

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

**THIS IS SEGMENT 31 COVERING CHAPTER 30 from the Sea King MK4 to
Wessex HC2/HC5C.**

TO NAVIGATE

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



CONTINUE

NOTICE

CONTACT

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

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



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

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER



WRITTEN CORRESPONDENCE:

HQ AFCESA/CEXF

ATTN: Fire and Emergency Services Egress Manager

139 Barnes Drive Suite 1

Tyndall AFB, Florida 32403-5319

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

INTERNET: HQ AFCESA Fire and Emergency Services PUBLIC WEB PAGE:

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

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

PHONE: (850) 283-6150

DSN 523-6150

FAX: (850) 283-6383

DSN 523-6383

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

SEGMENT 31 INFORMATION CHANGE NOTICE

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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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

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

NOTE

Chapter 30 contains emergency rescue and mishap response information for the following NATO aircraft:

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

* Aircraft information pending

Chapter 30 Cover

AIRCRAFT PAINT SCHEME

SEA KING MK4

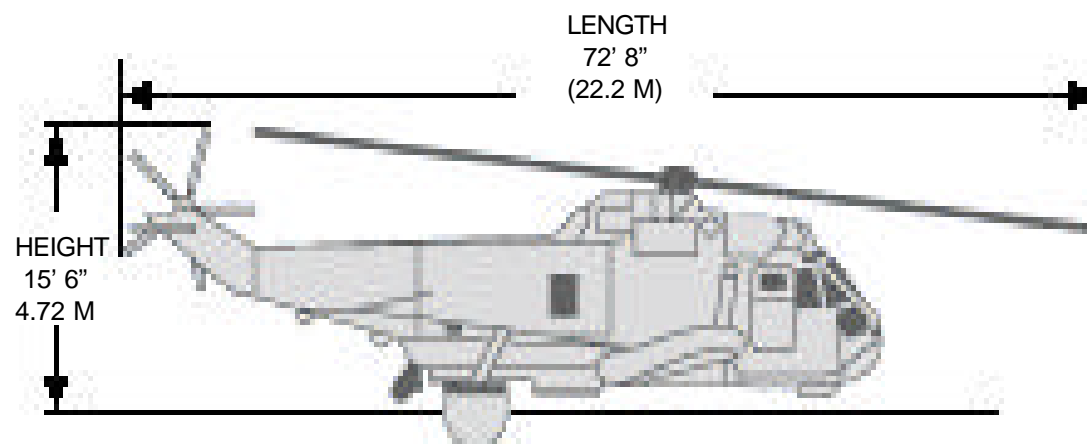
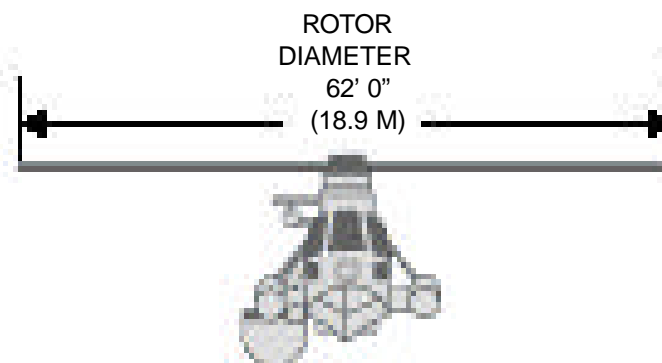
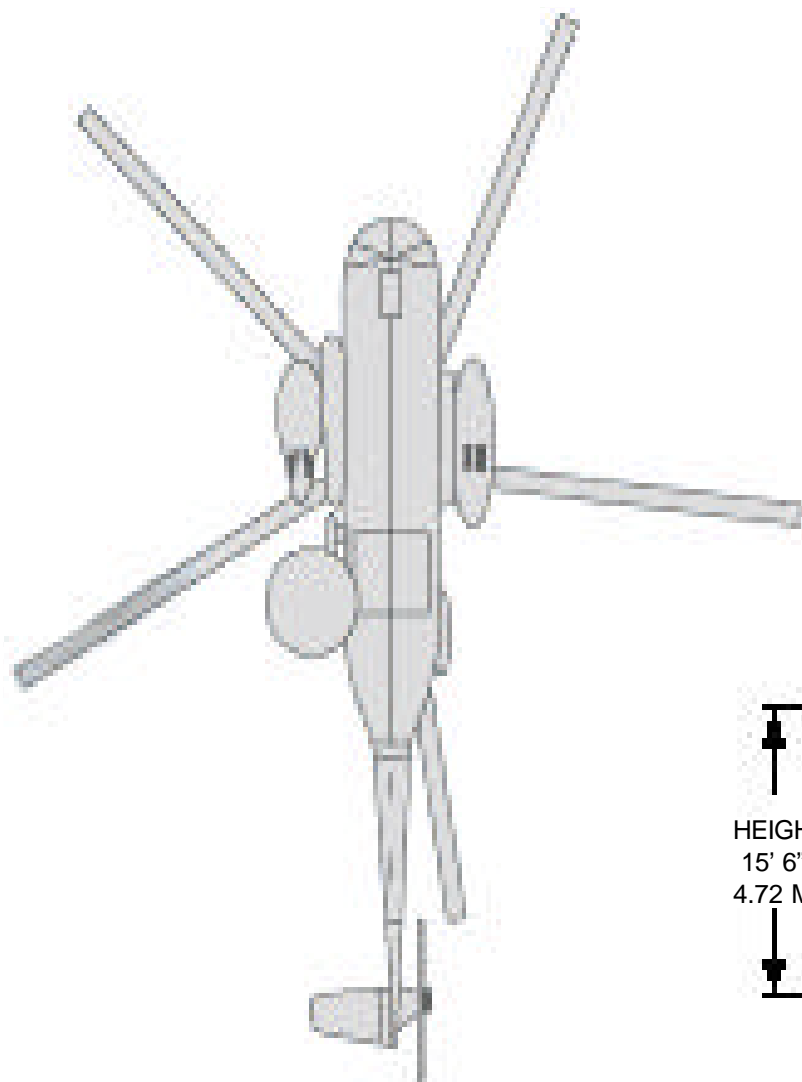
SEA KING MK IV
(RN)

AIRCRAFT DIMENSIONS

NOTE:

The Sea King Mk4 is known as the Royal Navy's "workhorse" and Commando version carrying with over a range of about 400 miles. Weapons carried, GPMG with 1500 rounds.

SEA KING MK4



HEIGHT
15' 6"
4.72 M

AIRCRAFT DATA AND HAZARD LIST

SEA KING MK4

AIRCRAFT DATA

Single Rotor Helicopter
Two Rolls-Royce Gnome H 1400
T turboshafts
Military Freight/Passenger:
2/3 crew Maximum
18 - 30 passengers (Variable cabin)
Aircraft Weight: 20,500 lbs. (9,297 Kgs)

WARNING

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

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

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

HAZARD LIST

HAZARD TYPE	ITEM	QUANTITY	LOCATION
Acid - Sulphuric	Batteries		On Aircraft
Avtur F-34 Fuel	Fuel	Internal 3,714 L External 863 L	Fuel Tanks
Bromochlorodifluoro - Methane (BCF)	Fire Extinguishers		On Aircraft
Bromotrifluoromethane (BTM)	Fire Extinguishers		On Aircraft
Cartridge Operated Equipment	Fire Bottles/Winch Cutter		On Aircraft
Chlorobromoethane	Fire Extinguishers		On Aircraft
Composite Materials (Man Made Mineral)			On Aircraft
Dimethylformamide			On Aircraft
Gaseous Tritium Light Sources	Beta Lights		On Aircraft
Lithium (Non Rechargeable Batteries)	Batteries		On Aircraft
Methylbromide (Fire Extinguishant)			On Aircraft
Nitrogen Compressed			On Aircraft
OM-15	Hydraulic Oil	7 L	Hydraulic System
OX-38	Engine Oil	2 X 16 Pts	Engine
Oxygen		Nil	
Polytetrafluoroethylene (PTFE)			On Aircraft
Sonar Locator Beacon(s)	Sonor Beacon	1	On Aircraft
Very Flare			On Aircraft

AIRCRAFT HAZARDS AND FIRE ACCESS

SEA KING MK4



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

SEA KING MK4

AIRCRAFT ENTRY

1. NORMAL ENTRY

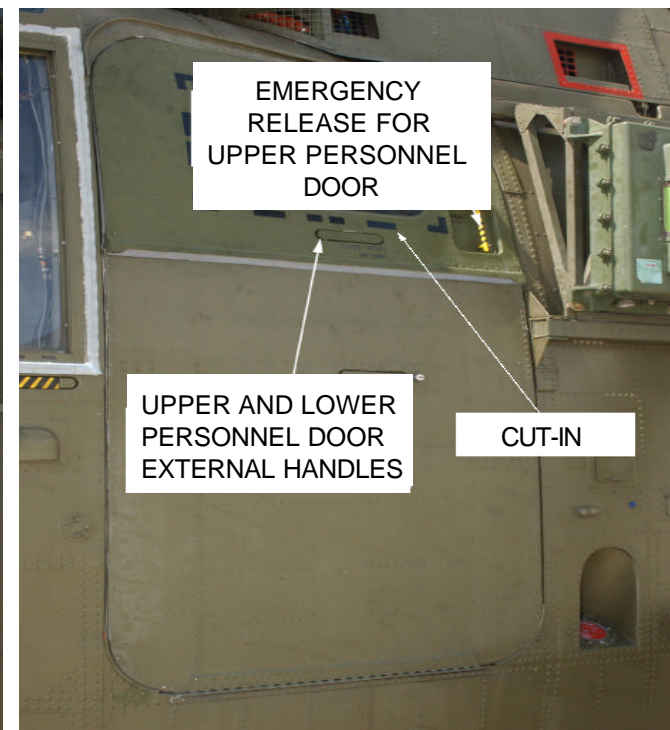
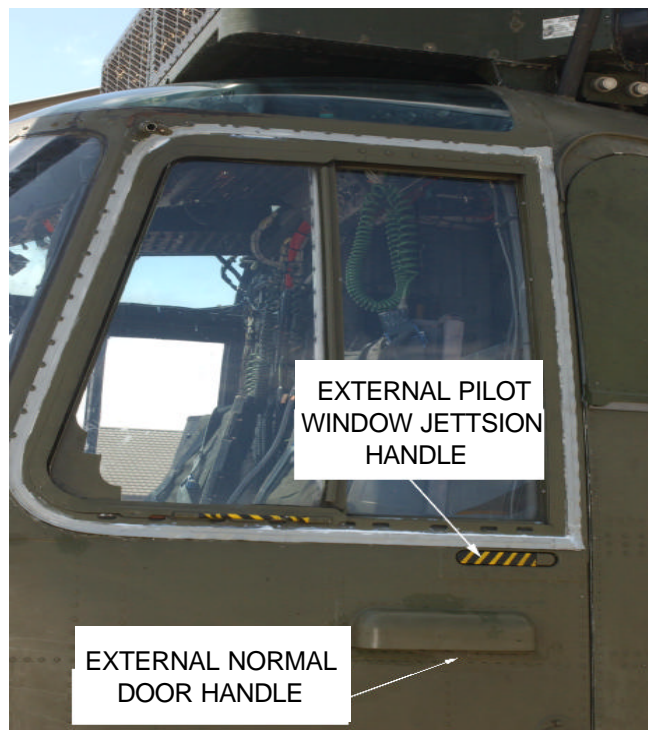
- a. Operate the external door handle to open door manually.
- b. Operate the external door handles for the upper and lower personnel door.
- c. Operate the cargo door by rotating the external door handle, slide door forward.

2. EMERGENCY ENTRY

- a. For forward door, push in thumb catch on the external pilot window jettison handle and pull handle open. Grasp secondary handle at upper left and pull door outwards and lay door aside.
- b. For personnel door, pull the emergency release handle.
- c. To jettison cargo door, pull external jettison handle.

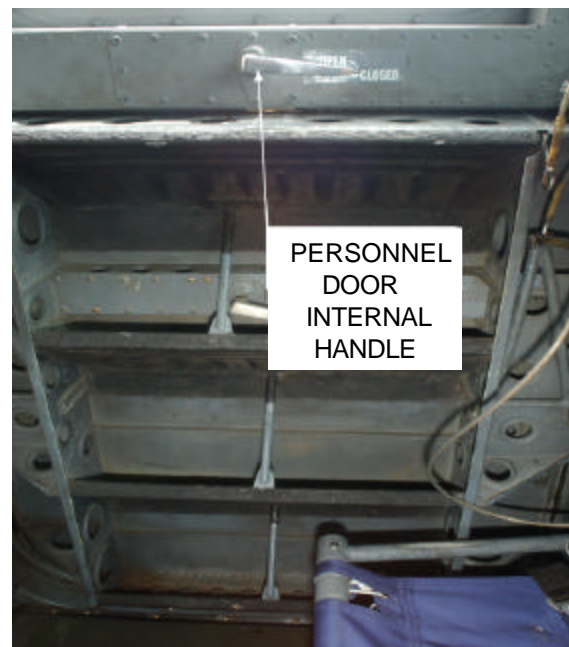
3. CUT-IN

- a. Cut-in fuselage as required. (See cut-in markings on fuselage locations.)



AIRCRAFT EMERGENCY EXITS

1. AIRCRAFT EMERGENCY EXITS
 - a. To jettison the pilot's window, pull up on the internal jettison handle.
 - b. To open the personnel door, pull down the internal door handle.
 - c. To emergency exit the cargo door, pull handle in direction of arrow indication.
 - d. To emergency exit the upper personnel door, pull the internal emergency release handle.



SEA KING MK4

ENGINE SHUTDOWN

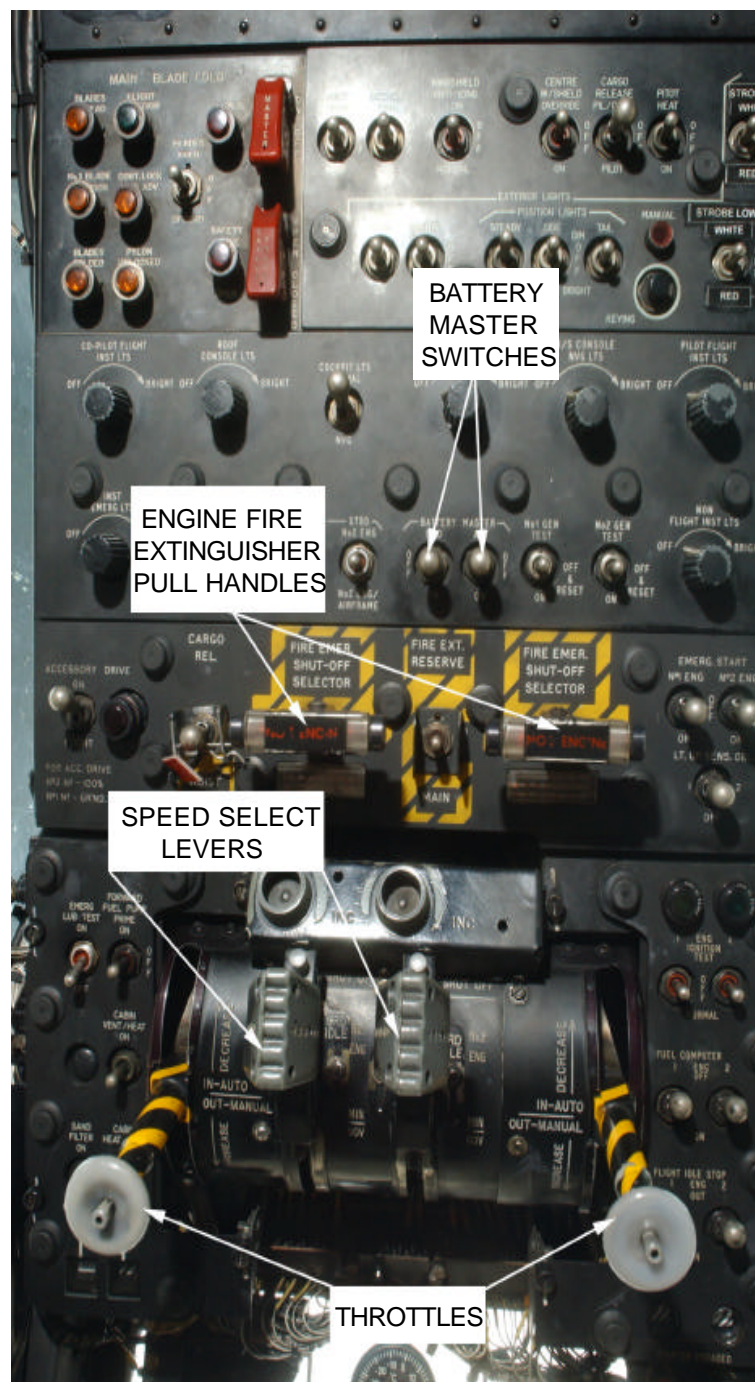
1. ENGINE SHUTDOWN

- Pull main throttles all the way back.
(If manual throttles have been engaged, they will be free moving and are to be pulled back to.)
- Shutoff both fuel cocks, pull and down to close. (See next page.)
- In the SKJ and MK4 Sea Kings, turn the armament safety switch to SAFE. This is located behind the right hand pilot's head.

NOTE:

The MK4 Sea King has two battery master switches, one beside the other.

- Batter master to OFF.
- The cockpit is now deemed safe.



SEA KING MK4

ENGINE SHUTDOWN-Continued

SEA KING MK4

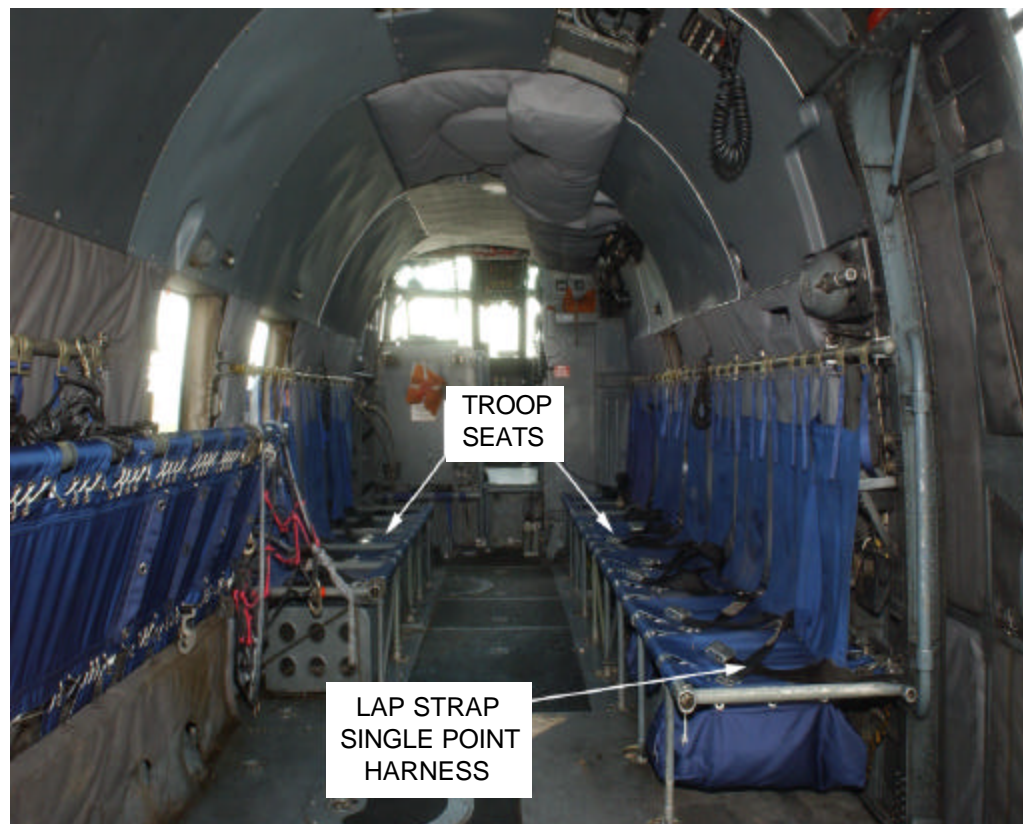


FUEL COCKS

AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

- a. Disconnect pilot and co-pilot from lap strap and shoulder harness.
- b. Disconnect troop seat lap strap at the single point harness release point.



SEA KING MK4

AIRCRAFT PAINT SCHEME

SEA KING MK6



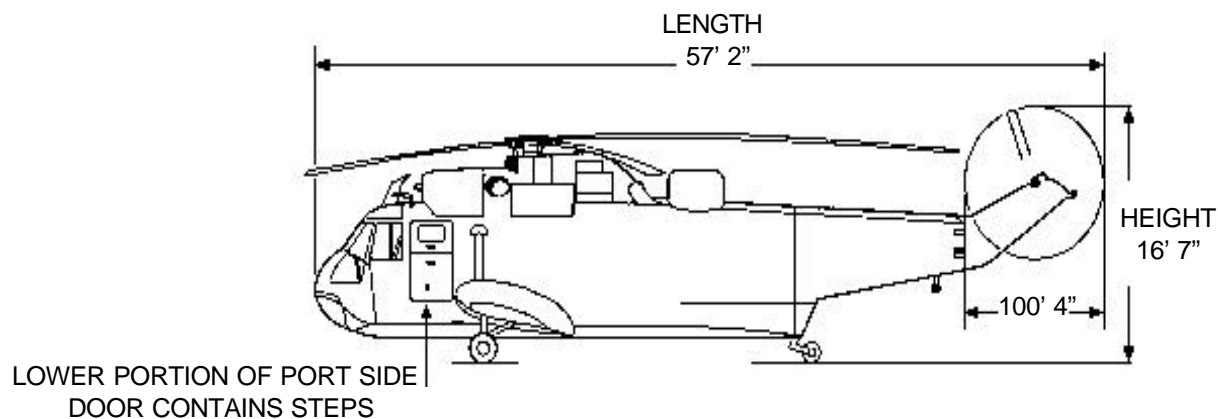
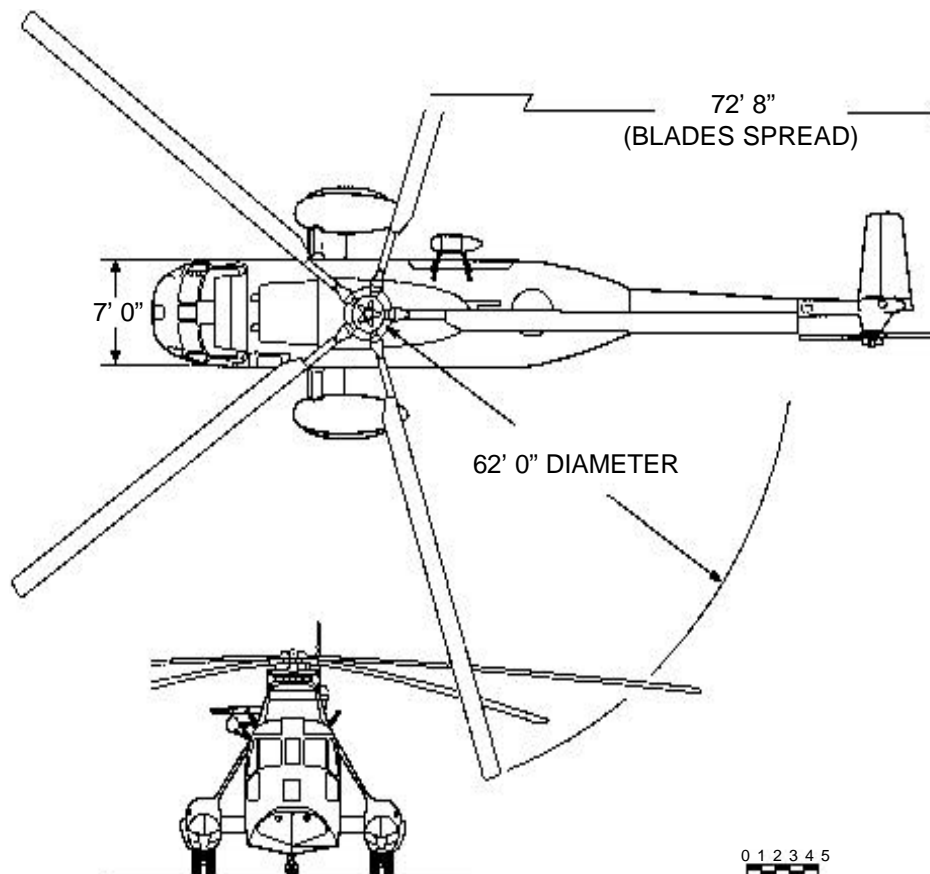
AIRCRAFT DIMENSIONS

BLADES AND PYLONS UNFOLDED

NOTE:

This is a general arrangement for the Sea King MK5/6

SEA KING MK6



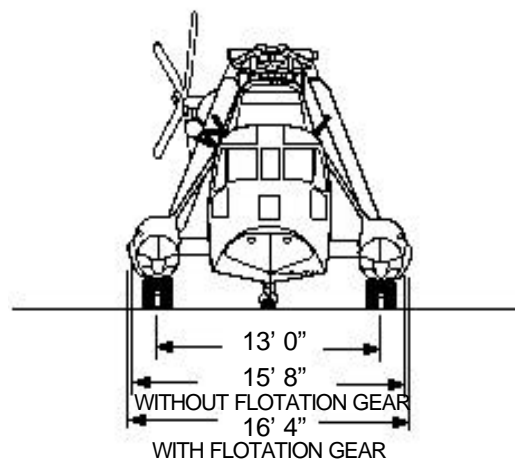
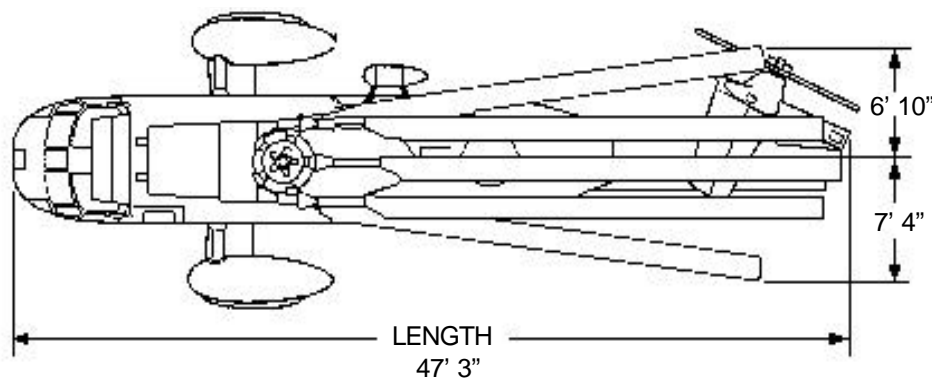
AIRCRAFT DIMENSIONS-Continued

BLADES AND PYLONS FOLDED

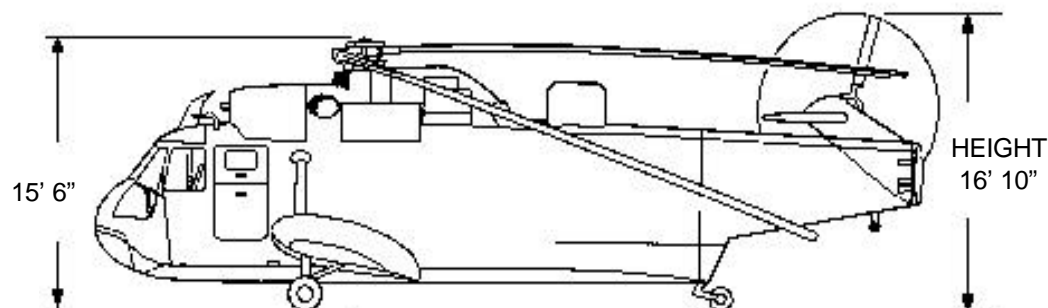
NOTE:

This is a general arrangement for the Sea King MK5/6

SEA KING MK6



0 1 2 3 4 5
FEET IN SCALE



AIRCRAFT DATA AND HAZARD LIST

SEA KING MK6

AIRCRAFT DATA

Single Rotor Helicopter
 Two Rolls-Royce Gnome H 1400
 T turboshafts
 Military Freight/Passenger:
 3 crew Maximum
 30 passengers
 Aircraft Weight: 20,500 lbs. (9,297 Kgs)

WARNING

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

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

Standard No. 3 (combat) Dress.
 Appropriate weather protection.
 Civil Emergency Services wear normal
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 Safety helmet (as required).

HAZARD LIST

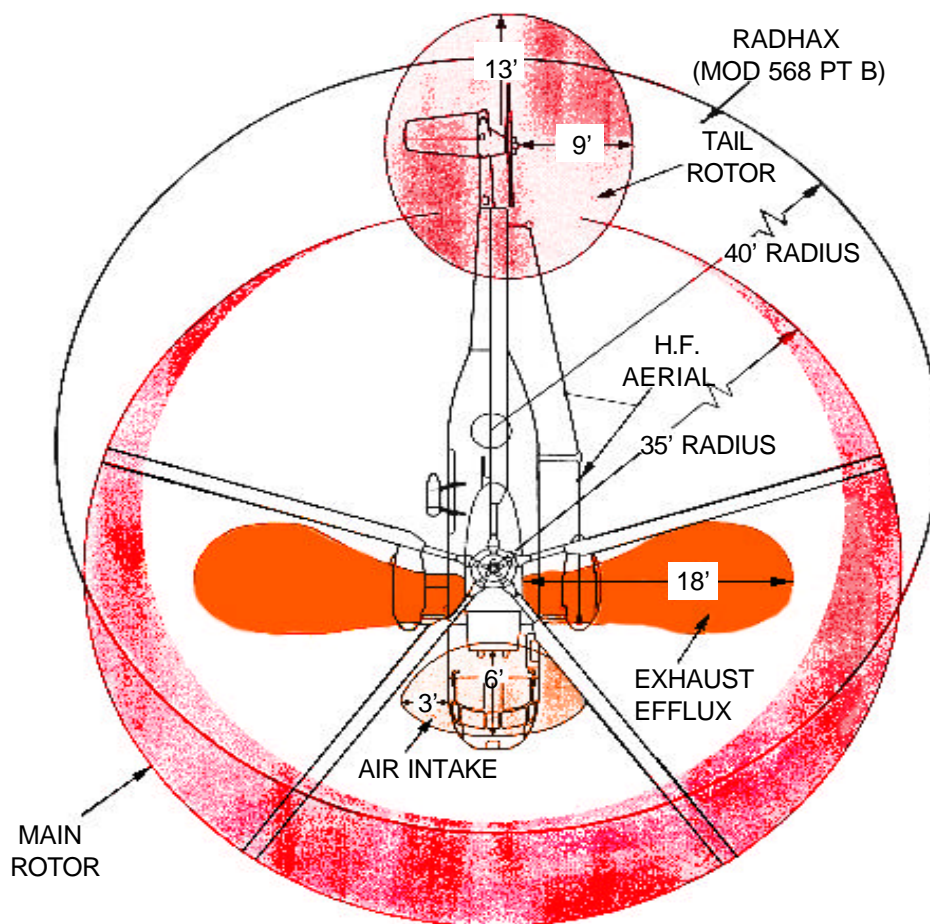
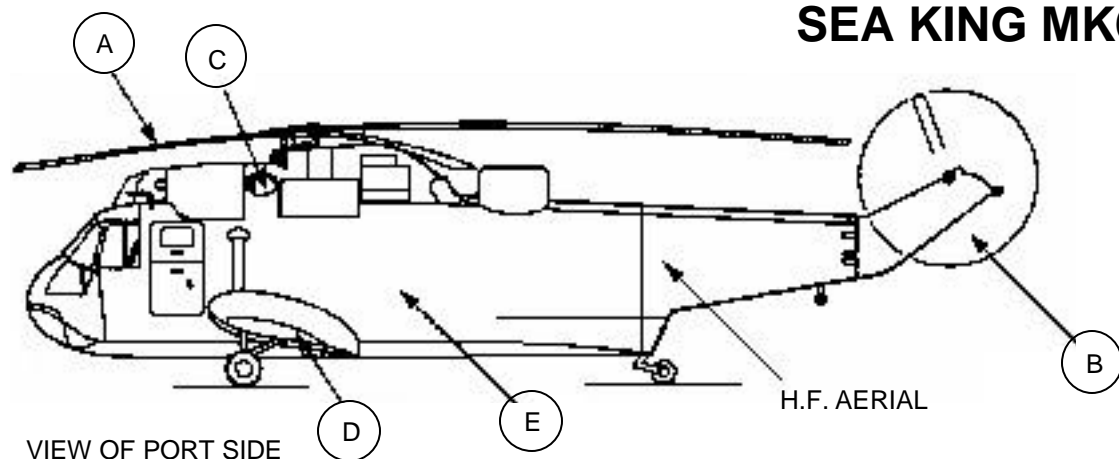
HAZARD TYPE	ITEM	QUANTITY	LOCATION
Acid - Sulphuric	Batteries		On Aircraft
Avtur F-34 Fuel	Fuel	Internal 3,714 L External 863 L	Fuel Tanks
Bromochlorodifluoro - Methane (BCF)	Fire Extinguishers		On Aircraft
Bromotrifluoromethane (BTM)	Fire Extinguishers		On Aircraft
Cartridge Operated Equipment	Fire Cutter	Bottles/Winch	On Aircraft
Chlorobromoethane	Fire Extinguishers		On Aircraft
Composite Materials (Man Made Mineral)			On Aircraft
Dimethylformamide			On Aircraft
Gaseous Tritium Light Sources	Beta Lights		On Aircraft
Lithium (Non Rechargeable Batteries)	Batteries		On Aircraft
Methylbromide (Fire Extinguishant)			On Aircraft
Nitrogen Compressed			On Aircraft
OM-15	Hydraulic Oil	7 L	Hydraulic System
OX-38	Engine Oil	2 X 16 Pts	Engine
Oxygen		Nil	
Polytetrafluoroethylene (PTFE)			On Aircraft
Sonar Locator Beacon(s)	Sonor Beacon	1	On Aircraft
Very Flare			On Aircraft

AIRCRAFT HAZARDS

1. AIRCRAFT HAZARDS

WARNING

- A Main rotor disc: beware of blade sail and swoop. Never approach the aircraft unless signalled to do so by the proper authorities.
- B Never approach the helicopter from the aft. Always approach within full view of the pilot.
- C Beware of engine intakes and exhausts.
- D Flotation canisters on main undercarriage (HC MK4 only). If operated inadvertently, the cannisters are propelled sideways at high velocity.
- E Beware of external-fitted weapons. HC MK4s may also have a GPMG located at the cargo door.



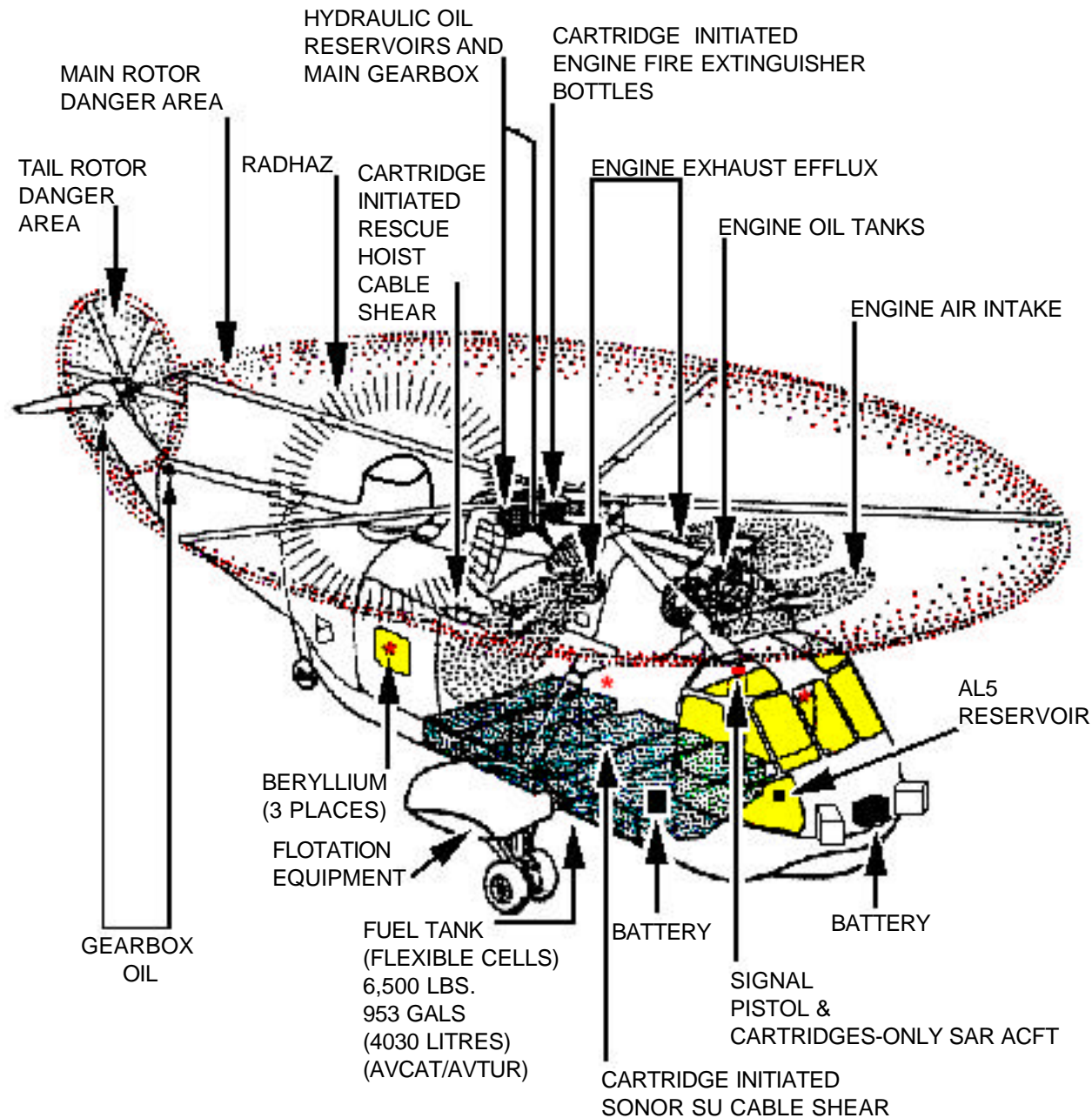
AIRCRAFT HAZARDS-Continued

1. OTHER HAZARDS:

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

* Beryllium: Hazardous material in Beta lights around exits.

- Lethal if fumes or dust absorbed by the body.



AIRCRAFT HAZARDS-Continued

1. AIRCRAFT ARMAMENT - The SKJ carries the Stingray torpedo.

Weapon load may include:

Depth Charges

Special Weapon

600 lb MC Bomb

Also:

Sonobuoys

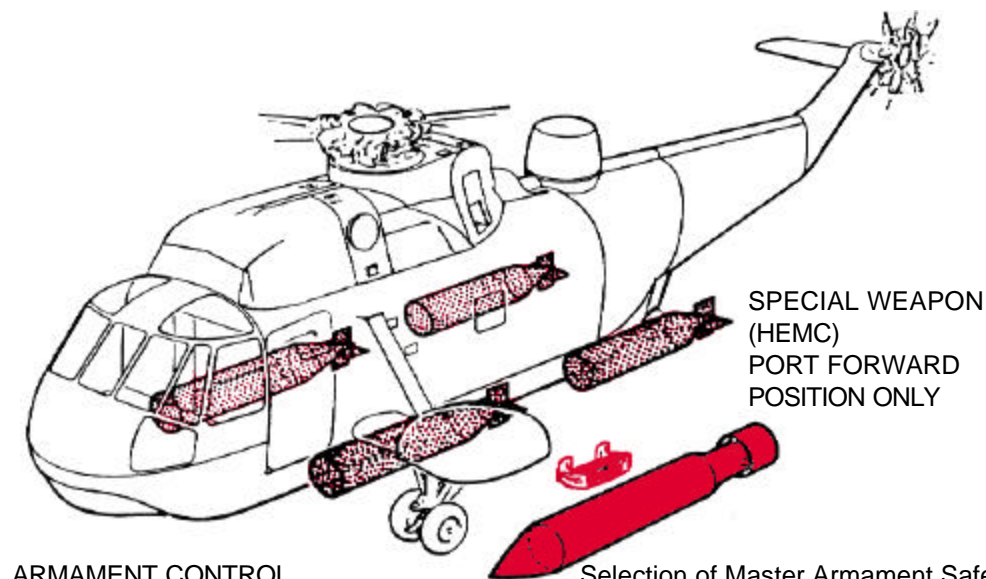
Bathothermal Buoys

Marine Sound Signals

Marine Markers

Smoke and Flame Floats

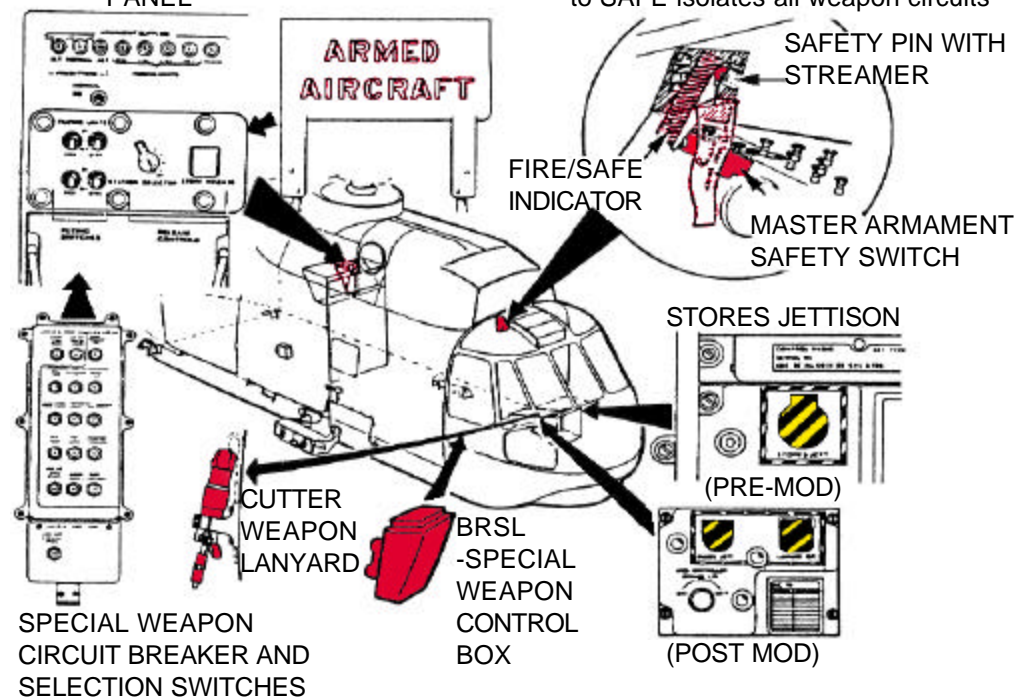
SEA KING MK6



SPECIAL WEAPON
(HEMC)
PORT FORWARD
POSITION ONLY

ARMAMENT CONTROL
PANEL

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



STORES JETTISON

(PRE-MOD)

(POST MOD)

AIRCRAFT FIRE ACCESS AREAS

RIGHT SIDE

FIRE ACCESS
FOR ENGINE #2

LEFT SIDE

FIRE ACCESS
FOR ENGINE #1

LEFT SIDE



FIRE ACCESS FOR ENGINE #1

CREW DOOR

SEA KING MK6

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

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

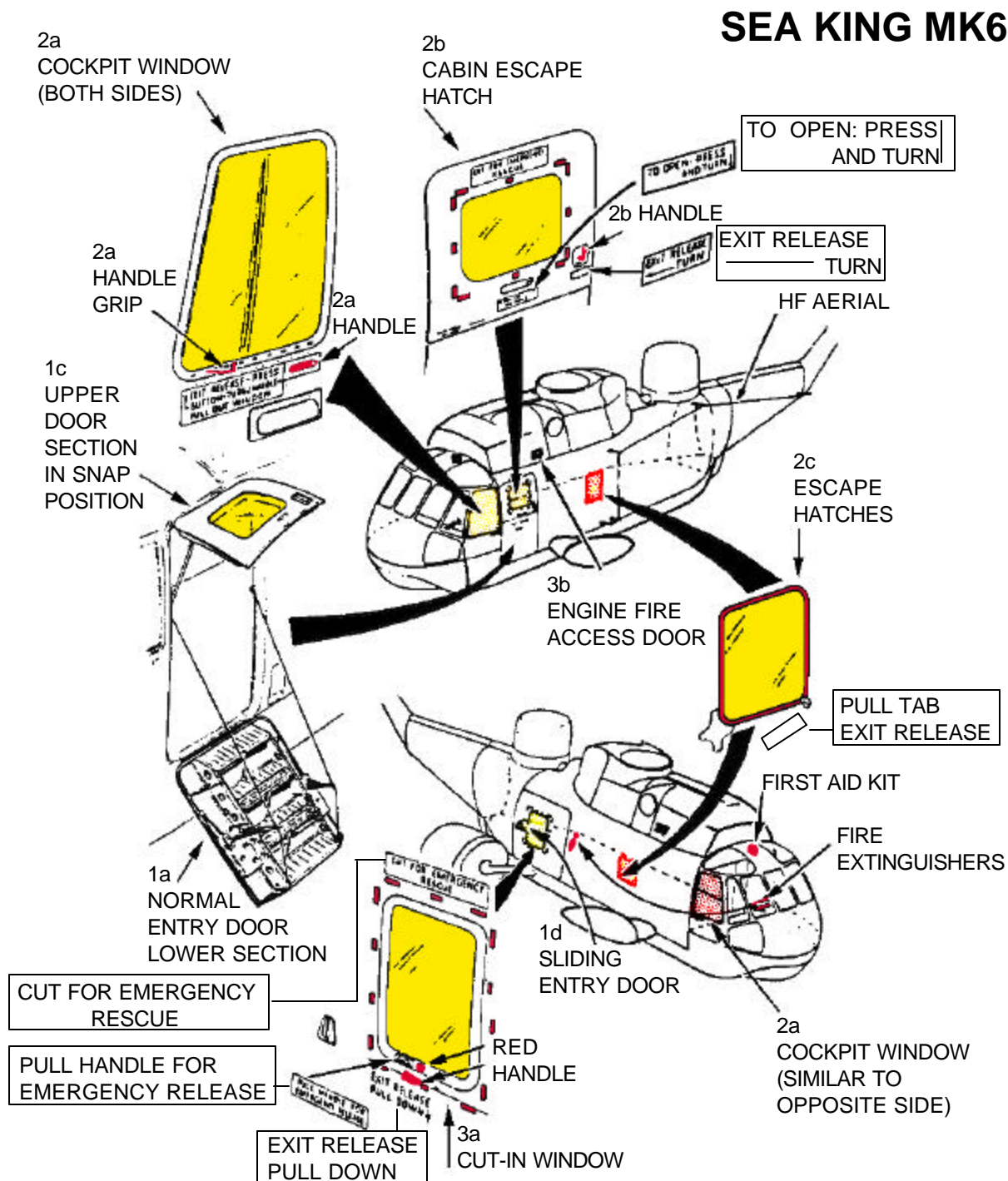
- On entry door, located on forward left side of fuselage, press button, rotate handle clockwise to DOWN position.
- Pull lower entry door section outwards and expose boarding steps.
- Lift upper door section to snap position allowing upper door to stay open.
- On sliding entry door, located on aft right side of fuselage, slide handle to right and push sliding door to the right.

2. EMERGENCY ENTRY

- Cockpit windows can be externally removed by turning door handle clockwise and pulling window out by handle grip on window.
- Cabin escape hatch can be externally removed by pressing button on handle, turning handle and pulling window outwards.
- Escape hatches can be externally removed by pulling tab for exit release and then pulling hatch outward.

3. CUT-IN

- Cut-in around windows and doors as required. Designated windows are marked for cut-in.
- Use the engine fire access door for fire access.



AIRCRAFT WINDOWS

SEA KING MK6



NOTE:

A right side rear sliding door is located aft of this window.



ENGINE SHUTDOWN

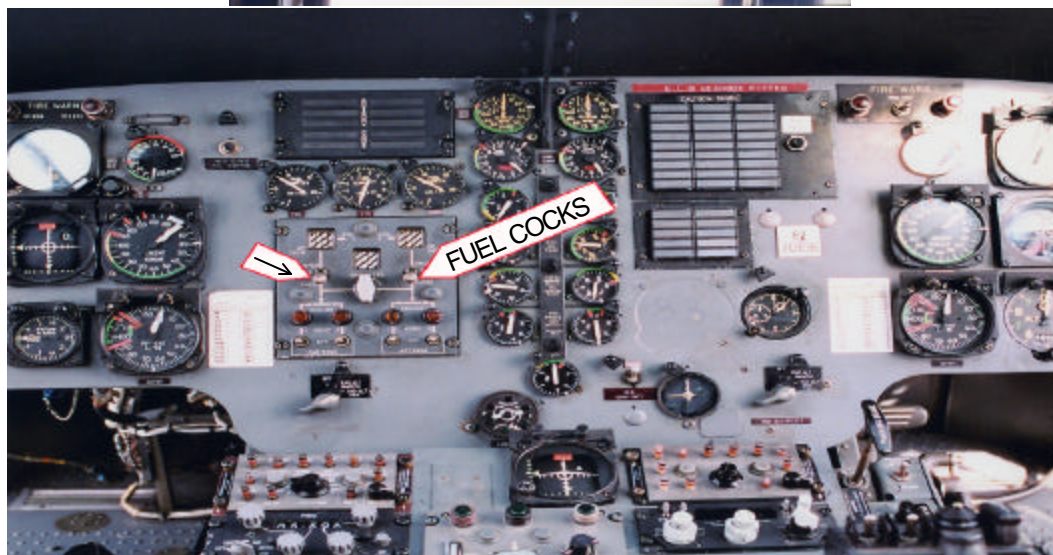
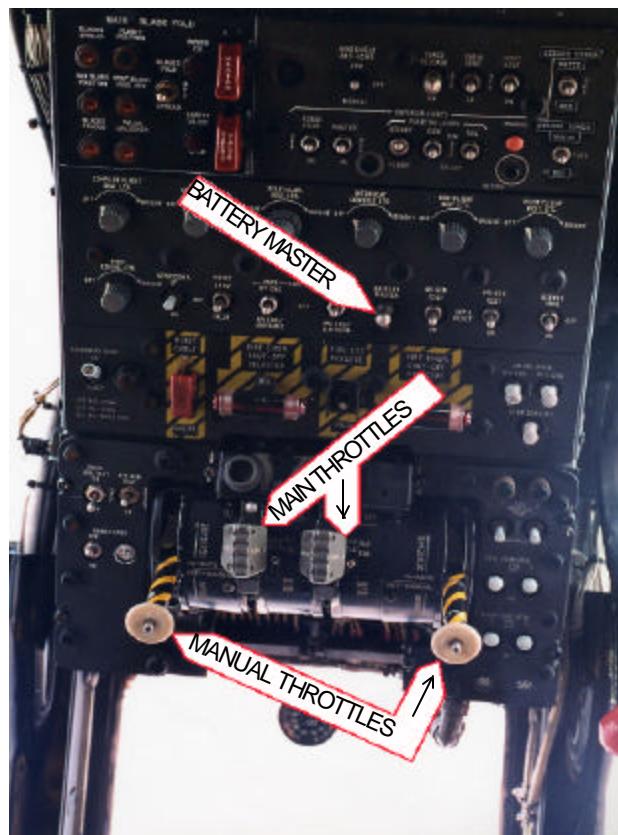
1. ENGINE SHUTDOWN

- a. Pull main throttles all the way back.
(If manual throttles have been engaged, they will be free moving and are to be pulled back.)
- b. Shut off both fuel cocks, pull and down to close.
- c. In the SKJ and MK4 Sea Kings, turn the armament safety switch to safe. This is located behind the right hand pilot's head.

NOTE:

The MK4 Sea King has two battery master switches one beside the other.

- d. Batter master to OFF.
- e. The cockpit is now deemed safe.



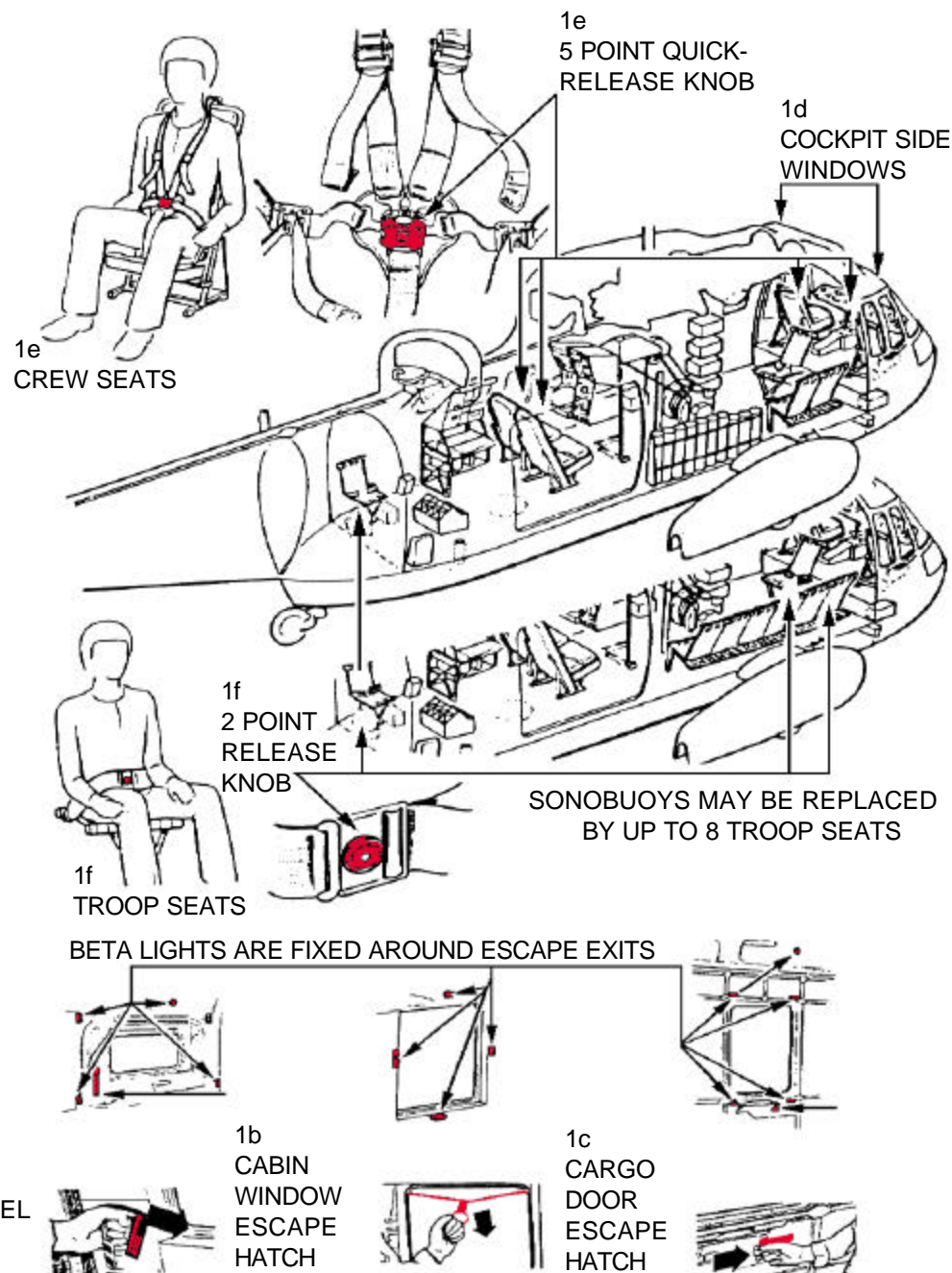
SEA KING MK6

AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

- a. For upper personnel door, emergency release at aft end, and push upper door out.
- b. For cabin window escape hatches, pull tag, remove seal, and push out.
- c. For cargo door escape hatch, pull handle aft, and push out.
- d. For cockpit windows, jettison can be actuated from internally.
- e. Crew seats are fitted with a 5 point quick-release harness. Push center and turn.
- f. Troop/passenger seats are fitted a 2 point lap straps. Turn knob to release.

SEA KING MK6



AIRCRAFT PAINT SCHEME

SEA KING MK7 AEW



SEA KING AEW (RN)

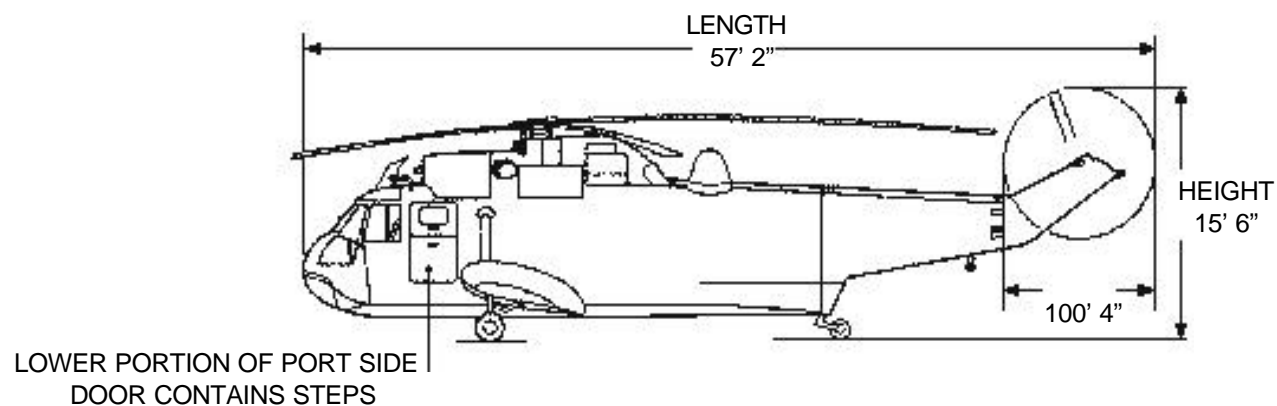
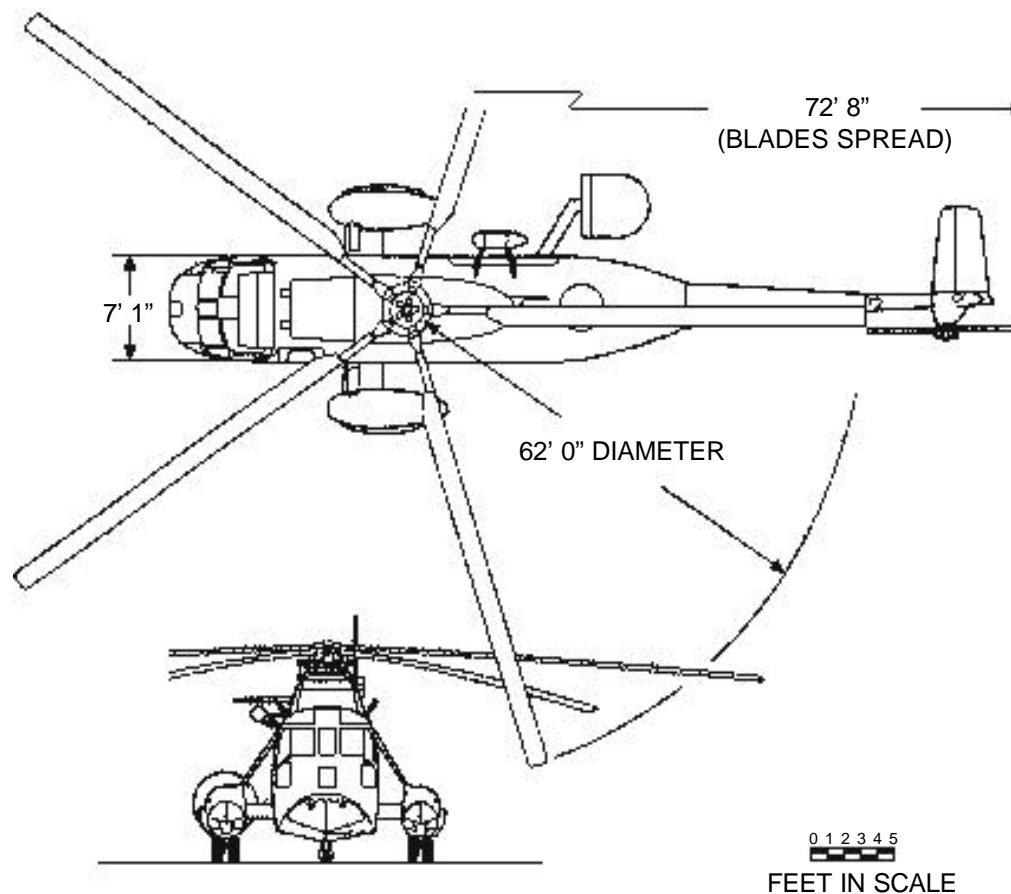
AIRCRAFT DIMENSIONS

BLADES AND PYLONS UNFOLDED

NOTE:

This is a general arrangement for the Sea King MK2/7.

SEA KING MK7 AEW



AIRCRAFT DIMENSIONS-Continued

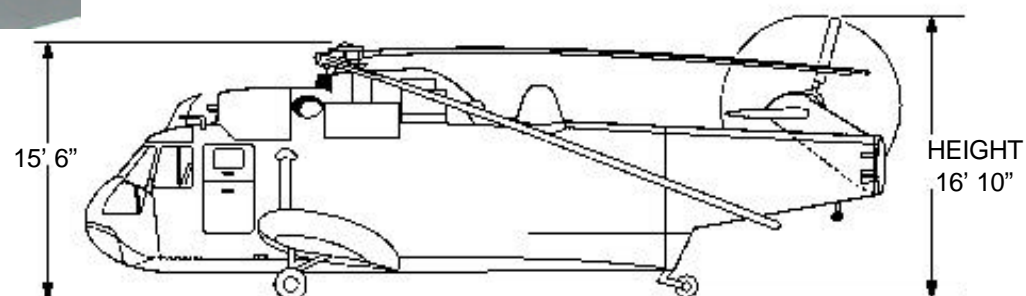
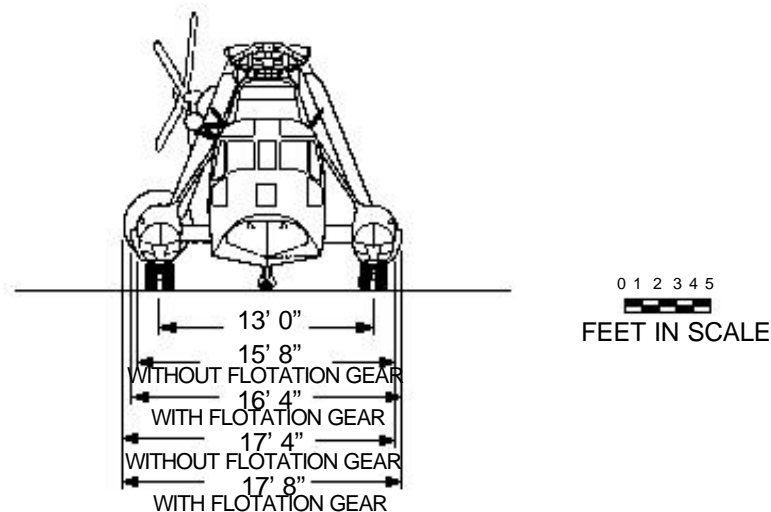
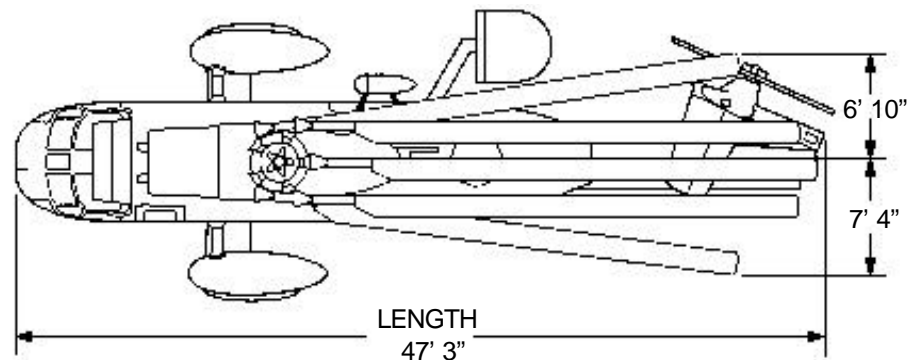
BLADES AND PYLONS FOLDED

NOTE:

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SEA KING MK7 AEW

T.O. 00-105E-9



AIRCRAFT DATA AND HAZARD LIST

SEA KING MK7 AEW

AIRCRAFT DATA

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 Two Rolls-Royce Gnome H 1400
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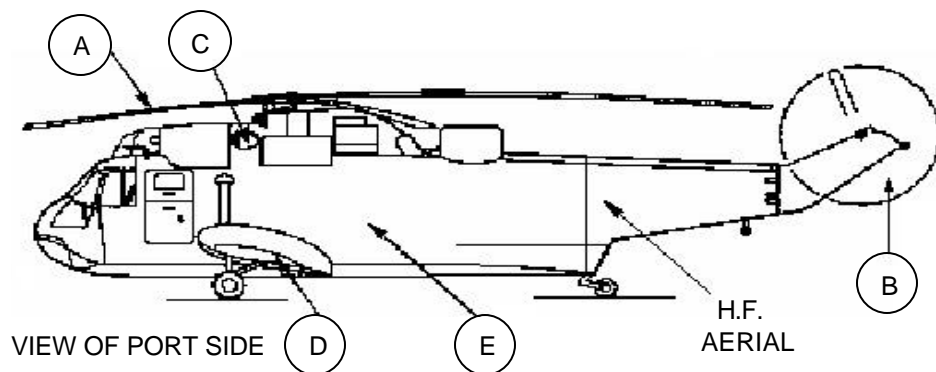
HAZARD LIST

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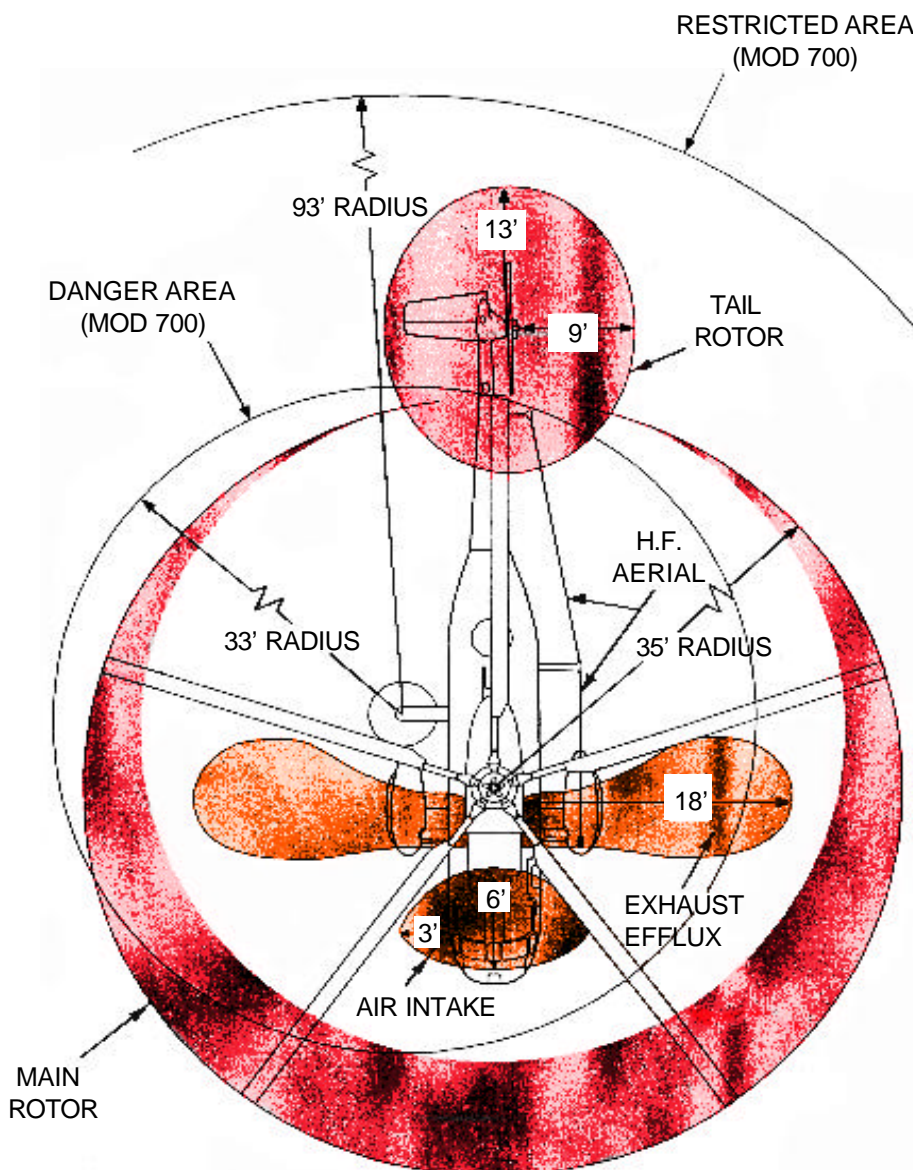
1. AIRCRAFT HAZARDS

WARNING

- A Main rotor disc: beware of blade sail and swoop. Never approach the aircraft unless signalled to do so by the proper authorities.
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- C Beware of engine intakes and exhausts.
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SEA KING MK7 AEW



AIRCRAFT HAZARDS-Continued

1. OTHER HAZARDS:

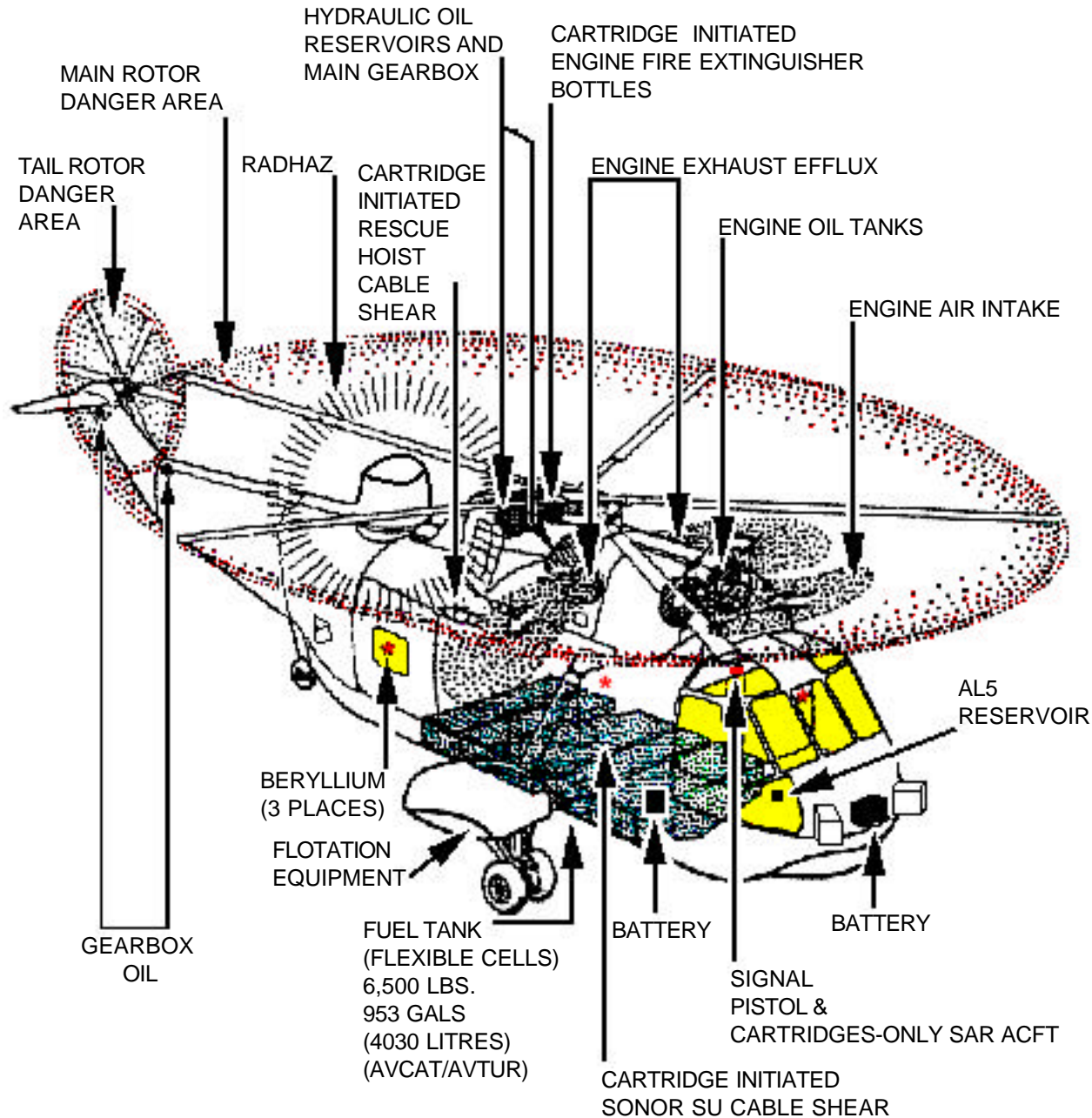
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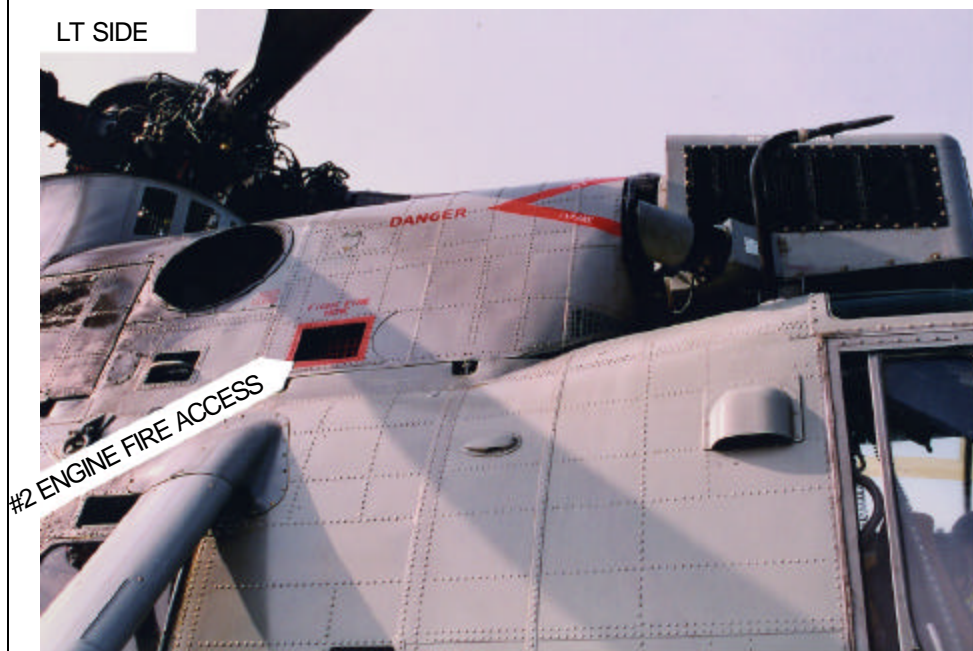
- Lethal if fumes or dust absorbed by the body.

NOTE:

This model does not carry weapons.



AIRCRAFT FIRE ACCESS AREAS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

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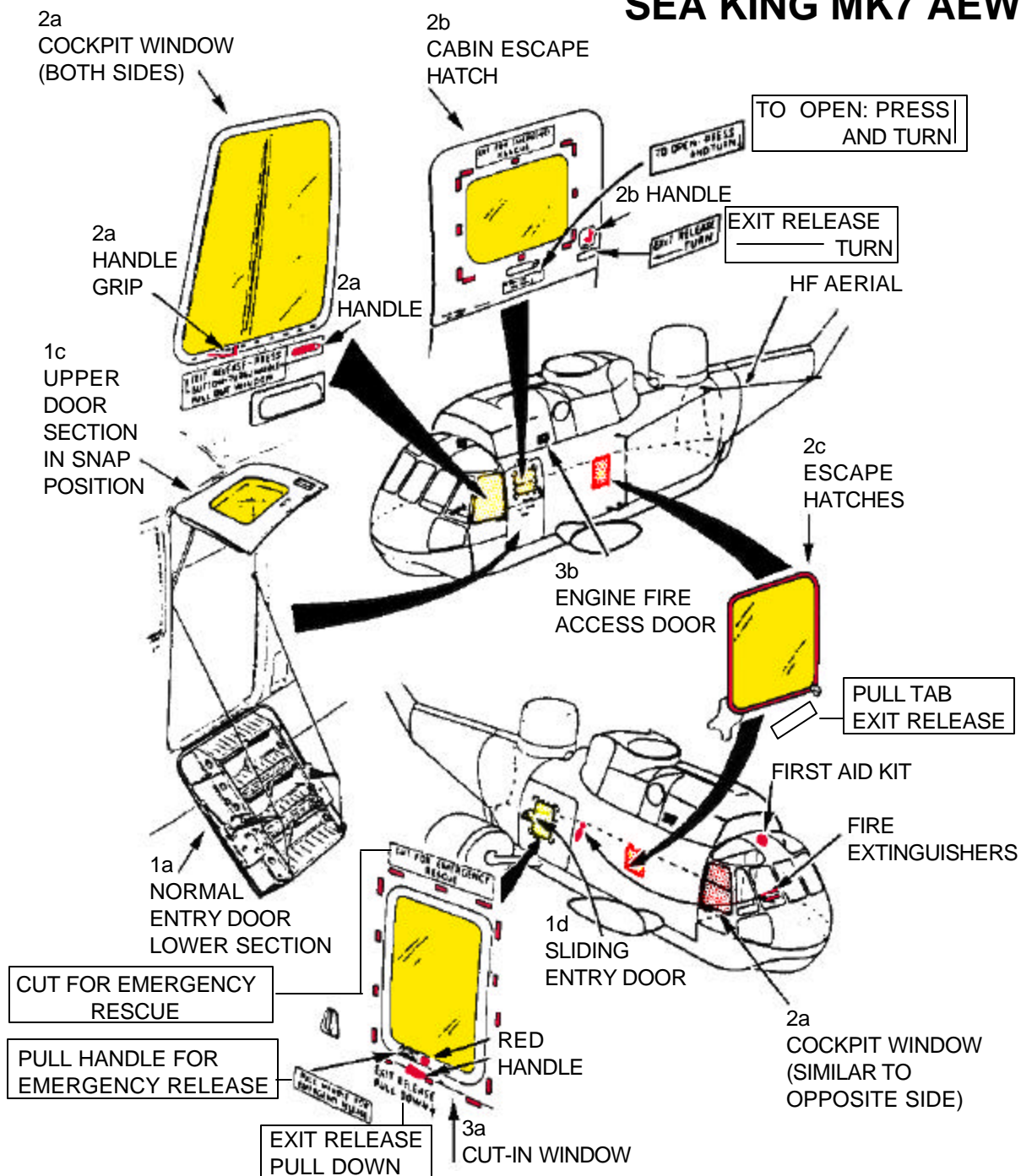
2. EMERGENCY ENTRY

- Cockpit windows can be externally removed by turning door handle clockwise and pulling window out by handle grip on window.
- Cabin escape hatch can be externally removed by pressing button on handle, turning handle and pulling window outwards.
- Escape hatches can be externally removed by pulling tab for exit release and then pulling hatch outward.

3. CUT-IN

- Cut-in around windows and doors as required. Designated windows are marked for cut-in.
- Use the engine fire access door for fire access.

SEA KING MK7 AEW



AIRCRAFT WINDOWS



ENGINE SHUTDOWN

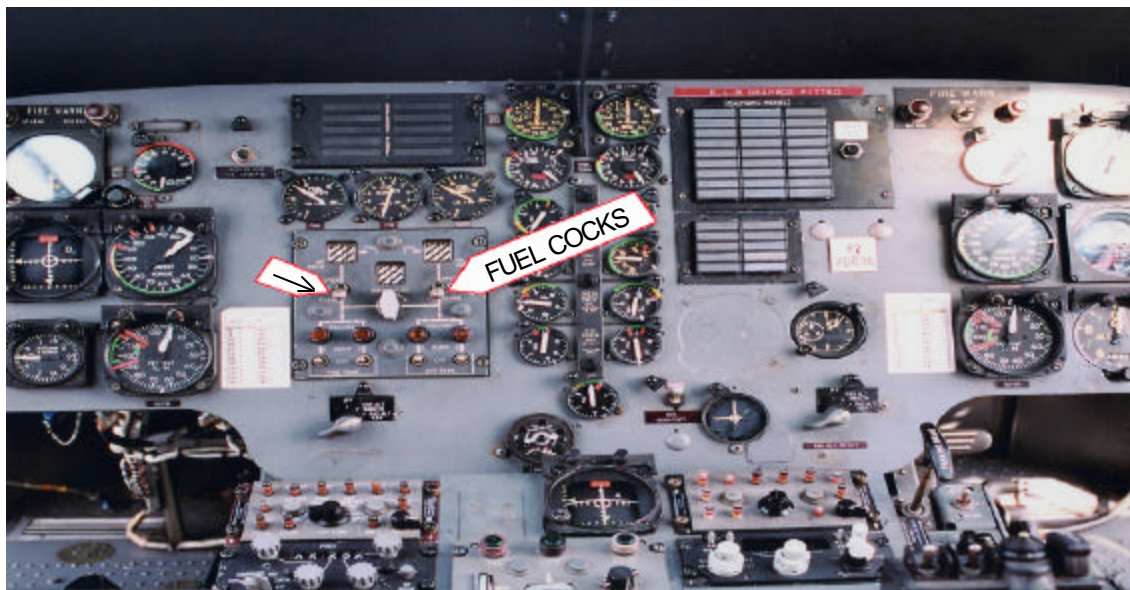
1. ENGINE SHUTDOWN

- a. Pull main throttles all the way back.
(If manual throttles have been engaged, they will be free moving and are to be pulled back.)
- b. Shut off both fuel cocks, pull and down to close.
- c. In the SKJ and MK4 Sea Kings, turn the armament safety switch to safe. This is located behind the right hand pilot's head.

NOTE:

The MK4 Sea King has two battery master switches one beside the other.

- d. Batter master to OFF.
- e. The cockpit is now deemed safe.



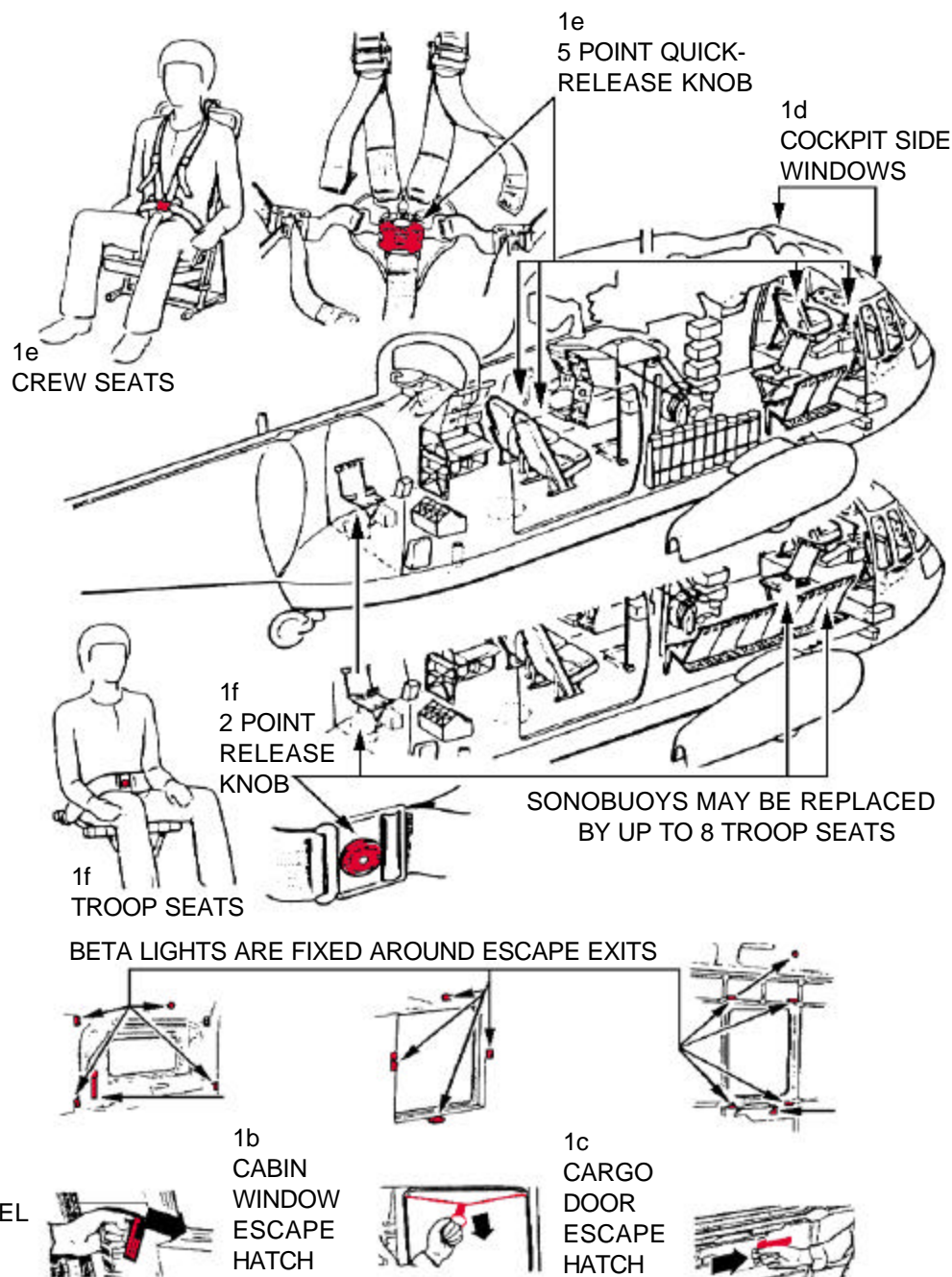
SEA KING MK7 AEW

AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

- a. For upper personnel door, emergency release at aft end, and push upper door out.
- b. For cabin window escape hatches, pull tag, remove seal, and push out.
- c. For cargo door escape hatch, pull handle aft, and push out.
- d. For cockpit windows, jettison can be actuated from internally.
- e. Crew seats are fitted with a 5 point quick-release harness. Push center and turn.
- f. Troop/passenger seats are fitted a 2 point lap straps. Turn knob to release.

SEA KING MK7 AEW



AIRCRAFT HAZARDS

OTHER HAZARDS:

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

Armament for the HC4:

1- 7.62 MM general purpose machine gun may be fitted in cab in doorway.

Pyrotechnics:

Signal pistol and cartridges, marine markers, smoke/flame floats, and underwater sound signals.

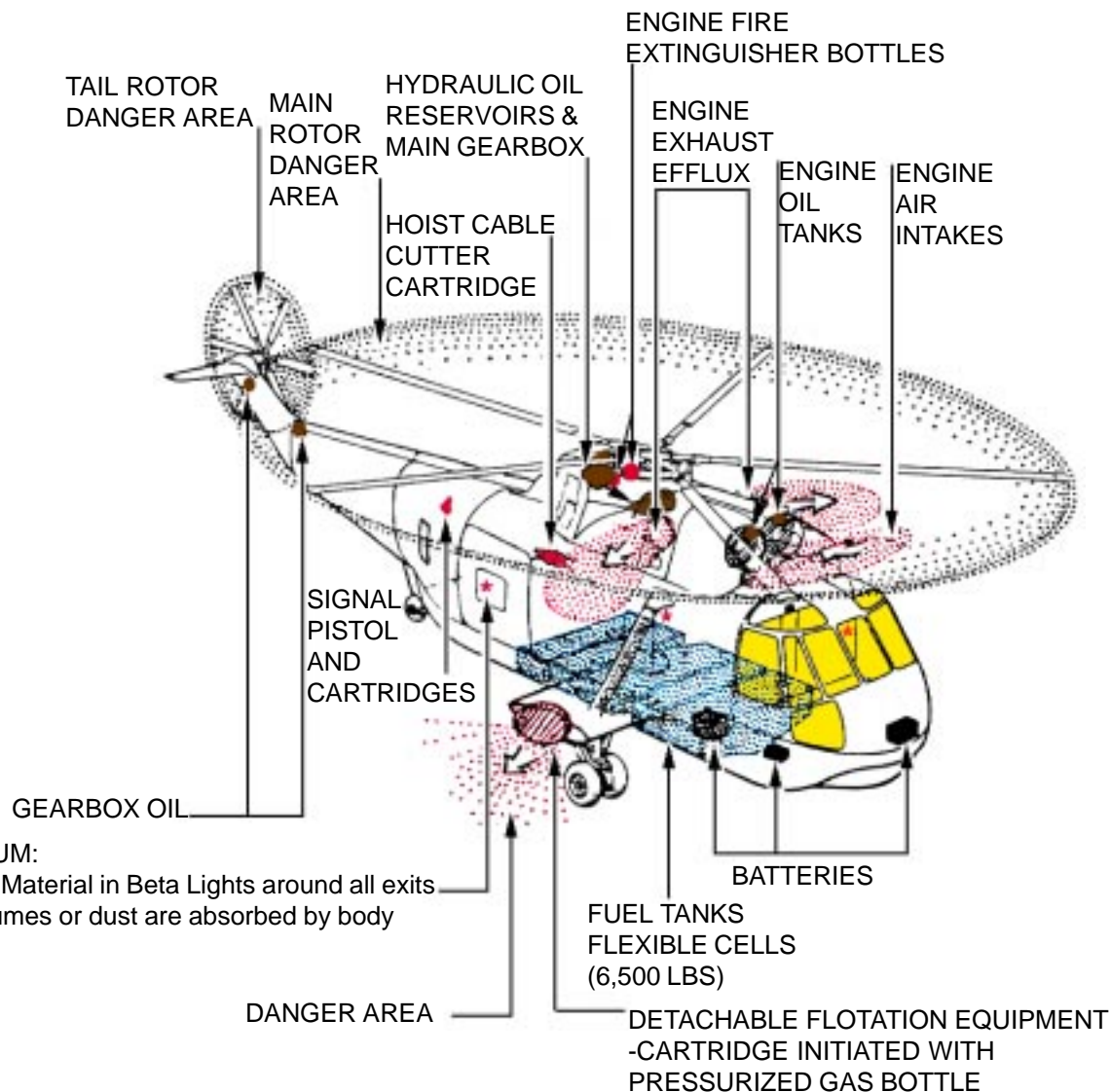
Armament for the MK-41:

No armament is carried.

Armament for the S-61:

No armament is carried.

SEA KING HC4/MK-41/S-61/ WESTLAND SAR



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL AND EMERGENCY ENTRY

WARNING

Beware of rotating blades. Injury to personnel can result.

- a. Use left side behind cockpit. Press marked button of personnel door. Release lower section of door by rotating emergency handle clockwise to top position. Pull lower section of door outwards. Lift upper section of door to snap position.
- b. Marked cockpit sliding windows, located on both sides of cockpit. Press marked button of exit release, turn handle clockwise to top position. Pull window outwards.
- c. Escape hatches located on both sides of fuselage, one on right and two on left side of forward. Pull red tab, marked exit release, completely. Pull window out of frame.

2. CUT-IN

- a. Cut-in along window frame above emergency release handle of personnel door and escape hatch, located on left side of fuselage.

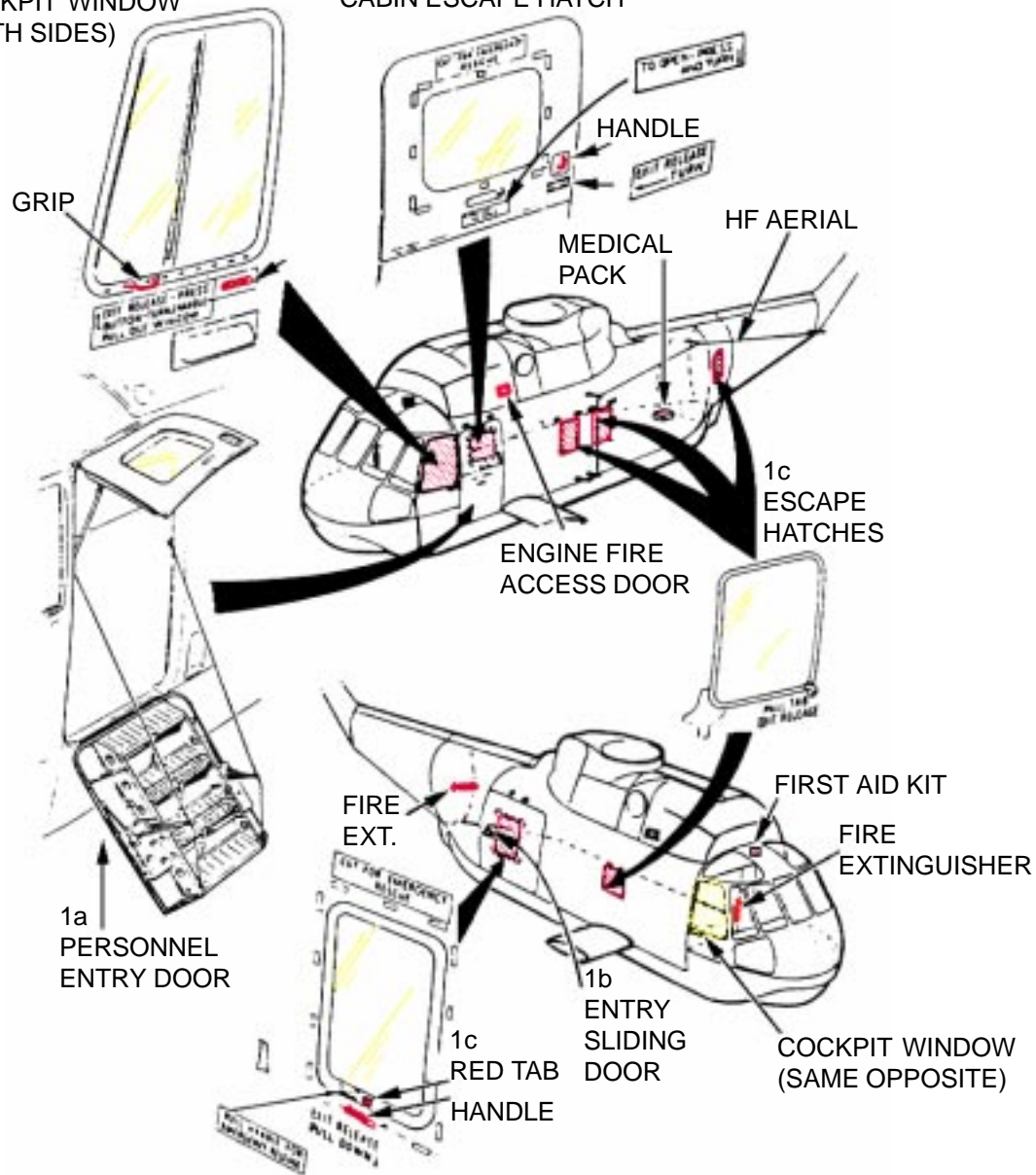
NOTE:

Self-illuminating beta lights mark locations of doors, hatches and windows.

SEA KING HC4/MK-41/S-61/
WESTLAND SAR

COCKPIT WINDOW
(BOTH SIDES)

1b
CABIN ESCAPE HATCH



ENGINE SHUTDOWN

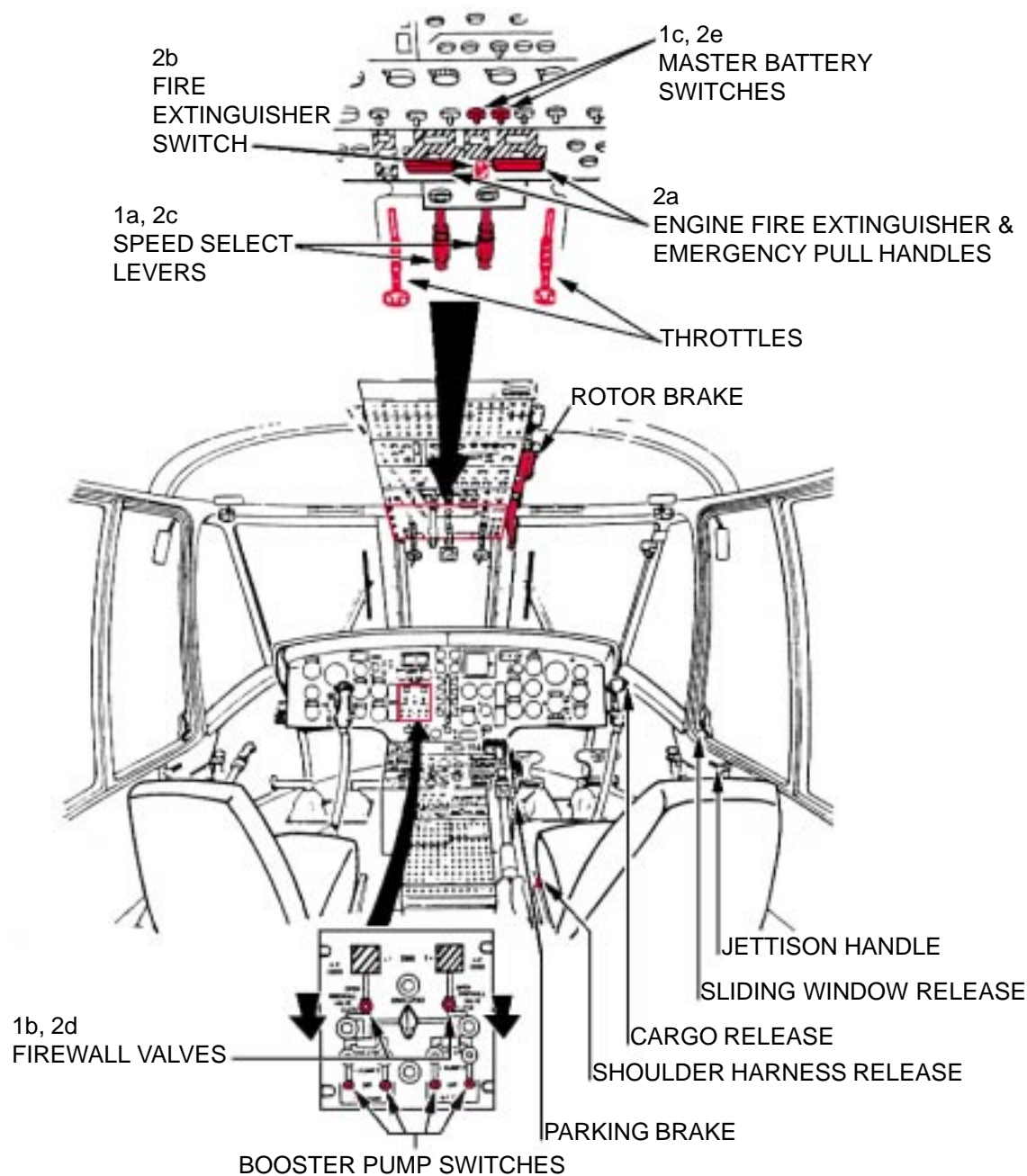
1. NORMAL ENGINE SHUTDOWN

- a. Pull and lift speed select levers to SHUT-OFF position.
- b. Switch firewall valves down to CLOSE position.
- c. Turn battery master switches to OFF position.

2. ENGINE FIRE SHUTDOWN

- a. Pull engine fire extinguisher and emergency handles.
- b. Set fire extinguisher operating switch to MAIN.
- c. Pull and lift speed select levers to SHUT-OFF position.
- d. Switch down firewall valves to CLOSE position.
- e. Turn battery master switches to OFF position.

SEA KING HC4/MK-41/S-61/ WESTLAND SAR



AIRCREW EXTRACTION

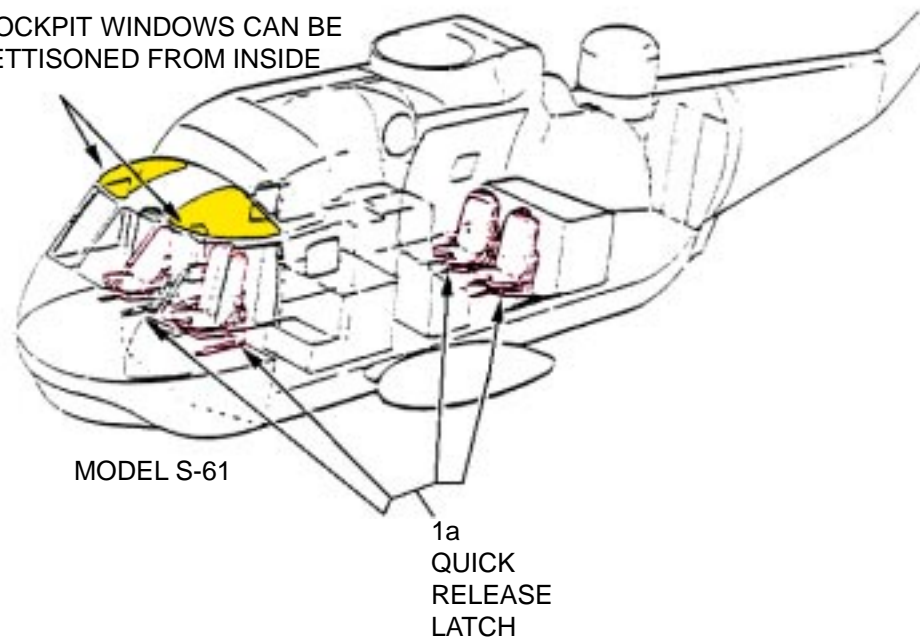
1. AIRCREW EXTRACTION

NOTE:

All seats are equipped with uniform safety lap belts. A quick release latch is used by pressing the center and then turning. This applies to the crew seats of the HC-4, MK-41 and all seats for the S-61.

- Press and turn the quick release latch to release restraints.
- Set aside the lap belts and shoulder harnesses from crewmembers to prevent entanglement.
- Release left or right survival kit buckles by squeezing release bar simultaneously (pilot seats only).
- Passenger seats are equipped with a safety belt released by turning a central knob.

COCKPIT WINDOWS CAN BE JETTISONED FROM INSIDE

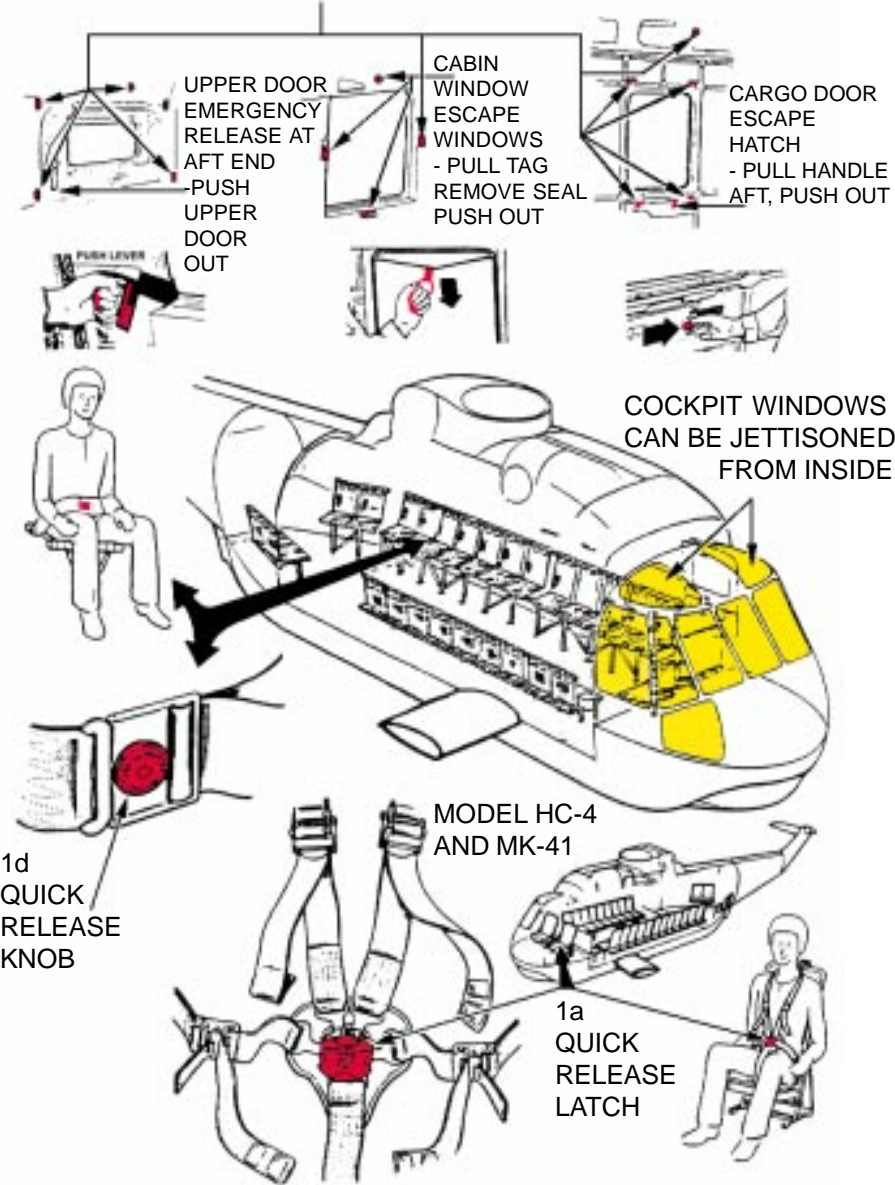


MODEL S-61

1a
QUICK
RELEASE
LATCH

SEA KING HC4/MK-41/S-61/ WESTLAND SAR

BETA LIGHTS ARE FIXED AROUND ESCAPE HATCHES AND DOORS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

SEA LYNX MK-88

AIRCRAFT ENTRY

1. NORMAL ENTRY

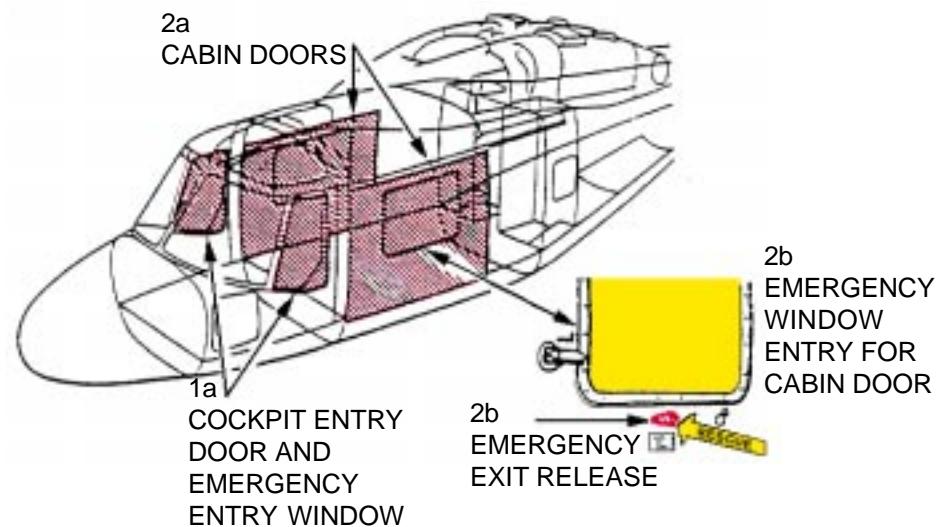
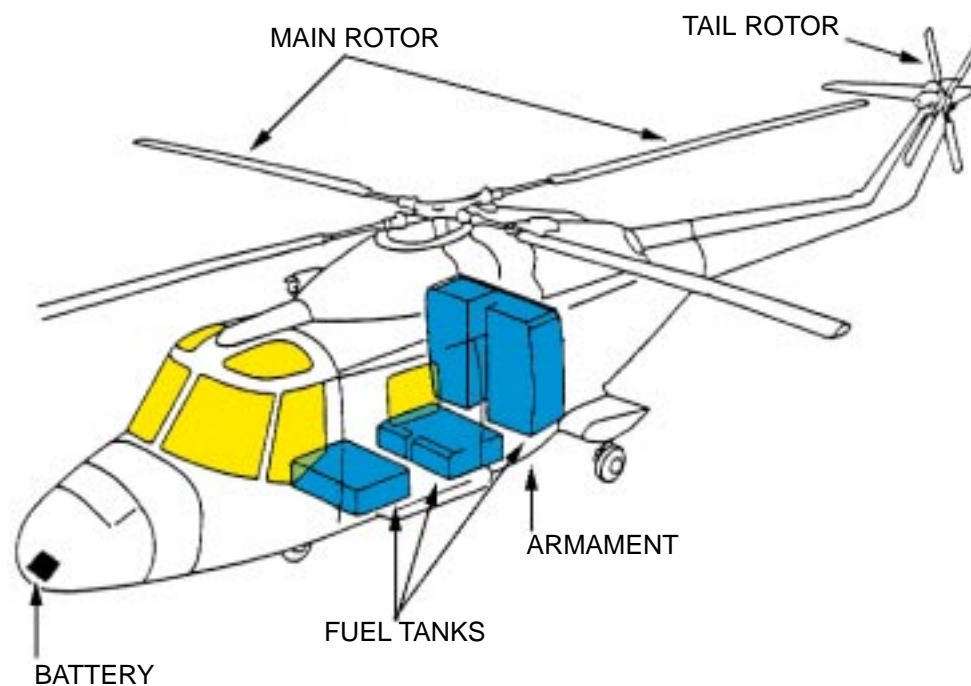
NOTE:

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

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

2. EMERGENCY ENTRY

- a. Press the marked button of the exit release on the sliding windows, located on both cabin doors, on either side of the fuselage.
 - b. Rotate handle clockwise to top position and pull the window outwards.
3. CUT-IN
- a. Cut-in to windows or fuselage as required.



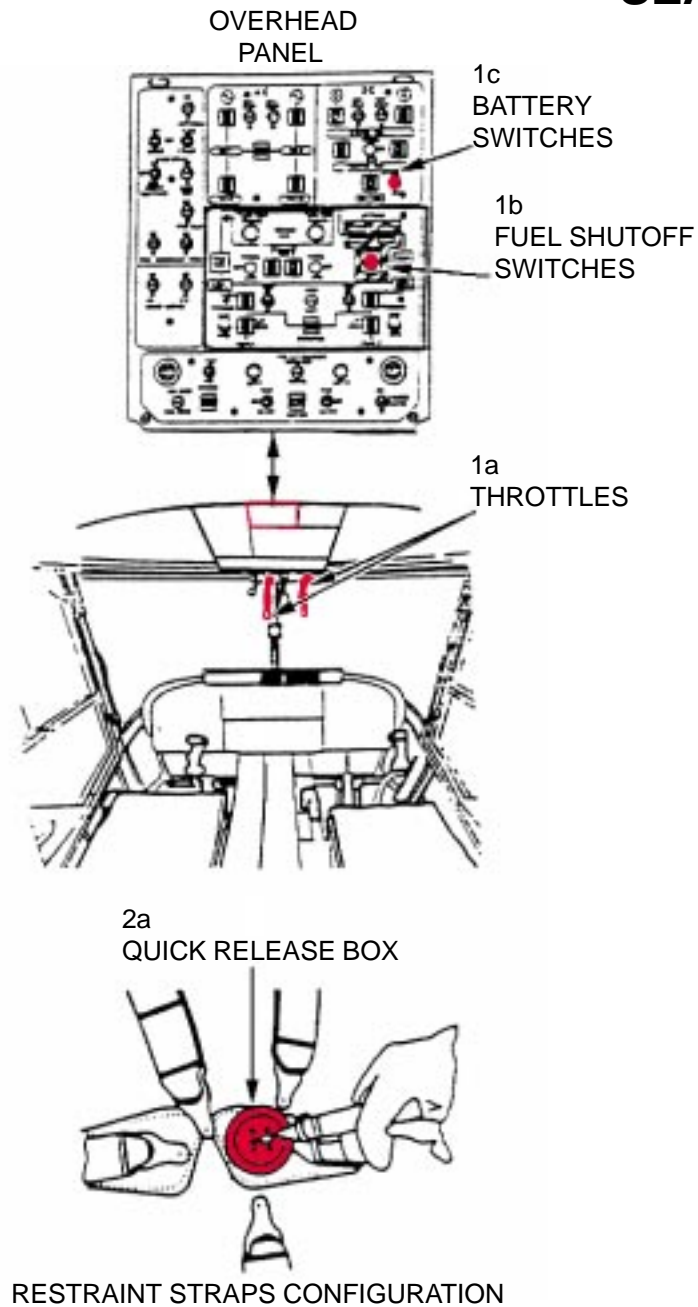
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- a. Raise finger lift stop and move throttles, located on pilot's overhead panel, down to the OFF position.
- b. Lift fuel shutoff switches, located on pilot's overhead panel, and place to OFF position.
- c. Place the battery switches, located on the overhead panel, to the OFF position.

2. AIRCREW EXTRACTION

- a. Pull red release snap from harness quick release box until straps are released.

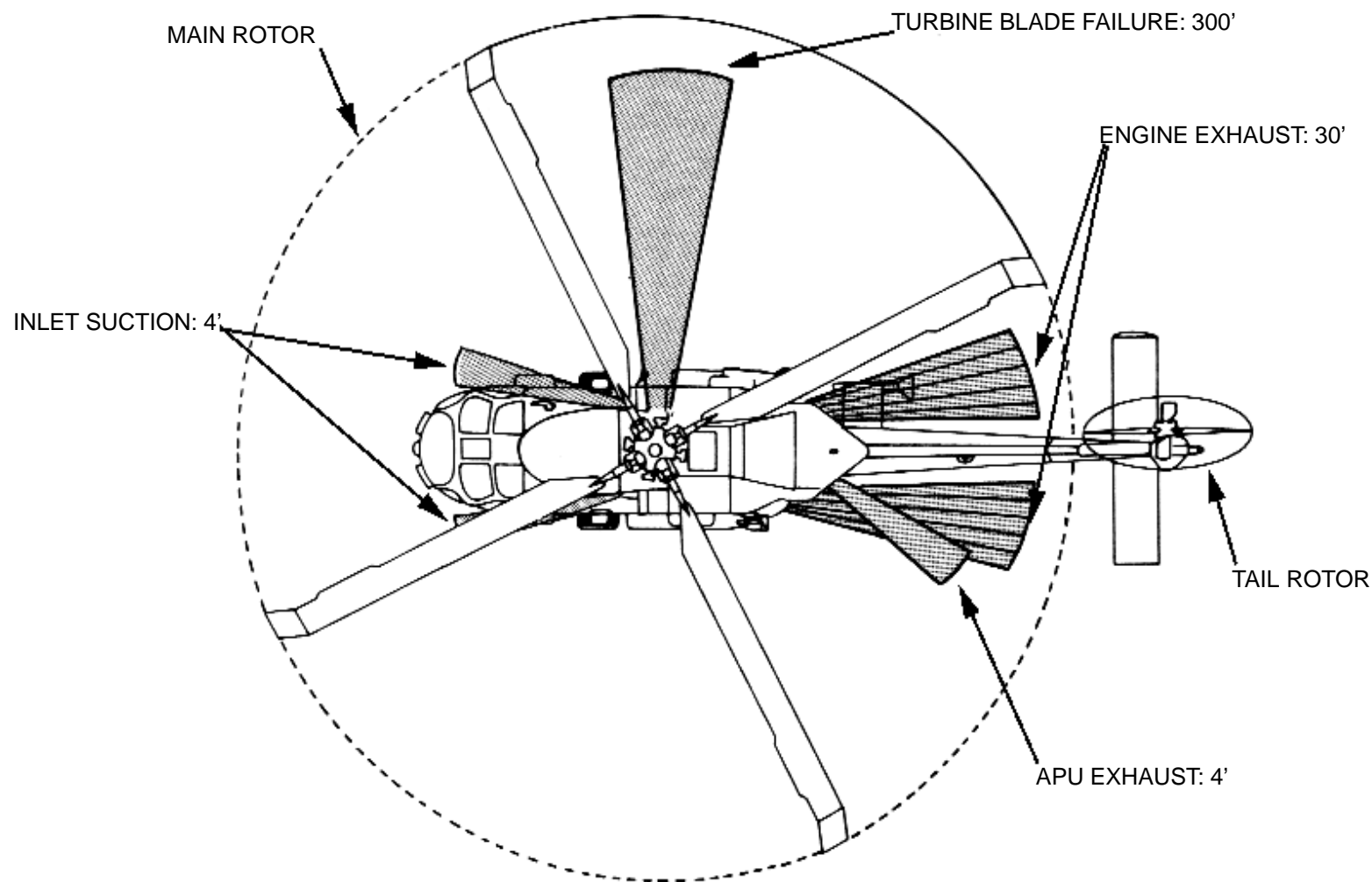
SEA LYNX MK-88

AIRCRAFT HAZARDS

WARNING

Tip of rotor blade may drop as low as 4 feet from ground when turning.

ROTOR MINIMUM	MAIN	7' 6"
GROUND CLEARANCE	TAIL	6' 8"
ROTOR DISC	MAIN	53' 8"
DIAMETER	TAIL	11'

SH-60B

AIRCRAFT HAZARDS-Continued

SH-60B**ARMAMENT:**

TORPEDOES (N/A FOR HH-60H/J)

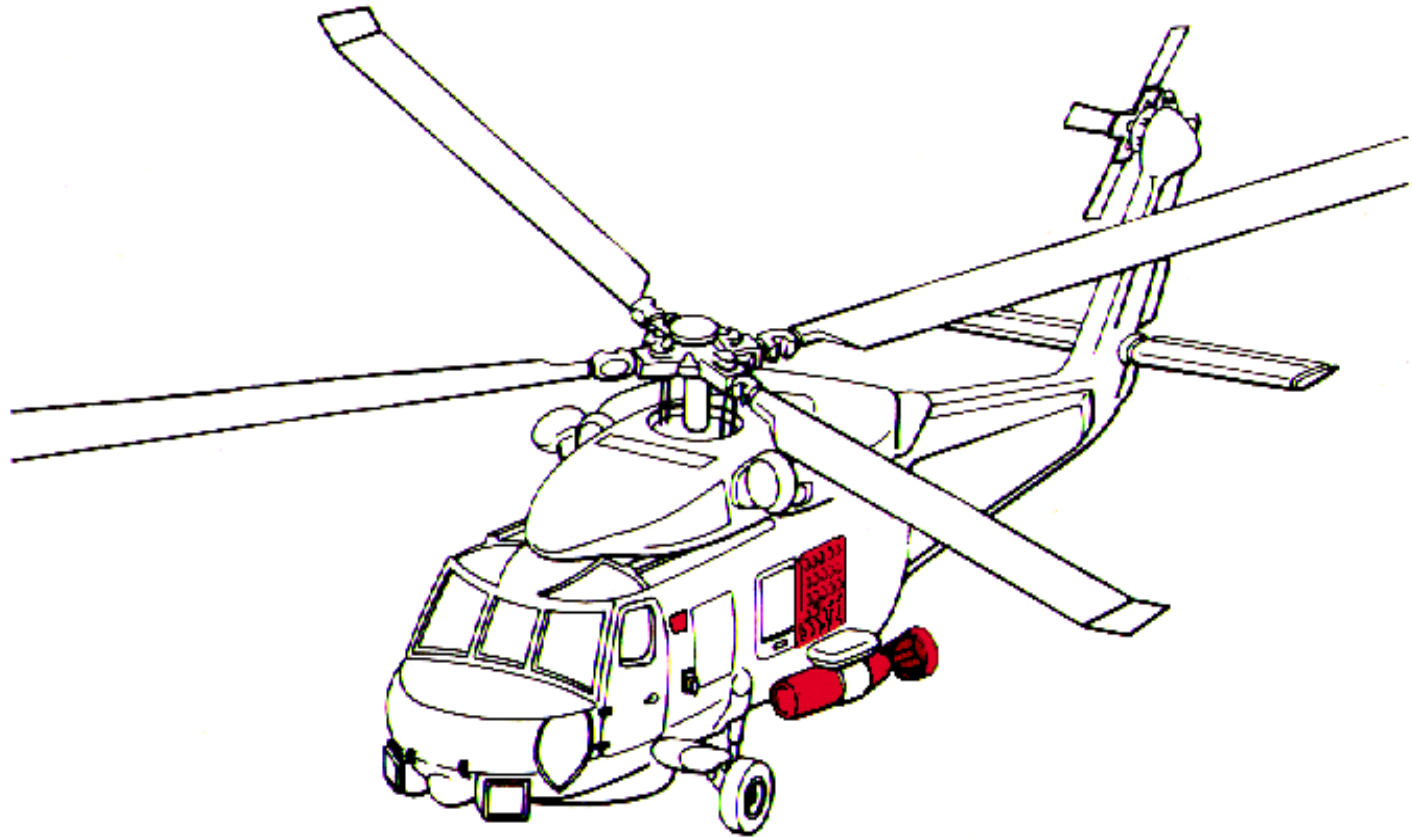
SONOBUOY LAUNCHER

SMOKE MARKERS (PYROTECHNICS)

MK-25 MLM

MK-58 MLM






MK-84 SUS



AIRFRAME MATERIALS

SH-60B

LEGEND

-  ALUMINUM
-  STEEL
-  TITANIUM
-  GRAPHITE EPOXY
-  OTHER
FIBERGLASS/MAGNESIUM/KEVLAR



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

NOTE:
Pneumatic system
is 3000 PSI.

OIL:
ENGINE 3.8 GAL HYDRAULIC 3.9 QT
TRANSMISSION 8.15 GAL

SH-60B

AIRCRAFT ENTRY

1. NORMAL ENTRY

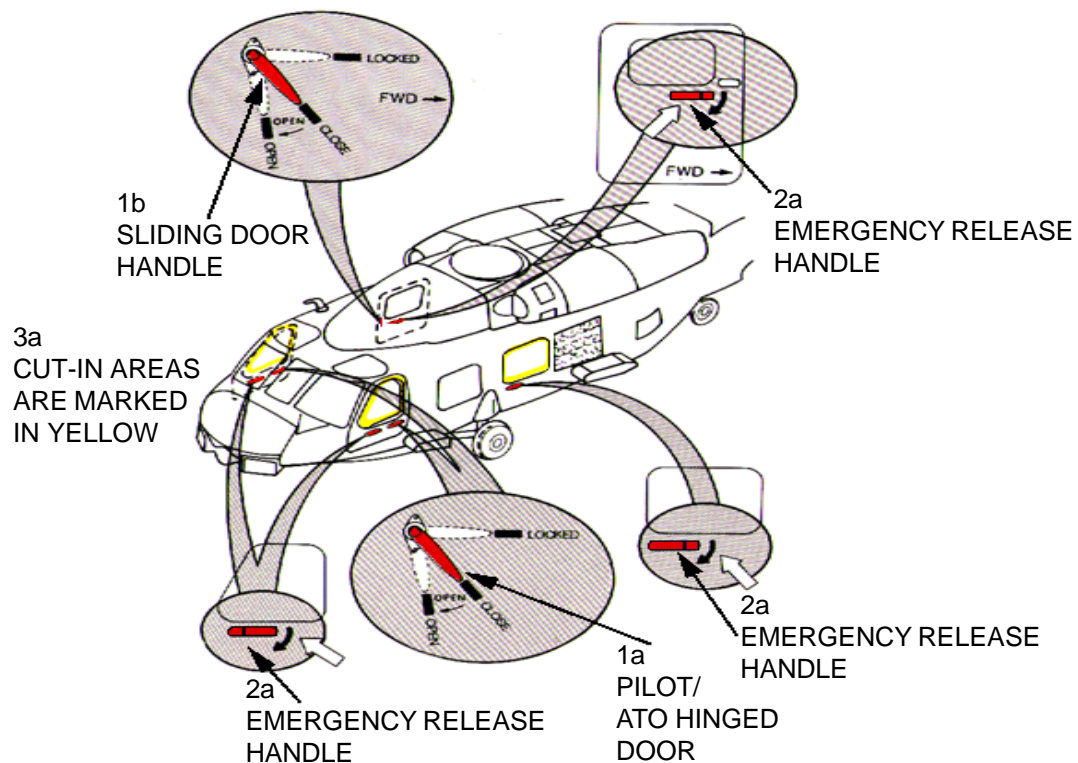
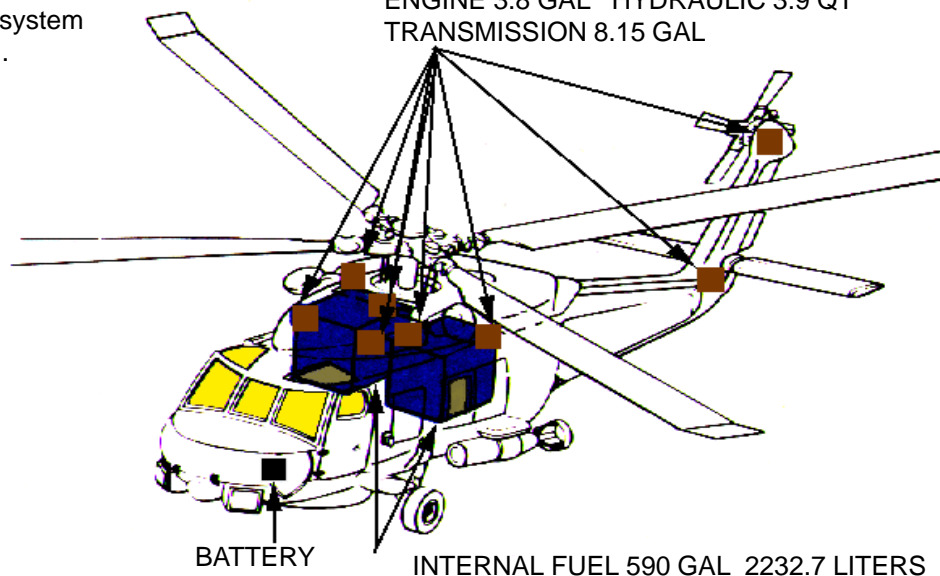
- a. Enter the pilot/ATO area through hinged door on each side of cockpit. Pull handle down to open.
- b. A sliding door on right side of fuselage provides access to the cabin. Push to release handle and turn down to open.

2. EMERGENCY ENTRY

- a. The pilot and ATO windows, cabin door window and cabin window may be jettisoned by operating the emergency release handle and pulling window out.

3. CUT-IN/FORCED ENTRY

- a. If main entrances are jammed or inoperable, cut around pilot, ATO, and SO windows with power rescue saw or crash ax.



ENGINE, APU SHUTDOWN AND BATTERY DISCONNECT

SH-60B

1. ENGINE SHUTDOWN

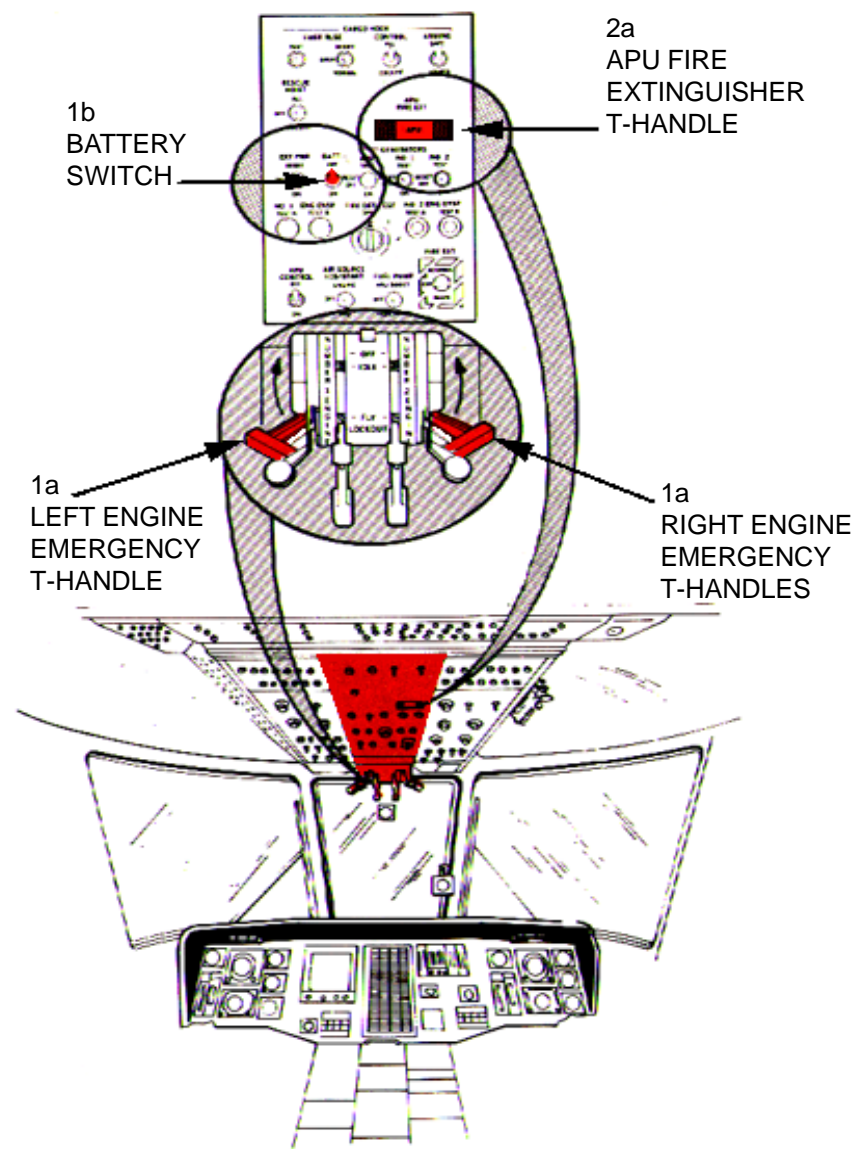
- a. Pull both engine emergency T-handles, located on overhead panel, aft to OFF position.
- b. Place battery switch, located on overhead panel, in OFF position.

2. APU SHUTDOWN

- a. Pull APU fire extinguisher T-handle, located on overhead panel. (Required if APU is operating.)

3. BATTERY DISCONNECT

- a. To further deactivate the electrical system, disconnect battery quick disconnect fitting. Battery is located in ATO seat well.



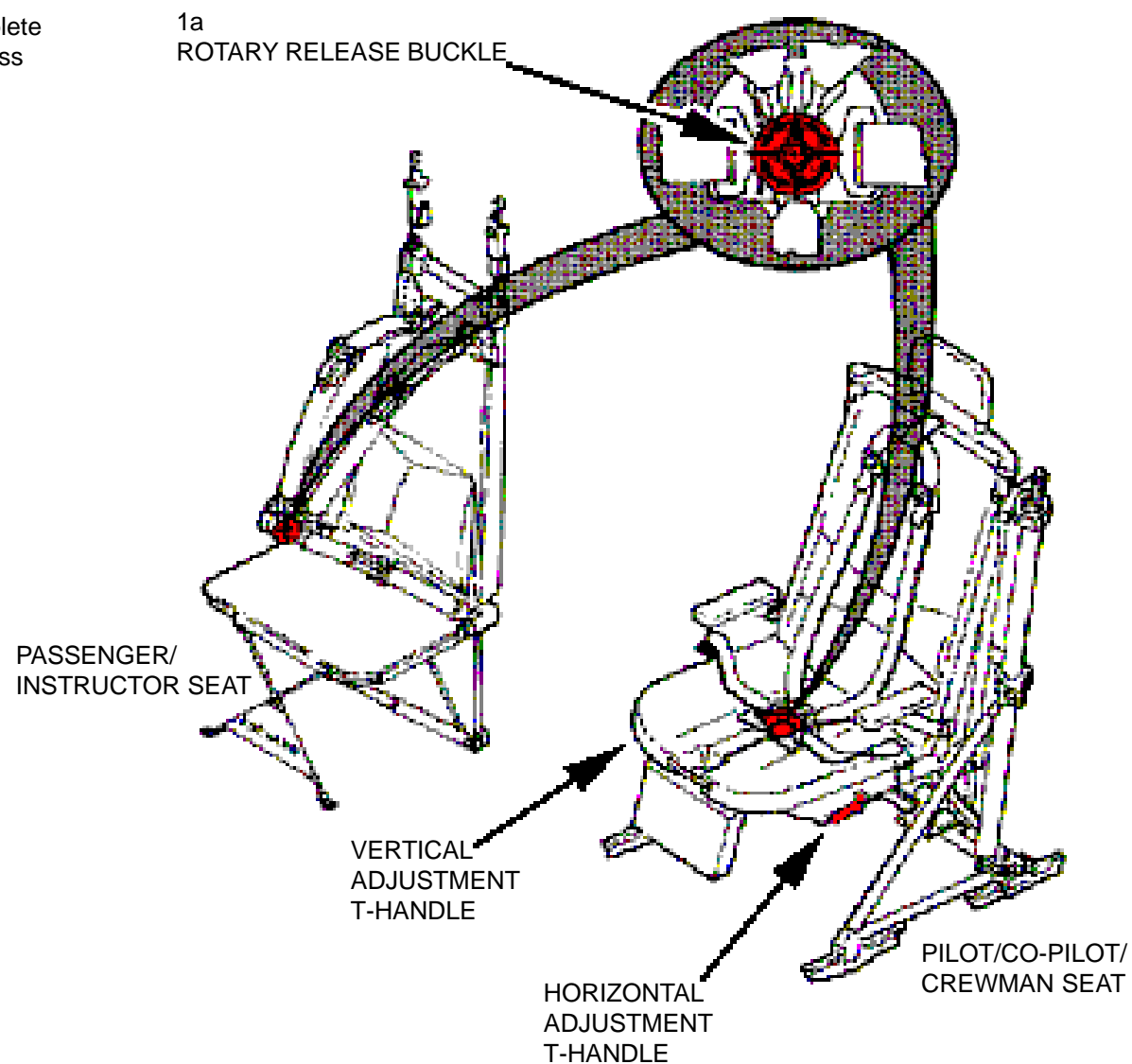
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

The pilot, co-pilot, crewman, and instructor/passenger are attached to the seats by a complete lap belt and dual torso-restraint shoulder harness attached to a rotary release buckle.

- a. Rotate rotary release buckle in either direction, to release shoulder harnesses and lap belt.

**SH-60B**

EMERGENCY ESCAPE ROUTES AND CABIN CONFIGURATION

SH-60B

1. EMERGENCY ESCAPE ROUTES

NOTE:

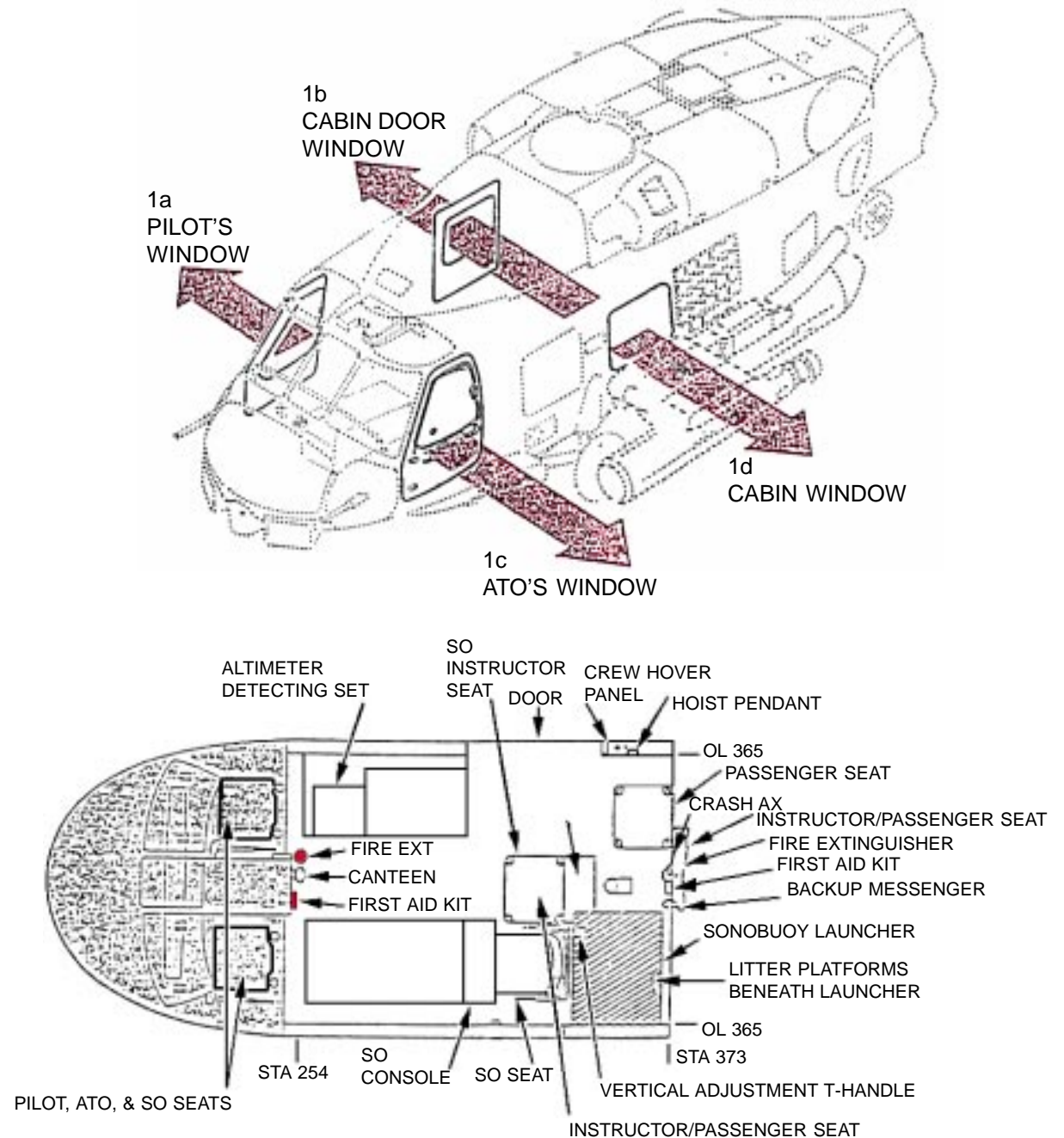
Refer to page SH-60B.4 for door operations.
Additional weapon pylon and external fuel tanks
effective on Buno 162348 and subsequent.

- Use pilot's (right side) jettisonable window.
- Use ATO (left side) jettisonable window.
- Use cabin door (right side) jettisonable window.
- Use cabin jettisonable window (left side) window.

2. CABIN CONFIGURATION

NOTE:

All aircrew seats have a complete lap belt and dual
torso restraint shoulder harness attached to a rotary
release buckle. All troop seats have a lap belt and
shoulder harness attached to a rotary release buckle.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

SUPER FRELON SA 321

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Turn door handle to enter flightdeck for both sides of aircraft.
- b. Turn door handle to enter cabin using side access door.

2. EMERGENCY ENTRY

- a. The side access and cargo doors are flight and ground jettisonable doors used as emergency exits. The jettisonable door, located on the left back side of the cargo compartment is only an emergency exit. All port holes are jettisonable.
- b. Flightdeck doors have an external jettison handle.

3. CUT-IN/FORCED ENTRY

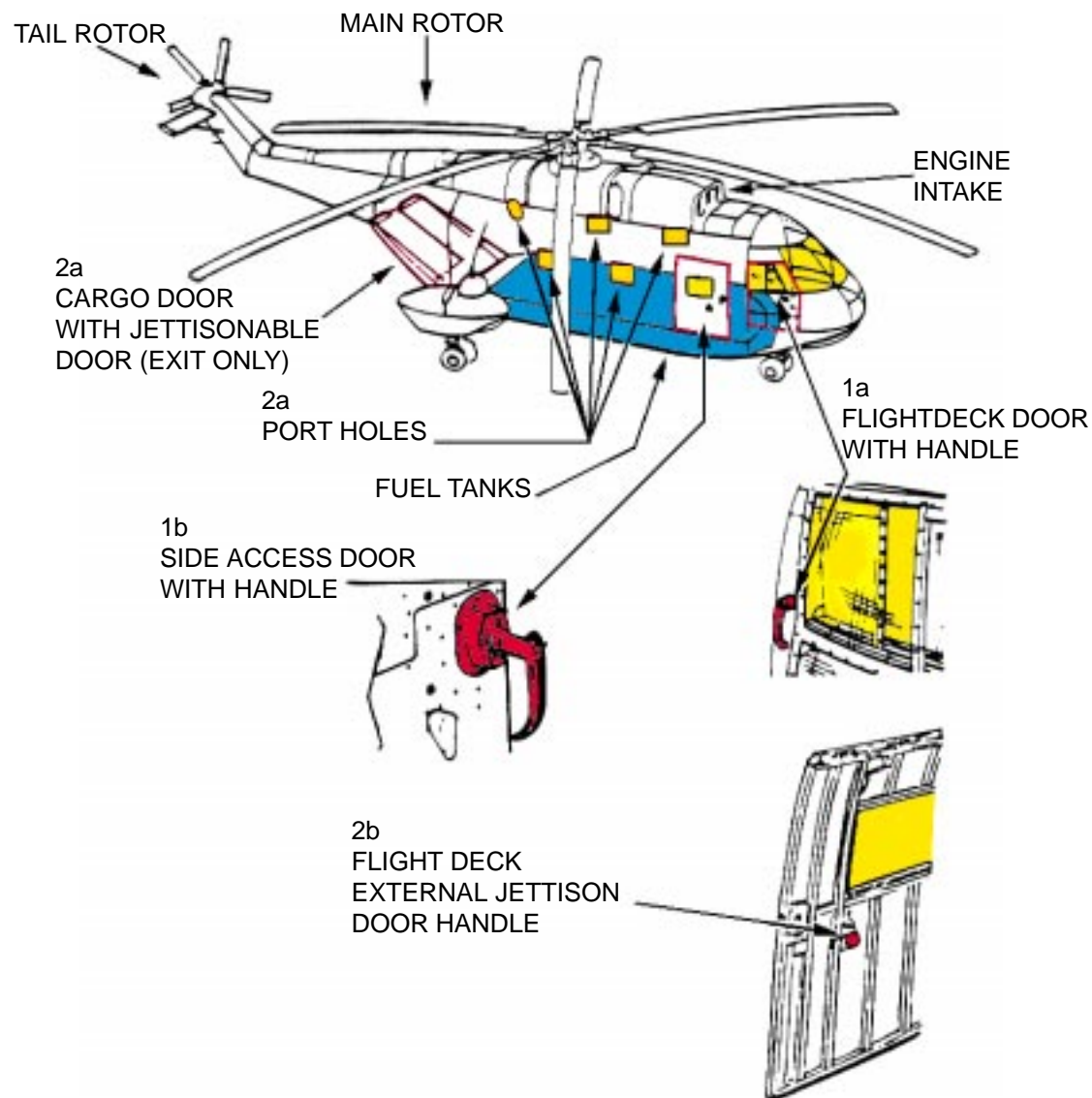
- a. Cut-in access doors, windows, and port holes.

HAZARDS:

- (1) This aircraft carries armament.
- (2) Fuel capacity 1052 gallons, 4448 litres.
- (3) Airframe materials: carbon fiber is negligible.
- (4) No oxygen system.
- (5) Rotating main and tail rotors.
- (6) Hot engine exhaust.

PERSONNEL CAPACITY:

Crew size: 2, Passengers: 37 maximum.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

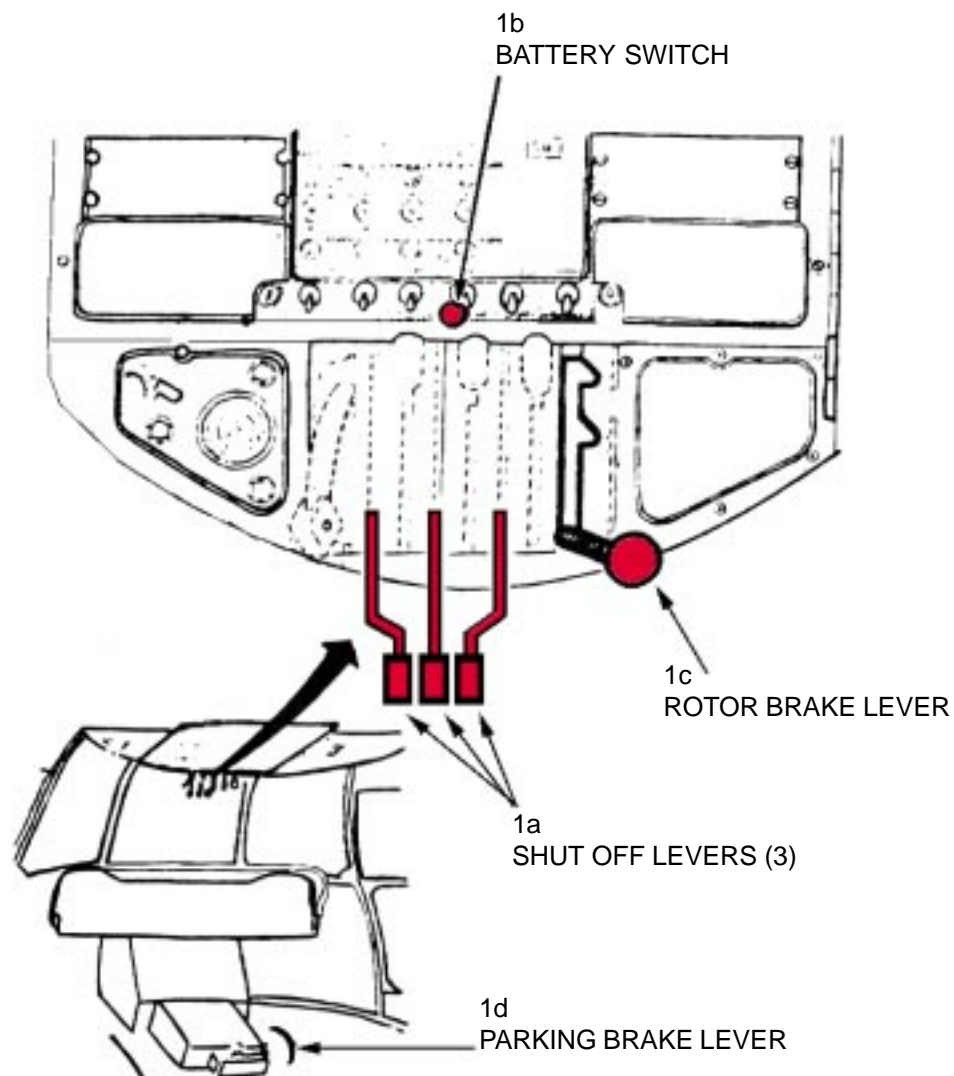
1. ENGINE SHUTDOWN

- a. Pull aft three shutoff levers, located on overhead console, to cut off fuel supply.
- b. Switch battery switch, located on overhead console, to the OFF position.
- c. Pull aft on rotor brake lever, located on overhead console.
- d. Pull upwards and lock parking brake lever. Activate the brake 90 degrees leftward.

2. AIRCREW EXTRACTION

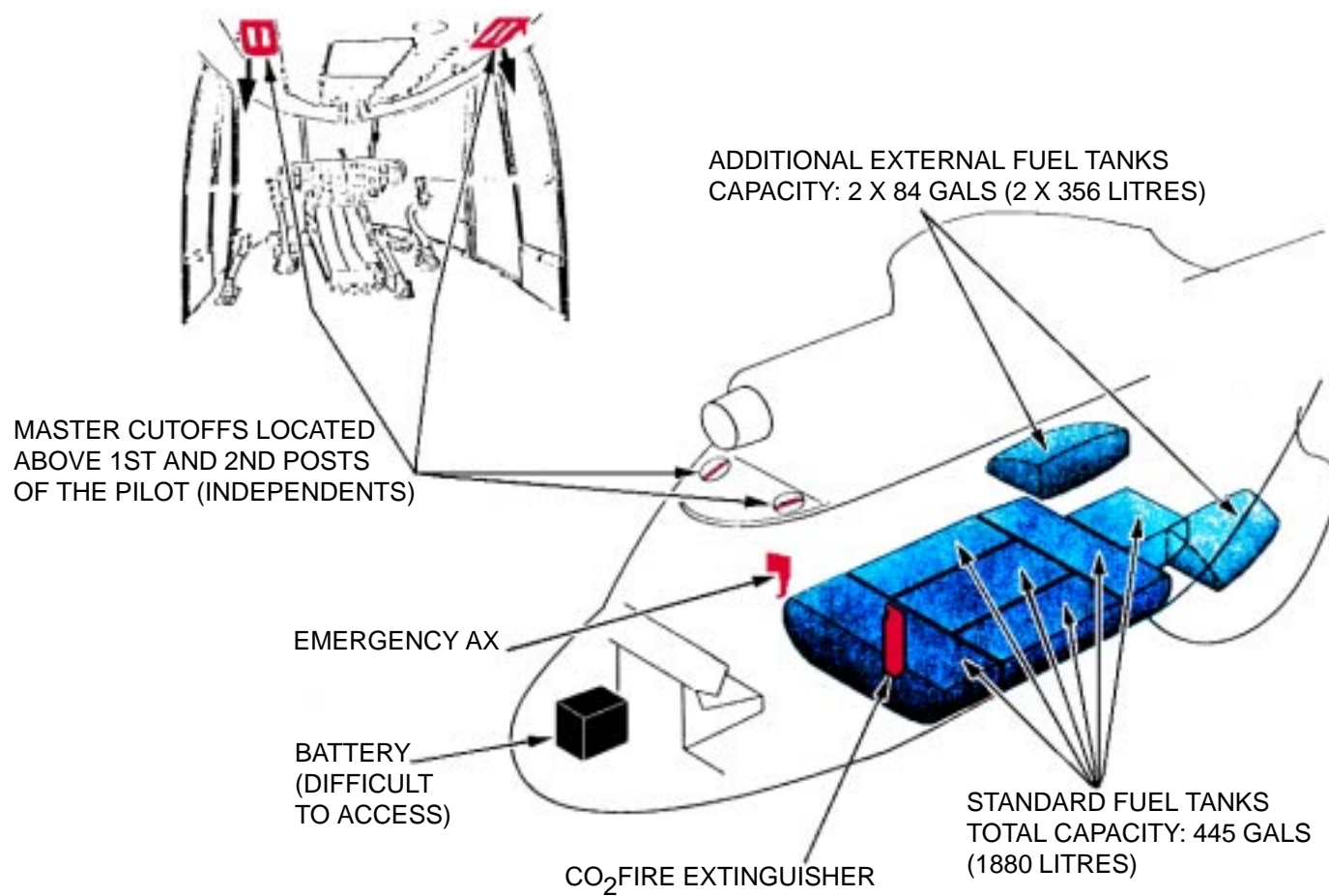
- a. Unlatch lap belt and remove shoulder harness from crewmembers.
- b. Unlatch restraints from passengers as applicable.

SUPER FRELON SA 321



AIRCRAFT HAZARDS

SUPER PUMA/COUGAR/HD-21



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Symmetrical doors to access and exit of passengers and crew.

- a. Enter the flight deck using the external opening handle for the pilot door on right side and the ATO door on the left side of the fuselage.

- b. Enter the cabin using the external opening handle for the passenger compartment on the right or left sides of the fuselage.

2. EMERGENCY ENTRY/EXIT

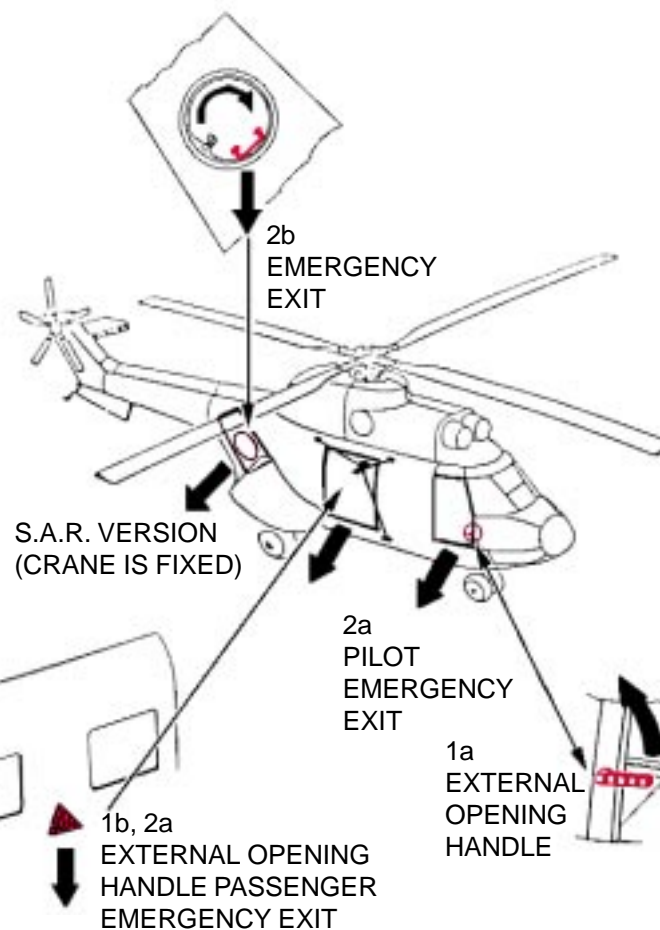
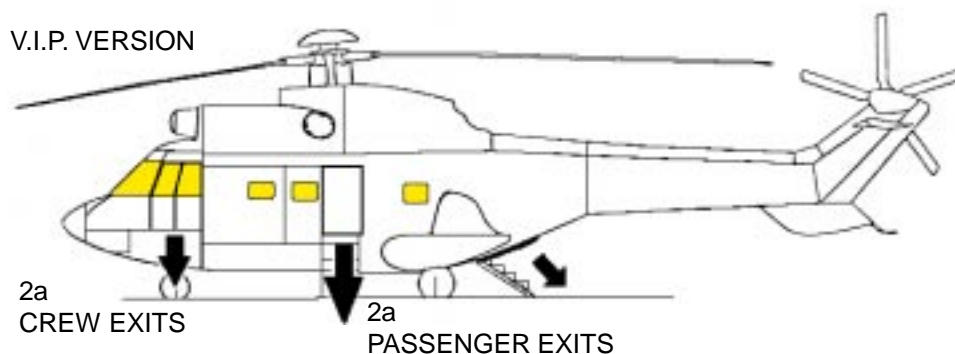
- a. Use external door handles on all doors for emergency entry or exit.
- b. For the cargo door emergency exit: use the internal access by pulling the ring and push exit door outward.

3. CUT-IN

- a. Cut-in flight deck or cabin doors or windows as required.

SUPER PUMA/COUGAR/HD-21

V.I.P. VERSION



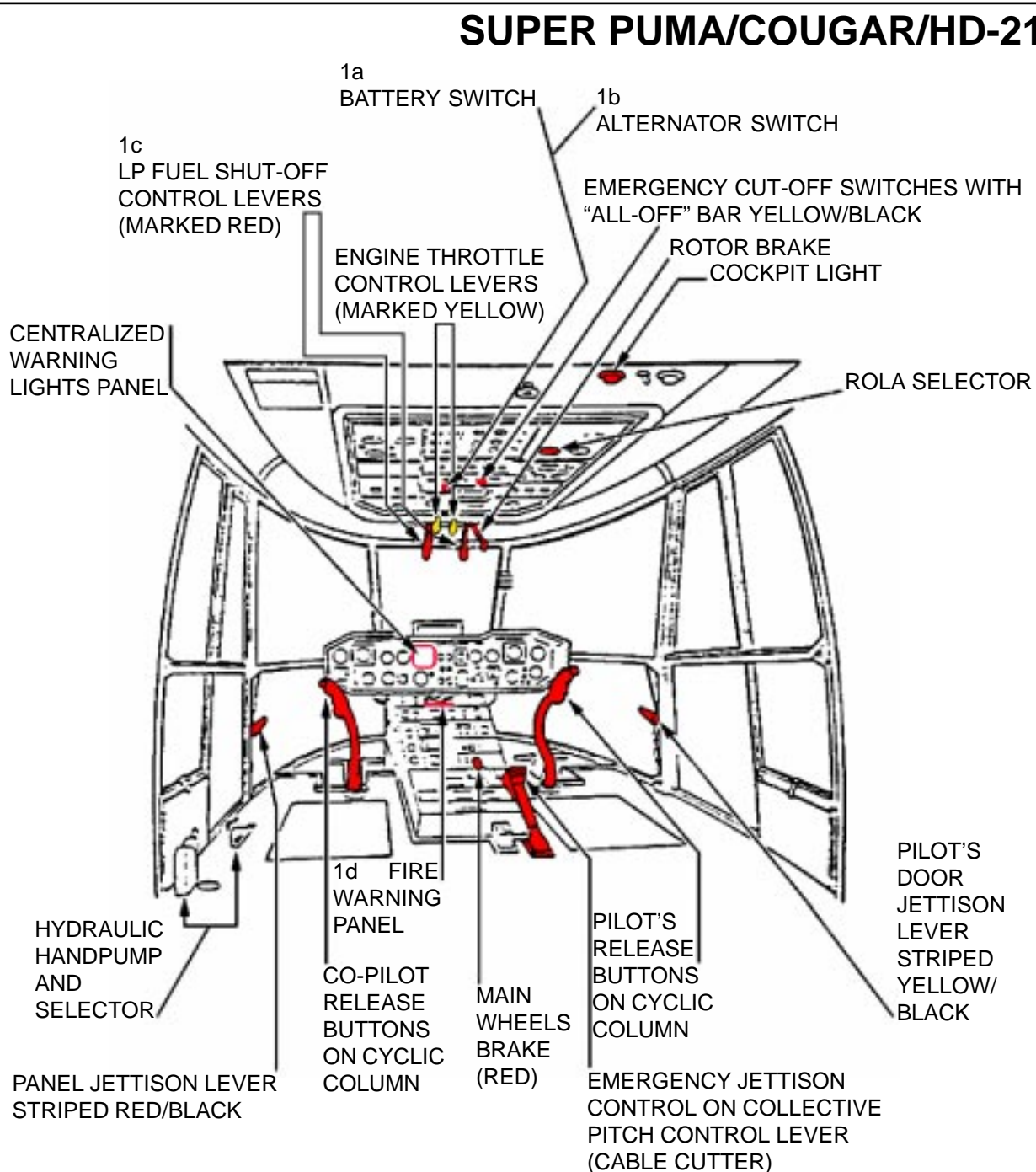
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Pull aft on battery switch, located on the overhead control console, to OFF position.
- Pull aft on alternator switches, located on the overhead control console, to OFF position.
- Pull aft on the fuel shut-off levers, (marked red) located on the overhead control console, to OFF position.
- In case of engine fire, on the fire control warning panel, push buttons for 1 or 2 engines extinguishers. Extinguishers are single shot type.

2. AIRCREW EXTRACTION

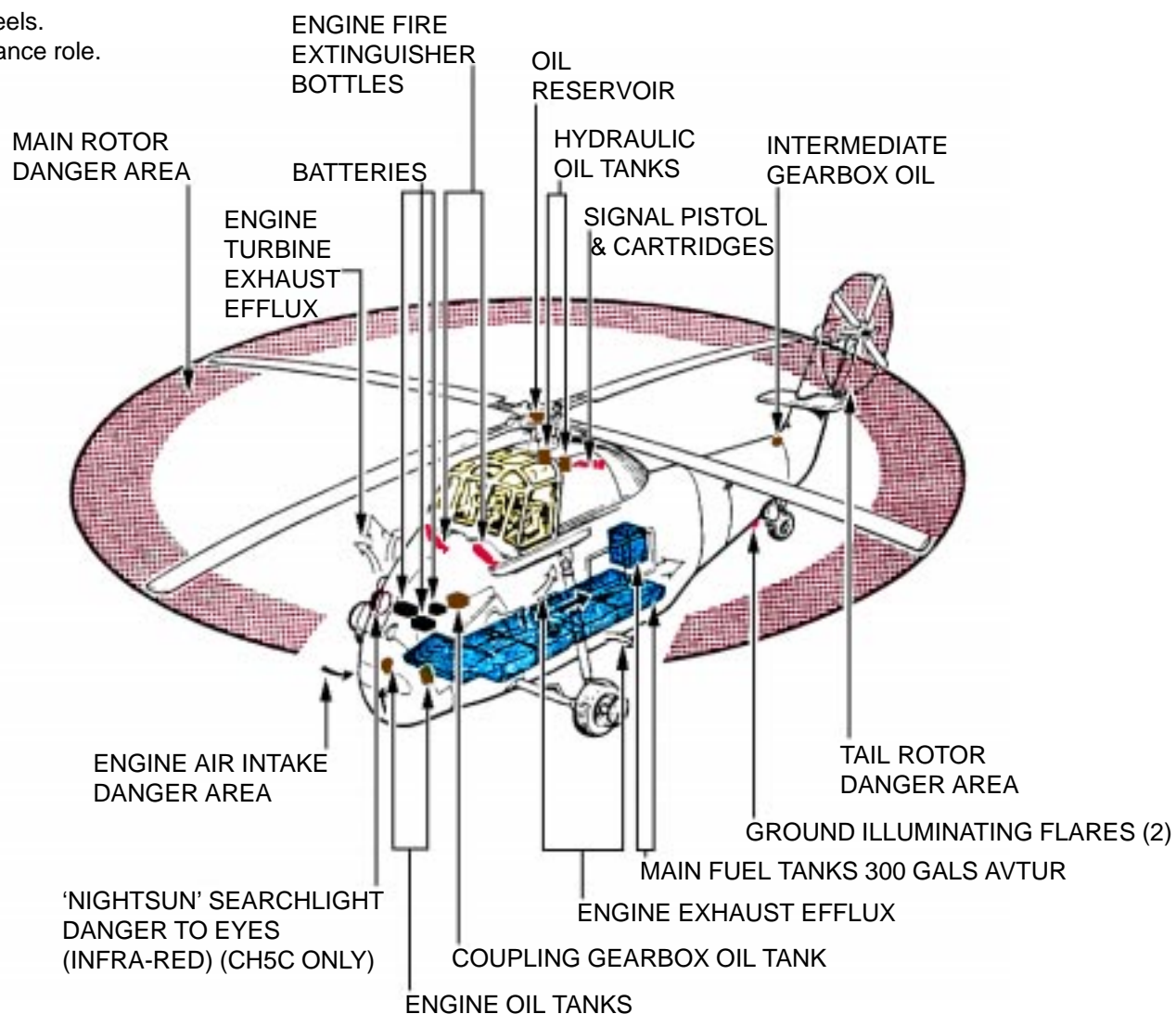
- Release crew from lap belt and shoulder harness.
- Release passengers from restraints as required.



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

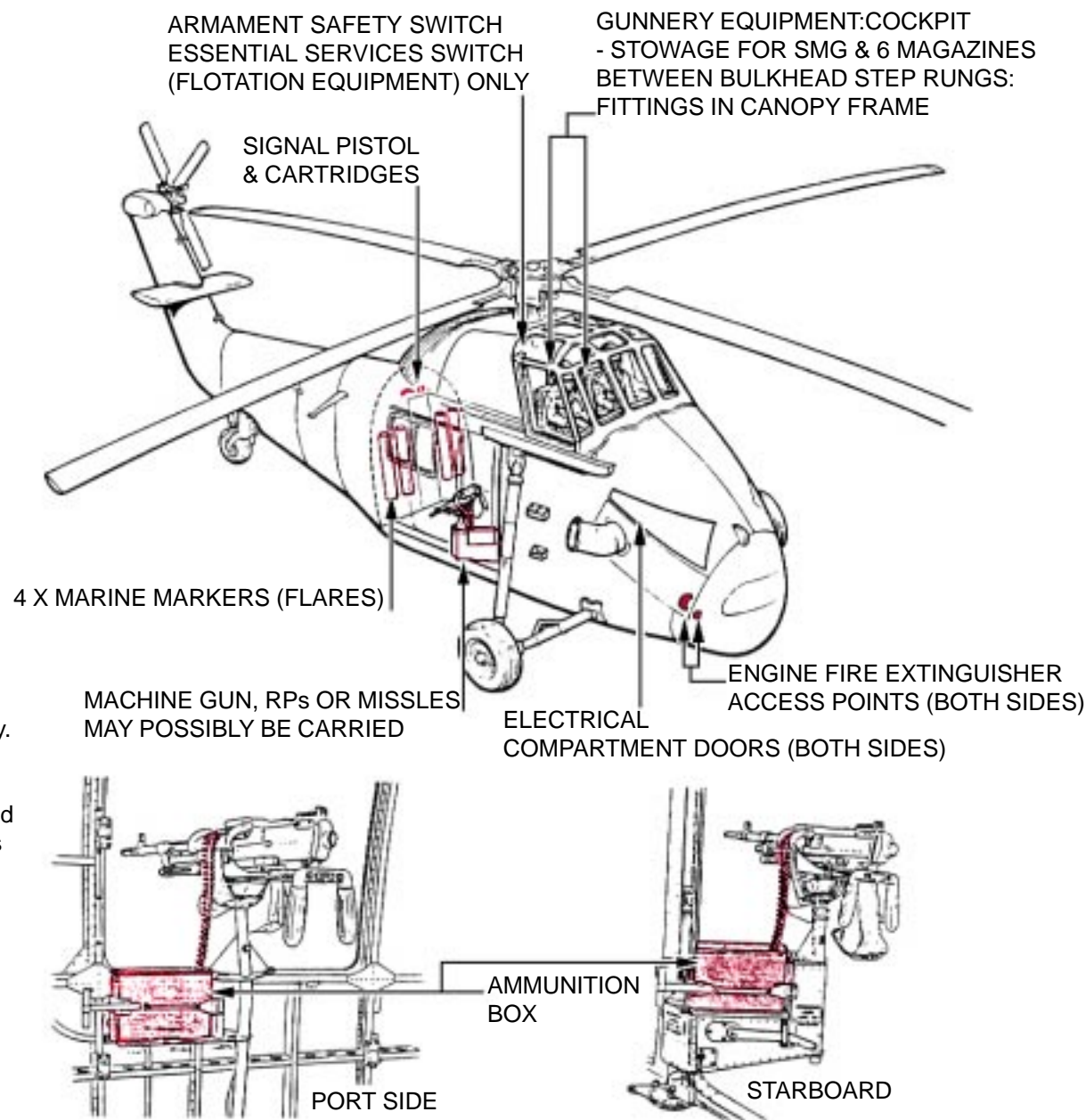
The aircraft information is located in Chapter 23
containing US Navy aircraft.

- Batteries are isolated and fire extinguishers fired automatically by inertia crash switches.
- Auxiliary fuel tanks may be carried inside the cabin. Plus external droptanks - HC2 only.
- Flotation equipment may be attached to main wheels.
- Medical oxygen may be carried in cabin in ambulance role.
- Beta lights at exits (radiation hazard if broken).



AIRCRAFT ARMAMENT

WESSEX HC2/HC5C



NOTE:

- Mounting for 7.62mm GPMG in cabin doorway. (Starboard side) and escape hatch (Port side) with ammunition supply boxes.
- Further boxes may be stowed within cabin, and light weapons or explosives may be carried as cargo.
- Not controlled by armament safety switch, being manually operated.

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Use main entrance through cabin sliding door on star-board (right) side only.

2. EMERGENCY ENTRY

NOTE:

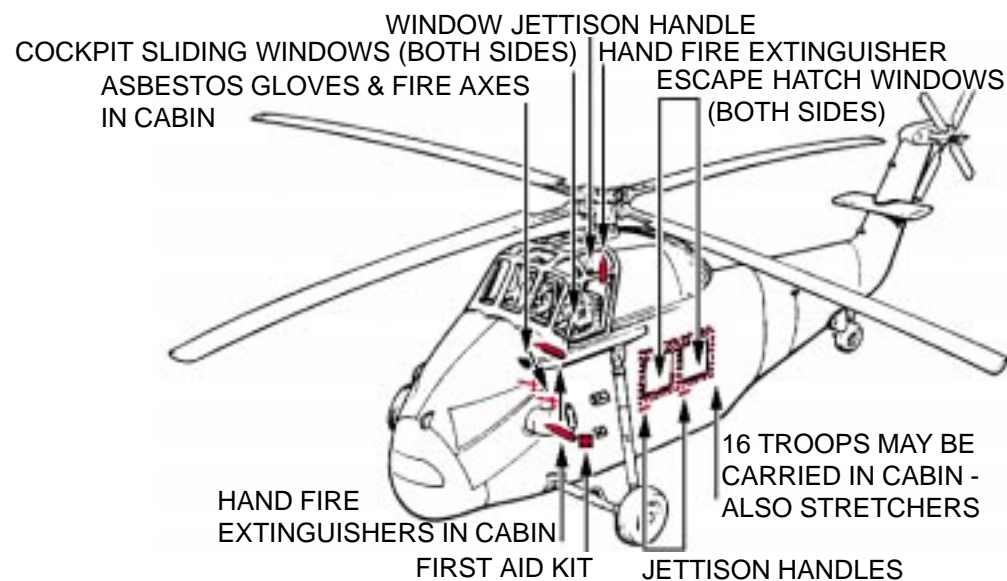
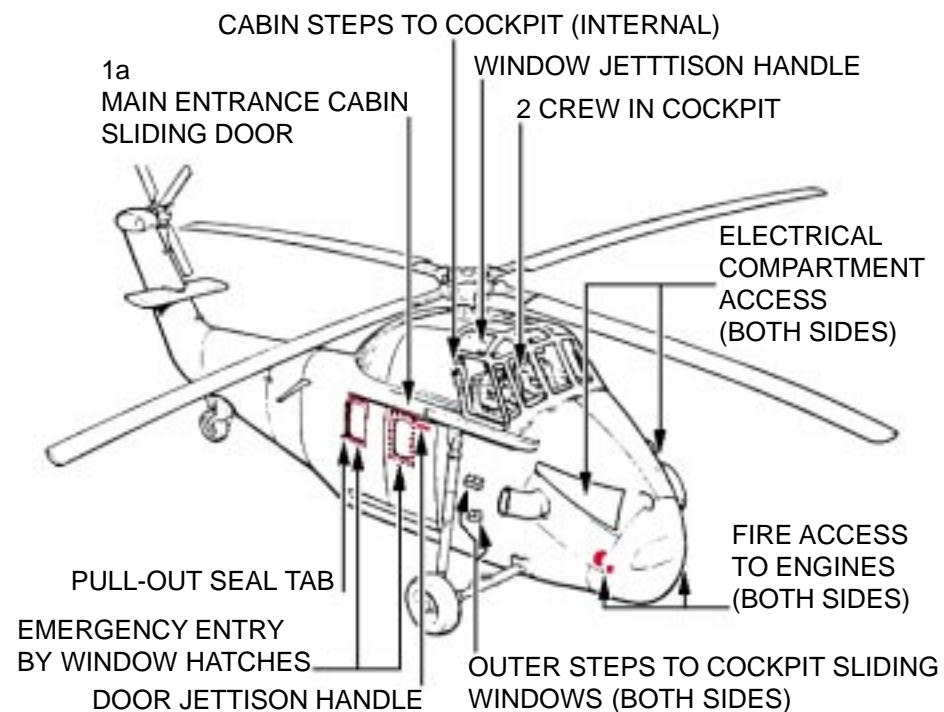
Emergency controls are painted yellow stripes on black.

- a. Use jettison handles at doors, windows and hatches.

3. CUT-IN

- a. Dotted lines indicate cut-in areas around escape hatches and door.

WESSEX HC2/HC5C

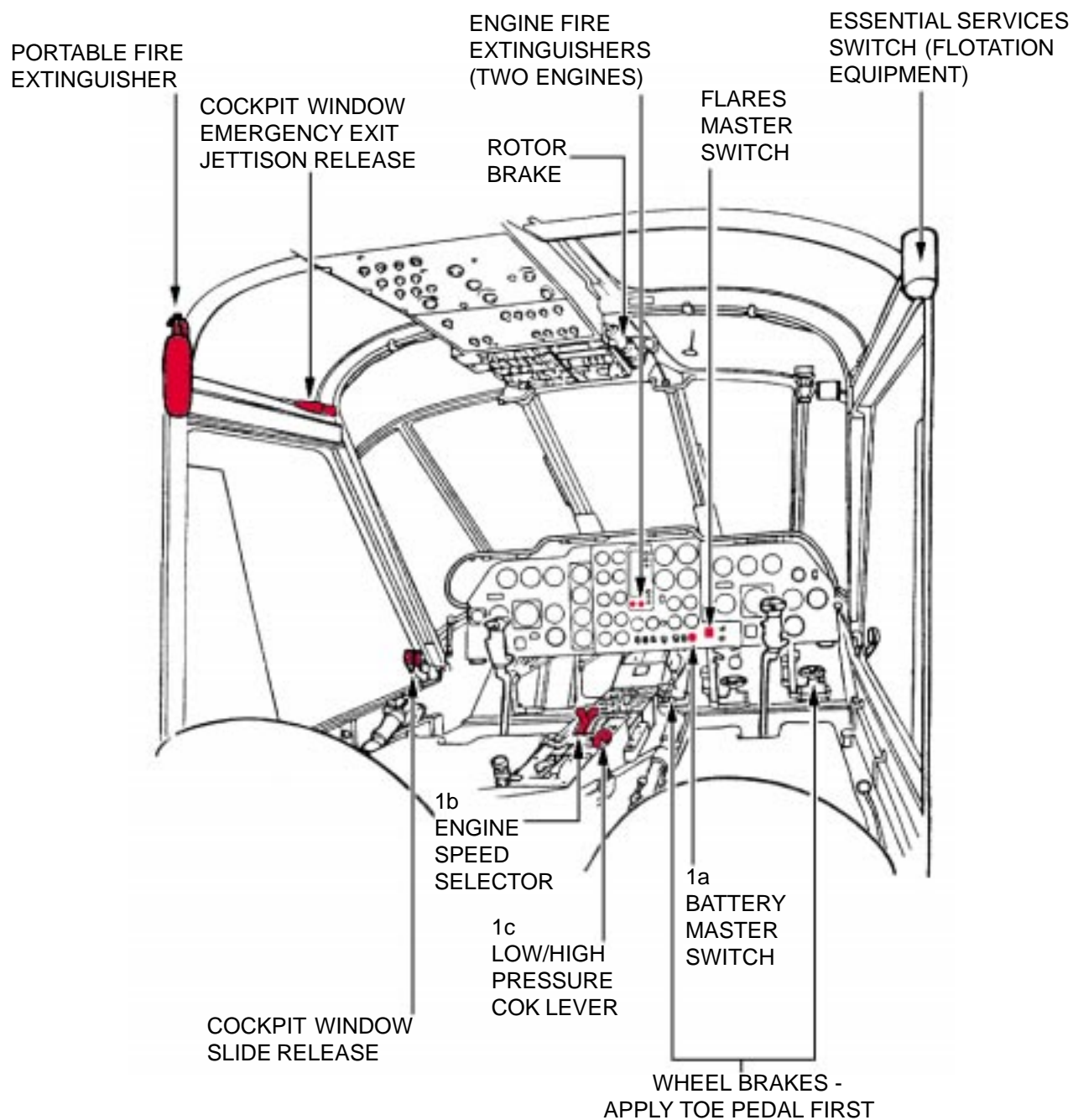


ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Place the battery master switch, located on the center forward instrument panel, to the OFF position.
- b. Place the engine speed selectors (2), located on the center console, to the IDLE position.
- c. Place the low/high pressure cock lever, located on the center console, to the CLOSE position.

WESSEX HC2/HC5C



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

There are differences between the HC2 and HC5C hatches.

WESSEX HC2/HC5C

