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

THIS IS SEGMENT 4 COVERING CHAPTER 6 TO THE C-12J.

TO NAVIGATE

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

CONTINUE

NOTICE

CONTACT

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

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

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

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER

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

SEGMENT 4 INFORMATION CHANGE NOTICE

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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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

CHAPTER	AIRCRAFT	PAGE	EXPLANATION OF CHANGE
6	C-5	ALL	File updated.
6	C-12C/D/F	ALL	File updated to this segment and incorporates Safety Supplement -8, dated 9 November 2005.

NOTE

Chapter 6 contains emergency rescue and mishap response information for the following aircraft:

USAF	**C-5**
USAF	**C-7**
USAF	**(V)C-9A/C**
USAF	**C-12C/D/F**
USAF	**C-12J**
USAF	**C-17A**
USAF	**C-18**
USAF	**C-18D**
USAF	**C-20**
USAF	**C-20H**
USAF	**C-21**
USAF	**C-22B**
USAF	**C-23A**
USAF	**C-26**
USAF	**C-27A**
USAF	**C-32A**
USAF	**C-37A**
USAF	**C-38A**
USAF	**C-40**
USAF	**C-130**
USAF	**C-130J**
USAF	**C-135**
USAF	**NC-135W**
USAF	**RC-135S**
USAF	**RC-135U**
USAF	**RC-135V/W**
USAF	**TC-135S**
USAF	**TC-135W**
USAF	**WC-135C**
USAF	**WC-135W**
USAF	**(V)C-137**
USAF	**C-141**
USAF	**NC-141A**
USAF	**C-212**
USAF	**KC-10A**

CHAPTER 6

U.S. AIR FORCE

CARGO/TANKER/TEST

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

6-1. INTRODUCTION AND USE.

6-2. 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.

6-3. GENERAL ARRANGEMENT.

6-4. 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.

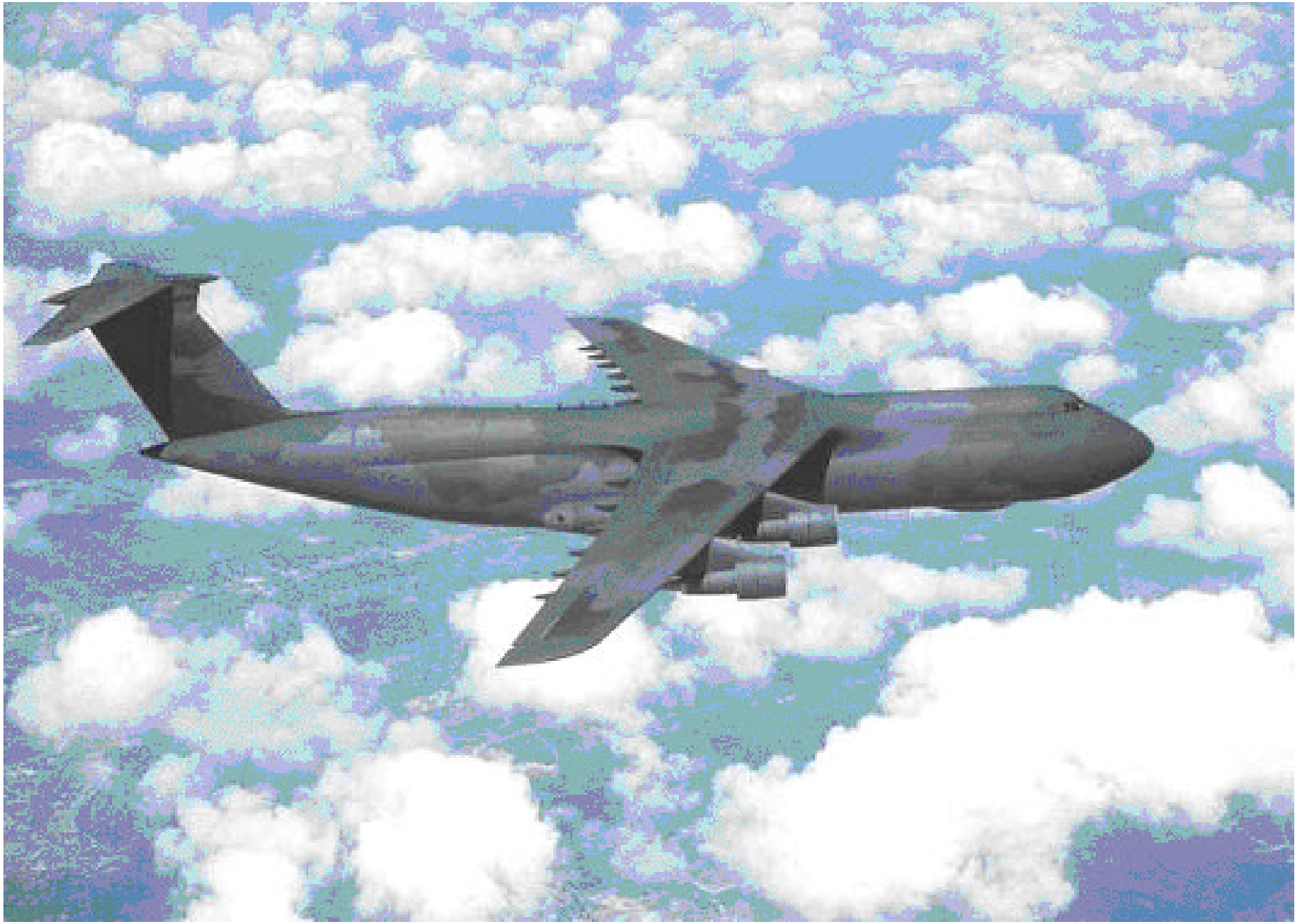
d. Illustrations located on right side of pages are coordinated with text by numerals and small letters depicting both paragraph and subparagraph on the page.

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

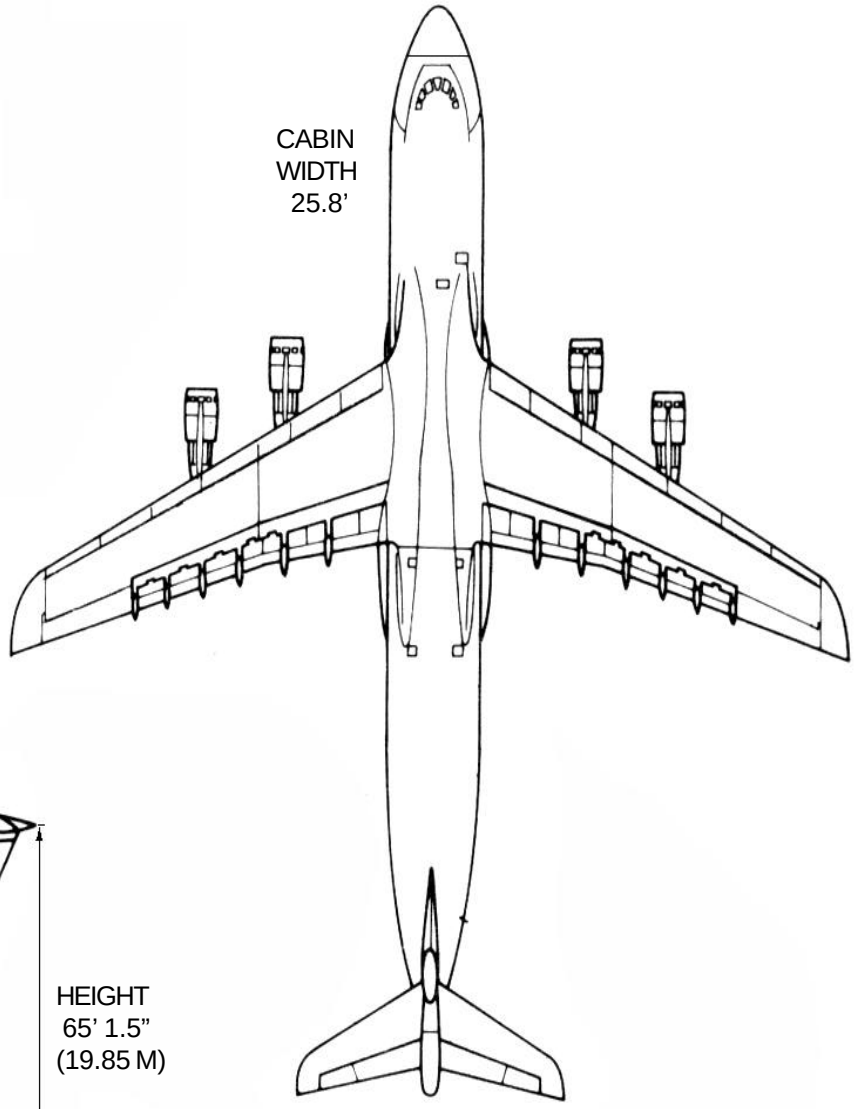
C-5

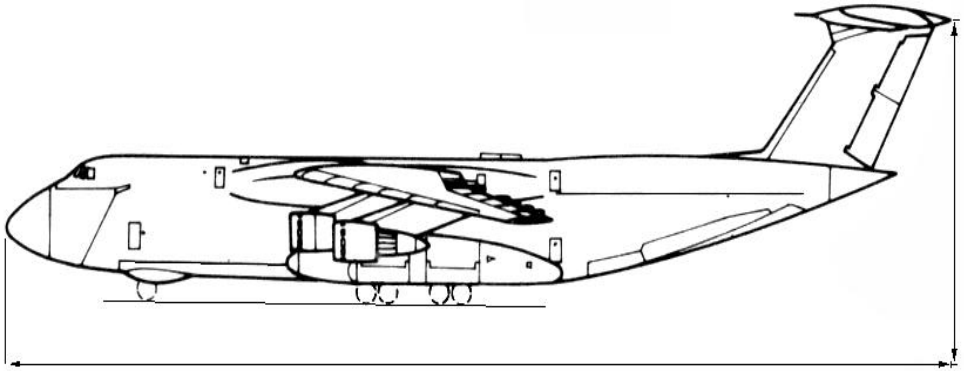


AIRCRAFT DIMENSIONS

WING SPAN
222’ 8.5”
(67.88 M)

CABIN
WIDTH
25.8’

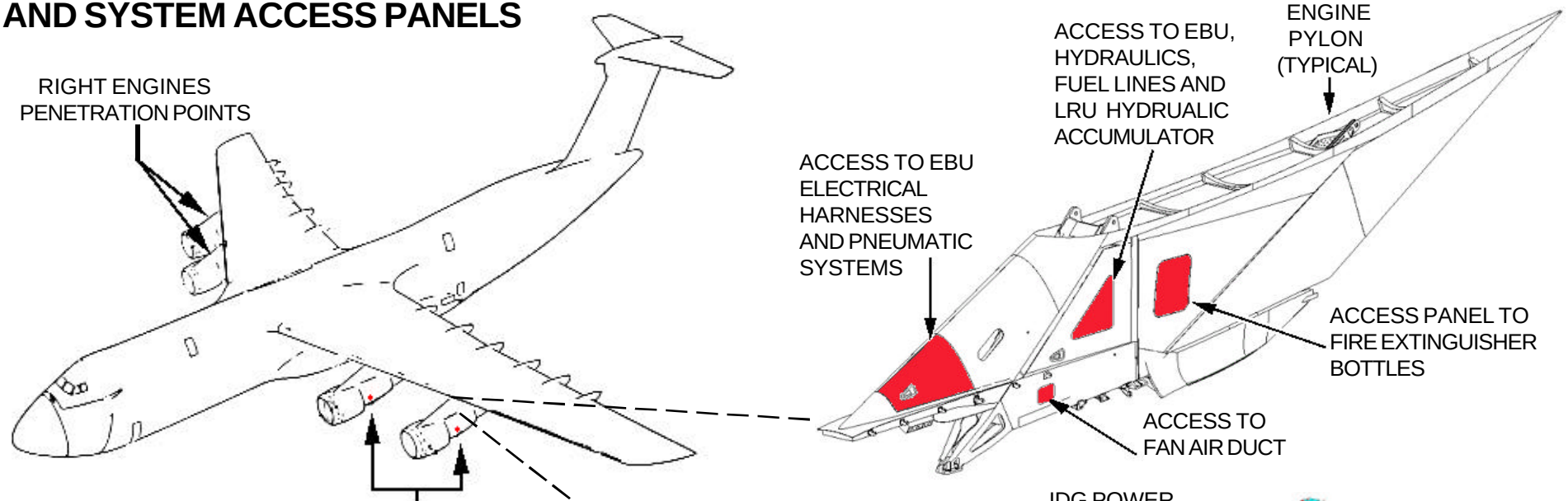


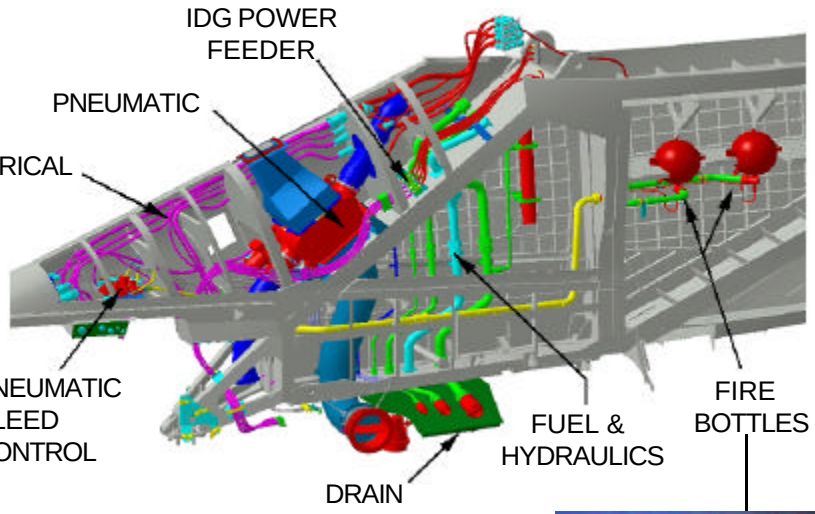


HEIGHT
65’ 1.5”
(19.85 M)

LENGTH: 247’ 10” (75.54 M)

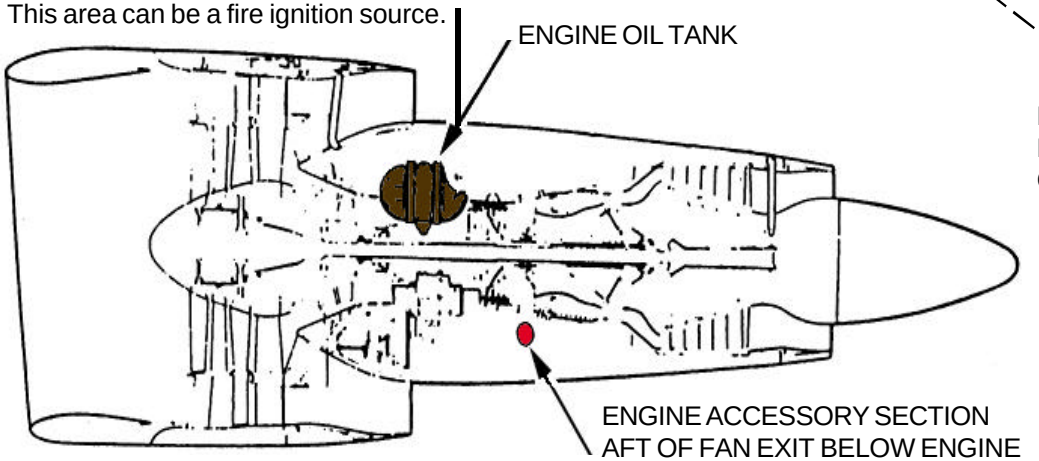
AIRCRAFT SKIN PENETRATION POINTS AND SYSTEM ACCESS PANELS





CAUTION

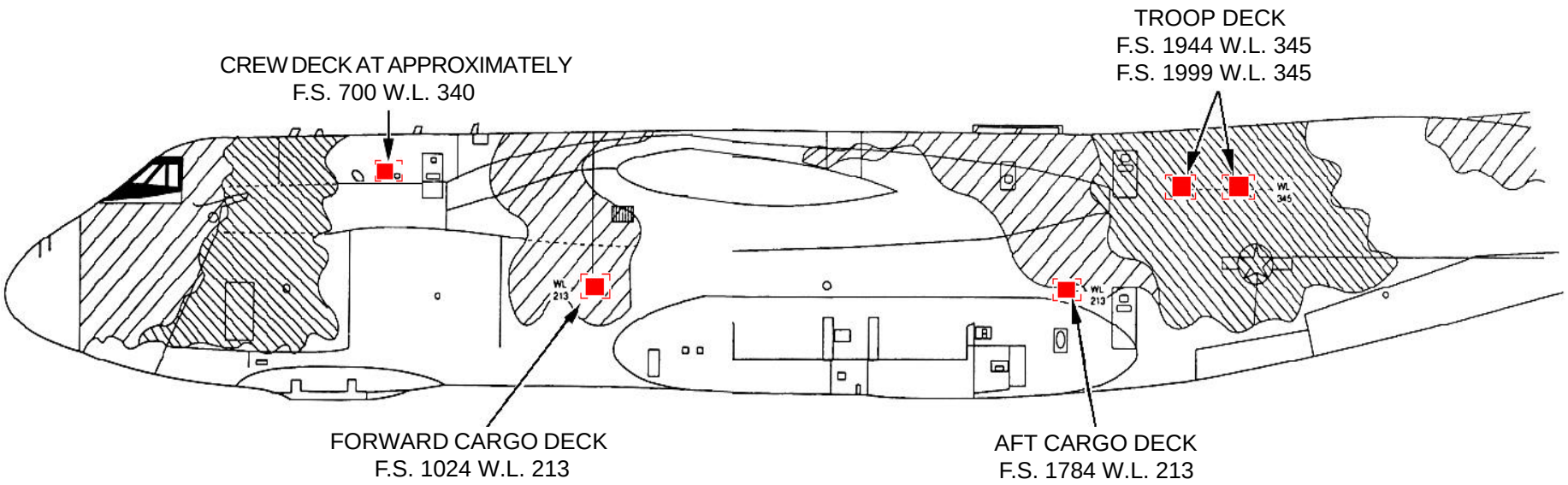
Avoid penetrating the engine oil tank area.
This area can be a fire ignition source.

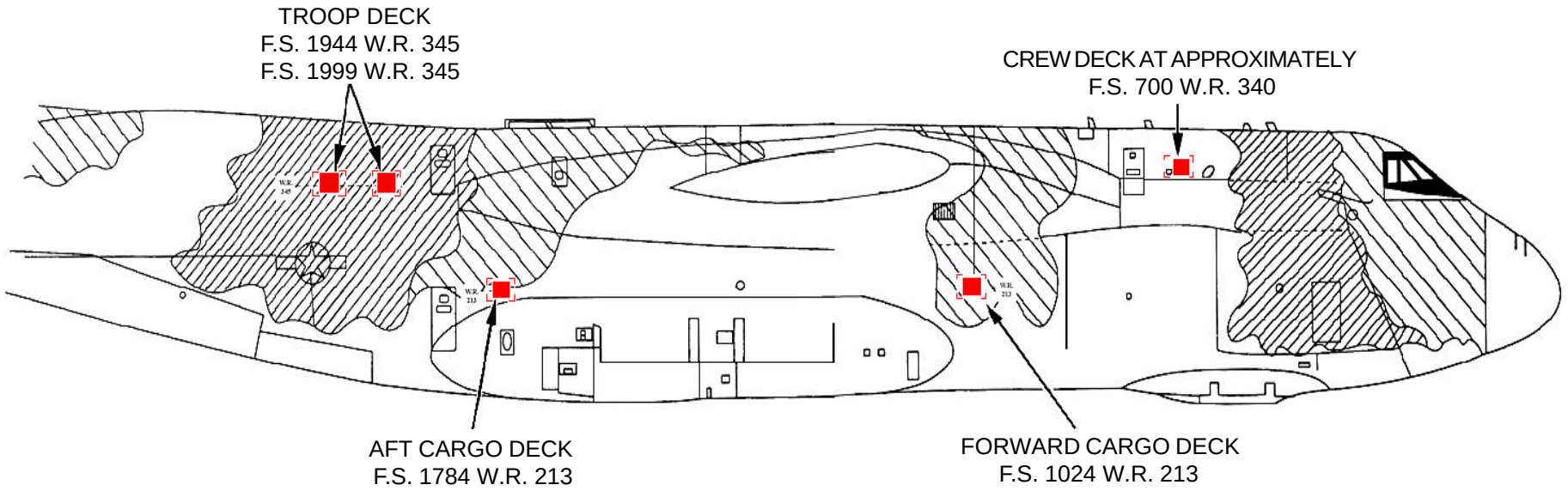


NOTE:
There are no honeycomb materials.

NOTE:
A recent modification has changed the the fire bottles. (See page C-5.16.)

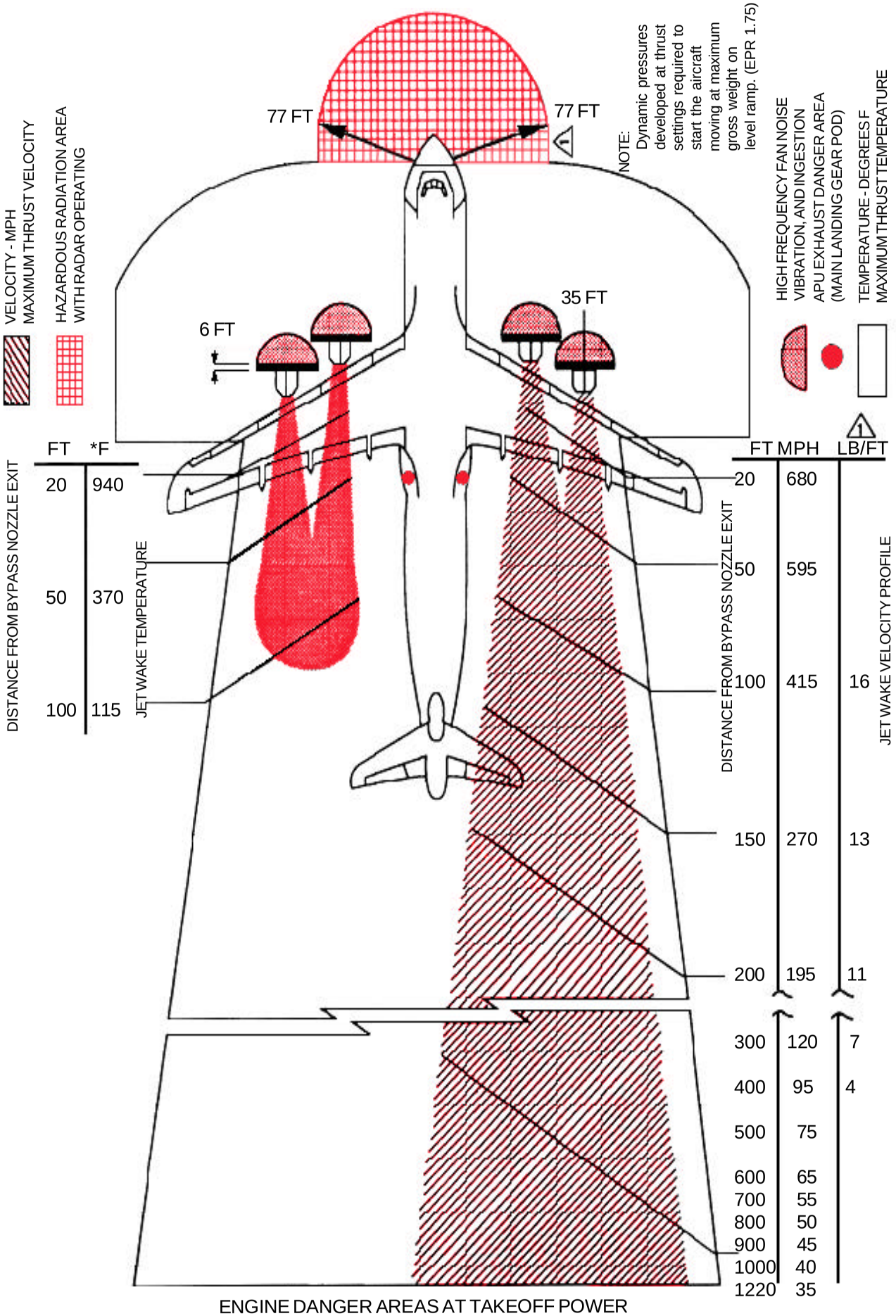
AIRCRAFT SKIN PENETRATION POINTS- Continued





C-5

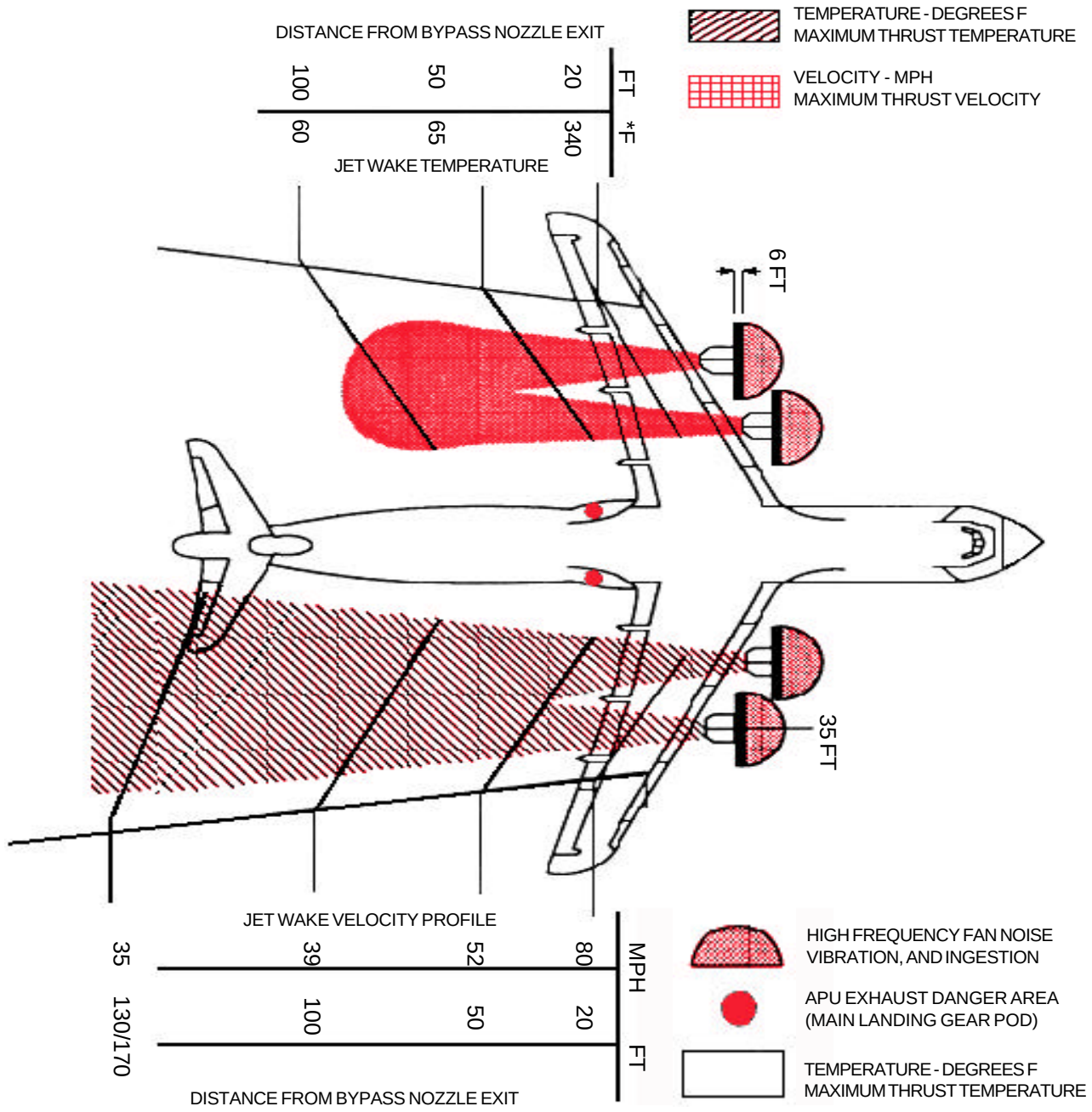
AIRCRAFT HAZARD INFORMATION



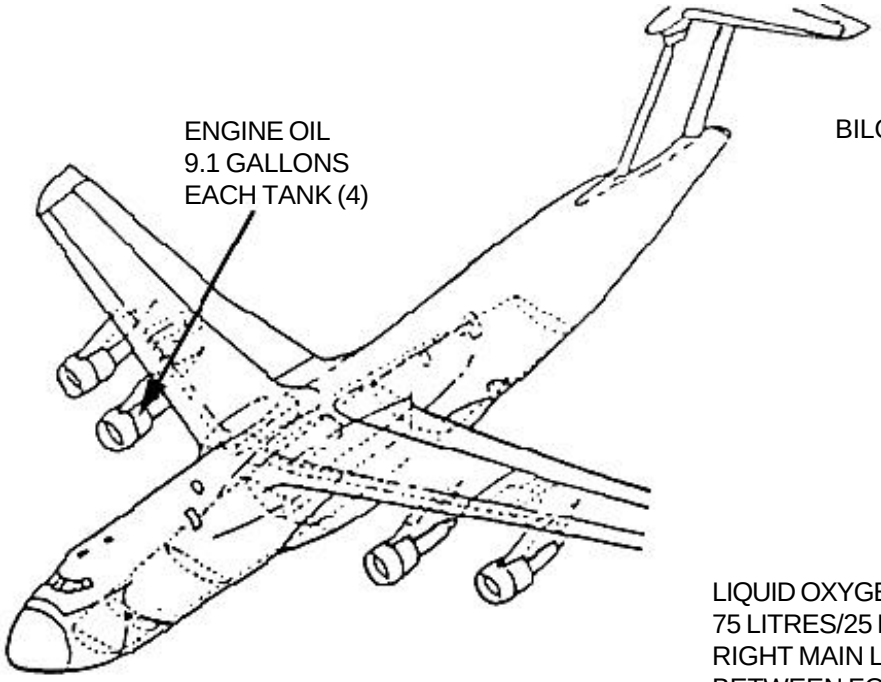
ENGINE DANGER AREAS AT TAKEOFF POWER

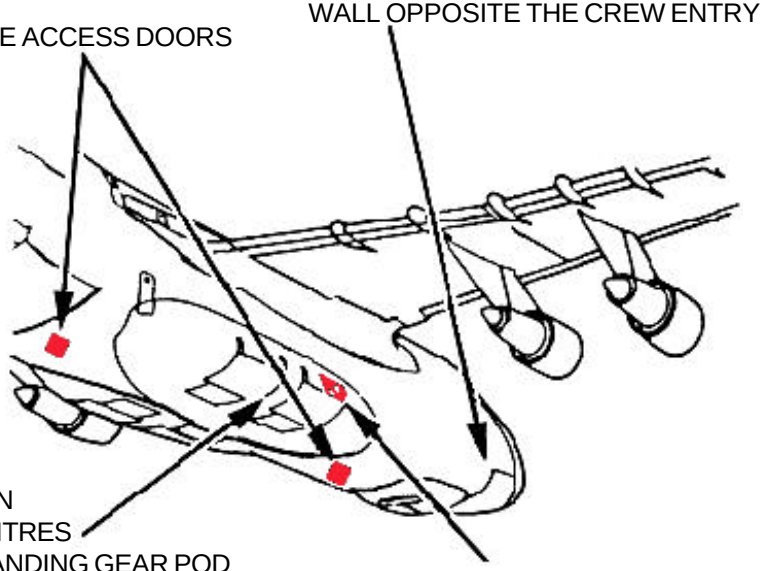
AIRCRAFT HAZARD INFORMATION-Continued

ENGINE DANGER AREAS AT IDLE POWER



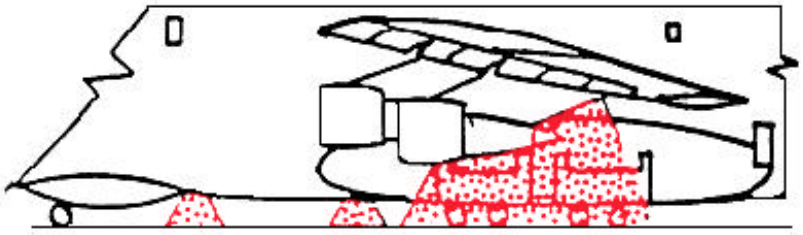
AIRCRAFT HAZARD INFORMATION-Continued

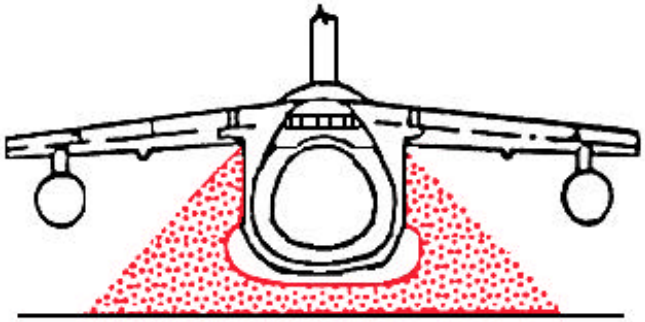




LIQUID OXYGEN
75 LITRES/25 LITRES
RIGHT MAIN LANDING GEAR POD
BETWEEN FORWARD AND AFT
MAIN LANDING GEAR.

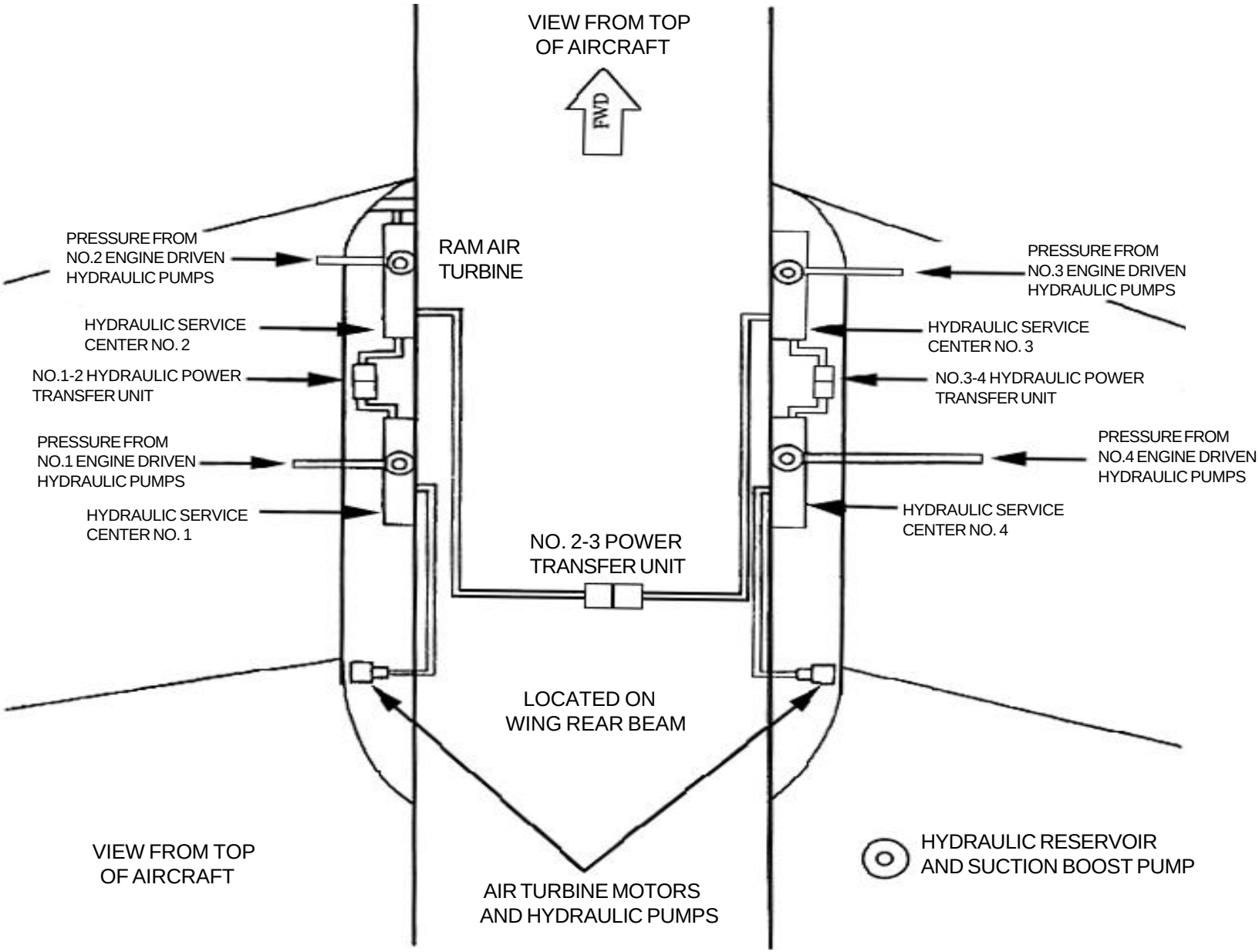
HYDRAULIC RESERVOIRS BOTH
SIDES 10 GALLONS/5.7 GALLONS
NEAR F.S. 1300 FORWARD AND
ABOVE FORWARD MAIN
LANDING GEAR.





FSS LIQUID NITROGEN OVERBOARD
VENT, DANGER AREAS

AIRCRAFT HAZARD INFORMATION-Continued



SPECIAL TOOLS/EQUIPMENT
35 Ft. Extension "A" Frame Ladder *
3/8 In. Drive Ratchet for Engine Cowling
Power Rescue Saw Portable Lights
Fire Drill II

TOTAL JP-8 FUEL:
51,400 US GALS.
FUEL TANK QUANTITIES ARE
SAME FOR BOTH SIDES

WARNING

Do not attempt to fight fire through APU and ATM compartment push-in doors during APU operation.

AIRCRAFT ENTRY ALL MODELS

NOTE:

Crew entry door will usually have a mechanical lock installed on the inside and entry will not be possible. Use 7LT or 7RT. (See page C-5.10 topics 1 and 2 graphics)

1. NORMAL ENTRY

a. Open crew entry door control access cover.

WARNING

Ensure no personnel are standing under crew door.

b. Pull the latch release handle (gray) down to pressurize the door system.

c. Push crew door operate handle (black) up.

NOTE:

If the hydraulic system accumulator is depleted, the door can be extended by using the hydraulic hand pump located behind the crew entrance door controls access cover.

d. Open aft personnel doors, No. 7LT and 7RT by pulling handles out, rotating clockwise and push in top of door lifting upward, to full up and locked position.

NOTE:

Escape slides must be deployed from inside.

2. CREW ENTRY DOOR (INSIDE OPERATION)

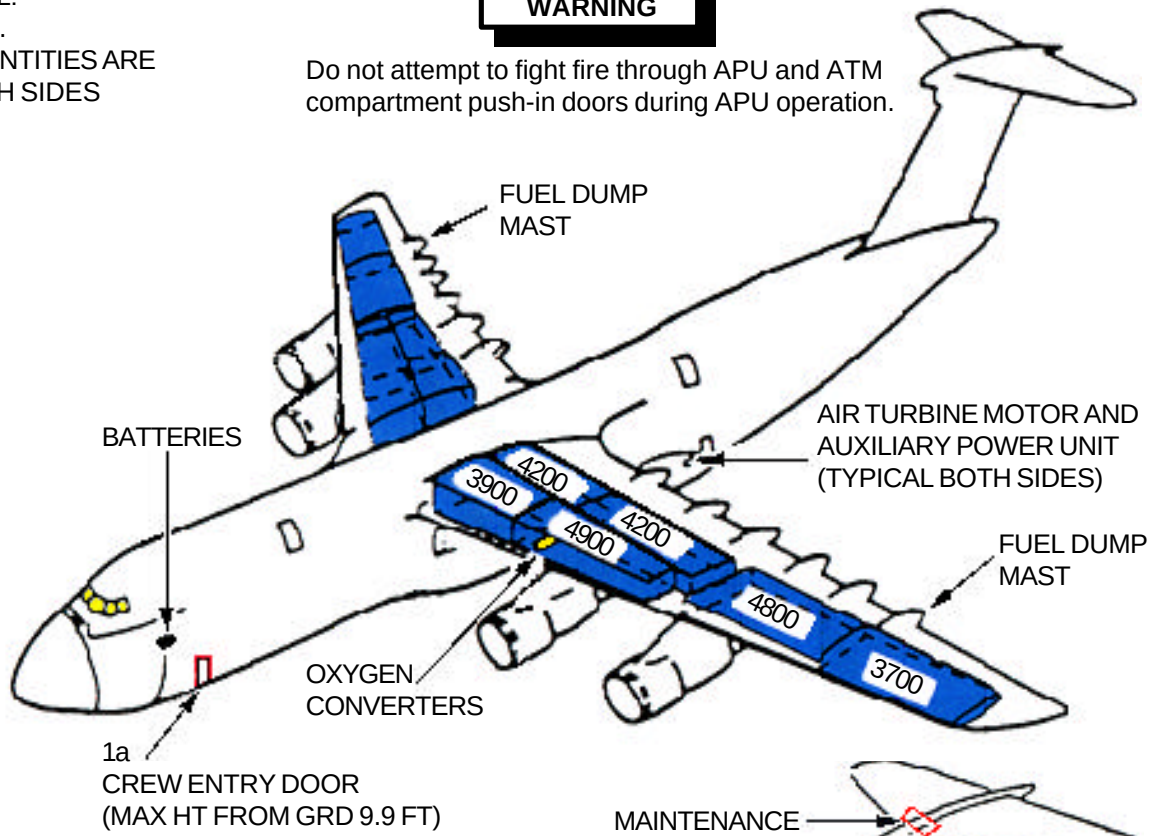
a. Remove the Mechanical Lock from the door.

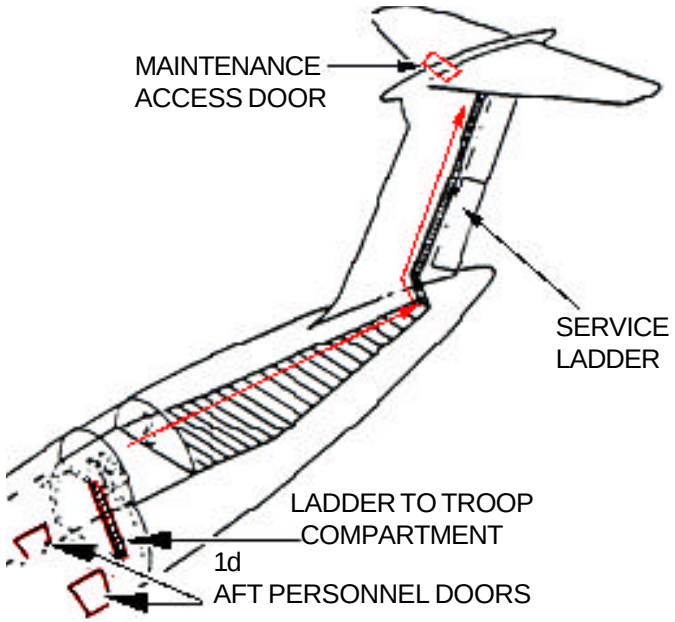
b. Pull down on the crew entrance door emergency egress handle, and push out on crew door.

c. Push down and hold on control if needed, then push door open.

WARNING

The crew entrance ladder may not fully extend and may be as much as 5 feet above the ground.





NOTE:

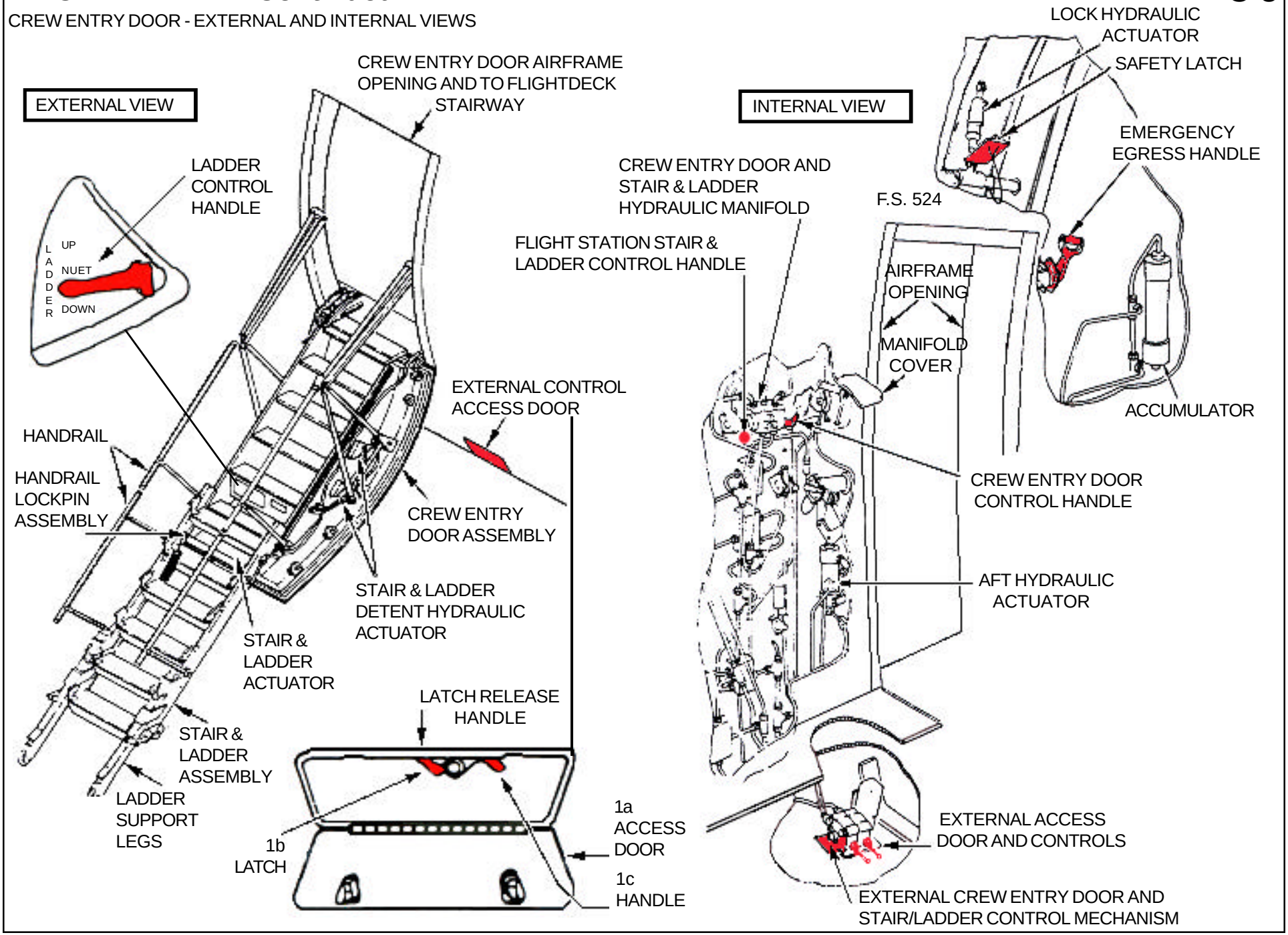
The new APU starting battery provides starting power to the new APUs. The battery provides 54 Amp-Hr, Nickel-Cadmium (Ni-Cad), located in the right side cargo bay, in the vicinity of the right APU.

NOTE:

An emergency lock mechanism has been redesigned for the crew door to insure door stays locked during flight.

AIRCRAFT ENTRY-Continued

CREW ENTRY DOOR - EXTERNAL AND INTERNAL VIEWS



AIRCRAFT ENTRY-Continued

3. EMERGENCY ENTRY

NOTE:

- All escape doors and hatches; if jamming occurs, break guide on top left corner of doors, doors will fall inward, then remove prior to deploying slide.
- * Bed ladder should be marked at 10th rung from bottom to indicate middle fly ladder catch location. This will extend proper amount of ladder to enter doors No. 5 and 6.
- Due to fuselage curvature and wing fillets, handles No. 1, 2, 3 LT, and 3RT should not be used as primary entry points with a ladder.

a. Open escape door No. 5 by pulling handle, rotating clockwise and push in at top and lift upward, to full up and locked position.

b. Open escape hatch No. 1 and hatch No. 2 by pulling handles and removing hatches. Hatch No. 1 is hinged. Hatch No. 2 falls free.

c. Open aft personnel doors No. 7LT and 7RT by pulling handles out, rotate clockwise and push in top of door and lift upward to full up and locked position.

d. Open escape hatches No. 3LT and 3RT (troop compartment) by depressing lock on panel and pulling handle upward, push in door and pull upward at bottom of door. Hatches will fall inward.

e. Open escape door No. 6 3LT and 3RT (troop compartment) service door (left side only) by pulling handle out, rotate clockwise and push door in and lift upward to full up and locked position.

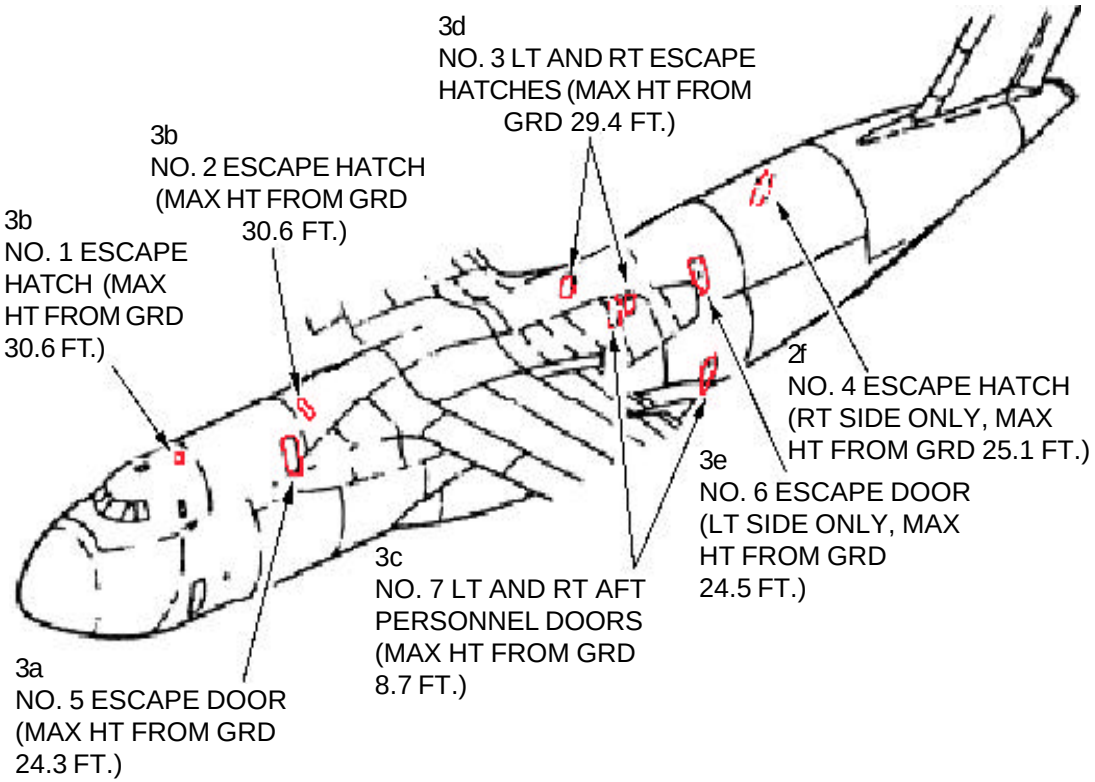
f. Open escape door No. 4 (right side only) by pulling handle out and down. Hatch falls inward when unlatched.

NOTE:

Access cannot be gained from flight deck to the troop compartment in the upper deck and vice versa.

NOTE:

Heights are with landing gear in taxi or takeoff position.



AIRCRAFT ENTRY-Continued

3. ESCAPE SLIDE DEPLOYMENT

a. Release the quick disconnect buckle.

b. Using the assist handle(s), lift case straight up and rest bottom of case on sill of hatch.

c. Push case overboard by applying force to the upper edge of the case. The case should split and fall. The escape slide should unfold and automatically inflate as it falls to the ground.

d. If the case does not split or the slide does not inflate, grasp both cables attached to the girt bar, slide your hand down the cables as far as possible and then sharply pull the cables. The retaining straps should part, case split, and the slide inflate. If the slide does not inflate pull the red webbing handle marked “Pull to Inflate”.

NOTE:
Five (5) slides are installed, escape doors No. 5 and 6; and escape hatches No. 3LT and RT and 4.

4. DESCENT REELS

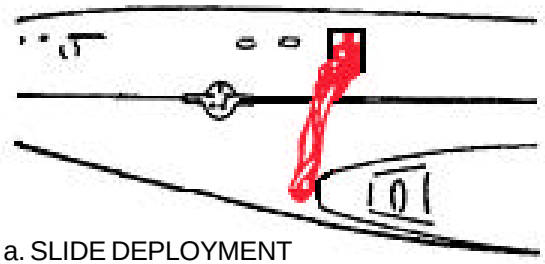
NOTE:
Four descent reels are located on the upper deck for emergency escape.

a. Remove/open either or both pilot or co-pilot windows, using descent reels for emergency escape.

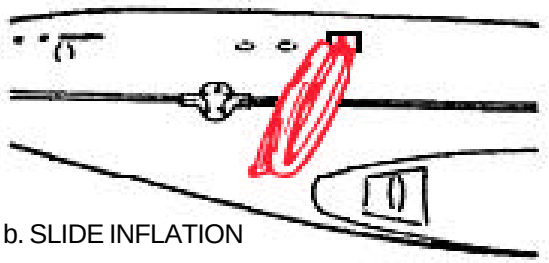
b. Remove No. 1 escape hatch using descent reel for emergency escape.

c. Remove the No. 2 escape hatch using descent reel for emergency escape.

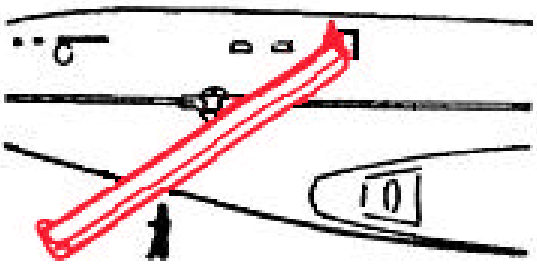
ESCAPE SLIDE DEPLOYMENT



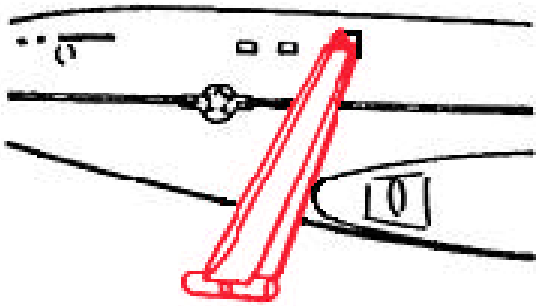
a. SLIDE DEPLOYMENT



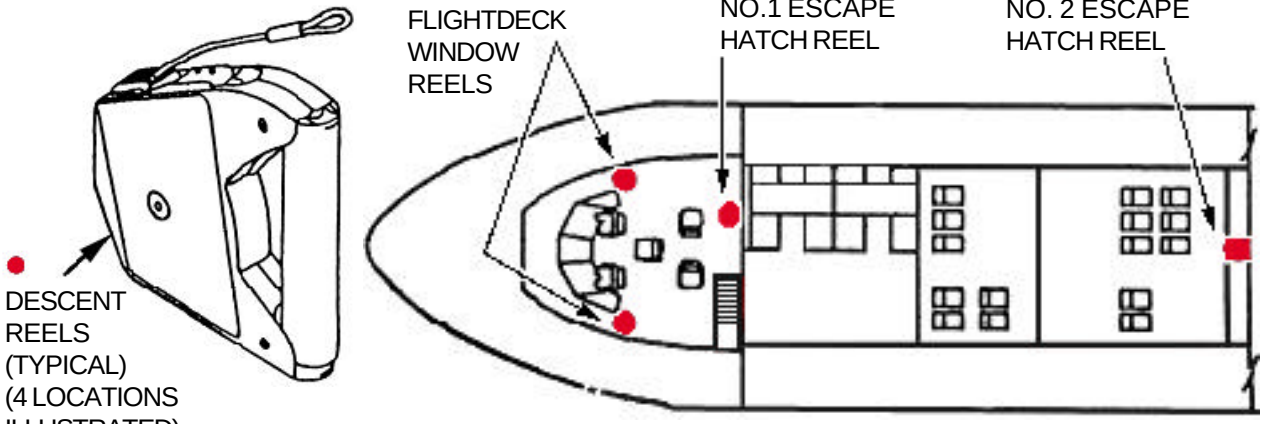
b. SLIDE INFLATION



c. SHOULD WIND MOVE SLIDE DURING OR AFTER EXTENSION, STRAIGHTEN AS SHOWN IN 4.



d. SLIDE EXTENSION IN CORRECT POSITION



AIRCRAFT ENTRY-Continued

5. CUT-IN

a. Left and right side of relief crew compartment.

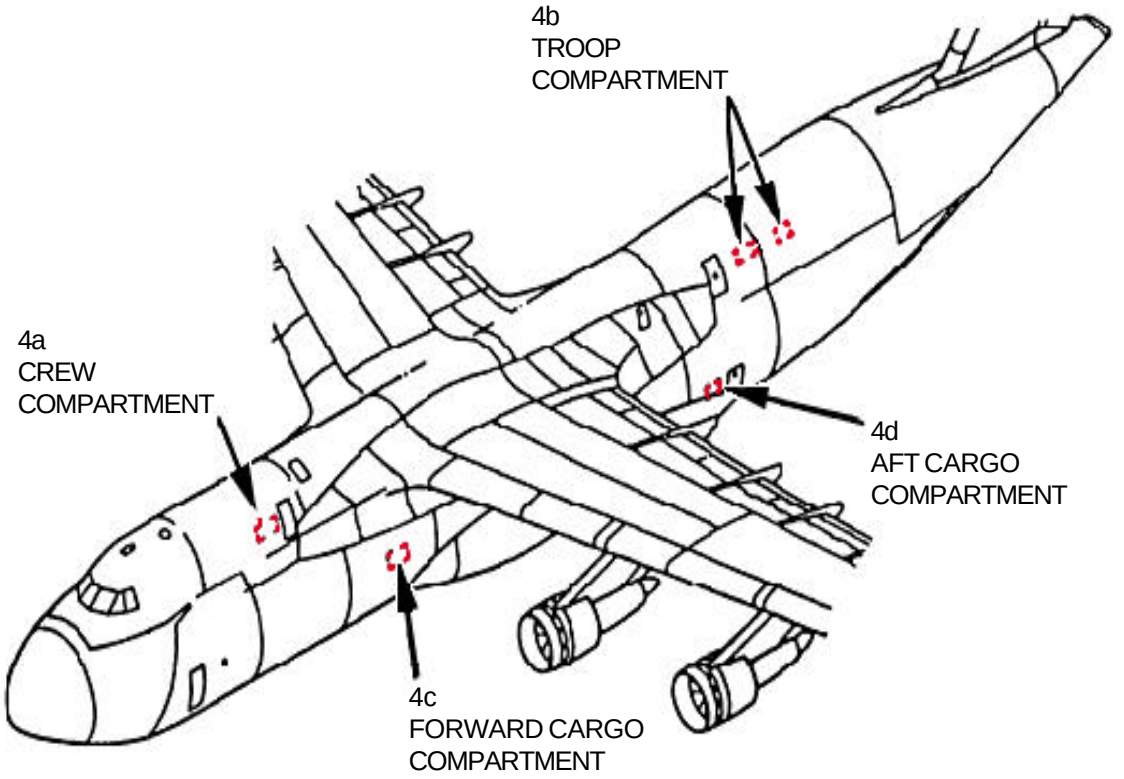
b. Two (2) each side of troop compartment aft of service door No. 6 and escape hatch No. 4.

c. Left and right side of forward cargo compartment forward of wheel pods.

NOTE:
Access cannot be gained from flight deck to the troop compartment in the upper deck.

d. Left and right side forward of aft cargo compartment personnel doors.

NOTE:
Escape slides are installed at doors 7R&L when pallet seats are on aircraft.



ENGINE/APU SHUTDOWN

1. ENGINE/APU SHUTDOWN

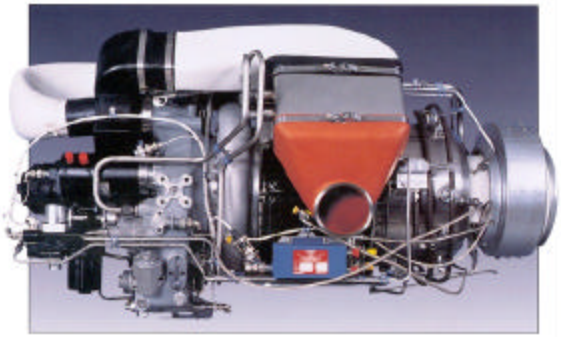
a. Pull fire emergency control T-handles, located top center portion of the pilot instrument panel.

NOTE:
Battery switch is not required to be turned off.

b. Pull fire emergency control T-handles located on upper left corner of flight engineer control panel, to shut off both auxiliary power units.

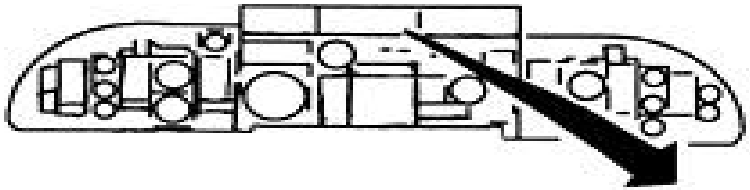
NOTE:
Fire Emergency Control T-handles for APUs are located inside crew entry door at the Fwd Load Masters Panel.

APU -- LEFT SIDE FUSELAGE

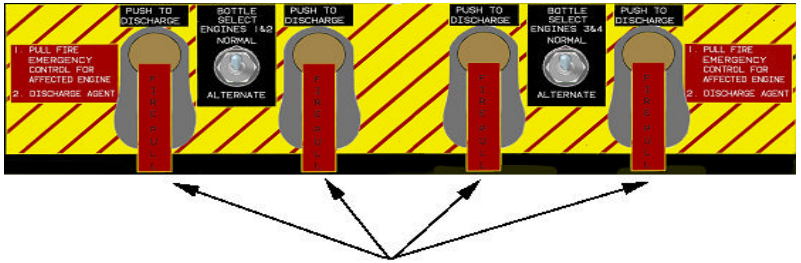


REPLACEMENT APU

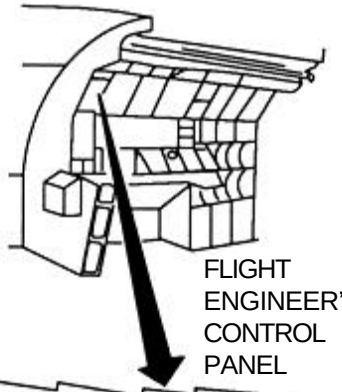
PILOT'S INSTRUMENT PANEL



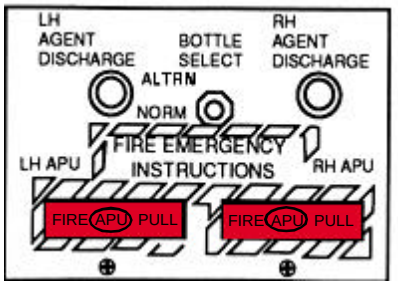
ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM CONTROLS AND INDICATOR PANEL



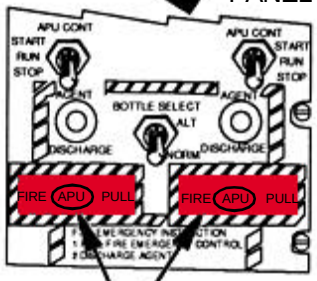
PULL FIRE EMERGENCY CONTROL T-HANDLES



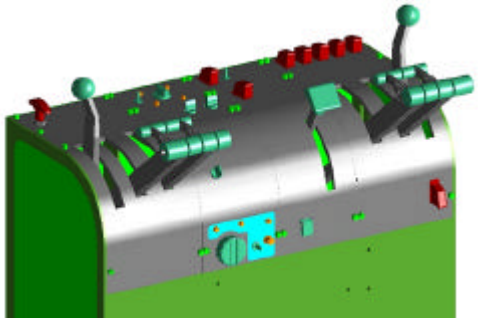
FLIGHT ENGINEER'S CONTROL PANEL



APU FIRE EMERGENCY CONTROL T-HANDLES AT FWD LOADMASTER'S PANEL



1b
APU FIRE T-HANDLES



ENGINE THROTTLES (TYPICAL)

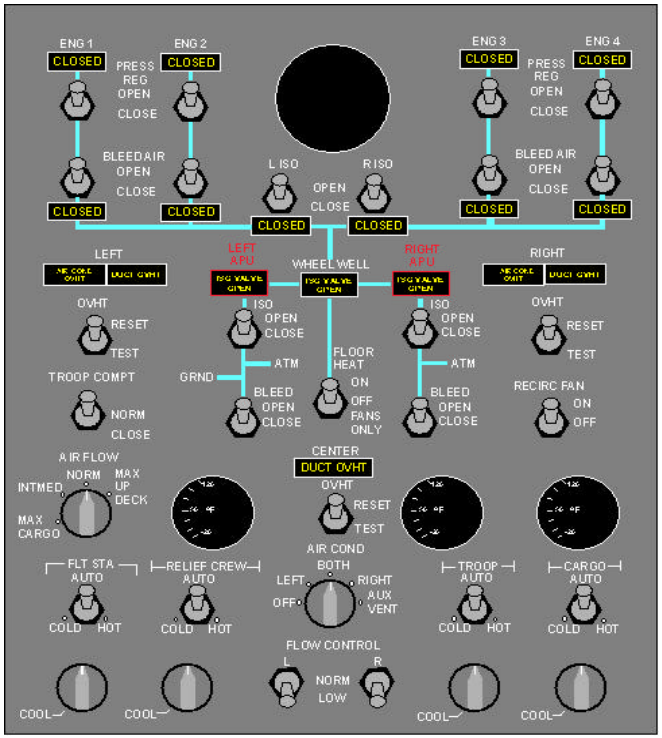
MISCELLANEOUS PANELS

1. MISCELLANEOUS PANELS

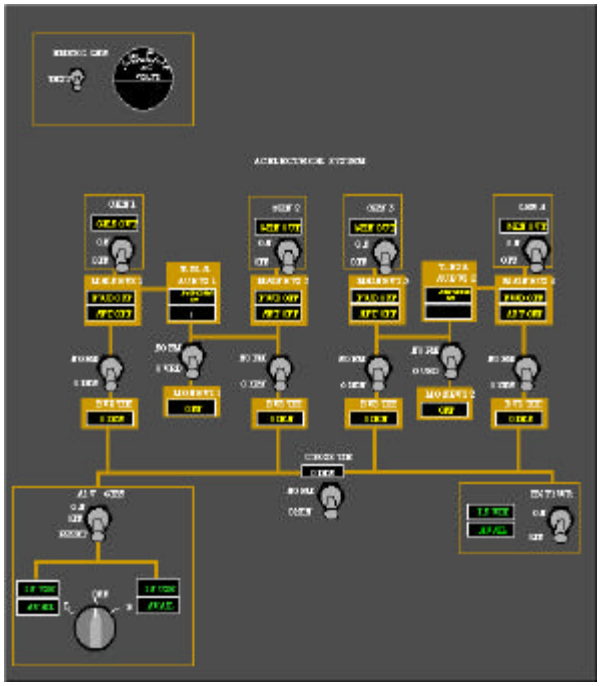
NOTE:

Recent modifications are changing the analog gauges to digital on the flightdeck.

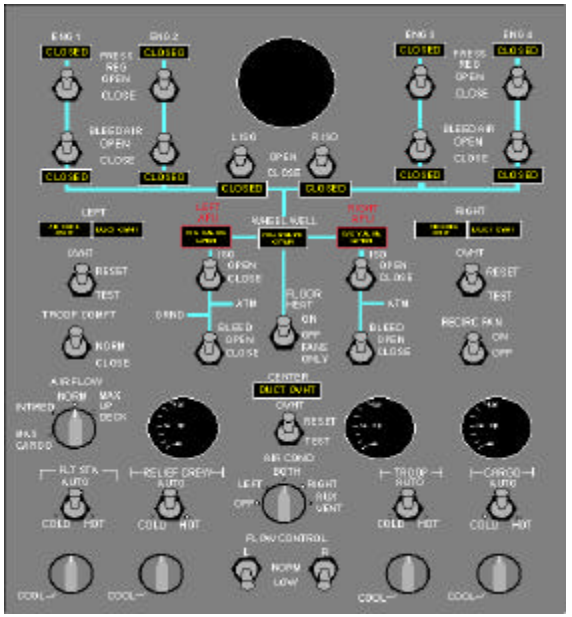
PROPULSION SYSTEM AT FLIGHT STATION PANEL



APU SWITCHES AT FLIGHT STATION PANEL



ELECTRICAL SYSTEMS AT FLIGHT STATION PANEL



ENVIRONMENTAL CONTROL/APU SWITCHES
(APU CONTROL VALVE RELOCATED HERE)

FIRE SUPPRESSION SYSTEM (FSS)

1. NOSE WHEEL NITROGEN FIRE SUPPRESSION CONTROL AND INDICATOR PANEL

WARNING

Do not remain in a closed space with nitrogen without an oxygen mask. Nitrogen is a harmless gas, but when it occupies a closed space to the exclusion of breathable air it can result in suffocation of personnel.

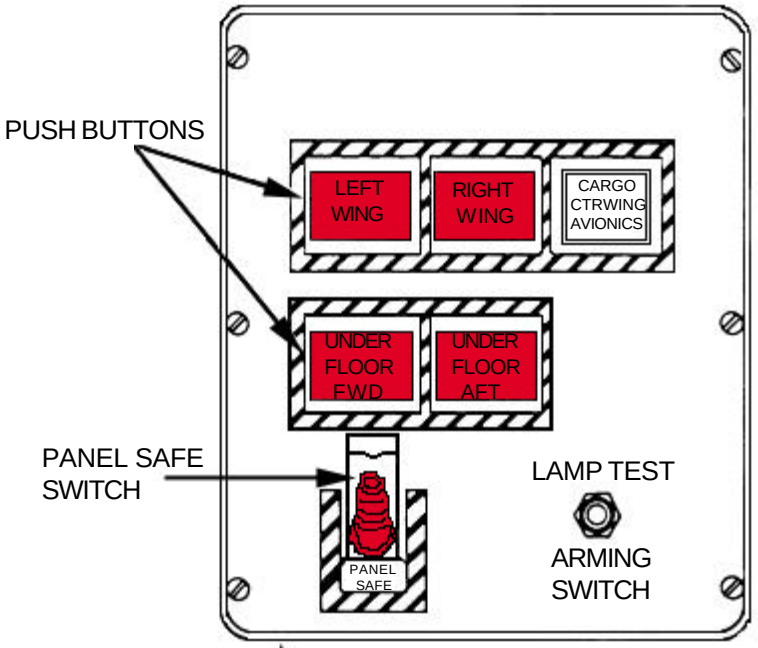
NOTE:

All C-5 aircraft have a fire detection system; FE1301 FSS, and nitrogen FSS. FE1301 FSS on C-5A aircraft is a one-shot discharge into the affected area. All C-5B aircraft have a fire detection system and nitrogen FSS. C-5B **DOES NOT** have FE1301 FSS. For the C-5B aircraft, the buttons on the FSS control panels for occupied areas are indicator lights only, for the detection system. They will not discharge FE1301. C-5A and C-5B nitrogen FSS can be discharged more than once (2 of 3 times) into the same affected area if needed. For ALL C-5A aircraft, the FE1301 FSS can be armed from the nose wheel well or the flight engineer's control panel. The FE1301 system can be discharged only from the flight engineer's control panel. There is a FE1301 indicator panel in the cargo bay near door 7 left.

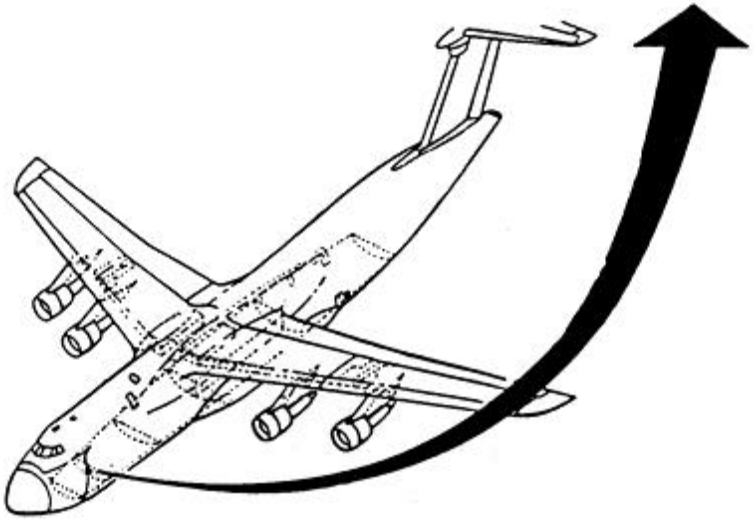
a. Nose wheel well nitrogen control panel provides fire suppression capabilities for the left wing; right wing; under floor fwd; under floor compartments. Control panel will be inaccessible if aircraft is encountered in a gear up crash configuration or forward kneel position, and other fire suppression methods must be employed. The FSS panel operates off the battery.

NOTE:

Recent modications to the engine fire detection and suppression system will provide detection of fire in each engine / nacelle. Crew annunciation of fire via C-5 A/B Fire Warning Lights on FireX Panel. Crew initiation of fire suppression agent located in pylon to suppress fire. Fire extinguishing system modification CF6 Certified to Halon 1301 replaces Halon 1202 on C-5 A/B. H1301 requires new fire bottles to replace C-5 H1202 bottles H1301 agent characteristics require short run to nacelle. Therefore 2 bottles per pylon vs 2 bottles per wing. On C-5 A/B new bottles require integration with pylon and new distribution. Ducting to engine fire detection system CF6 has unique fire detectors (Pneumatic Loops) requiring a new fire detection system. The 8 bottles per aircraft require electrical switch change on FireX Panel in flightdeck. New engine and pylon fire detector panel – Engine/APU Fire Detection Test Panel.



1a
NOSE WHEEL WELL NITROGEN AND FE 1301 FIRE SUPPRESSION CONTROL AND INDICATOR PANEL



FIRE SUPPRESSION SYSTEM-Continued

2. NITROGEN FIRE SUPPRESSION CONTROL AND INDICATOR PANEL

NOTE:

Nitrogen can be semi-depleted on long flights. Nitrogen gas fills the empty space of used fuel.

a. Place arming control switch, located on the FE1301 Fire Suppression Control and Indicator Panel on lower left section of flight engineer's overhead control panel to ARM position.

NOTE:

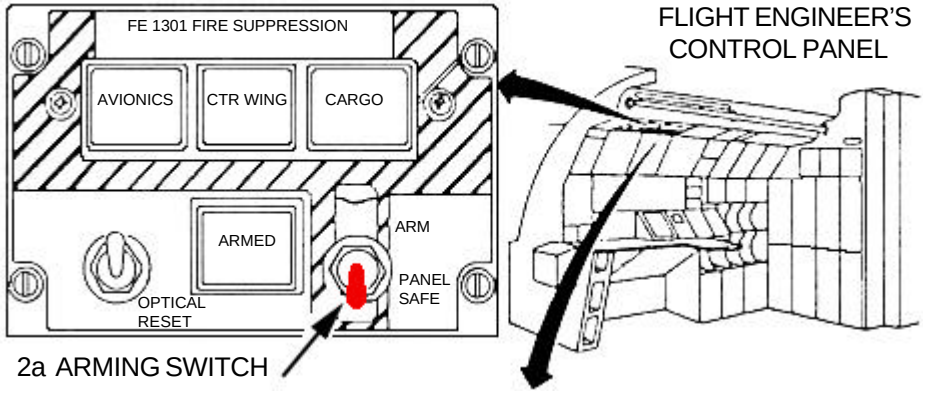
On C-5B 83-1285 and up, the fire suppression control panel is inscribed FIRE SUPPRESSION.

b. Depress discharge pushbuttons for affected area to discharge nitrogen fire suppression system.

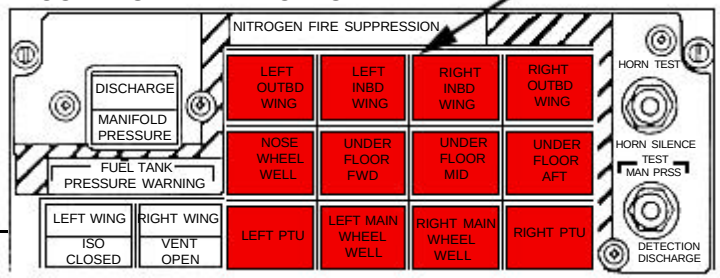
NOTE:

The twelve nitrogen discharge pushbuttons located on the nitrogen fire suppression control and indicator panel at the flight engineer's station discharge nitrogen into their associated fire zones, as indicated in chart below. Aircraft power is required to operate this panel.

FE 1301 FIRE SUPPRESSION CONTROL AND INDICATOR PANEL



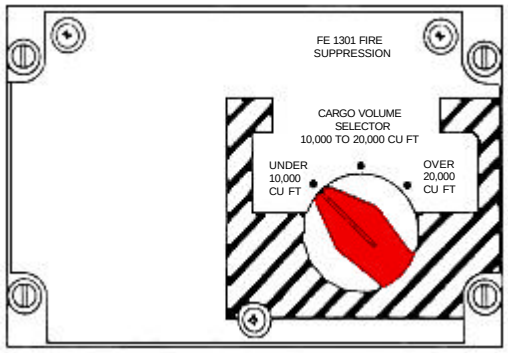
NITROGEN FIRE SUPPRESSION CONTROL AND INDICATOR PANEL



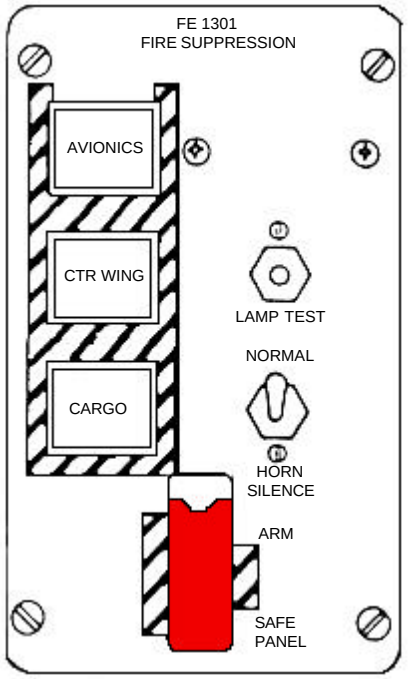
NITROGEN FIRE SUPPRESSION ZONES AND CONTROLS

(ON AIRCRAFT MODIFIED BY TO 1387)

ZONE	SPACES INCLUDED IN ZONE	FLIGHT ENGINEER'S PANEL DISCHARGE PUSHBUTTON	NOSE WHEEL WELL PANEL DISCHARGE PUSHBUTTONS
1	LEFT WING DRY BAY, LEFT OUTBOARD LEADING EDGE, LEFT OUTBOARD PYLON LEADING EDGE	LEFT OUTBD WING	LEFT WING
2	LEFT WING ROOT DRY BAY, LEFT INBOARD LEADING EDGE, LEFT INBOARD PYLON LEADING EDGE	LEFT INBD WING	
3	RIGHT WING ROOT DRY BAY, RIGHT INBOARD LEADING EDGE, RIGHT INBOARD PYLON LEADING EDGE	RIGHT INBD WING	RIGHT WING
4	RIGHT WING DRY BAY, RIGHT OUTBOARD LEADING EDGE, RIGHT OUTBOARD PYLON LEADING EDGE	RIGHT OUTBD WING	
5	NOSE WHEEL WELL	NOSE WHEEL WELL	
6	CARGO UNDERFLOOR, FORWARD	UNDERFLOOR FWD	UNDERFLOOR FWD
7	CARGO UNDERFLOOR, MID	UNDERFLOOR MID	
8	LEFT MAIN WHEEL WELL	LEFT MAIN WHEEL WELL	
9	RIGHT MAIN WHEEL WELL	RIGHT MAIN WHEEL WELL	
10	CARGO UNDERFLOOR, AFT	UNDERFLOOR AFT	UNDERFLOOR AFT
11	LEFT PTU COMPARTMENT	LEFT PTU	UNDERFLOOR FWD
12	RIGHT PTU COMPARTMENT	RIGHT PTU	



CARGO VOLUME SELECTOR PANEL



CARGO COMPARTMENT FE 1301 FSS PANEL

OXYGEN SHUTDOWN

1. OXYGEN SHUTDOWN

NOTE:

Manual oxygen shut-off valve should be shut off during interior fire fighting operations or any time the possibility of an oxygen-enriched fire occurs. The valve is normally safety-wired open, so a pair of wire cutters may be required to shutoff the valve. The valve is located behind a small com partment door which may be covered by aircraft insulation. Approximate location of the valve:

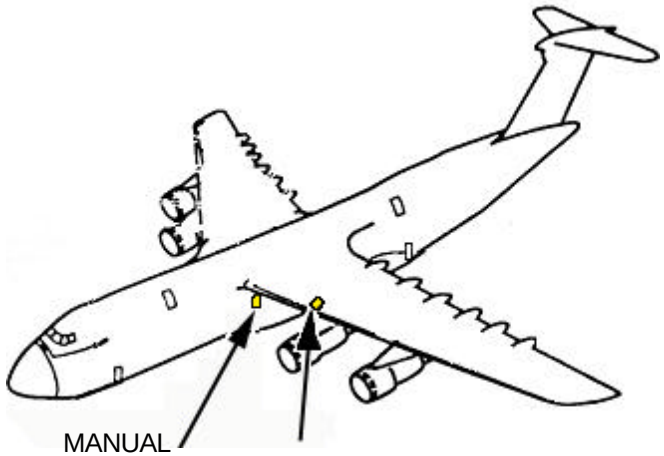
a) Midway through cargo compartment, left side.
b) Near station #1460
c) 79 ft. from normal crew entry door.
d) 32 ft. from door 7L.
e) 3 ft. above cargo deck.

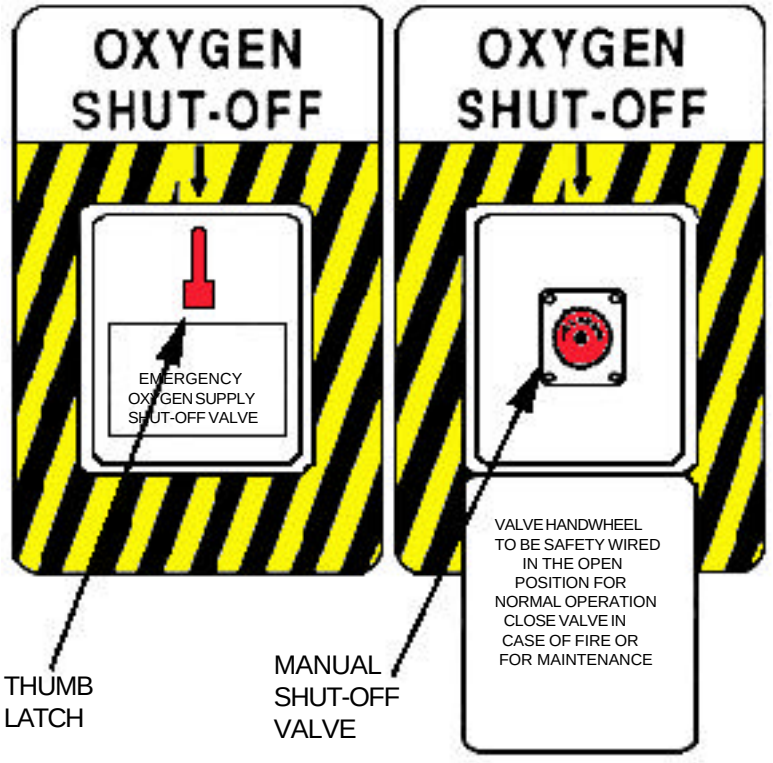
NOTE:

Hydraulic system operating pressure is 3000 PSI. Four systems are located in the walls of the cargo compartment: (1) 10 gallons on the left wall near fuselage station 1300, just forward and above the left forward main landing gear. (2) 5.7 gallons on the left wall just forward of the #1 system. (3) 5.7 gallons on the right wall opposite #2 system. (4) 10 gallons on the right wall aft of #3 and opposite #1 system.

WARNING

When landing gears are in the extended position, hydraulic lines to doors and locks are pressurized. This creates a possible hazard should lines be ruptured. A ruptured condition can be identified by a high pressure mist.





AIRCREW EXTRACTION

NOTE:

The older, non-repairable Weber or legacy seats are being replaced by Ipeco seats. The newer seats will have the same adjustment controls.

1. AIRCREW EXTRACTION CREW COMPARTMENT C-5A AF 66-8303 THROUGH 70-0467

a. Seats for NAV, ENGR, and OB, pivot and position aft. For pilot and copilot seats, push outboard.

b. Release lap belts and remove shoulder harness restraint straps.

c. Push knob forward to move seat horizontally in track. Rotate knob clockwise to rotate seat 90 degrees left or right.

2. AIRCREW EXTRACTION CREW COMPARTMENT C-5B AF 83-1285 AND UP.

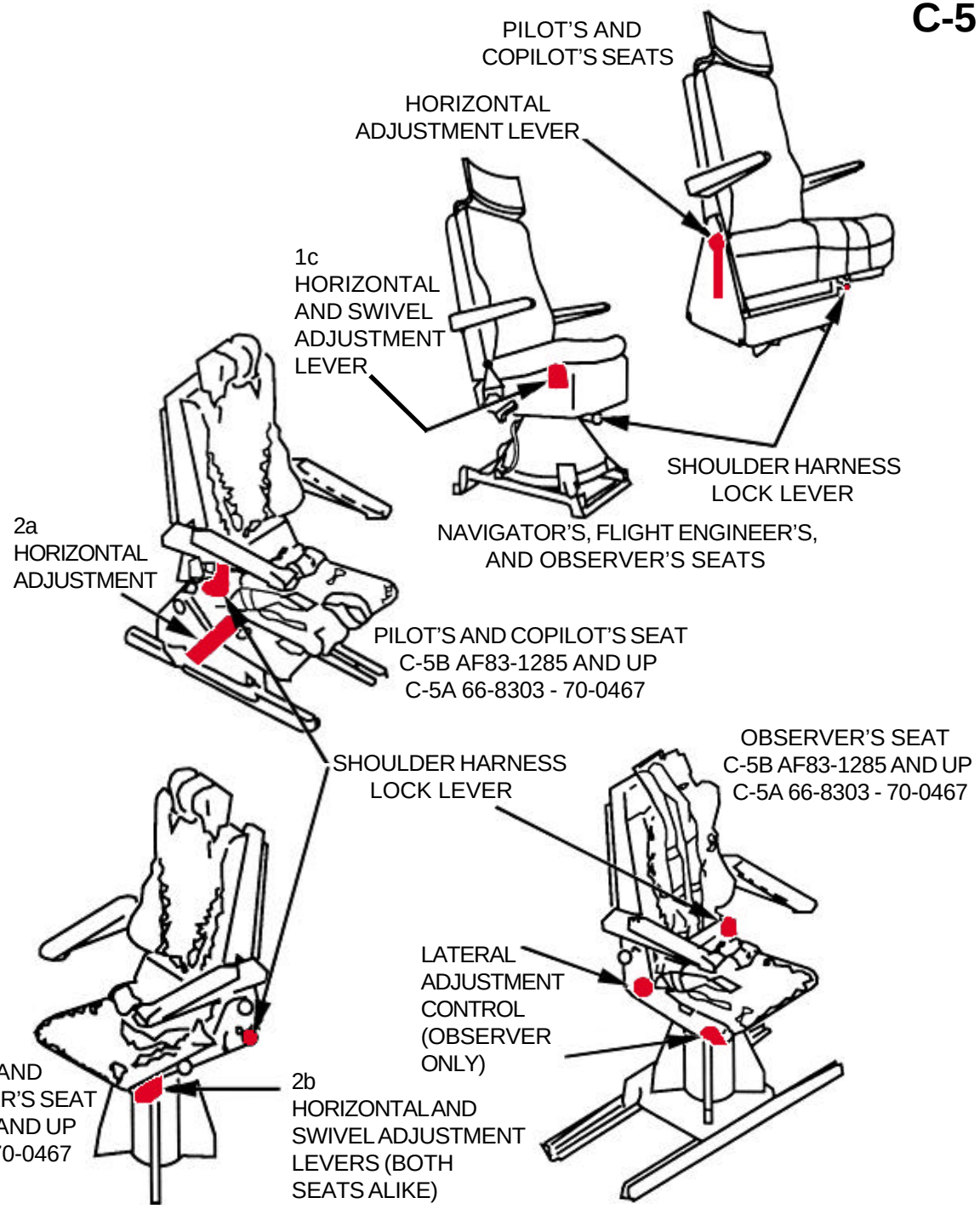
a. Move pilot's and copilot's seats full aft and outboard. Pull aft on horizontal adjustment lever to move the seat forward and aft and push lever toward the seat for lateral movement.

b. Rotate navigator's, flight engineer's, and observer's seat 90 degrees left or right. Push down on the horizontal adjustment lever and the swivel release lever on the seats to move them horizontally and to swivel.

c. Release lap belts and remove shoulder harnesses.

NOTE:

The Navigator's seat can also be designated Special Mission when appropriate.



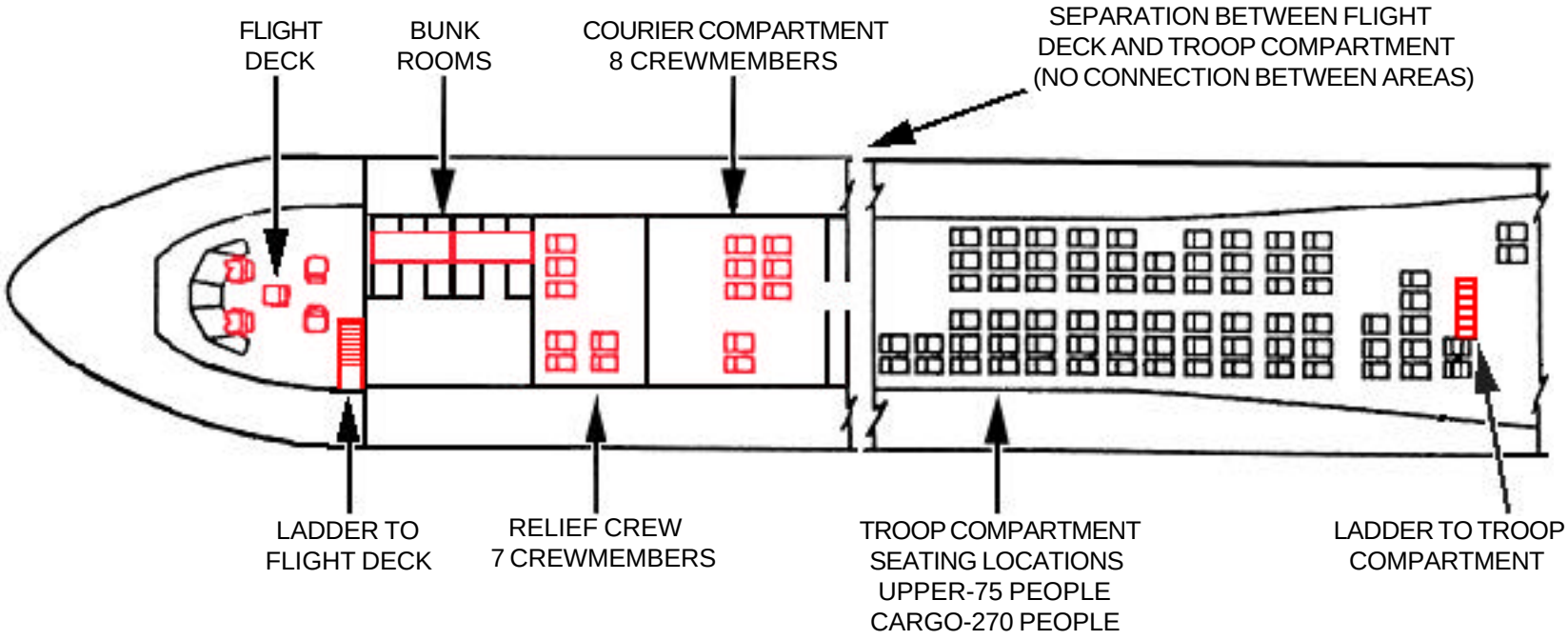
AIRCREW AND TROOP EXTRACTION

3. OTHER AIRCRAFT SEATING

a. Upper level seats for crew relief and courier are equipped with lap belts only.

b. Cargo seating, when installed at lower level, are equipped with lap belts only.

ACTIVE CREW - 5
RELIEF CREW/COURIER - 15

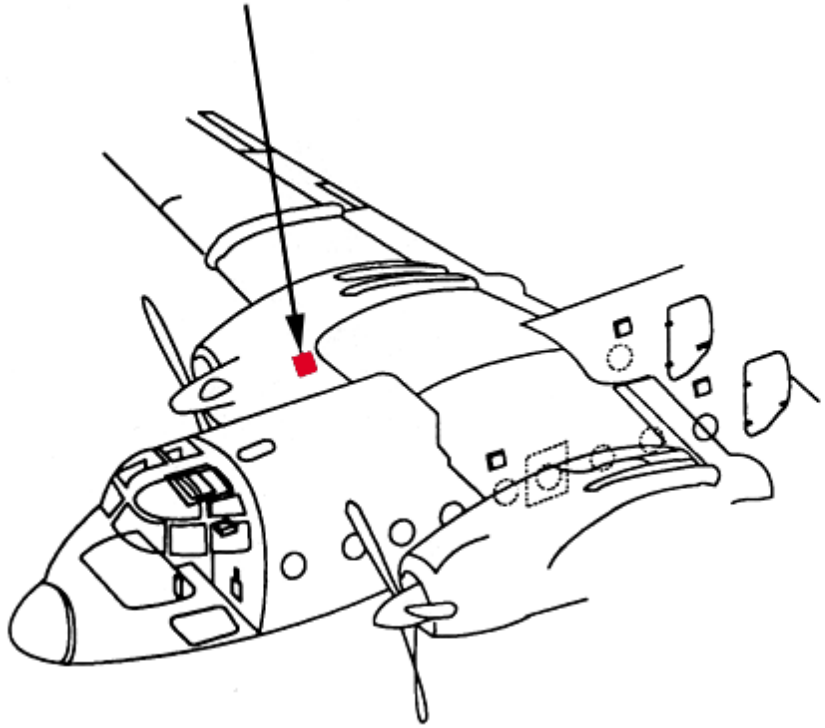


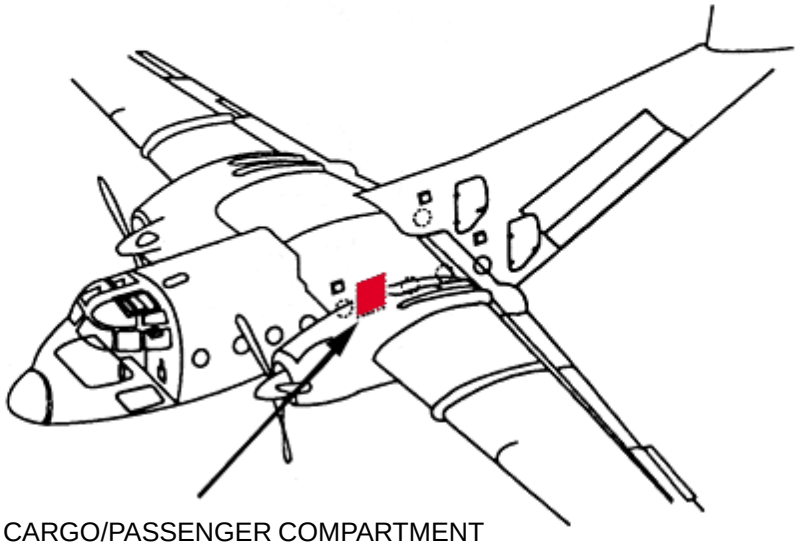
AIRCRAFT SKIN PENETRATION POINTS

NOTE:

Penetration points are the same for both left and right engines.

ENGINE NACELLES (BOTH SIDES)
11” FORWARD OF WING LEADING EDGE
MEASURED 10” DOWN





CARGO/PASSENGER COMPARTMENT
CENTER LEFT FUSELAGE BENEATH WING

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
12 FT Ladder
Fire Drill II

AIRCRAFT ENTRY- ALL MODELS

1. NORMAL ENTRY

a. Press button and turn handle, located on passenger door, counterclockwise to open passenger doors.

2. EMERGENCY ENTRY

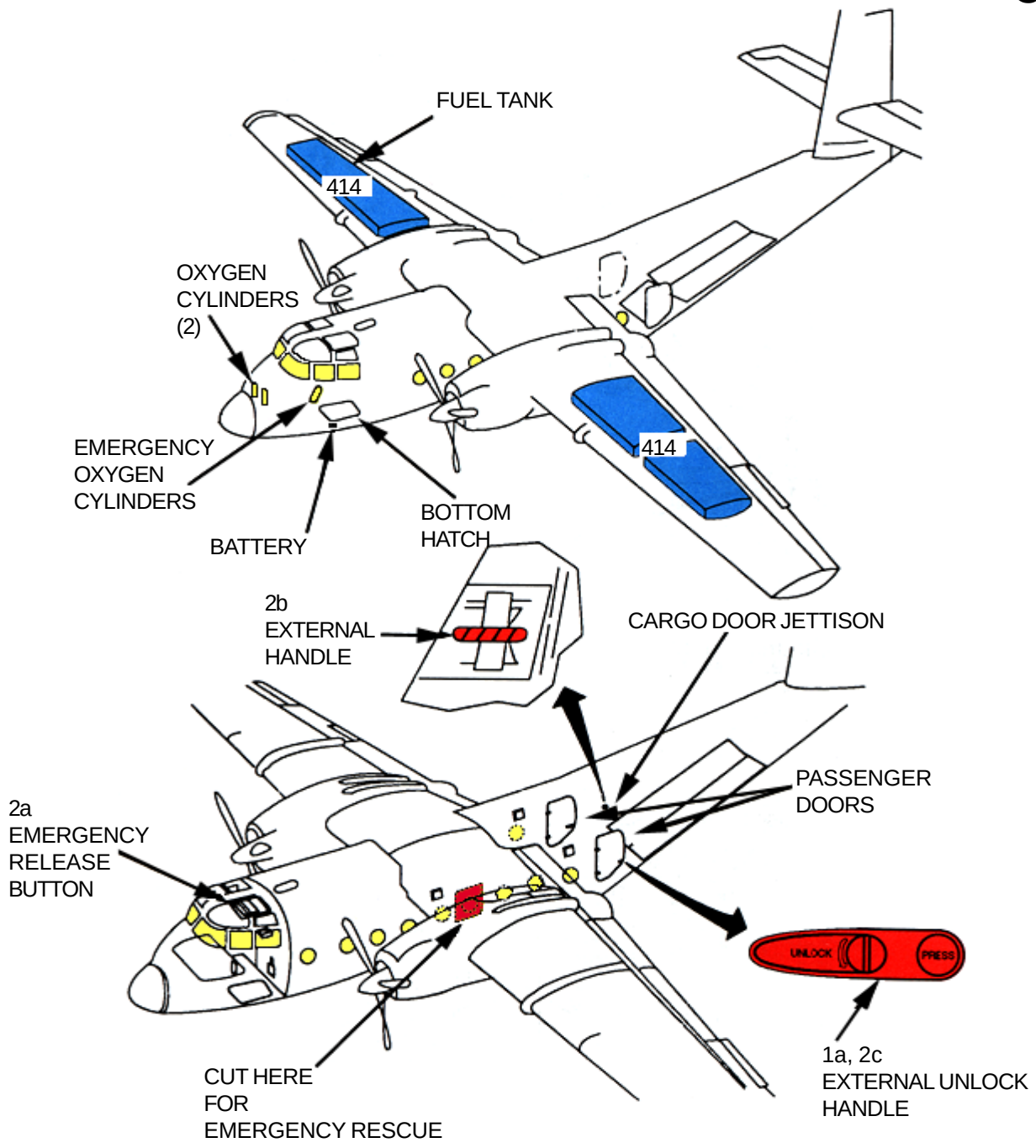
a. Press emergency release button and rotate external handle clockwise to open flight compartment roof hatch.

b. Open hatch and pull external handle, located right side aft fuselage, to jettison cargo door.

c. Press button and turn handle, located on passenger

3. CUT-IN

a. Cut-in area located beneath wing, left side of fuselage.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Retard throttles, located on center overhead console, to full THROTTLE CLOSED position.

b. Retard engine mixture levers, located on center overhead console, to IDLE CUT-OFF position.

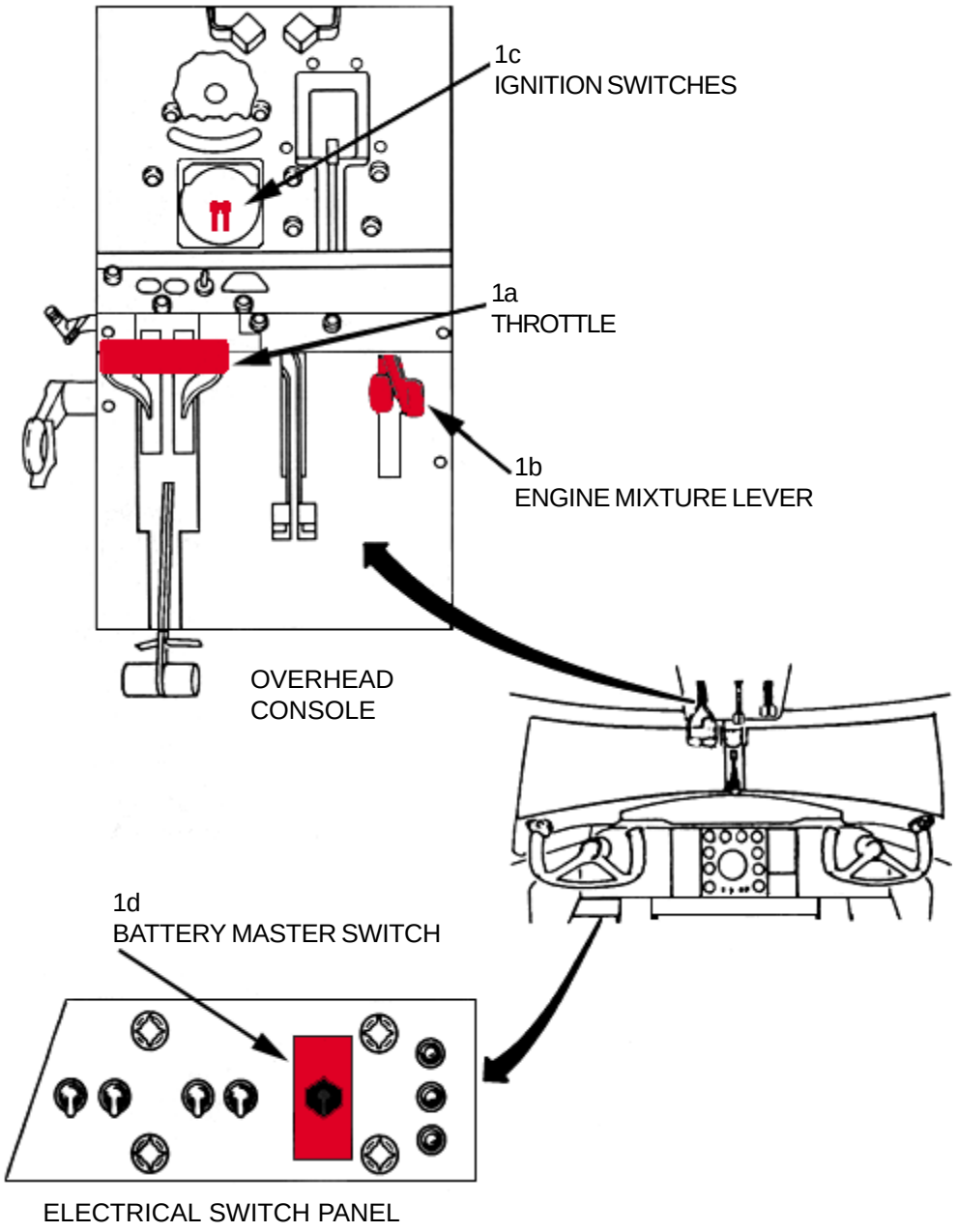
c. Place ignition switches, located center overhead console, to OFF position.

d. Place battery master switch, located left forward electrical switch panel, to OFF position.

2. AIRCREW EXTRACTION

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

NOTE:
The passengers seats are equipped with seat belts only. If seat's tracks are not damaged during crash landing, use adjustable seat controls to retract seats in aft position to aid in removing crewmember(s).

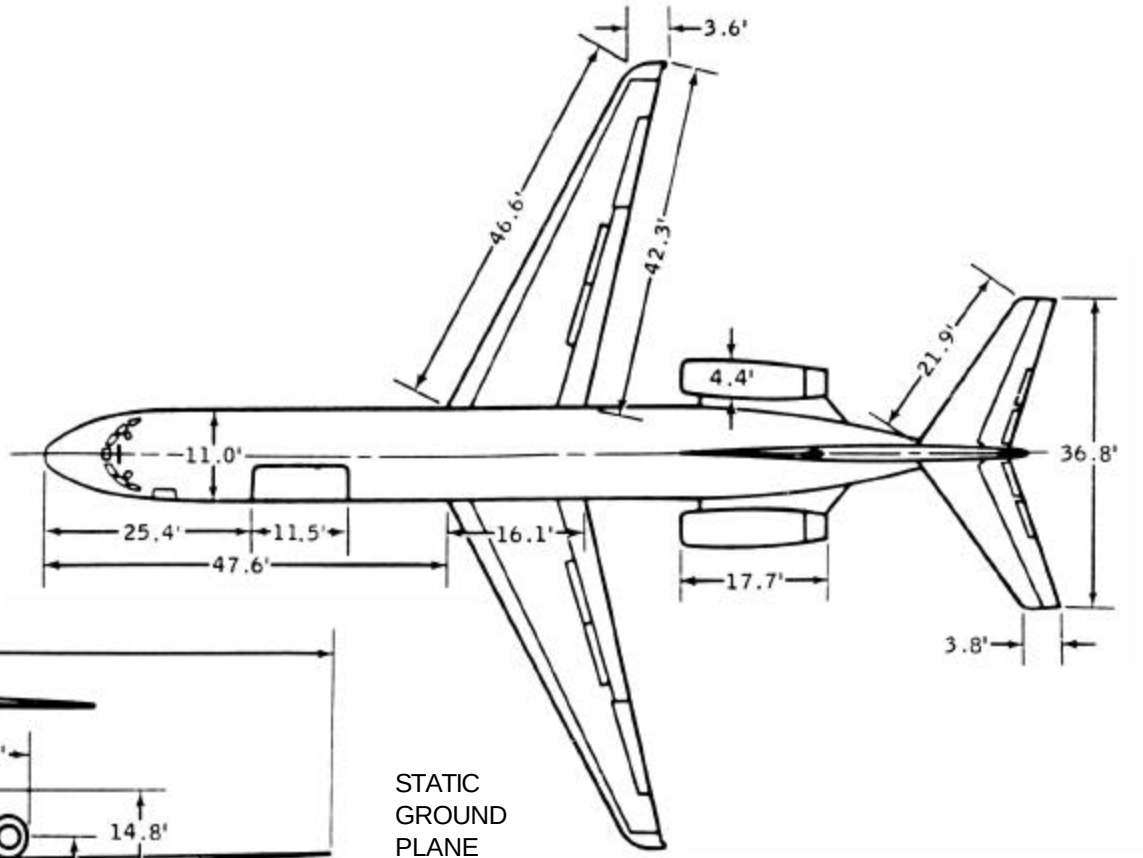


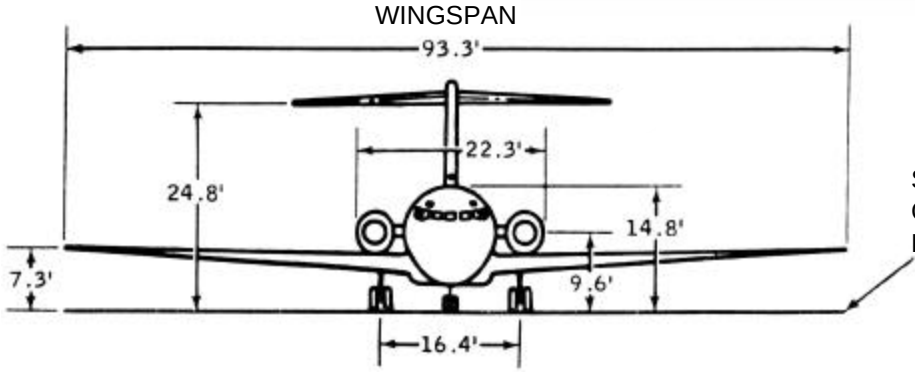
AIRCRAFT PAINT SCHEME

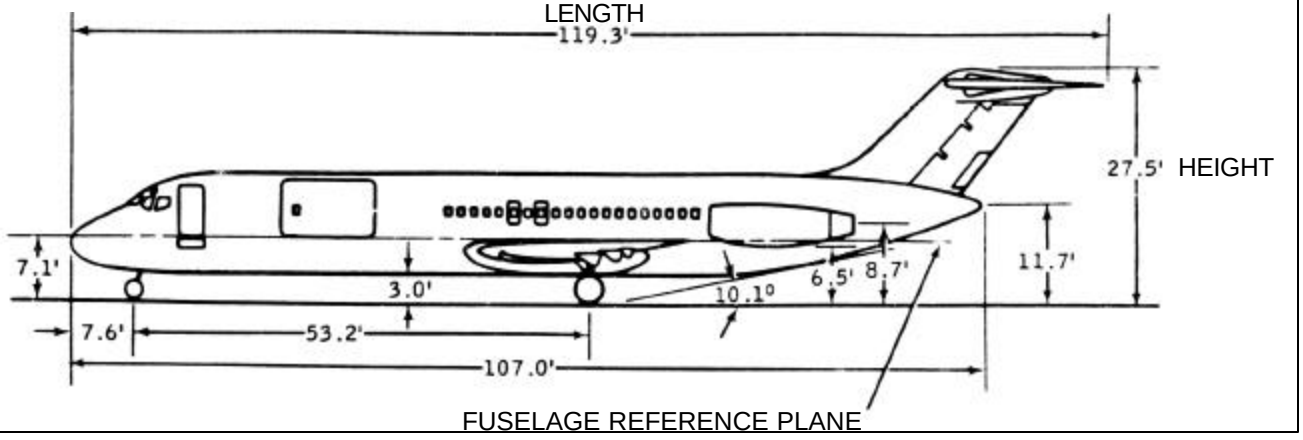
AIRCRAFT DIMENSIONS

NOTE:

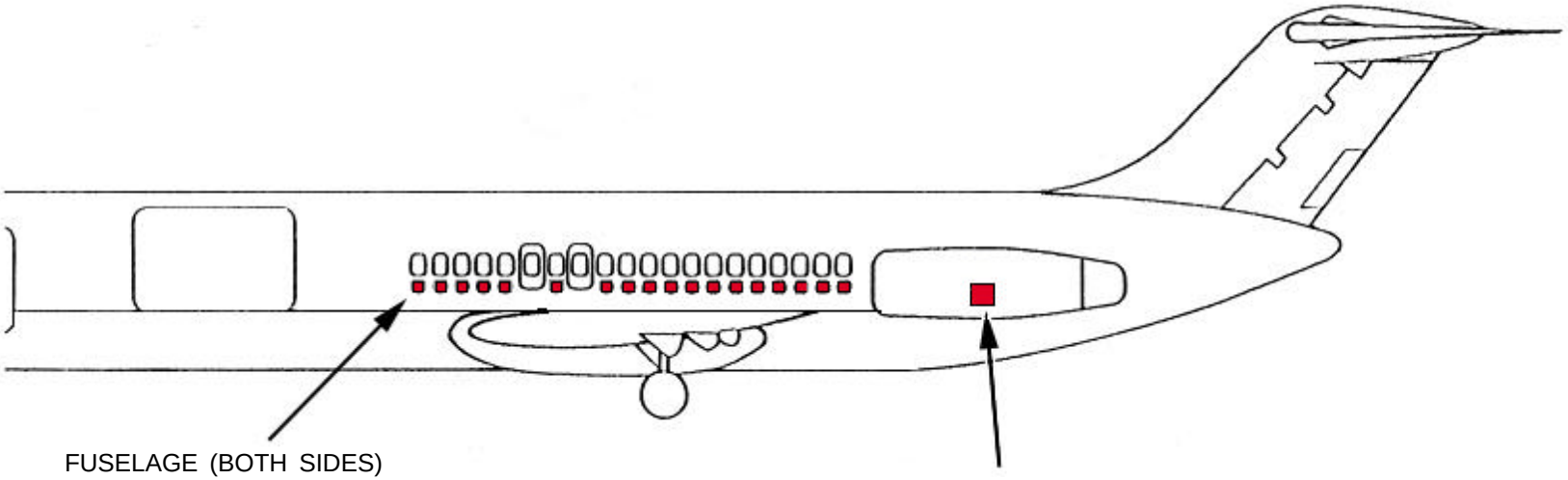
These dimensions are valid for all models.







AIRCRAFT SKIN PENETRATION POINTS



FUSELAGE (BOTH SIDES)
PENETRATE APPROXIMATELY 4 INCHES
BELOW CABIN WINDOWS. AVOID
PENETRATING EMERGENCY EXITS.

ENGINE NACELLES (BOTH SIDES)
PENETRATE MID-SECTION OF ENGINE
BELOW ENGINE CENTERLINE

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
12 FT Ladder
Fire Drill II

AIRCRAFT ENTRY - ALL MODELS

1. NORMAL ENTRY

a. Pull forward entrance and service door external handle, entrance door located on forward left fuselage, service door located on forward right fuselage, out and rotate counterclockwise to OPEN position (service door opposite).

b. Lift stairwell external door handle, located below forward entrance door, and raise to up position.

NOTE:
If aircraft is shut down, auxiliary power switch under latch handle must be held in the ON position while depressing DOWN button.

c. Depress lower button marked DN to extend stairwell ladder.

d. Open rear stairway control panel, located on aft left exterior fuselage, push control handle to forward OPEN position to release stairway.

WARNING

Stairway free falls to down position. Keep area clear.

2. EMERGENCY ENTRY

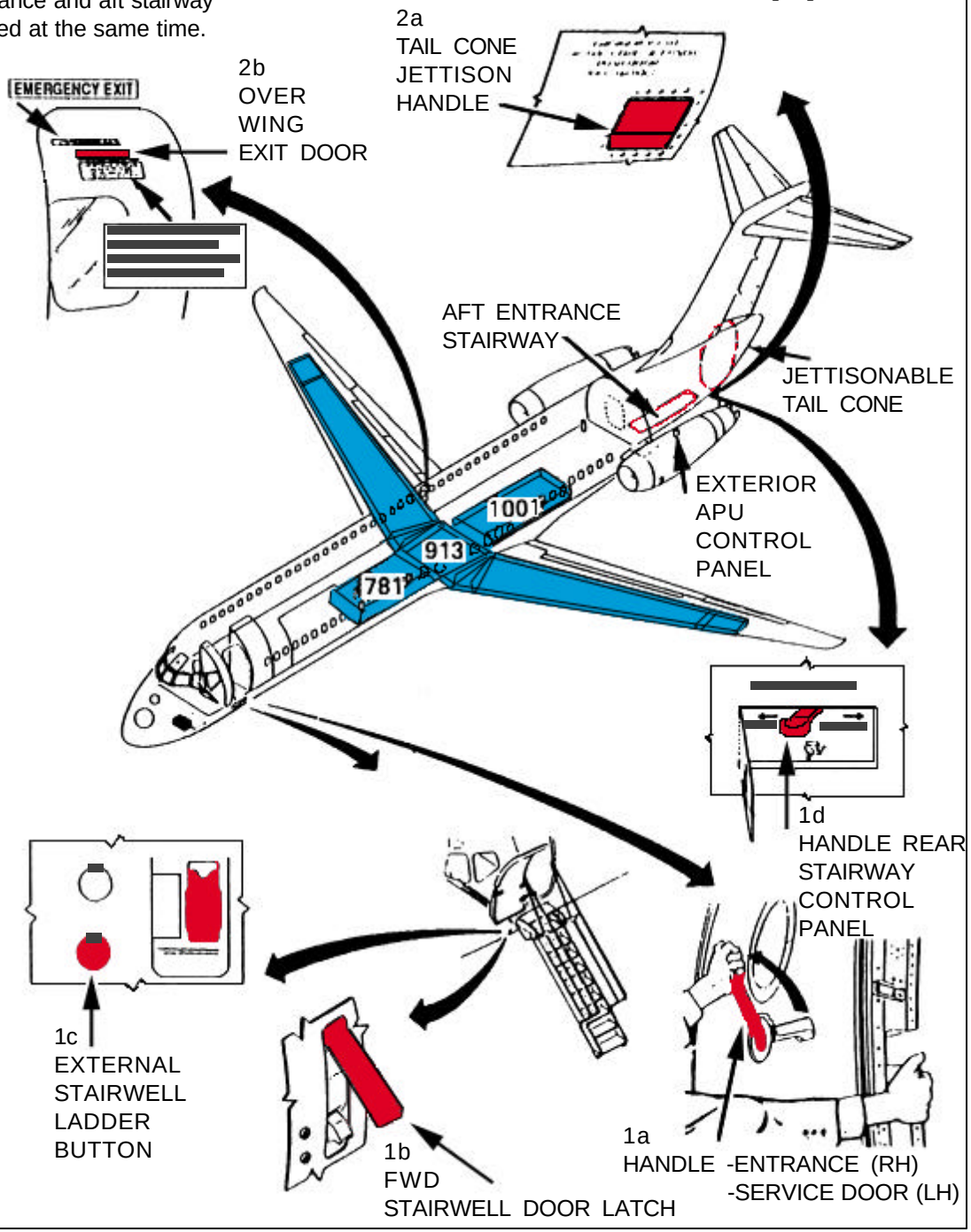
WARNING

Caution must be exercised when releasing tail cone. Keep personnel clear. Tail cone free falls when released from aircraft.

a. Push in jettisonable tail cone T-handle door, located on left fuselage forward of tail cone, pull T-handle to jettison tail cone. Jettison door is approximately 8.5 feet high.

b. Push overwing exit door handle release, two doors are located over each wing, pull handle to unlatch door, push in and lift up forcibly.

NOTE:
Tail cone entrance and aft stairway cannot be used at the same time.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Pull engine fire shut-off T-handles, located on upper portion of instrument panel.

b. Place APU fire control switch, located on over-head switch panel, to OFF and AGENT ARM position.

c. Place battery switch, located below APU control panel to OFF position.

d. Main oxygen shutoff valves (2 each; 1- crew oxygen and 2- passenger oxygen). Valves are painted red and located 15-1/2" above flightdeck floor.

2. AIRCREW EXTRACTION

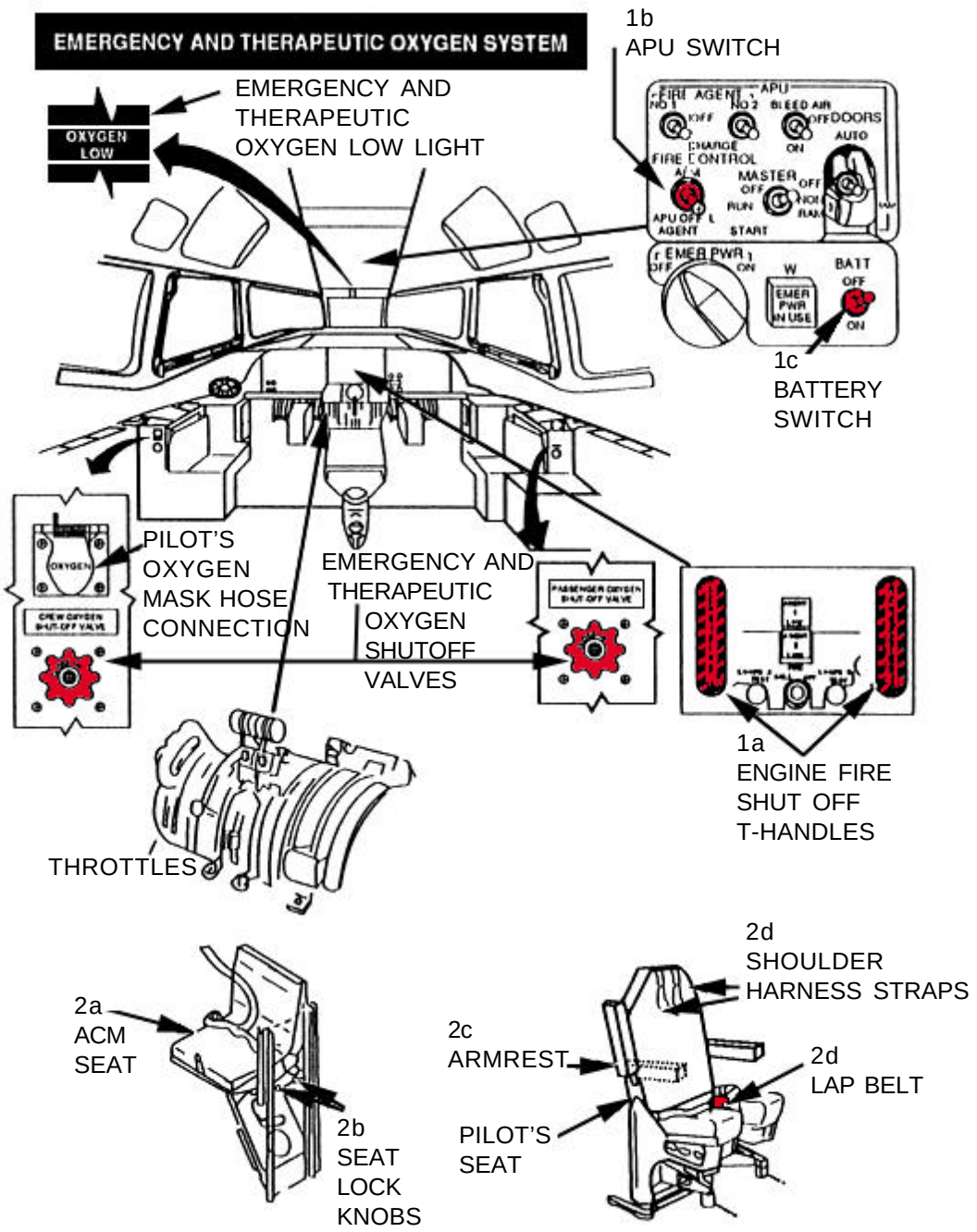
a. Raise (ACM) additional crewmember seat, located in doorway of crew cabin, for access to cabin.

b. Pull seat lock knobs, located left side seat, inward and raise seat to wall of cabin.

c. Raise pilot's armrest as necessary.

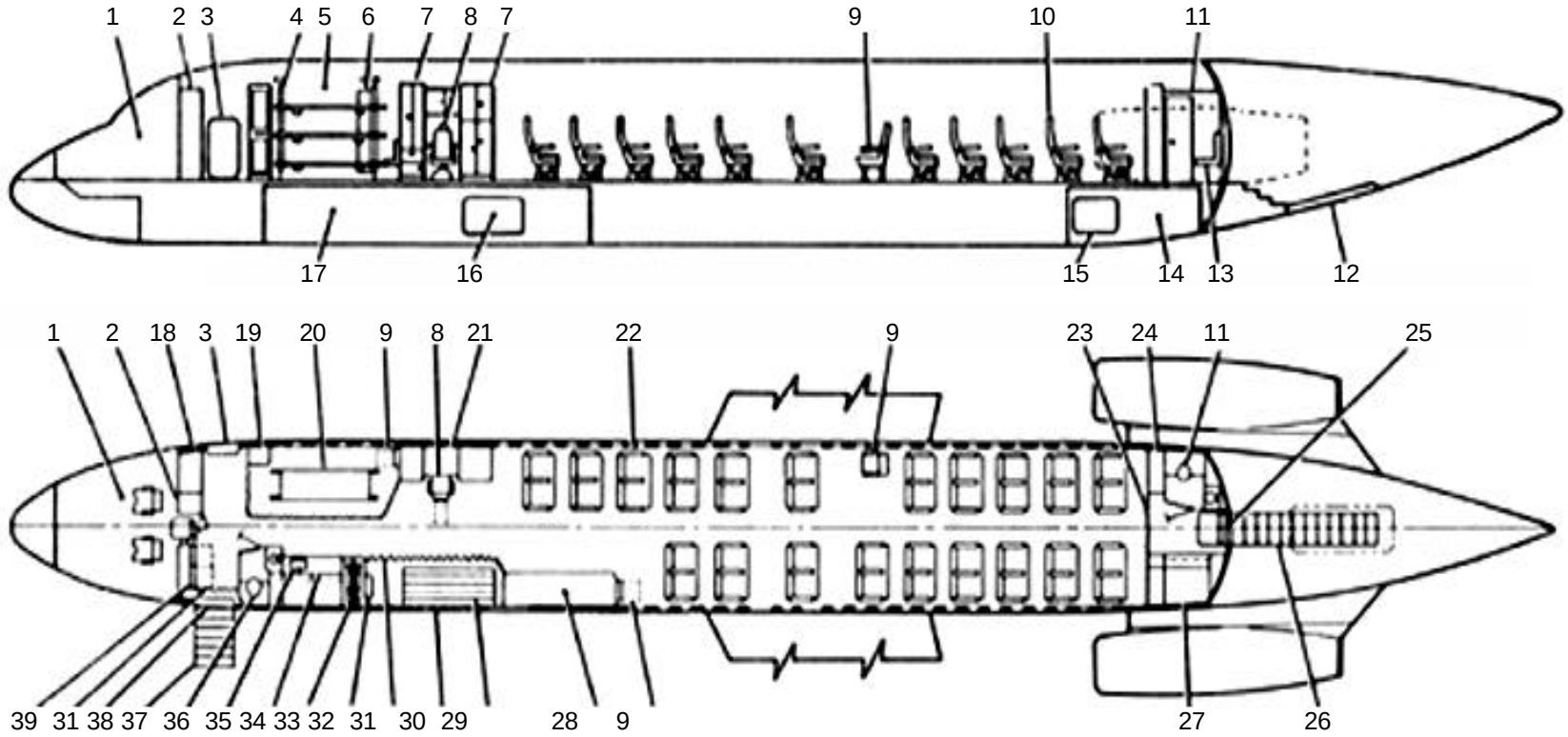
d. Unlatch lap belt and remove shoulder harness from crewmember(s).

NOTE:
If seat tracks are not damaged during crash landing, use adjustable seat control handle to retract seat to aft position.



CABIN CONFIGURATIONS

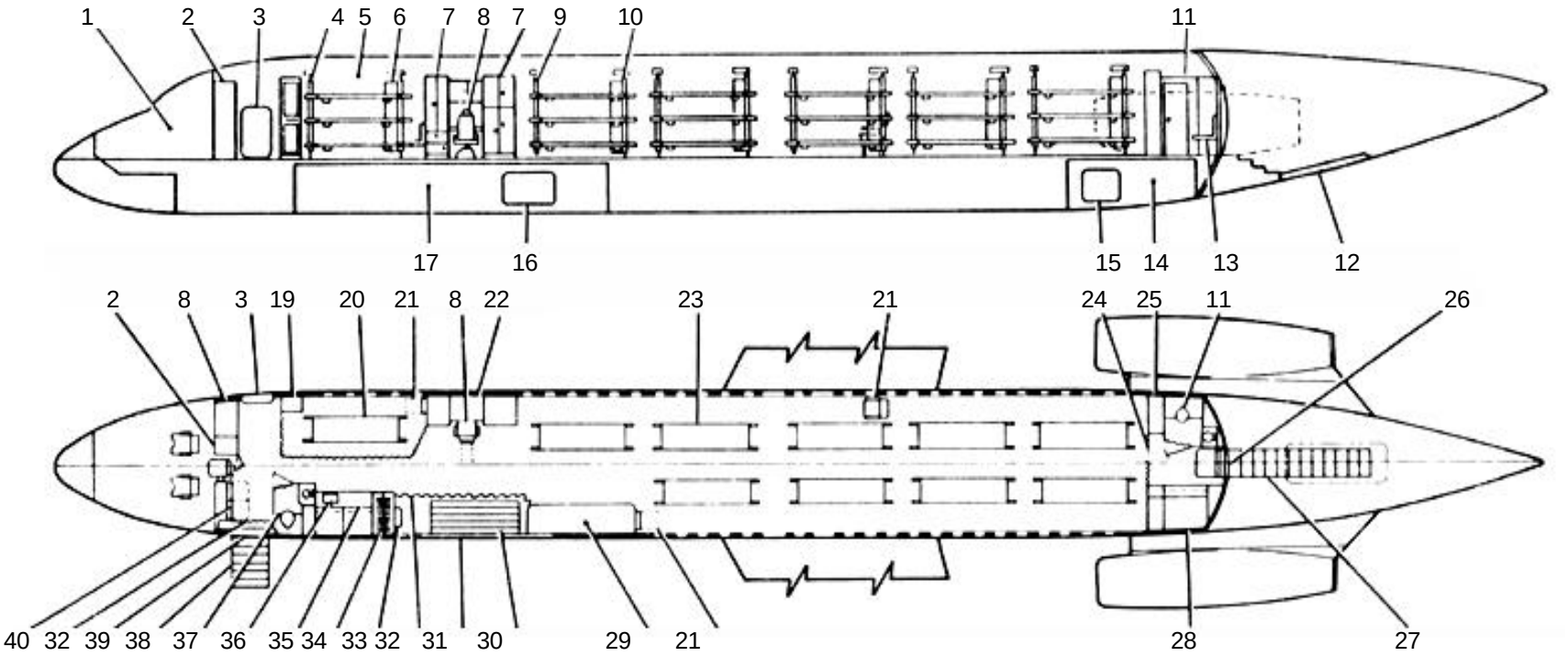
1. CABIN CONFIGURATION FOR INTERIOR ARRANGEMENT
   - 40 AMBULATORY PATIENT



1 FLIGHT COMPARTMENT
2 CREW STOWAGE
3 SERVICE DOOR
4 STANCHION - SPECIAL CARE AREA
5 SPECIAL CARE AREA
6 UTILITY STANCHION - SPECIAL CARE AREA
7 MEDICAL STOWAGE
8 MEDICAL CREW DIRECTOR'S SEAT
9 MEDICAL CREW SEAT
10 AMBULATORY PATIENT'S SEAT
11 AFT LAVATORY
12 AFT STAIRWAY DOOR
13 SENIOR AEROMEDICAL TECHNICIAN'S SEAT
14 AFT LOWER CARGO COMPARTMENT
15 AFT LOWER CARGO COMPARTMENT DOOR
16 FORWARD LOWER COMPARTMENT DOOR
17 FORWARD LOWER CARGO COMPARTMENT
18 FORWARD GALLEY
19 WASTE CONTAINER
20 SPECIAL CARE AREA PATIENT'S LITTER
21 MEDICAL CREW DIRECTOR'S DESK
22 AMBULATORY PATIENT'S SEAT
23 CURTAIN
24 STOWAGE AND WASTE CONTAINERS
25 AFT ENTRANCE DOOR
26 AFT STAIRWAY
27 AFT GALLEY
28 CENTRAL STOWAGE COMPARTMENT: LITTERS, PILLOW, ETC
29 LITTER PATIENT RAMP
30 LITTER PATIENT DOOR
31 WEATHER CURTAIN
32 DOOR AND RAMP CONTROL CONSOLE
33 COATROOM
34 WORK TABLE, MEDICAL BOTTLE RACK, MISCELLANEOUS STOWAGE
35 MEDICAL SINK
36 FORWARD LAVATORY
37 FORWARD STAIRWAY
38 FORWARD ENTRANCE DOOR
39 DOUBLE SEAT FOR ADDITIONAL MEDICAL CREW MEMBERS

CABIN CONFIGURATIONS - Continued

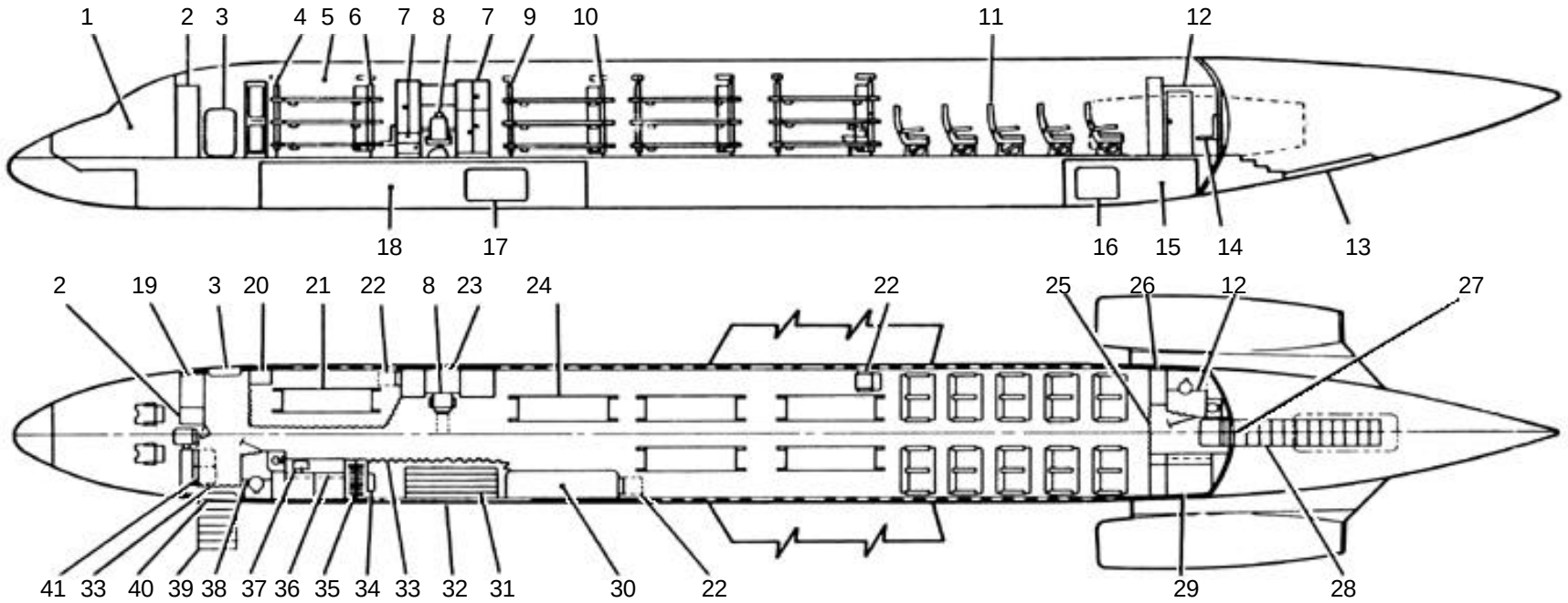
1. CABIN CONFIGURATION FOR INTERIOR ARRANGEMENT
   - 30 LITTER PATIENT



1 FLIGHT COMPARTMENT
2 CREW STOWAGE
3 SERVICE DOOR
4 STANCHION - SPECIAL CARE AREA
5 SPECIAL CARE AREA
6 UTILITY STANCHION - SPECIAL CARE AREA
7 MEDICAL STOWAGE
8 MEDICAL CREW DIRECTOR'S SEAT
9 STANCHION
10 UTILITY STANCHION
11 AFT LAVATORY
12 AFT STAIRWAY DOOR
13 SENIOR MEDICAL TECHNICIAN'S SEAT
14 AFT LOWER CARGO COMPARTMENT
15 AFT LOWER CARGO COMPARTMENT DOOR
16 FORWARD LOWER CARGO COMPARTMENT DOOR
17 FORWARD LOWER CARGO COMPARTMENT
18 FORWARD GALLEY
19 WASTE CONTAINER
20 SPECIAL CARE AREA PATIENT'S LITTER
21 MEDICAL CREW SEAT
22 MEDICAL CREW DIRECTOR'S DESK
23 PATIENT'S LITTER
24 CURTAIN
25 STOWAGE AND WASTE CONTAINERS
26 AFT ENTRANCE DOOR
27 AFT STAIRWAY
28 AFT GALLEY
29 CENTRAL STOWAGE COMPARTMENT: LITTERS, PILLOW, ETC.
30 LITTER PATIENT RAMP
31 LITTER PATIENT DOOR
32 WEATHER CURTAIN
33 DOOR AND RAMP CONTROL CONSOLE
34 COATROOM
35 WORK TABLE, MEDICAL BOTTLE RACK, MISCELLANEOUS STOWAGE
36 MEDICAL SINK
37 FORWARD LAVATORY
38 FORWARD STAIRWAY
39 FORWARD ENTRANCE DOOR
40 DOUBLE SEAT FOR ADDITIONAL MEDICAL CREW MEMBERS

CABIN CONFIGURATIONS - Continued

1. CABIN CONFIGURATION FOR INTERIOR ARRANGEMENT
   - 18 LITTER PATIENT AND 20 AMBULATORY PATIENT



1 FLIGHT COMPARTMENT
2 CREW STOWAGE
3 SERVICE DOOR
4 STANCHION - SPECIAL CARE AREA
5 SPECIAL CARE AREA
6 AFT STANCHION - SPECIAL CARE AREA
7 MEDICAL STOWAGE
8 MEDICAL CREW DIRECTOR'S SEAT
9 FORWARD STANCHION
10 UTILITY STANCHION
11 AMBULATORY PATIENT'S SEAT
12 AFT LAVATORY
13 AFT STAIRWAY DOOR
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26 STOWAGE AND WASTE CONTAINERS
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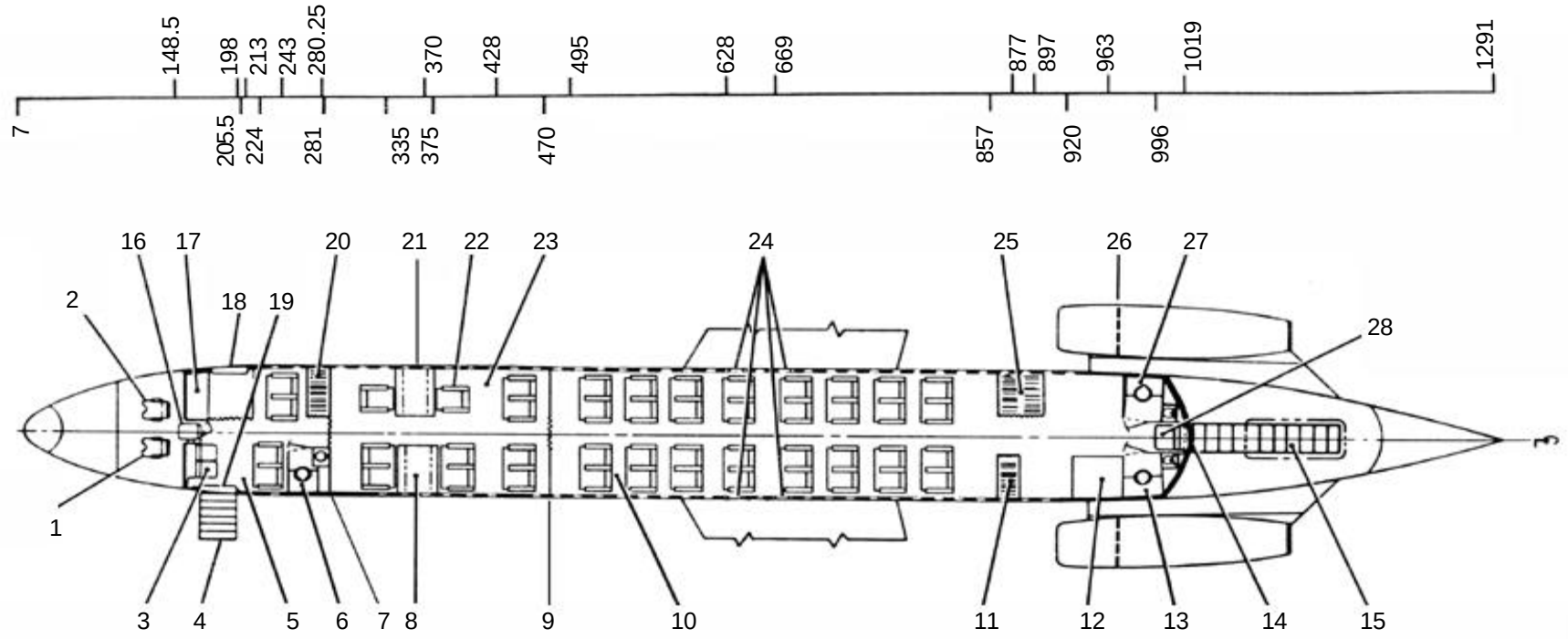
32 LITTER PATIENT DOOR
33 WEATHER CURTAIN
34 DOOR AND RAMP CONTROL CONSOLE
35 COATROOM
36 WORK TABLE, MEDICAL BOTTLE RACK, MISCELLANEOUS STOWAGE
37 MEDICAL SINK
38 FORWARD LAVATORY
39 FORWARD STAIRWAY
40 FORWARD ENTRANCE DOOR
41 DOUBLE SEAT FOR ADDITIONAL MEDICAL CREW MEMBERS

CABIN CONFIGURATIONS - Continued

1. CABIN CONFIGURATION FOR INTERIOR ARRANGEMENT
   - 42 PASSENGERS AND 4 STEWARDS



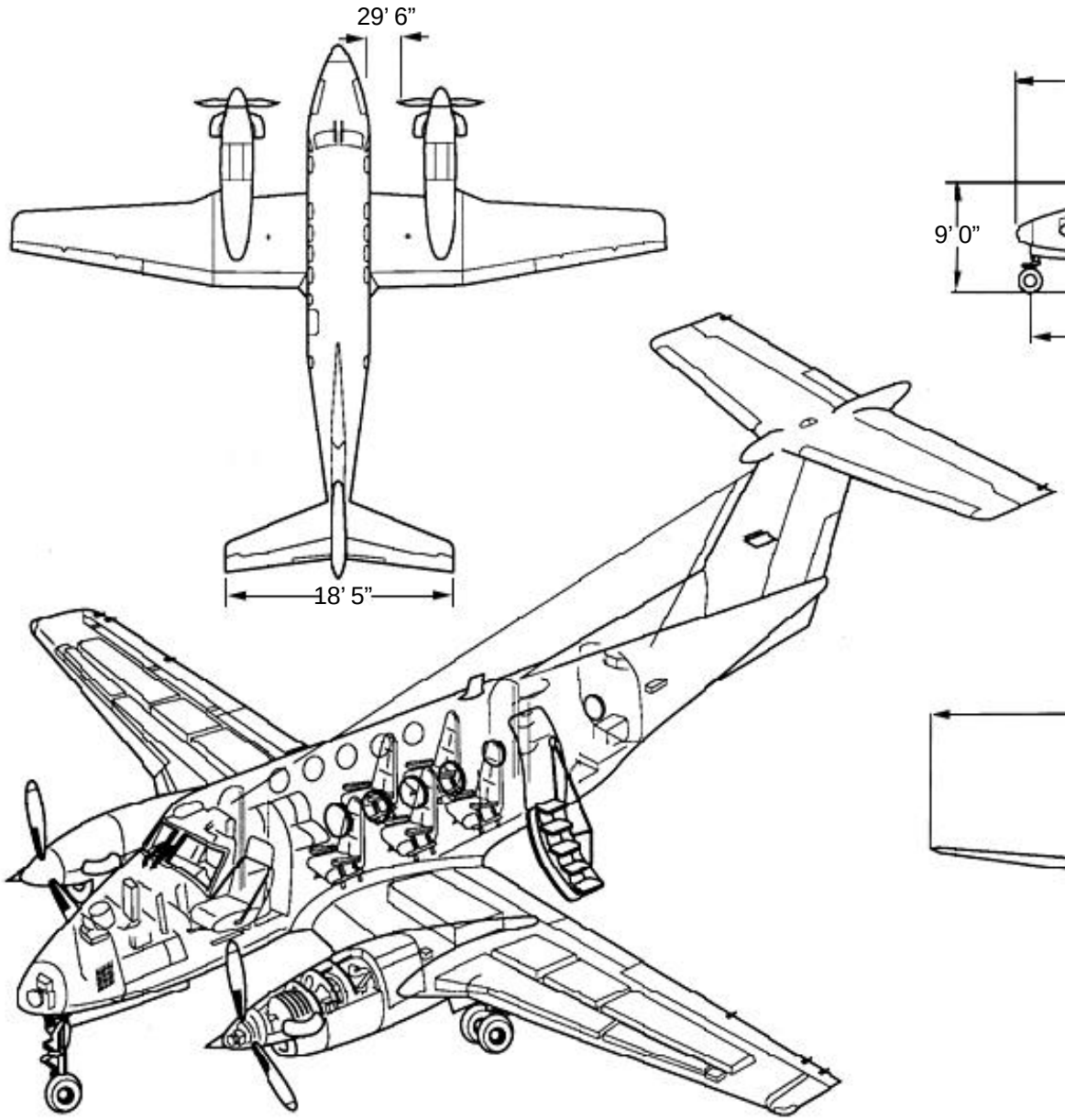
1 PILOT
2 CO-PILOT
3 DOUBLE STEWARD'S SEAT
4 FORWARD STAIRWAY
5 FORWARD CABIN
6 LAVATORY
7 PARTITION WITH FOLDING DOOR
8 2 TABLES
9 PARTITION WITH FOLDING DOOR
10 MAIN CABIN
11 COATROOM
12 AFT GALLEY
13 LAVATORY
14 28 X 72
15 VENTRAL STAIRWAY
16 FLIGHT MECHANIC'S SEAT
17 FORWARD GALLEY
18 27 X 48
19 34 X 72
20 COATROOM
21 A COUCH MAY BE LOCATED HERE IN LIEU OF TABLE AND CHAIRS
22 2 SWIVEL CHAIRS
23 DISTINGUISHED VISITOR'S COMPARTMENT
24 OVERWING EMERGENCY EXITS
25 DOUBLE COATROOM
26 ENGINE MOUNT BULKHEAD
27 LAVATORY
28 DOUBLE STEWARD'S SEAT

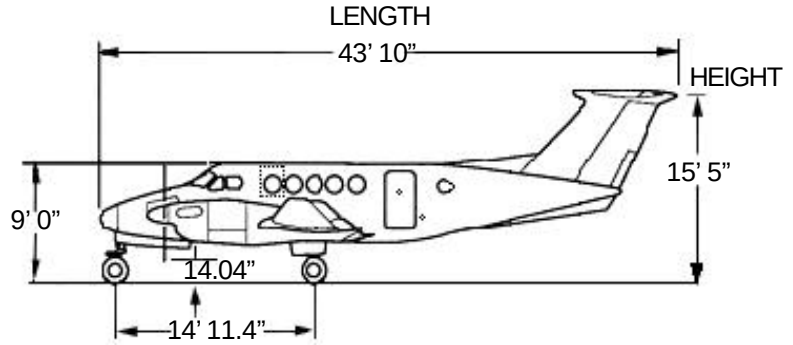
AIRCRAFT PAINT SCHEME

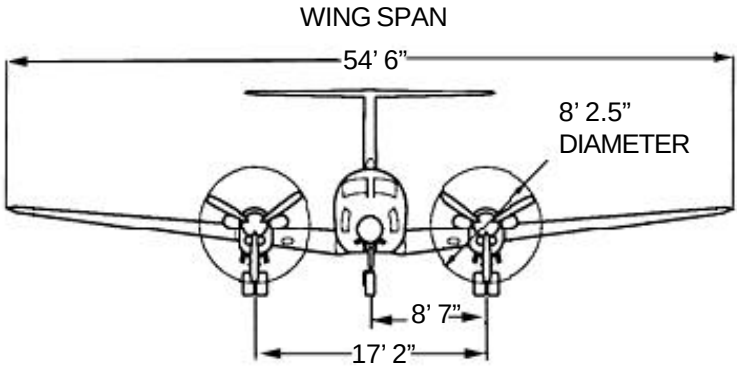
AIRCRAFT DIMENSIONS

APPLICABILITY: C MODEL

CABIN ARRANGEMENT: CAPACITY 8 TO 15 PASSENGERS



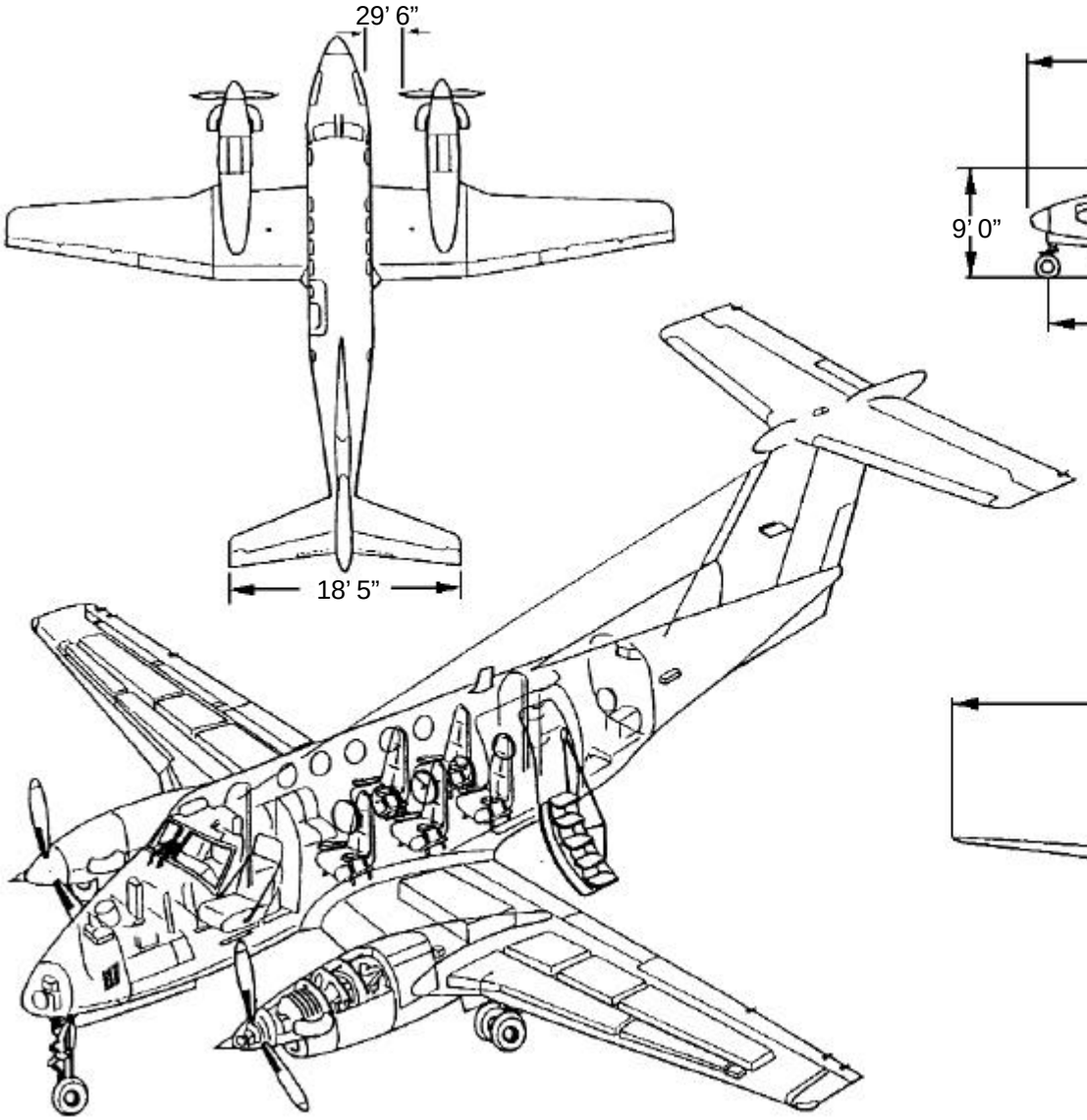


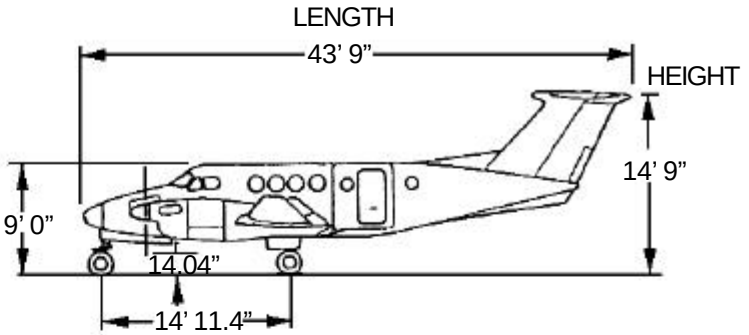


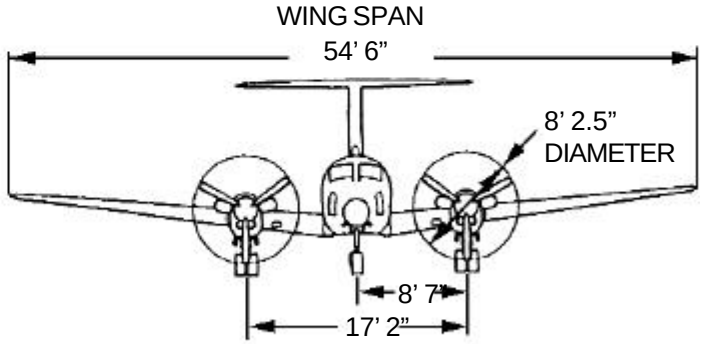
AIRCRAFT DIMENSIONS

APPLICABILITY: D MODEL

CABIN ARRANGEMENT: CAPACITY 8 TO 15 PASSENGERS



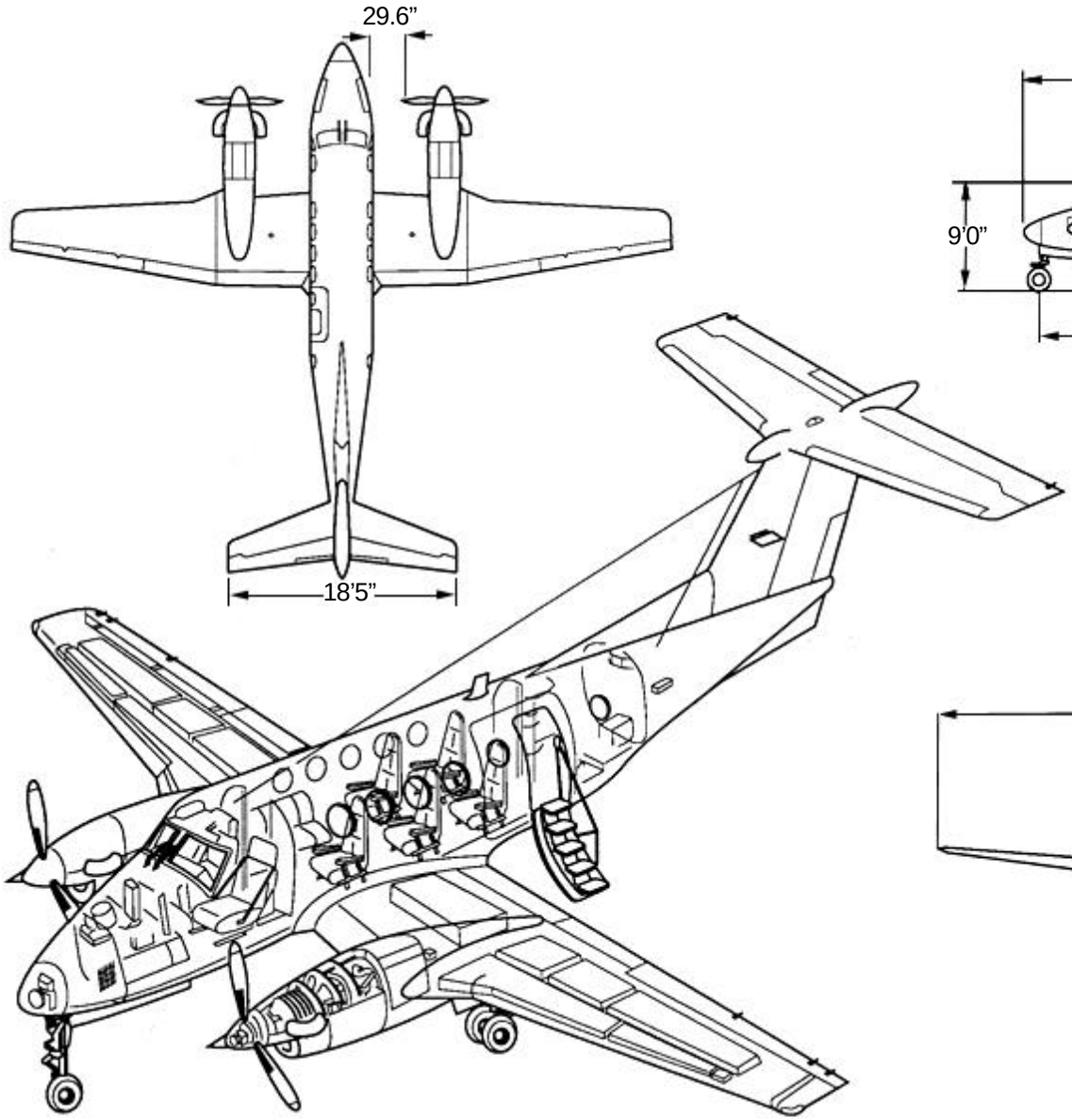


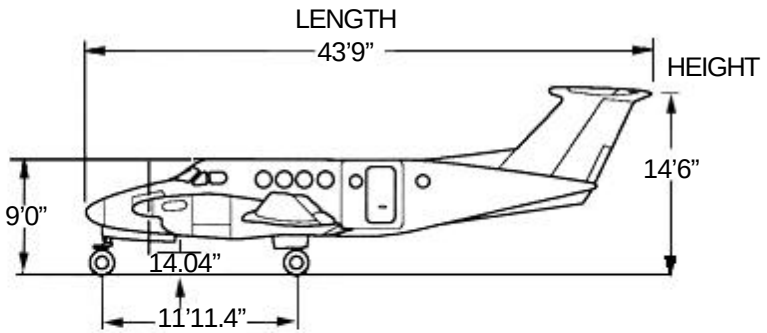


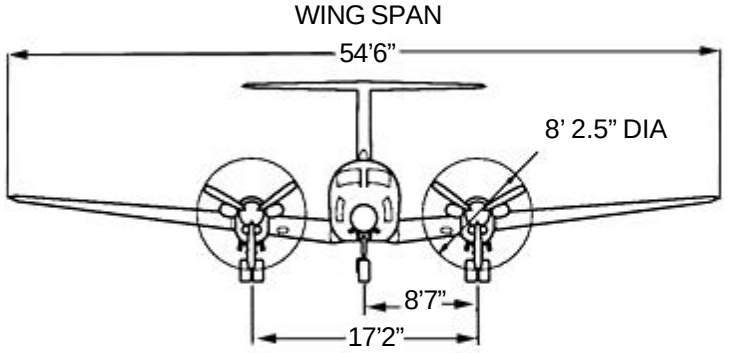
AIRCRAFT DIMENSIONS

APPLICABILITY: F MODEL

CABIN ARRANGEMENT: PASSENGER CAPACITY= 8 TO 15







SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Fire Drill II

NOTE:
All Models of the C-12 aircraft have a 57 gallon fuel tank located in each engine nacelle. Each engine nacelle contains 3.5 gallons of oil.

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Depress button adjacent to door handle in center of passenger door.

b. Rotate handle, located in center of passenger door left side of aircraft, and swing door down.

NOTE:
- Difficulty in opening door with engine(s) running may be caused by inflated door seal.
- On D & F models the cargo door can only be opened from inside.

2. EMERGENCY ENTRY

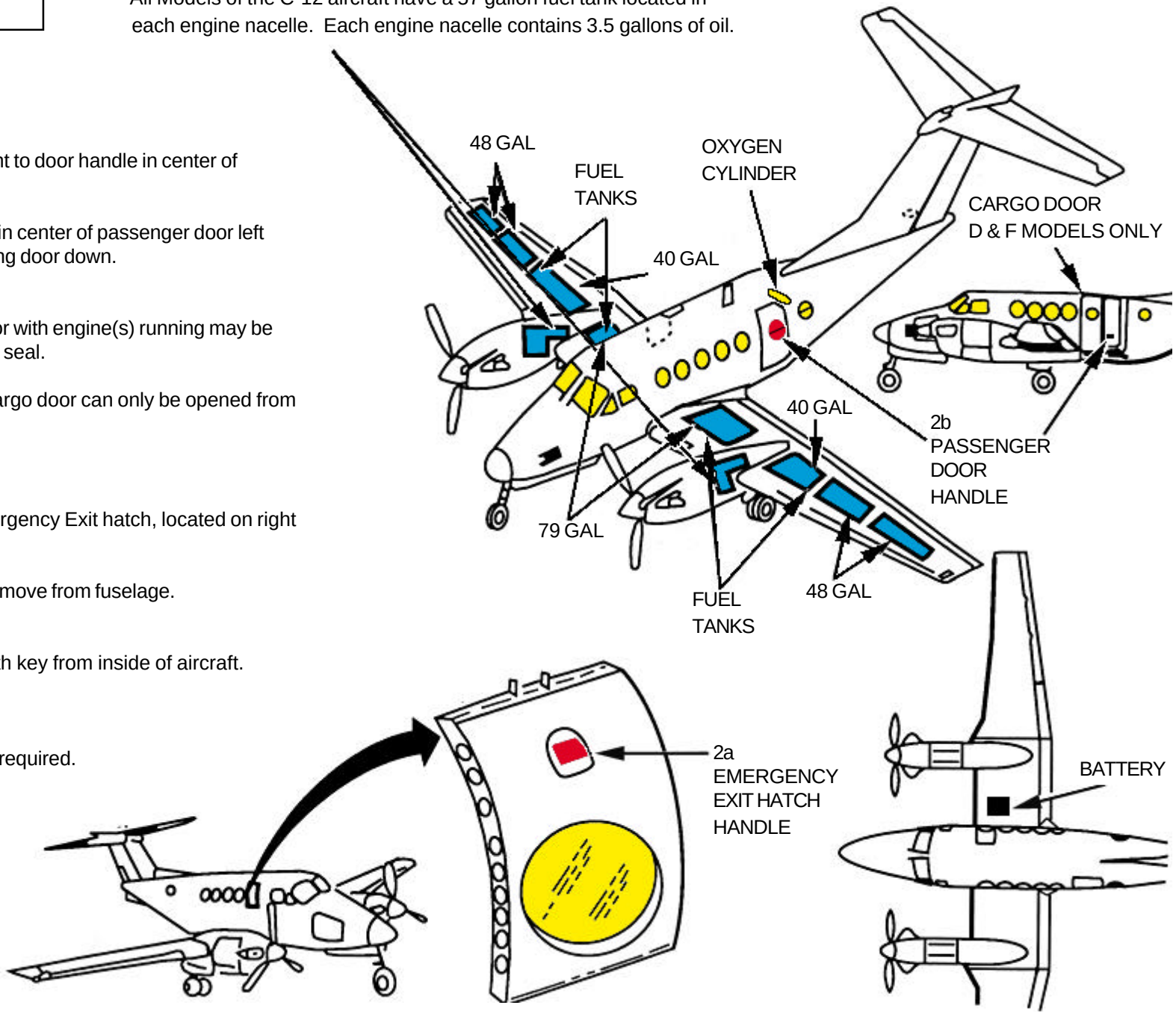
a. Pull out handle on Emergency Exit hatch, located on right side of fuselage.

b. Push in on hatch and remove from fuselage.

NOTE:
Hatch may be locked with key from inside of aircraft.

3. CUT-IN

a. Cut cabin enclosure as required.



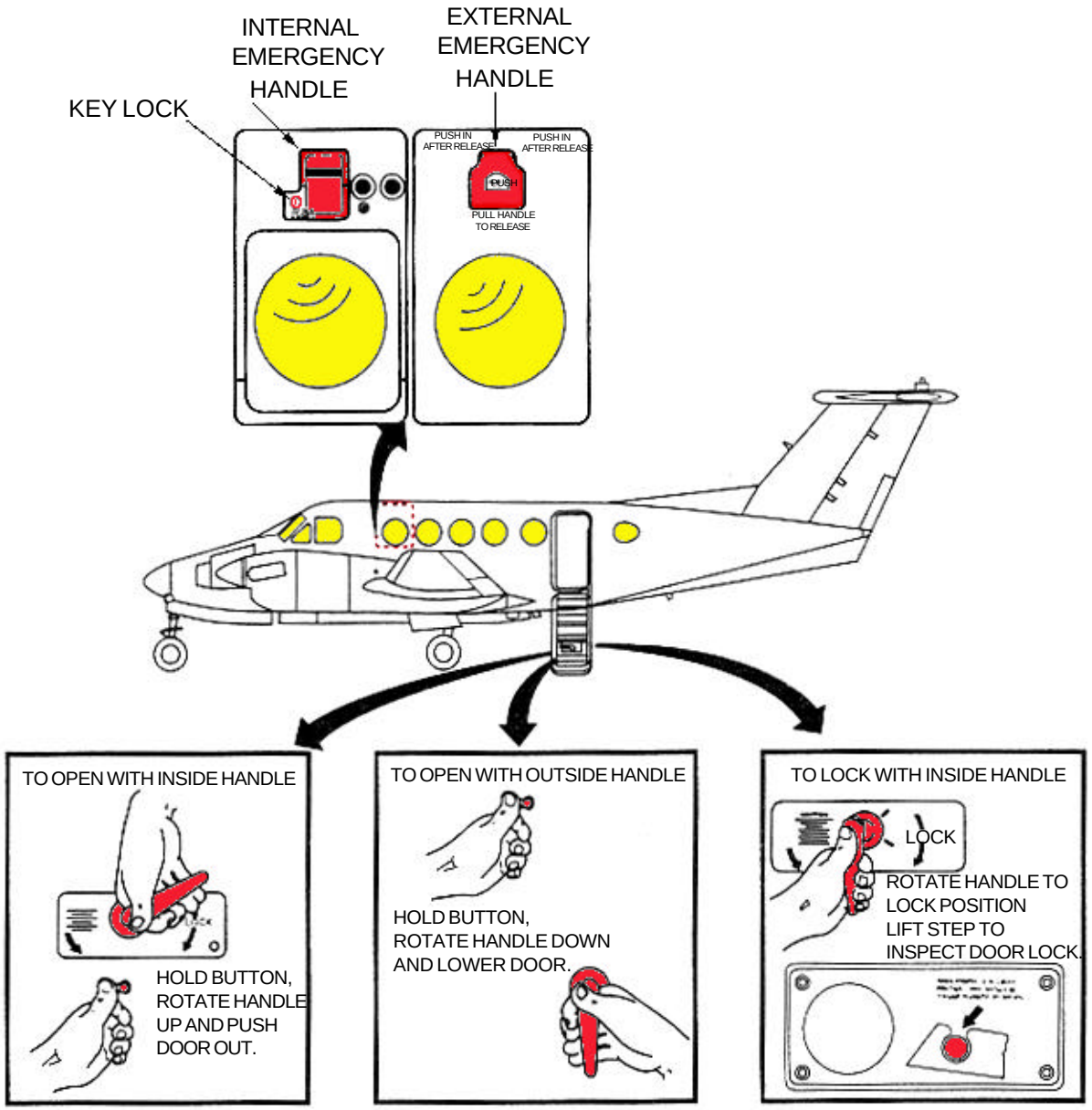
AIRCRAFT ENTRY AND EXIT

APPLICABILITY: C MODEL

NOTE:

The emergency exit door is located at the first window behind the co-pilot on right side of aircraft.

EMERGENCY EXIT DOOR
(Internal and external views)

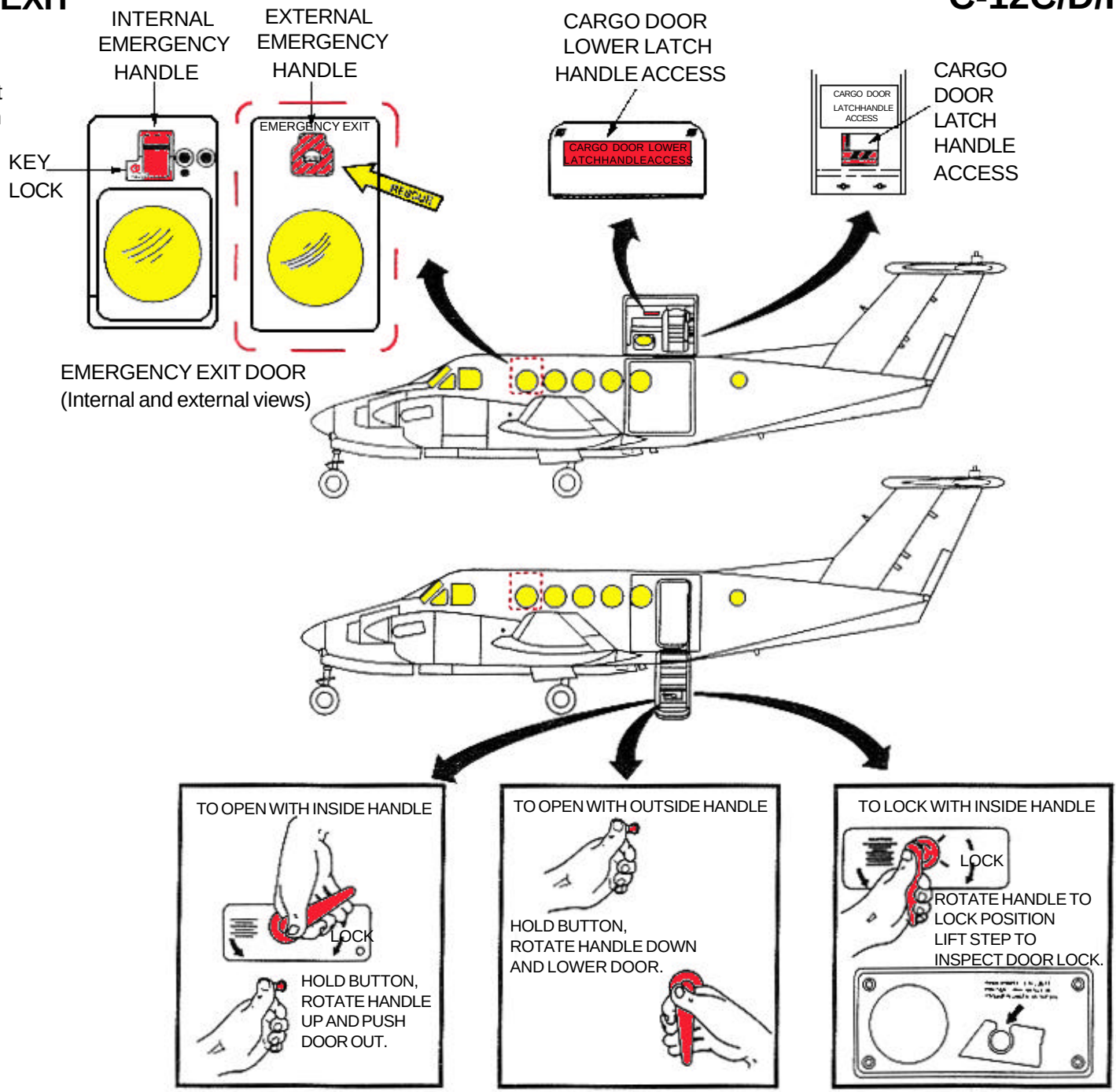


AIRCRAFT ENTRY AND EXIT

APPLICABILITY: D AND F MODELS

NOTE:

The emergency exit door is located at the first window behind the co-pilot on right side of aircraft.



ENGINE SHUTDOWN

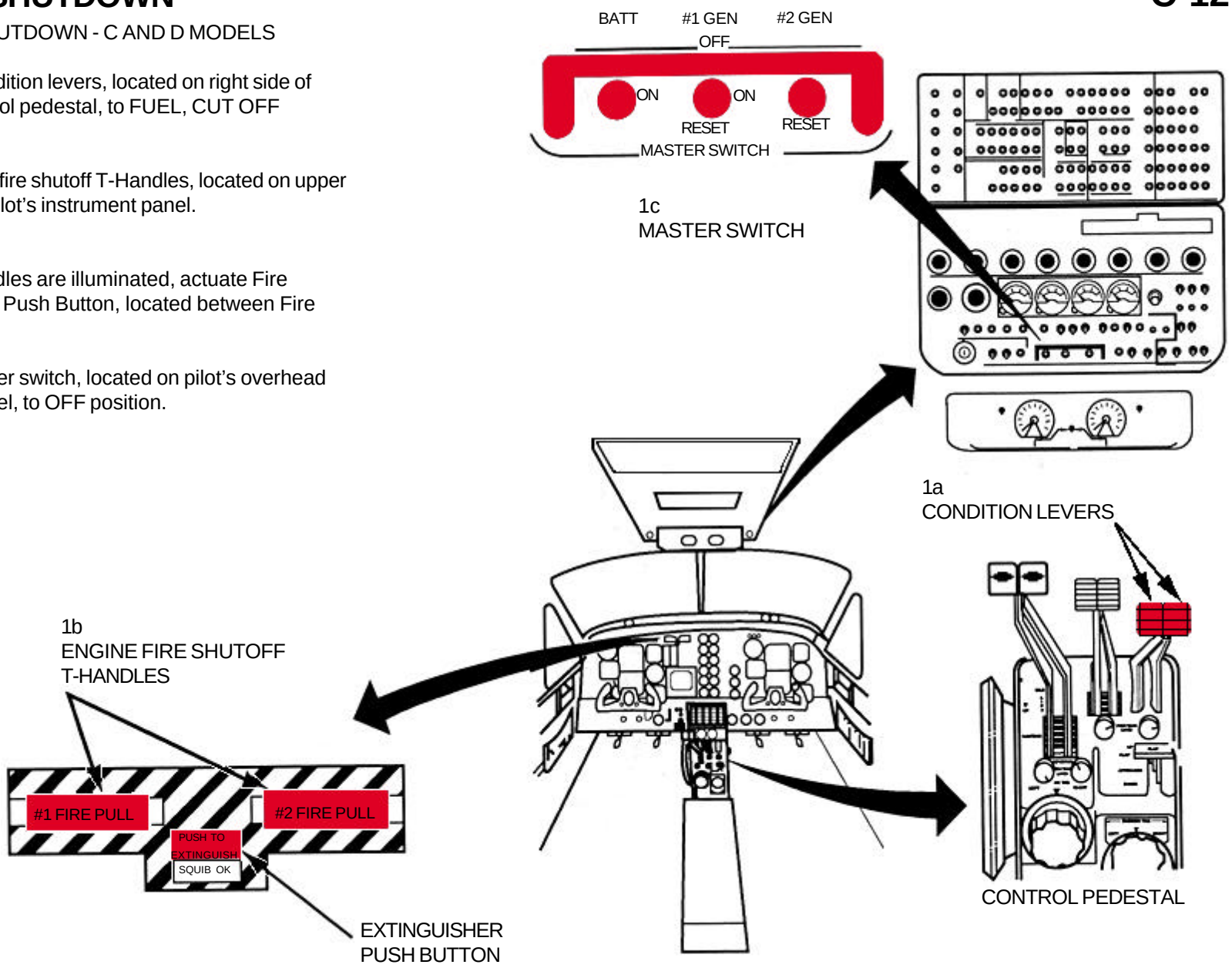
1. ENGINE SHUTDOWN - C AND D MODELS

a. Retard condition levers, located on right side of pilot's control pedestal, to FUEL, CUT OFF POSITION.

b. Pull engine fire shutoff T-Handles, located on upper portion of pilot's instrument panel.

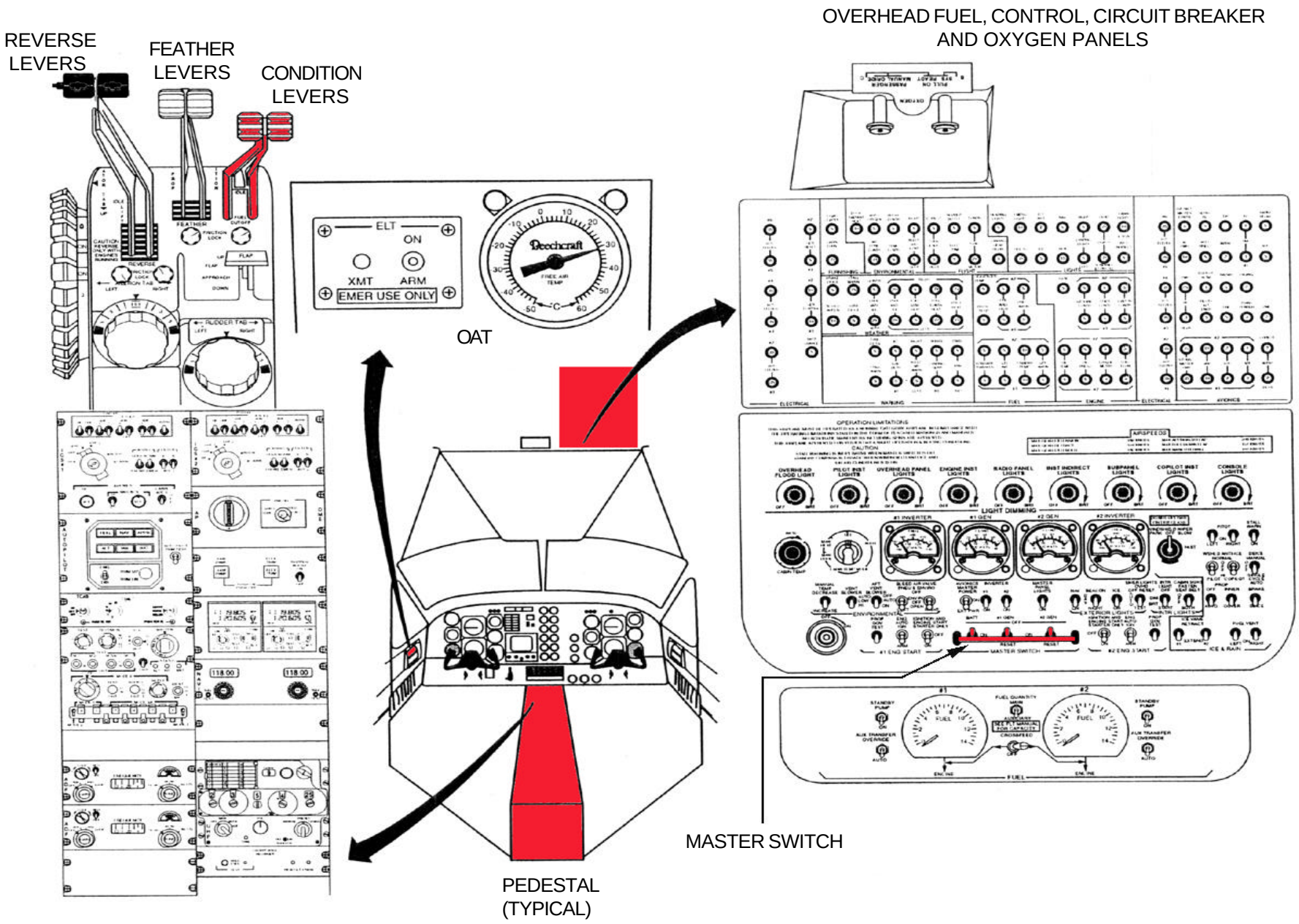
NOTE:
If Fire T-Handles are illuminated, actuate Fire Extinguisher Push Button, located between Fire T-Handles.

c. Place master switch, located on pilot's overhead control panel, to OFF position.



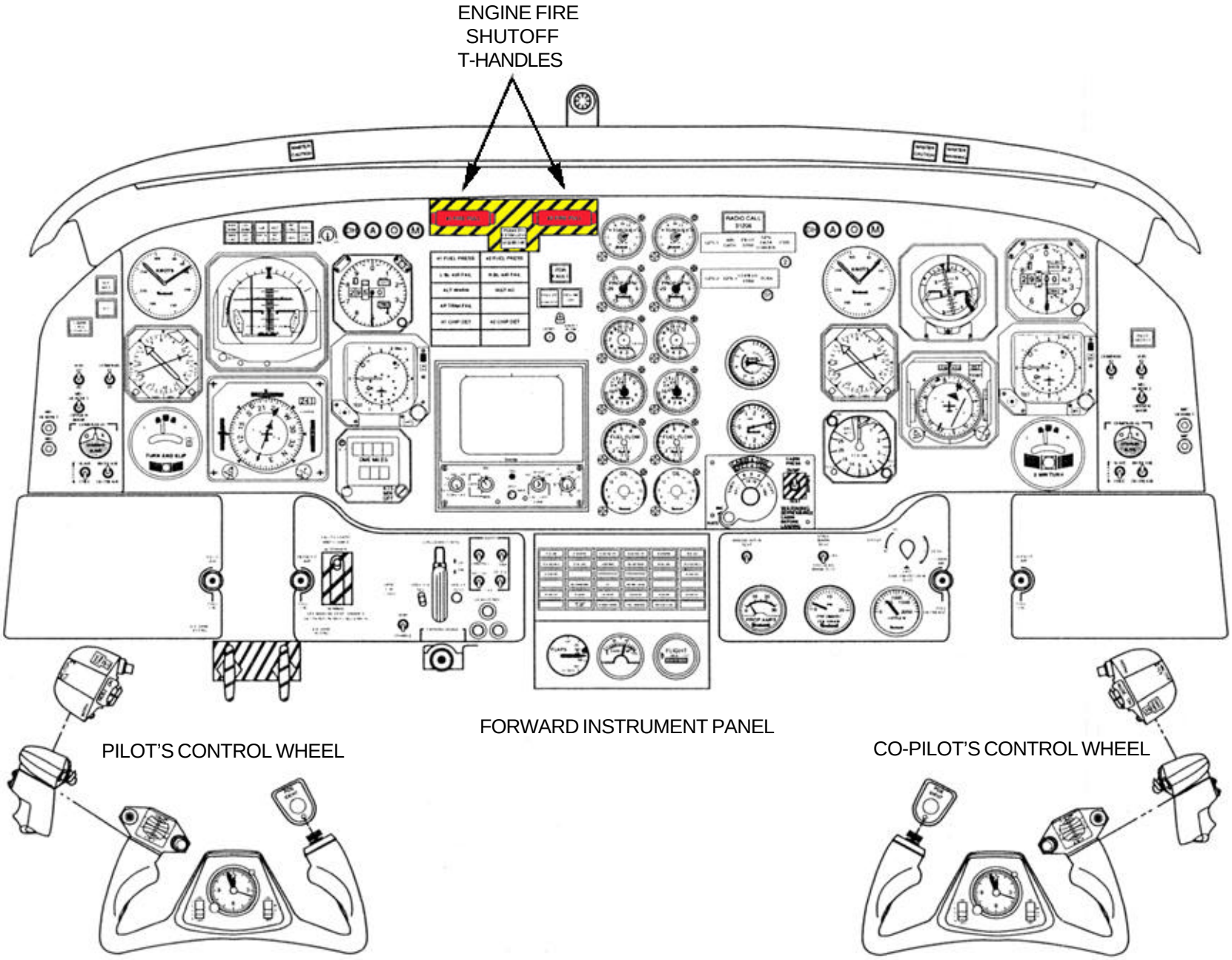
COCKPIT LAYOUT

APPLICABILITY: C AND D MODELS



COCKPIT LAYOUT-Continued

APPLICABILITY: C AND D MODELS



ENGINE SHUTDOWN

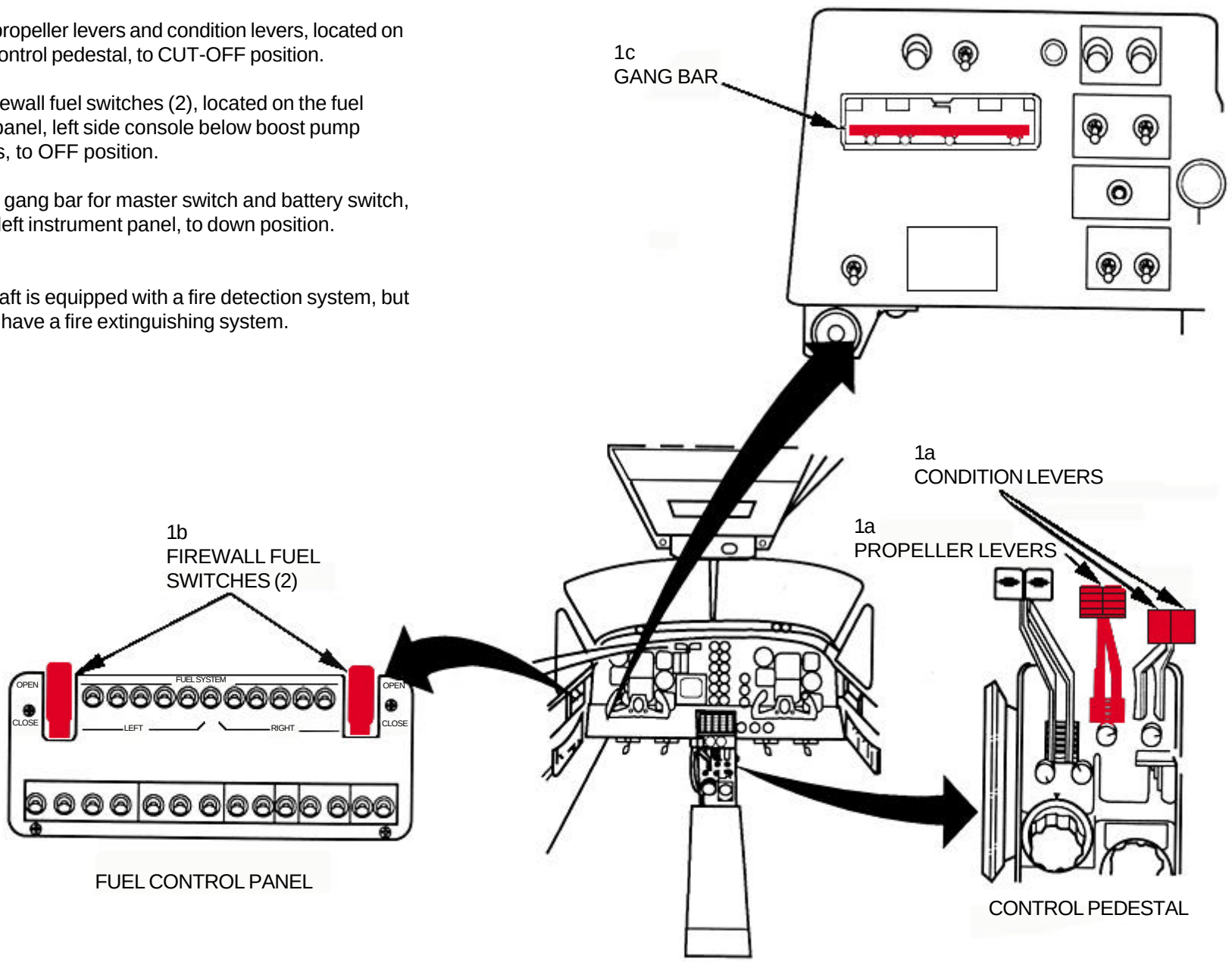
1. ENGINE SHUTDOWN - F MODEL

a. Retard propeller levers and condition levers, located on center control pedestal, to CUT-OFF position.

b. Place firewall fuel switches (2), located on the fuel control panel, left side console below boost pump switches, to OFF position.

c. Position gang bar for master switch and battery switch, located left instrument panel, to down position.

NOTE:
The aircraft is equipped with a fire detection system, but does not have a fire extinguishing system.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

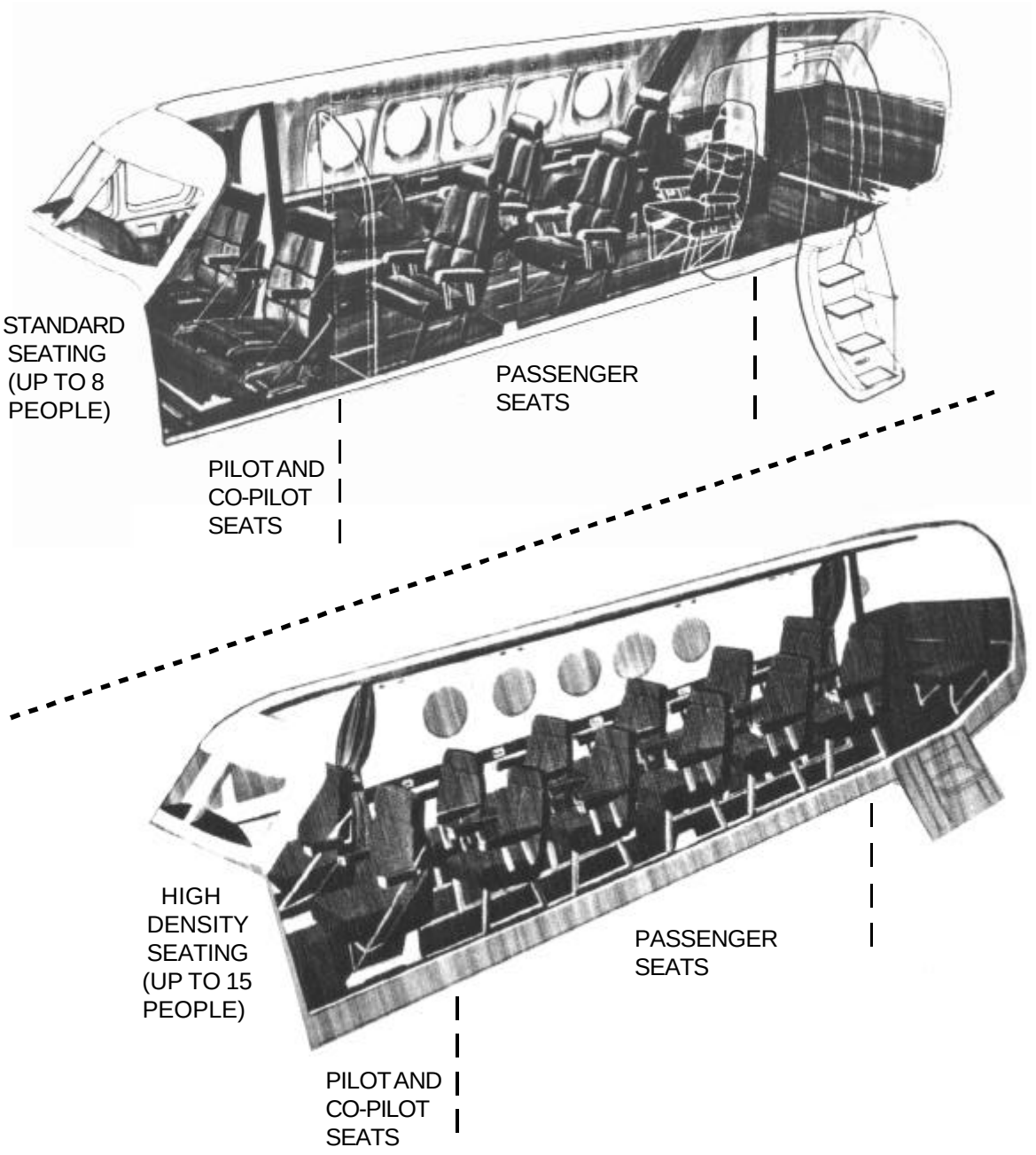
a. Unlatch lap belts and remove “Y” shoulder harness from crewmember(s). Seats may be equipped with adjustable head and arm rests. Shoulder harnesses are connected to an inertia reel with the unlocking handle on the side of the seats.

b. Passenger seats are equipped with lap belts only. Lift center buckle to release occupants. Seats may be equipped with adjustable head and aisle arm rests and seats recline.

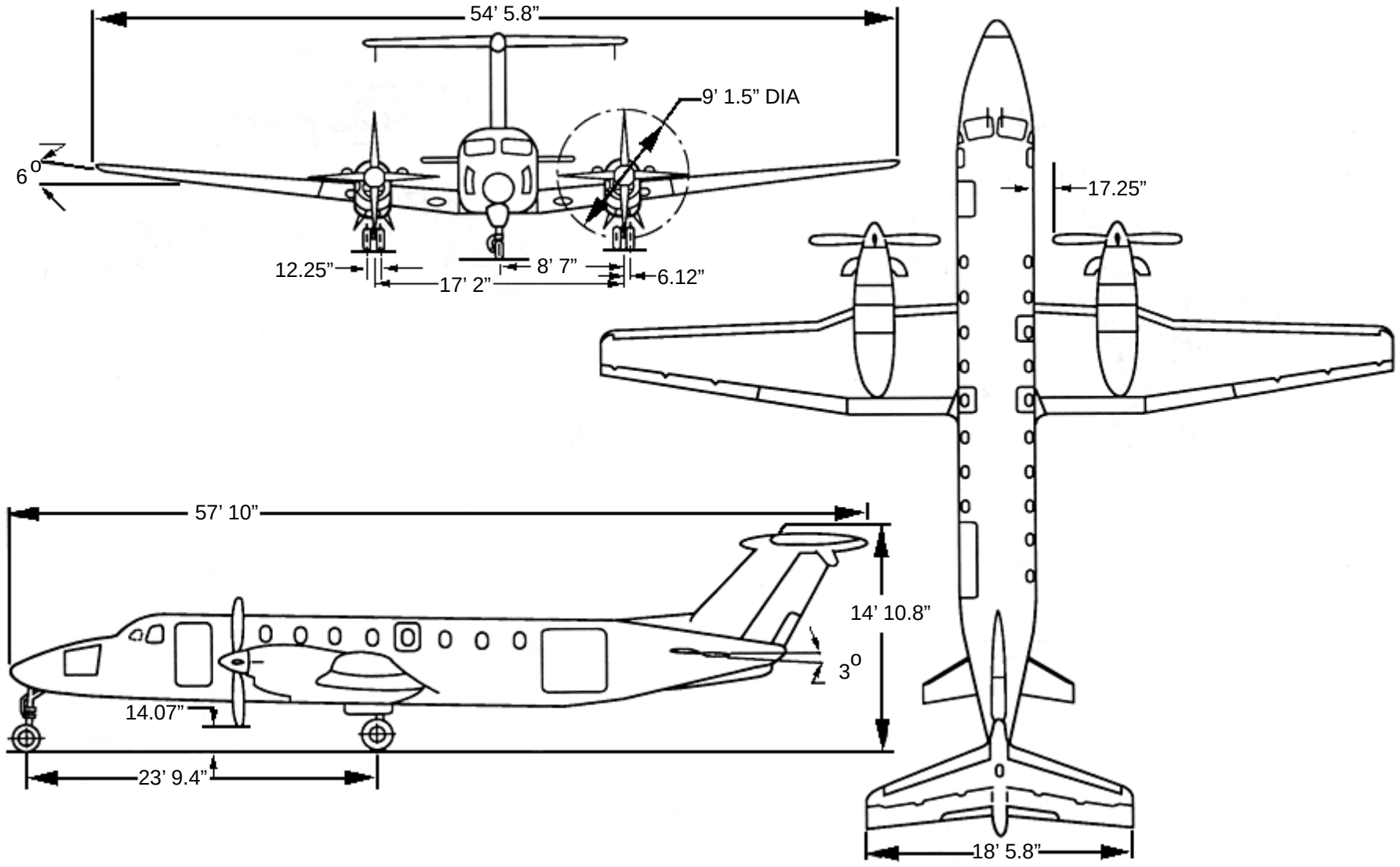
c. Extract crewmembers and passengers through the passenger door and retractable door/stairway at left aft of aircraft.

NOTE:

Rescue personnel may encountervarious arrangements for seating, folding tables, refreshment galley, storage cabinets, a full length couch, and possibly cargo.



AIRCRAFT DIMENSIONS



C-12J

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Fire Drill II

PERSONNEL CAPACITY
20 PASSENGERS
2 CREWMEMBERS

FUEL CAPACITY: 675.2 GALLONS
WET WING DESIGN, NO FUEL
BLADDERS IN WINGS

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. Depress button adjacent to door handle in center of passenger door or cargo door.

b. Rotate handle clockwise. Passenger door opens down. Cargo door opens up.

WARNING

Do not enter through crew door with left engine running. Beware of left engine exhaust/turbulence when entering the cargo door.

NOTE:
Difficulty in opening door with engine(s) running may be caused by inflated door seal.

2. EMERGENCY ENTRY

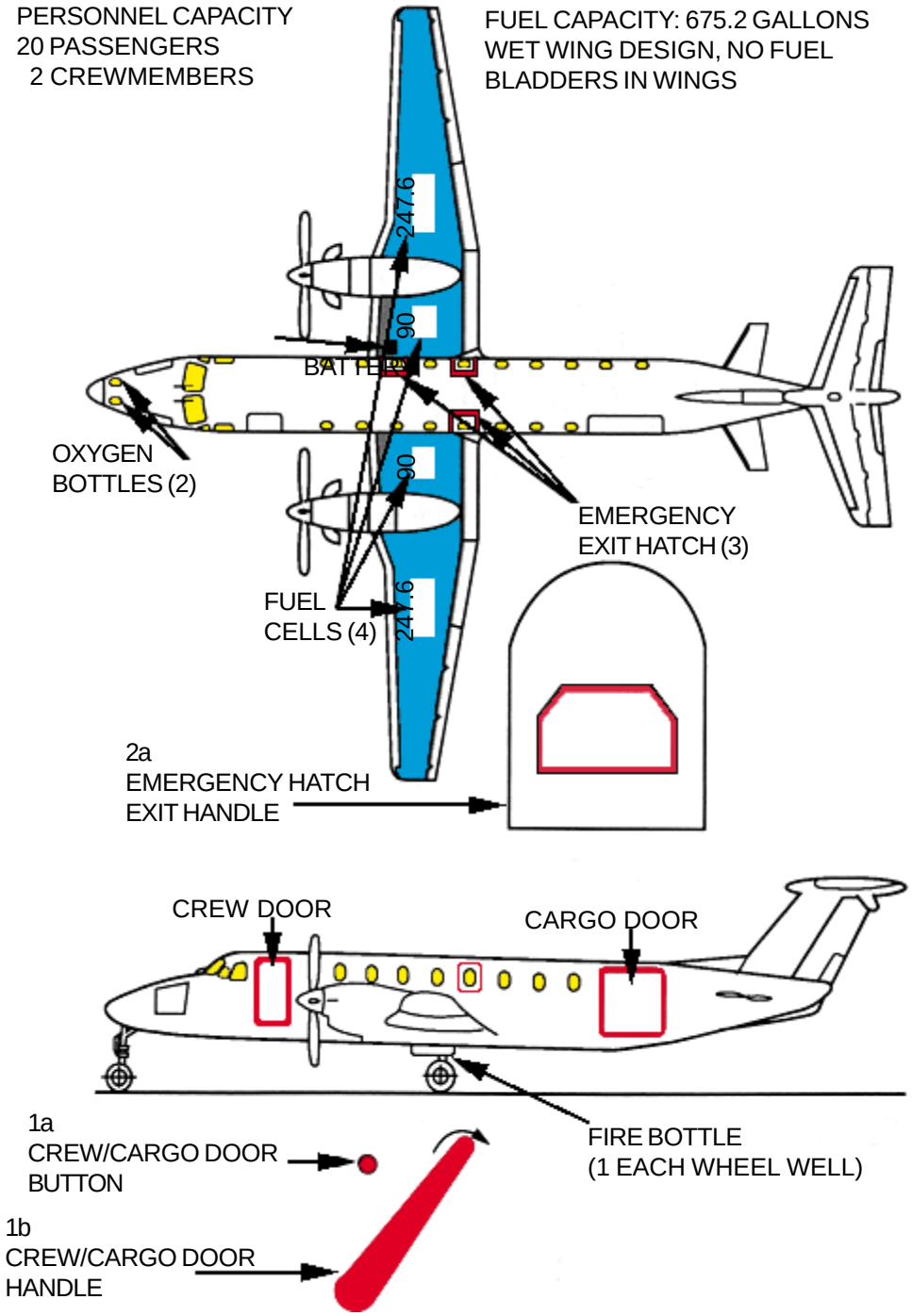
a. Pull out handle on Emergency Exit Hatch located over right wing (two places) and left wing (one place).

b. Push in on hatch and remove from fuselage. Door locks can be over ridden from inside the aircraft when locked.

NOTE:
Hatch may be locked with key from inside of aircraft.

3. CUT-IN

a. Cut cabin enclosure as required.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Retard Propeller Levers and Condition Levers, located on right side of pilot's control pedestal, to CUT OFF position.

b. Pull 5 AMP Firewall Valve circuit breakers (right and left), located on the fuel control panel, left side console, to OFF position. (Go to step e, if no engine fire.)

c. IN CASE OF ENGINE FIRE: Push Fire Bottle Actuating Switches, located above right and left fire T-handles.

d. Pull Engine Fire Shutoff T-handles, located on upper portion of pilot's instrument panel. Agent is CB.

e. Place Master Switch, located on pilot's lower left instrument panel, to OFF position.

NOTE:
Oxygen shutoff push/pull switches (2), are located on left side of instrument panel, 0_2 capacity is 38.3 liters. No LOX is used.

3. AIRCREW EXTRACTION

a. Unlatch lap belts and remove should harness from crewmembers. Crew seats have up and down and forward and back movement only. Armrests lift up.

b. Unlatch lap belts from passengers.