

WELCOME TO TECHNICAL ORDER 00-105E-9, 1 JULY 2004, REVISION 9.

THIS IS SEGMENT 2 COVERING CHAPTER 4.

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:

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

SEGMENT 2 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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>
4	A-37	All	Added paint scheme and dimensions page added. File pages renumbered.

NOTE

Chapter 4 contains emergency rescue and mishap response information for the following aircraft:

USAF	A-10
USAF	A-37

CHAPTER 4

U.S. AIR FORCE

ATTACK

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

4-1. INTRODUCTION AND USE.

4-2. 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.

4-3. GENERAL ARRANGEMENT.

4-4. 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.

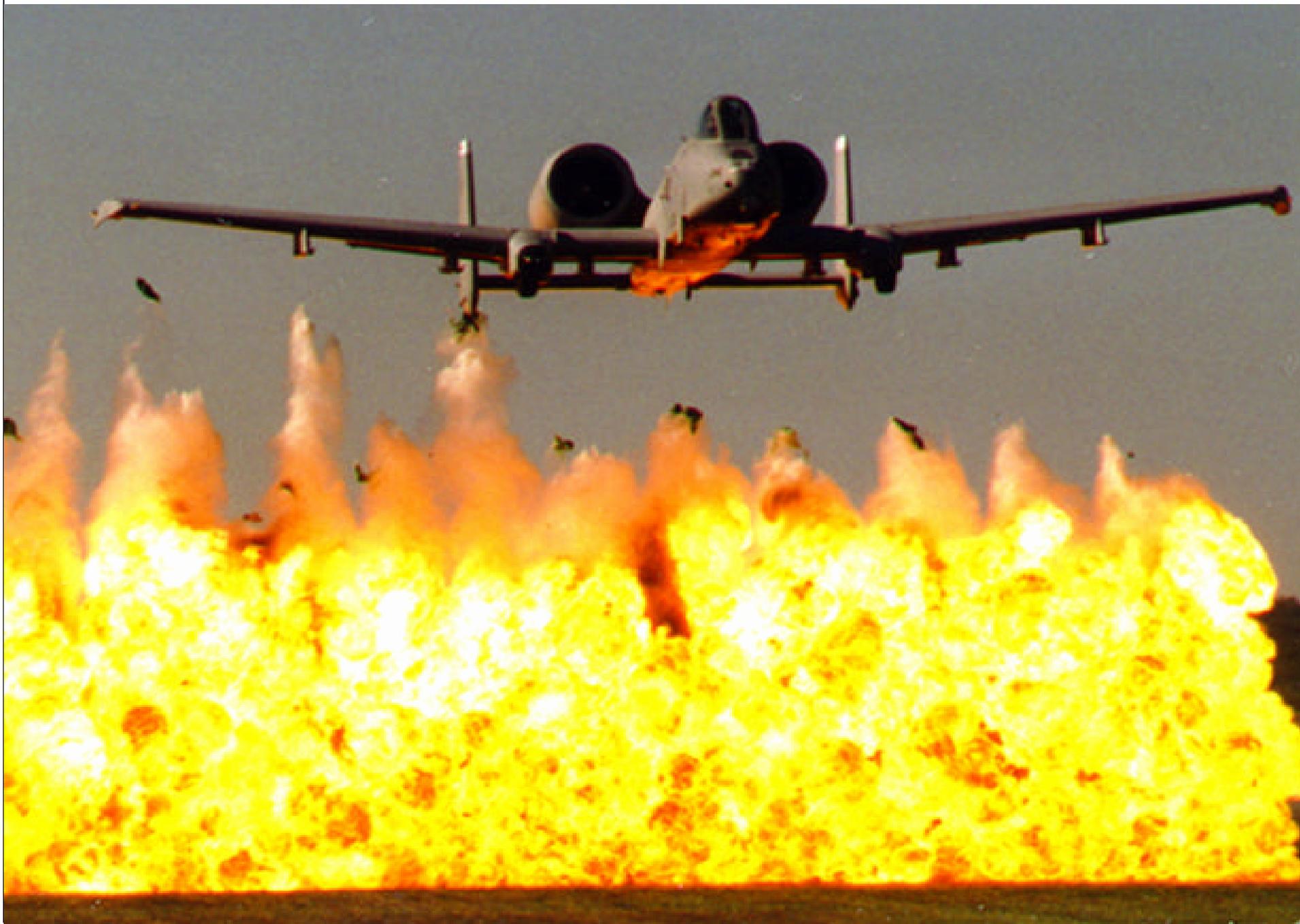
b. Suggested special tools/equipment are listed in the upper left corner, on the Aircraft/Entry page of each listed aircraft.

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.

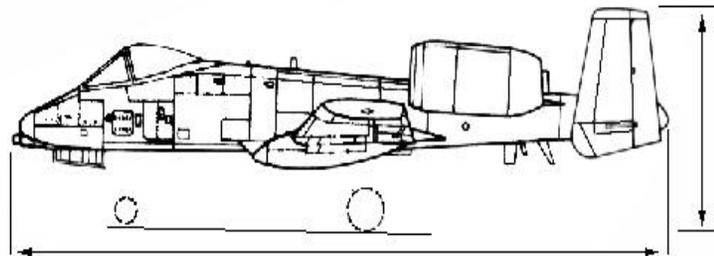
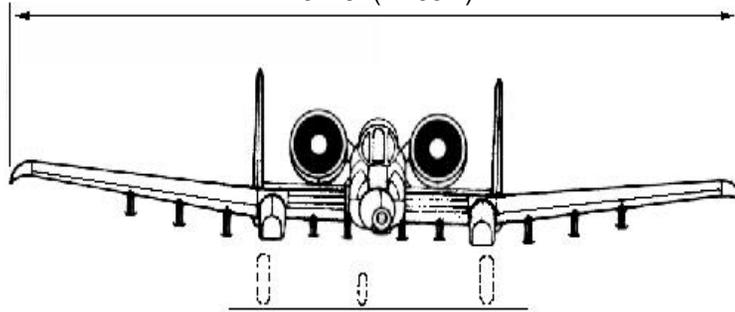
e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

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



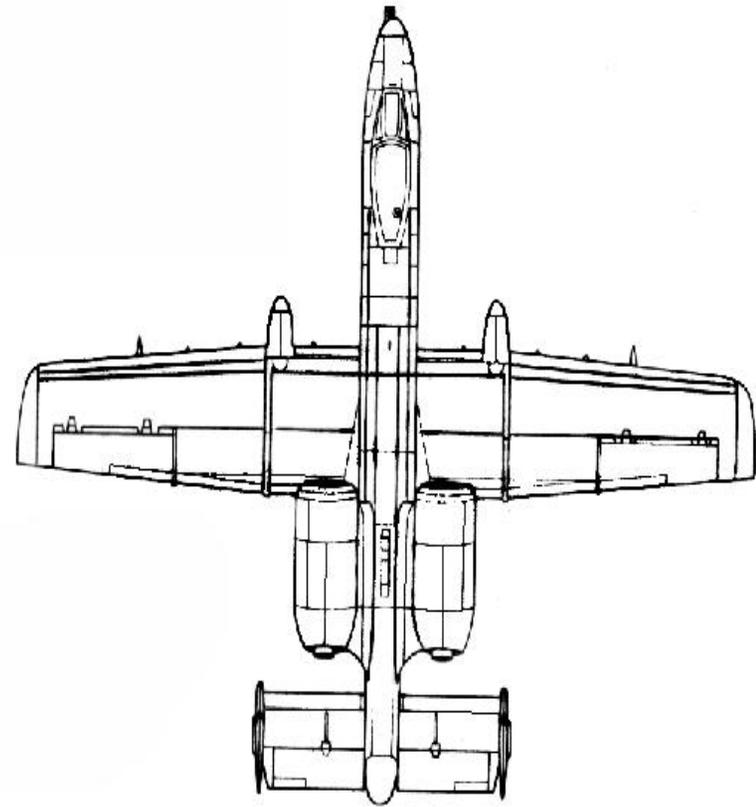
AIRCRAFT DIMENSIONS

WINGSPAN
57' 6" (17.53M)



LENGTH
53' 4" (16.26M)

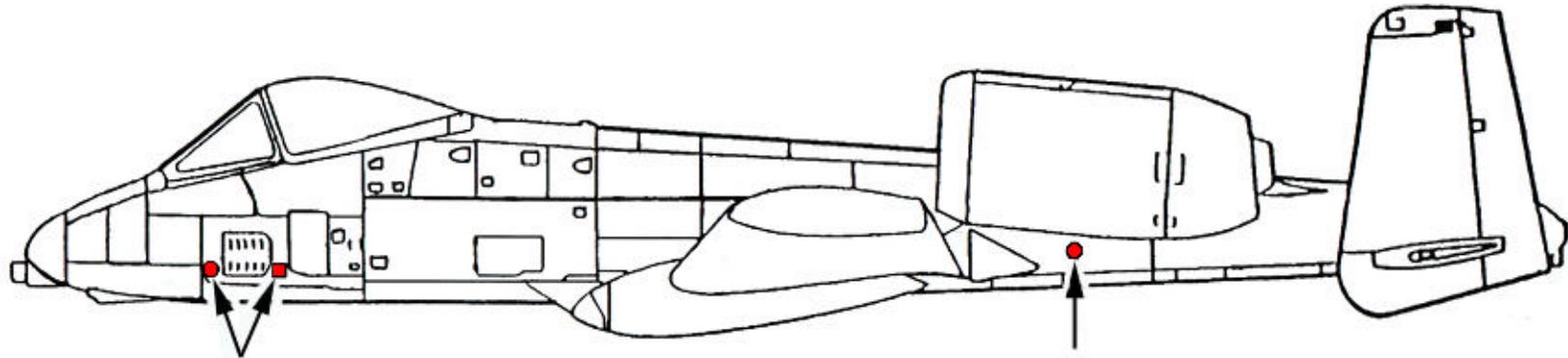
HEIGHT
14' 8"
(4.47M)



AIRCRAFT SKIN PENETRATION POINTS

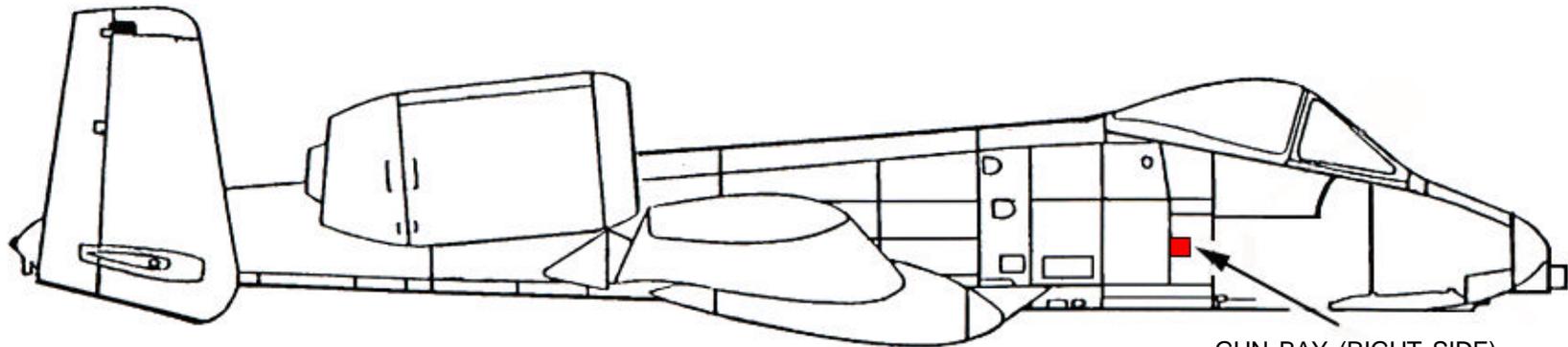
WARNING

The APU must be shut down before approaching the APU penetration point.



GUN BAY (LEFT SIDE)
F.S. 203 - 206 W.L. 77
F.S. 232 - 236 W.L. 77

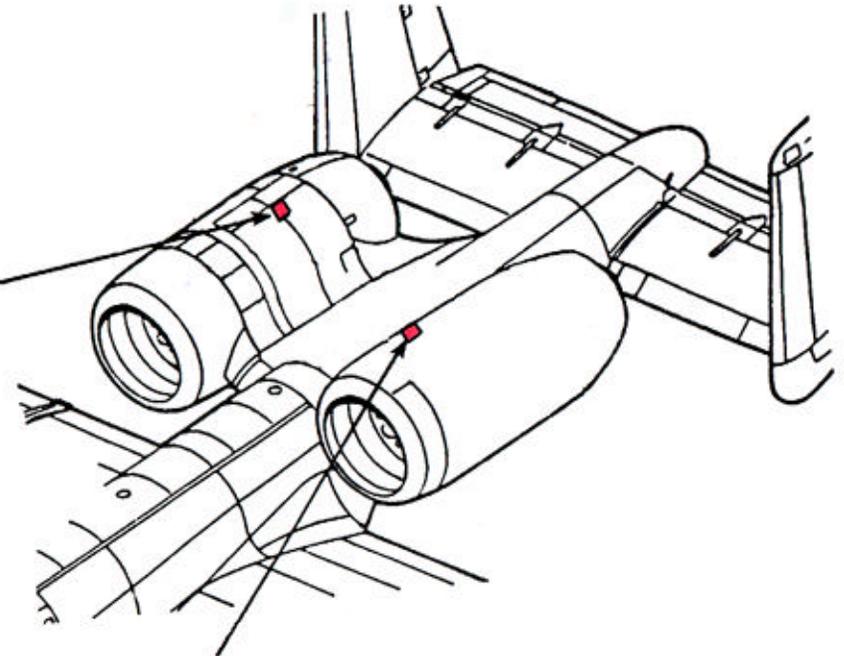
APU (LEFT SIDE)
F.S. 565 W.L. 84



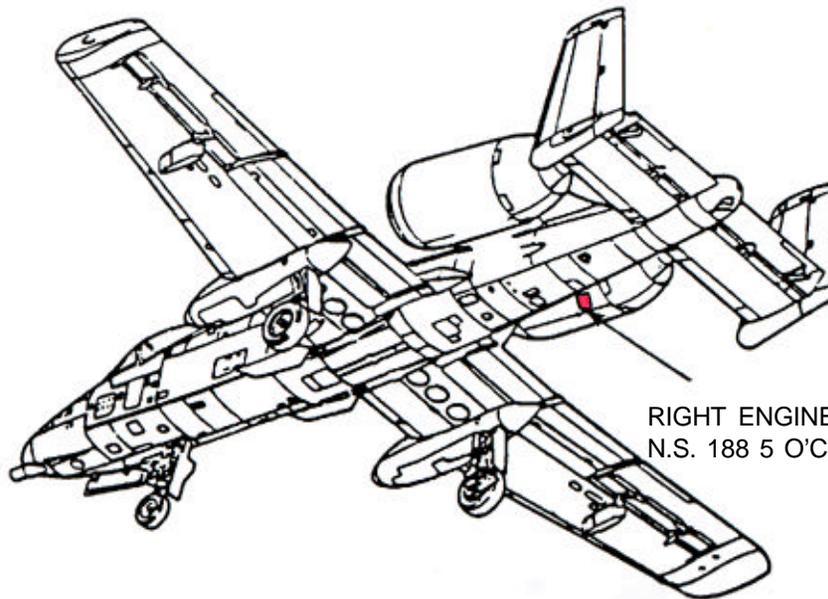
GUN BAY (RIGHT SIDE)
F.S. 279 - 285 W.L. 85

RIGHT ENGINE NACELLE
N.S. 190 1 O'CLOCK POSITION

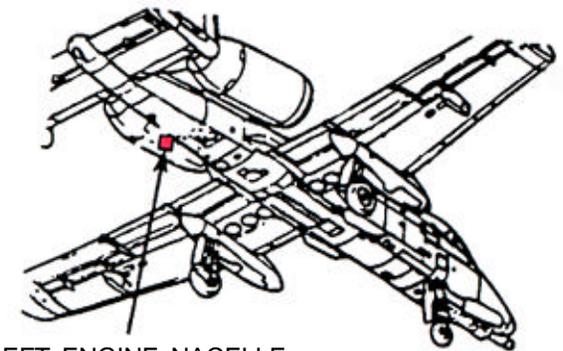
NOTE:
Fuel lines are located at the 2 and 4 o'clock positions. Avoid penetrating these areas.



LEFT ENGINE NACELLE
N.S. 170 11 O'CLOCK POSITION



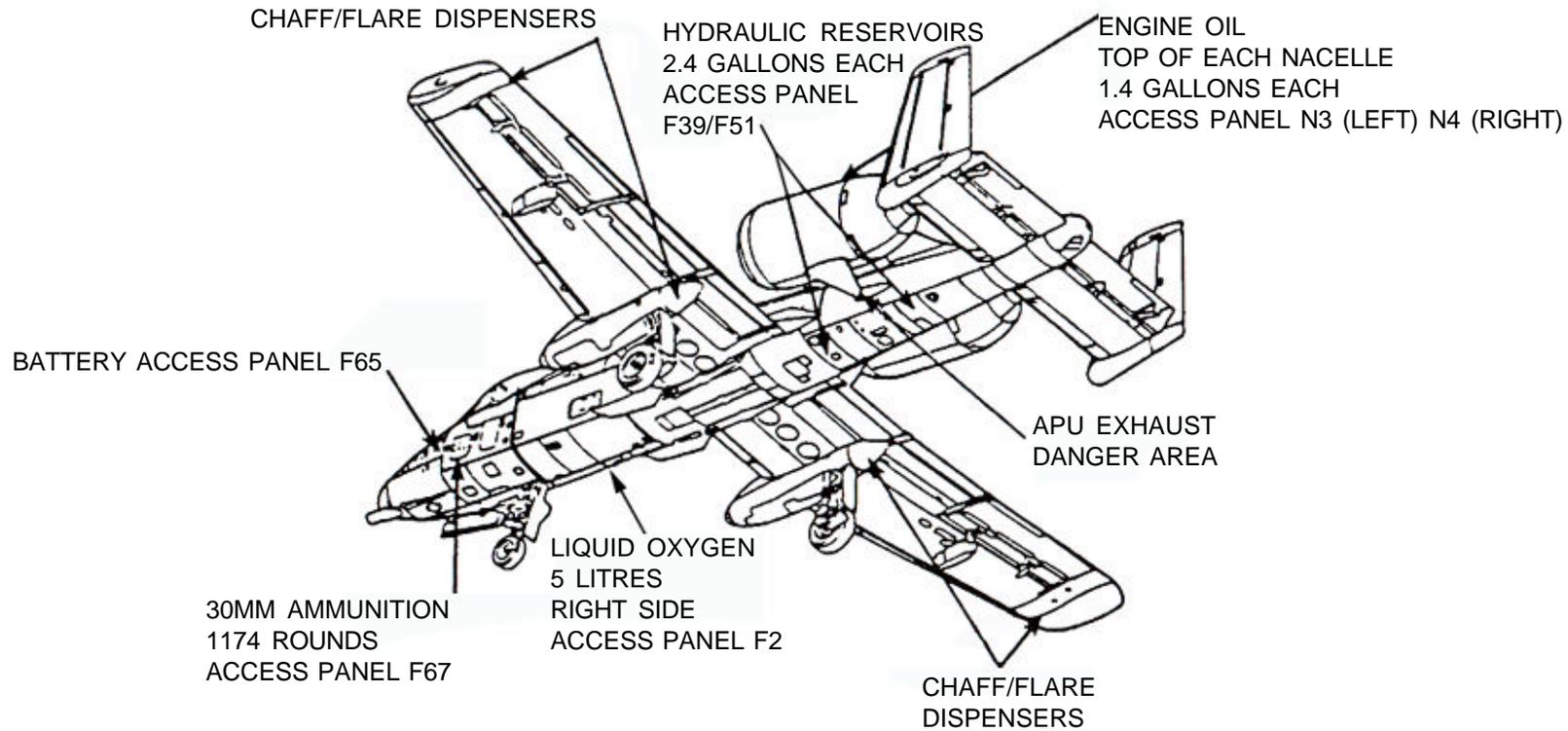
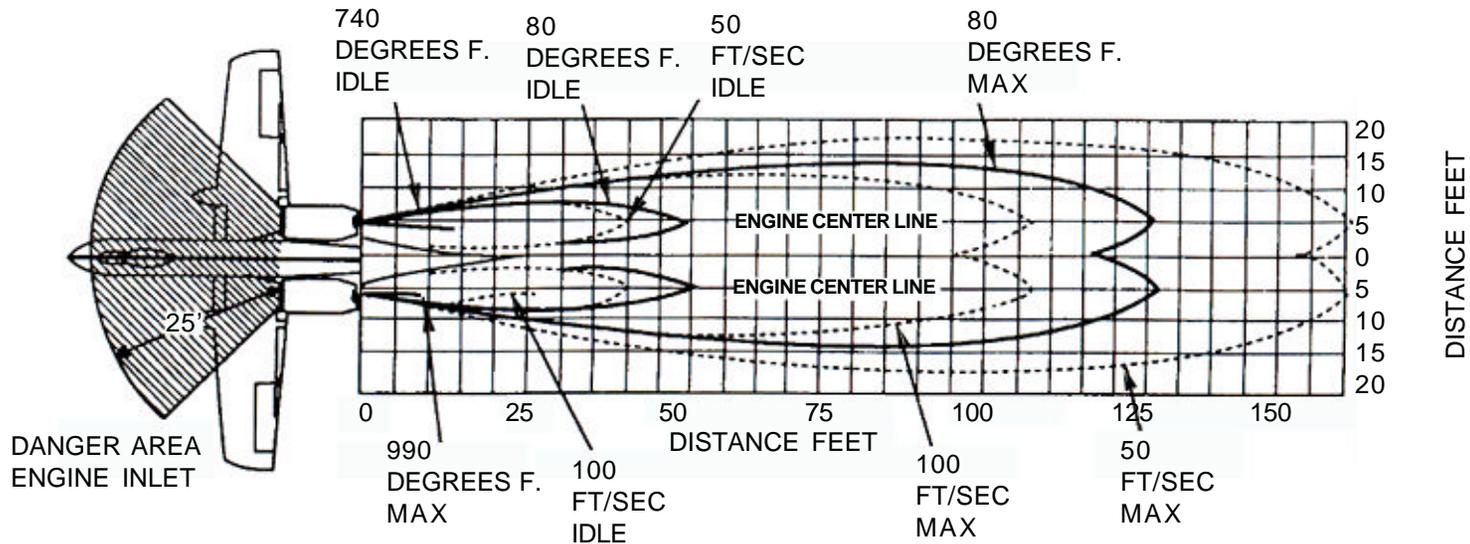
RIGHT ENGINE NACELLE
N.S. 188 5 O'CLOCK POSITION



LEFT ENGINE NACELLE
N.S. 188 7 O'CLOCK POSITION

NOTE:
Hydraulic lines are located at the 8 and 10 o'clock positions. Avoid penetrating these areas.

AIRCRAFT HAZARD INFORMATION

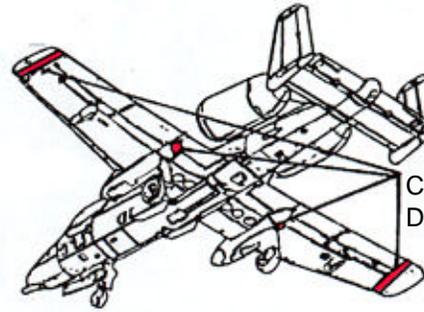


SPECIAL TOOLS/EQUIPMENT

10 FT. Ladder
 Power Rescue Saw
 Safety Pin P/N C114767-1
 Fire Drill II

AUDIOVISUAL

+ 606746DF



CONVENTIONAL
 ARMAMENT UP TO
 2,000 POUNDS

A-10

TOTAL FUEL 3,438 GALLONS

AIRCRAFT ENTRY (ALL MODELS)

1. NORMAL ENTRY

- a. Extend boarding ladder (if needed) as follows:

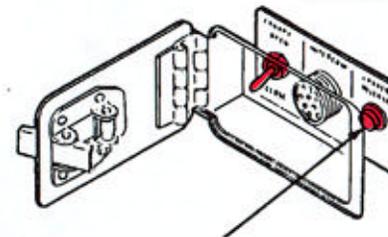
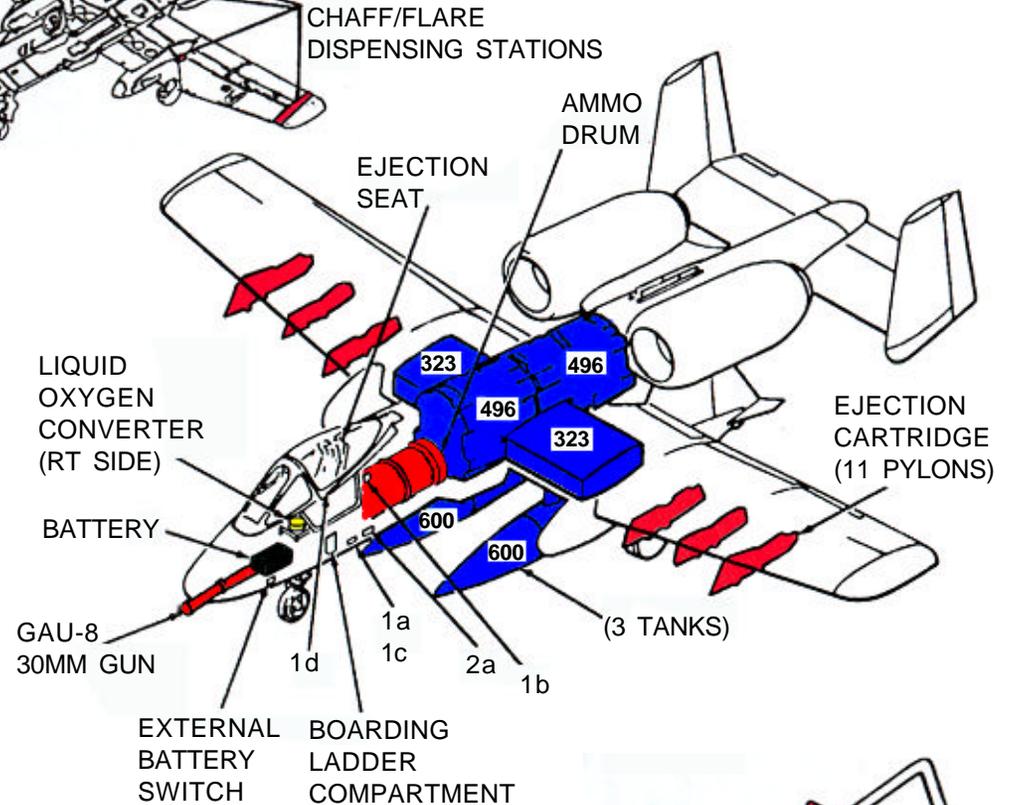
WARNING

Stand clear of boarding ladder (aft) when releasing ladder. Boarding ladder is spring loaded and could cause serious injury to personnel when released.

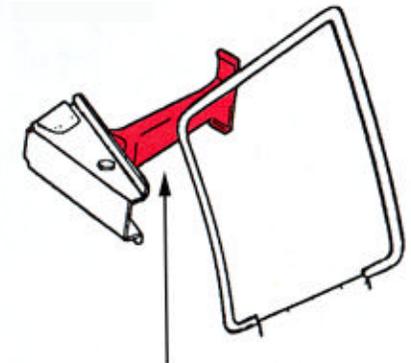
- (1) Open boarding ladder access door, located aft of boarding ladder, and depress ladder release button.
- b. Open manual canopy release access door, located below the canopy on both sides of the fuselage, and pull the manual canopy release handle.

NOTE:

Pulling the manual canopy release handle unlocks the canopy and disengages the canopy actuator, allowing the canopy to be raised manually. This precludes the possibility of the canopy jamming in a partially open position.



1a LADDER RELEASE



1b EXTERNAL CANOPY ACTUATOR DISENGAGE CONTROL (LT & RT SIDES)

AIRCRAFT ENTRY - Continued

WARNING

After pulling the manual canopy release handle (when raising the canopy electrically or manually) the canopy must be raised to its full open position to engage the lock pin. This will prevent the canopy from falling to its closed position.

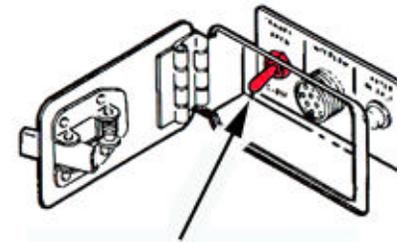
- c. Raise canopy by holding the CANOPY switch in the OPEN position. When electrical movement stops, manually raise canopy to the full open position to engage hold open lock pin.
- d. If desired, the canopy can be opened manually by use of the canopy opening assist handles located at the left and right side of the canopy base frame.

2. EMERGENCY ENTRY

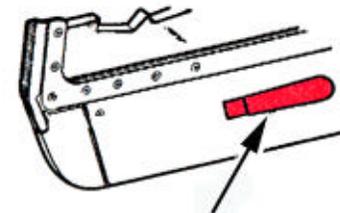
- a. Open RESCUE door, left or right side of fuselage, pull external canopy jettison control cable to full 6 foot length and pull sharply to jettison canopy.

3. CUT-IN

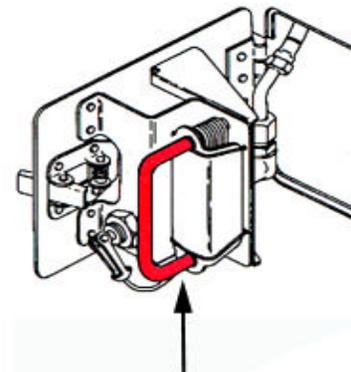
- a. Cut anopy along canopy frame.



1c EXTERNAL CANOPY CONTROL



1d CANOPY OPENING ASSIST HANDLE



2a EXTERNAL CANOPY JETTISON CONTROL (LT & RT SIDES)

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

WARNING

The APU switch must be placed in the OFF position prior to engine shutdown to prevent fuel vented from the left engine during shutdown being ignited by the APU exhaust.

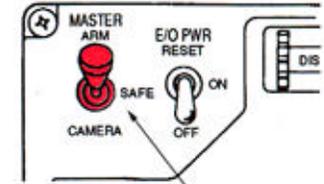
- Place APU switch, located inboard of the throttles on the left console, to OFF position.
- Retard throttles, located on left console, to IDLE detent then pull up and move aft to full OFF position.
- Place MASTER ARM switch, located left of center on the pilot's instrument panel, to SAFE position.
- Place battery switch, located on right console, to OFF position.

WARNING

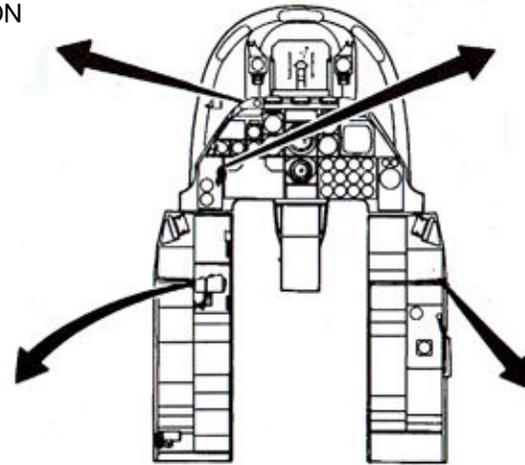
The external stores jettison button remains active with the battery switch OFF.



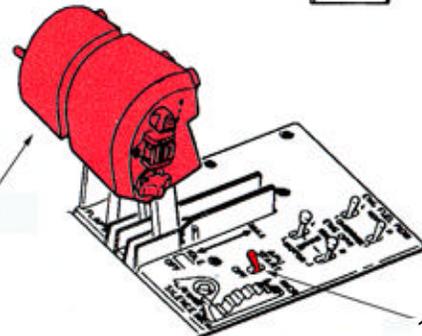
EXTERNAL STORES JETTISON BUTTON



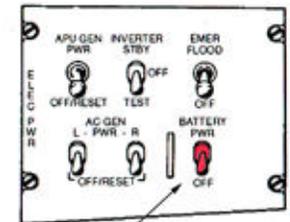
1c MASTER ARM



1b THROTTLES



1a APU



1d BATTERY

ENGINE SHUTDOWN - Continued

2. EMERGENCY ENGINE SHUTDOWN

WARNING

The APU switch must be placed to the OFF position prior to engine shutdown to prevent fuel vented from the left engine during shutdown being ignited by the APU exhaust.

- a. Place APU switch, located on left console, to OFF position.

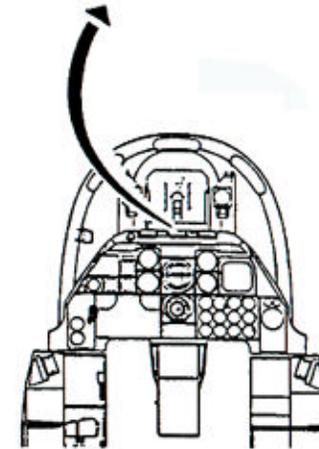
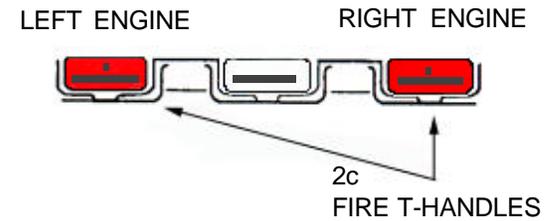
WARNING

Ensure throttle levers are placed to the OFF position prior to pulling fire T-handles.

- b. Retard throttles, located on left console, to IDLE detent then move aft to full OFF position.
- c. Pull applicable engine fire T-handle, located above pilot's instrument panel.

NOTE:

The onboard fire extinguishing system is not effective on an engine core fire. If flames or smoke are visible at the tailpipe an engine core fire may exist and must be fought by other methods.



ENGINE SHUTDOWN - Continued and EMERGENCY APU SHUTDOWN

- d. Set FIRE EXTING DISCH switch, located above pilot's instrument panel, right side, to left or right position. If fire indicator light remains lit, set switch to opposite position.
- e. Place MASTER ARM switch on armament control panel to SAFE.
- f. Place battery switch, located on right console, to OFF position.

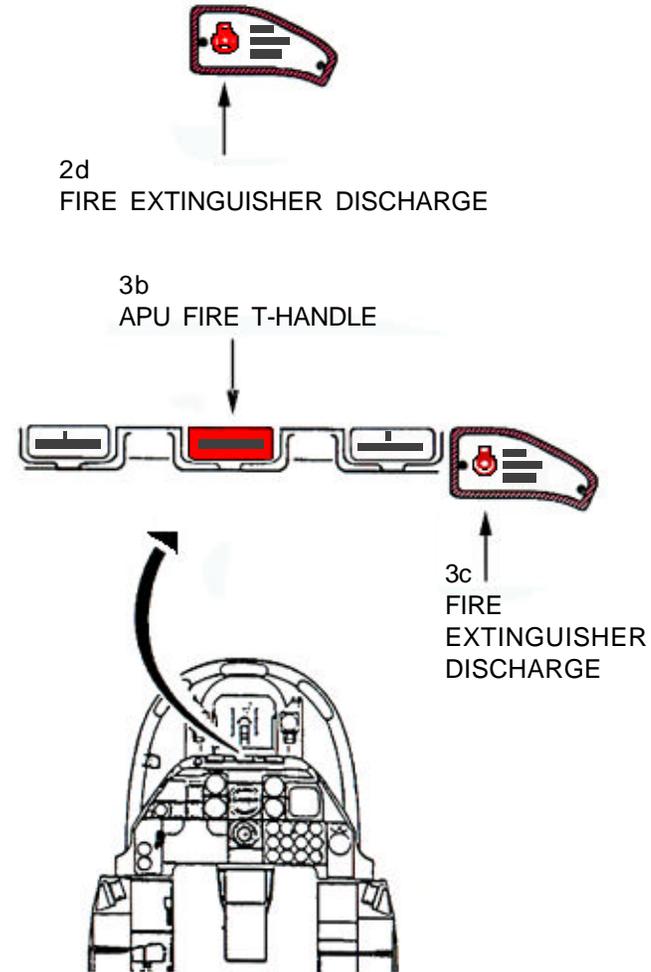
3. EMERGENCY APU SHUTDOWN

- a. Place APU switch, located on left console, to OFF position.
- b. Pull APU fire T-handle, located above pilot's instrument panel.
- c. Set FIRE EXTING DISCH switch, located above pilot's instrument panel, right side, to left or right position. If fire indicator light remains lit, set FIRE EXTING DISCH switch to opposite position.

NOTE:

IF APU fire persists after both aircraft fire extinguisher bottles are discharged, introduce agent into the APU compartment through the fire access port in fuselage access door F47.

- d. Place battery switch, located on right console, to OFF position.

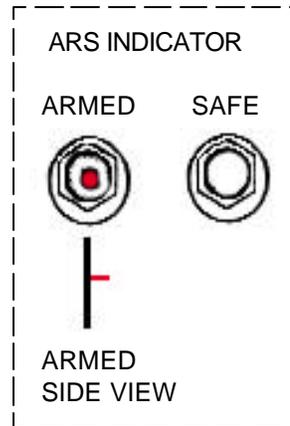


EJECTION SEAT INDICATOR

1. EJECTION SEAT INDICATOR

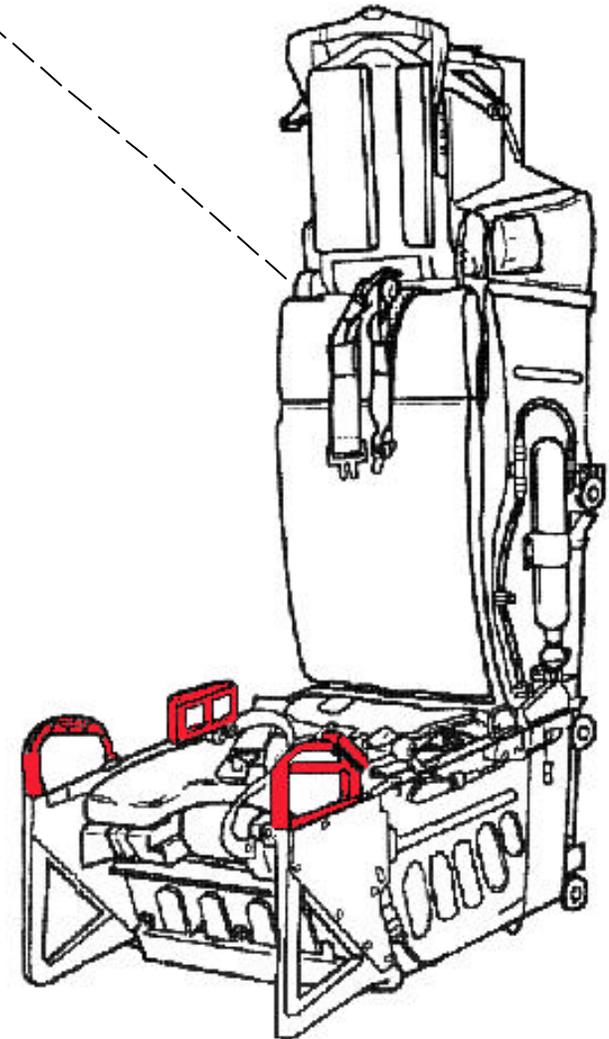
WARNING

A Seat Armed Indicator located on the upper right side of the seat can indicate WHITE for OK and RED for SEAT ARMED. This indicates that the Advanced Recovery Sequencer (ARS) battery condition is serviceable or expended. If expended, the white sealant will be punctured by a protruding red pin. If this is a recent condition, it will take two hours for the seat to be considered safe to work around or remove. Electrical battery power is required to energize the recovery sequencer circuits for the numerous explosives on the seat. Use extreme caution and judgement in this case. If time permits, call the local Egress Shop before proceeding. If emergency exists and time does not allow inspection by the Egress Shop, sever all exposed ballistic lines including top of seat for the rocket catapult.



NOTE:

Do not touch indicator sealant when checking condition. Frequent touching wears off sealant exposing tip of red pin indicating a false ARMED ARS condition.



EJECTION SYSTEM SAFETYING and AIRCREW EXTRACTION

WARNING

The seat is armed regardless of canopy position. Jettisoning the aircraft canopy automatically arms the ACES II ejection seat.

1. NORMAL SAFETYING OF EJECTION SEAT

- a. Rotate Ground Safety Lever, located left side of seat directly aft of the left Ejection Control Handle, UP and FORWARD.

NOTE:

The Ejection Control Handle safety pin can ONLY be installed from the forward inboard side of the left handle.

- b. Install safety pin in left Ejection Control Handle.
- c. Install safety pin in the Emergency Manual Chute Handle, located on right side of seat.

2. EMERGENCY SAFETYING OF EJECTION SEAT AFTER CANOPY JETTISON

WARNING

Rotating the Ground Safety Lever in this situation does not adequately prevent the possibility of inadvertent ejection.

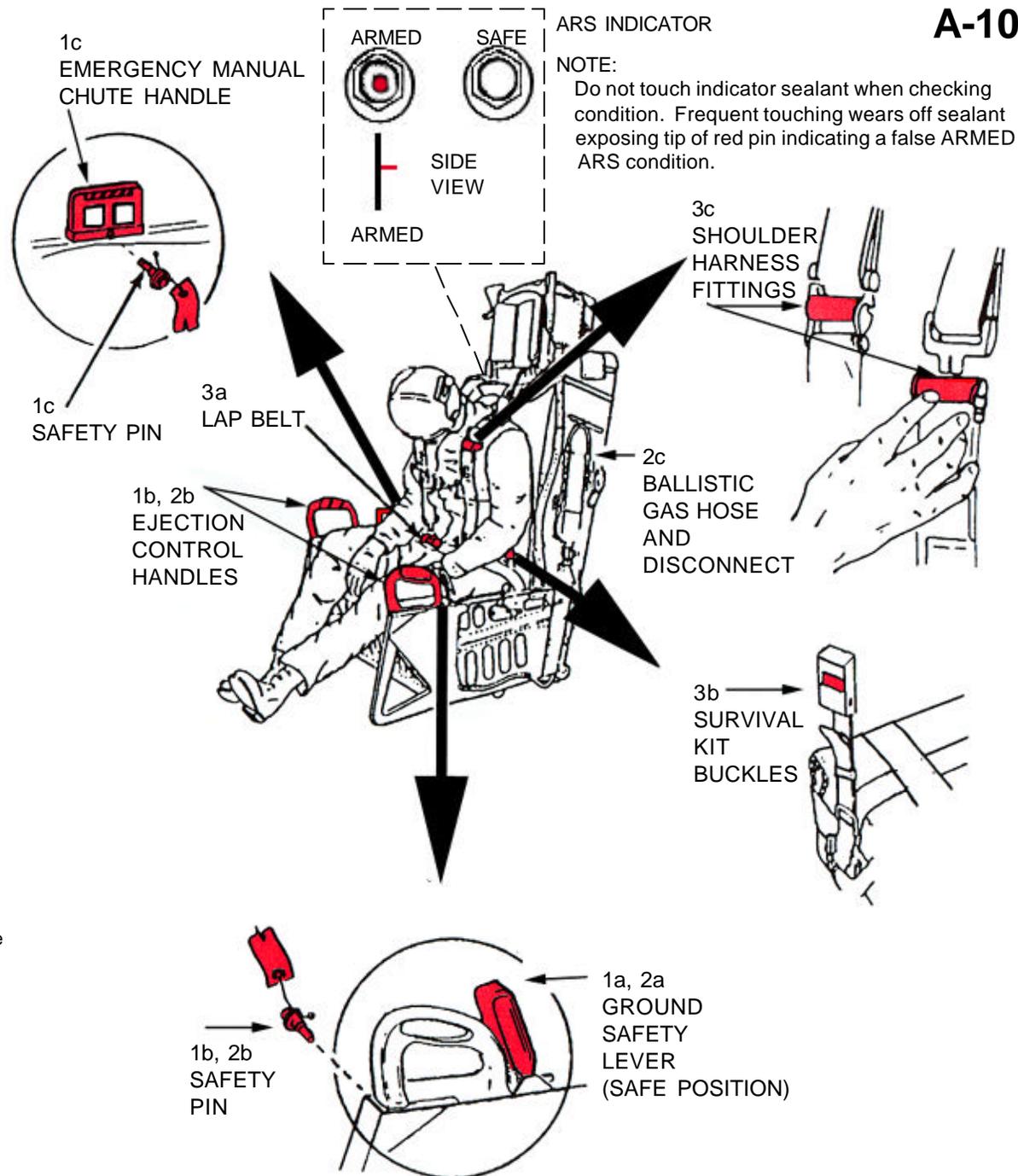
- a. Rotate Ground Safety Lever, located left side of seat directly aft of the left Ejection Control Handle, UP and FORWARD.
- b. Insert safety pin in left Ejection Control Handle.
- c. Cut ballistic hoses on left and right sides of seat, above disconnects, to prevent ballistic gas from actuating ejection devices.

3. AIRCREW EXTRACTION

NOTE:

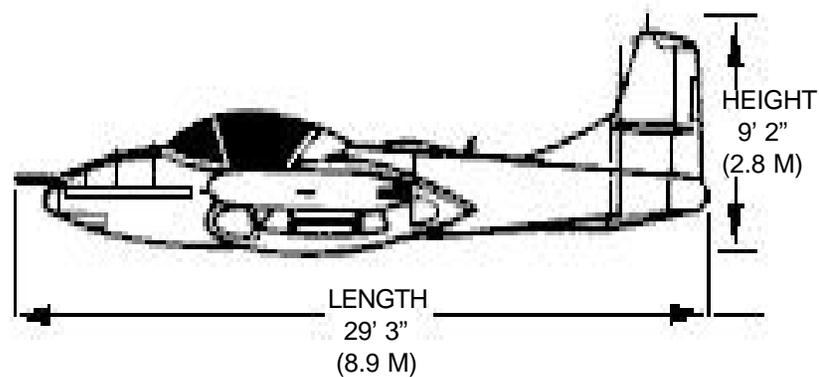
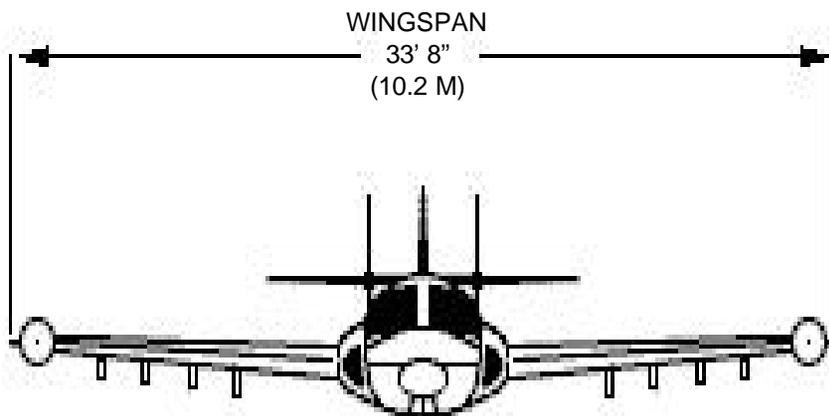
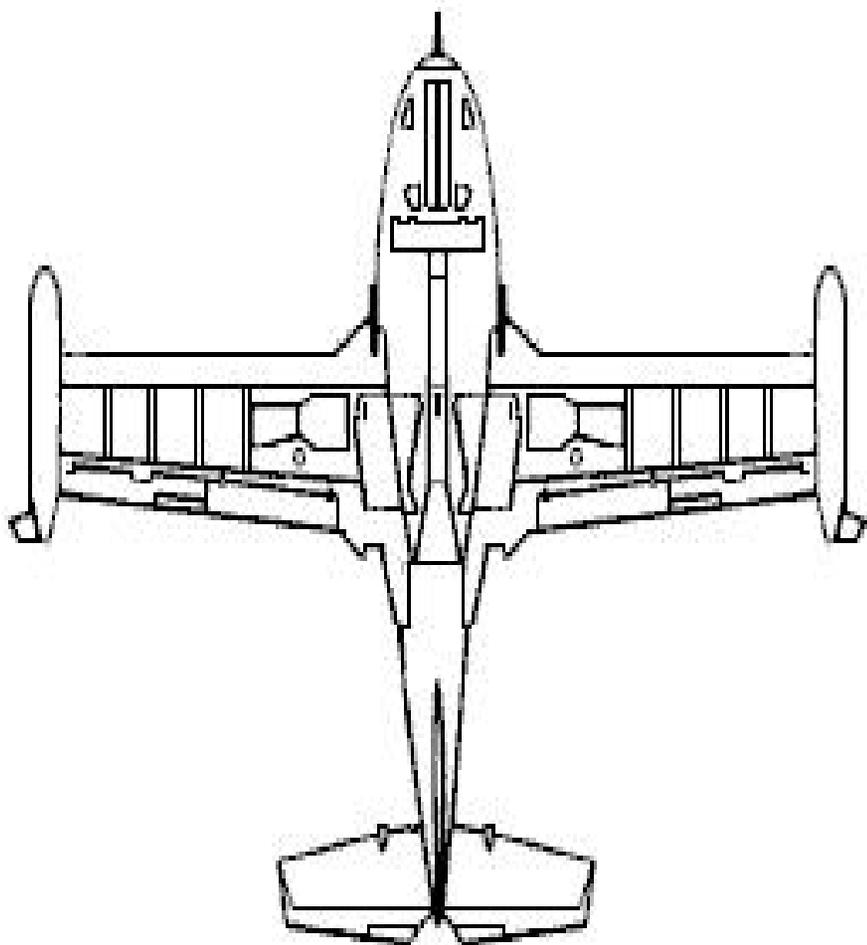
The Emergency Manual Chute Handle, located on right side of seat directly behind the right Ejection Control Handle, DOES NOT release restraint system. Manual release of each restraint and lead is necessary prior to extraction.

- a. Release lap belt by lifting cover and pulling release bar.
- b. Release left and right survival kit buckles by depressing PUSH TO RELEASE tab on each buckle.
- c. Release left and right shoulder harness fittings by lifting cover and pulling release bar on each fitting.

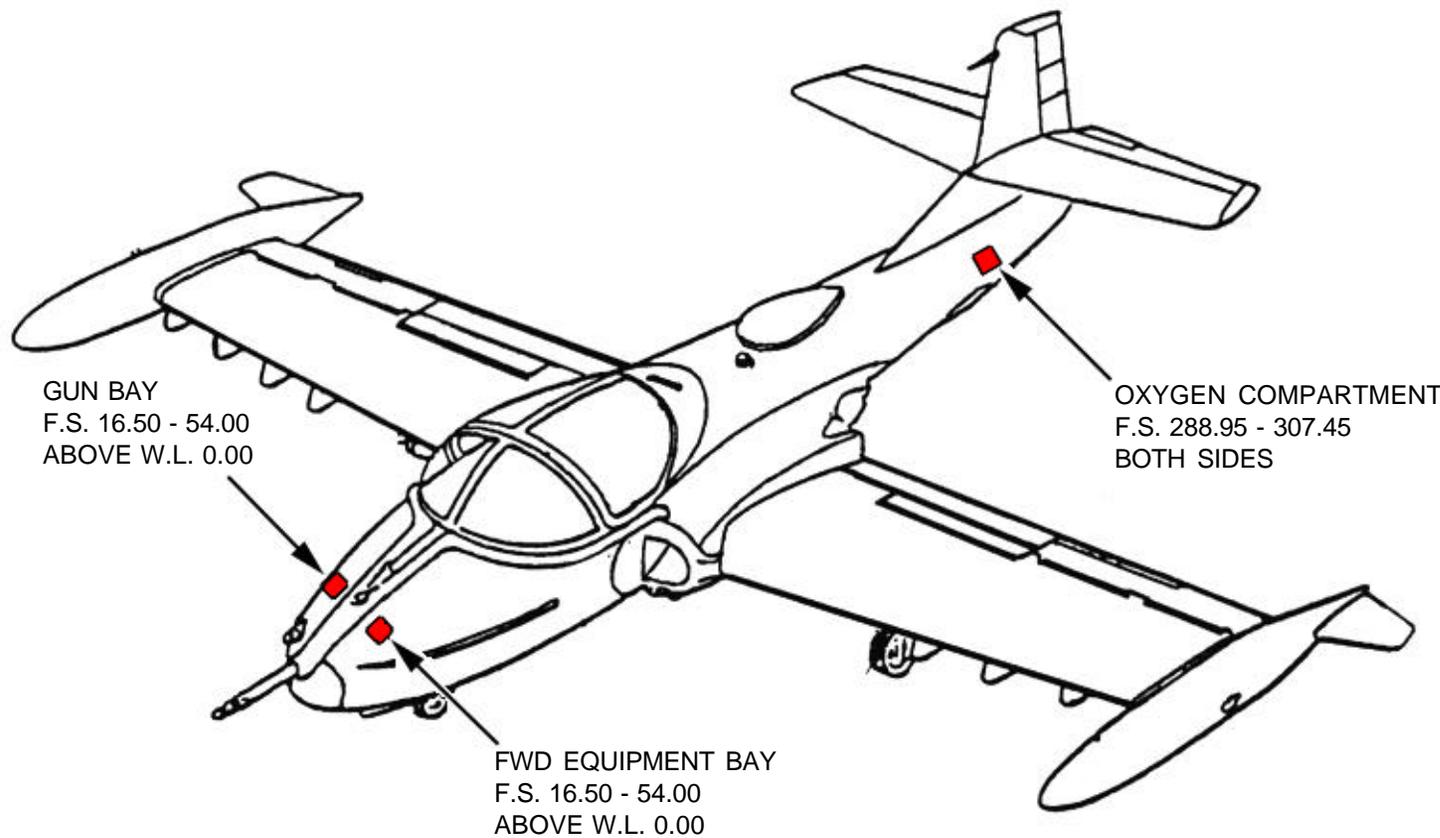




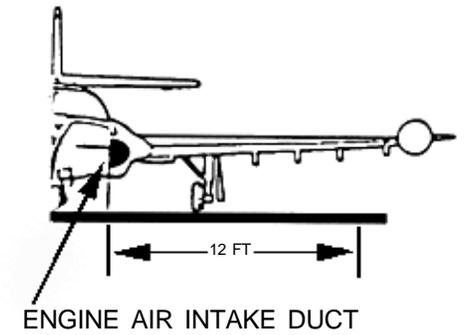
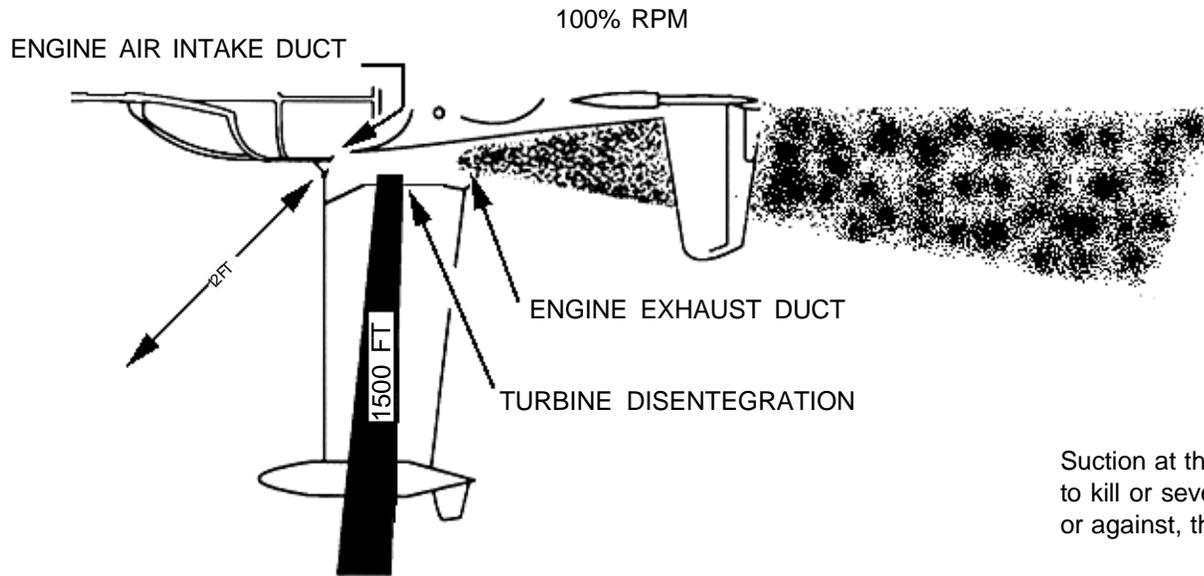
AIRCRAFT DIMENSIONS



AIRCRAFT SKIN PENETRATION POINTS

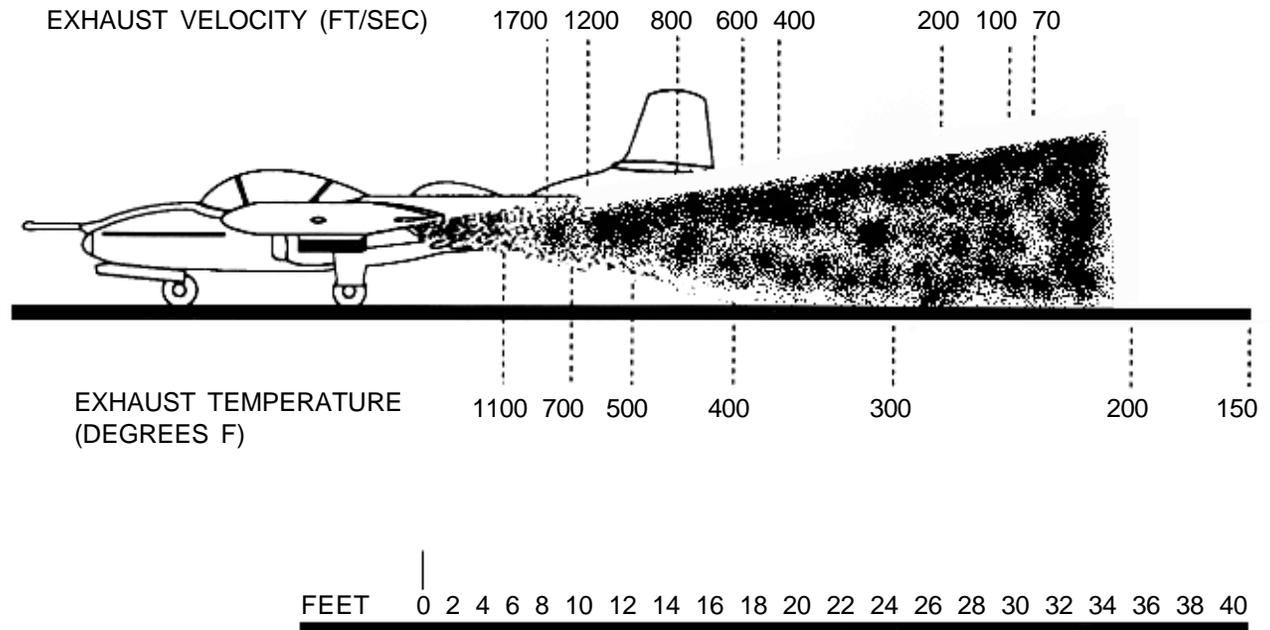


AIRCRAFT HAZARD INFORMATION

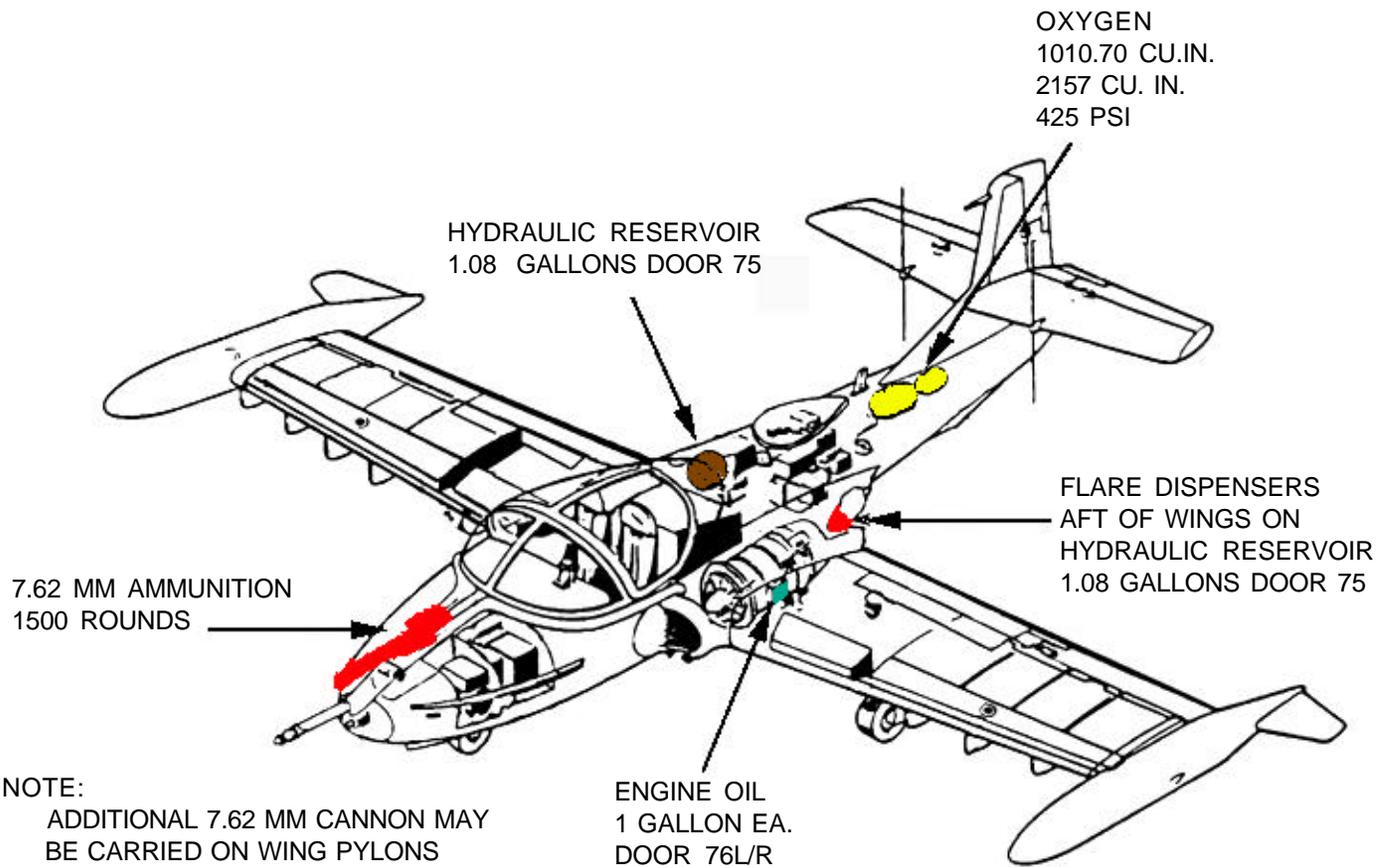


WARNING

Suction at the engine intake duct is sufficient to kill or severely injure personnel drawn into, or against, the duct.



AIRCRAFT HAZARD INFORMATION - Continued



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
 Darming Tool
 Entry Tool, Locally Manufactured
 Fire Drill II

AIRCRAFT ENTRY (ALL MODELS)

1. NORMAL ENTRY

- a. Press latch and open canopy access release door, located on left side of fuselage below canopy, place canopy circuit switch to aft EXTERNAL position.
- b. Unzip lining, extend left arm through and push canopy downlock handle to aft position.
- c. Place external canopy open/close switch, located next to canopy circuit switch, aft, to open position, and hold until canopy reaches full open.

2. MANUAL ENTRY

- a. Press latch and open canopy access release door, located on left side of fuselage below canopy, place canopy circuit switch to aft EXTERNAL position.
- b. Unzip lining, extend left arm through and push canopy downlock handle to aft position.
- c. Pull and hold de-clutch T-handle out and raise canopy to full open position.

NOTE:

Two fire protection personnel, one each side, are required to raise canopy.

WARNING

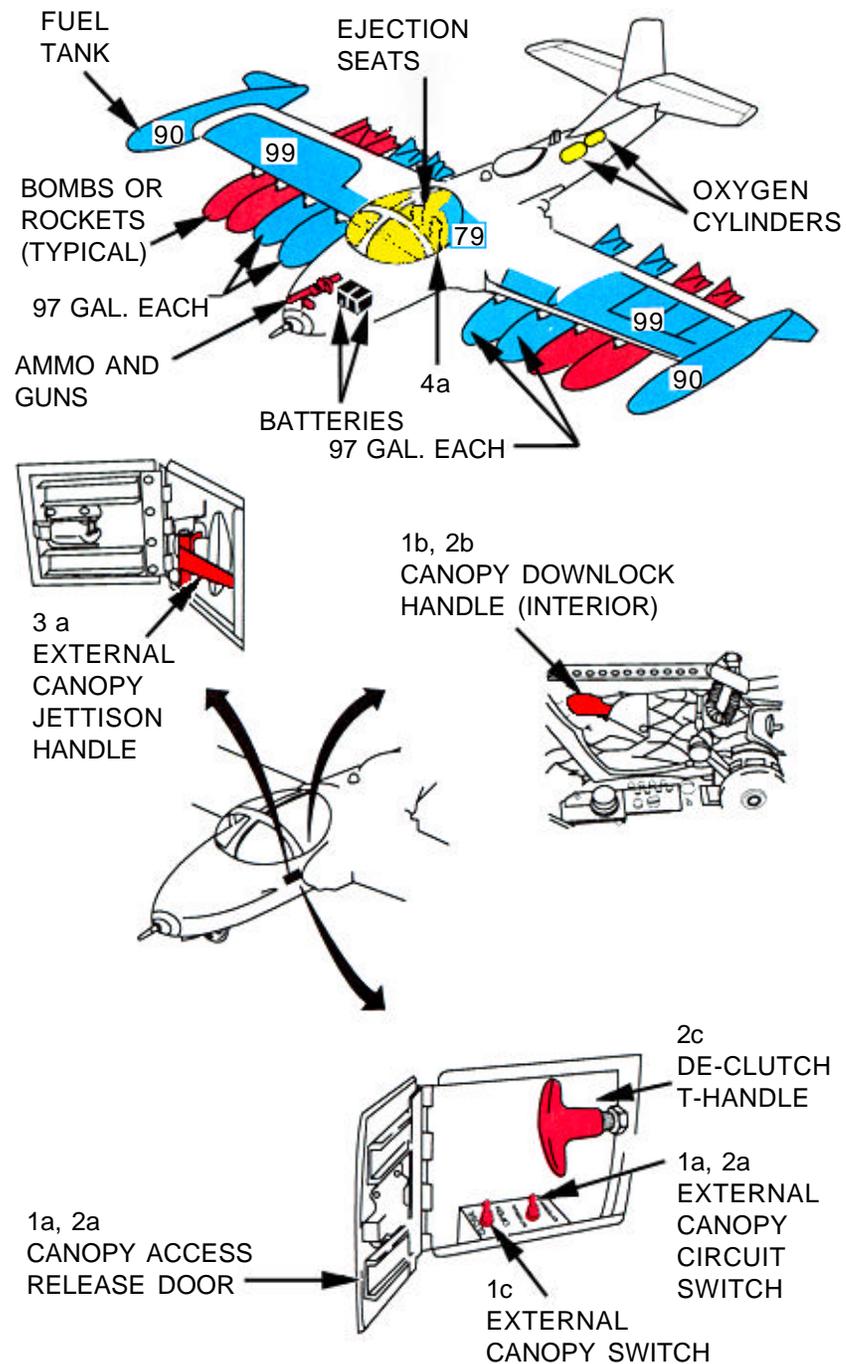
If canopy de-clutch T-handle is pulled out when the canopy is in the open position (full or partial) the canopy will slam shut causing injury to personnel under it.

3. EMERGENCY ENTRY

- a. Press latch and open emergency canopy door, located on left side of fuselage below canopy, and pull external canopy jettison handle out.

4. CUT-IN

- a. Cut canopy along canopy frame.



ENGINE SHUTDOWN

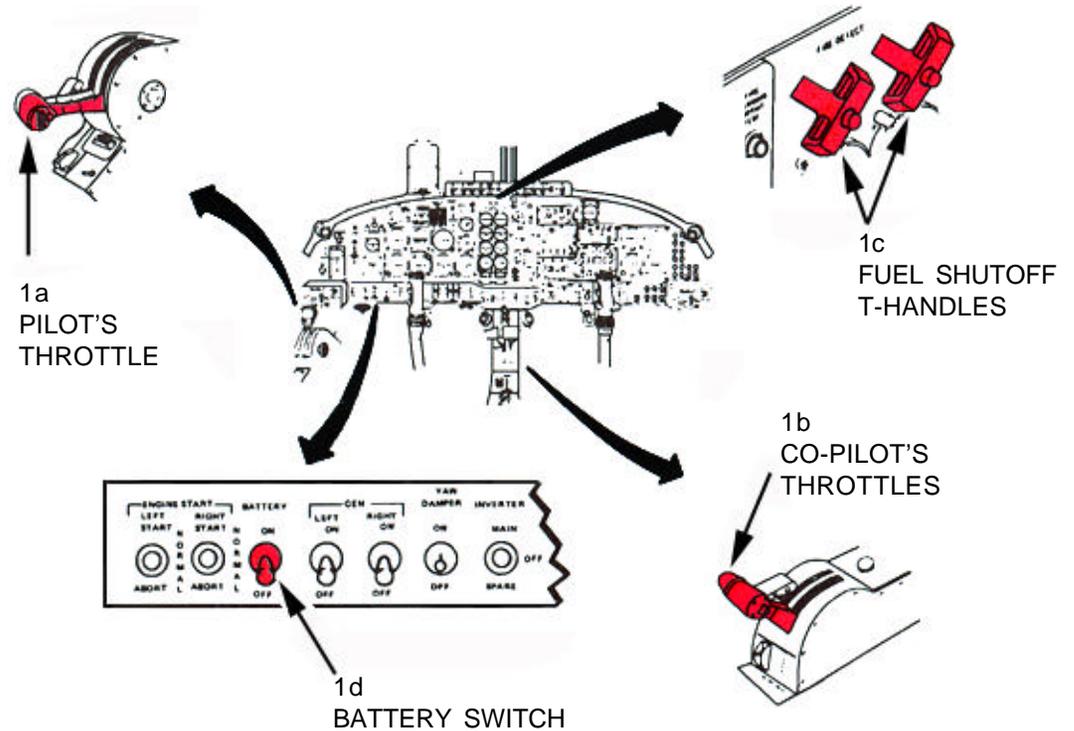
1. ENGINE SHUTDOWN

NOTE:

- Seats must be safetied before engines are shutdown at co-pilot's throttle.
 - Pilot's throttle can not be placed in the full CUT-OFF position.
- a. Raise and retard throttles on pilot's quadrant, located on left console, to full aft CUT-OFF position.
 - b. Raise and retard throttles on co-pilot's quadrant located on center console, to full aft CUT-OFF position.

NOTE:

- If step b does not shutdown engines, pull fuel shut-off T-handles, located top center of instrument panel, if applicable.
- c. Pull Fuel Shutoff T-handles, located on top center instrument panel, if applicable.
 - d. Place battery switch, located on pilot's lower instrument panel, to OFF position.



SAFETYING EJECTION SYSTEM AND AIRCREW EXTRACTION

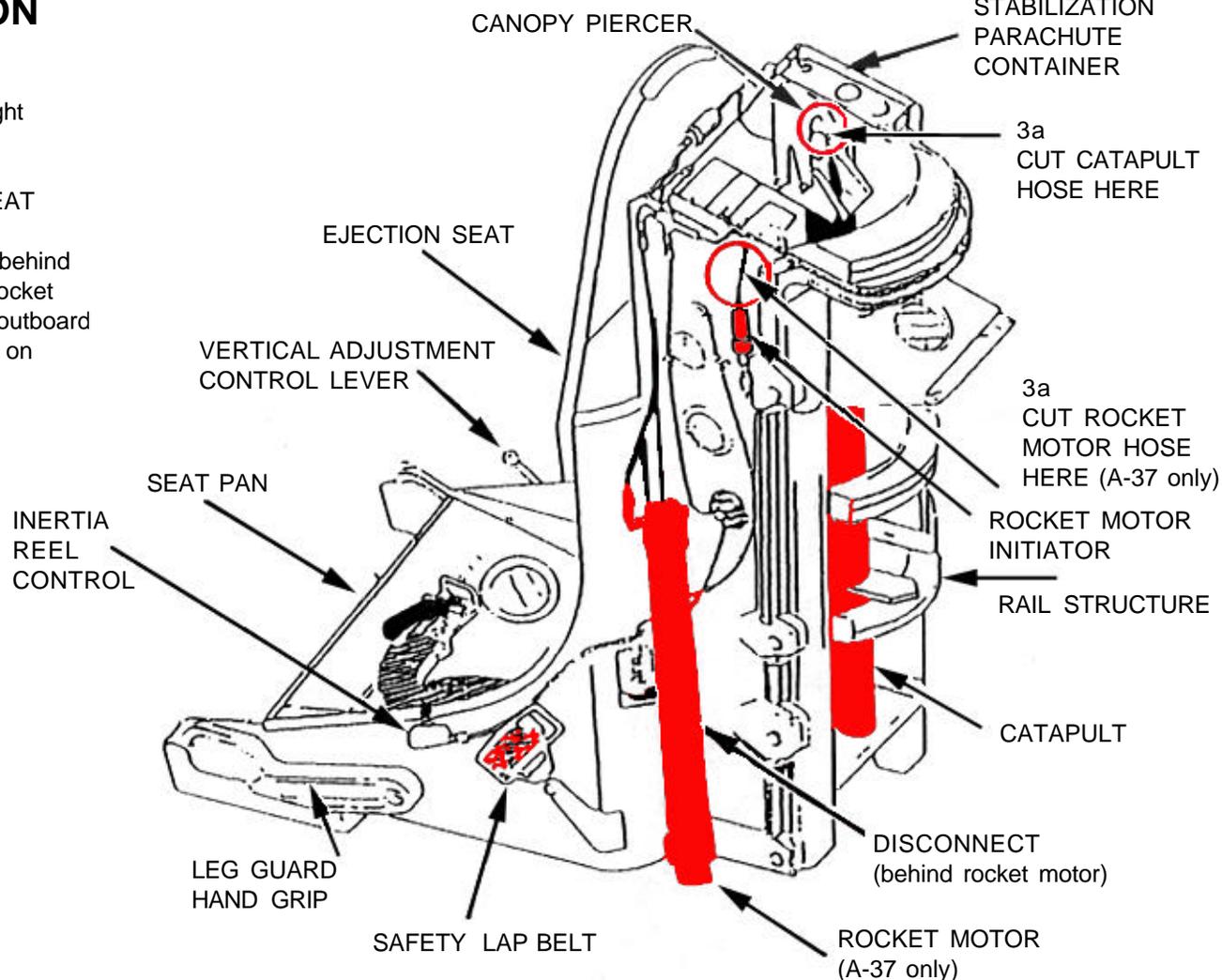
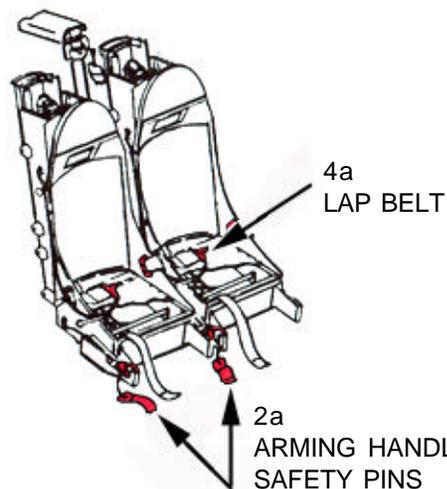
A-37

2. NORMAL SAFETYING EJECTION SEAT

- a. Insert arming handle safety pins in lower right side of both ejection seats.

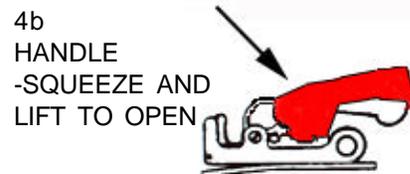
3. EMERGENCY SAFETYING EJECTION SEAT

- a. Cut catapult hose (T-37 and A-37) located behind headrest just aft of canopy piercer and cut rocket motor initiator hose (A-37 only) located on outboard side of both seats. (See yellow heat shrink on hoses.)



4. AIRCREW EXTRACTION

- a. Unlatch lap belt and remove shoulder harness from crewmember(s).
- b. On HUB-12/A lap belt, squeeze together the black and silver grips of the handle and lift up. Separate belt. Remove gold key. Remove shoulder harness/negative "G" restraint strap loop ends.



SIDE VIEW HBU-12/A LAP BELT