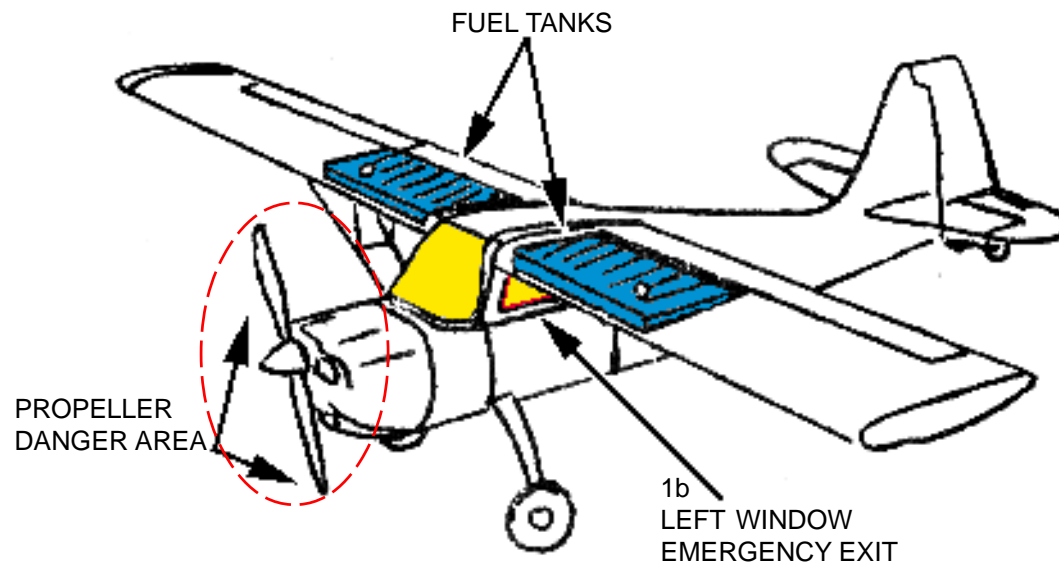
- a. Use the passenger and crew entrance, located on the right side of the aircraft.

## 2. EMERGENCY ENTRY

- a. Use the passenger and crew entrance, located on the right side of the aircraft.
- b. Emergency exit is possible through the left side window.

## 3. CUT-IN

- a. Cut-in cabin enclosure as required.





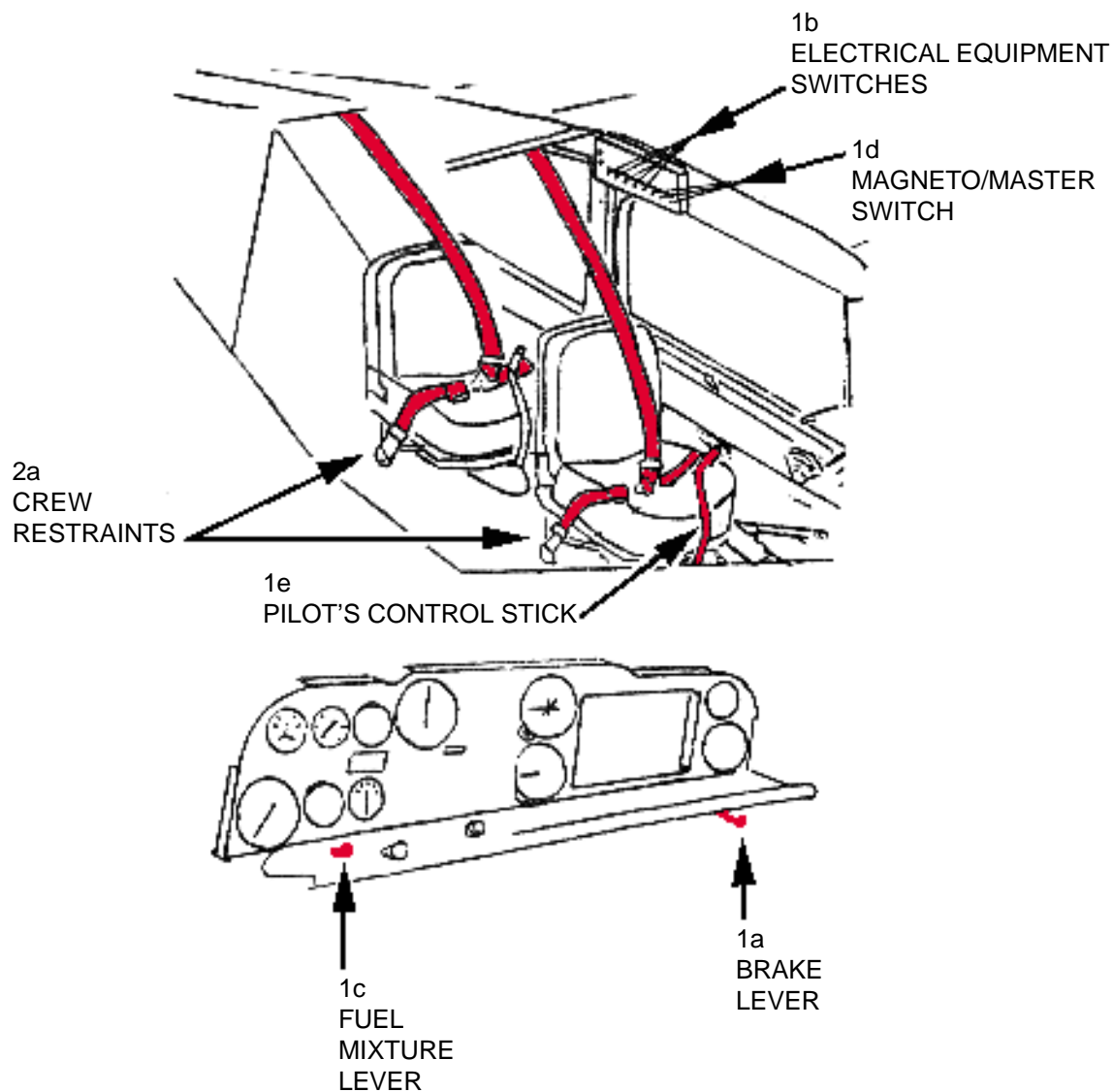
# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

- a. Set lever for brakes, located on instrument panel right side facing forward.
- b. Place electrical equipment switches, located on overhead left panel, to OFF position.
- c. Place fuel mixture lever, located on instrument panel left side facing forward.
- d. Place magneto/master switch, located on overhead left panel, to OFF position.
- e. Secure the forward control stick only, located forward of pilot's seat, with the pilot's lap belt after releasing the belt.

## 2. AIRCREW EXTRACTION

- a. Release the crewmember's three point release seat restraints.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

CT-114

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- a. To enter the cockpit, place the canopy open switch, located on left side of fuselage, to the UP position.

## 2. MANUAL ENTRY

- a. Crank manual handle, located next to canopy open switch, clockwise to open the canopy.

## 3. EMERGENCY ENTRY

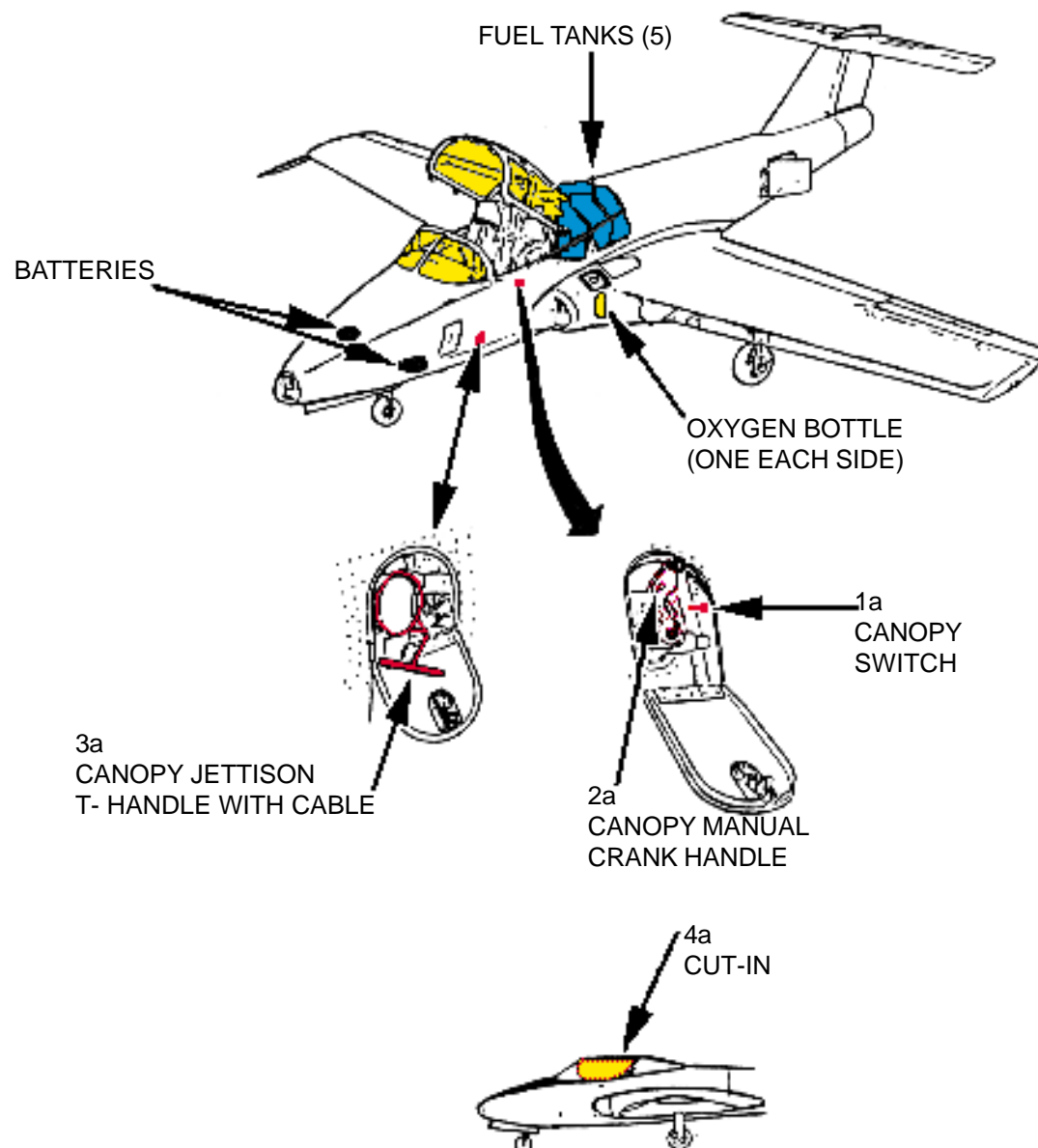
**WARNING**

Avoid canopy impact area aft of aircraft. Death or injury may result from falling canopy after jettison.

- a. Pull canopy jettison handle, located on left side of fuselage, out to the full length to jettison canopy.

## 4. CUT-IN

- a. Cut-in canopy glass on all four sides along canopy frame.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

CT-114

## 1. ENGINE SHUTDOWN

- a. Retard left throttle, located on left side console, by moving throttle outboard and then full aft.
- b. Turn the DC master switch, located on center console, to the center OFF position.

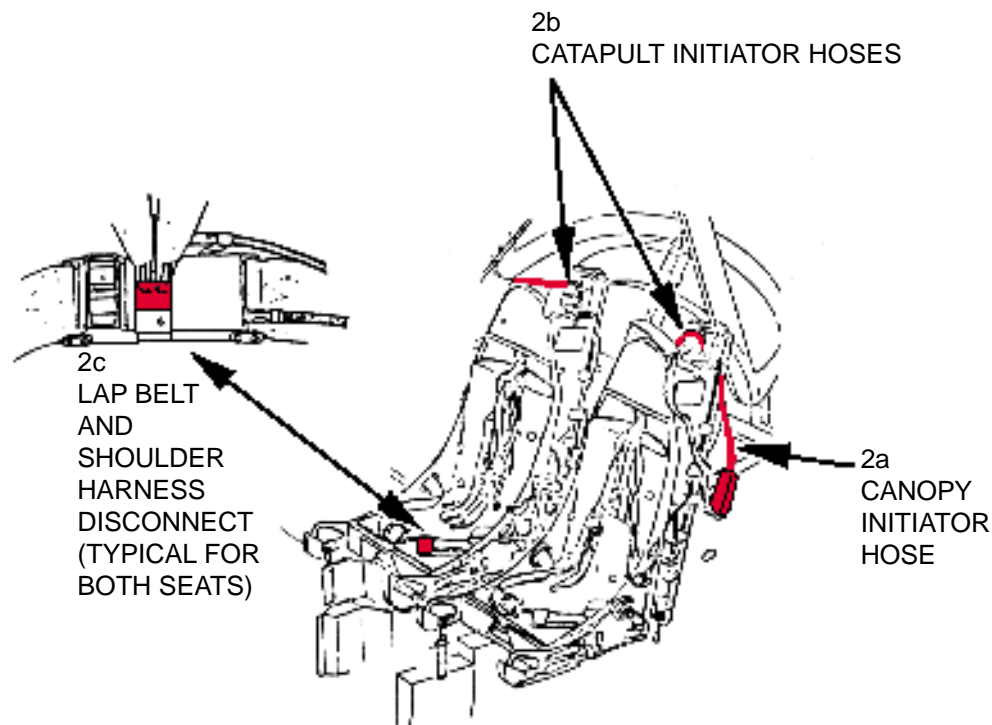
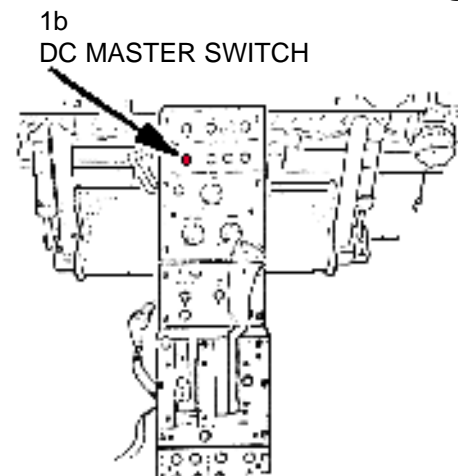
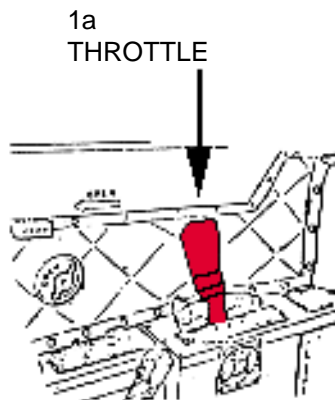
## 2. AIRCREW EXTRACTION

- a. Cut the canopy initiator hose, located behind the left crew seat at the canopy deck level.

### WARNING

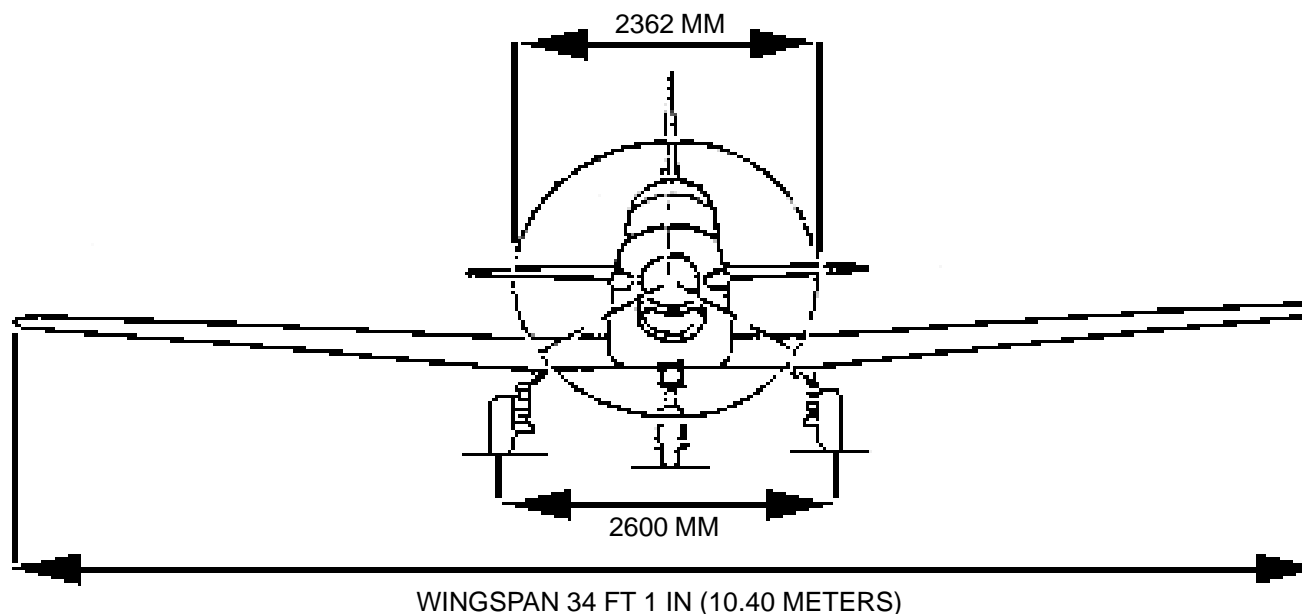
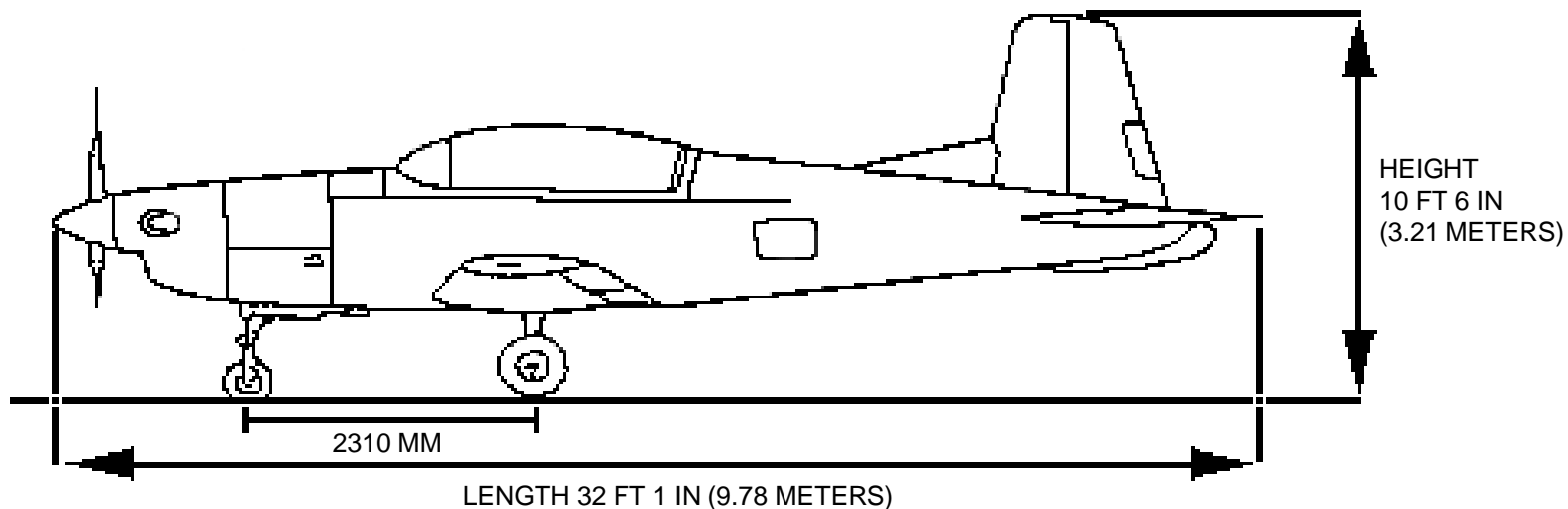
Both seat initiator hoses must be cut to safety/ dearm the ejection system.

- b. Cut catapult initiator hose, located just behind the crew headrest.
- c. Disconnect lap and shoulder harness.



# AIRCRAFT DIMENSIONS

PILATUS PC-7



# SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## AIRCRAFT ENTRY

### 1. NORMAL ENTRY

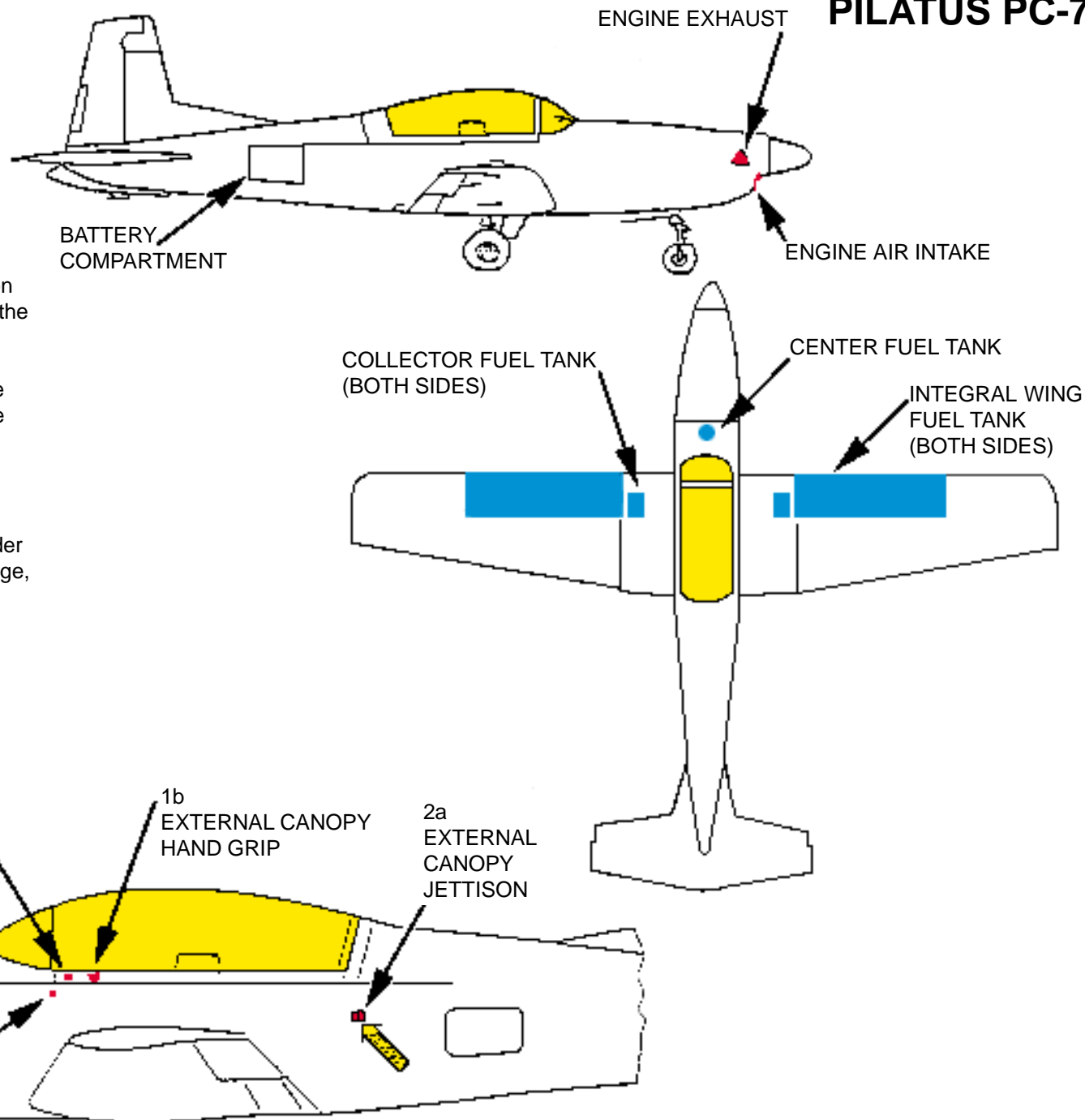
- Actuate the canopy actuator clutch, located at the forward left side corner of the canopy.
- Use the external canopy hand grip, located on the forward left side of the canopy and open the canopy.
- The internal canopy hand grip, located on the forward left side of the canopy, is used by the crew to open and close the canopy internally.

### 2. EMERGENCY ENTRY

- Use the external canopy jettison, located under the aft left corner of the canopy on the fuselage, to jettison the canopy.

### 3. CUT-IN

- Cut-in canopy glass on all four sides along canopy frame.



**PILATUS PC-7**



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

PILATUS PC-7

## 1. ENGINE SHUTDOWN

- Pull the firewall shutoff operating lever, located on the left side of the forward instrument panel, aft to the SHUTOFF position.
- Push the battery switch, located on the right console, down to the OFF position.

### NOTE:

There is also a battery switch in the aft cockpit located in the same location. Use the forward cockpit battery switch as the primary battery shutdown switch.

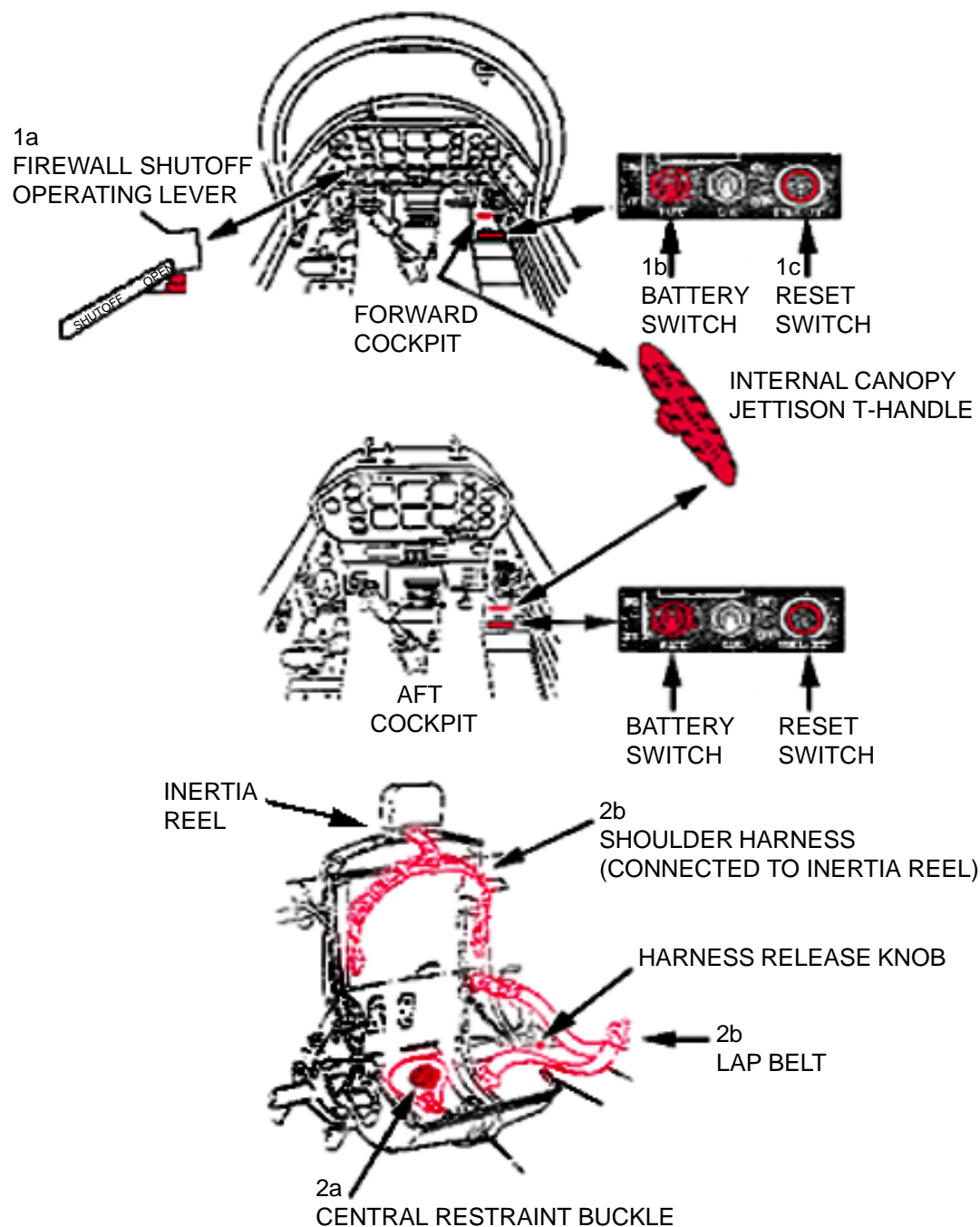
- Do not actuate the reset switch, located on the right console right of the battery switch, unless electrical is required.

## 2. AIRCREW EXTRACTION

### NOTE:

The harness release knob is located on the left side of the seat bucket. This is used to lock and unlock the inertia reel, located at the top of seat. It may be necessary to use this knob to release a locked up condition while preparing for extraction.

- Turn the central restraint buckle, located on the crewmember's mid section when connected, to release the crewmember from the lap belt and shoulder harness restraints.
- Lay the restraints to the side to prevent entanglement during extraction.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## SAAB SUPPORTER T-17

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

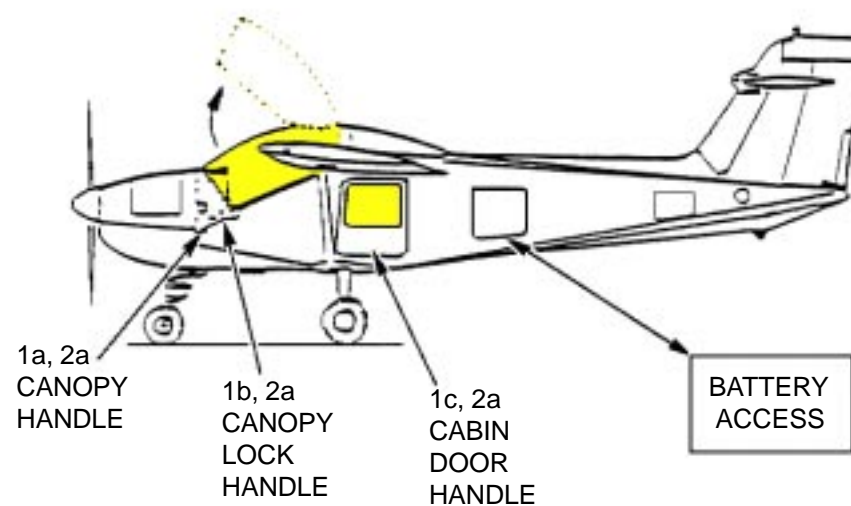
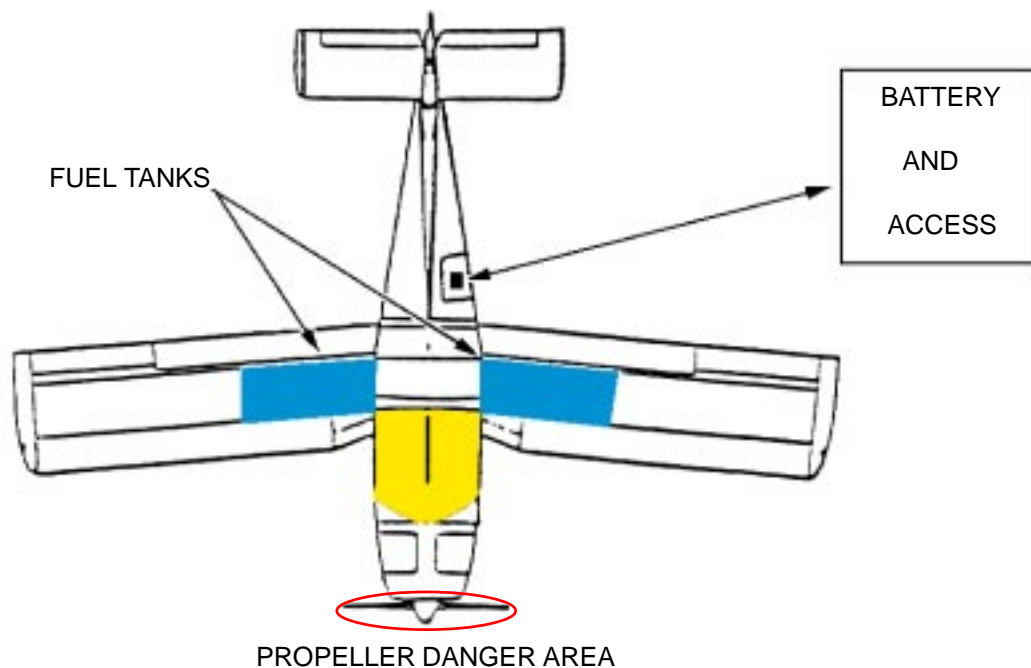
- a. Unlock canopy, left side only, and pull canopy lock handle.
- b. Turn canopy lock handle and lift canopy up.
- c. Turn cabin door handle and pull door outward.

## 2. EMERGENCY ENTRY

- a. Use steps 1a thru 1c.

## 3. CUT-IN

- a. Cut-in cabin enclosure as required.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

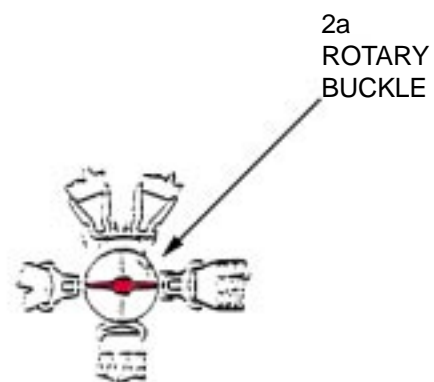
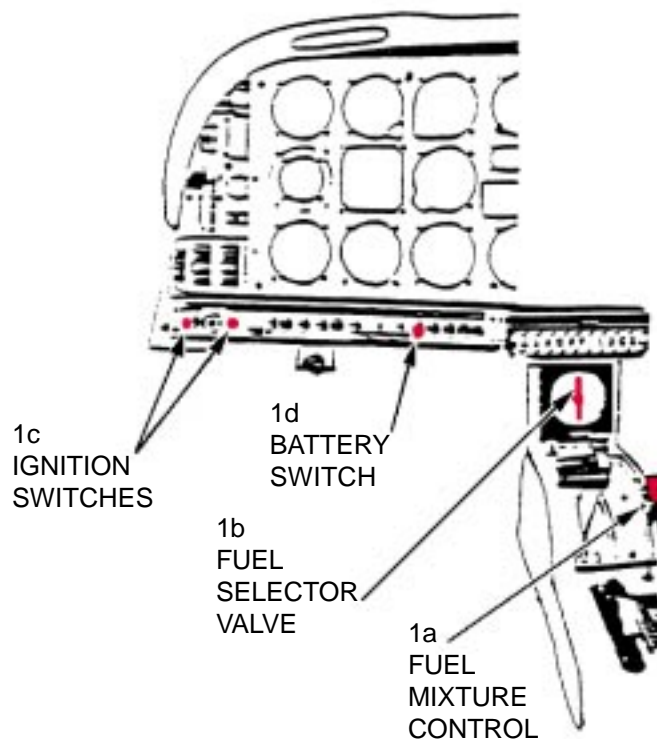
## 1. ENGINE SHUTDOWN

- a. Pull fuel mixture control, located on center console, to IDLE CUT OFF position.
- b. Turn fuel selector valve, located on forward part of center console, to OFF position.
- c. Place ignition switches, located on the lower left side of the forward instrument panel, to the OFF position.
- d. Place battery switch, located on the lower center forward instrument panel, in OFF position.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harnesses from crew members by rotating the rotary buckle in either direction. Remove restraints from crewmember(s).
- b. Release left or right survival kit buckles by squeezing release bar simultaneously.

# SAAB SUPPORTER T-17



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## AIRCRAFT ENTRY

## 1. NORMAL AND EMERGENCY ENTRY

- a. Unlock canopy using external canopy unlock lever, located at the upper center front edge of canopy, and rotate lever to release internal lock.
- b. Slide canopy aft on canopy sill rails.

## 2. CUT-IN

- a. Cut-in canopy glass on all four sides along canopy frame.

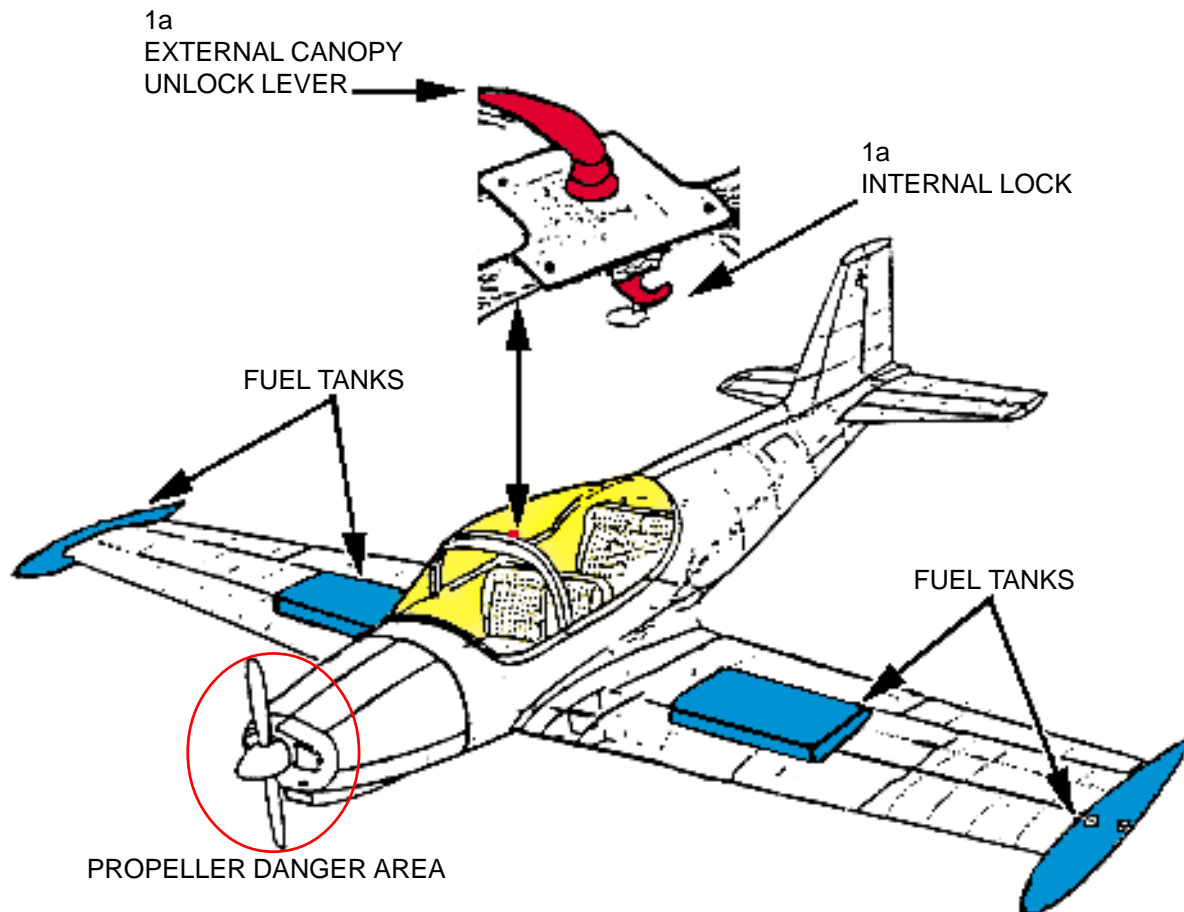
## 3. ENGINE SHUTDOWN

- a. Pull mixture control, located on throttle quadrant and left side of throttle, to FULL AFT position.
- b. Move fuel shut-off valve, located on aft right side of throttle quadrant, to the 9 o'clock position.
- c. Place battery/alternator switches, located at top center of instrument panel, to the OFF (down) position.

## 4. AIRCREW EXTRACTION

- a. Disconnect restraints from crew and passengers.

## SF-260M SIAI MARCHETTI



NO GRAPHICS SUBMITTED  
FOR ENGINE SHUTDOWN  
AND AIRCREW EXTRACTION

## AIRCRAFT GENERAL INFORMATION

Aircraft 60 is a multi-seat, turbo-jet aircraft of light metal construction with top-placed wings and a fin-top tailplane.

It has dual control, with the pilots placed side by side in ejection-alternatively fixed seats.

It is available in three versions; primary trainer, attack, attack-reconnaissance.

The school version (SK60A) is equipped for primary flying-training.

The attack version (SK60B) is equipped for ground- and sea attack missions. The weapon-alternative is rockets.

The attack-reconnaissance (SK60C) version is equipped for both attack and reconnaissance missions with a nose-mounted reconnaissance camera type SKA29.

The SK60B and C can, when it is needed, be converted to school versions and be equipped with four fixed seats. Then they are not equipped with weapon equipment.

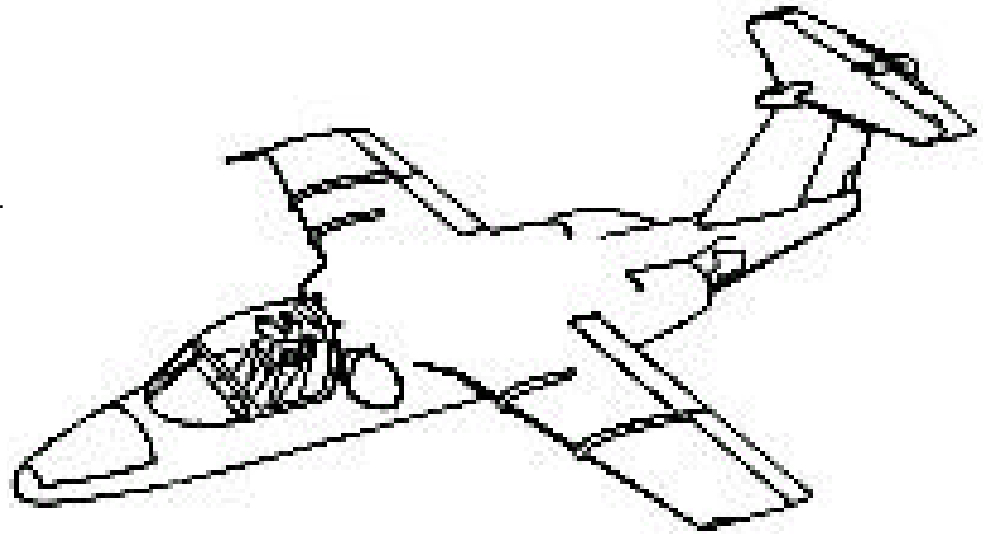
The fuel tanks (integral) are sealed compartments of which two are in the midbody section, and two in the wing.

The engines are of twin-spool type, named Rm 15, placed on each side of the fuselage and connected to straight air-intakes.

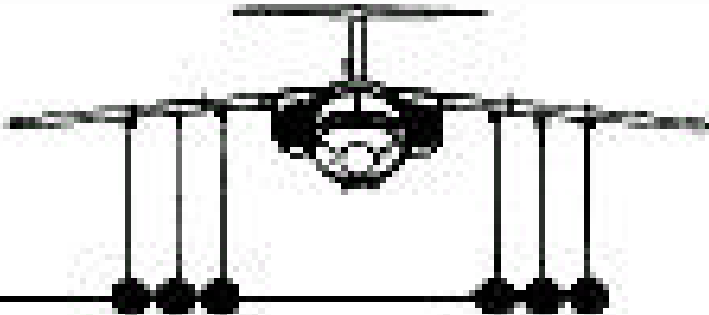
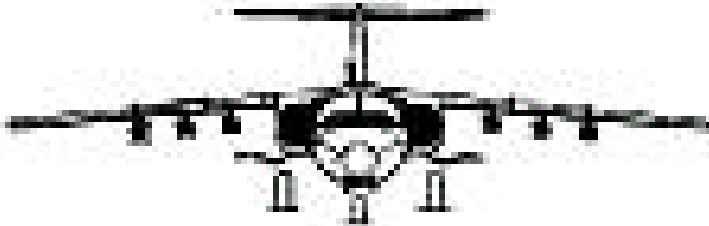
The engines have electrical start generators.

Instructions deal with differences between aircraft versions only in so far as they affect rescue activities.

Always regard remaining weapons as being armed and potentially dangerous upon uncommanded firing or dropping. Check the safety distance and identification of ammunition before approaching stores.



AIRCRAFT HAZARDS

WEAPON ALTERNATIVES - ATTACK VERSIONS					
<table><tr><th>AIRCRAFT TYPE</th><th>WEAPON TYPE</th></tr><tr><td colspan="2">PRACTICE ROCKETS 2.5 INCHES (6.3 CM)</td></tr></table>	AIRCRAFT TYPE	WEAPON TYPE	PRACTICE ROCKETS 2.5 INCHES (6.3 CM)		
AIRCRAFT TYPE	WEAPON TYPE				
PRACTICE ROCKETS 2.5 INCHES (6.3 CM)					
EXAMPLE: MAXIMUM ARMAMENT 12 ATTACK ROCKETS 2.5 INCHES (6.3 CM)					



# AIRCRAFT HAZARDS - Continued

## 1. EXTERNAL STORES DANGER ZONES

### WARNING

Red shaded area depicts danger zones applicable to SK 60. These zones are for uncommanded release, not firing. Release can occur upon fire, rescue or removal. Injury to personnel may occur under these circumstances in these danger zones.

## 2. INTAKE AND ENGINE EXHAUST DANGER ZONES

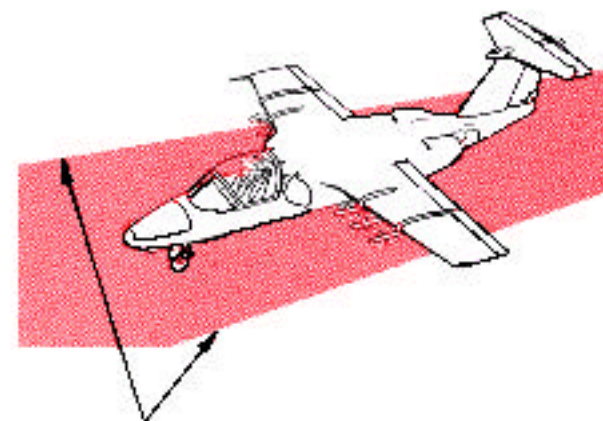
### WARNING

Air intakes with high air velocity, heat or flying stones from exhaust gases behind the engines can cause serious injury.

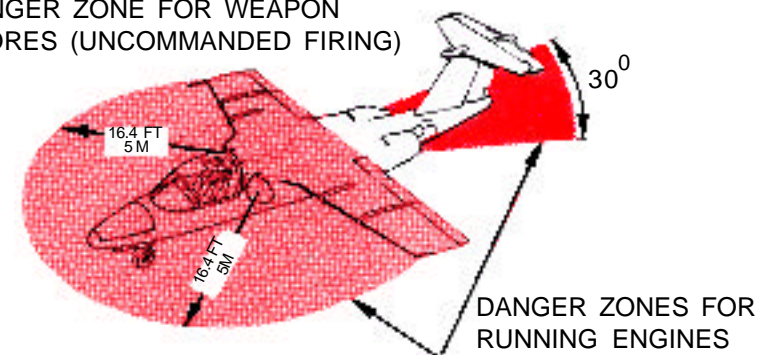
## 3. ANTENNAS (RADIO FREQUENCY RADIATION) DANGER ZONES

### WARNING

The rescue personnel shall not be inside the antenna danger zones, when the aircraft is powered up by an external power unit or when the engine is running. The danger zones are the maximum during longterm work on the aircraft.



DANGER ZONE FOR WEAPON STORES (UNCOMMANDED FIRING)

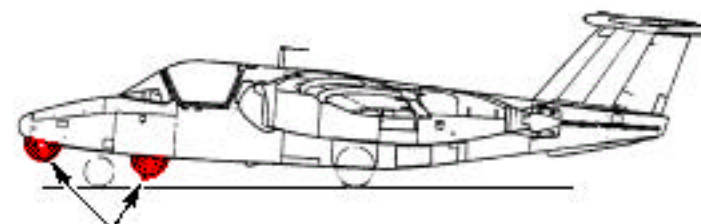


DANGER ZONES FOR RUNNING ENGINES

RADIO FR TRANSMITTING ANTENNAS DANGER ZONE



RADIO FR TRANSMITTING ANTENNAS DANGER ZONE



DME AND SSR TRANSMITTING ANTENNAS DANGER ZONES

# AIRCRAFT HAZARDS - Continued

## DIMENSIONS

Length	36 FT, 11 M
Wing span	32 FT, 10 M
Height to wing-tips with extended landing gear	4.2 FT, 1.3 M
Height to canopy rail	
• extended landing gear	4.2 FT, 1.3 M
• retracted landing gear	2.6 FT, 0.8 M
Take-off weight	8810 LB, 4 ton

## FUEL

Aviation turbine fuel (JP8)	370 FT <sup>3</sup> , 1400 L
	2680 LB, 1218 KG

## HYDRAULICS

Hydraulic fluid 021, alt 022	
Tank volume	1.3 FT <sup>3</sup> , 5 L
Pressure accumulator	1 pc

## OXYGEN


(60 A, B, C) Oxygen (GOX) Containers	
2x1, 2 FT <sup>3</sup> , 4.5 L	2 pcs

## EXPLOSIVES

Powder charges for:

- ejection seat/s
- restraining straps release
- pylon release mechanism

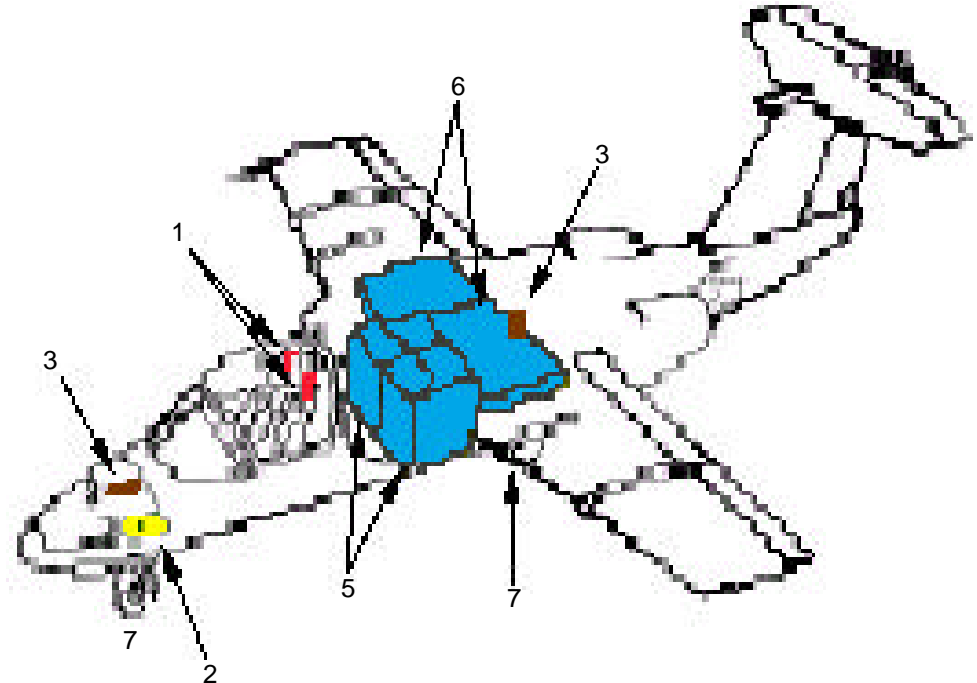
 FUEL TANKS


 OXYGEN 125 atm  
(12.5 Mpa)  
at 27<sup>0</sup> F, 15<sup>0</sup> C


 EXPLOSIVES

 HYDRAULICS


 PRESSURE  
TANK




 1 Powder (explosive)  
charge


 4 Hydraulic tank  
1.5 FT<sup>3</sup>, 5.7 L

 6 Flexible fuel tanks

 2 Oxygen (GOX) container  
(60 ABC) 2 x 1.2 FT<sup>3</sup>, 4.5 L

 5 Integral tanks

 7 Wheels

 3 Hydraulic accumulator  
2 x 3.5 oz (100g)

# FIRE ACCESS AND BATTERY CONNECTIONS

## 1. FIRE ACCESS

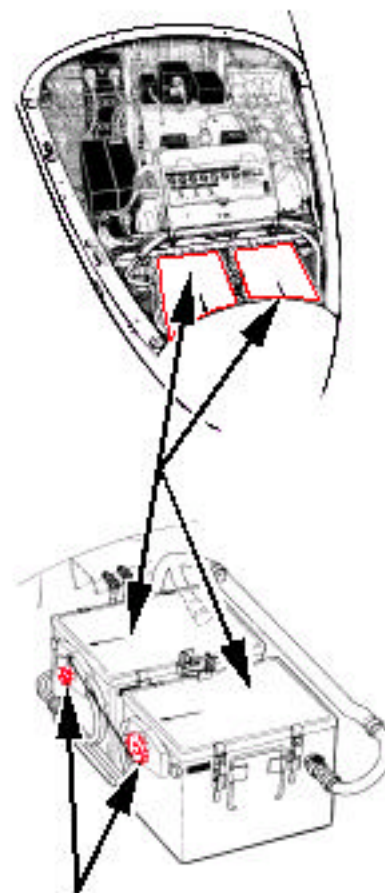
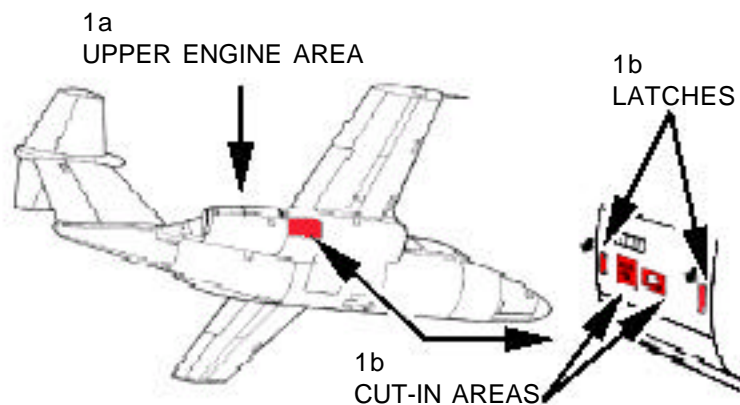
- a. The upper doors for both engines are opened by three finger operated latches. (Not shown.)
- b. The access panels are opened by two finger operated latches. If latches do not release, cut a hole in the sheet metal metal marked "HUGG HAR" or "BRANDBEKAMPNING". Sheet metal thickness is 0.04 inches, 1.0 mm.

## 2. BATTERY CONNECTIONS

### WARNING

To reduce the risk of fire, remove the battery connections.

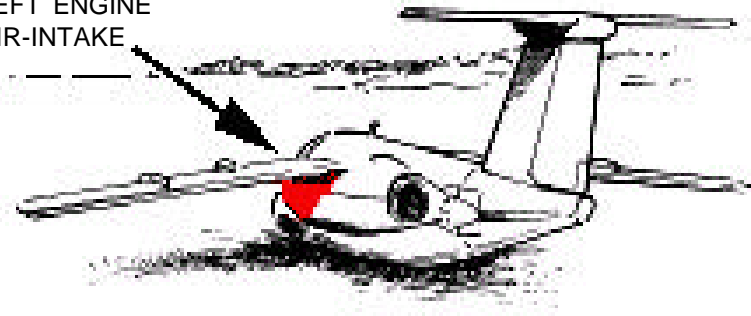
- a. The aircraft batteries are located in the forward nose area of the aircraft. Turn the two battery connection knobs counter-clockwise and pull out the connector together with the cables.



## AIRCRAFT ENTRY

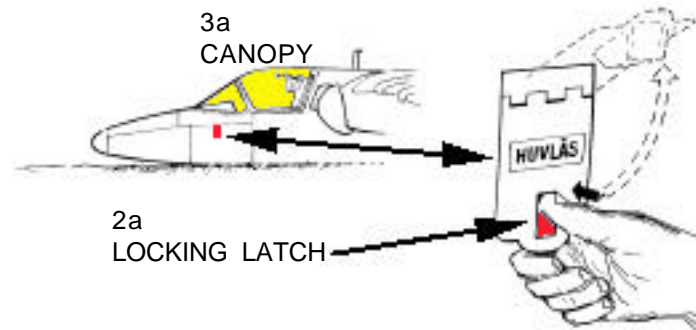
## 1. EMERGENCY ENGINE SHUTDOWN

- a. For the left engine, spray fire quenching medium (fire extinguishant) into the air-intake.
- b. For the right engine, execute shutdown from the left side inside the cockpit.
- c. Impact may cause a jammed/stuck canopy condition. In this case, force open the canopy.

1a  
LEFT ENGINE  
AIR-INTAKE

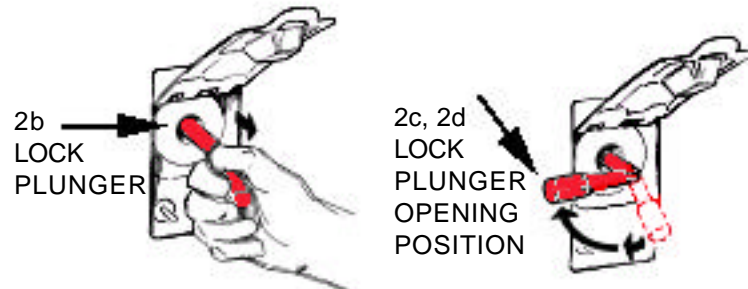
## 2. NORMAL ENTRY

- a. Approach from left forward area of the aircraft, depress the locking latch and open the canopy open door.
- b. With canopy door open, pull the lock plunger out to full length.
- c. Fold the lock plunger and turn it clockwise until it stops.
- d. Hold the lock plunger in this position until the canopy is fully open.

3a  
CANOPY2a  
LOCKING LATCH

## 3. EMERGENCY ENTRY - CUT-IN

- a. There are no pyrotechnics for the canopy system. If canopy can not opened by the normal controls, break or cut canopy glass until aircrew can be safely egressed.

2b  
LOCK  
PLUNGER2c, 2d  
LOCK  
PLUNGER  
OPENING  
POSITION

# ENGINE SHUTDOWN

SK60

## 1. ENGINE SHUTDOWN

- Place safety catch, located on the control stick, in the SAFE position.
- Lift up the latches and pull throttles back past the latch to the back STOP position. (The right engine is stopped.)
- Turn off the LAGTR.KRAN V and H power switches. Wait approximately 3 seconds.

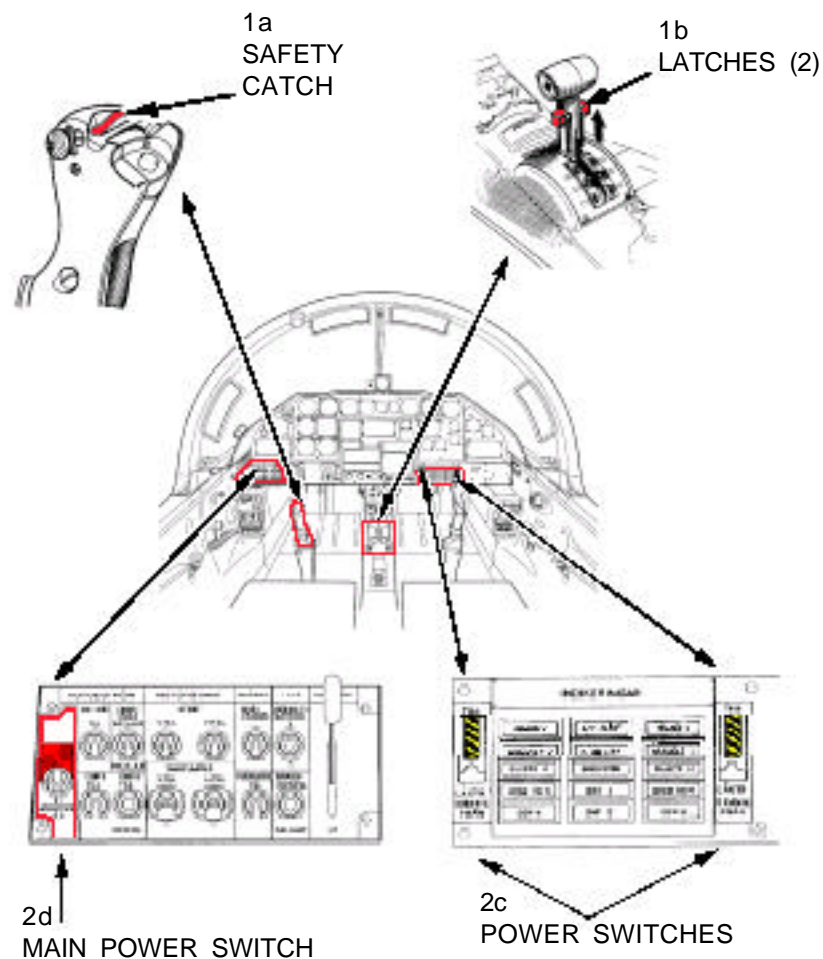
### WARNING

During exercises the LT-COCKS shall not be turned off before the NR-instruments indicate that N2. rotors have stopped.

- Break the safety wire and turn off the main power switch NÖDSTOPP (Emergency Stop).

### WARNING

During exercises use the power switch marked "FPL NÄT".





# AIRCREW EXTRACTION

## 1. AIRCREW EXTRACTION

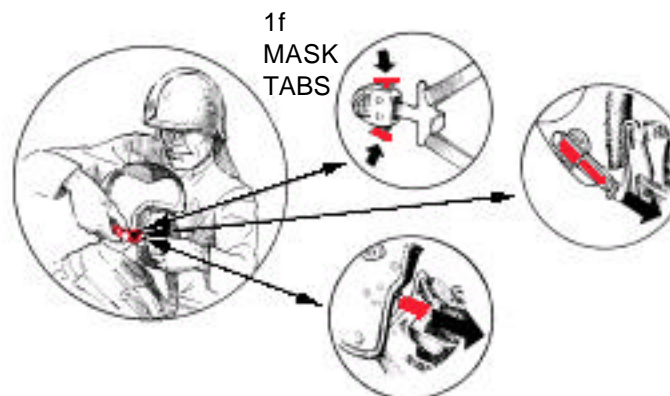
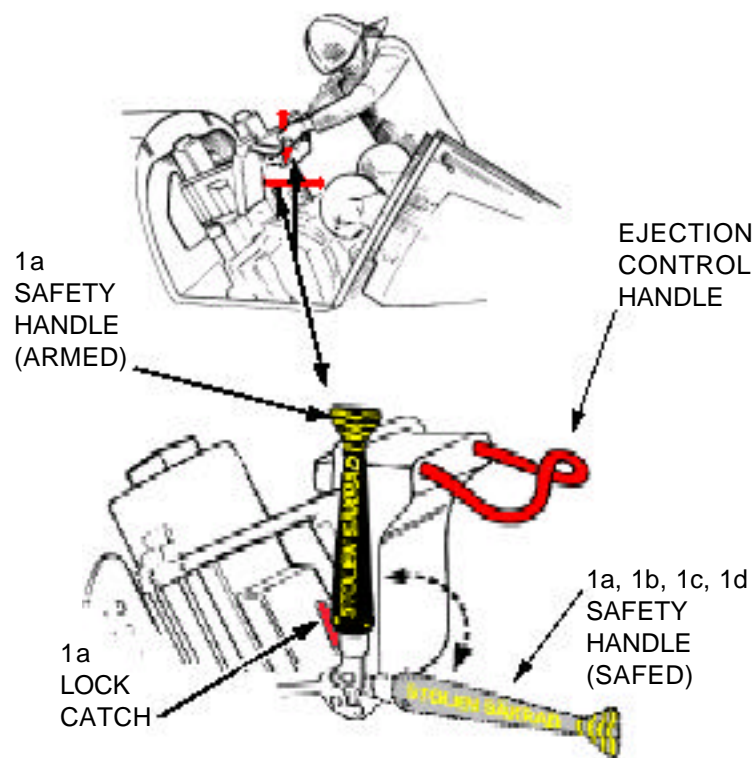
### WARNING

Do not pull the ejection control handles on the forward top part of the ejection seat. Actuation will cause the seats to eject and death may occur to crewmember and rescue crewmen.

#### NOTE:

After canopy has been opened and engines are shutdown, both seats need to be safetied.

- a. Located safety handle marked "STOLEN SAKRAD" on top of each seat. Grasp the safety handle and depress the lock catch.
- b. Pull out the safety handle to full length.
- c. Push the safety handle down to the HORIZONTAL position.
- d. Set the safety handle into the LOCK CATCH position.
- e. Ejection seat is now considered SAFE for extraction.
- f. Loosen the crewmember's oxygen mask and check for breathing. Raise the mask's visor if necessary. Squeeze the two tabs on the helmet mask straps to release the mask from crewmember.

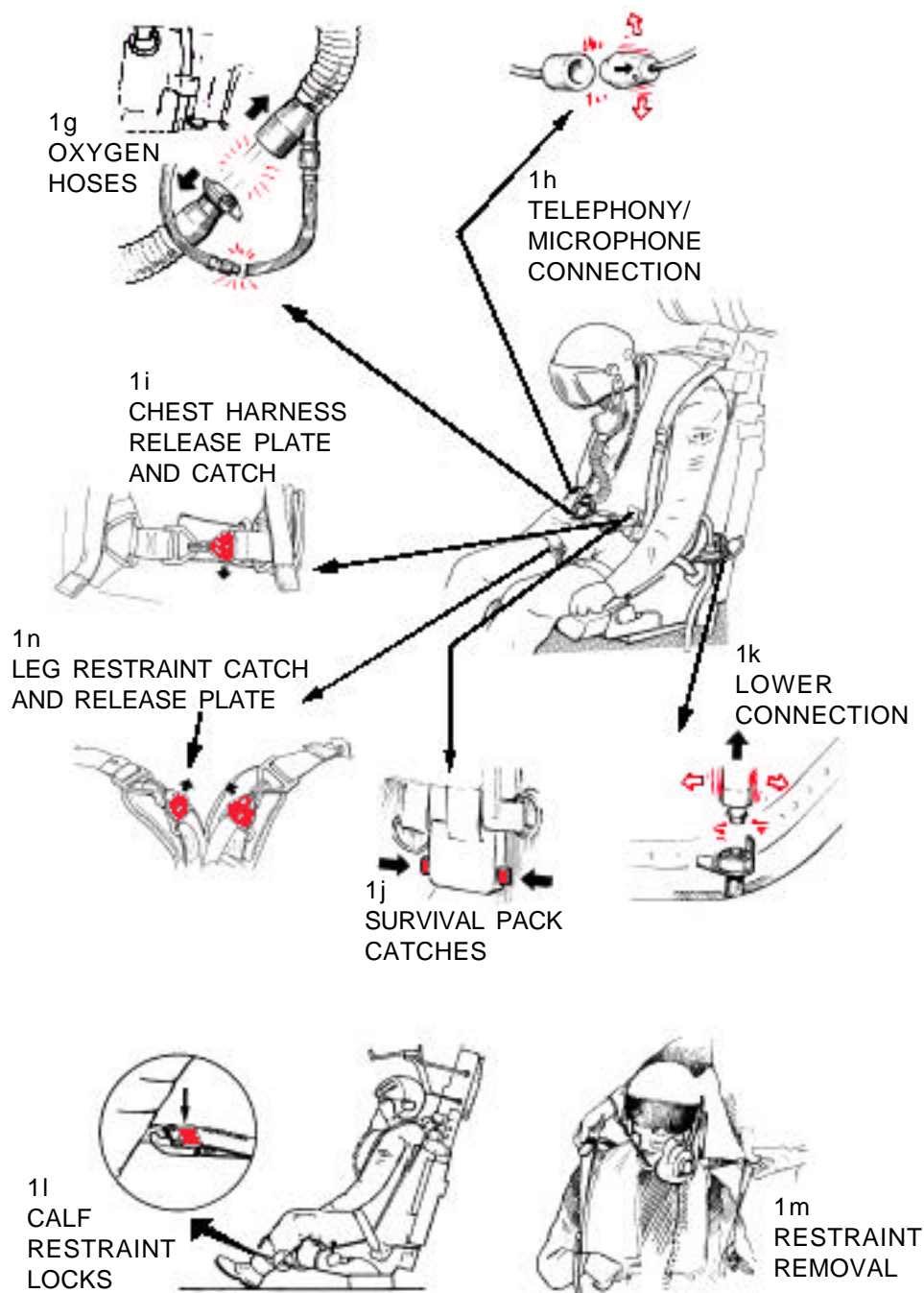




# AIRCREW EXTRACTION - Continued

## 1. AIRCREW EXTRACTION - Continued

- g. Disconnect oxygen hoses (emergency and normal), located at crewmembers midsection, by pulling disconnects apart at the two connections.
- h. Break apart the telephony/microphone connection, located on crewmember's right side.
- i. Lift the release plate, located at the crewmember's midsection, and open the chest harness release catch.
- j. Depress the survival pack catches, located above the chest harness release catch and pull out the survival pack connection wire.
- k. Pull apart the lower left seat connection by pulling upward.
- l. Release the calf restraining strap locks located behind the crewmember's calves.
- m. To remove the restraint straps from the crewmember : (1) stretch the shoulder harness straps (2) place the right arm inside the strap and (3) wriggle off the straps and hold the crewmember in the upright position.
- n. Open the left and right leg harness catches by lifting the release plate.



## AIRCREW EXTRACTION - Continued

### 2. EXTRACTING ALL CREWMEMBERS

For forward seat crewmembers:

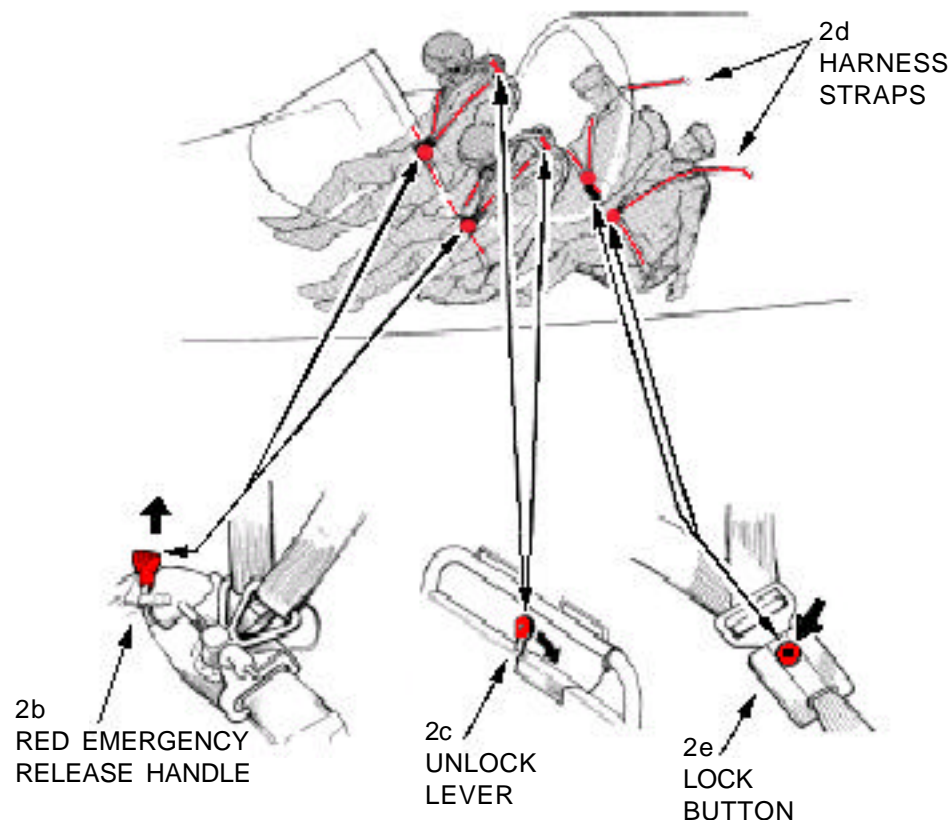
- a. Open the central locks on the forward seats (not shown).
- b. Pull the red emergency release handles located at each forward crewmember's mid-section.

For aft seat crewmembers:

#### NOTE:

There is a catch-plate on the left front seat which must be removed first.

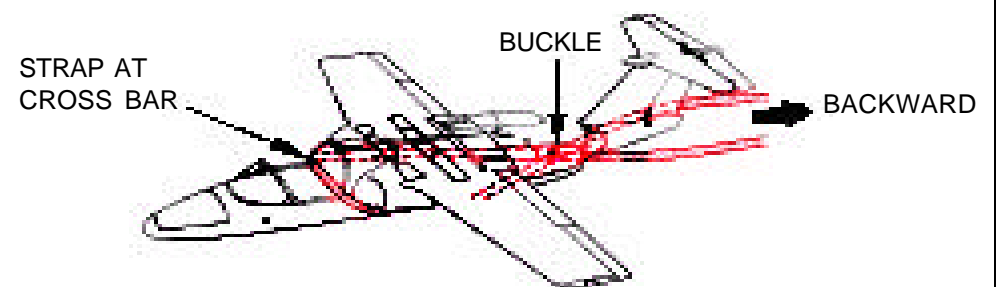
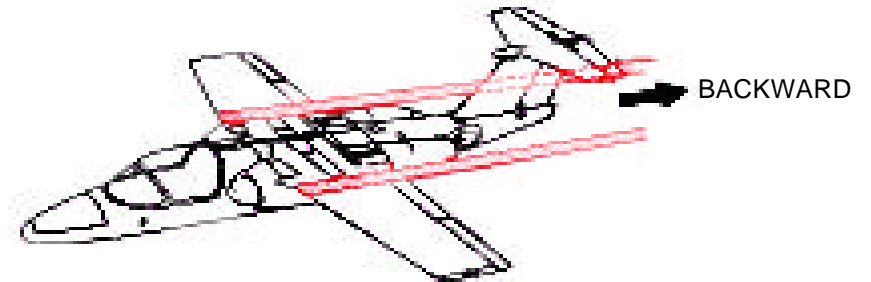
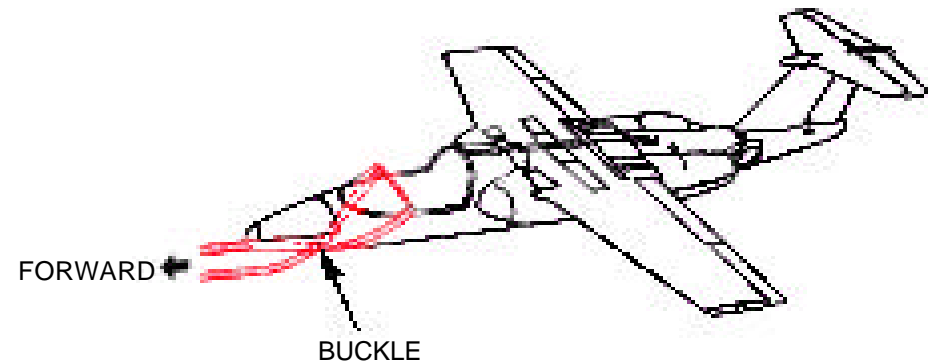
- c. On the top of the front seats, move the unlock lever to the right. This will enable movement of the seat-back forward allowing room for extraction of the aft seat crewmembers.
- d. Open the harness straps on the aft seats.
- e. Depress the lock-button to release the aft crewmembers from their restraints.



# AIRCRAFT TOWING AND WINCHING

## 1. AIRCRAFT TOWING AND WINCHING

- a. To tow and winch forward, attach routings around open cockpit and connect strap buckle under nose of aircraft. Tow/winches: Strap (two). Harnesses (two).
- b. To tow and winch backward, attach routings around both intakes at wings. Tow/winches: Straps (two). Coupling (one).
- c. To tow by vehicle or winch backward using a cross bar, route tow bar around open cockpit with connecting buckle under fuselage at aft part of engine.



**SPECIAL TOOLS/EQUIPMENT**  
Power Rescue Saw  
Crash Ax

**SM-1019****AIRCRAFT ENTRY****1. NORMAL ENTRY**

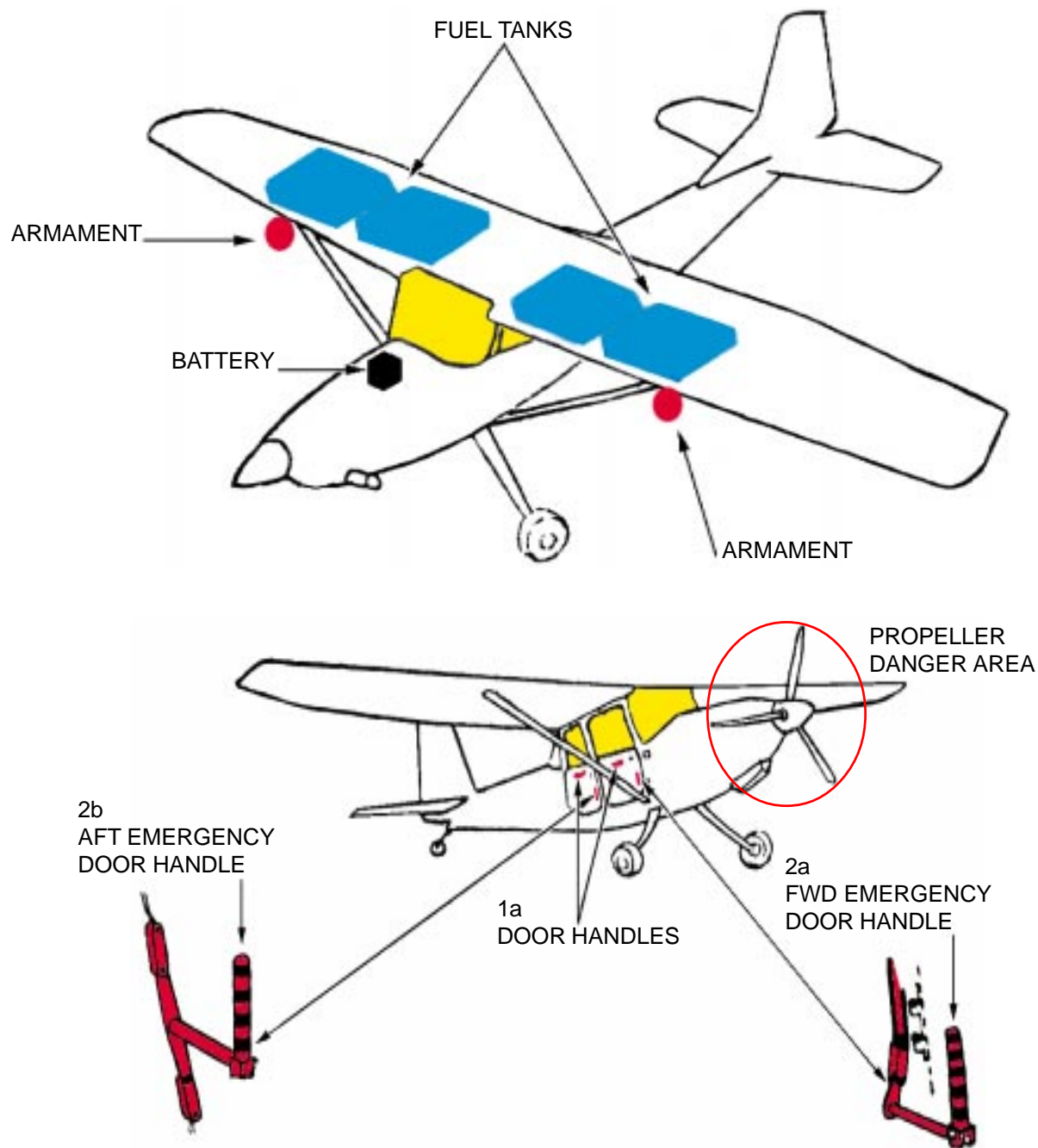
- a. Use right fuselage door handles to open forward and aft entrance doors.

**2. EMERGENCY ENTRY**

- a. Use the forward door emergency jettison handle for the crew.
- b. Use the rear door emergency jettison handle for the passengers.

**3. CUT-IN**

- a. Cut-in as required.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

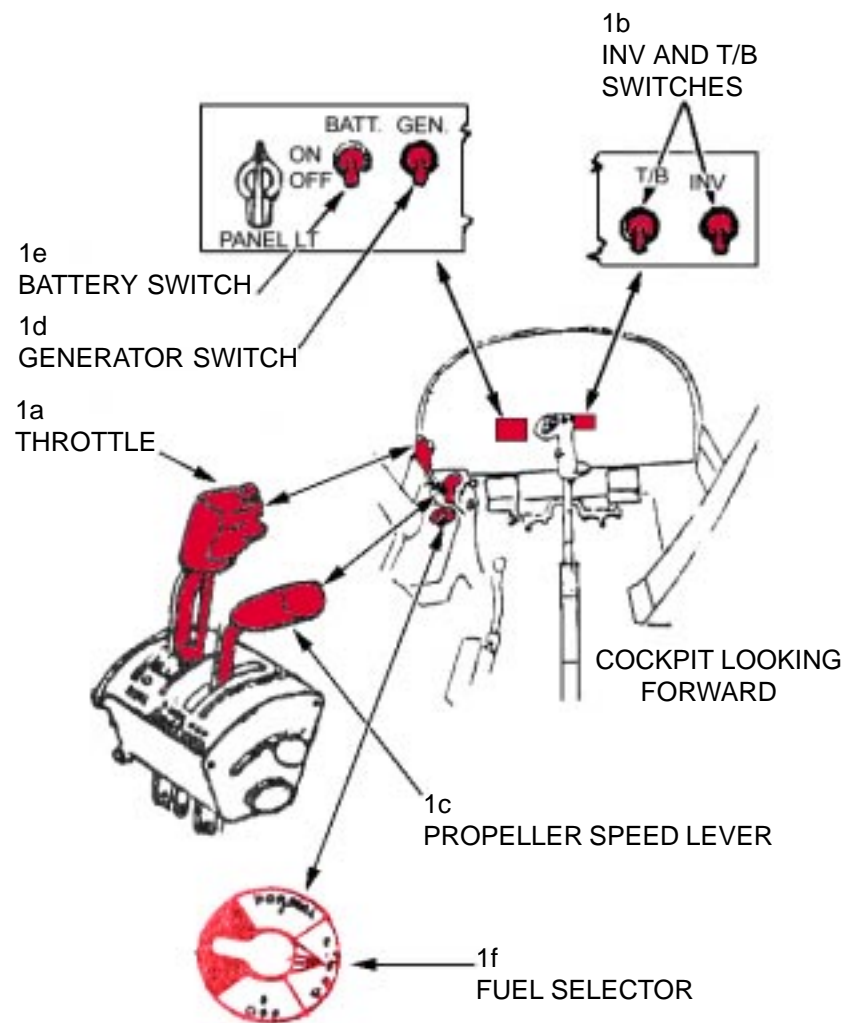
SM-1019

## 1. ENGINE SHUTDOWN

- a. Place the throttle, located in the forward cockpit at the forward left console, to GROUND IDLE position.
- b. Place the INV. and T/B switches, located on right side of forward instrument panel, to the OFF position.
- c. Place the propeller speed lever, located to the right of the throttle, to the FUEL OFF/FEATHERING position.
- d. Place the generator switches, located on the left side of forward instrument panel, to the OFF position.
- e. Place the battery switch, located just left of the generator switch, to the OFF position.
- f. Place the fuel selector, located forward of the throttle, to the OFF position.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harnesses from crew members.
- b. Passenger seats are equipped with lap belts only.





## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Darming Tool

T-33/CT-133

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- a. Press latch and open access door, located on upper right side of fuselage between forward and aft cockpit, to expose electrical switch.
- b. Push canopy switch to OPEN position and hold until canopy reaches full open position.

## 2. MANUAL ENTRY

- a. Press latch and open access door, located on upper right side of fuselage between forward and aft cockpit, and remove canopy handcrank.
- b. Insert canopy handcrank into locking shaft opening, located upper center of fuselage right side, and rotate handcrank and shaft clockwise.

**WARNING**

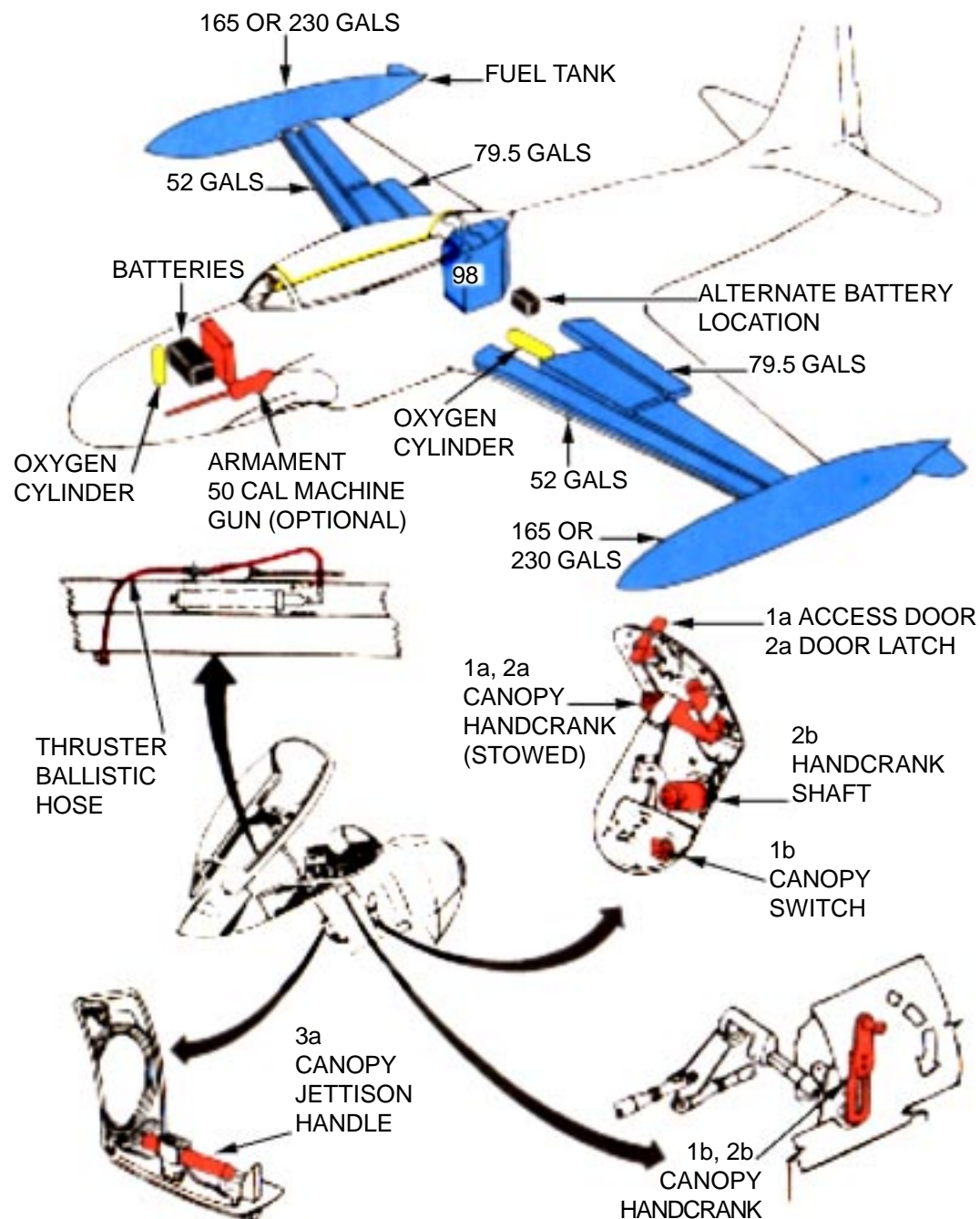
If canopy is opened manually or electrically for rescue, cut thruster ballistic hose above canopy right sill aft cockpit to deactivate canopy jettison system.

## 3. EMERGENCY ENTRY

- a. Push latch and open access door, located on upper right side of fuselage, center of aft cockpit, to expose the canopy jettison handle.
- b. Pull canopy jettison handle from stow bracket, walk away from aircraft at a 45 degree angle and pull handle to full cable length to jettison canopy.

## 4. CUT-IN

- a. Cut-in along canopy frame on all four sides.





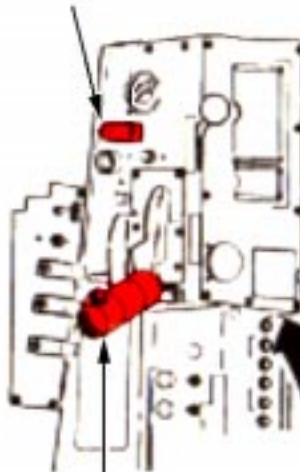
# ENGINE SHUTDOWN

T-33/CT-133

## 1. ENGINE SHUTDOWN

- a. Retard throttle, located on forward left console, to IDLE, then outboard to CUT OFF position.
- b. Place main fuel shut-off switch, located left forward console, to CLOSE position.
- c. Place battery switch, located on right forward console, to OFF position.

1b  
MAIN FUEL SHUTOFF SWITCH

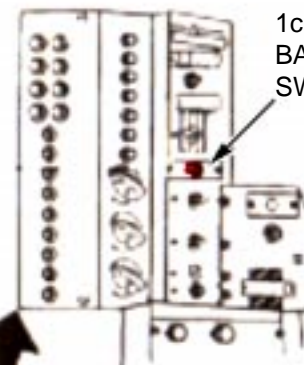


1a  
THROTTLE



FORWARD COCKPIT

1c  
BATTERY  
SWITCH



# AIRCREW EXTRACTION

T-33/CT-133

## 1. AIRCREW EXTRACTION

### WARNING

If armrests are in the raised position, normal safetizing of ejection seat can not be accomplished.

- a. Insert ball lock safety pin in right armrest of each ejection seat.

### ON MODIFIED SEATS:

- b. Insert ball lock safety pin in aft portion of the right and left handgrip of each seat.
- c. Pull upward on ballistic hose quick disconnect trip levers, located on left and right side of both seats behind the upper bucket portion of each seat.

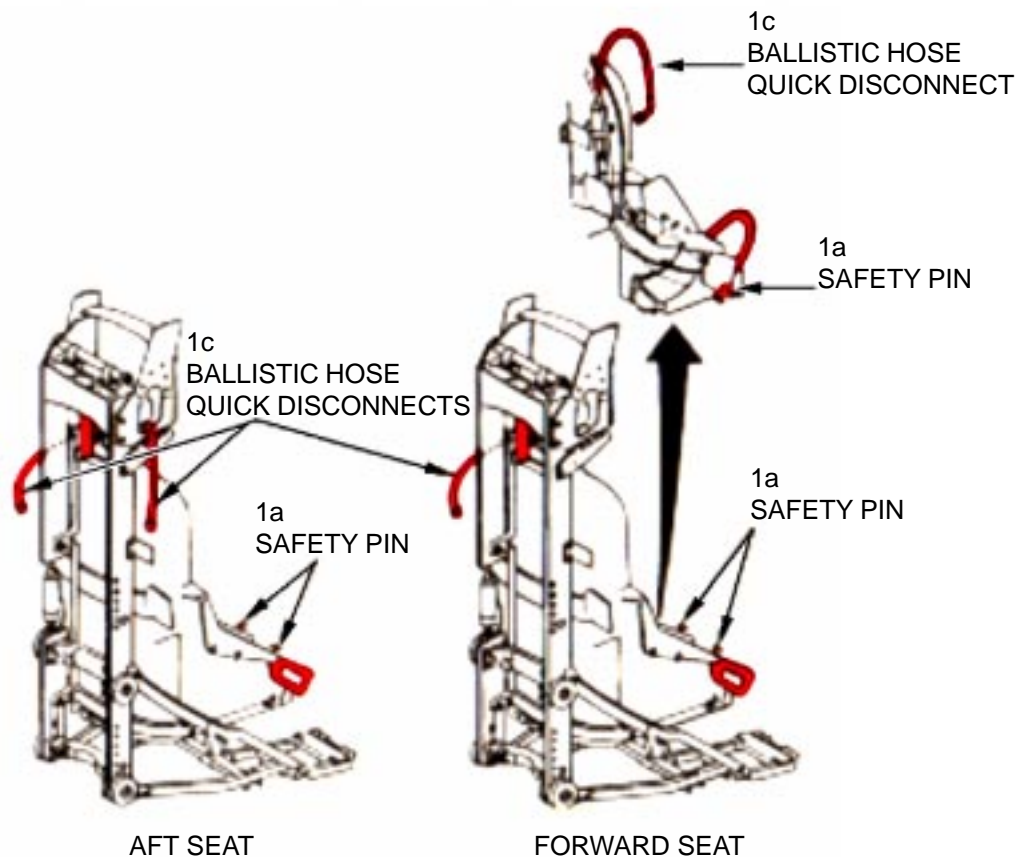
### NOTE:

On modified seats, pull upward on quick disconnect trip levers, one left side of forward seat and two left and right side of rear seat.

### NOTE:

If quick disconnect fails to release, cut hoses above disconnects.

- d. Unlatch lap belt and remove shoulder harness from crewmembers(s). (Modified seats have HBU/2B/A lap belts.)
- e. On HBU-12/A lap belt, squeeze together the black and silver grips of the handle and lift up, separate belt, remove gold key, and remove shoulder harness/negative "G" restraint strap loop ends.
- f. If canopy has not been jettisoned, removal of parachute from aft seat crewmember may be necessary.



The aircraft information is located in Chapter 24  
containing US Navy aircraft.

The aircraft information is located in Chapter 11  
containing US Air Force aircraft.

The aircraft information is located in Chapter 11  
containing US Air Force aircraft.

The aircraft information is located in Chapter 14  
containing US Air Force aircraft.



The aircraft information is located in Chapter 14  
containing US Air Force aircraft.

**SPECIAL TOOLS/EQUIPMENT**

Power Rescue Saw  
Crash Ax

**DIMENSIONS**

HEIGHT: 8 FT 9 IN (2.66 METERS)  
LENGTH: 24 FT 11 IN (7.59 METERS)  
WINGSPAN: 26 FT (7.92 METERS)

**ARMAMENT STORES:**

704 LBS (320 KG)

**TB-30 EPSILON****AIRCRAFT ENTRY****1. NORMAL ENTRY****NOTE:**

TB 30 Epsilon aircraft does not have ejection systems. Access to the aircraft canopy must be gained over the left side.

- a. Push on and turn release of external locking lever (two independent canopies).
- b. Push up the canopy to rear position.

**2. EMERGENCY ENTRY**

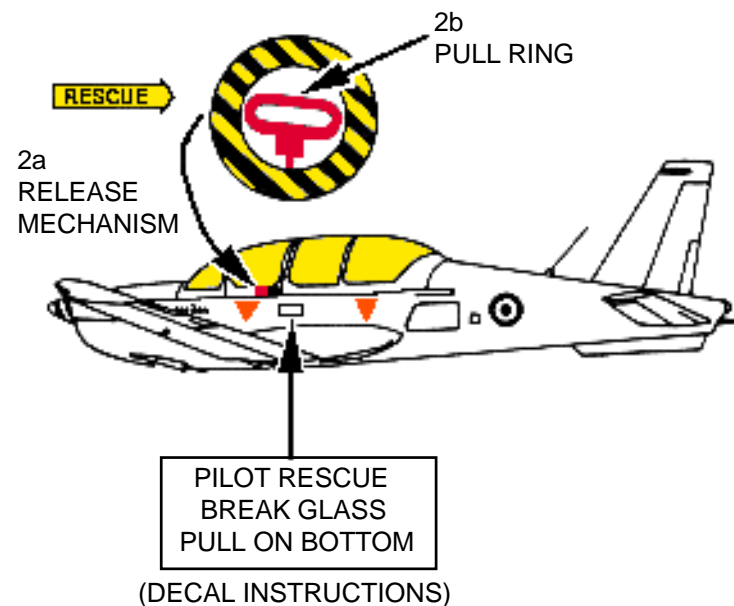
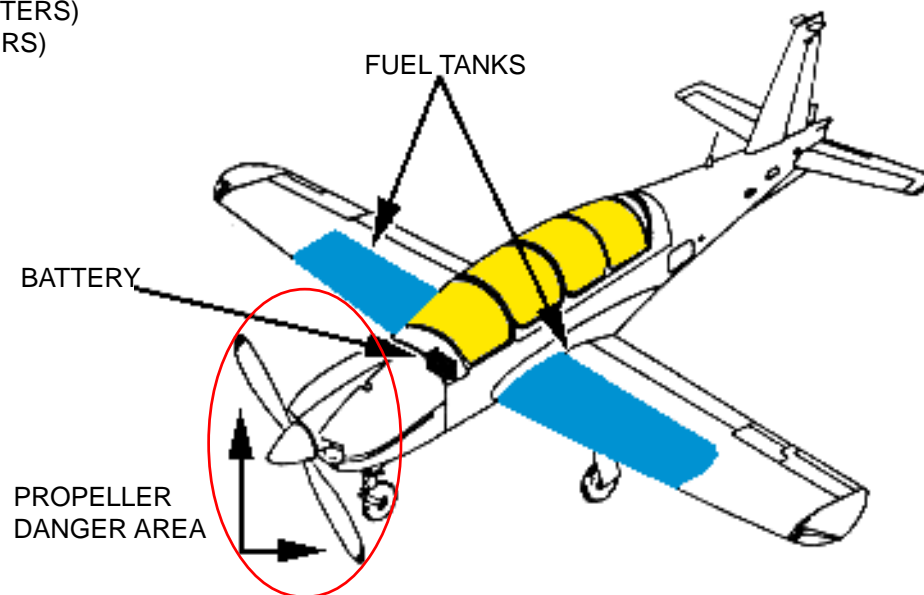
- a. The release mechanism of the miniature detonating cord "MDC" is located on left side of the fuselage.
- b. Break glass and remove handle (approximately 2 meters long).
- c. Pull FWD or AFT canopy jettison handle to full length to shatter corresponding canopy.

**NOTE:**

Only front canopy is shattered if the canopies are uncoupled.

**3. CUT IN**

- a. Cut canopy along frame on all sides.



## ENGINE SHUTDOWN AND AIRCREW EXTRACTION

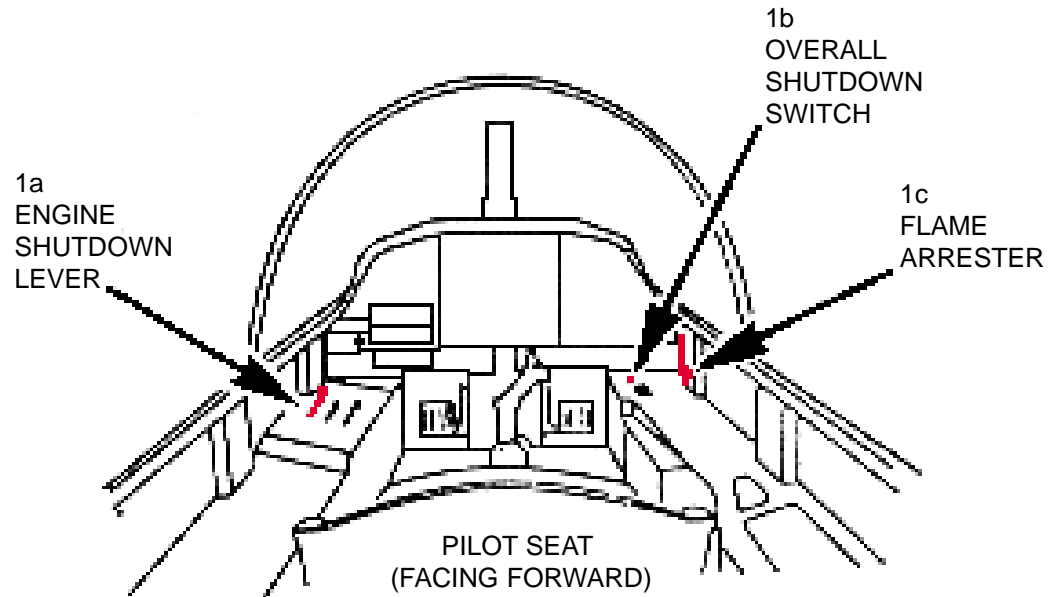
### 1. ENGINE SHUTDOWN

- a. Pull the engine shutdown lever, located on the left side console, aft to the OFF position.
- b. Push the overall shutdown switch, located on the upper right side console, to the OFF position.
- c. Activate the flame arrester, located on the upper right side wall under the windshield.

### 2. AIRCREW EXTRACTION

- a. On crew seats, remove face mask before disconnecting hoses.
- b. Release the seat harness by turning restraint release in either direction.
- c. Disconnect the two crewmembers from any other connections that would frustrate extraction.

## TB-30 EPSILON



**SPECIAL TOOLS/EQUIPMENT**

Power Rescue Saw

Crash Ax

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

This aircraft seats six to seven people. This aircraft is also offered as a multimission aircraft including military medevac, target towing, ECM, freight, maritime patrol, law enforcement, navaid calibration and vertical photography versions. These configurations may be encountered during rescue and must be kept in mind. A C model incorporates a cargo door.

- a. Press handle release button, located on cabin entry door on left side fuselage, to release handle.
- b. Turn down the door handle to unlock the cabin entry door.
- c. Open the upper half of the cabin entry door.
- d. Operate the hand lever at the top of the bottom half cabin entry door.
- e. Open the lower half downward.

**2. EMERGENCY ENTRY**

- a. Pull the emergency exit handle, located over the right wing, out of its compartment.
- b. Pull the emergency exit handle to open the emergency exit.
- c. Swing the emergency exit up side down and inward.

**3. CUT IN**

- a. Cut-in as required.

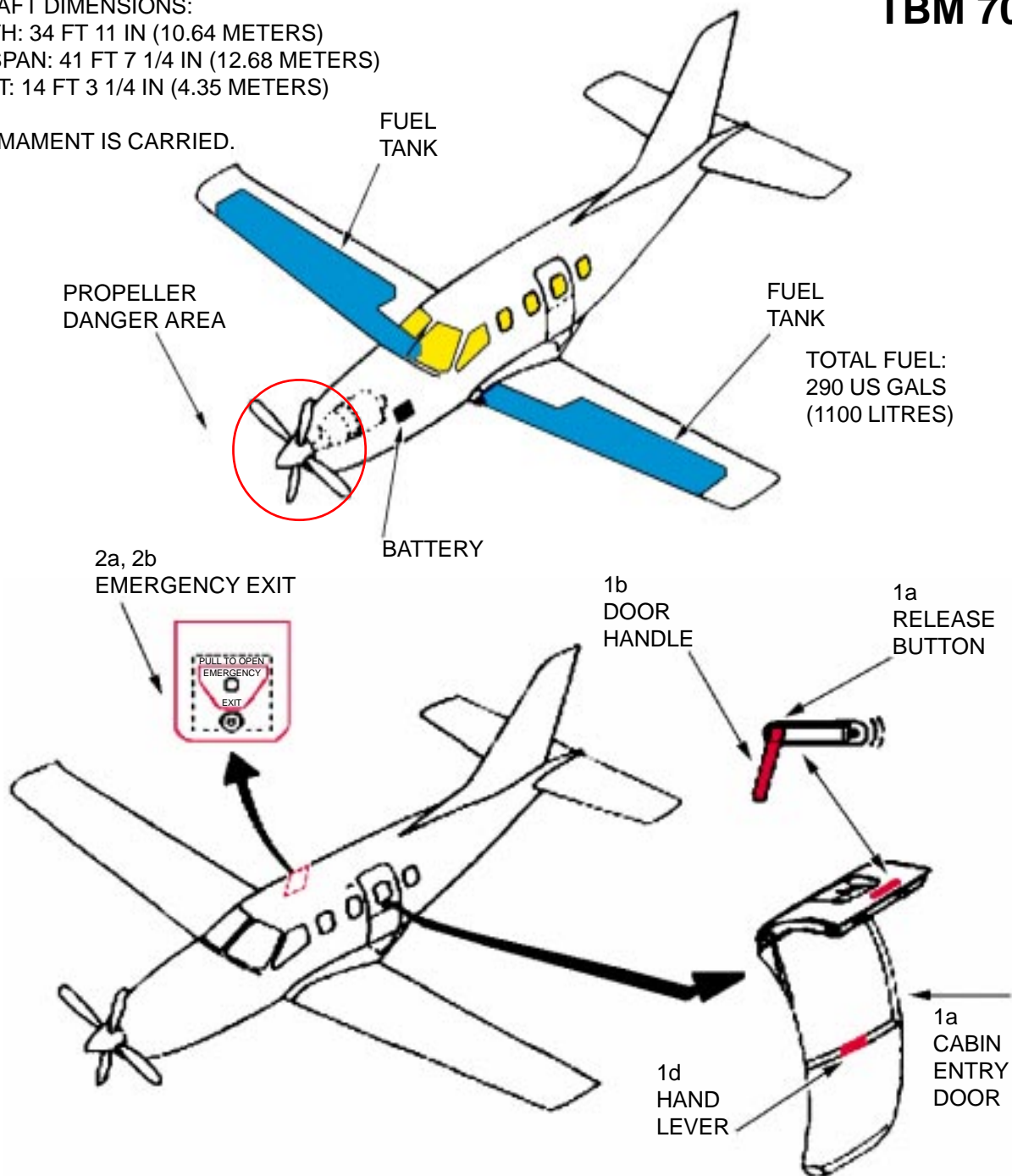
**AIRCRAFT DIMENSIONS:**

LENGTH: 34 FT 11 IN (10.64 METERS)

WINGSPAN: 41 FT 7 1/4 IN (12.68 METERS)

HEIGHT: 14 FT 3 1/4 IN (4.35 METERS)

NO ARMAMENT IS CARRIED.

**TBM 700**

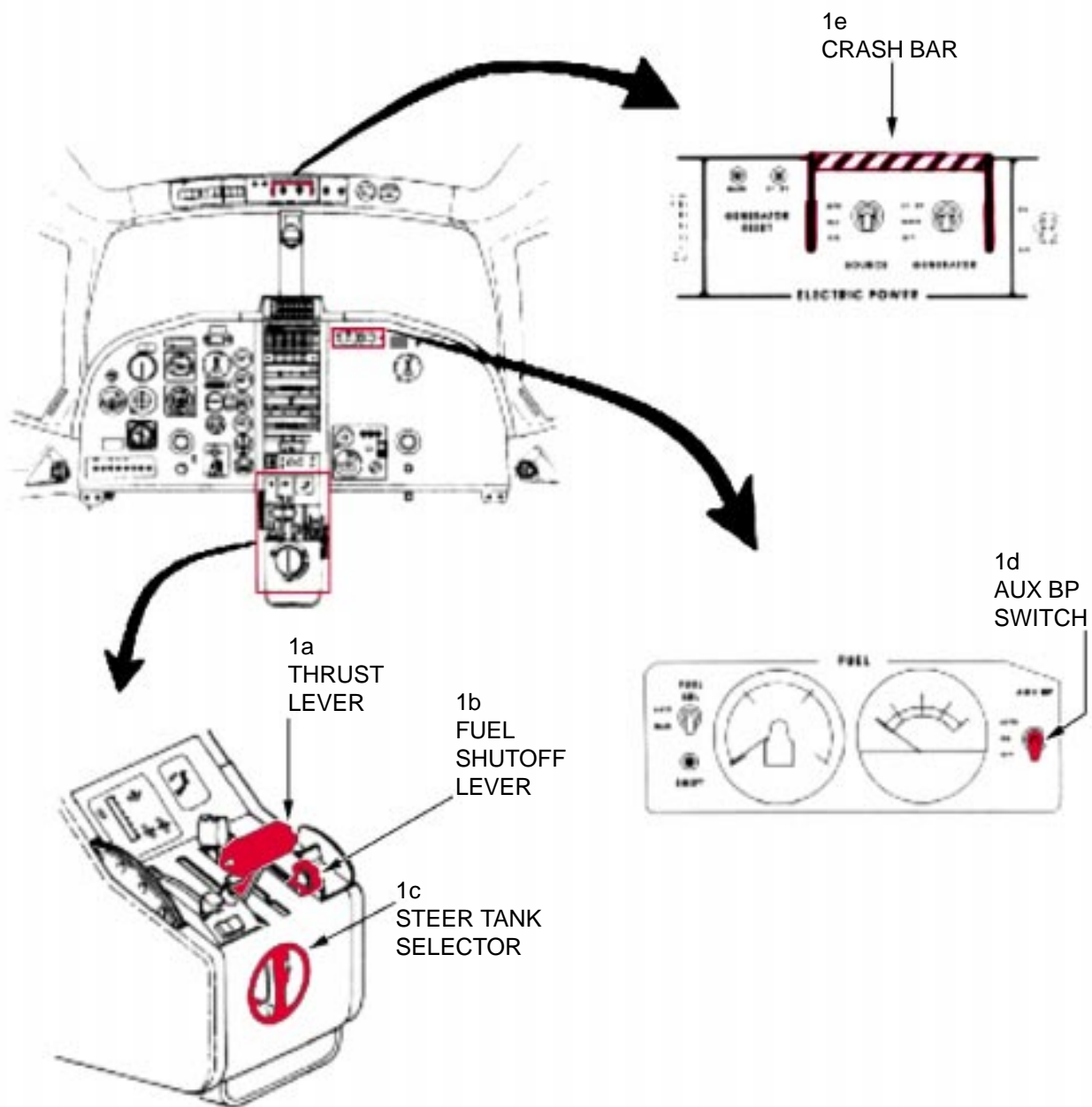
# ENGINE SHUTDOWN AND AIRCREW EXTRACTION






## 1. ENGINE SHUTDOWN

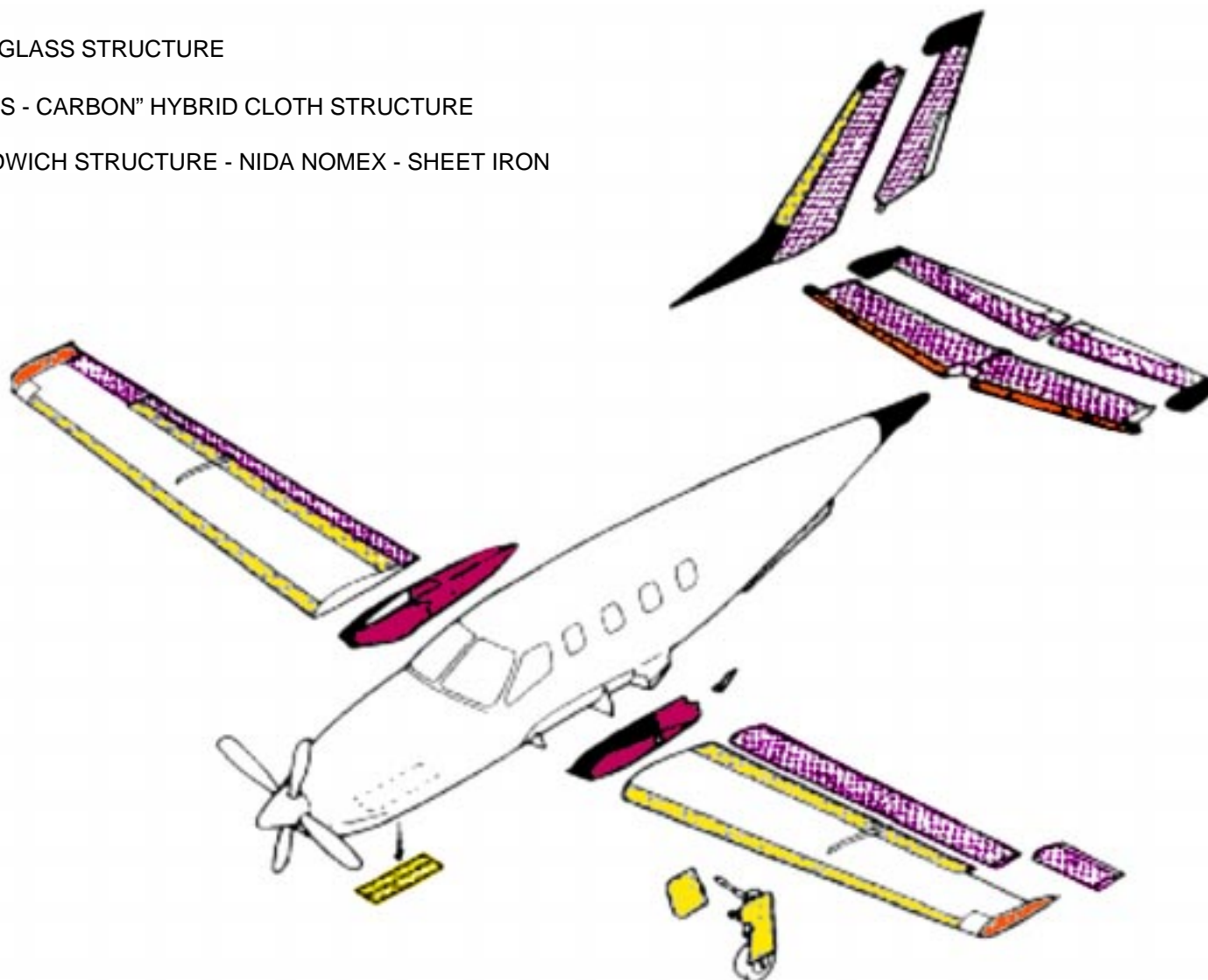
- Pull thrust lever, located on center console, backward. (The engine will slow down.)
- Pull fuel shut off lever, located on the center console, backward. (The engine will stop.)
- Put and steer tank selector, located on the center console, from left to right setting to the OFF position.
- Push down on the AUX BP switch, located on upper right foward instrument panel, to the OFF position.
- Push down on the crash bar, located on the over windshield panel, to the OFF position.

## 2. AIRCREW EXTRACTION

- Disconnect restraints from crew.
- Disconnect restraints from passengers.



-  NIDA NOMEX STRUCTURE + HYBRID CLOTH "GLASS CARBON"
-  NIDA NOMEX STRUCTURE + HYBRID GLASS CLOTH + "TEDLAR" FILM
-  MONOLITHIC FIBERGLASS STRUCTURE
-  MONOLITHIC "GLASS - CARBON" HYBRID CLOTH STRUCTURE
-  SHEET - IRON SANDWICH STRUCTURE - NIDA NOMEX - SHEET IRON





## NATO TRAINER CARGO AIRCRAFT (TCA)

NATO's Trainer Cargo Aircraft (TCA) is a modified Boeing 707-320C. The pilot's station is almost identical to the E-3A. The aircraft is capable of conducting air refuelling training, however fuel cannot be loaded due to having only a "dry" air refuelling receptacle. The aircraft can be quickly changed from an all passenger to all cargo configuration, and can be operated in a configuration carrying both cargo and passengers.

**Primary function:** Pilot training, cargo and passenger transport support.

**Power plant:** Four Pratt & Whitney JT-3D-7 turbofan engines.

**Thrust:** 19,000 lbs / 8837 kp each engine.

**Aircraft Dimensions:** Wingspan: 44.45 m / 145 ft 9 in  
Length: 46.68 m / 152 ft 11 in  
Height: 12.70 m / 41 ft 9 in

**Speed:** More than 966 km / 600 miles per hour

**Operational altitude:** Above 9,150 m / 30,000 ft

**Range:** More than 11,000 km / 7,000 miles

**Maximum take-off weight:** 152,727 kg / 336,000 lbs

**Fuel capacity:** 89,610 litres / 70,371 kg 22,768 gallons / 148,000 lbs

**Endurance:** More than 12 hours

**Aircrew:** 2 pilots 1 flight engineer

**Location:** Main Operating Base (MOB) Geilenkirchen, Germany



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## AIRCRAFT DIMENSIONS:

LENGTH: 31 FT (9.86 METERS)

WINGSPAN: 36 FT (11.14 METERS)

HEIGHT: 11 FT 1 3/4 IN (3.40 METERS)

## FUEL CAPACITY:

183 US GALS

(694 LITRES)

## TUCANO EMB 312F

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- Unlock the canopy by using the canopy lock/unlock handle, located on the left side fuselage, and pull handle outward.
- Operate handle to unlock canopy and raise canopy to open position.

## 2. EMERGENCY ENTRY

- Press white lock, located aft of canopy on left side fuselage.
- Open the canopy fracturing system door.
- Take the exposed yellow handle and pull completely on the connected cable to its full length to actuate the canopy fracturing system.
- Face away from canopy and jerk the cable to fracture the canopy.

## 3. CUT IN

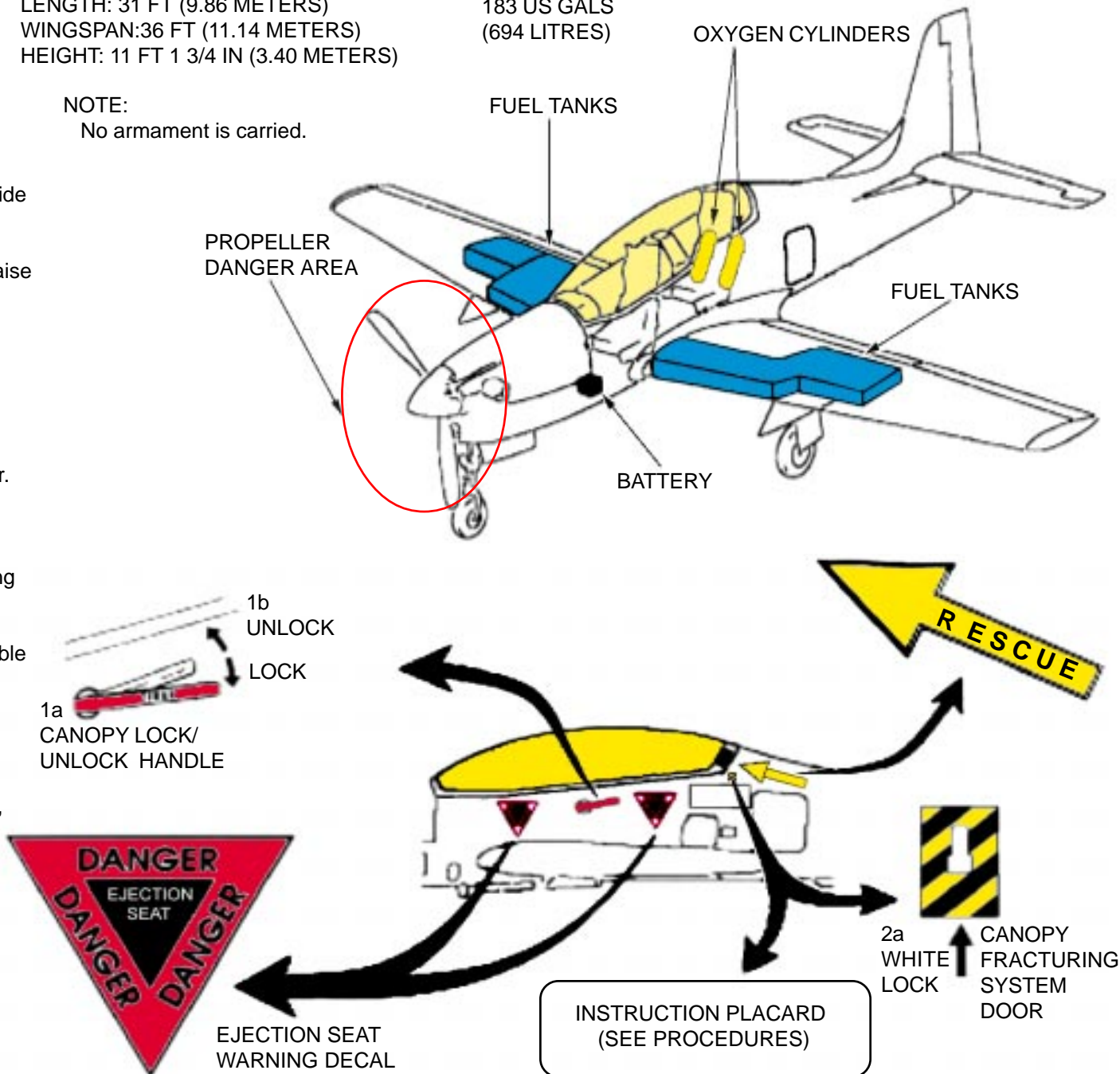
## NOTE:

If canopy fracturing system is damaged, it may be necessary to cut the canopy glass. Avoid blade contact with the ejection seats.

- Cut-in canopy as required or along canopy frame on all four sides.

## NOTE:

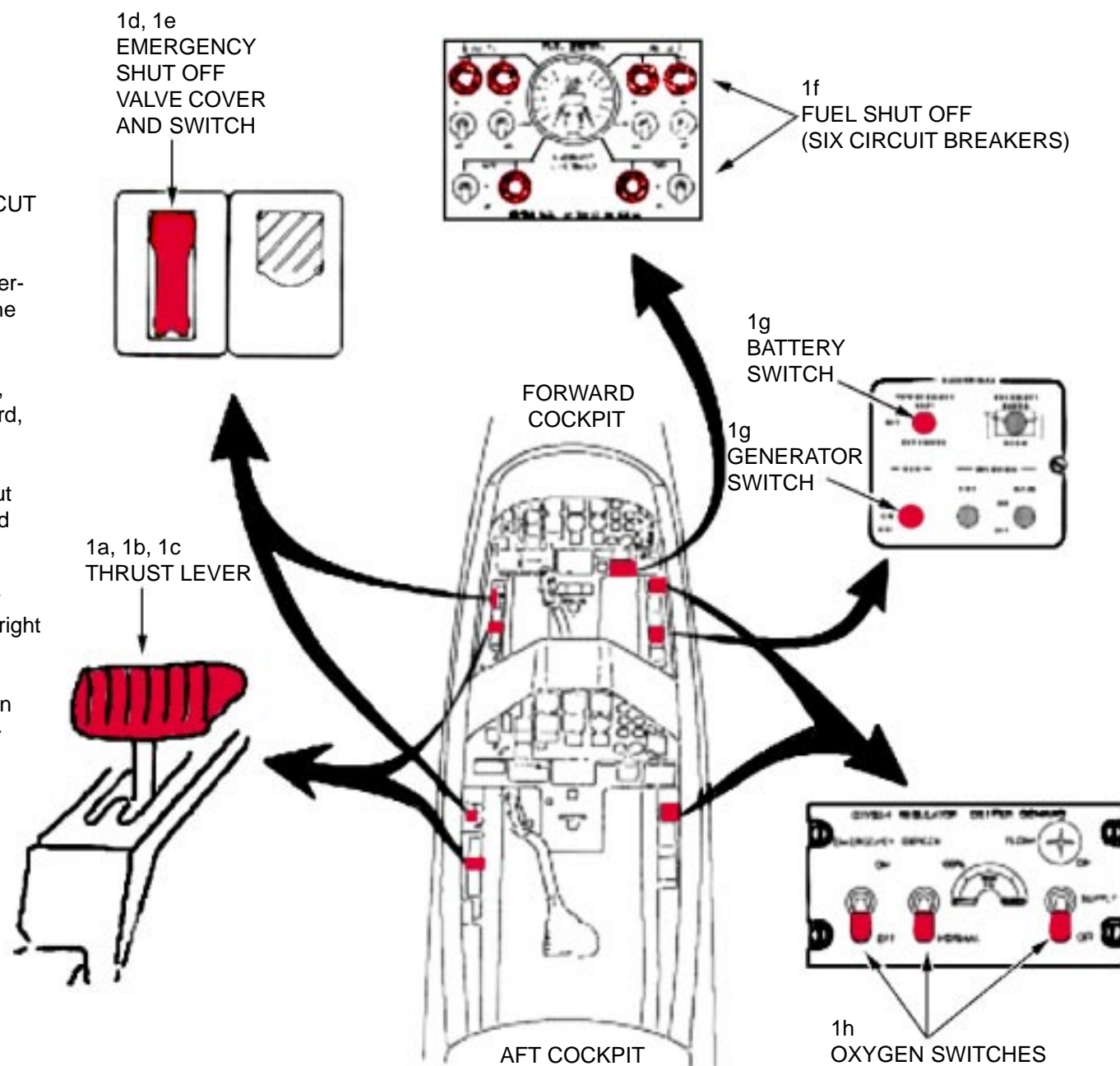
No armament is carried.



# ENGINE SHUTDOWN

## 1. ENGINE SHUTDOWN

- Retard thrust lever, located on the left console in both cockpits, to the minimal position.
- Push the thrust lever laterally.
- Bring the thrust lever backwards to the CUT OFF position.
- Pull back the red safety cover of the emergency shut off valve located forward of the thrust levers.
- Set the emergency shut off valve switch, located under red safety cover, downward, leaving the red safety cover open.
- Lower the six circuit breakers for fuel shut off located on the right side of the forward cockpit instrument panel in the forward cockpit.
- Pull and place the battery and generator switches, located in the forward cockpit right console, to the OFF position.
- Move the three oxygen levers, located on the right console in both cockpits, downwards to the OFF position.



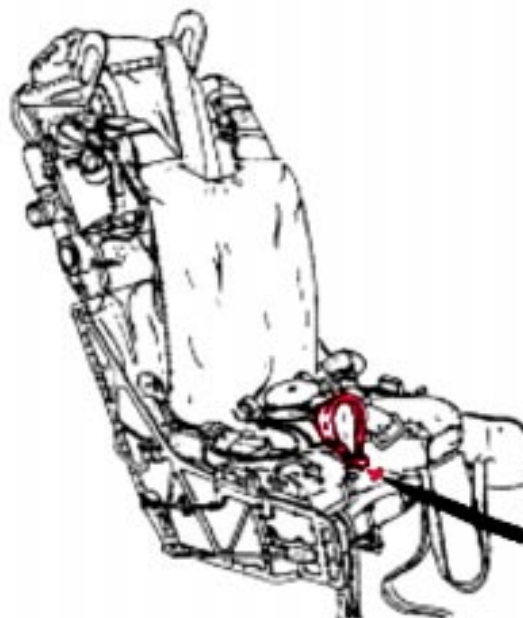
TUCANO EMB 312F

# AIRCREW EXTRACTION

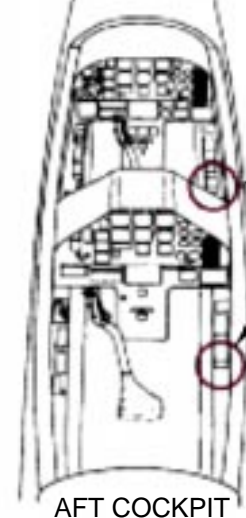
## 1. AIRCREW EXTRACTION

- a. Remove safety pins from safety pin location in right console both cockpits.
- b. Install safety pin to safety the ejection firing handle, located at the center lower forward portion of the seat.
- c. Turn restraint release buckle, located on center of crewmember's lap, clockwise and press forcefully.
- d. Unhook the survival pack strap located under restraint release buckle.
- e. Unlock leg restraint straps by rotating unlock lever aft.

TYPICAL SEAT  
BOTH COCKPITS



FORWARD  
COCKPIT



1a  
SAFETY PIN  
LOCATIONS

1b  
EJECTION  
FIRING HANDLE

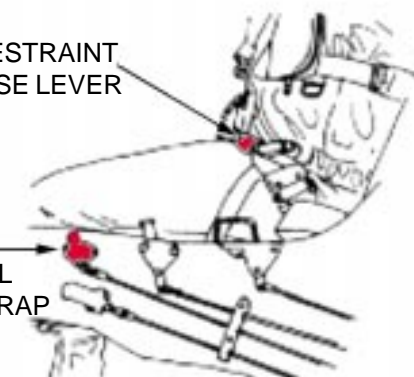


1b  
EJECTION FIRING HANDLE  
SAFETY PIN

1c  
RESTRAINT  
RELEASE  
BUCKLE



1e  
LEG RESTRAINT  
RELEASE LEVER



1d  
SURVIVAL  
PACK STRAP



TUCANO EMB 312F

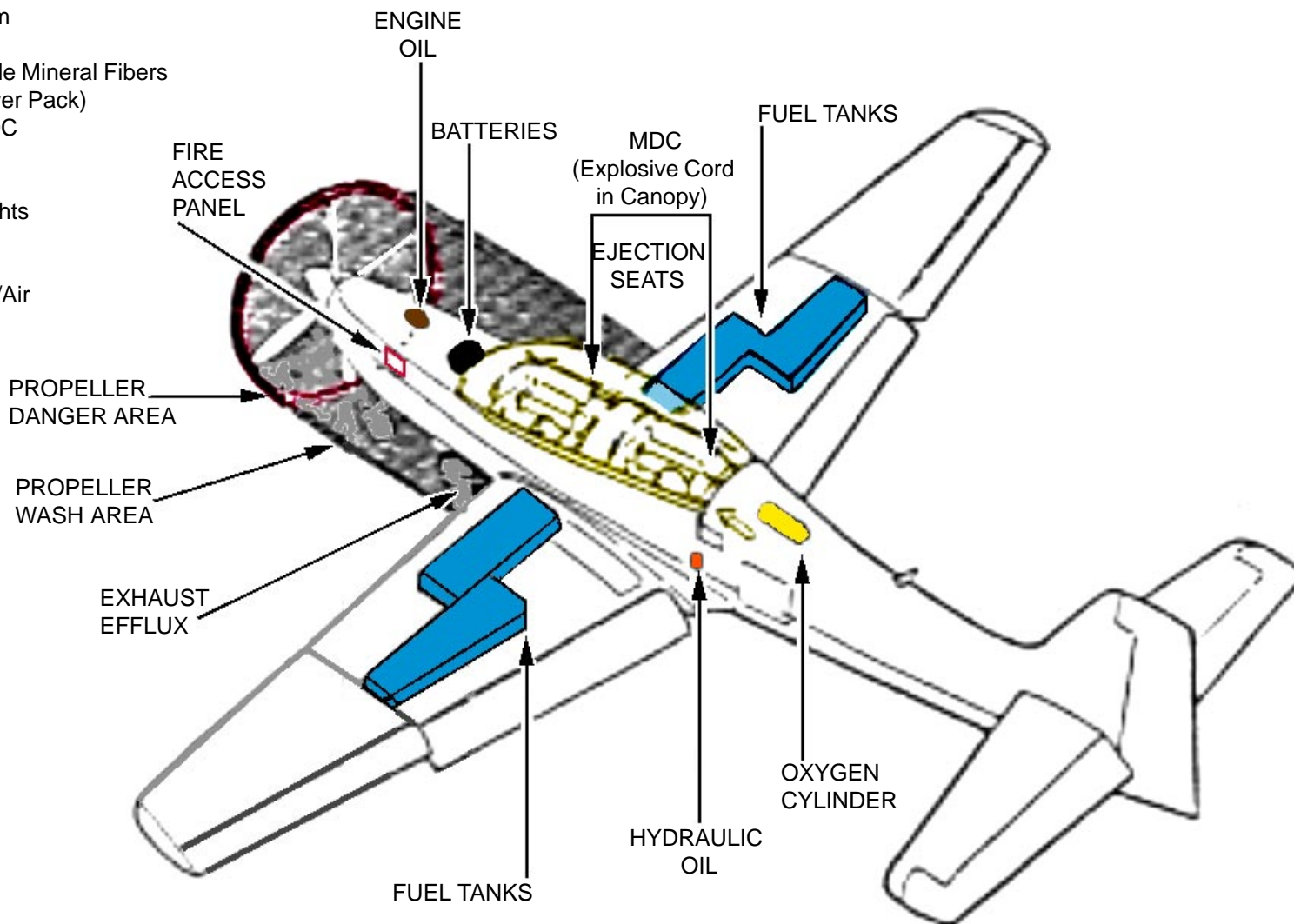


# AIRCRAFT HAZARDS

## OTHER HAZARDS

Acids - Batteries  
 Aircraft Assisted Escape System  
 Beryllium + Beryllium Oxides  
 Composite Materials - Man Made Mineral Fibers  
 Dimethylformamide (Stobe Power Pack)  
 Miniature Detonating Cord - MDC  
 Polytetrafluoroethylene  
 Sonar Locator Beacons  
 Tritium Light Sources - Beta Lights  
 Aviation Fuel: AVTUR  
 Hydraulic Oil: OM-15  
 High Pressure Gases: Nitrogen/Air  
 Engine Oil: OX-27  
 Oxygen: Gaseous

# TUCANO T1



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

## TUCANO T1

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

## NOTE:

Approach canopy from left side. Canopy hinges to right side. Beware of sharp tops on ejection seats.

- a. Place right foot on step under rear edge of left wing.
- b. Place fingers in slot and pull canopy lock/unlock handle, located on the left side fuselage, outward.
- c. Grip canopy handle and raise canopy to open position.
- d. Insert locking pins to prevent canopy from falling.

## 2. EMERGENCY ENTRY

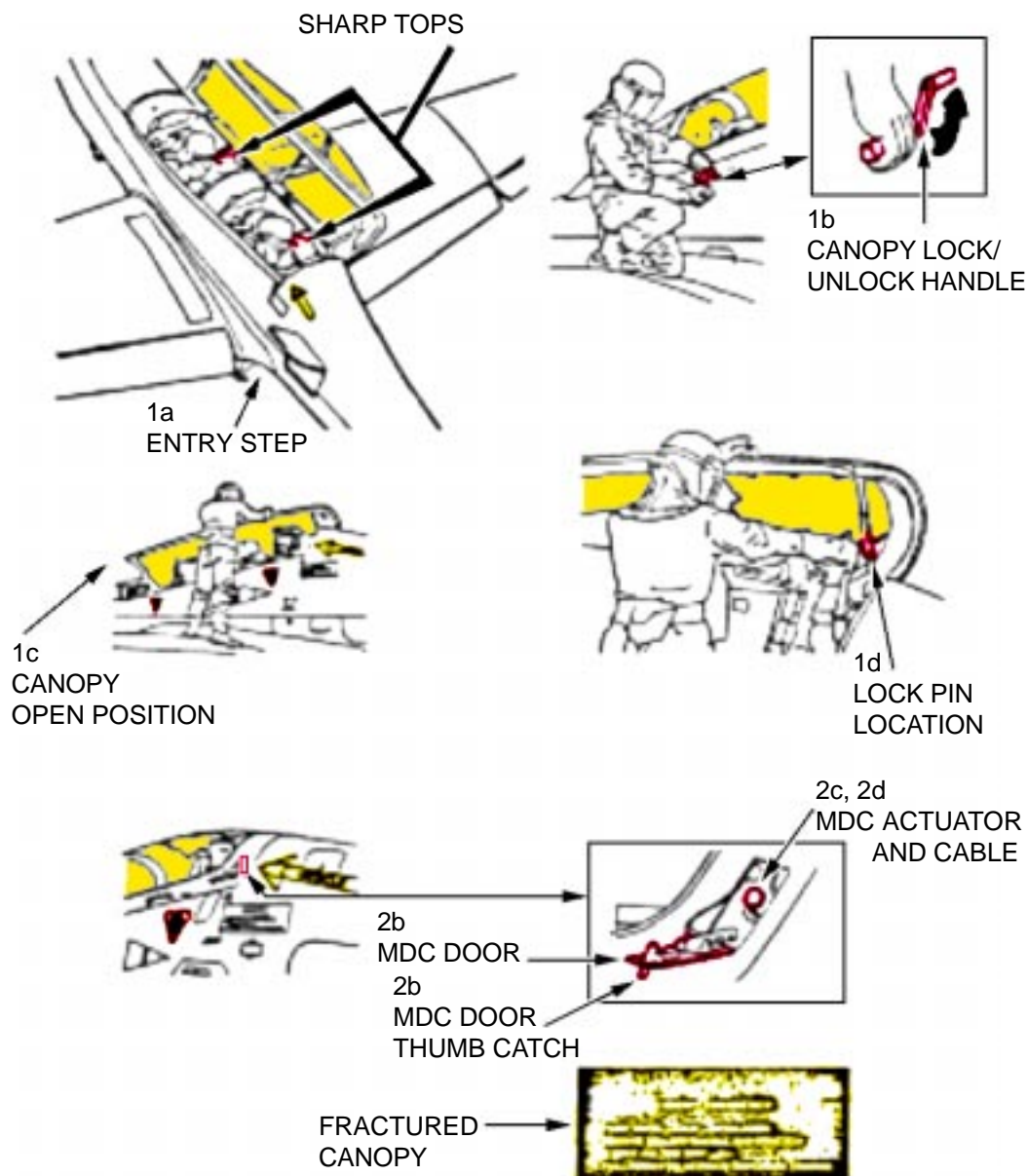
- a. Approach from rear of aircraft.
- b. Use thumb catch to open MDC door.
- c. Select MDC actuator on either side.
- d. Face away from canopy and pull cable 5 meters to fracture the canopy.

## 3. CUT IN

## NOTE:

If canopy fracturing system is damaged, it may be necessary to cut the canopy glass. Avoid blade contact with the ejection seats.

- a. Cut-in canopy as required or along canopy frame on all four sides.





# ENGINE SHUTDOWN

## 1. ENGINE SHUTDOWN

### NOTE:

The Command Selector is a device that allows choices for ejection in critical situations during flight. It is located in the rear cockpit, occupied or not, is in the command position.

### NOTE:

As power is needed to move throttle fully to rear, the battery/power switches must NOT be turned off first, otherwise, throttle remains in GROUND IDLE position.

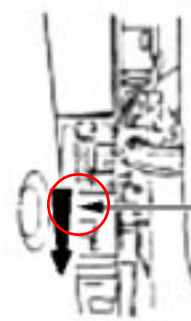
- a. Close throttle, located on the left console in either cockpit, by moving fully to the aft, lift and pull back.
- b. Move the emergency shutdown lever, located aft of throttle, fully to the aft. Identified by yellow and black stripes.
- c. Lift guard for the fuel/hydraulic switch, located on the right side of the front panel, and move to the UP position. Identified in yellow/black.
- d. Lift red guard and move the five battery/power switches, located at rear of right console, to the OFF position.

COMMAND SELECTOR

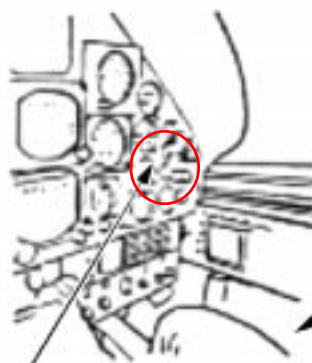
1a  
THROTTLE



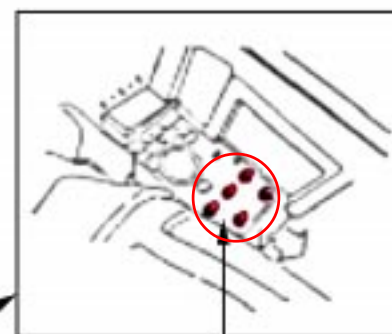
1b  
EMERGENCY  
SHUTDOWN  
LEVER



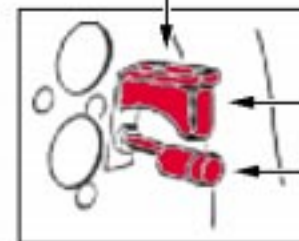
1c  
FUEL/HYDRAULIC  
SWITCH (RIGHT SIDE  
OF COCKPIT FACING  
FORWARD)



1d  
BATTERY/  
POWER  
SWITCHES (5)



1d  
BATTERY/  
POWER  
RED GUARD



1d  
BATTERY/POWER  
SWITCH (TYPICAL)

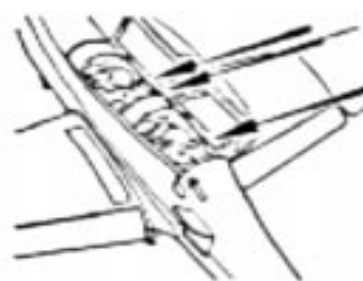
# AIRCREW EXTRACTION

## 1. AIRCREW EXTRACTION

### NOTE:

Use stowage lockers only if rescue crew have no pins.

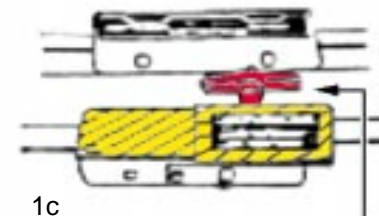
- a. Keep clear of explosive cord in canopy.
- b. Insert ejection seat firing handle pin, located between both crewmember's legs on forward center of seat pan.
- c. If not fitted, insert MDC canopy fracture pins into both firing mechanisms on right side of canopy rail. Identified in yellow and black.
- d. Remove crewmember's face mask.
- e. Remove PEC (personal equipment) from crewmember(s).
- f. Disconnect PSC (personal survival) connection by pressing side clips and lifting silver handle.
- g. Clear crewmember's leg restraint straps through "D" rings.
- h. Unlock combined parachute and seat harness QRF.
- i. Move internal canopy locking handles, at side of cockpit, down to avoid harness snagging during extraction - out.
- j. Extraction position is behind crewmember.



1a  
EXPLOSIVE  
CORDS



1b  
FIRING HANDLE  
SAFETY PIN



1c  
MDC CANOPY FRACTURE  
SAFETY PIN



1d  
FACE MASK



1e  
PEC



1f  
PSC



1g  
LEG RESTRAINT  
"G" STRAP WITH  
RINGS



1h  
PARACHUTE AND  
SEAT HARNESS QRF



1i  
INTERNAL CANOPY  
LOCKING HANDLES

1j  
SUGGESTED  
EXTRACTION  
POSITION



# TUCANO T1

## NOTE

Chapter 33 contains emergency rescue and mishap response information for the following NATO aircraft:

<b>NLD</b>	<b>KDC-10</b>
<b>NATO</b>	<b>MULTIROLE TANKER (MRT)</b>
<b>GBR</b>	<b>TRISTAR K1 &amp; KC1</b>
<b>GBR</b>	<b>VC10/C1</b>
<b>GBR</b>	<b>VC10/C1K*</b>
<b>GBR</b>	<b>VC10/K2</b>
<b>GBR</b>	<b>VC10/K3</b>
<b>GBR</b>	<b>VC10/K4*</b>

\* Aircraft information pending

## CHAPTER 33

### NATO

### TANKER

## AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

### 33-1. INTRODUCTION AND USE.

33-2. 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.

### 33-3. GENERAL ARRANGEMENT.

33-4. 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 PAINT SCHEME

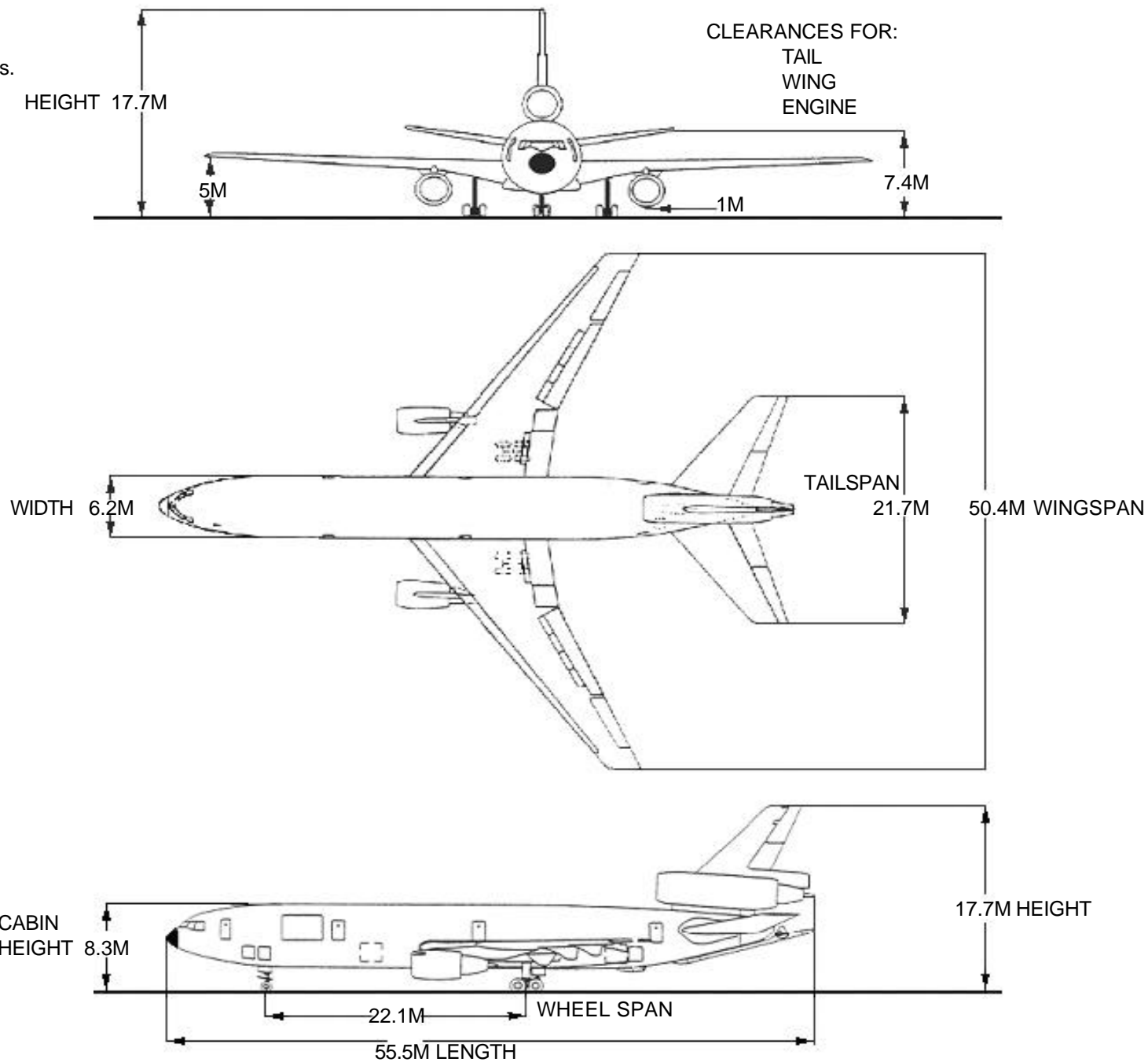
KDC-10



# AIRCRAFT DIMENSIONS

**KDC-10****NOTE:**

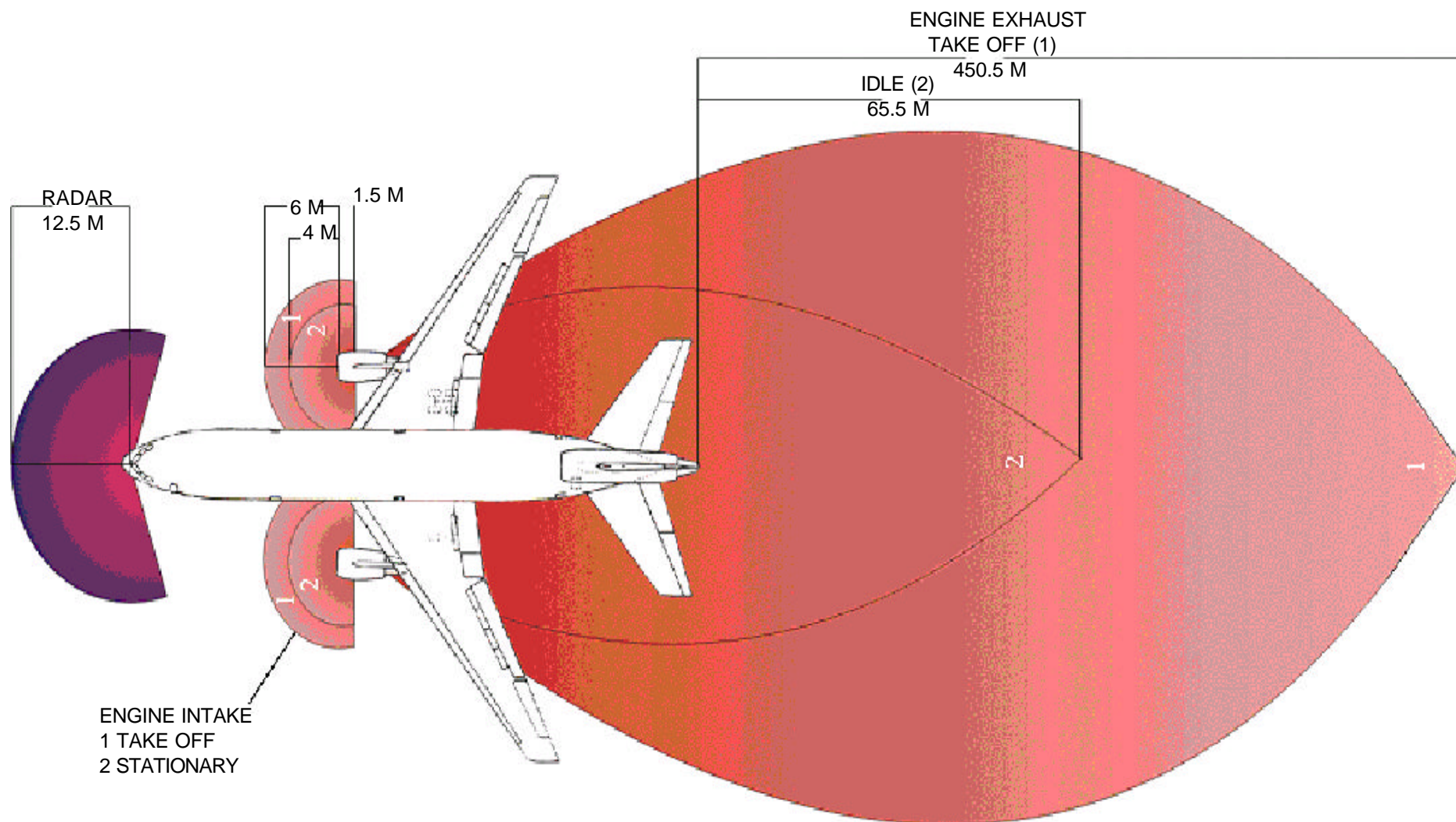
The KDC-10 is a DC-10-30CF modified for refueling capabilities.





# AIRCRAFT HAZARDS









RADAR, INTAKE AND ENGINE EXHAUST  
DANGER ZONES

**KDC-10**

# AIRCRAFT HAZARDS - Continued

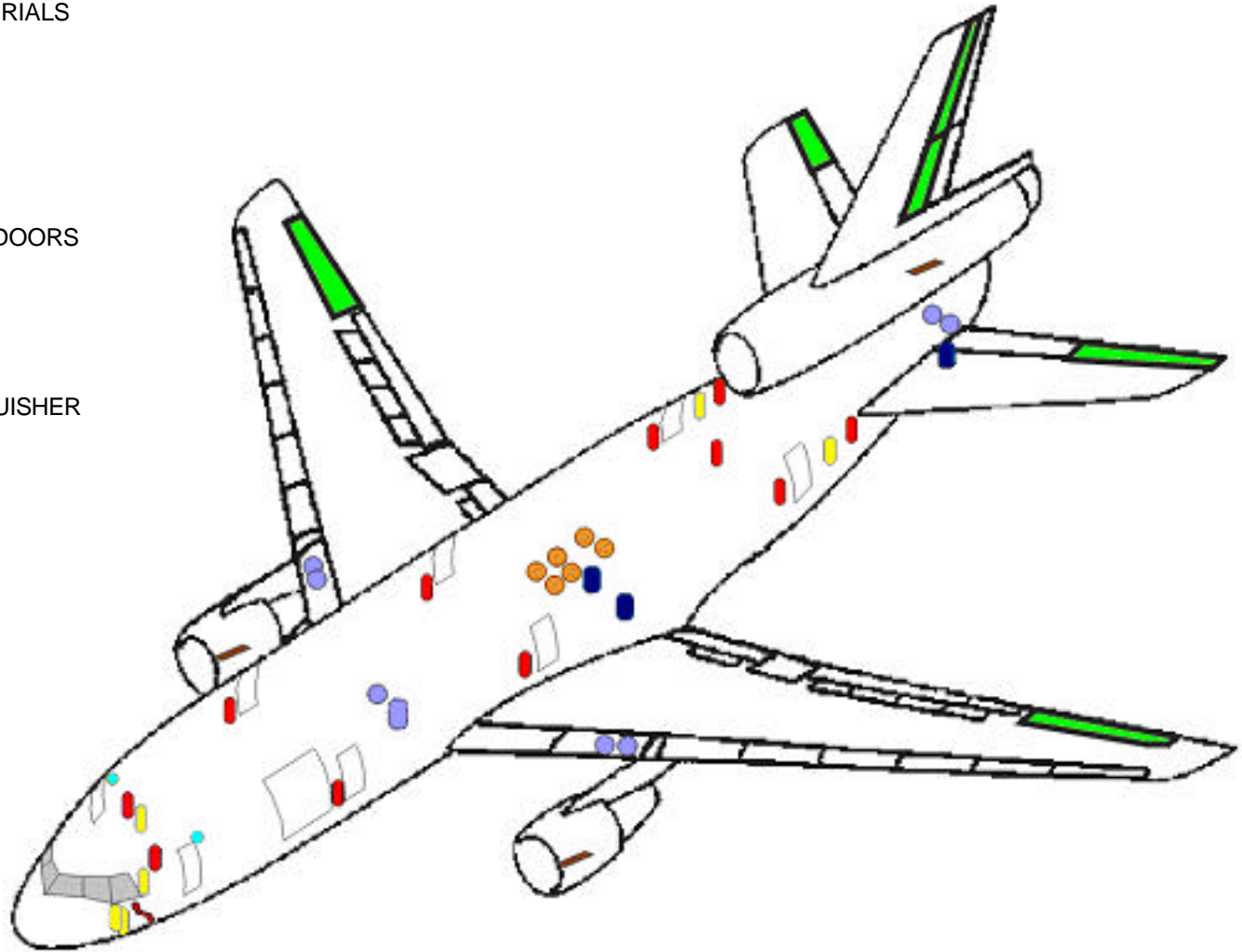
KDC-10

## HAZARDOUS SYSTEMS, FLUIDS, AND MATERIALS

-  OXYGEN BOTTLES
-  FIRE EXTINGUISHER (HALON)
-  COMPRESSED AIR BOTTLES FOR DOORS
-  ENGINE OIL TANK
-  AUTOMATIC FIRE (HALON) EXTINGUISHER INSTALLATION
-  HYDRAULIC FLUID RESERVOIRS
-  HYDRAULIC ACCUMULATORS
-  DEPLETED URANIUM PARTS

### NOTE:

Skydrol LD-4 is used on the KDC-10.



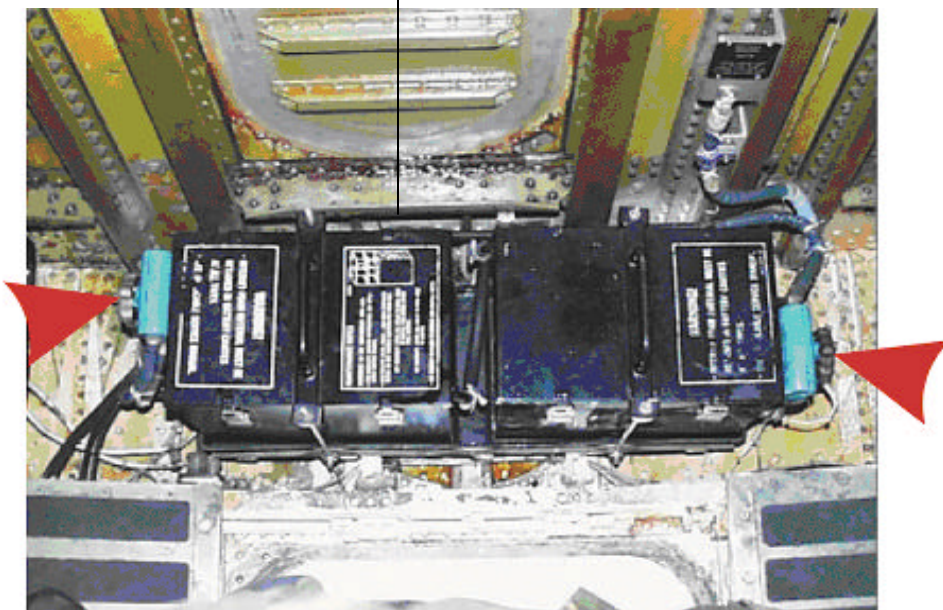
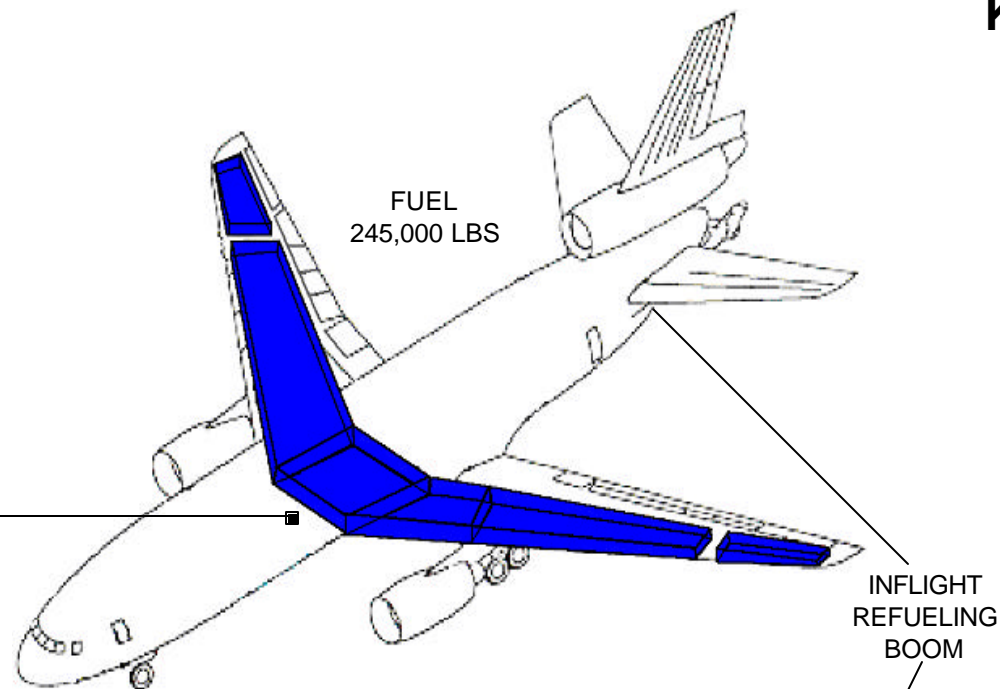
# AIRCRAFT HAZARDS - Continued

## BATTERY, FUEL TANKS, AND REFUELING BOOM

### 1. DISCONNECT BATTERY

- The battery is located at the under fuselage hatch.
- Open hatch, disconnect battery by two handscrews (red arrows) and turn counterclockwise.
- Pull handscrews away from terminals.

1a  
BATTERY






# AIRFRAME MATERIALS

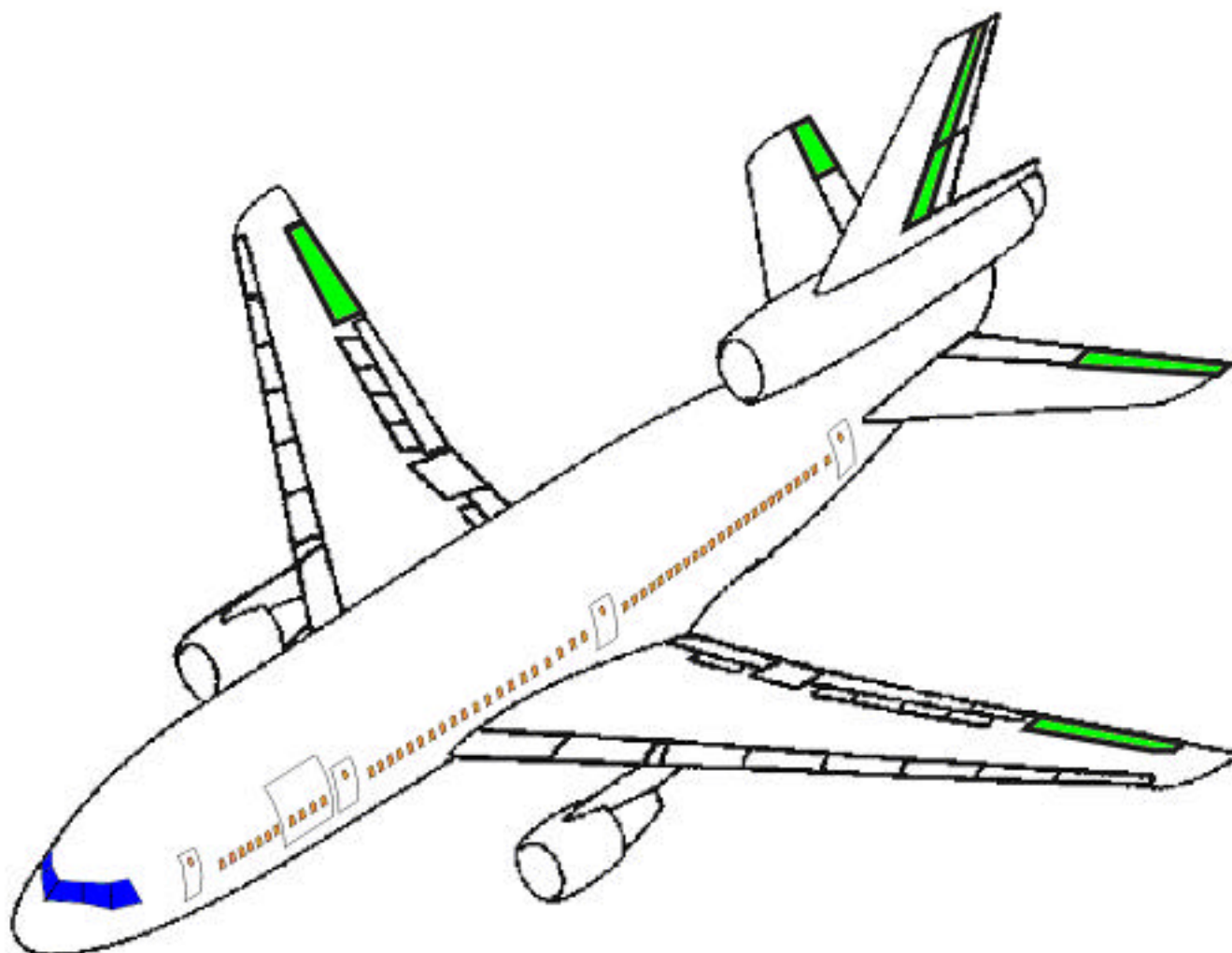
KDC-10

 INTERNAL DEPLETED URANIUM

 HARDENED GLASS

 FIBERGLASS "HOLLOW ROOM"

 ALUMINUM







# FIRE ACCESS DOORS, HATCHES AND ESCAPE ROUTES

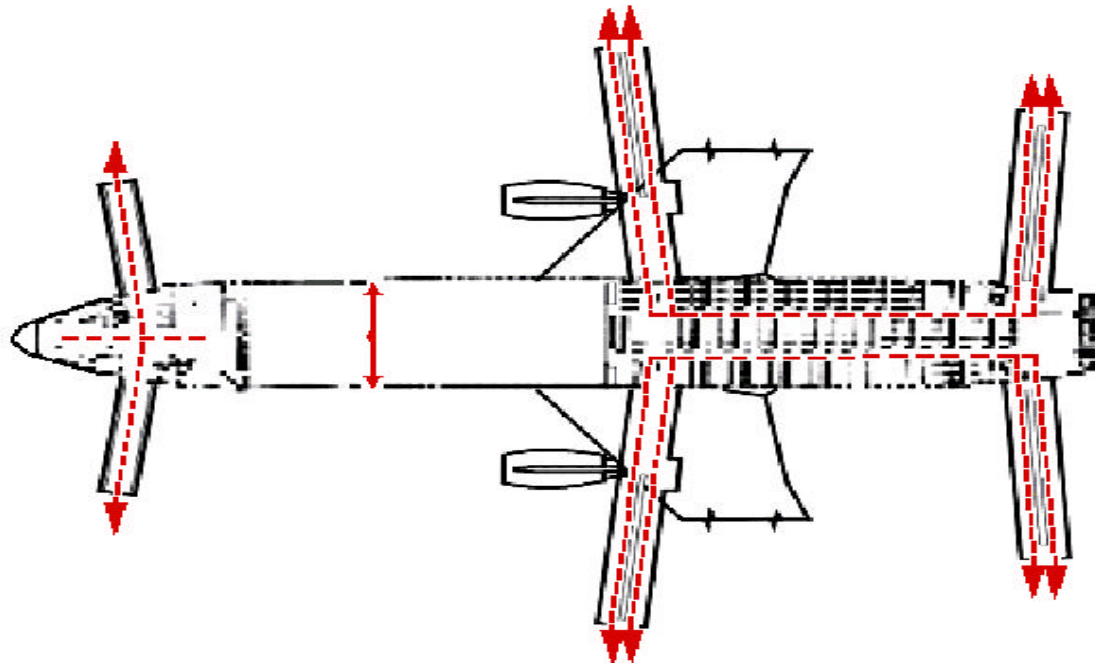
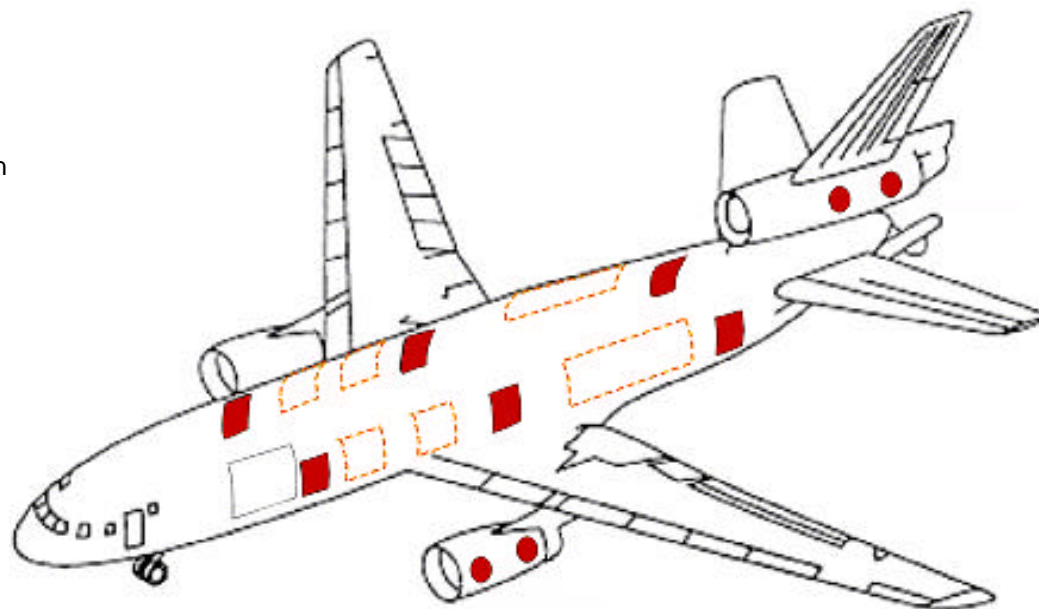
KDC-10

## 1. FIRE ACCESS DOORS AND HATCHES

### NOTE:

Special fire access doors are not available. Saw or cut-in areas for normal and marked entrances.

-  DOOR/HATCH FIRE ACCESS
-  MARKED CUT-IN AREAS
-  ENGINE FIRE ACCESS
-  ESCAPE ROUTE



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Fire Drill II  
35 FT Ladder  
3/8 IN Wrench

KDC-10

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

- Pull door control handle out of recess to disarm escape slide.
- Move door control switch to open and hold.
- When door is fully open, release switch.

## 2. EMERGENCY ENTRY

## NOTE:

When emergency entry is used, door will automatically move to full open position under pneumatic pressure.

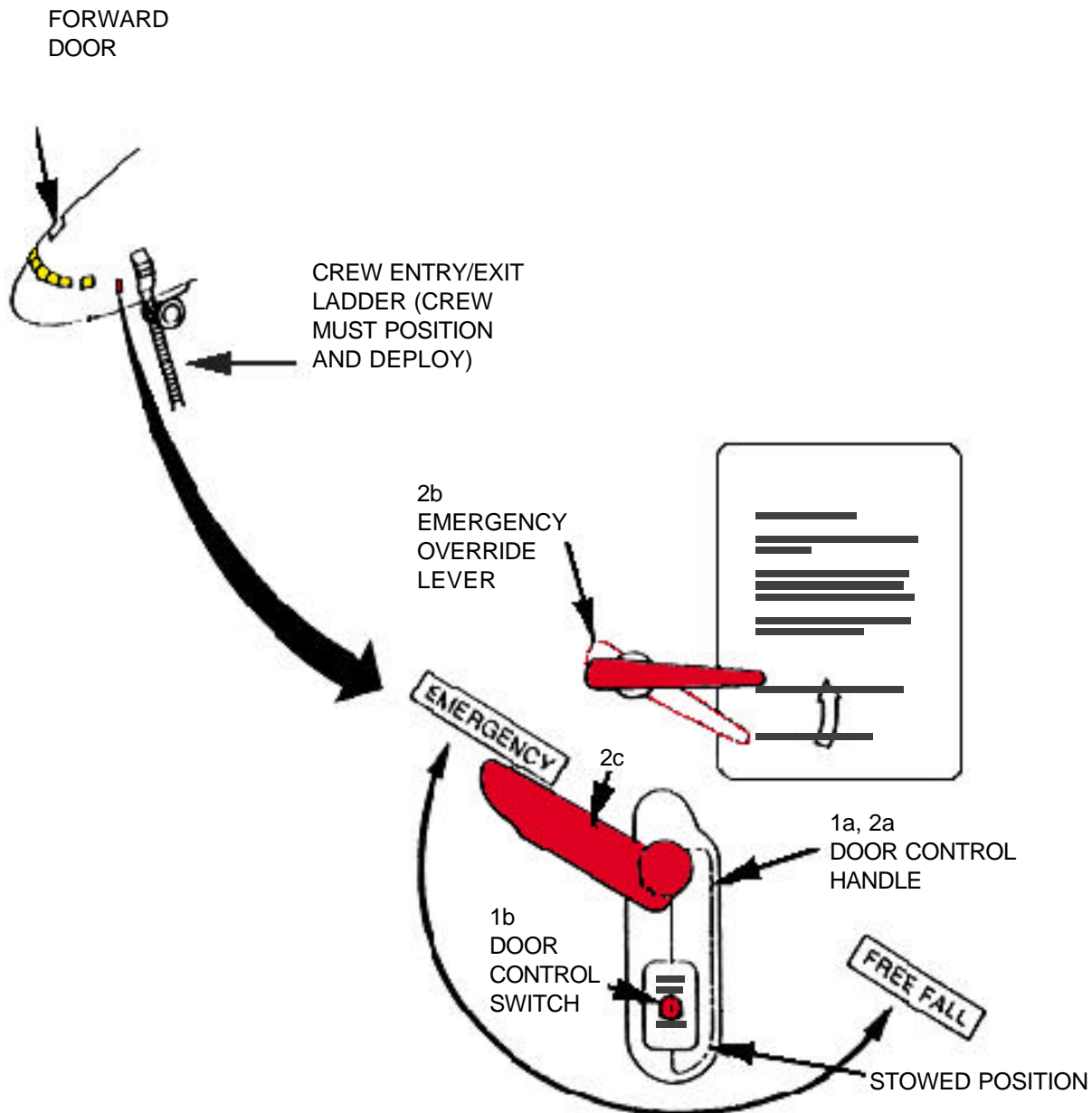
- Pull door control handle out of fuselage.
- Rotate emergency override level from safe position to emergency position and hold.
- Rotate door control handle to emergency position.

## IF DOOR STILL DOES NOT OPEN

**WARNING**

Forward cabin doors have slide/rafts attached and are very heavy. Required lifting force may exceed 400 lbs. Mid cabin doors may or may not have slide/rafts installed.

- Push door inward as far as possible and hold.
- Use any available means to pry door upward.





# AIRCRAFT ENTRY-Continued

KDC-10

## 3. MANUAL ENTRY

- Pull door control handle out, rotate to free fall position and hold.
- Insert 1/4 inch drive into socket and rotate as indicated until door is open.

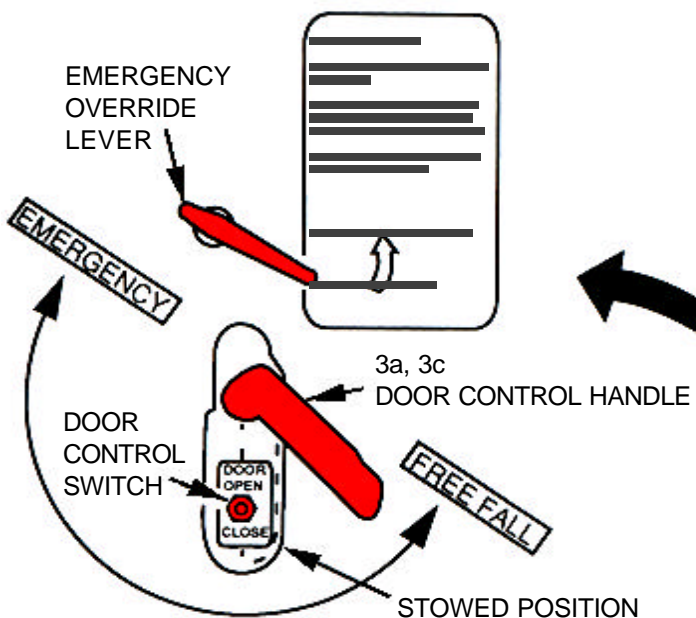
### CAUTION

Torque applied in excess of 100 IN-LB or 500 RPM may result in damage.

- Release door control handle to neutral.

## 4. CUT-IN

- Cut-in areas are located at normal entries and marked areas.

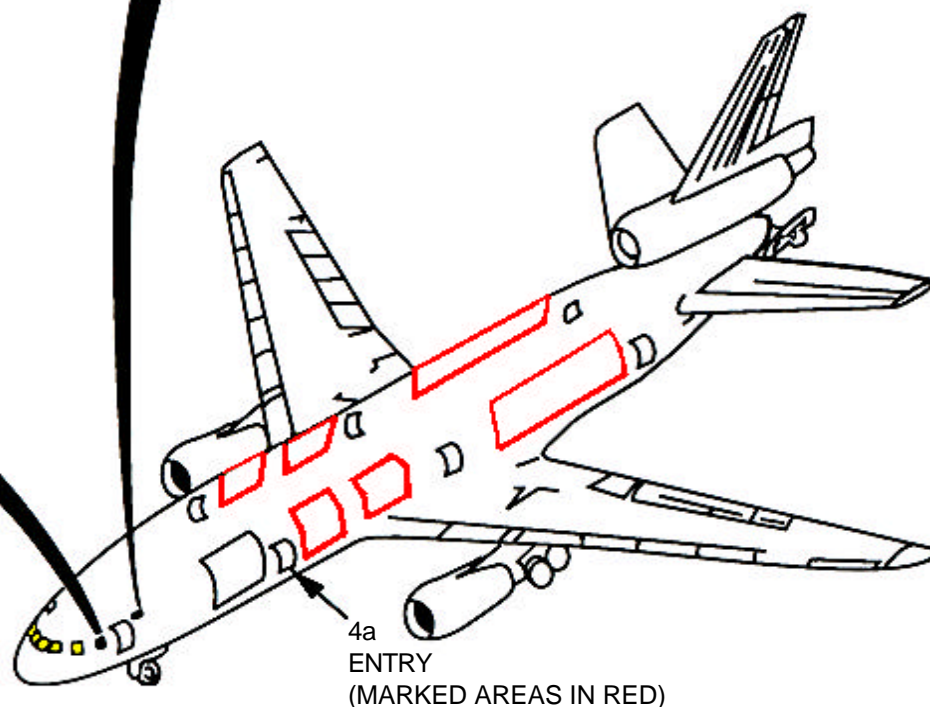


## MANUAL DRIVE

- PULL HANDLE OUT
- ROTATE HANDLE TO FREE FALL
- INSERT 1/4" SQUARE DRIVE INTO SOCKET AND ROTATE AS INDICATED
- MAXIMUM OPERATING TORQUE = 100 IN. LBS. AT 500 RPM



3b  
LEFT FORWARD DOOR ONLY



# AIRCRAFT ENTRY - Continued

## 5. FRONT CARGO DOOR OPERATION

### NOTE:

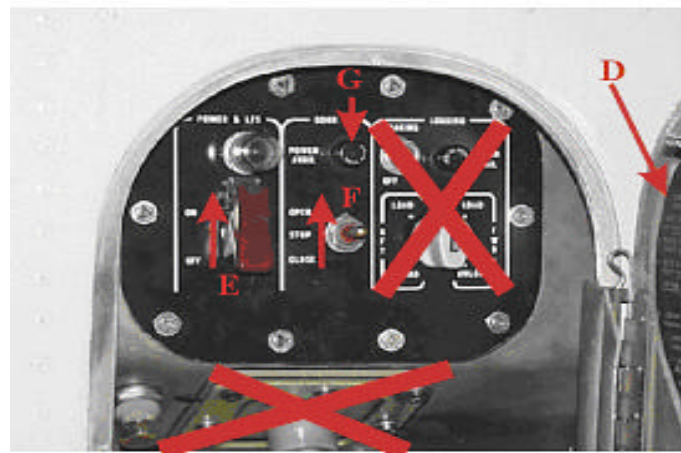
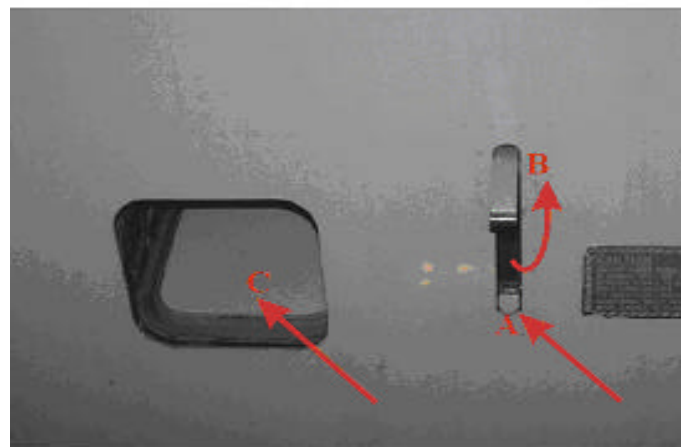
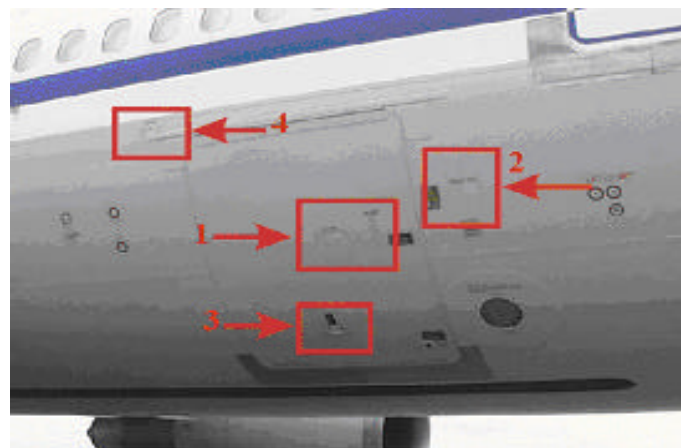
Located right front and can be accessed by a ladder.

- (1) Decompress compartment by venting. Push button (A), pull lever (B) out, and hatch (C) shall go inward by lever (B).
- (2) Open cargo door electrically. Open panel (D), place switch (E) behind red safety to "ON". Use switch (F) next to ON/OFF switch to open door. Hold switch upward until a green light (G) illuminates.

### NOTE:

Do not touch other switches in this switch panel.

- (3) Release cargo door.
- (4) Open cargo door.



KDC-10

# AIRCRAFT ENTRY - Continued

## 6. CENTER CARGO DOOR

### NOTE:

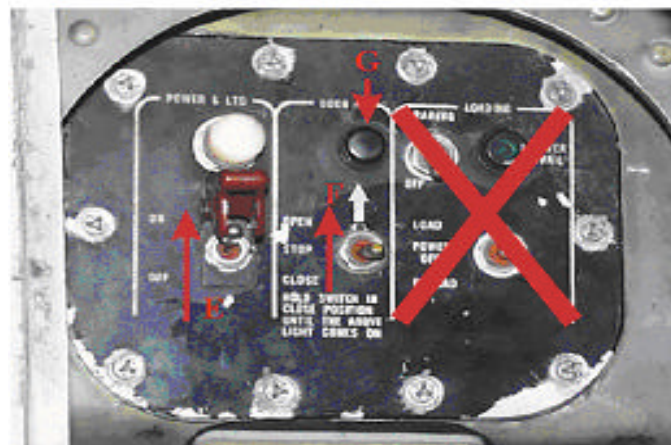
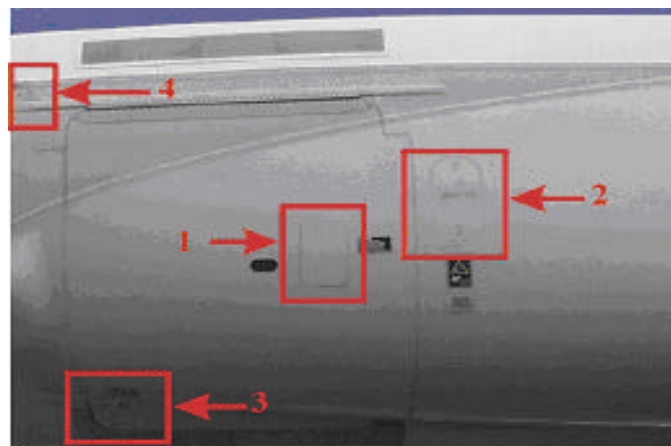
Located right aft and can be accessed by a ladder.

- (1) Decompress compartment and vent by opening panel (O). Push button (A), pull lever (B) out.
- (2) Open middle cargo door electrically. Open panel (D), place switch (E) behind red safety to "ON". Use switch (F) next to ON/OFF switch to open door. Hold switch upward until a green light (G) illuminates.

### NOTE:

Do not touch other switches in this switch panel.

- (3) Release middle cargo door.
- (4) Open middle cargo door.

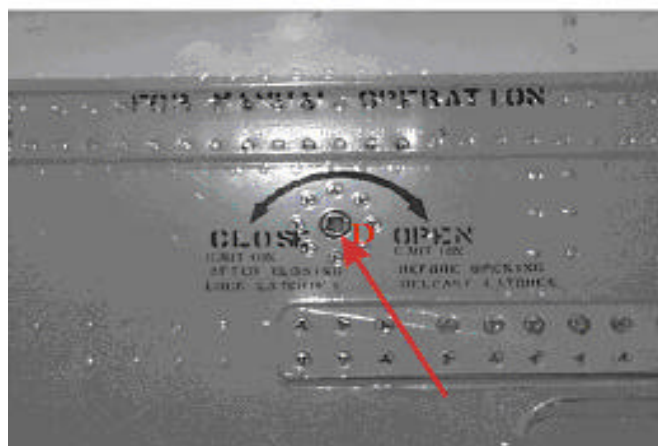
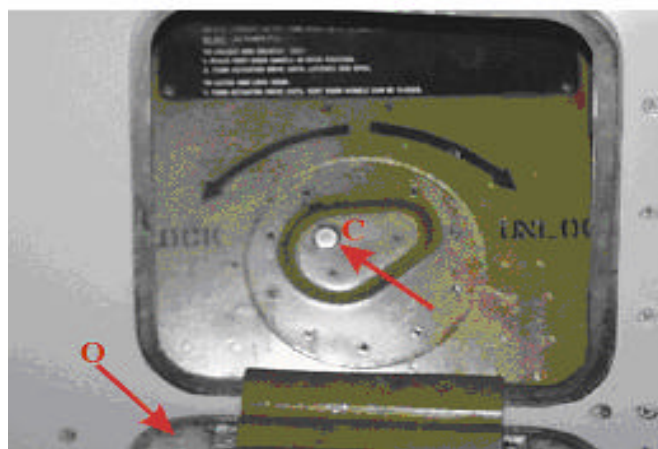


KDC-10

## AIRCRAFT ENTRY - Continued

### 7. EXTERNAL CARGO DOOR OPERATION WITH MANUAL MODE - NO POWER

- (1) Decompress compartment and vent by opening panel (O) with push buttons. Push button (A), pull lever (B) out.
- (2) Open panel (O) with push buttons.
- (3) Place a 3/8 inch wrench in hole (C) and turn clockwise until the door is released.
- (4) Place a 3/8 inch wrench in hole (D) and turn clockwise until door is completely opened.





## AIRCRAFT ENTRY - Continued

### 8. AFT CARGO DOOR OPERATION - WITH POWER

#### NOTE:

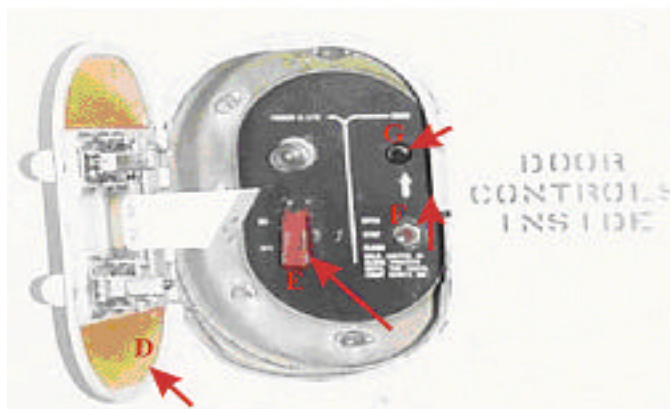
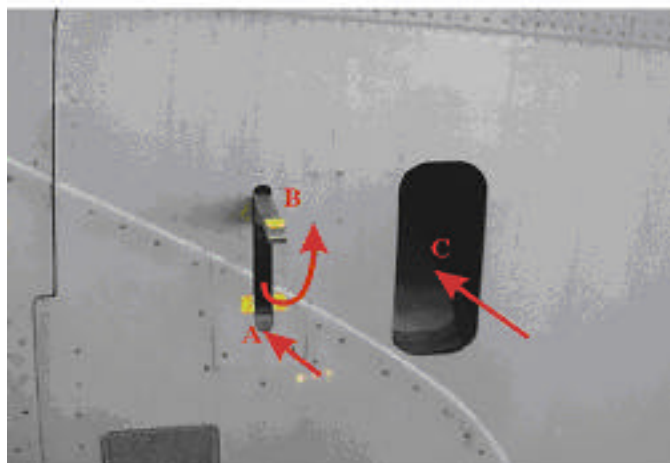
Aft cargo door is located at the left aft fuselage.

- (1) Decompress compartment and vent by pushing button (A), pull lever (B) out and panel (C) shall go inward by lever (B).
- (2) Open panel (D) with two push buttons.
- (3) Place switch (E) behind red safety to "ON".

#### NOTE:

Keep to side of door while opening.

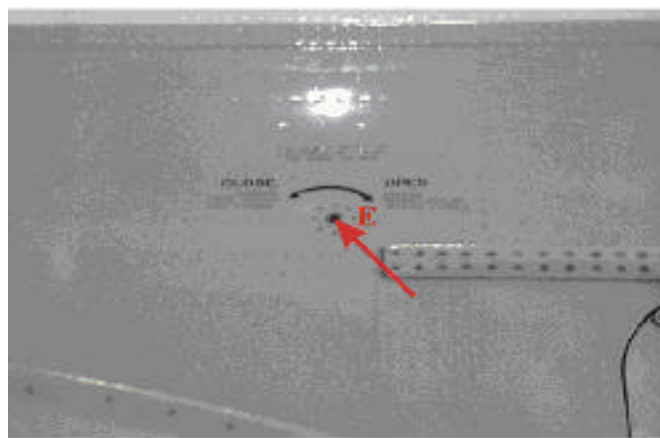
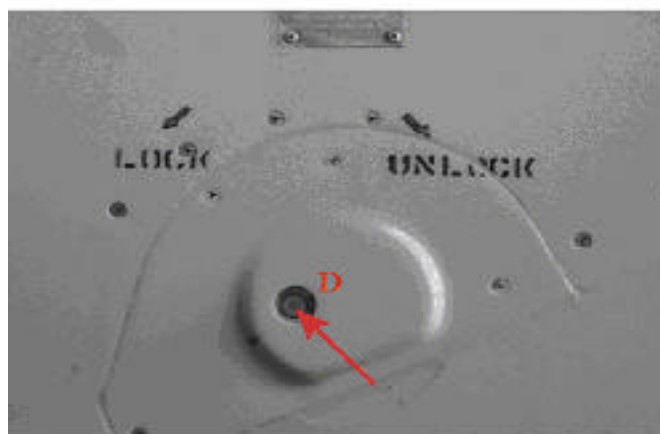
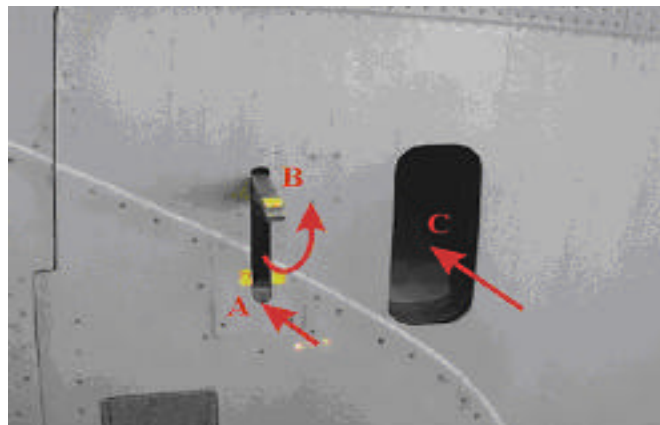
- (4) Use switch (F) next to ON/OFF switch to open door. Hold switch upward until a green light (G) illuminates.



## AIRCRAFT ENTRY - Continued

### 9. AFT CARGO DOOR OPERATION - NO POWER

- (1) Decompress compartment and vent by opening panel (C) with push buttons. Push button (A), pull lever (B) out.
- (2) Place a 3/8 inch wrench in hole (D) and turn clockwise until the door is released.
- (3) Place a 3/8 inch wrench in hole (E) and turn clockwise until door is completely opened.

**KDC-10**



# ENGINE SHUTDOWN

## 1. ENGINE SHUTDOWN

### NOTE:

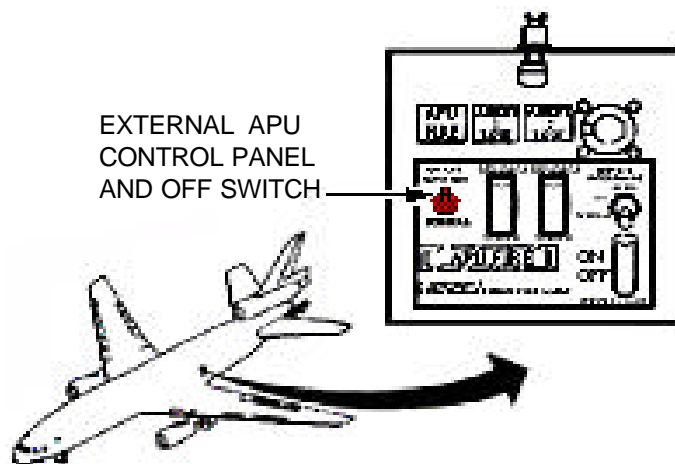
If engines fail to shutdown, push emergency fire T-handles, located on pilot's overhead panel, forward.

- Retard throttles, located on pilot's center console, to full aft (OFF) position.
- Place fuel control levers, located on pilot's center console, aft and down to full (OFF) position).
- Place APU fire control switch, located on flight engineer's upper left panel, to OFF position.

### NOTE:

APU can be shut off from ground control panel, located just aft of left main landing gear wheel well fairing fillet.

- Place battery switch, located on flight engineer's center left panel, in OFF position.

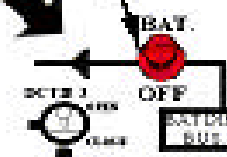


## FLIGHT ENGINEER'S CONSOLE

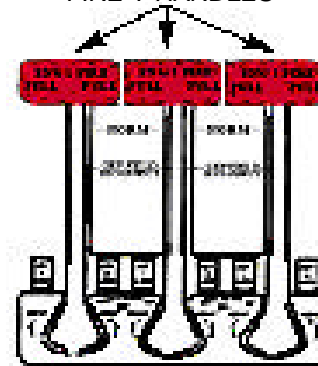
1c  
APU FIRE  
CONTROL  
SWITCH



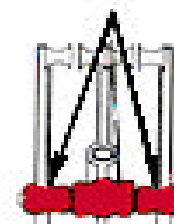
1d  
BATTERY SWITCH



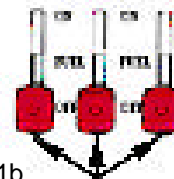
FIRE T-HANDLES



1a  
THROTTLES



1b  
FUEL CONTROL  
LEVERS



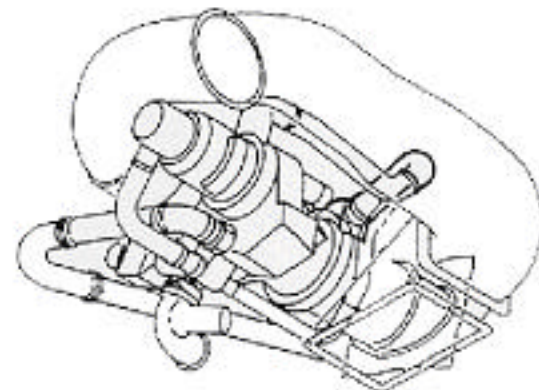
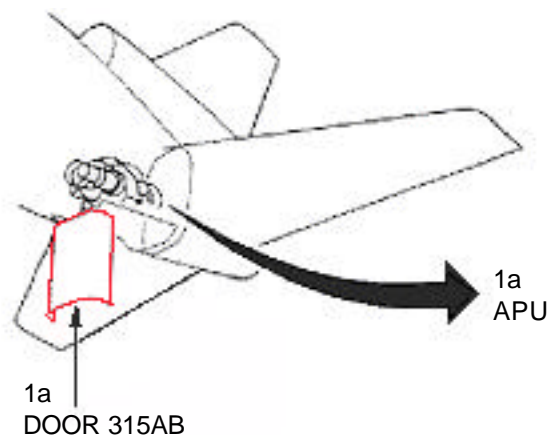
# APU SHUTDOWN

## 1. APU SHUTDOWN

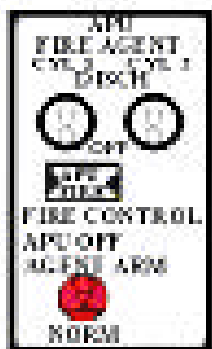
### NOTE:

The KDC-10 is fitted with an APU, a small jet engine providing electrical power where no ground power unit can be used or other power supply.

- The APU is located under the tail engine at door 315AB. It can not be reached from the ground level. The APU also blocks the boom entrance hatch.
- The APU has a fire-extinguishing system installed consisting of two halon bottles (800 PSI).
- The fire-extinguishing system can be discharged from the cockpit, located at upper flight engineers console and from the left main wheel well.



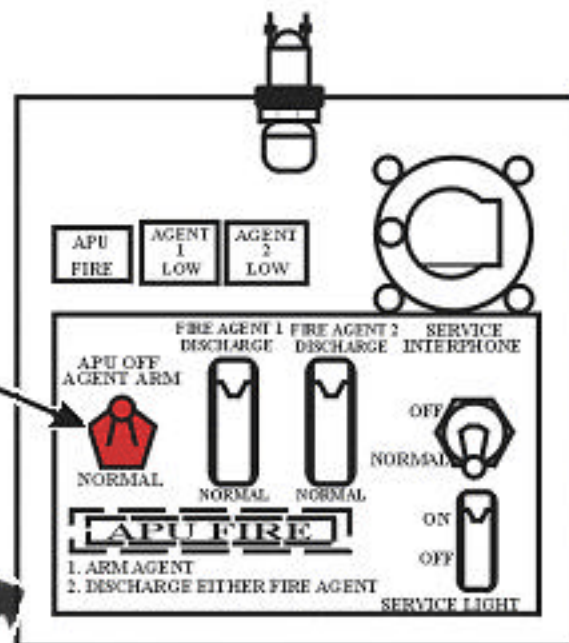
1c  
COCKPIT APU  
CONTROL PANEL



1b  
HALON  
BOTTLES



1a  
APU CONTROL  
PANEL AND APU  
"OFF" SWITCH



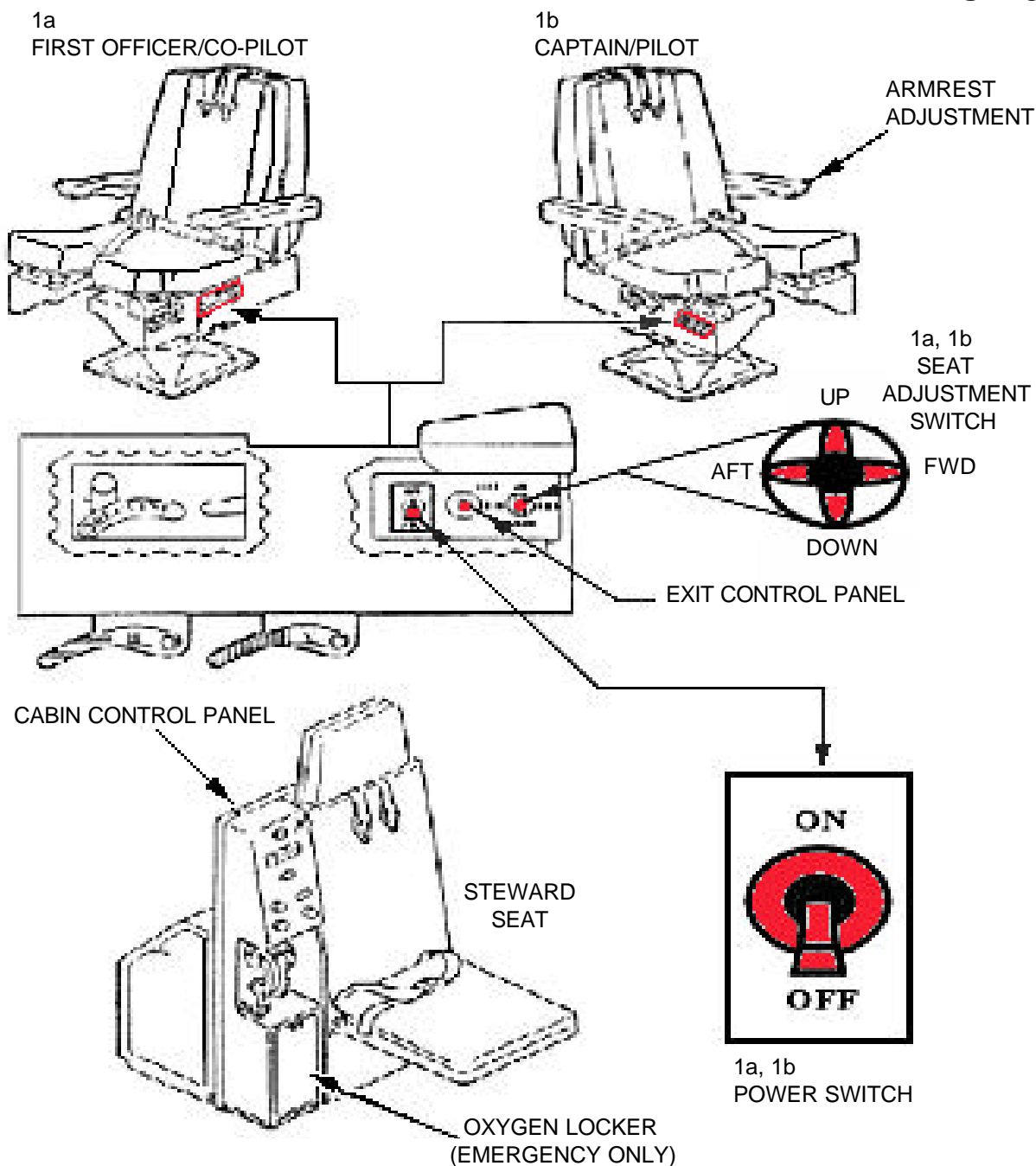
# AIRCREW EXTRACTION

## 1. AIRCREW SEATS

### NOTE:

Adjusting the seats can ease the extraction process by positioning the aircrew in a better attitude for removal.

- Seat adjustment controls are located on lower left side for the first officer/co-pilot seat.
- Seat adjustment controls are located on lower right side for the captain/pilot seat.



KDC-10

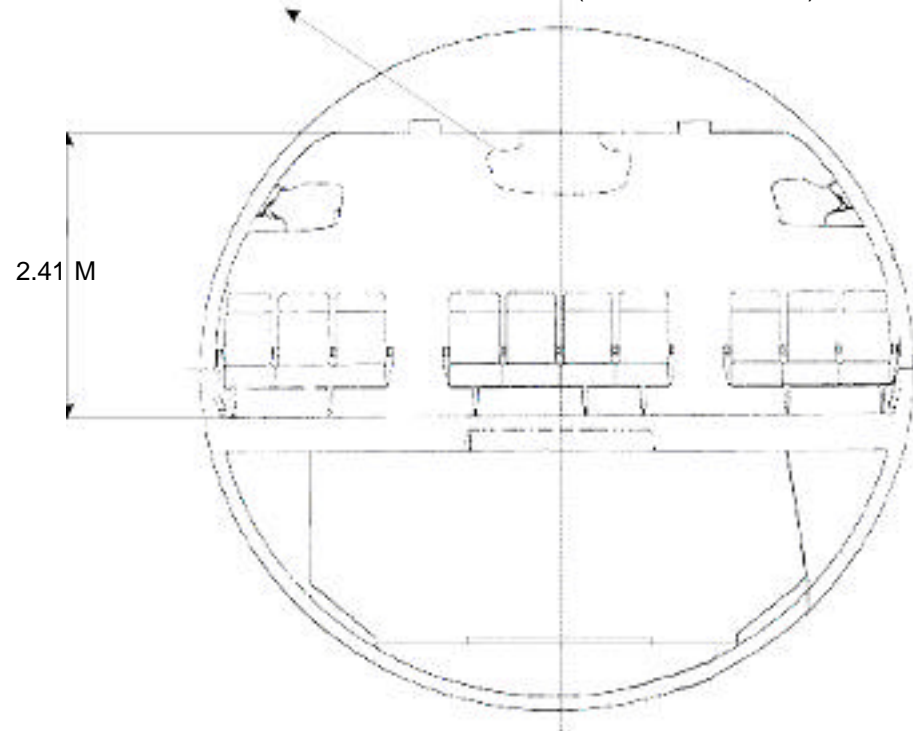
## PASSENGER EXTRACTION

### 1. PASSENGER SEATS

- a. Passengers are located on sides with three seats across. The center seating is four seats across.
- b. Passengers are secured by a conventional lap/safety belt. Belt is released by pulling upward on buckle.



MIDDLE LUGGAGE COMPARTMENT (WHEN INSTALLED)



# CARGO COMPARTMENT

KDC-10

## 1. CARGO COMPARTMENT

- a. Cargo is placed on pallets down center of compartment. This compartment is located on the same level as the passengers. Access around pallets are on both outer sides of the compartment.
- b. Access the passenger compartment by walking on either side of cargo pallets. Follow walk area (red arrows) to passenger compartment.
- c. This access to be used if other means is not available. Be aware, this access will take more time for the rescue process, but is still a viable option.

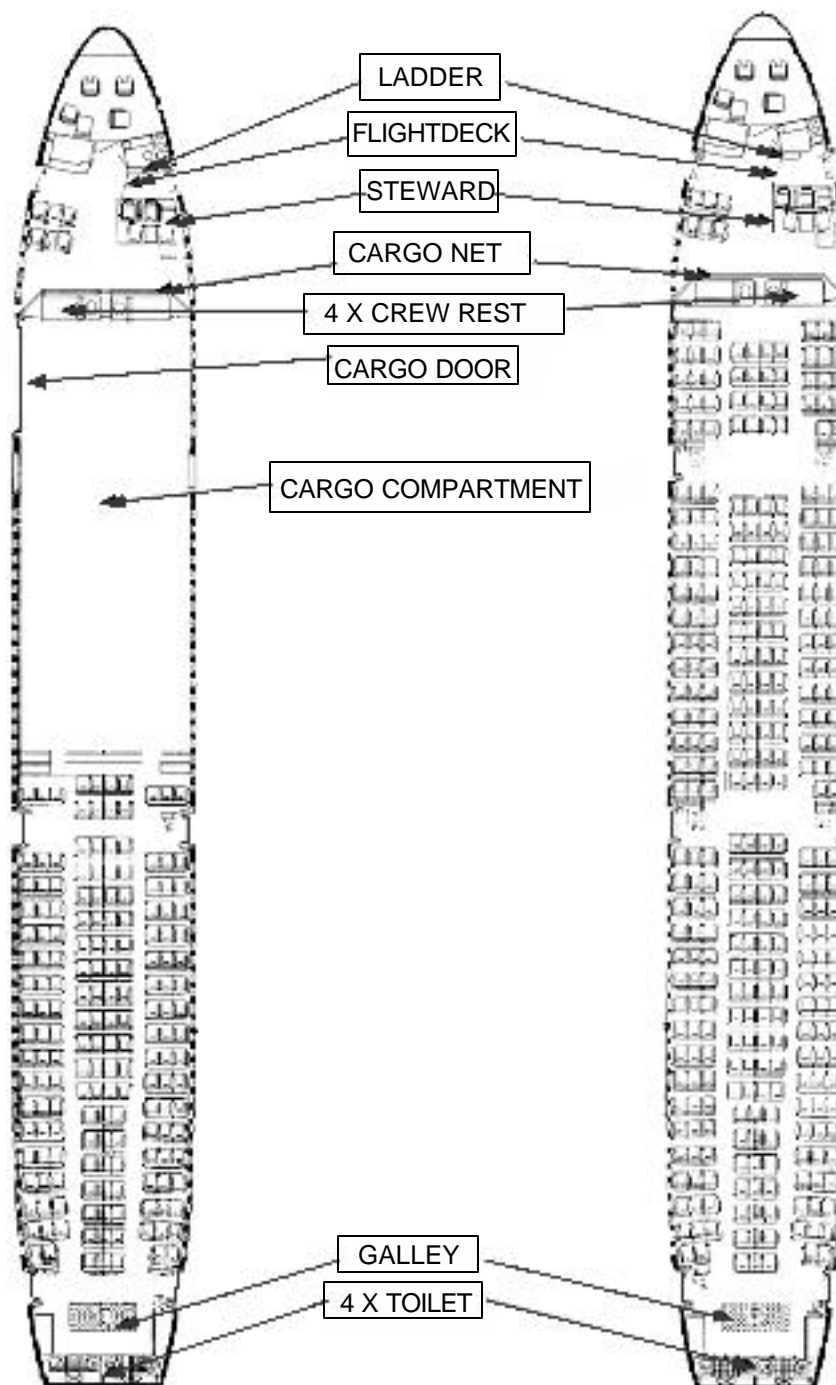


WALKING AREA AROUND CARGO PALLETS FOR  
ACCESSING PASSENGER COMPARTMENT  
(BOTH SIDES)

# CABIN CONFIGURATIONS

## 1. CABIN CONFIGURATIONS

- a. Configuration - half cargo and half passengers: 179 passengers and 5-14 aircrew.
- b. Configuration - all passengers: 335 and 5 - 14 aircrew.

**KDC-10**



# NATO MULTI-ROLE TRANSPORT TANKER

## A310-MRTT

### NOTE:

The Airbus A310-MRTT (Multi-Role Transport Tanker) is an extended range airliner. Additional fuel tanks will be added to the lower cargo compartments. For further information please see Chapter 28 AIRBUS A310-300.

### AIRCRAFT DIMENSIONS:

Wing Span 144' 0" (43.89 M)

Length with Probe 155' 4.25" (47.36 M)

Height 51' 10" (15.80 M)

### ACCOMMODATION:

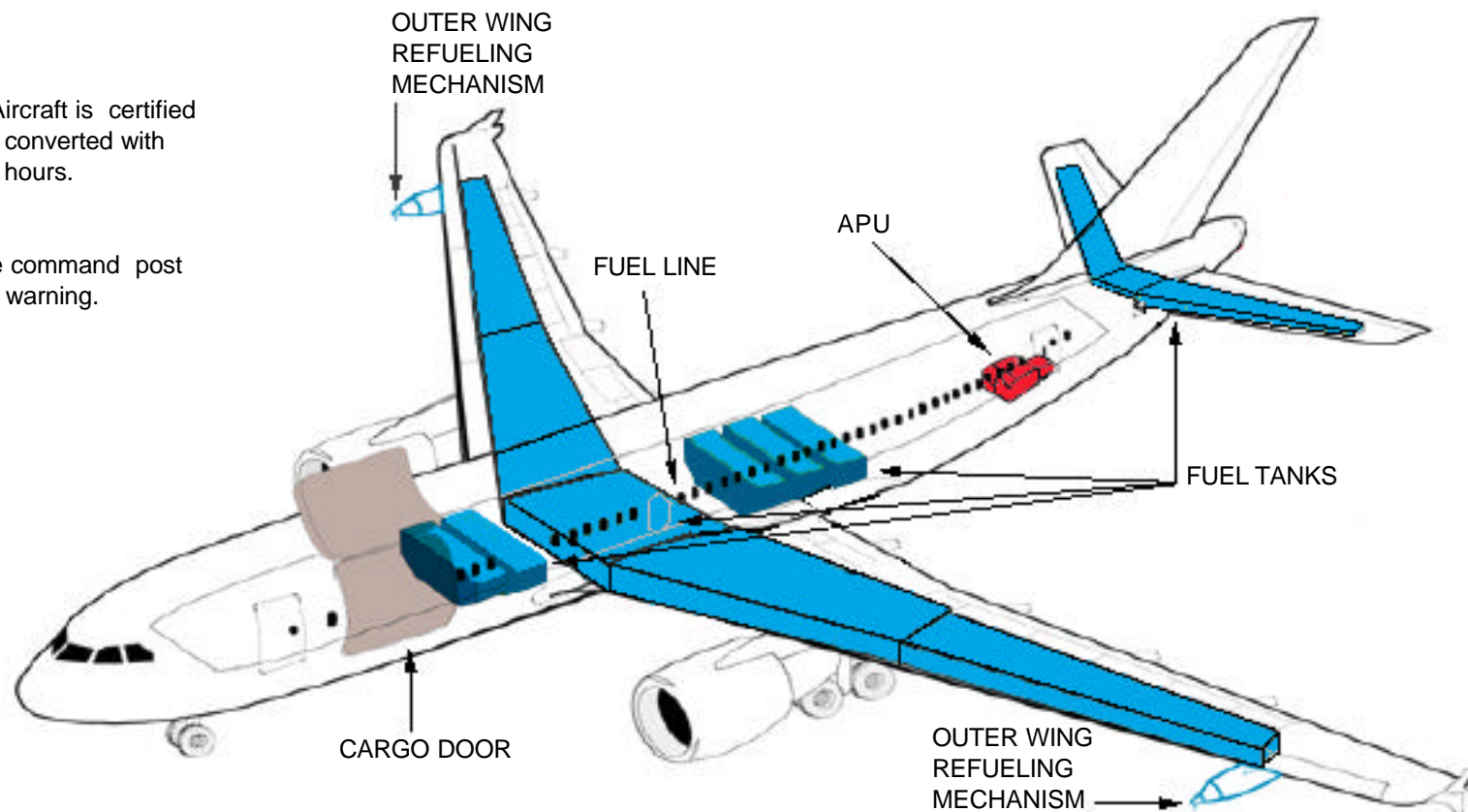
Crew of two on flight deck. Aircraft is certified up to 270 people and can be converted with palletized configuration in 24 hours.

### CONFIGURATIONS:

Refueling, medevac, airborne command post and reconnaissance/airborne warning.

### ARMAMENT:

None carried.



# AIRCRAFT HAZARDS

## OTHER HAZARDS

Acids - Batteries  
 Cartridge Operated Equipment (Non Armament)  
 Dimethylformamide (Strobe Power Pack)  
 Lithium - Batteries  
 Polytetrafluoroethylene  
 Skydrol Hydraulic Oil OX-20  
 Sonar Locator Beacons  
 Strontium Locator Beacon (S) (Lithium Battery)  
 Water Mehtanol  
 Aviation Fuel: AVTUR  
 Hydraulic Oil: OM-15  
 High Pressure Gases:  
   Nitrogen/Air  
 Engine Oil: OX-26  
 Oxygen: Gaseous

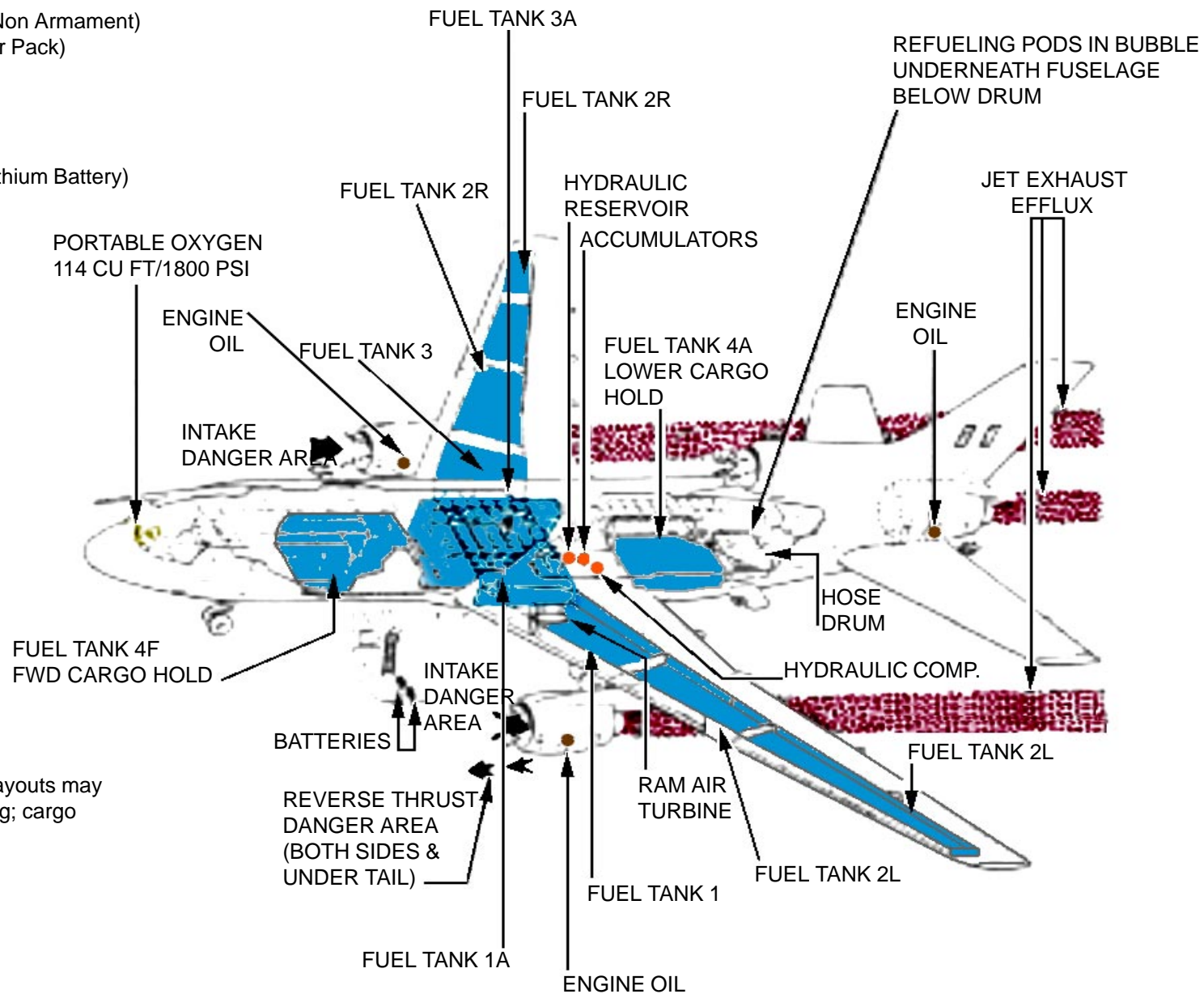
## NOTE:

Upper deck passenger/cargo layouts may vary according to role or loading; cargo may be hazardous.

## NOTE:

No armament is carried.

# TRISTAR K1 & KC1



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY-ALL PASSENGER DOORS

## NOTE:

Cargo doors can open manually with hand crank, stowed internally on the flightdeck near the flight engineer.

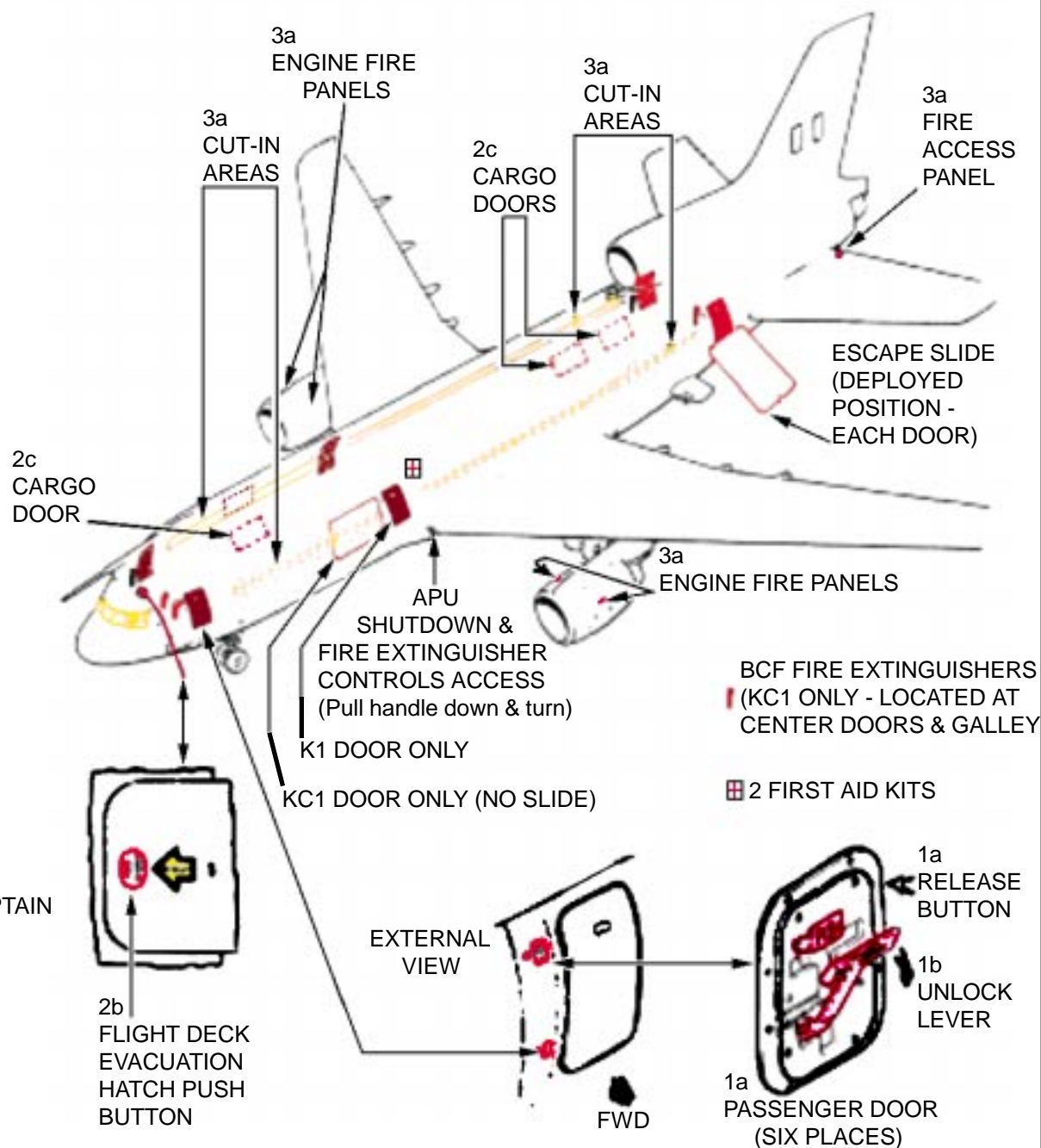
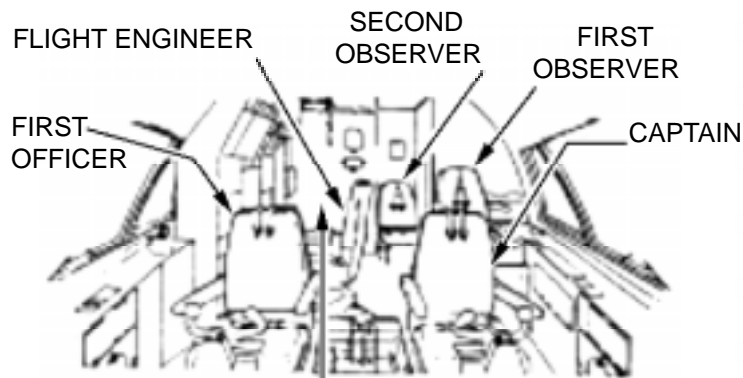
- a. Push release button located on unlock door panel to expose unlock lever.
- b. Pull down unlock lever. Emergency slide will not be deployed. Some doors are not equipped with emergency slides.

## 2. EMERGENCY ENTRY

- a. All doors open same as above.
- b. Push release button to open flight deck evacuation hatch. Hatch opening is equipped with escape ropes.
- c. Cargo doors can be used as a secondary entry.

## 3. CUT-IN

- a. Cut in doors, fuselage and fire access panels as required.

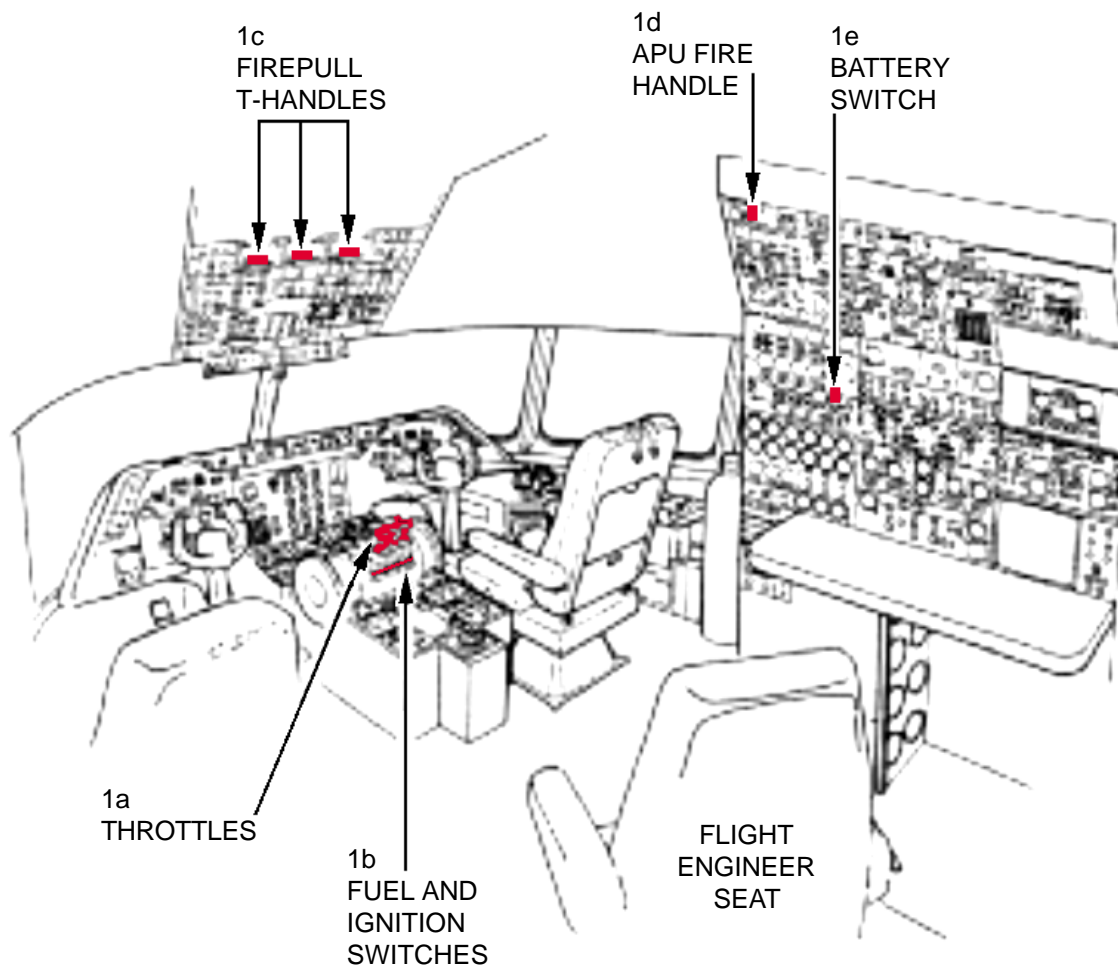


## TRISTAR K1 &amp; KC1

# ENGINE SHUTDOWN

## 1. ENGINE SHUTDOWN

- a. Pull back throttle levers, located on center console, to the CLOSE position.
- b. Place fuel and ignition switches, located below throttles, to the OFF position. (This action also closes the HP fuel valve.)
- c. In case of engine fire: Pull firepull T-handle for the fire extinguisher associated with the affected engine (1, 2, or 3), located on the forward panel above the windshield.
- d. Pull the APU fire handle, if applicable, located on the upper left flight engineer panel.
- e. Place the battery switch, located on the left center flight engineer panel, to the OFF position.



TRISTAR K1 &amp; KC1



# AIRCREW EXTRACTION

## 1. AIRCREW EXTRACTION

- Crew seats are equipped with a five point release system using a center rotary buckle. Rotate in either direction to release restraints.
- Passenger seats are equipped with a lap belt only.
- Attendant seats are equipped with a four point release system using a center release rotary buckle. Rotate in either direction to release restraints.

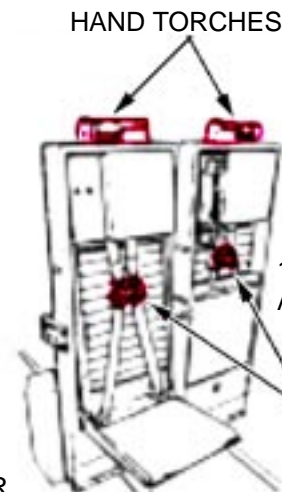
1a  
CREW  
SEAT  
ROTARY  
BUCKLE



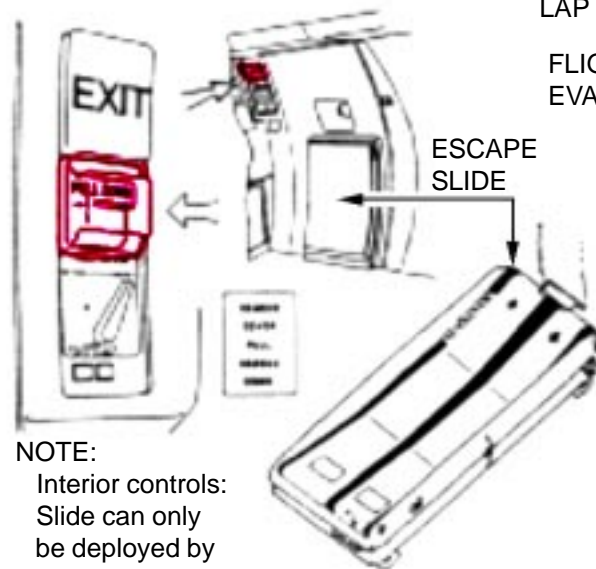
1b  
PASSENGER  
LAP BELT



1c  
ATTENDANT  
SEATS'  
ROTARY  
BUCKLE

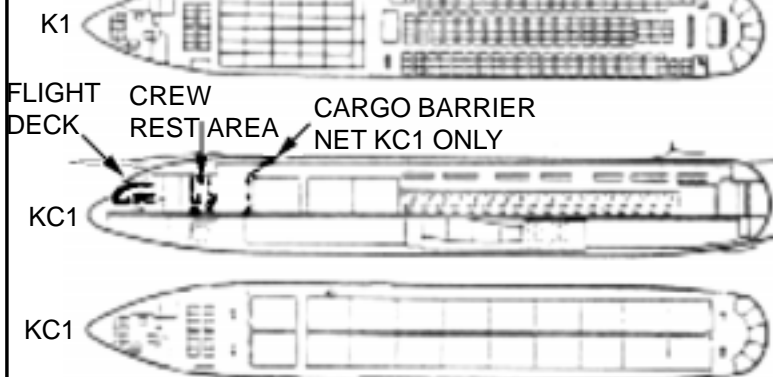


UPPER DECK CONFIGURATION MAY BE ARRANGED FOR CARGO OR SEATS - MAXIMUM NUMBER OF CREW AND PASSENGERS ARE 220.



NOTE:  
Interior controls:  
Slide can only  
be deployed by  
this interior  
switch.

TYPICAL PASSENGER EXIT FOR  
6 ON K1 AND 5 ON KC1 MODELS



# TRISTAR K1 & KC1

# AIRCRAFT HAZARDS

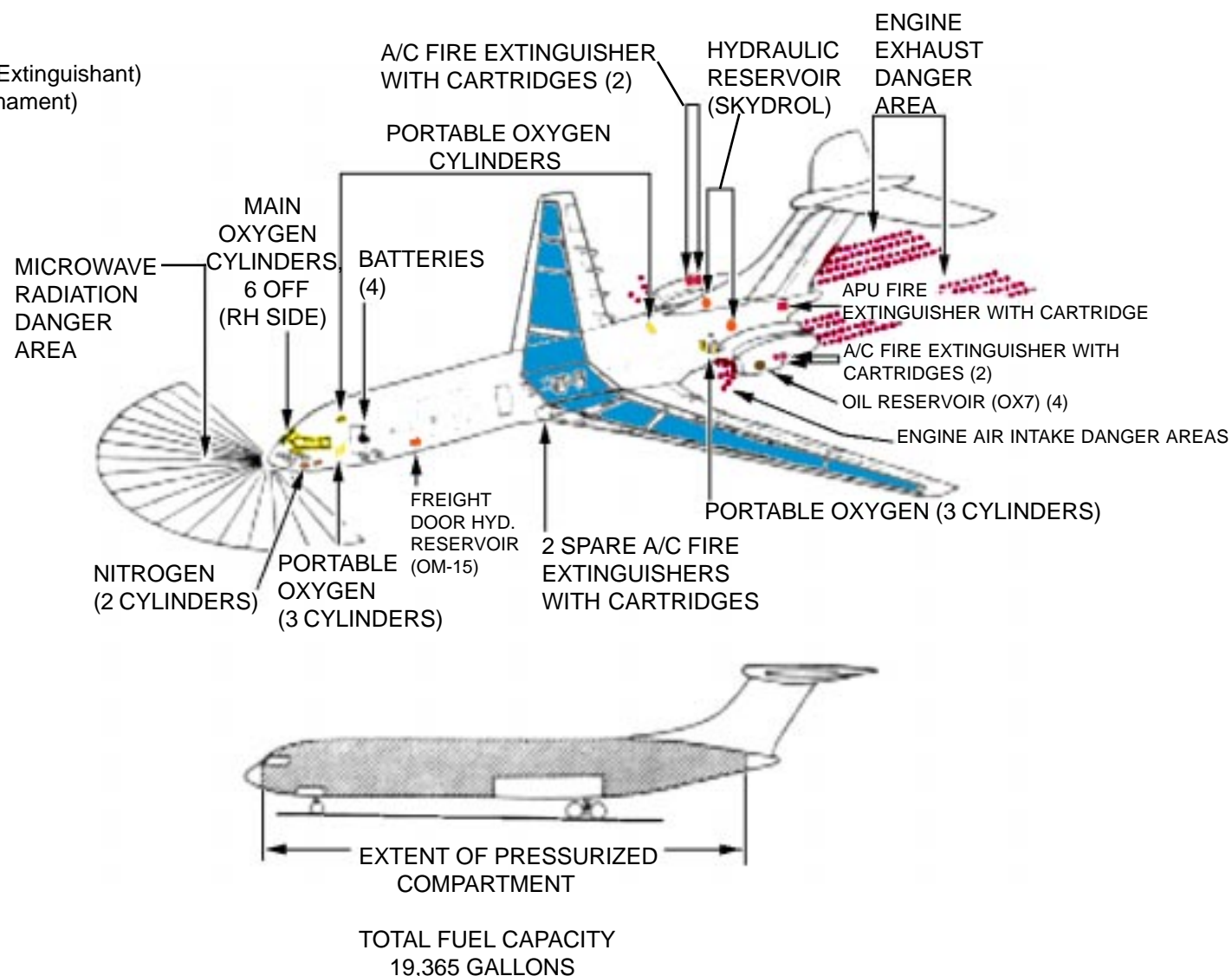
VC10 C1

## OTHER HAZARDS

Acids - Batteries  
 Beryllium + Beryllium Oxides  
 Bromochlorodifluoromethane (BCF Fire Extinguishant)  
 Cartridge Operated Equipment (Non Armament)  
 Chlorobromoethane (Fire Extinguishant)  
 Chaff Dispenser  
 Dimethylformamide (Strobe Power Pack)  
 Flare Dispenser  
 Freon  
 Methyl Bromide (Fire Extinguishant)  
 Radioactive Sources  
 Skydrol Hydraulic Oil OX-20  
 Sonar Locator Beacons  
 Strontium Chromates  
 Aviation Fuel: AVTUR  
 Hydraulic Oil: OX-20  
 High Pressure Gases: Nitrogen/Air  
 Engine Oil: OX-7  
 Oxygen: Gaseous

## NOTE:

No armament is carried.





## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

VC10 C1

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

## NOTE:

This aircraft has provision for a maximum of 151 passengers and crew. Can be also used in the casualty evacuation role for 78 stretcher cases.

## NOTE:

Escape chute at rear passenger door may be further aft if the aircraft is in a freight role. There are 4 escape chutes equipped on this aircraft.

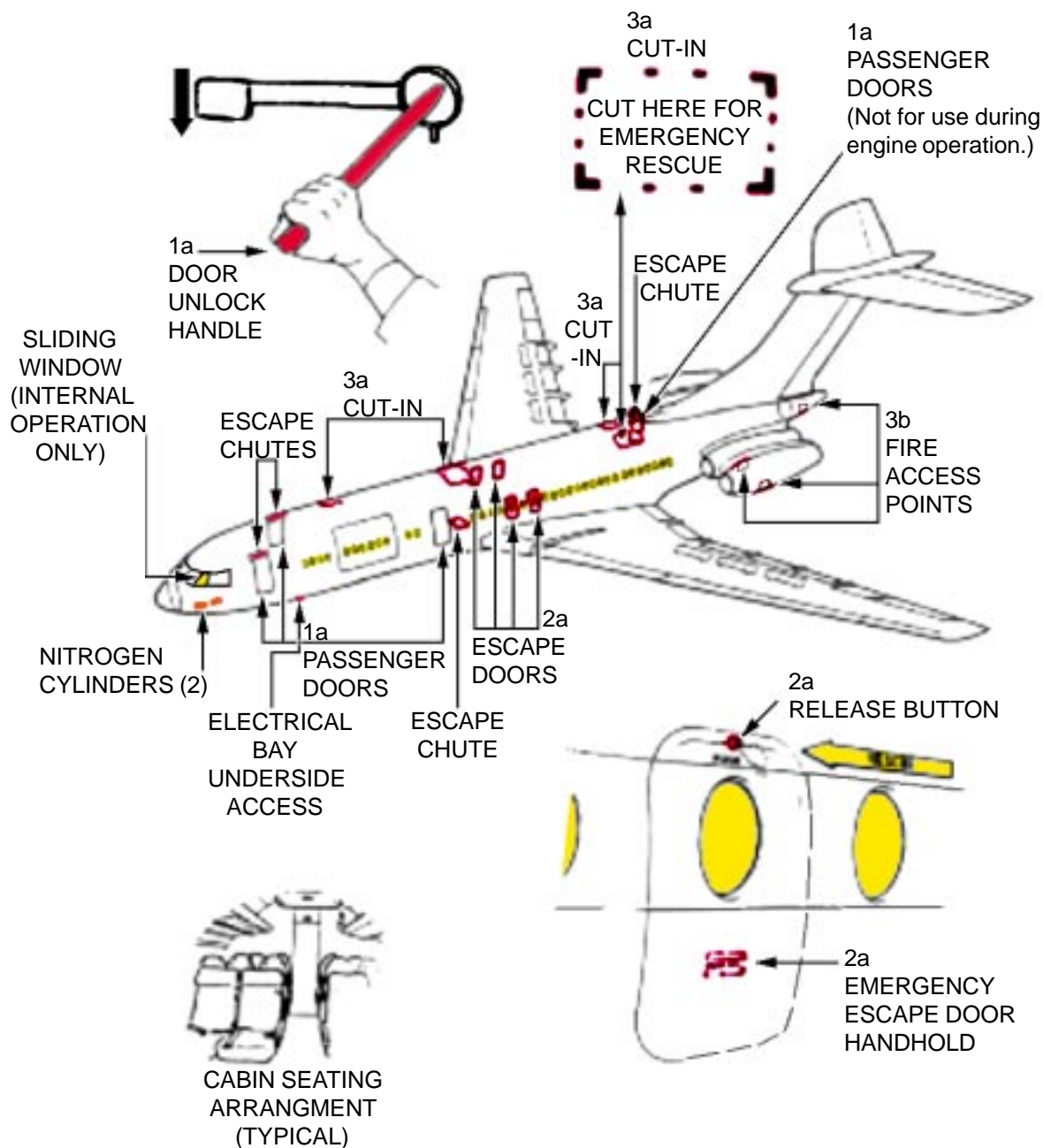
- a. Passenger doors (4) can be opened by pulling out and pressing down the unlock handle.

## 2. EMERGENCY ENTRY

- a. Escape doors (4) can be opened by pushing in release button at top of door, gripping the bottom handhold and pulling outward. Escape rope stowage are in door frames.

## 3. CUT-IN

- a. Cut-in panels are marked with red broken line at outer edge of panel. Use power rescue saw or crash ax for these areas.
- b. There are fire access points (5) at rear of aircraft.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

- Lift the HP cock levers, located on the center console, pull fully back to the OFF position.
- Pull out the LP cock switches, located on the flight engineer's panel, and select the down position to OFF.

### NOTE:

In case of engine fire, pull the appropriate corresponding engine fire T-handle to extinguish fire.

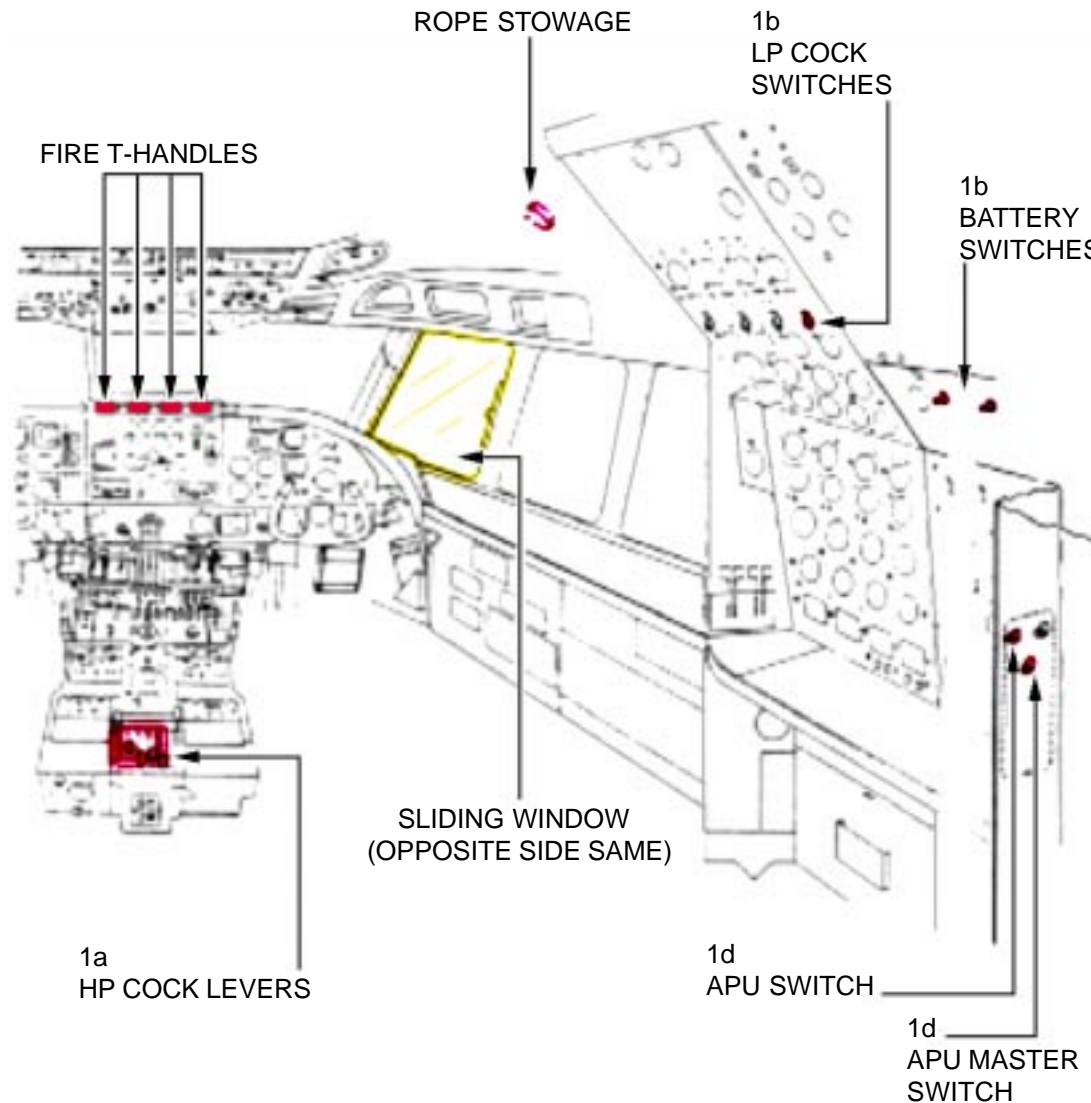
- Place the battery switches, located to the right of the flight engineer's panel, to the central OFF positions.
- Place the APU normal switch to the SHUTDOWN position and the master switch to the OFF position. These switches are located beneath the battery switches.

## 2. AIRCREW EXTRACTION

### NOTE:

Sliding windows can be used as escape routes using the escape ropes.

- Disconnect the crew from their seat restraints.
- Disconnect the passengers from their lap belts.



VC10 C1

The aircraft information is pending release.

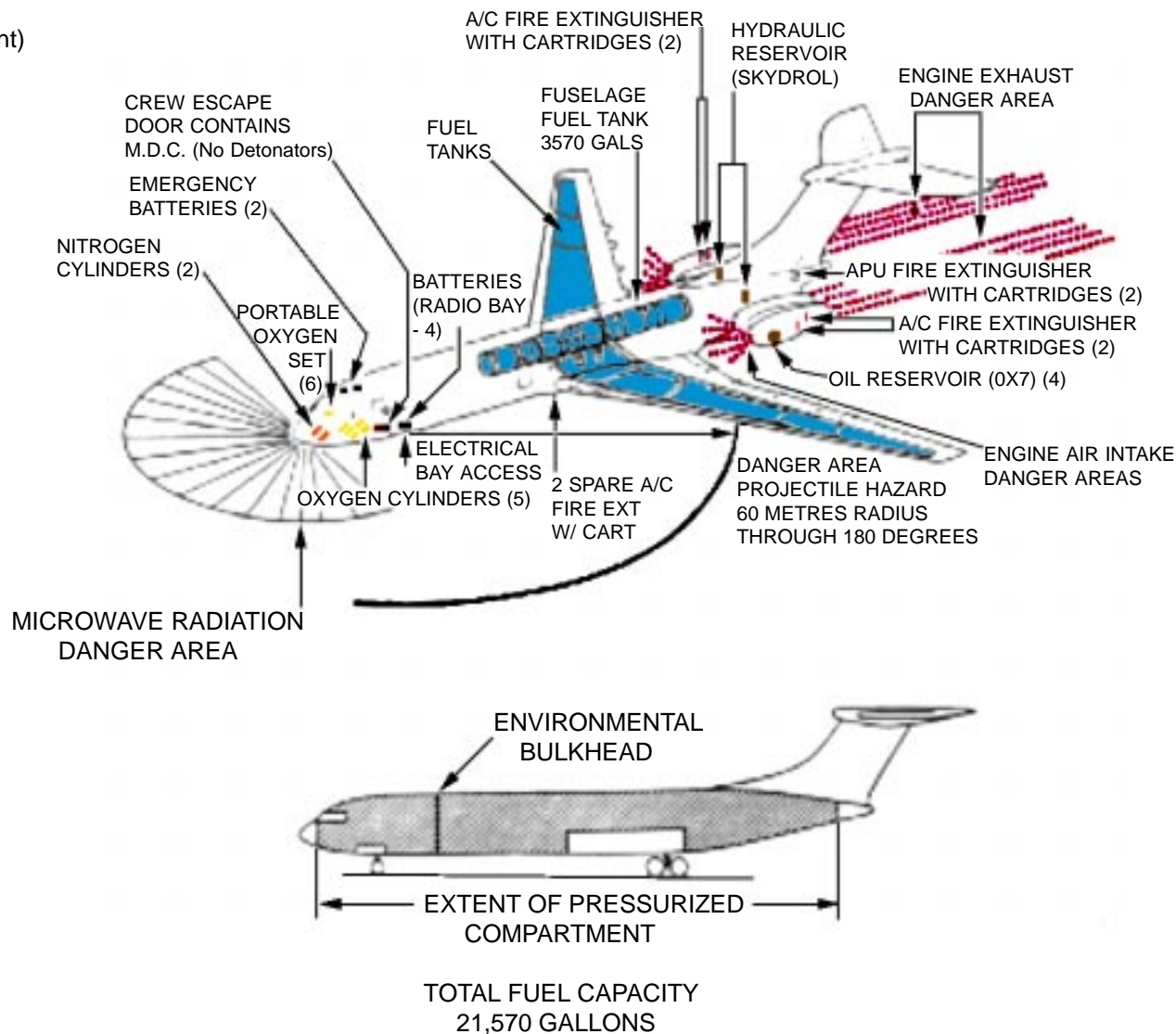
# AIRCRAFT HAZARDS

## OTHER HAZARDS

Acids - Batteries  
 Beryllium + Beryllium Oxides  
 Bromochlorodifluoromethane (BCF Fire Extinguishant)  
 Cartridge Operated Equipment (Non Armament)  
 Chlorobromoethane (Fire Extinguishant)  
 Chaff Dispenser  
 Dimethylformamide (Strobe Power Pack)  
 Flare Dispenser  
 Freon  
 Methyl Bromide (Fire Extinguishant)  
 Radioactive Sources  
 Skydrol Hydraulic Oil OX-20  
 Sonar Locator Beacons  
 Strontium Chromates  
 Aviation Fuel: AVTUR  
 Hydraulic Oil: OX-20  
 High Pressure Gases: Nitrogen/Air  
 Engine Oil: OX-7  
 Oxygen: Gaseous

## NOTE:

No armament is carried.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

VC10/K2

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

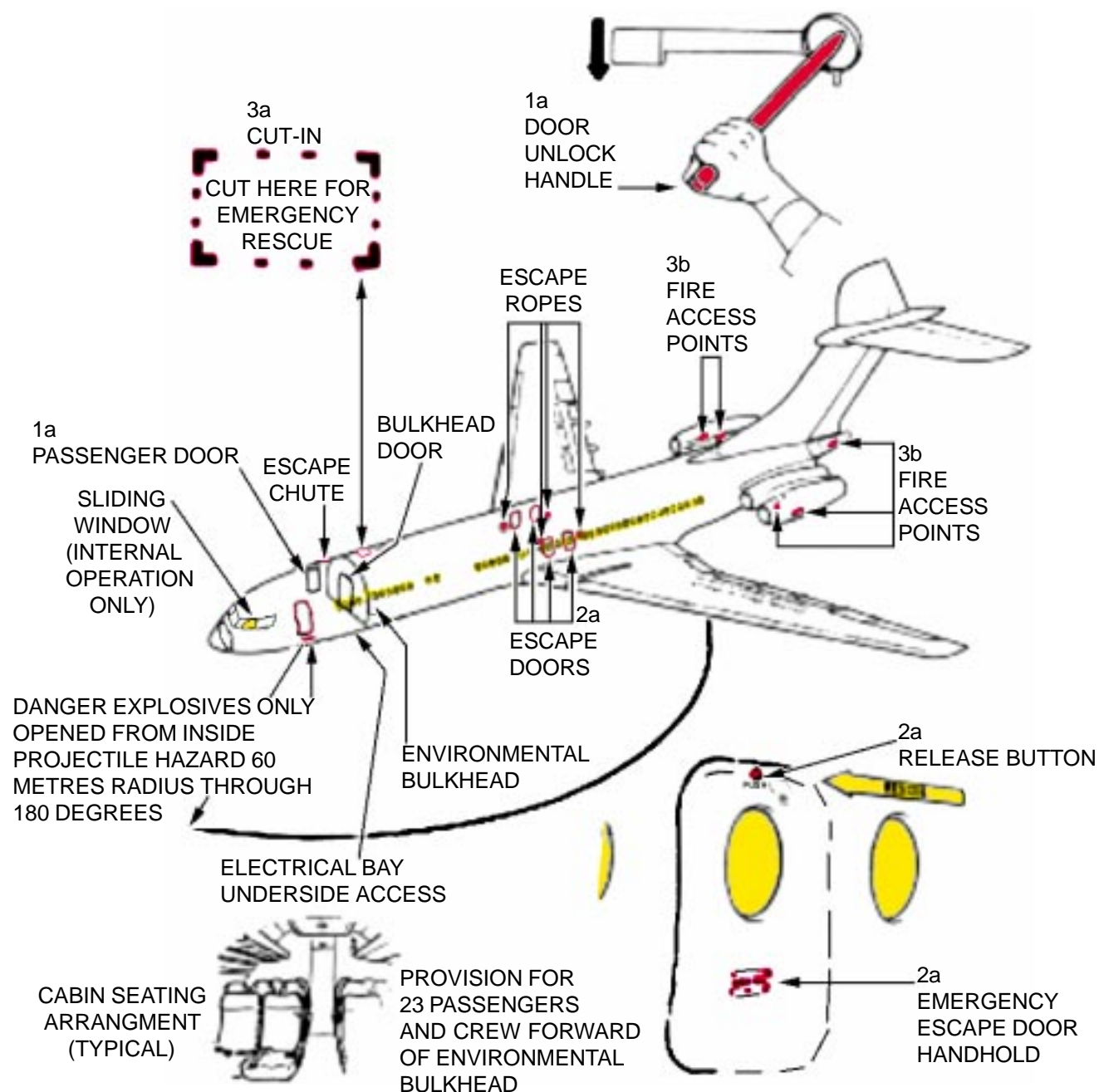
- a. Passenger doors (4) can be opened by pulling out and pressing down the unlock handle.

## 2. EMERGENCY ENTRY

- a. Escape doors (4) can be opened by pushing in release button at top of door, gripping the bottom handhold and pulling outward. Escape rope stowage are in door frames.

## 3. CUT-IN

- a. Cut-in panels are marked with red broken line at outer edge of panel. Use power rescue saw or crash ax for these areas.
- b. There are fire access points (5) at rear of aircraft.





# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

VC10/K2

## 1. ENGINE SHUTDOWN

- Lift the HP cock levers, located on the center console, pull fully back to the OFF position.
- Pull out the LP cock switches, located on the flight engineer's panel, and select the down position to OFF.

### NOTE:

In case of engine fire, pull the appropriate corresponding engine fire T-handle to extinguish fire.

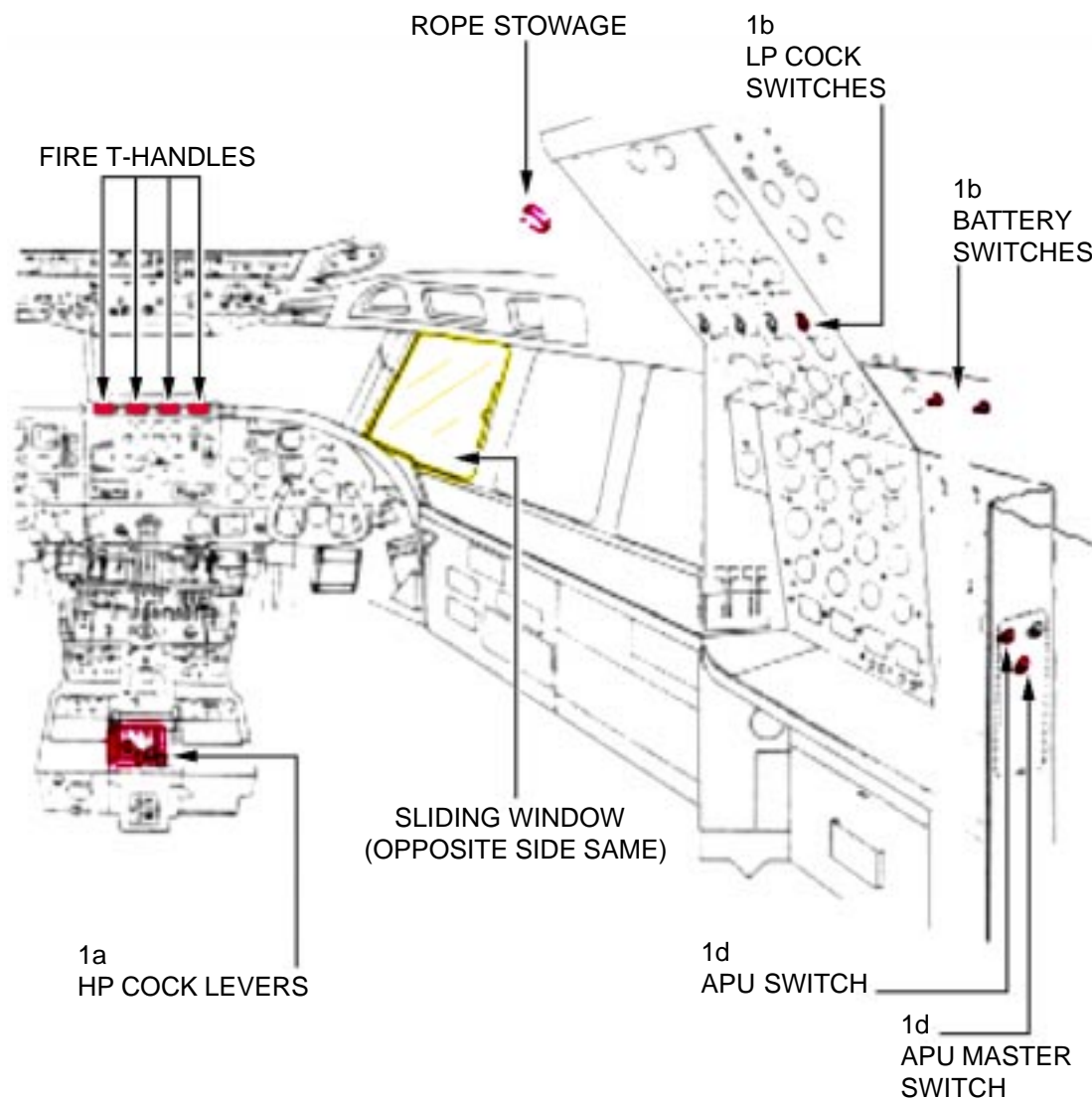
- Place the battery switches, located to the right of the flight engineer's panel, to the central OFF positions.
- Place the APU normal switch to the SHUTDOWN position and the master switch to the OFF position. These switches are located beneath the battery switches.

## 2. AIRCREW EXTRACTION

### NOTE:

Sliding windows can be used as escape routes using the escape ropes.

- Disconnect the crew from their seat restraints.
- Disconnect the passengers from their lap belts.





# AIRCRAFT HAZARDS

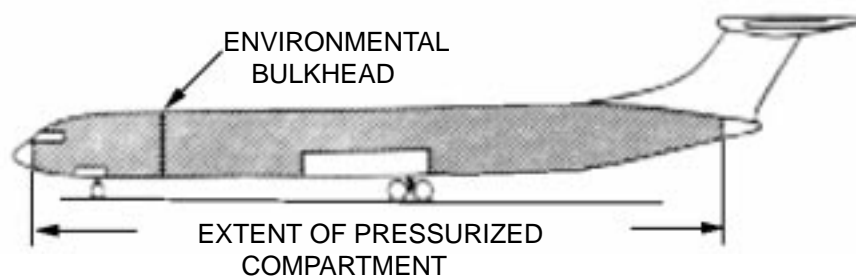
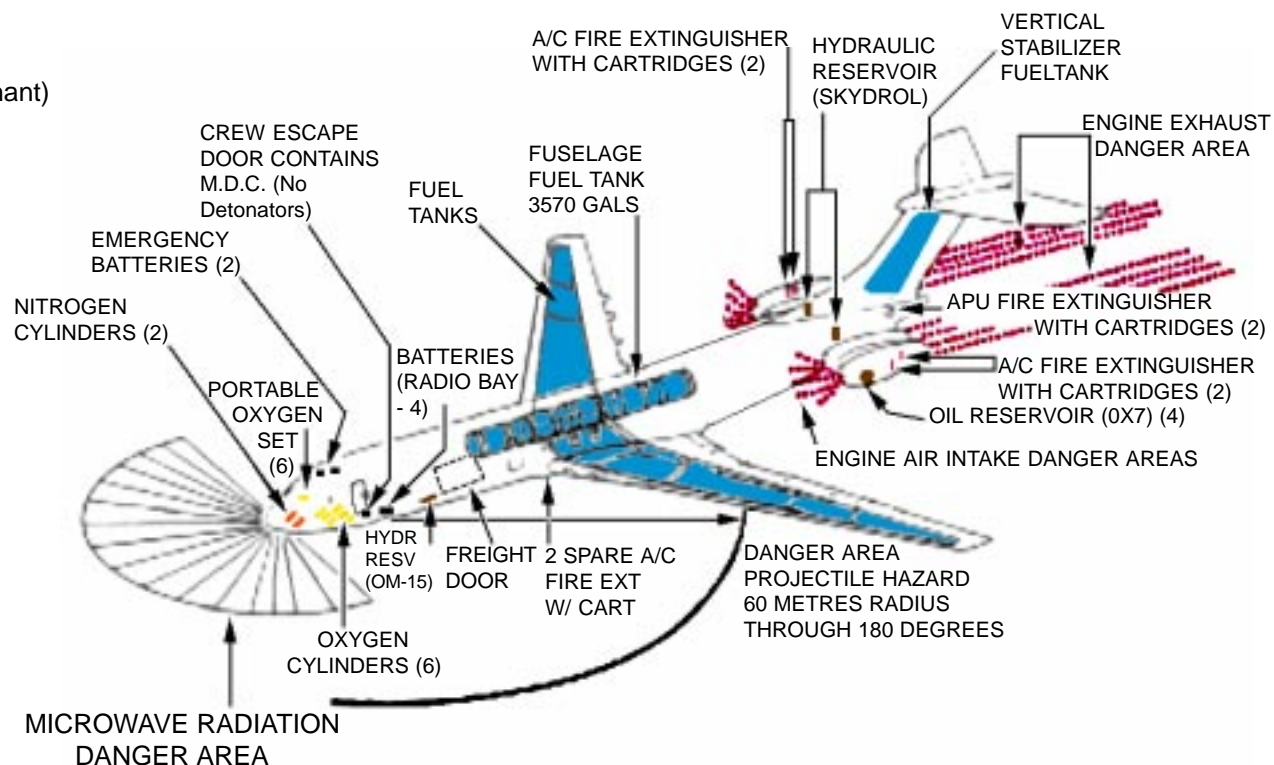
VC10/K3

## OTHER HAZARDS

Acids - Batteries  
 Beryllium + Beryllium Oxides  
 Bromochlorodifluoromethane (BCF Fire Extinguishant)  
 Cartridge Operated Equipment (Non Armament)  
 Chlorobromoethane (Fire Extinguishant)  
 Chaff Dispenser  
 Dimethylformamide (Strobe Power Pack)  
 Flare Dispenser  
 Freon  
 Methyl Bromide (Fire Extinguishant)  
 Radioactive Sources  
 Skydrol Hydraulic Oil OX-20  
 Sonar Locator Beacons  
 Strontium Chromates  
 Aviation Fuel: AVTUR  
 Hydraulic Oil: OX-20  
 High Pressure Gases: Nitrogen/Air  
 Engine Oil: OX-7  
 Oxygen: Gaseous

## NOTE:

No armament is carried.



TOTAL FUEL CAPACITY  
23,010 GALLONS

## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
Crash Ax

VC10/K3

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

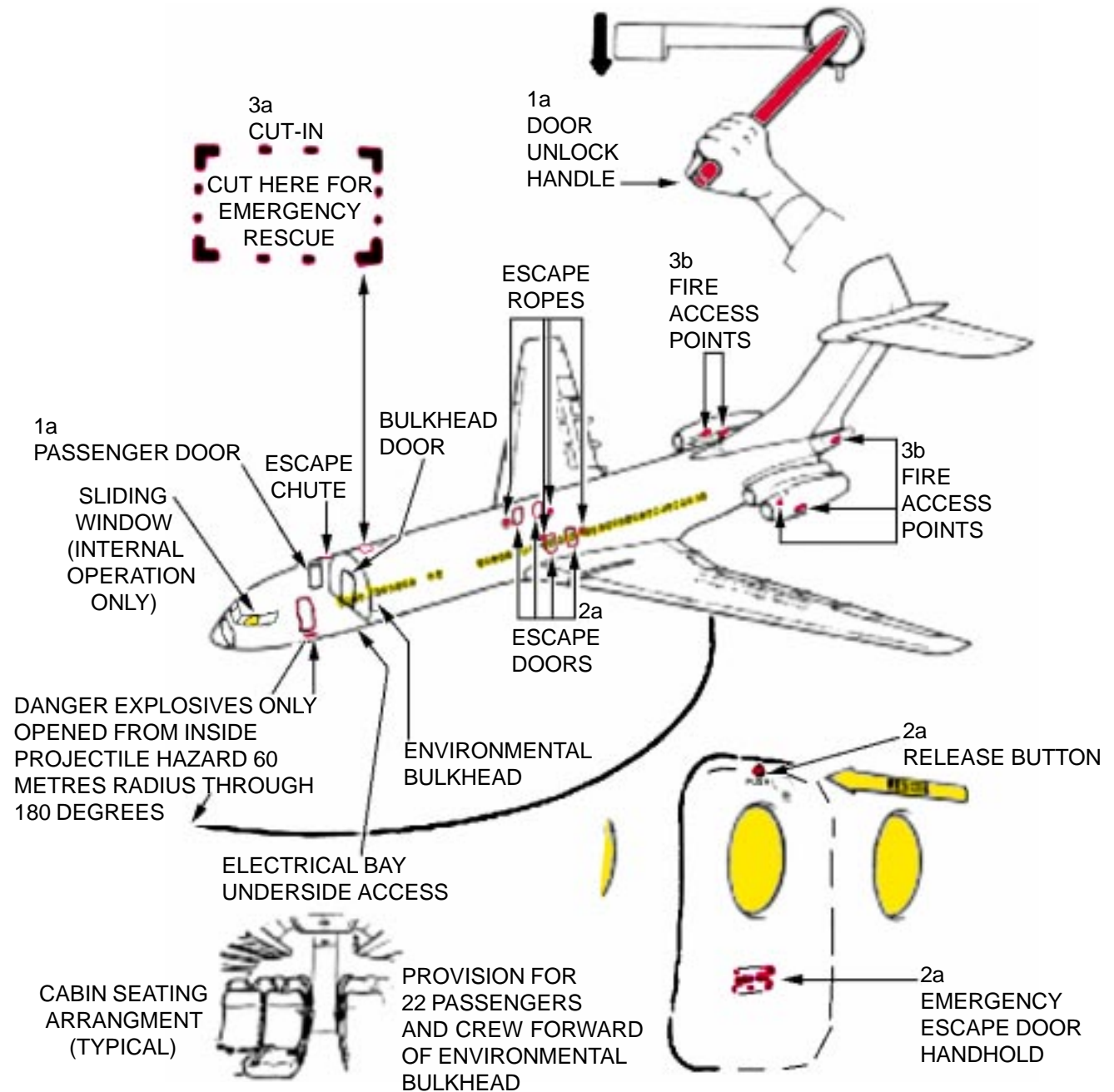
- a. Passenger doors (4) can be opened by pulling out and pressing down the unlock handle.

## 2. EMERGENCY ENTRY

- a. Escape doors (4) can be opened by pushing in release button at top of door, gripping the bottom handhold and pulling outward. Escape rope stowage are in door frames.

## 3. CUT-IN

- a. Cut-in panels are marked with red broken line at outer edge of panel. Use power rescue saw or crash ax for these areas.
- b. There are fire access points (5) at rear of aircraft.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

- Lift the HP cock levers, located on the center console, pull fully back to the OFF position.
- Pull out the LP cock switches, located on the flight engineer's panel, and select the down position to OFF.

### NOTE:

In case of engine fire, pull the appropriate corresponding engine fire T-handle to extinguish fire.

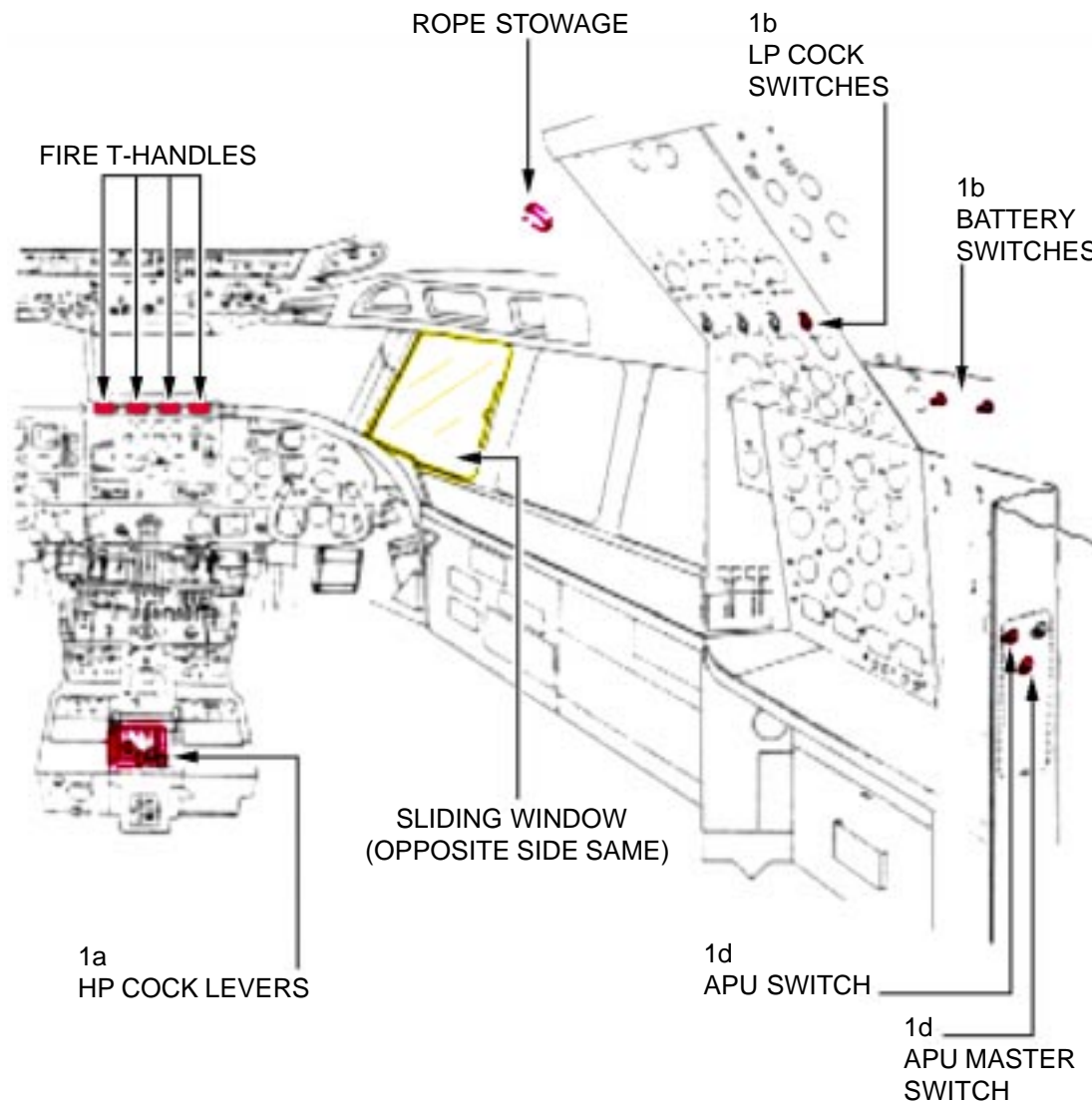
- Place the battery switches, located to the right of the flight engineer's panel, to the central OFF positions.
- Place the APU normal switch to the SHUTDOWN position and the master switch to the OFF position. These switches are located beneath the battery switches.

## 2. AIRCREW EXTRACTION

### NOTE:

Sliding windows can be used as escape routes using the escape ropes.

- Disconnect the crew from their seat restraints.
- Disconnect the passengers from their lap belts.



The aircraft information is pending release.

NOTE

Chapter 34 contains emergency rescue and mishap response information for the following NATO aircraft:

**TUR**

**U-17**

**\* Aircraft information pending**

## CHAPTER 34

### NATO

### UTILITY

## AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

#### 34-1. INTRODUCTION AND USE.

34-2. 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.

#### 34-3. GENERAL ARRANGEMENT.

34-4. 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.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

U-17

## AIRCRAFT ENTRY

## 1. NORMAL ENTRY

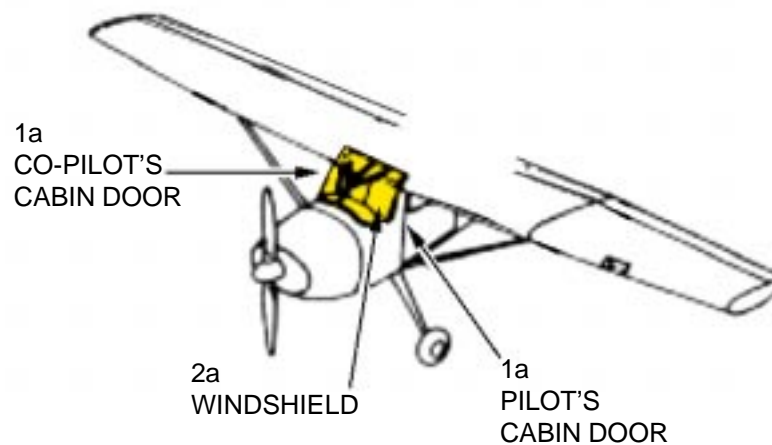
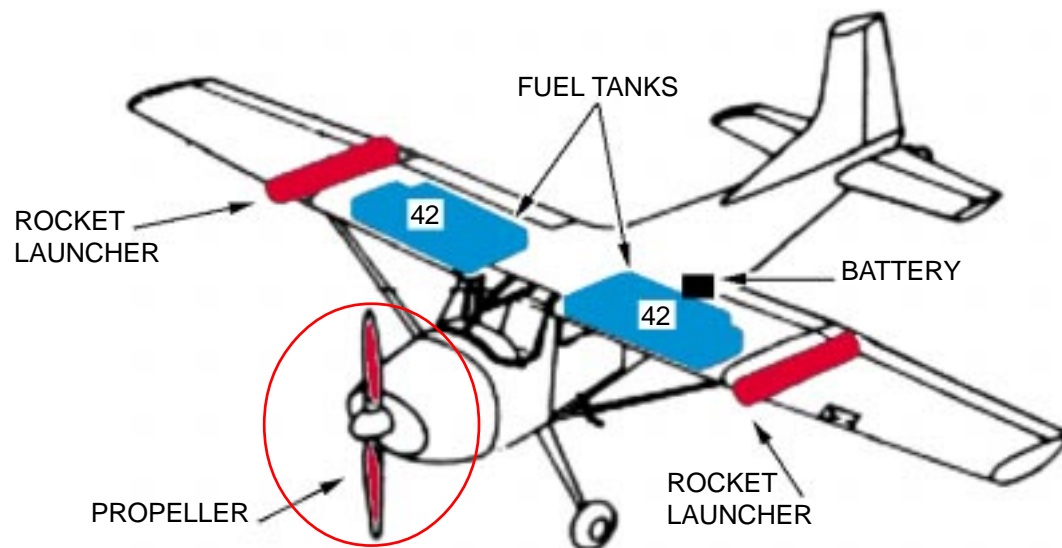
- a. Push door handle, located on pilot's cabin door left side of fuselage and co-pilot's cabin door located on right side of fuselage, in and pull on opposite end of handle to open doors.

## 2. EMERGENCY ENTRY

- a. Break windshield or windows if access cannot be gained through cabin entry doors.

## 3. CUT-IN

- a. Cut cabin enclosure as required.



## ENGINE SHUTDOWN AND AIRCREW EXTRACTION

### 1. ENGINE SHUTDOWN

- a. Pull throttle, located on center instrument panel, aft to CLOSED position.
- b. Pull mixture control knob, located on bottom center of instrument panel, out to IDLE CUT OFF position.
- c. Rotate the ignition switch, located on bottom left instrument panel, to the OFF position.
- d. Push the master switch, located on left bottom instrument panel, in the OFF position.
- e. Pull fuel shutoff valve knob, located on lower center instrument panel, full out to the OFF position.

### 2. AIRCREW EXTRACTION

- a. Disconnect the crew from their lap belts and shoulder harnesses.

