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

THIS IS SEGMENT 7 COVERING CHAPTER 6 FROM THE VC-137 TO CHAPTER END.

TO NAVIGATE

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

CONTINUE

NOTICE

CONTACT

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

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

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

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER

WRITTEN CORRESPONDENCE:

HQ AFCESA/CEXF
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Tyndall AFB, Florida 32403-5319

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http://www.afcesa.af.mil/CEX/fire/index.asp

PHONE: (850) 283-6150
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DSN 523-6390

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

SEGMENT 7 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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	KC-10	ALL	Add paint scheme page and placed aircraft dimensions on page 2, Rest of file re-paged.

NOTE

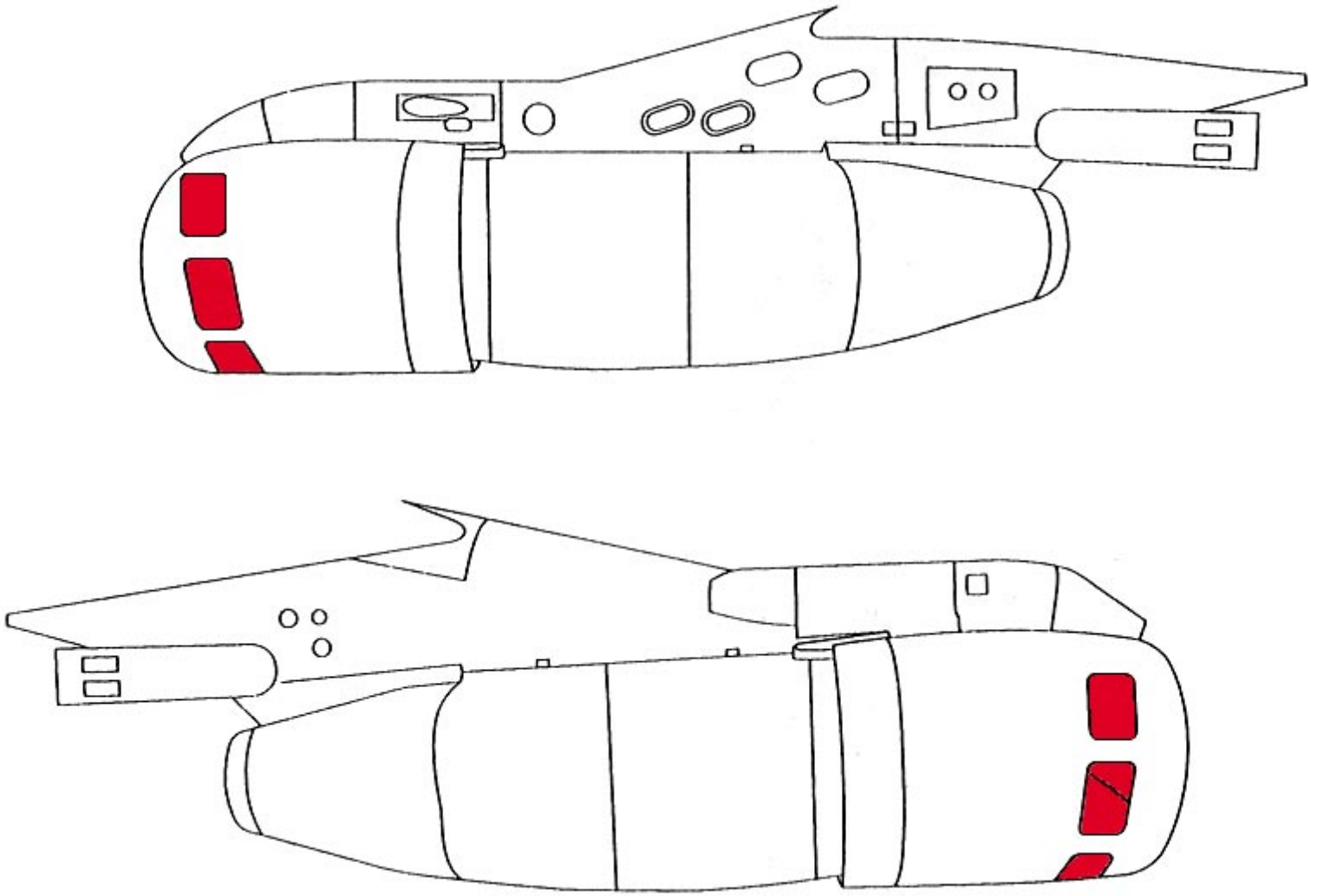
Chapter 6 contains emergency rescue and mishap response information for the following aircraft:

USAF	**C-5**
USAF	**C-7**
USAF	**(V)C-9A/C**
USAF	**C-12F**
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	**C-135E**
USAF	**NKC-135E**
USAF	**OC-135B**
USAF	**RC-135S**
USAF	**RC-135U**
USAF	**RC-135V/W**
USAF	**TC-135S**
USAF	**TC-135W**
USAF	**WC-135W**
USAF	**(V)C-137**
USAF	**C-141**
USAF	**NC-141A**
USAF	**C-212**
USAF	**KC-10A**

AIRCRAFT SKIN PENETRATION POINTS

NOTE:

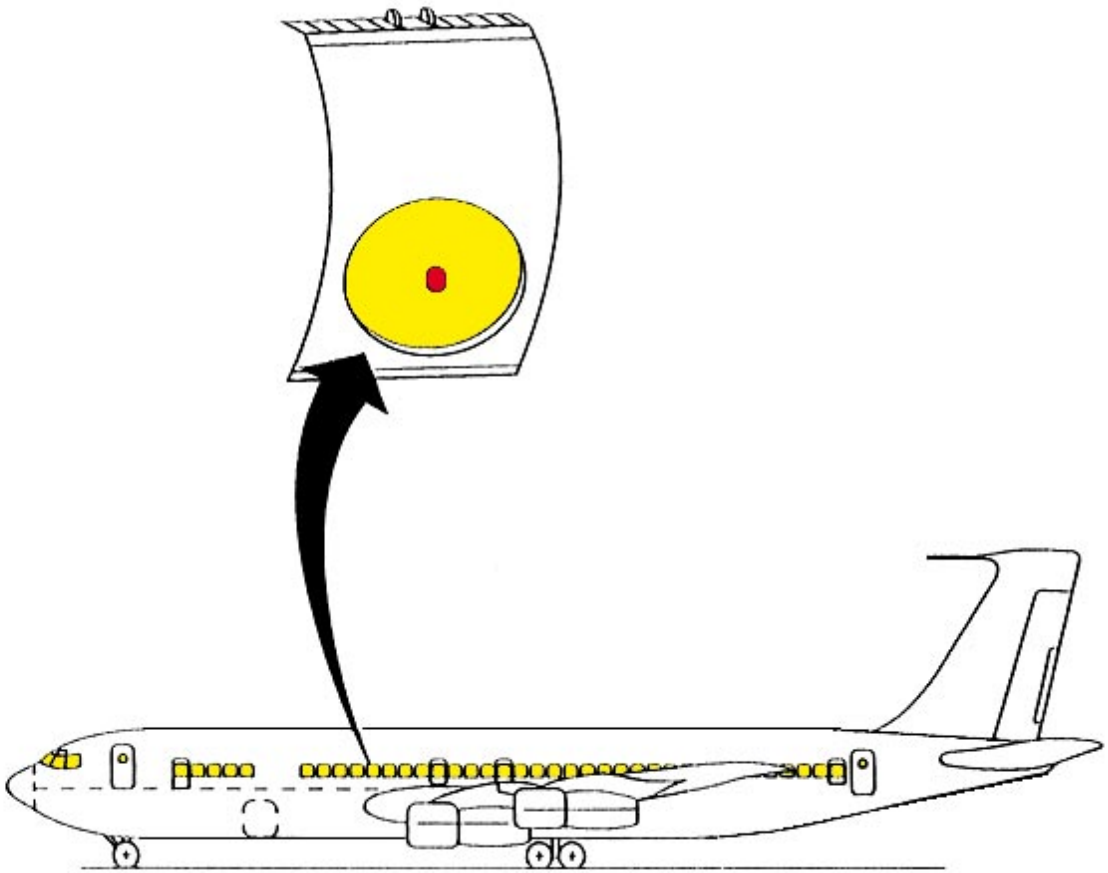
Penetration points for the aircraft engines are identical regardless of position on the aircraft. Penetrate the engine cowling at the red points indicated.



AIRCRAFT SKIN PENETRATION POINTS- Continued

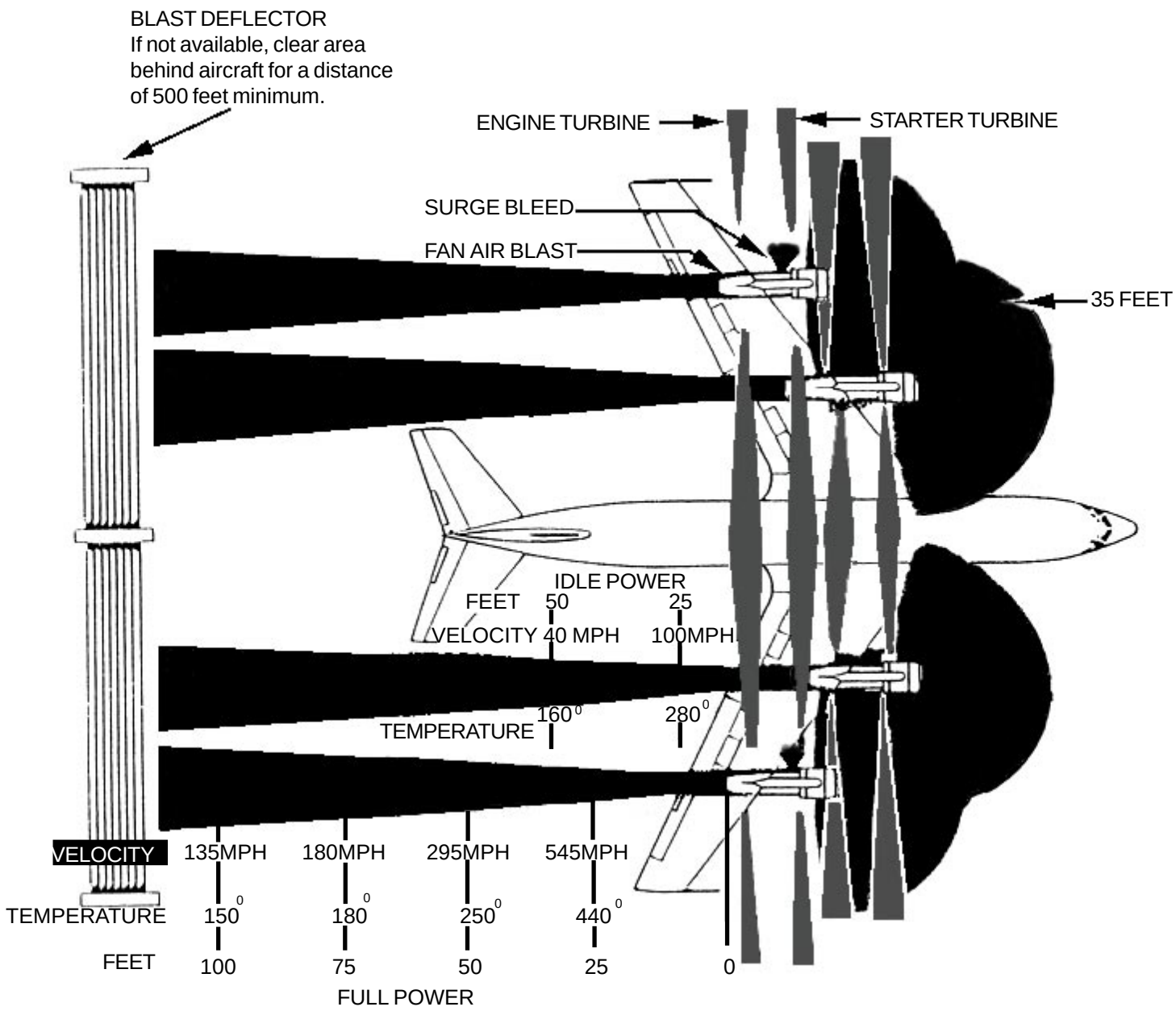
NOTE:

Penetrate through the center of any passenger window to access the aircraft cabin.



AIRCRAFT HAZARDS

ENGINE DANGER AREAS



AIRCRAFT HAZARDS-Continued

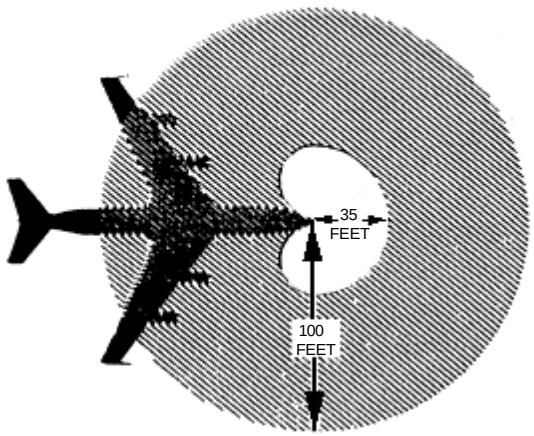
RADIATION HAZARD AREAS

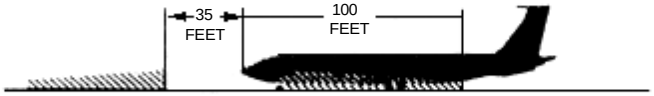
NOTE:

The radiation hazard area shown is around the weather radar antenna. Accidental entry into the hazard area does not result in injury. It is only through prolonged exposure that the possibility of danger exists.

AREA HAZARDOUS TO PERSONNEL

POSSIBLE FUEL IGNITION AREA





(V)C-137

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
24 Ft Ladder
Fire Drill II

AIRCRAFT ENTRY ALL MODELS

1. NORMAL ENTRY

a. FORWARD AND AFT ENTRY DOORS - Pull external handle outward and rotate clockwise, then push inward on forward side of door, pull outward on aft side and swing door out and forward.

b. FORWARD AND AFT GALLEY DOORS - Pull external handle outward and rotate clockwise, then push inward on forward side of door, pull outward on aft side and swing door out and forward.

2. EMERGENCY ENTRY

a. Push in panel on emergency exit hatches, two each side above wing, and push hatches inward.

CAUTION

Emergency exit hatches must be handled with extreme care while pushing hatches inward.

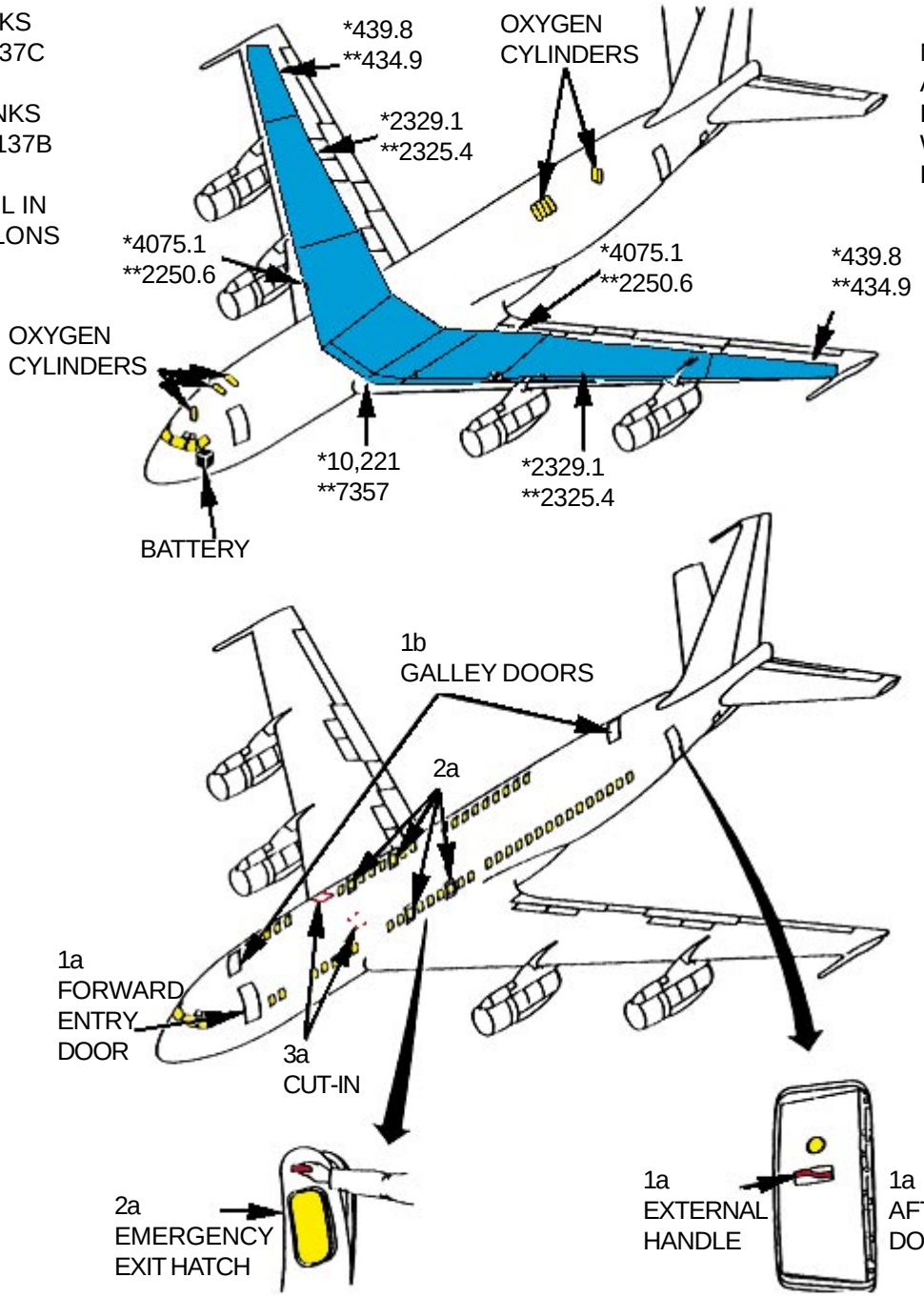
3. CUT-IN

a. Cut-in emergency exit hatches located top forward center of fuselage over wings.

NOTE:
*FUEL TANKS
FOR VC-137C

**FUEL TANKS
FOR VC-137B

ALL FUEL IN
US GALLONS



NOTE:
Aircraft Dimensions
Length 152’ 11”
Wing Span 145’ 9”
Height 42’ 5”

ENGINE SHUTDOWN

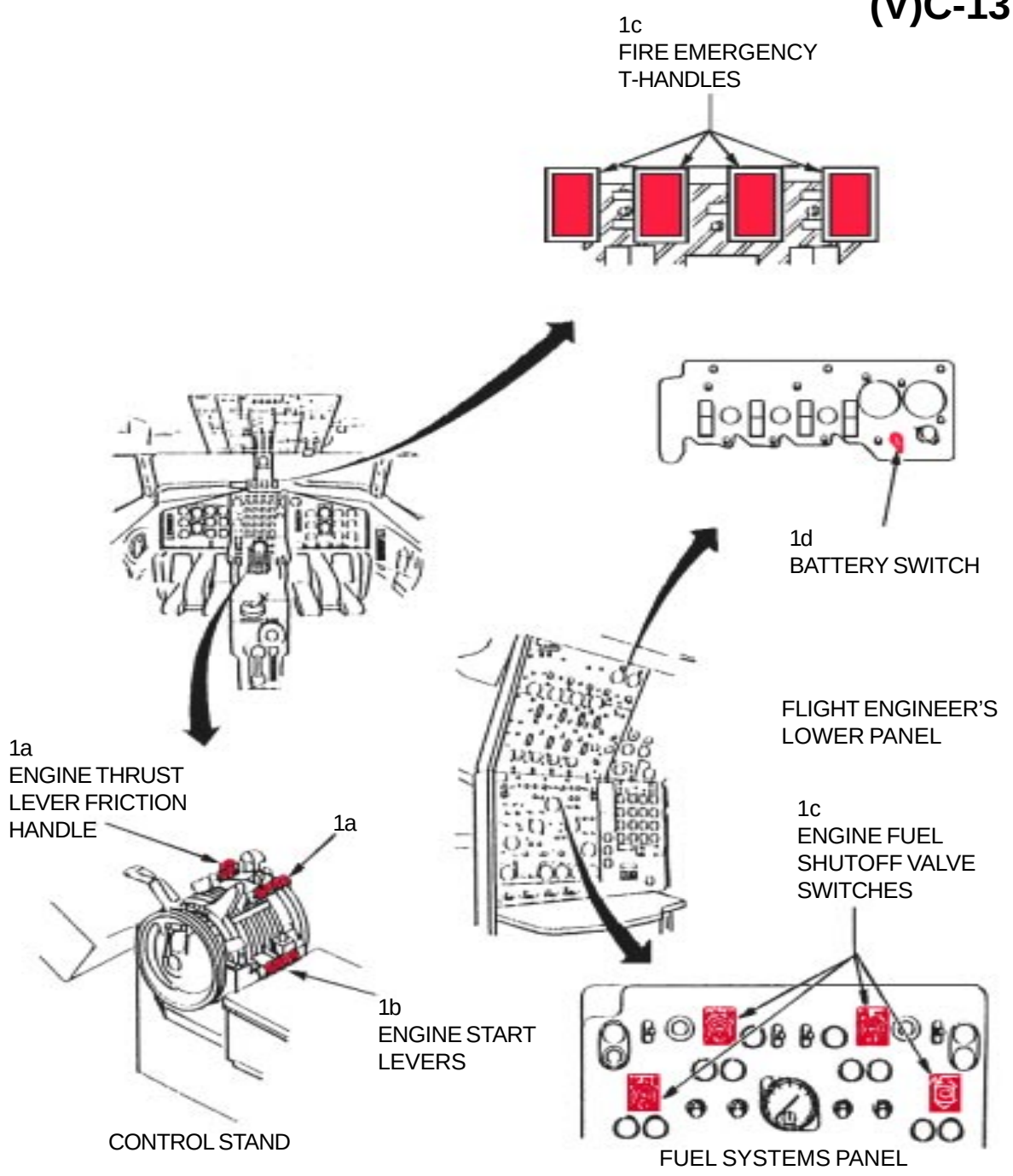
1. ENGINE SHUTDOWN

a. Place engine thrust lever friction handle, located on control stand, to forward position, then retard engine thrust levers aft to IDLE position.

b. Place engine start levers, located on lower portion of control stand, down to CUTOFF position.

c. Pull fire emergency T-handles, located upper center of instrument panel, and place engine fuel shutoff valve switches, located on fuel system panel at engineer's station, to CLOSE position.

d. Place battery switch, located on engineer's upper panel, to OFF position.



APU SHUTDOWN

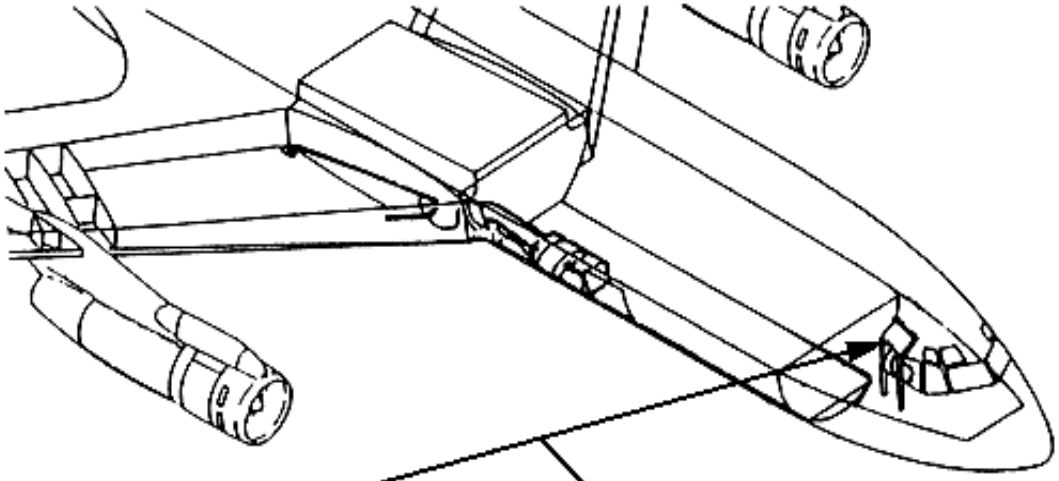
2. APU SHUTDOWN

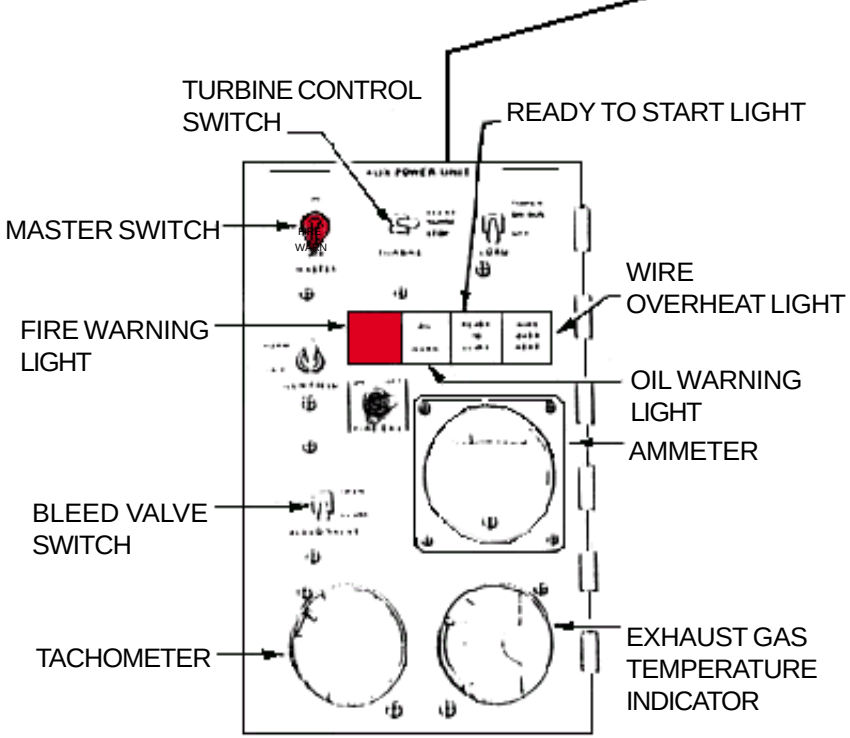
NOTE:
The following procedures are only used if an APU fire is apparent.

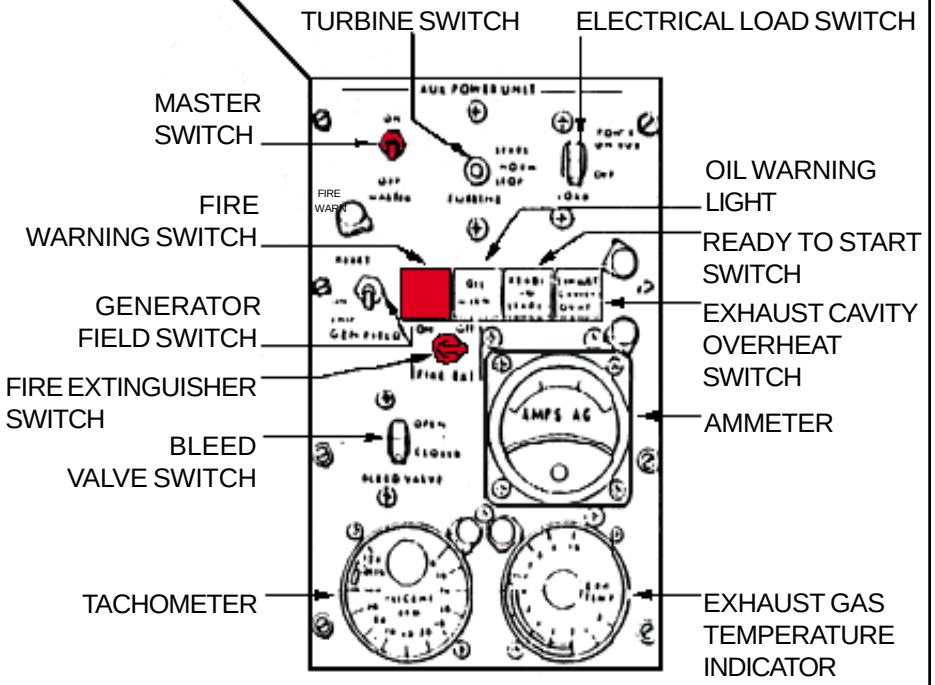
a. If fire warning light is indicating APU fire, the APU can be shutdown from the navigator's control panel or the APU compartment in the aft cargo compartment.

b. There are two designs at the navigator's panel. Both designs are illustrated. Place fire extinguisher switch, located at center of panel to OFF.

c. Place master switch, located upper left on panel to OFF.







AIRCREW EXTRACTION

SEATING AND POSITIONING

3. AIRCREW EXTRACTION

NOTE:
Pilot's seat is shown, copilot's seat is identical except controls are on left side.

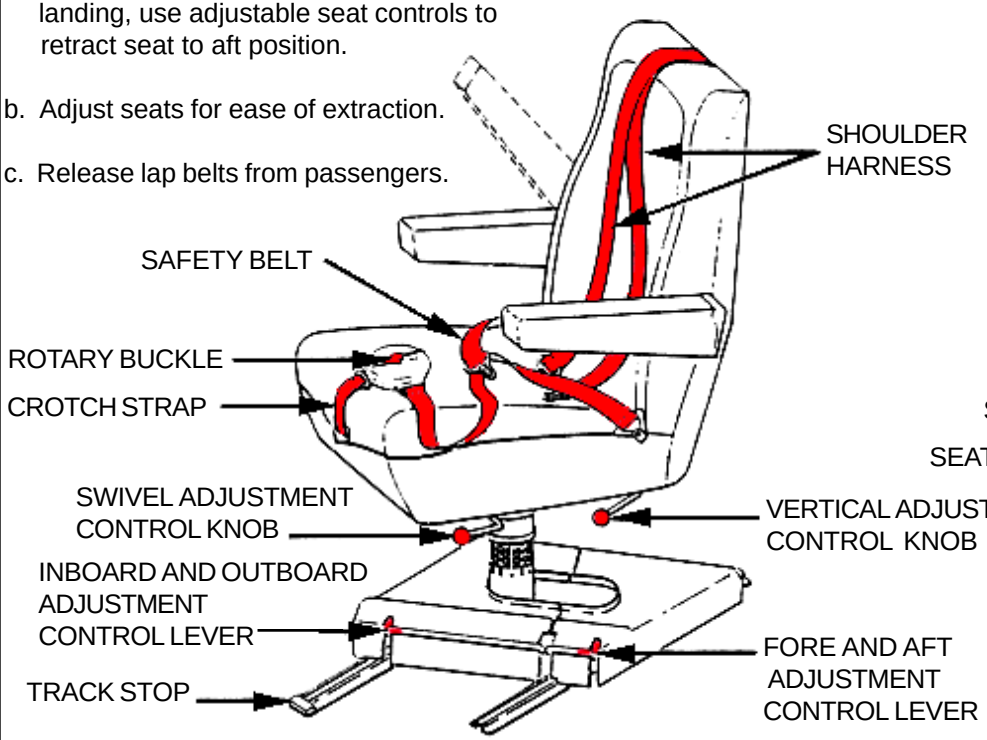
NOTE:
Flight engineer's seat will face within 30 degrees of forward for takeoff and landing.

a. Release lap and remove shoulder harness from crewmembers.

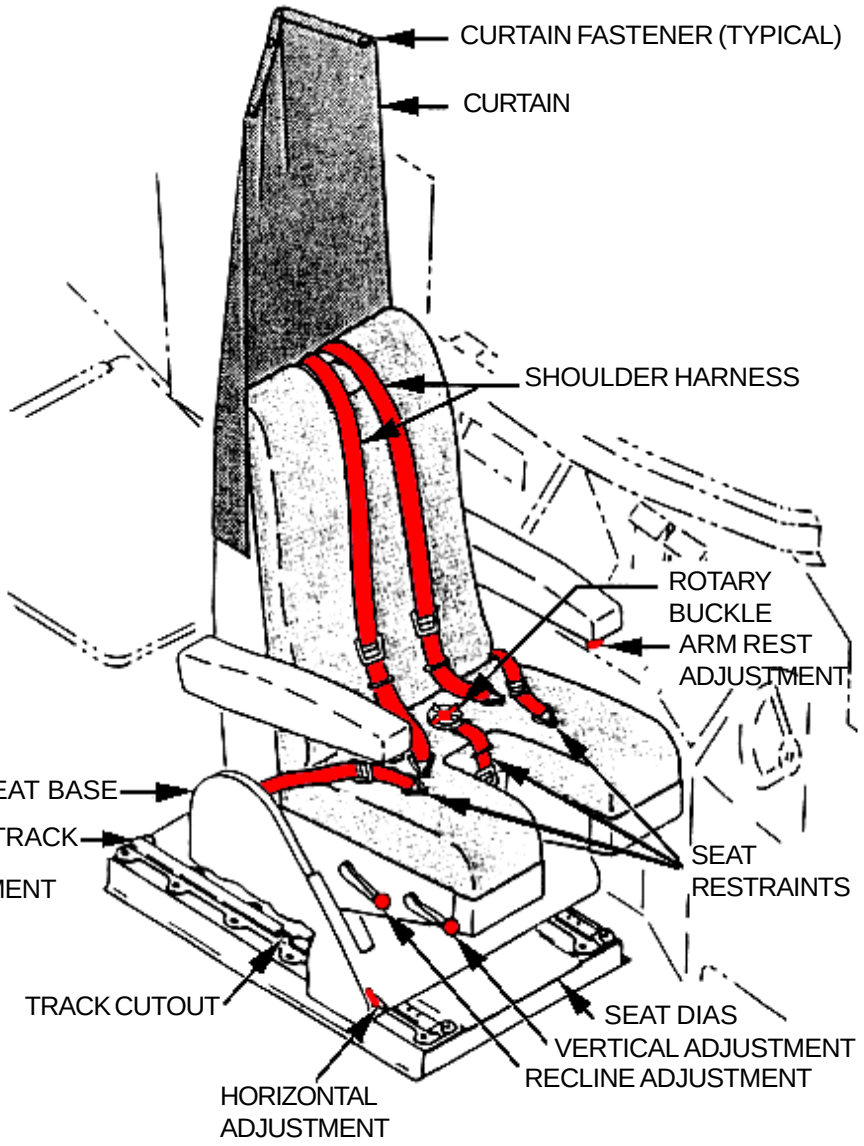
NOTE:
If seat tracks are not damaged during crash landing, use adjustable seat controls to retract seat to aft position.

b. Adjust seats for ease of extraction.

c. Release lap belts from passengers.



FLIGHT ENGINEER'S SEAT



PILOT'S/COPILOT'S SEAT

AIRCREW EXTRACTION-Continued

SEATING AND POSITIONING

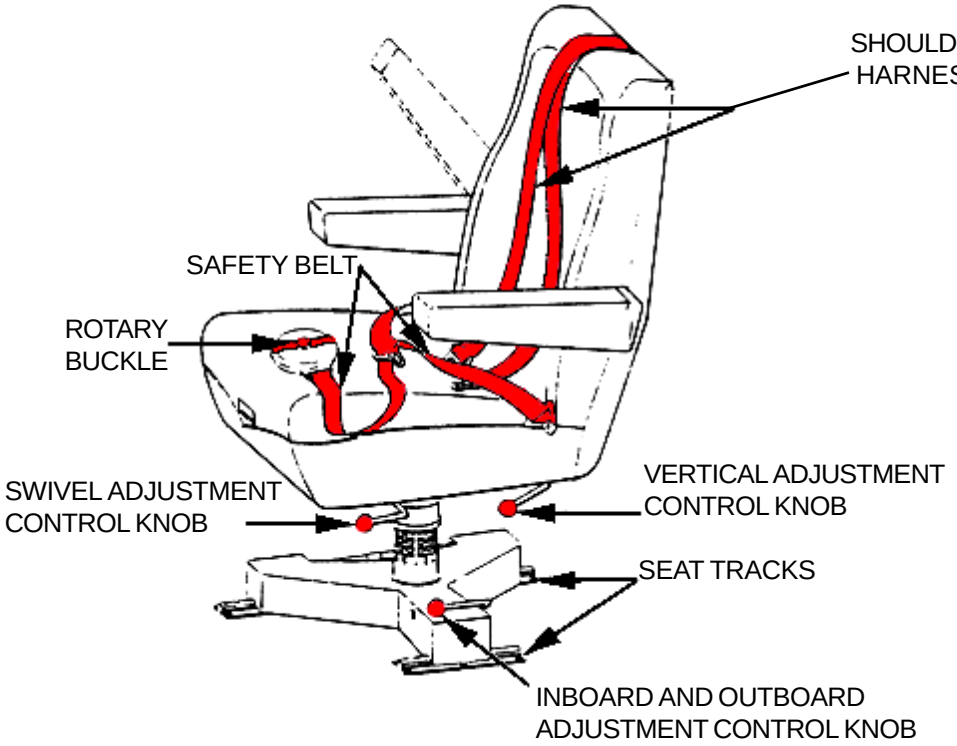
3. AIRCREW EXTRACTION-Continued

NOTE:

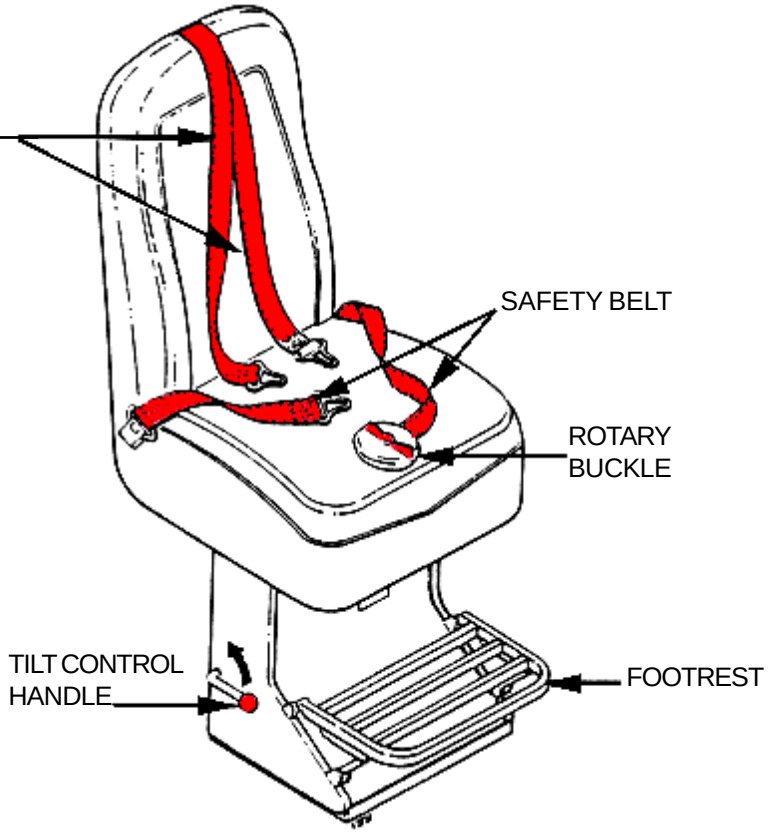
Navigator/CSO seat will face within 30 degrees of forward for takeoff and landing.

NOTE:

The ACM seat can be titled forward 25 degrees and latched in either the full forward or full back position. The forward tilt is used only to gain access to the locking mechanism that secures the seat to the cabin floor.



NAVIGATOR'S AND SCO'S SEAT



ACM'S SEAT

OXYGEN SHUTOFF

4. OXYGEN SHUTOFF

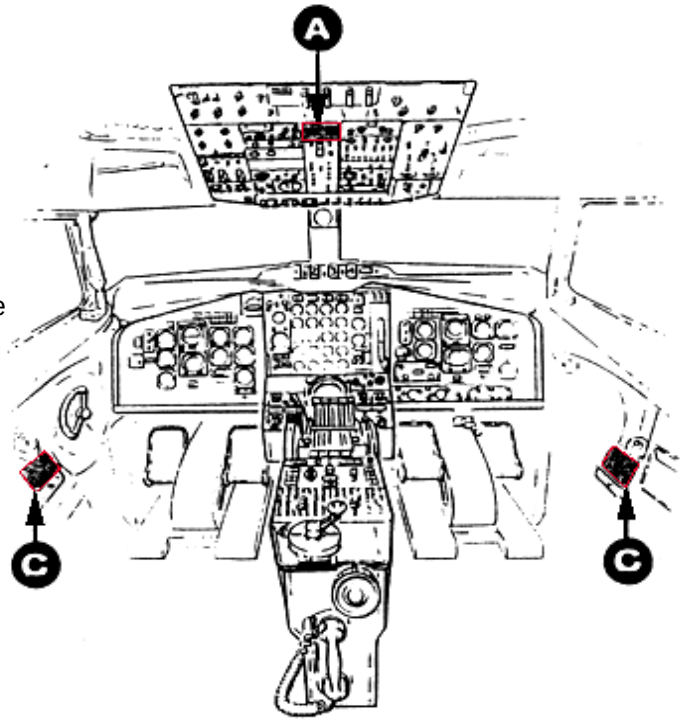
NOTE:

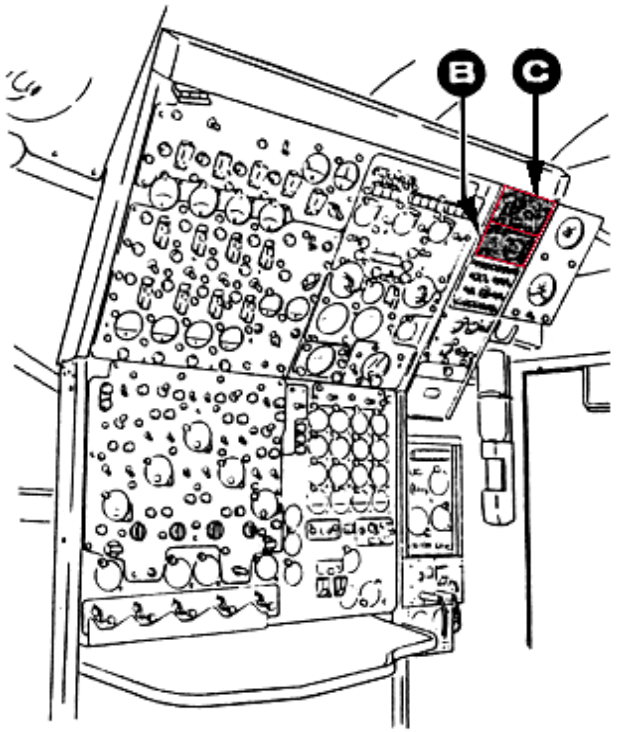
The oxygen system is divided into two separate and independent subsystems: flightcrew and passenger oxygen system. The crew oxygen system is a demand-type system supplying supplemental and protective oxygen to crewmembers whenever flight altitude exceeds 10,000 feet. Protective and emergency oxygen is also available to the crewmembers from a portable oxygen bottle located in the control cabin. In addtion, portable oxygen bottles for first aid and cabin attendant use during cabin decompression are located in the passenger cabin.

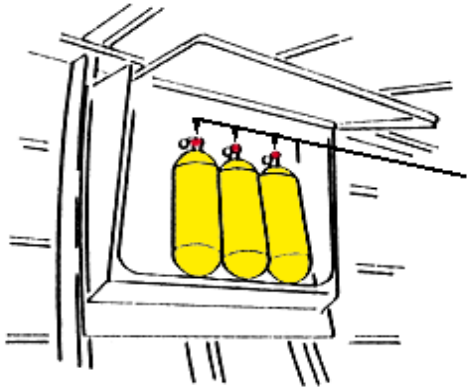
a. If the oxygen system is required to be shutoff during an emergency, turn off the passenger oxygen switch, located on the pilot's overhead panel, to OFF.

b. Turn off the crew oxygen switch, located on the navigator's control panel, to OFF.

c. Manual shutoff valves are physically located on the top of each oxygen cylinder. Use if the above controls (steps a,b) can not be accessed. Valves are located at the forward and aft cargo compartments on the right side.



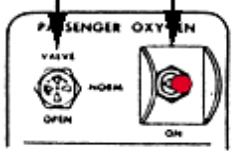




4c
MANUAL
SHUTOFF
VALVES

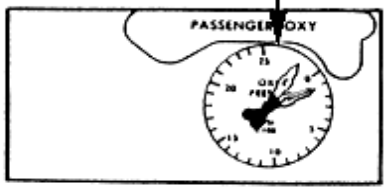
OXYGEN
SHUTOFF
VALVE

4a
PASSENGER
OXYGEN
SWITCH



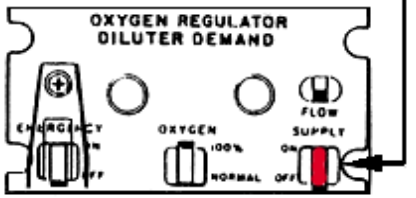
A

PASSENGER
OXYGEN
QUANTITY
GAUGE



B

4b
CREW
OXYGEN
SWITCH

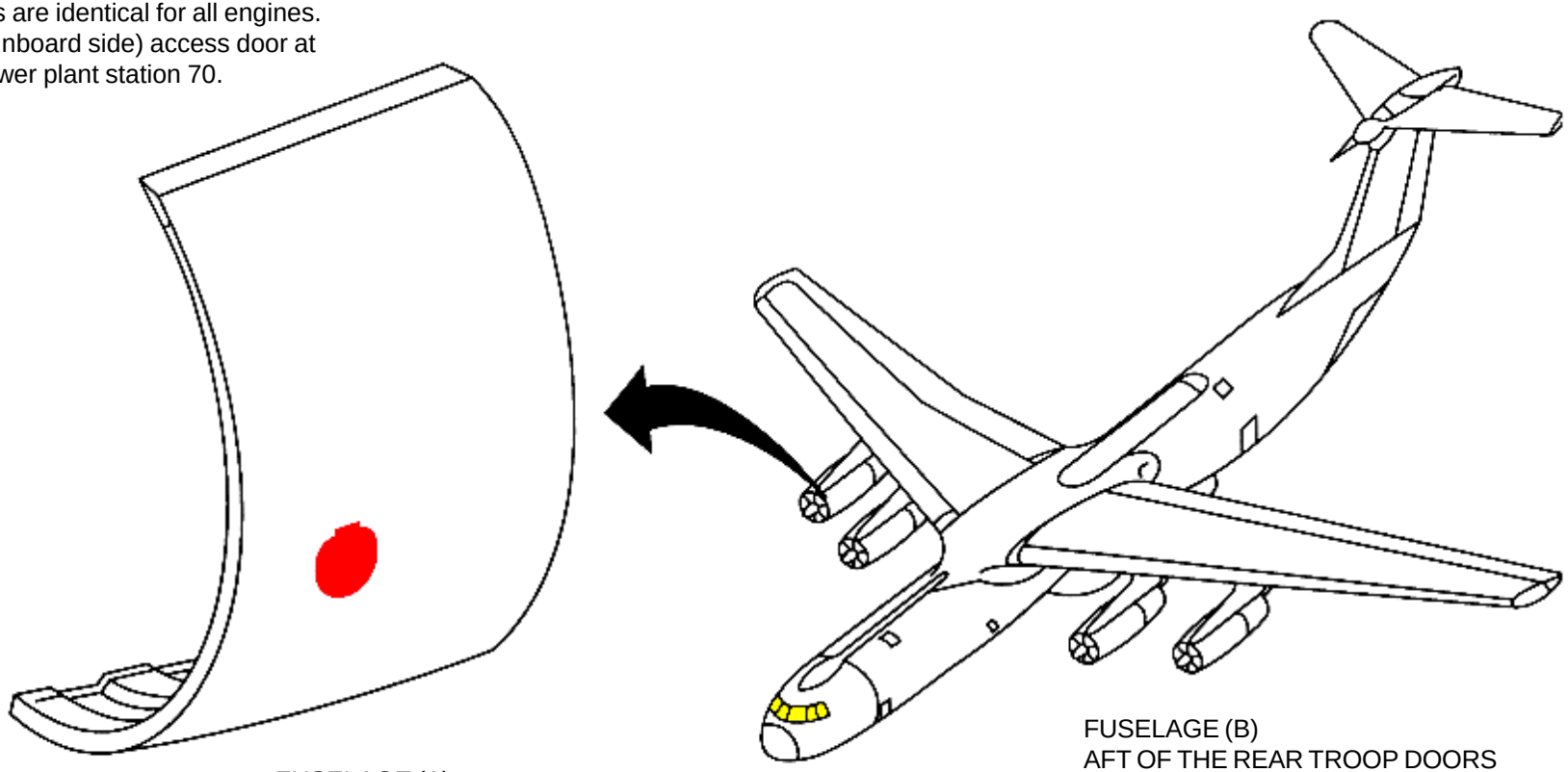


C

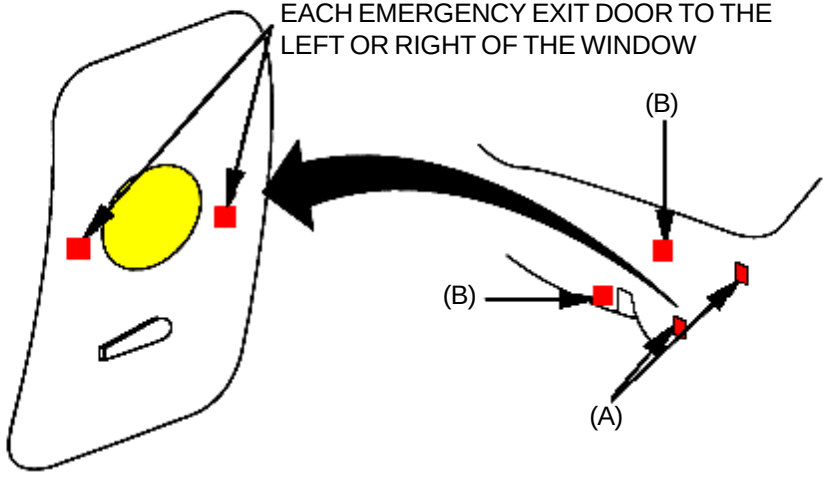
AIRCRAFT SKIN PENETRATION POINTS

NOTE:

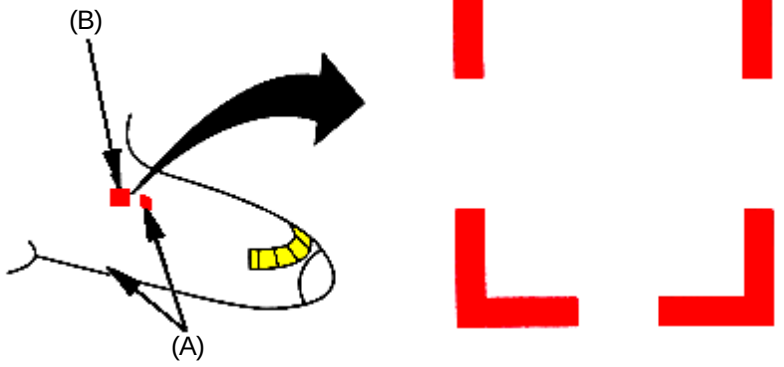
Penetration points are identical for all engines. Engine nacelles (inboard side) access door at approximately power plant station 70.



FUSELAGE (A)
EACH EMERGENCY EXIT DOOR TO THE LEFT OR RIGHT OF THE WINDOW



FUSELAGE (B)
AFT OF THE REAR TROOP DOORS AND AFT OF THE LEFT FORWARD EMERGENCY EXIT



AIRCRAFT HAZARDS

WARNING

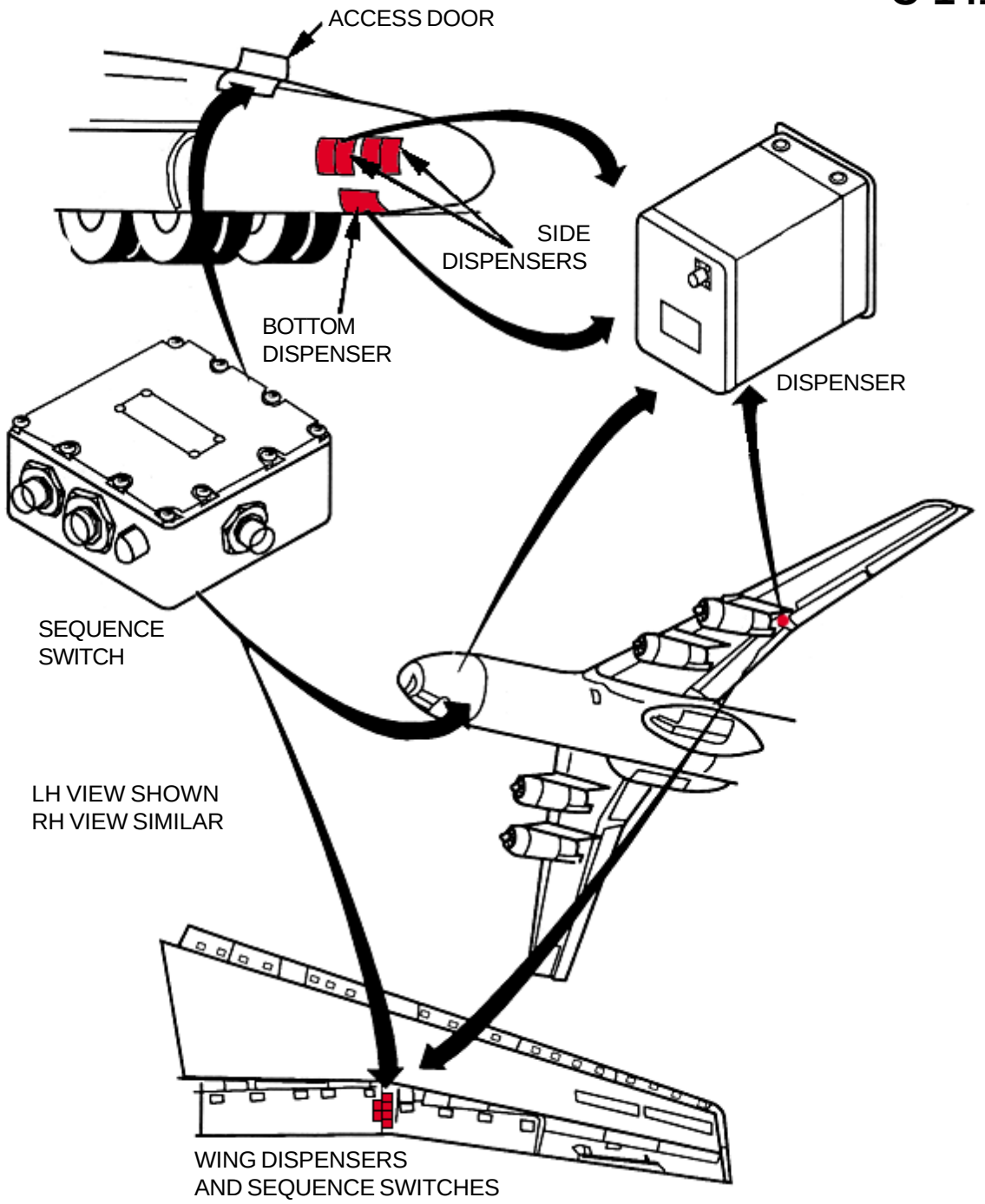
Flares are a source of ignition for many of the lubricants and fluids used in servicing aircraft. Selected aircraft have a Counter-measures Dispensing System or flare dispensing capabilities. These devices are located in FL 520 and FS 1130E on both sides of the aircraft. Avoid looking in the direction of the burning or detonating magnesium incediaries. Stray voltage can cause ignition. Personnel should ground themselves prior to approaching these critical areas.

Affected Tail numbers:

64-619
64-649
65-266
65-269
65-273
65-279
65-618
65-0271
66-174
66-196
66-202
67-0012
67-0026

C-141 Special Operations Low Level (SOLL):

66-131
67-0014



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
24 Foot Extension Ladder
Fire Drill II

NOTE:
Aircraft Dimensions
Length 158' 4"
Wing span 159' 11"
Height 39' 3"

AIRCRAFT ENTRY ALL MODELS

1. NORMAL ENTRY-CREW DOOR, TROOP DOORS

a. Pull T-handles, one forward left side and two aft, one on each side of fuselage, out and rotate clockwise.

2. EMERGENCY ENTRY

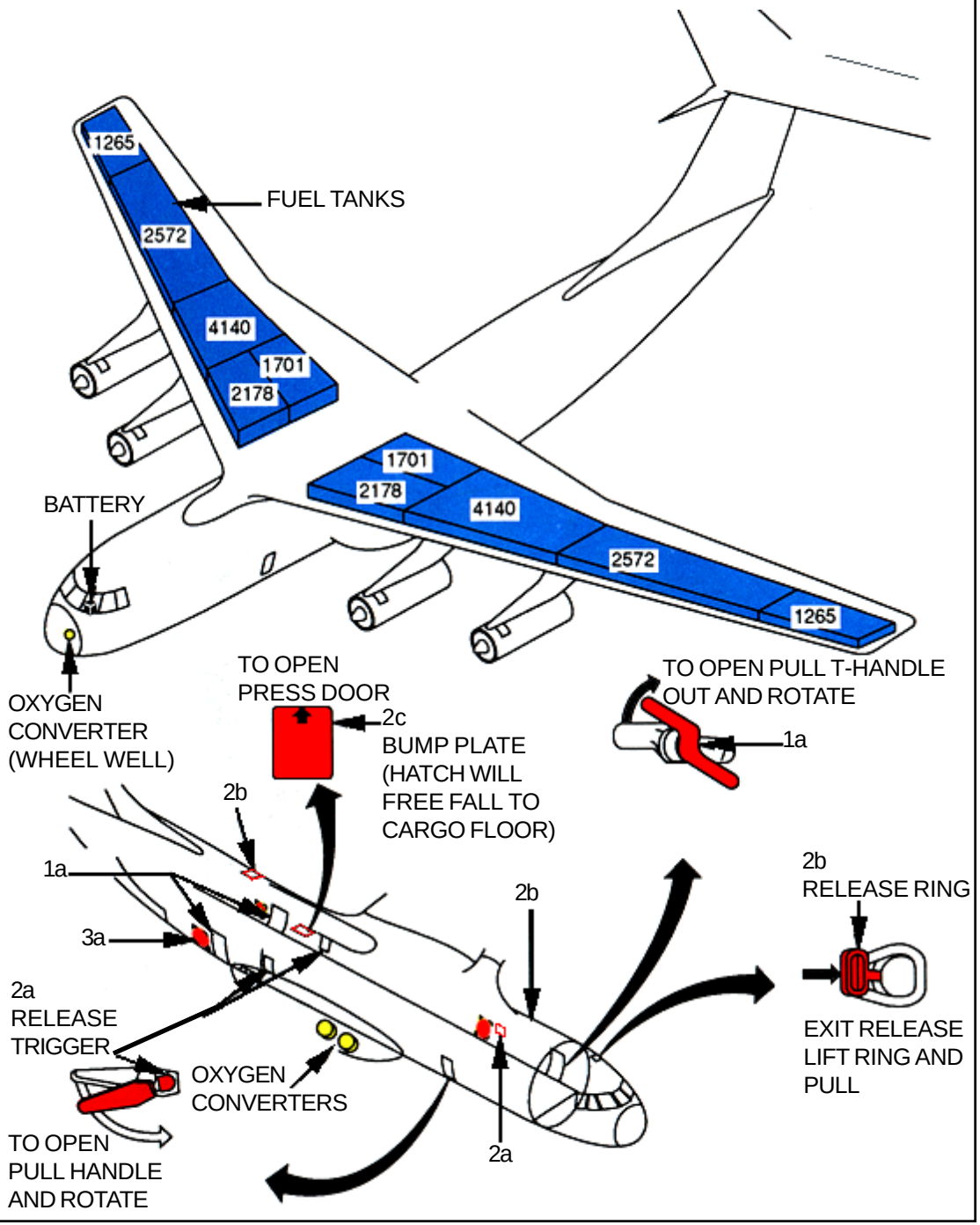
a. Press emergency exit release triggers, rotate handle counterclockwise and push hatch, located one forward and one aft wing root each side, inward.

b. Lift release ring and pull upward to open emergency exits, located top left forward of flight deck, top forward and aft of cargo compartment.

c. Strike rectangular bump plate, located above and inboard of hatch, to open.

3. CUT-IN

a. Cut-in areas located aft of left forward emergency exit and aft of both troop doors.



ENGINE/APU SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE/APU SHUTDOWN

a. Pull engine fire control T-handles, located upper center portion of instrument panel.

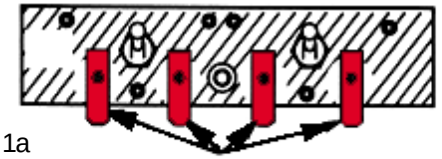
b. Pull APU fire T-handle, located on flight engineer's panel.

c. Place battery switch, located on flight engineer's electrical panel, to OFF position.

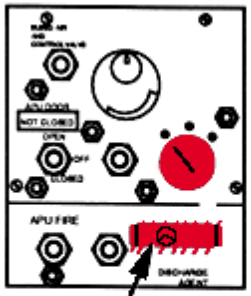
2. AIRCREW EXTRACTION

a. Raise seat armrest and unlatch lap belt(s) and remove shoulder harness from crewmember(s).

b. If tracks are not damaged during crash landing, use adjustable seat control handles on four forward seats only to retract seats in aft position to aid in removing crewmember(s).



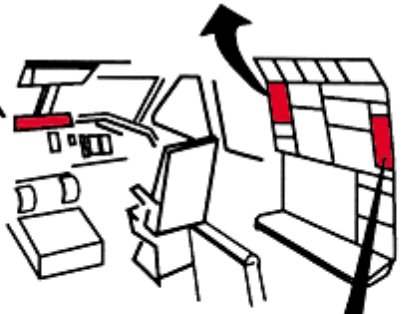
1a
ENGINE FIRE CONTROL T-HANDLES

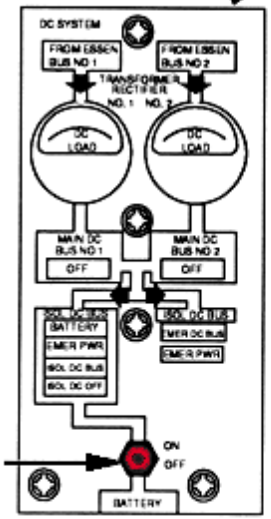


1b
APU FIRE T-HANDLE

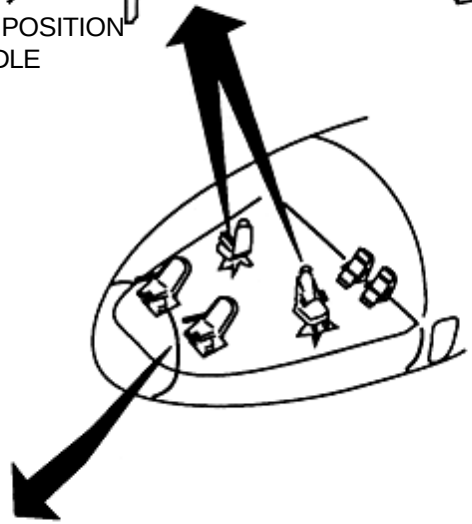
2a
RAISED ARMREST

2b
FORWARD/AFT POSITION
CONTROL HANDLE





1c
BATTERY SWITCH



2a
RAISED ARMREST

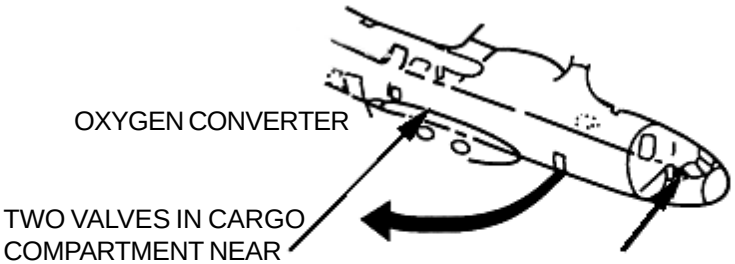
2a
CENTER RELEASE
FOR SAFETY
BELTS AND
SHOULDER
HARNESS

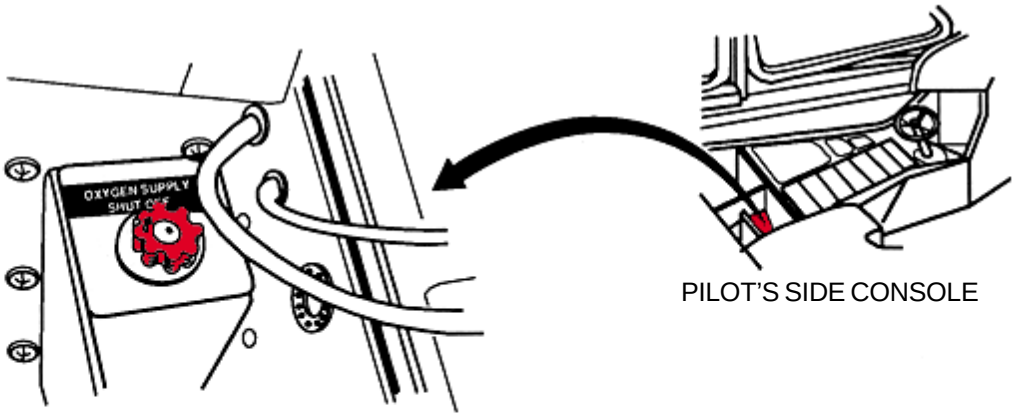
2b
FORWARD/AFT POSITION CONTROL HANDLE

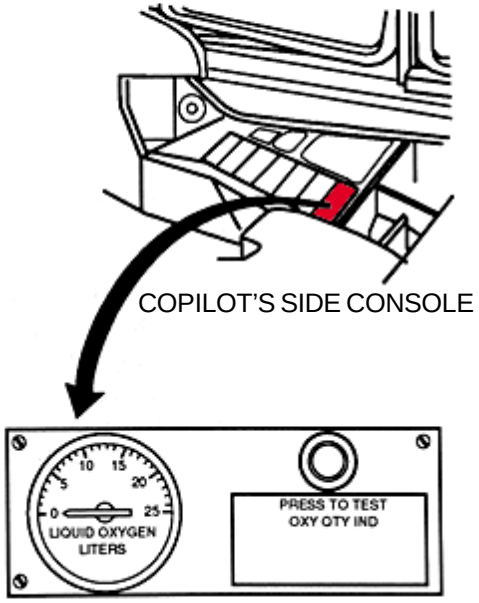
OXYGEN SHUTOFF VALVE LOCATIONS

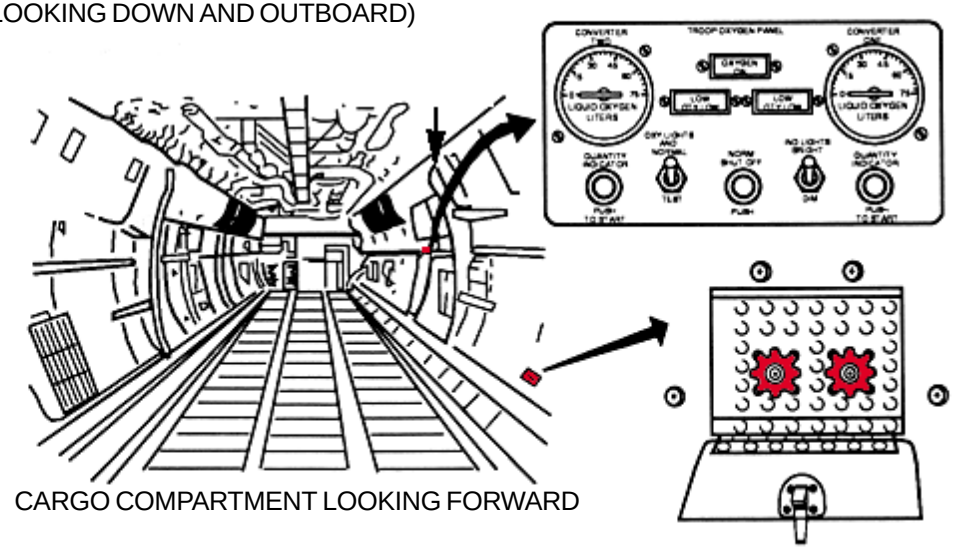
NOTE:

- Three valves: one on flight deck and two in cargo compartment.
- Cargo compartment valves: near aircraft station #830 cargo bulkhead-right side 24" above cargo deck, 45' from normal crew entry door two valves in small compartment with door, troop seats may block the valves.
- Flight deck valve: pilot's left console, near thigh area (valve is painted red and is round).









AIRCRAFT ENTRY

NOTE:
The NC-141A is an UNSTRETCHED or original version of the C-141.

1. NORMAL ENTRY (NC-141A 61-2775 THRU 61-2777)

WARNING

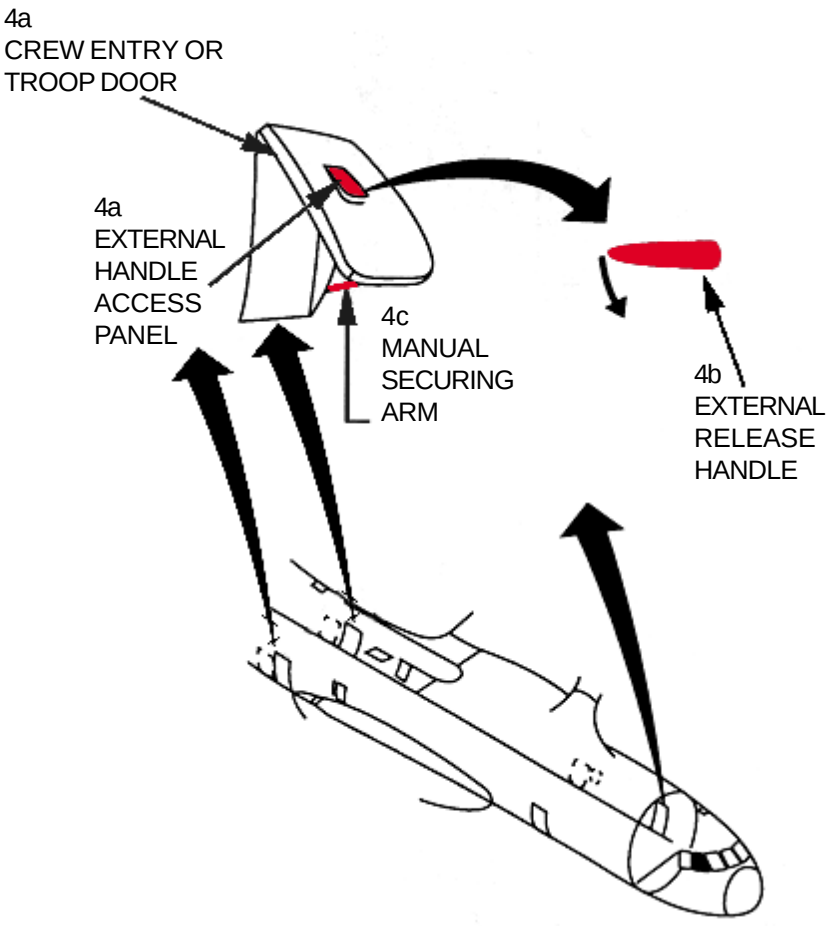
The aircraft must be completely depressurized before either the inside or outside door handle is operated. Opening doors or hatches while the aircraft is pressurized could cause serious injury to personnel.

a. Open external handle access panel, located center of crew entry and troop entrance doors.

b. Rotate external release handle downward the full length of its travel.

c. Pull door out and up, then lower manual securing arm, located on the lower inside aft corner of the door, and secure to a fitting on the door frame.

NOTE:
Emergency entry and cut-in procedures are the same on all C-141 aircraft.



TEST BED CONFIGURATION
TAIL NUMBER: 61-2775
TEST PILOT SCHOOL

PASSENGER CAPACITY: 126.

ADDITIONAL OXYGEN BOTTLES: NO.

LOX Converters: 25 liter converter located in the nose landing gear wheel well left hand side.

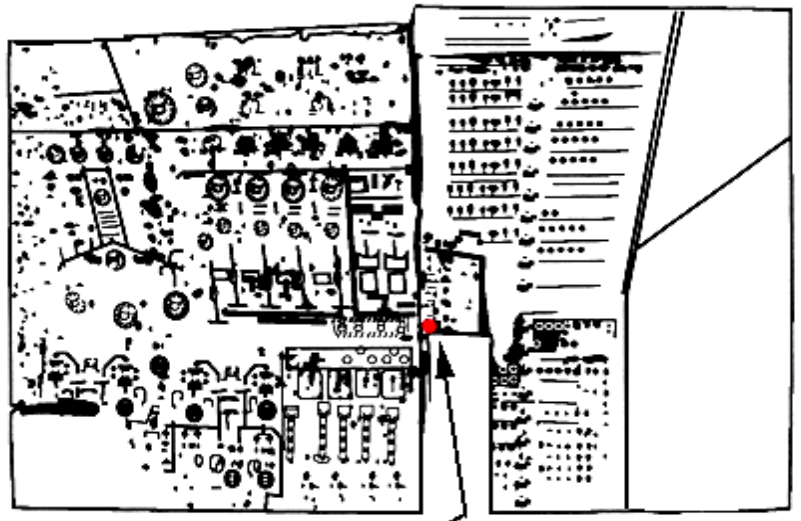
Nitrogen Bottles: NO.

Modified Escape Routes: NO.

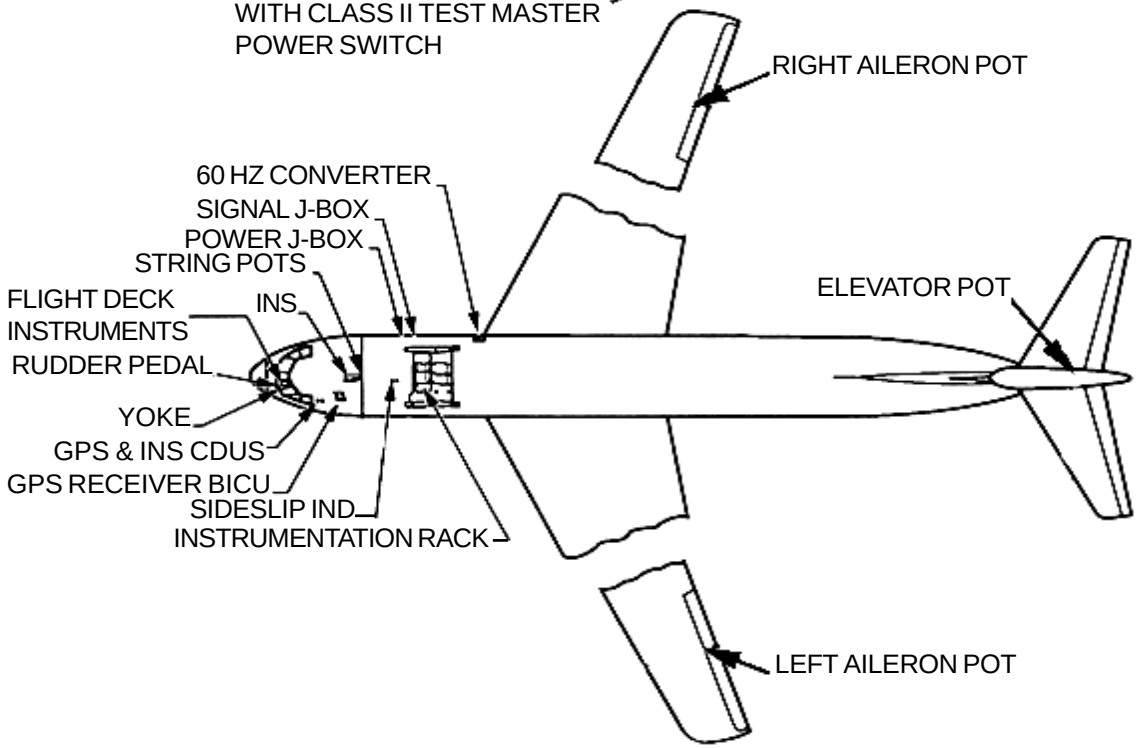
Changes for Engine/APU Shutdown: NONE.

Changes in Electrical/Battery Power: This aircraft is equipped with a Class II Test Master Power Switch, located at the Flight Engineer's panel right side, which will disable all modification power without disturbing main aircraft power. See visual aid that is applicable to all NC-141A models.

HINDRANCES/DIFFERENCES: This air-craft is a pre-production aircraft. The forward entrance hatch opens outward. Extreme caution must be exercised to ensure aircraft has been depressurized prior to opening hatch. Failure to comply will cause injury or death to personnel if the door is blown open by cabin pressure.



FLIGHT ENGINEER PANEL
WITH CLASS II TEST MASTER
POWER SWITCH



TEST BED CONFIGURATION
TAIL NUMBER: 61-2776
TEST PILOT SCHOOL

PASSENGER CAPACITY: 60.

ADDITIONAL OXYGEN BOTTLES: NO.

LOX Converters: 25 liter converter located in the nose landing gear wheel well left hand side.

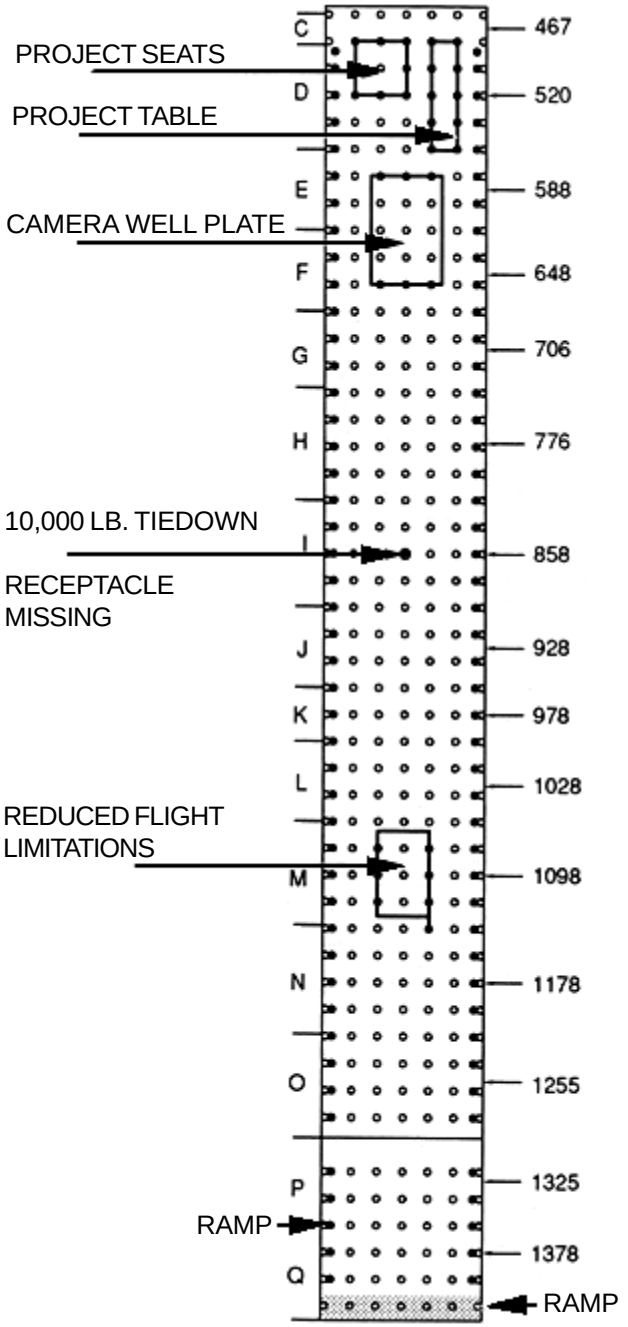
Nitrogen Bottles: NO.

Modified Escape Routes: NO.

Changes for Engine/APU Shutdown: NONE.

Changes in Electrical/Battery Power: This aircraft is equipped with a Class II Test Master Power Switch, located at the Flight Engineer's panel right side, which will disable all modification power without disturbing main aircraft power. See visual aid that is applicable to all NC-141A models.

HINDRANCES/DIFFERENCES: This aircraft is a pre-production aircraft. The forward entrance hatch opens outward. Extreme caution must be exercised to ensure aircraft has been depressurized prior to opening hatch. Failure to comply will cause injury or death to personnel if the door is blown open by cabin pressure.



TEST BED CONFIGURATION
TAIL NUMBER: 61-2777
TEST PILOT SCHOOL

PASSENGER CAPACITY: 65.

ADDITIONAL OXYGEN BOTTLES: NO.

LOX Converters: 25 liter converter located in the nose landing gear wheel well left hand side.

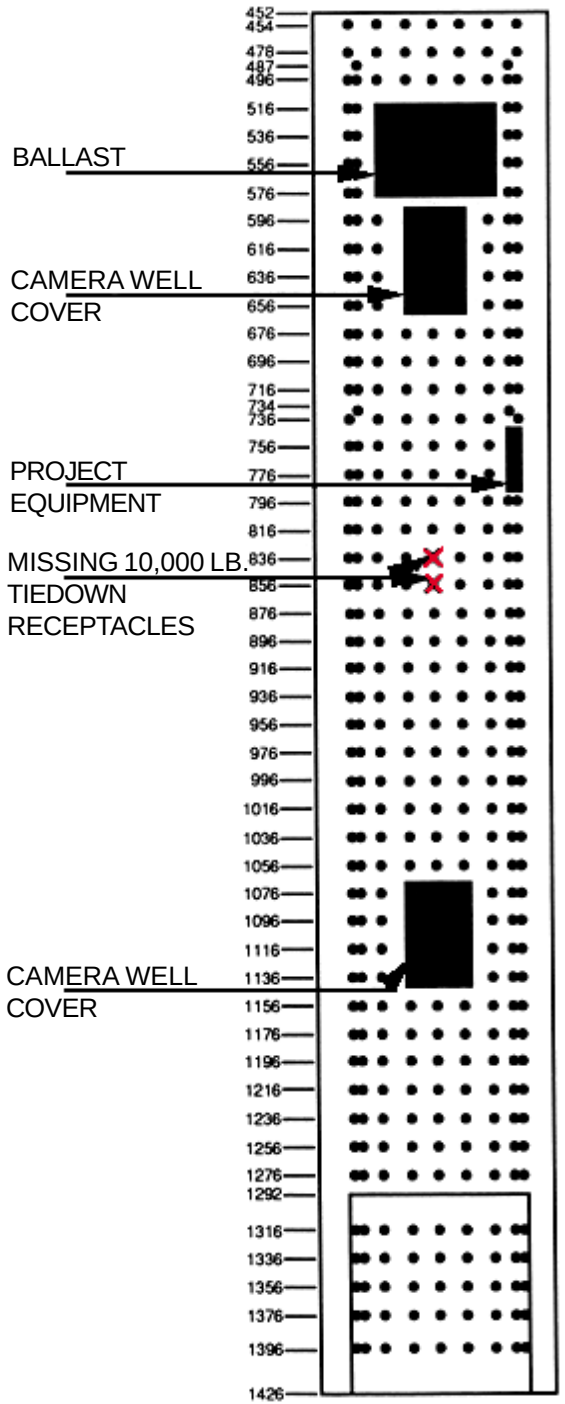
Nitrogen Bottles: NO.

Modified Escape Routes: NO.

Changes for Engine/APU Shutdown: NONE.

Changes in Electrical/Battery Power. This aircraft is equipped with a Class II Test Master Power Switch, located at the Flight Engineer's panel right side, which will disable all modification power without disturbing main aircraft power. See visual aid that is applicable to all NC-141A models.

HINDRANCES/DIFFERENCES: This aircraft is a pre-production aircraft. The forward entrance hatch opens outward. Extreme caution must be exercised to ensure aircraft has been depressurized prior to opening hatch. Failure to comply will cause injury or death to personnel if the door is blown open by cabin pressure.



TEST BED CONFIGURATION
TAIL NUMBER: 61-2779
TEST PILOT SCHOOL

NC-141A

PASSENGER CAPACITY: 18

ADDITIONAL OXYGEN BOTTLES: This aircraft has two 75 liter liquid oxygen converters located in the right main landing gear wheel well.

LOX Converters: 25 liter converter located in the nose landing gear wheel well left hand side.

Nitrogen Bottles: Gaseous nitrogen located in the nose landing gear wheel well right hand side.

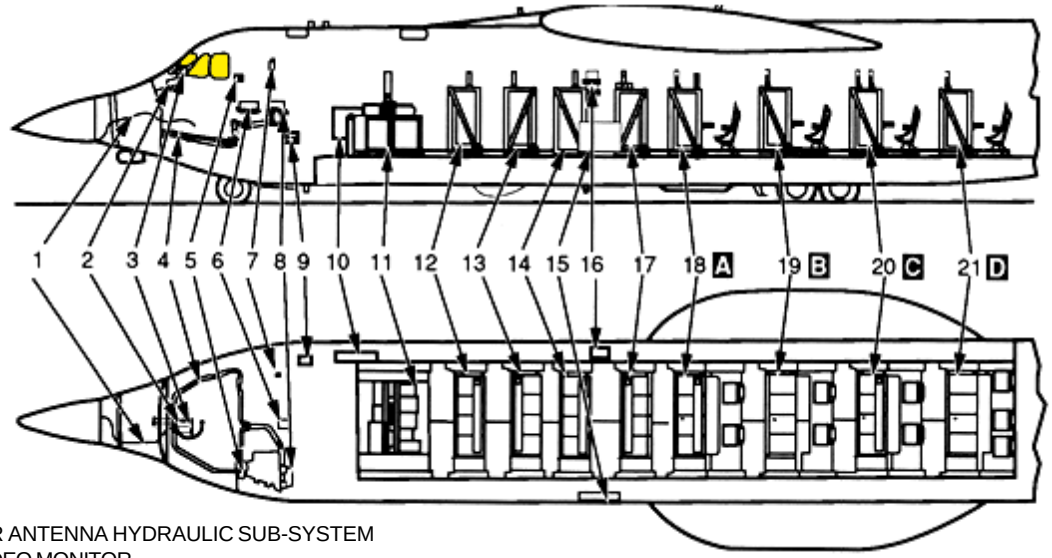
Modified Escape Routes: NO.

Changes for Engine/APU Shutdown: NONE.

Changes in Electrical/Battery Power: NONE

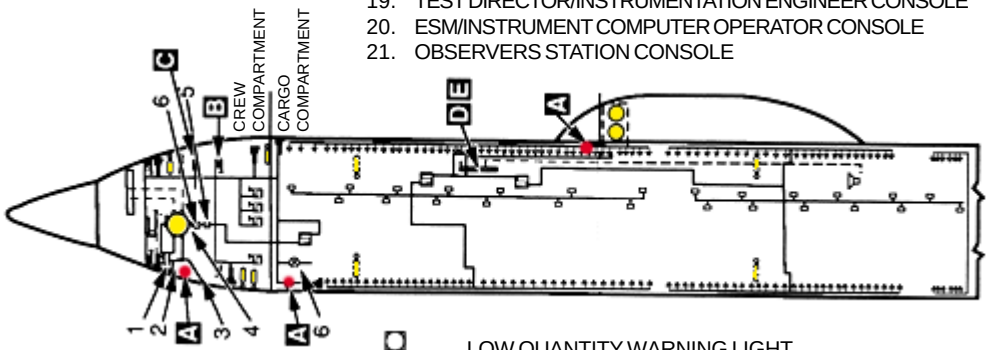
This aircraft is NOT equipped with a Class II Test Master Power Switch.

HINDRANCES/DIFFERENCES: This aircraft is a production aircraft. The forward entrance hatch opens to the outside. The floor plan is very congested. This aircraft is modified with three different non-standard radomes, (B-1, F-15, F-16) which may be flown at any given time.



1. ARTB RADAR ANTENNA HYDRAULIC SUB-SYSTEM
2. AVIONICS VIDEO MONITOR
3. COLOR VIDEO CAMERA
4. NOSE SECTION ARTB RADAR EQUIP COOLING/ PRESSURIZATION DUCTS
5. WEATHER RADAR
6. SCNS INU
7. ENGINE GENERATOR OVERRIDE AND POWER TRANSFER PANEL
8. NOSE SECTION ARTB RADAR EQUIP COOLING/ PRESSURIZATION FLT STA AIR INTAKE
9. GPS BATTERY
10. MAIN TEST EQUIPMENT POWER DISTRIBUTION JUNCTION BOX
11. RADAR TEST BENCH
12. TARGET GENERATOR/APTEC COMPUTER RACK
13. VAX COMPUTER RACK
14. TELEMETRY RACK
15. POWER CONTROL AND MONITORING PANEL
16. ARTB STATIC INVERTERS
17. VIDEO RACK
18. TEST ARTICLE/TEST ENGINEER CONSOLE
19. TEST DIRECTOR/INSTRUMENTATION ENGINEER CONSOLE
20. ESM/INSTRUMENT COMPUTER OPERATOR CONSOLE
21. OBSERVERS STATION CONSOLE

MANUAL SHUTOFF VALVE HANDLE



OXYGEN SYSTEM LEGEND:

1. FILLER
2. COMBINATION FILL-BUILDUUP-VENT VALVE
3. OVERBOARD VENT
4. LIQUID OXYGEN CONVERTER
5. HEAT EXCHANGER
6. MANUALLY OPERATED SHUTOFF VALVE

LINE VALVE
PORTABLE UNIT STOWING PROVISIONS
PORTABLE UNIT
PORTABLE UNIT RECHARGER
MASK PULG-IN OUTLET
WARNING HORN (LOW OXYGEN QUANTITY WARNING AND BAILOUT SIGNAL)
HEAT EXCHANGER (WARMING COIL)
REGULATOR

LOW QUANTITY WARNING LIGHT
QUICK DISCONNECT
MASK REGULATOR TUBING
THERAPEUTIC OXYGEN BOX

ELECTRICAL LINE
FILLER LINE
DISTRIBUTION LINE
WIRE BUNDLE, CONVERTER TO QUANTITY INDICATOR

C-212

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

NOTE:
Dimensions:
Length 53'
Height 21' 6"
Wing Span 66' 5"

AIRCRAFT ENTRY

1. NORMAL ENTRY

a. One passenger access door is located in the rear left side of the main cabin. The door opens inward and to the rear.

b. Two crew access doors are symmetrically located in the front of the main cabin, opening outward and forward.

2. EMERGENCY ENTRY

a. One emergency door is located in the rear right side of the main cabin. Opposite side is passenger door that can be accessed.

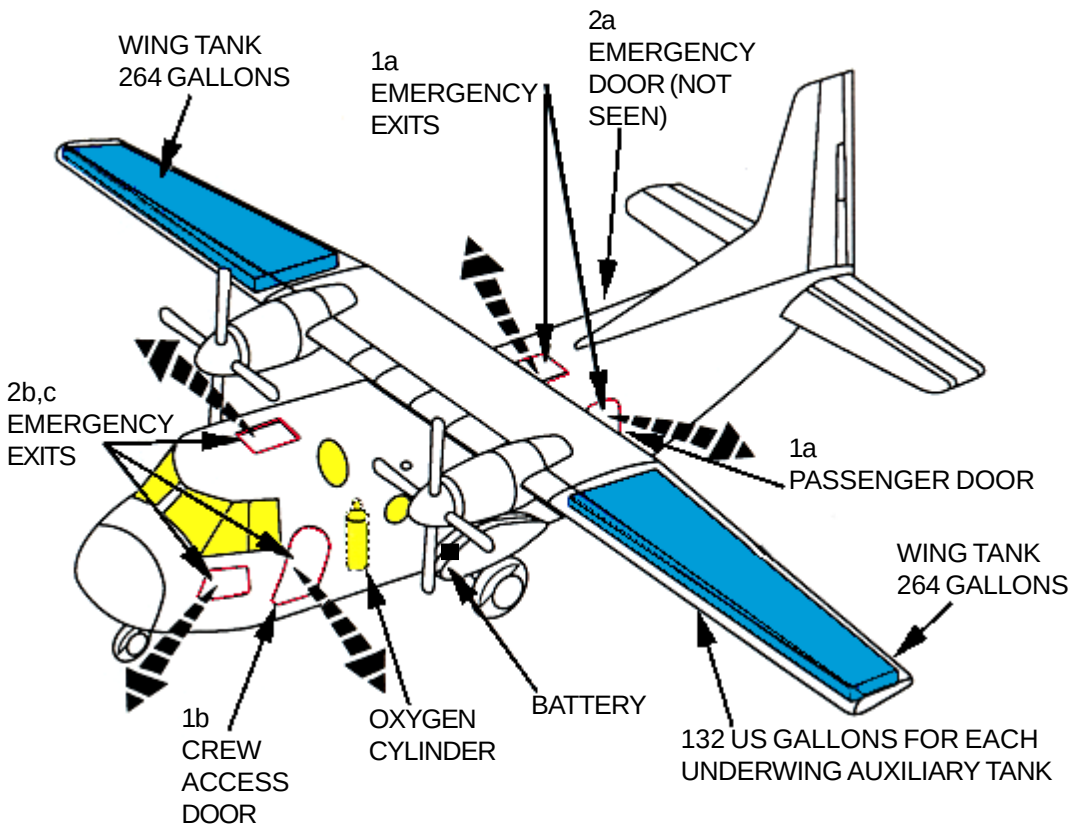
b. One roof escape hatch is located in the front fuselage.

c. Two rear side windows located at front fuselage are of the sliding type to be used as an emergency exit for the pilots.

d. Rear cargo door opens inward and is hydraulically operated. If hydraulic system is inoperative, do not try to operate cargo door during rescue procedures.

3. CUT-IN

a. Cut in and penetrate skin as needed.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

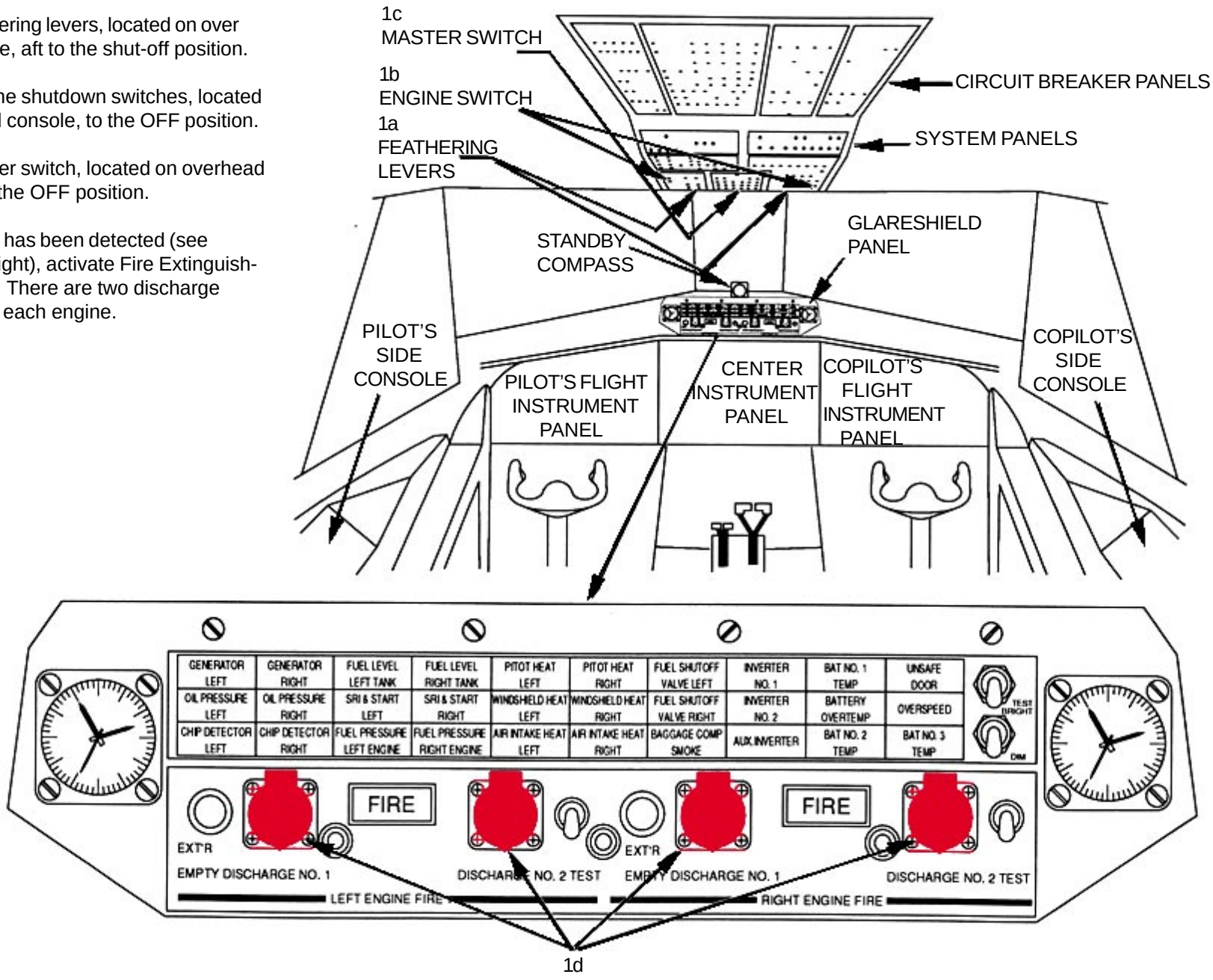
a. Retard feathering levers, located on over head console, aft to the shut-off position.

b. Switch engine shutdown switches, located on overhead console, to the OFF position.

c. Switch master switch, located on overhead console, to the OFF position.

d. If engine fire has been detected (see WARNING light), activate Fire Extinguishing System. There are two discharge switches for each engine.

OVERHEAD PANEL



AIRCREW EXTRACTION AND SEATING, CABIN, AND CARGO CONFIGURATIONS

2. AIRCREW/TROOP EXTRACTION

a. Aircrew seats are equipped with shoulder harnesses and lap belts.

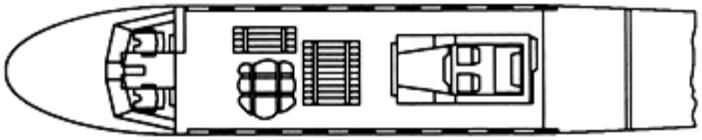
b. Troop seats are fitted with safety belts only.

c. Use applicable configuration for extraction.

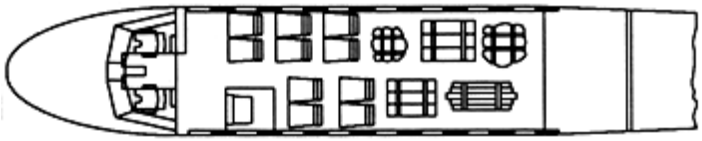
SEATING, CABIN, CARGO CONFIGURATIONS

PARACHUTISTS/PARATROOPERS 25

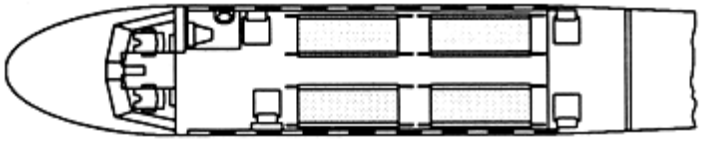
COMBINED CARGO-LIGHT VEHICLE



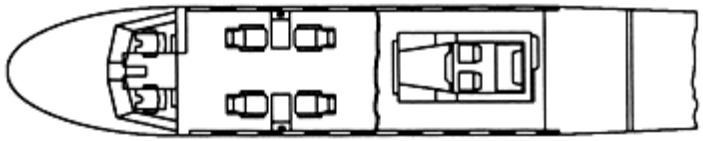
COMBINED PASSENGER/CARGO



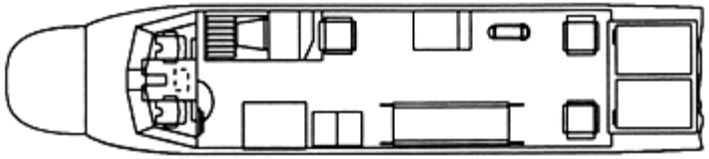
SANITARY 12 STRETCHERS +4 MEDICAL ASSISTANTS



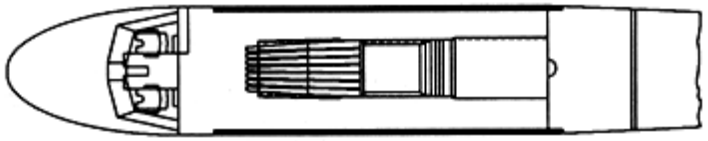
REMOTE AREAS SUPPORT



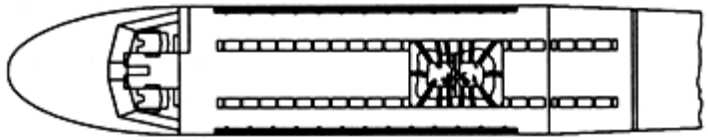
MARITIME PATROL



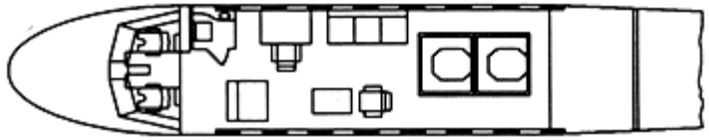
ENGINE TRANSPORT



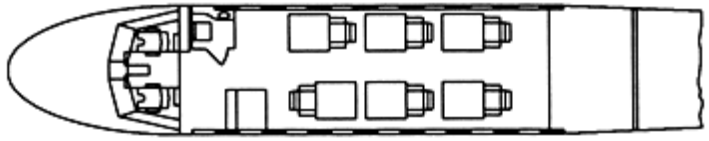
LAPES



PHOTOGRAPHIC



NAVIGATION SCHOOL



AIRCRAFT PAINT SCHEME

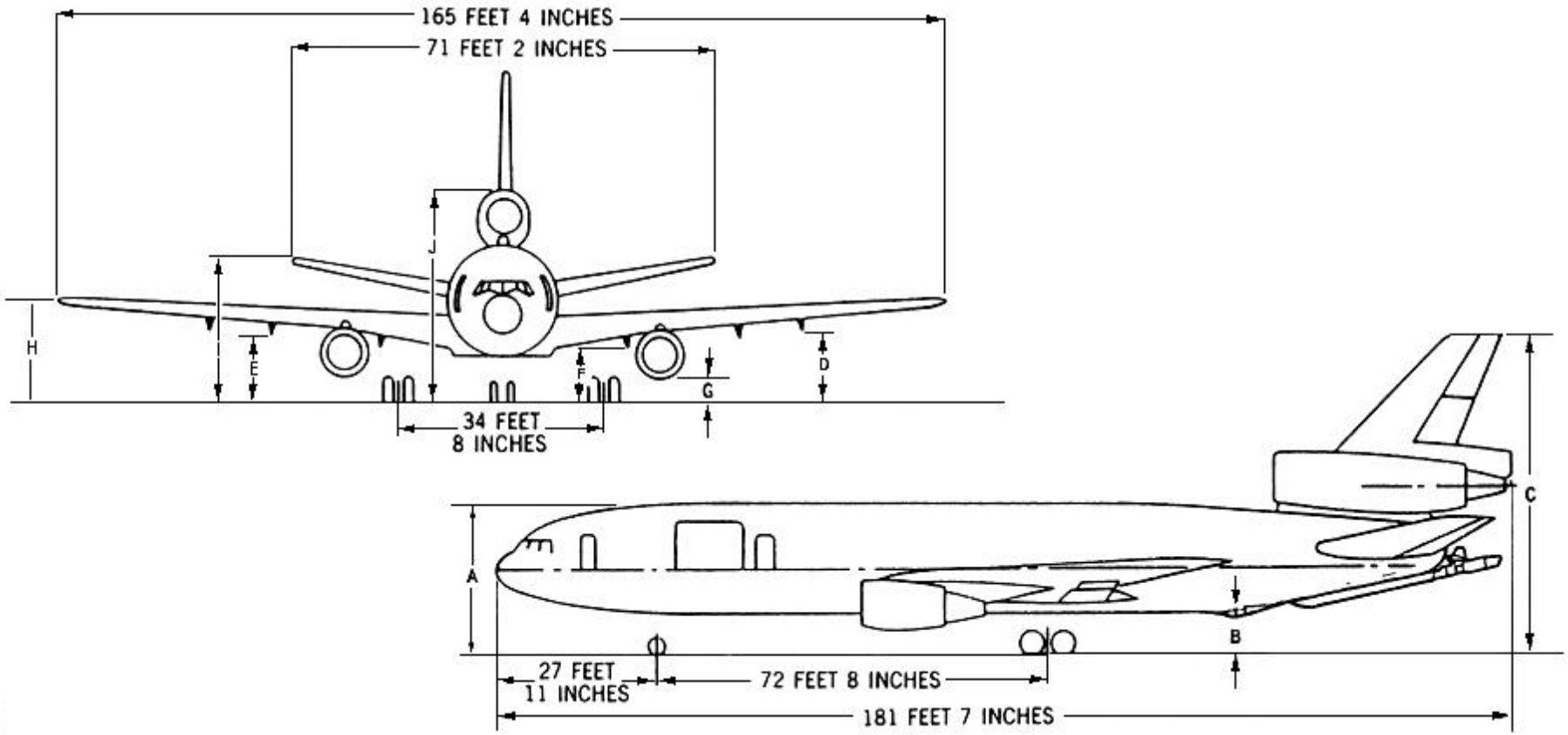
KC-10A

AIRCRAFT DIMENSIONS

NOTE:

Fuselage width: 19 FT 9 IN or 6.02 Meters.

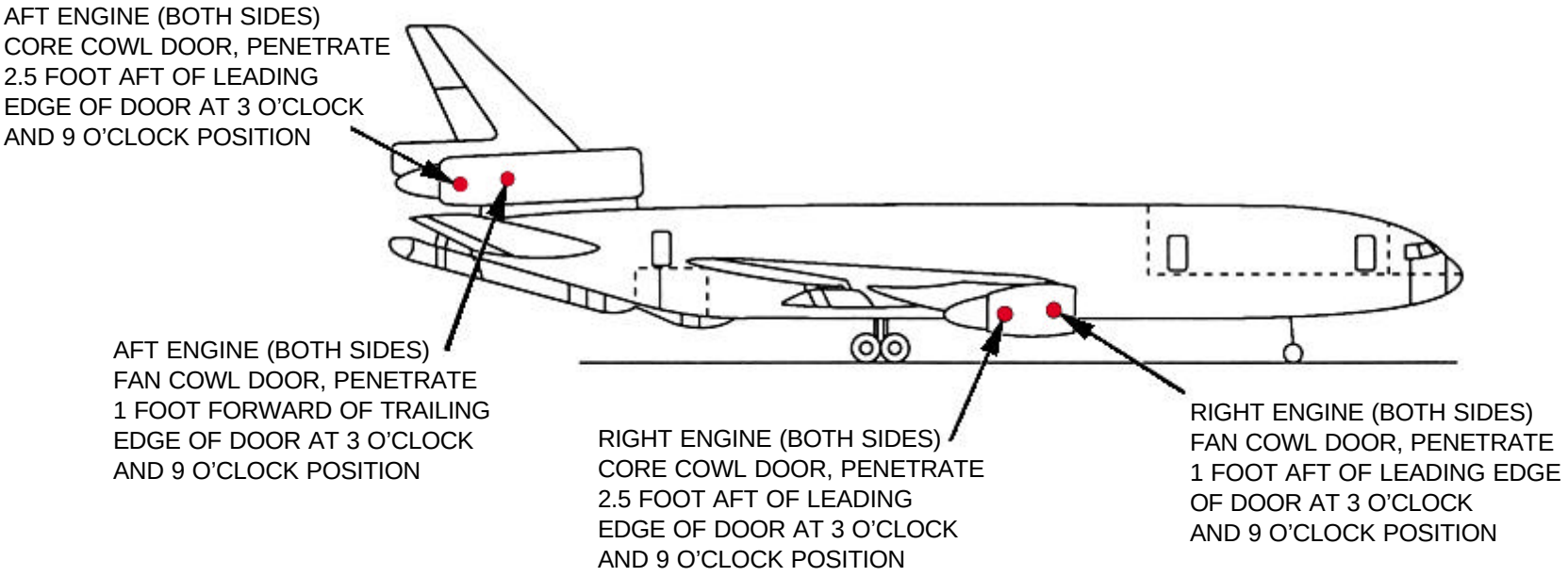
	VERTICAL CLEARANCE					
	NOMINAL CLEARANCE MAXIMUM RAMP WEIGHT NOMINAL CENTER GRAVITY		MINIMUM CLEARANCE CRITICAL WEIGHT AND CENTER GRAVITY		MAXIMUM CLEARANCE CRITICAL WEIGHT AND CENTER GRAVITY	
	FT - IN.	METERS	FT - IN.	METERS	FT - IN.	METERS
A	27-2	8.28	27-1	8.25	28-1	8.56
B	6-1	1.85	5-10	1.78	6-10	2.08
C	57-7	17.55	57-2	17.42	58-7	17.86
D	10-9	3.28	10-8	3.25	11-10	3.61
E	9-8	2.95	9-7	2.92	10-6	3.20
F	7-9	2.36	7-9	2.36	8-5	2.57
G	2-11	0.89	2-10	0.86	3-7	1.09
H	14-6	4.42	14-4	4.37	16-3	4.95
I	23-10	7.26	23-5	7.14	24-10	7.57
J	36-10	11-23	36-7	11.15	37-8	11.48



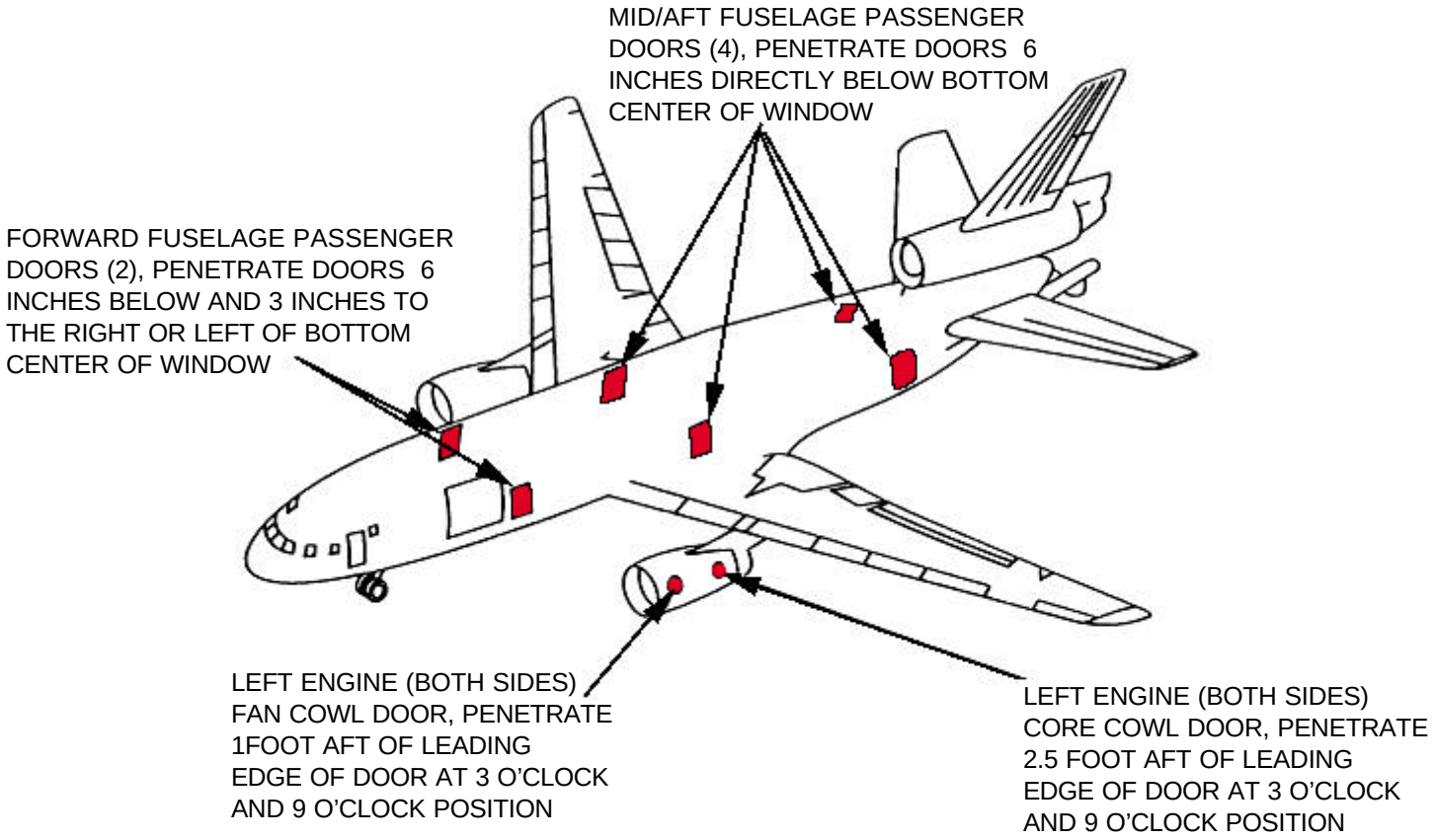
AIRCRAFT SKIN PENETRATION POINTS

Note:

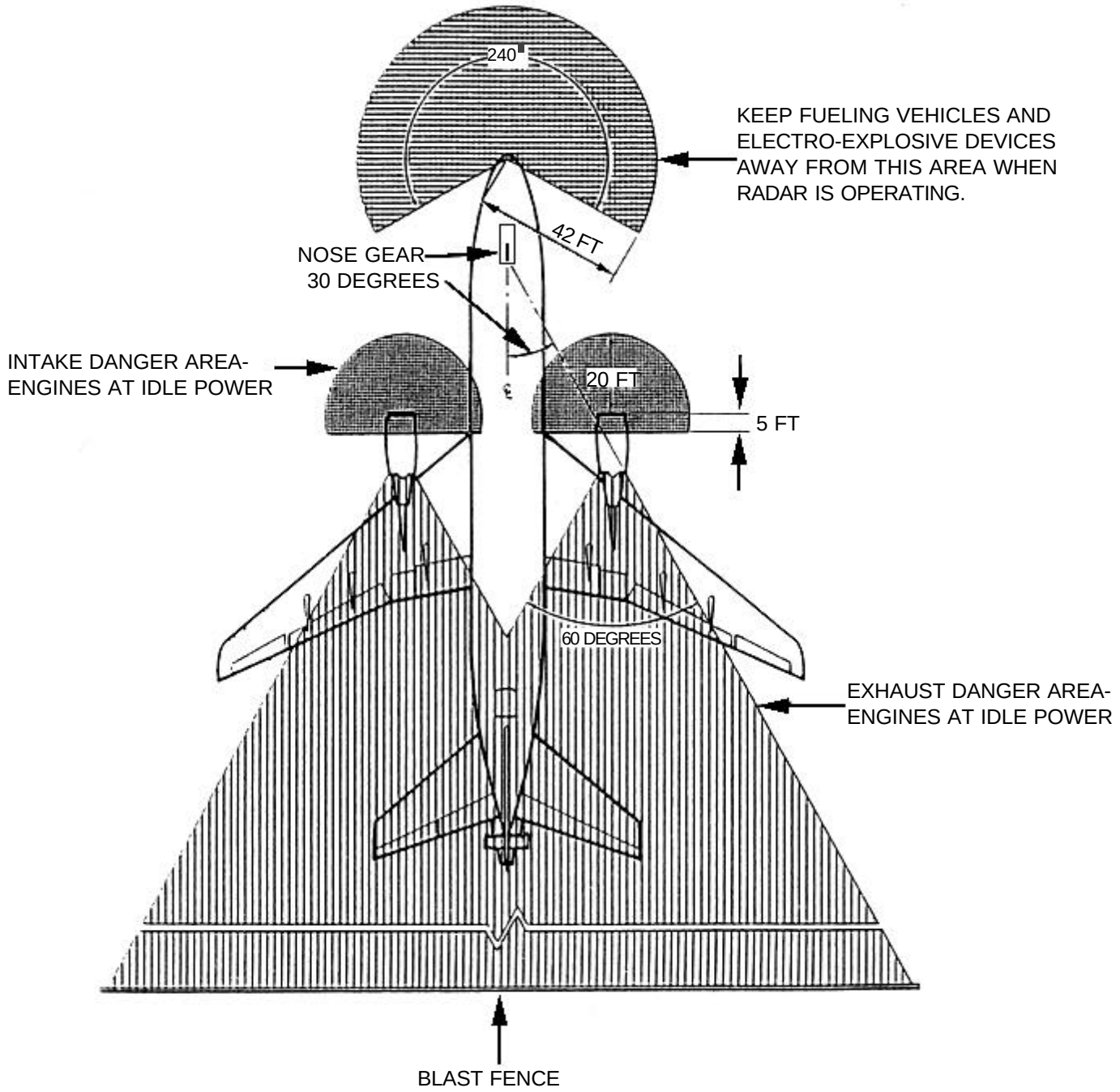
A firewall separates the fan and core engine compartments.



AIRCRAFT SKIN PENETRATION POINTS-Continued

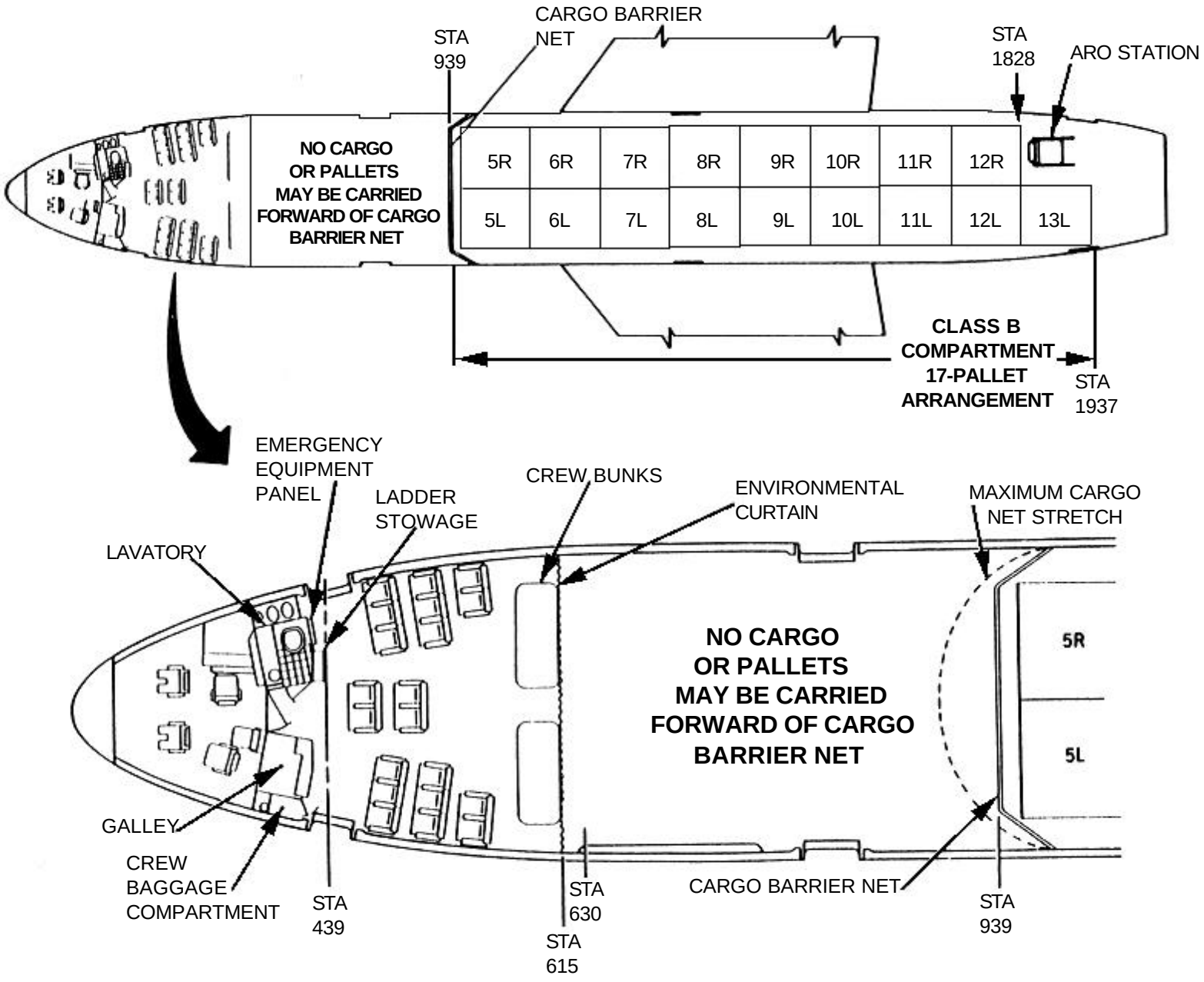


AIRCRAFT HAZARDS



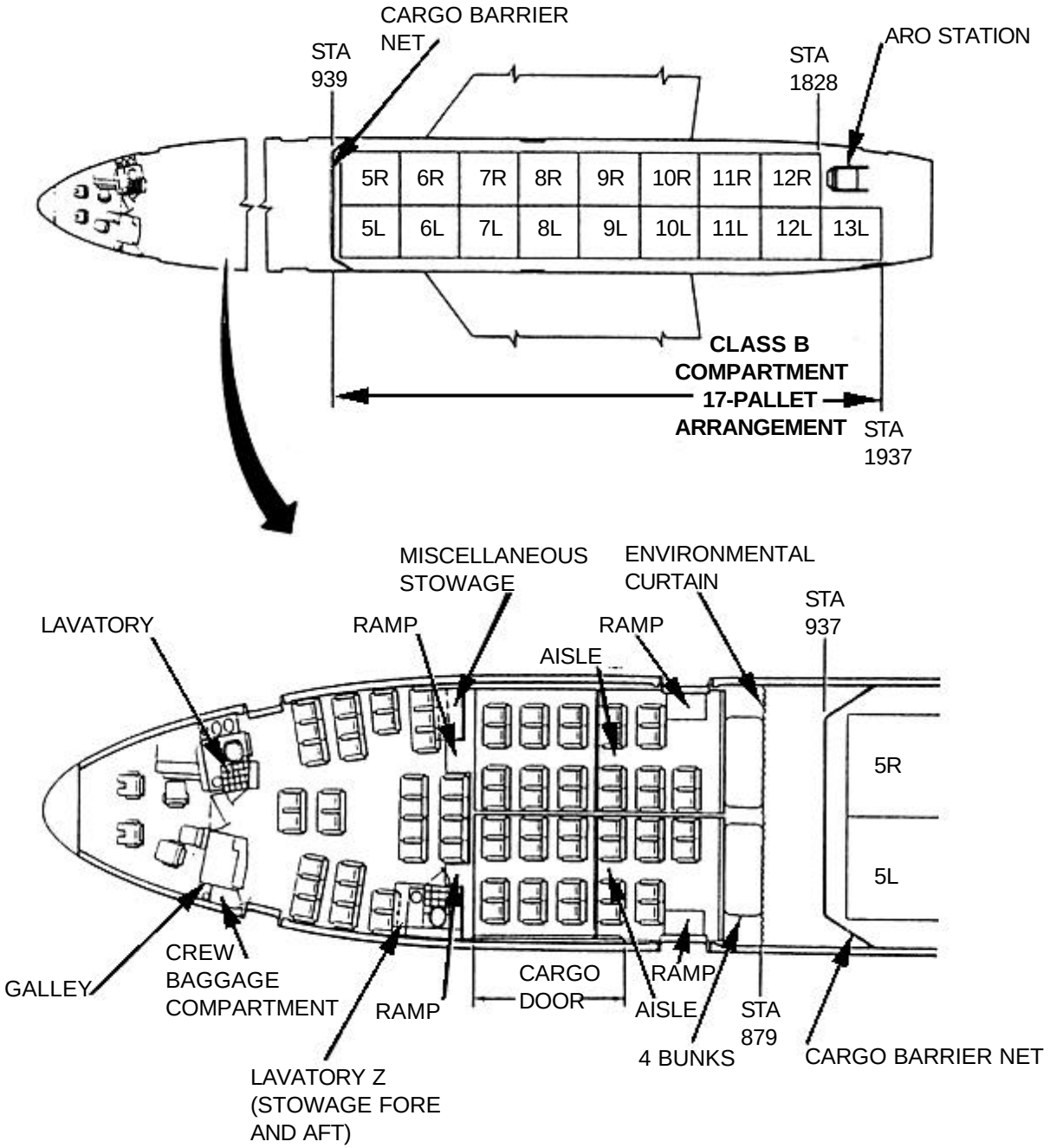
AIRCRAFT CONFIGURATIONS

20-PERSONNEL: CODE G



AIRCRAFT CONFIGURATIONS-Continued

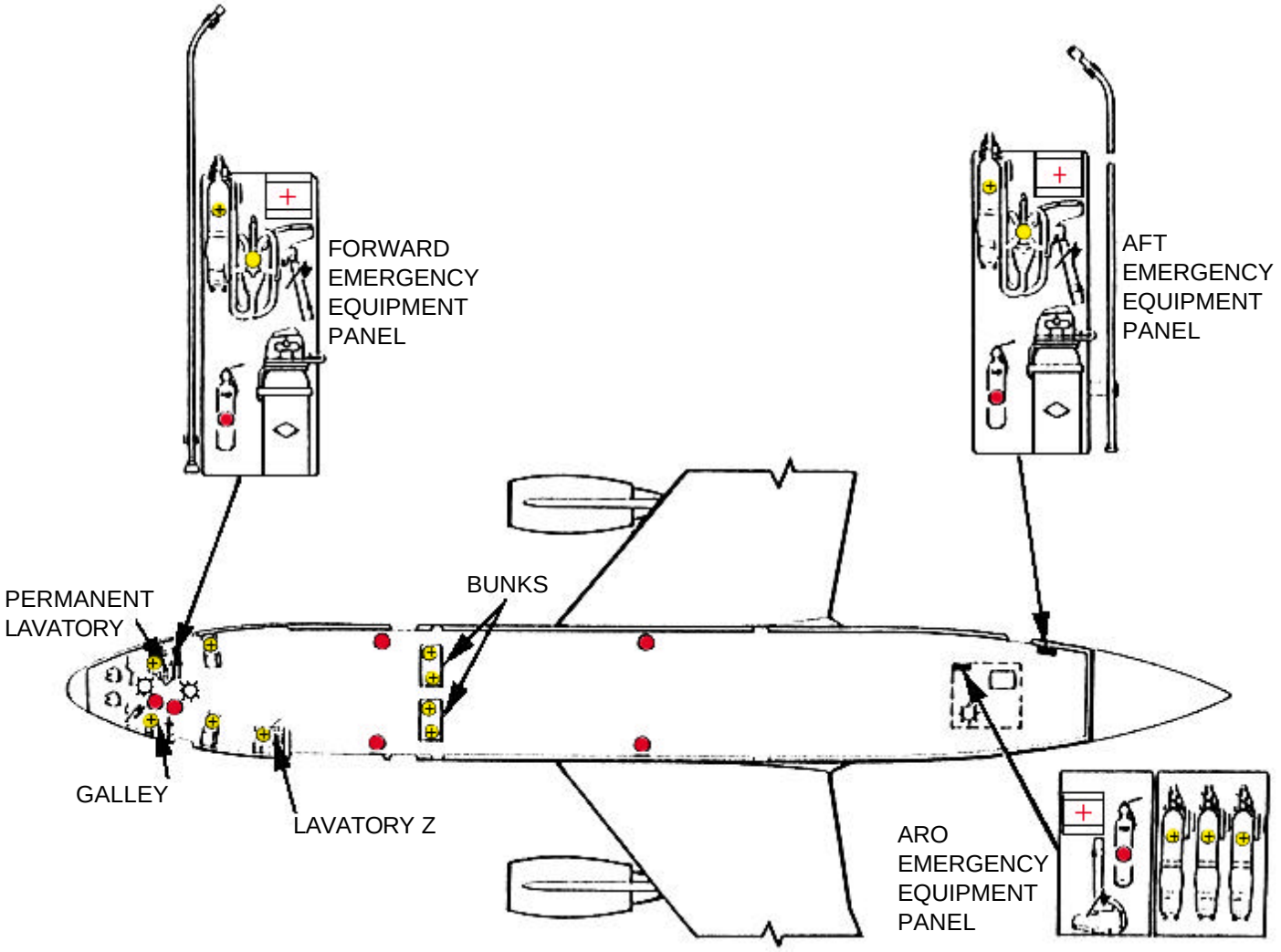
EXPANDED CONFIGURATION: CODE D
ADDITIONAL CREW: 6 SEATS
SUPPORT PERSONNEL: 69 SEATS



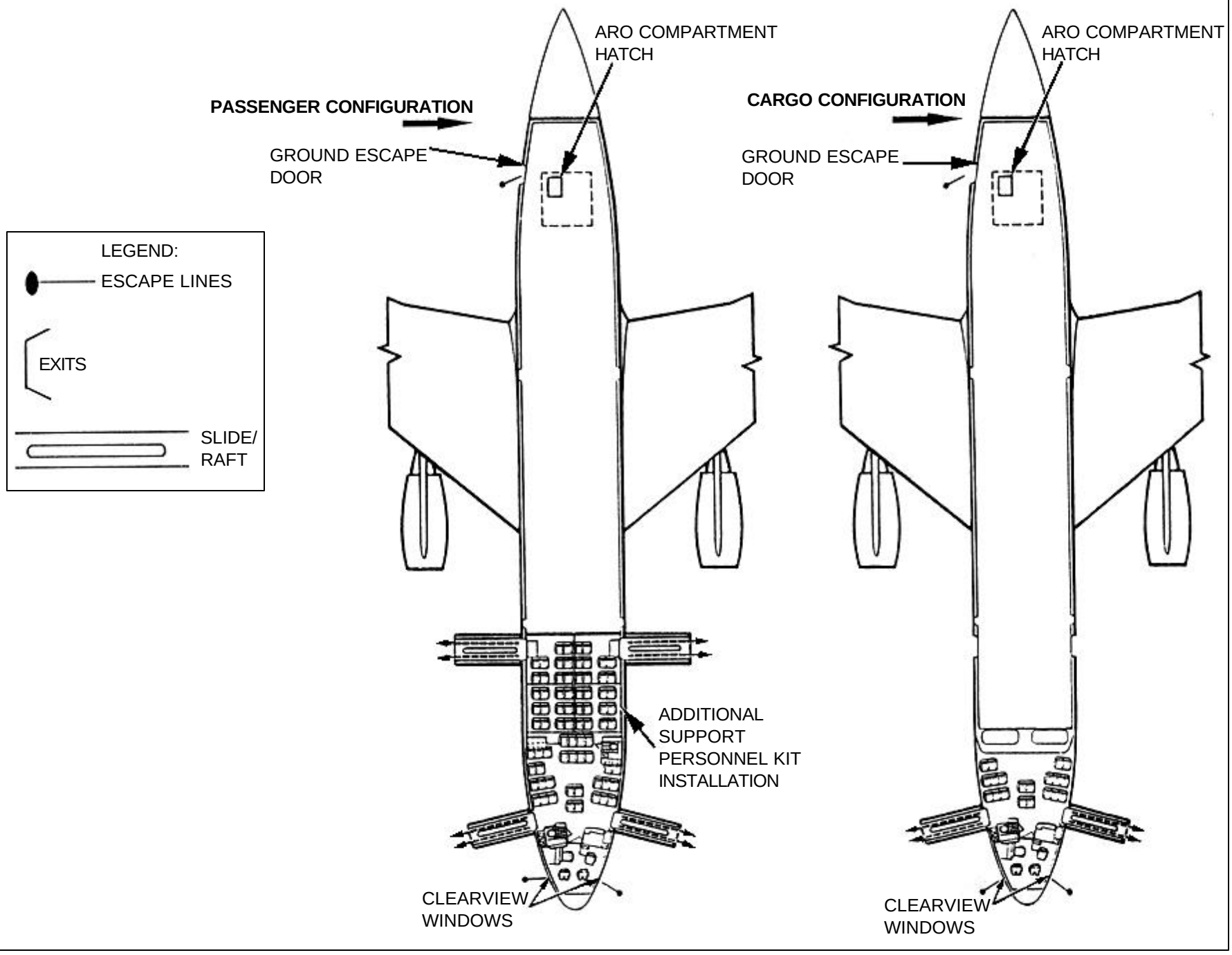
PORTABLE EMERGENCY EQUIPMENT LOCATIONS

LEGEND:

- HALON 1211 GAS TYPE EXTINGUISHER (9 PLACES)
- GASEOUS EXTINGUISHER (2 PLACES)
- SMOKE GOGGLES (2 PLACES)
- FLASH LIGHT (3 PLACES)
- 11 CU FT OXYGEN CYLINDER/CREW MASK (2 PLACES)
- 11 CU FT OXYGEN CYLINDER/PASSENGER MASK (14 PLACES)
- FIRST AID KIT (4 PLACES)
- CRASH AXE (4 PLACES)



PERSONNEL EVACUATION AND SLIDE ARRANGEMENT



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
1/4-In. Speed Handle Wrench
35 Ft. Ladder
Fire Drill II

AIRCRAFT ENTRY

WARNING

Keep clear of all entry doors during opening. Over-wing and aft left doors are bolted shut. Do not attempt to ingress or egress from these areas.

1. NORMAL ENTRY

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

2. EMERGENCY ENTRY

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

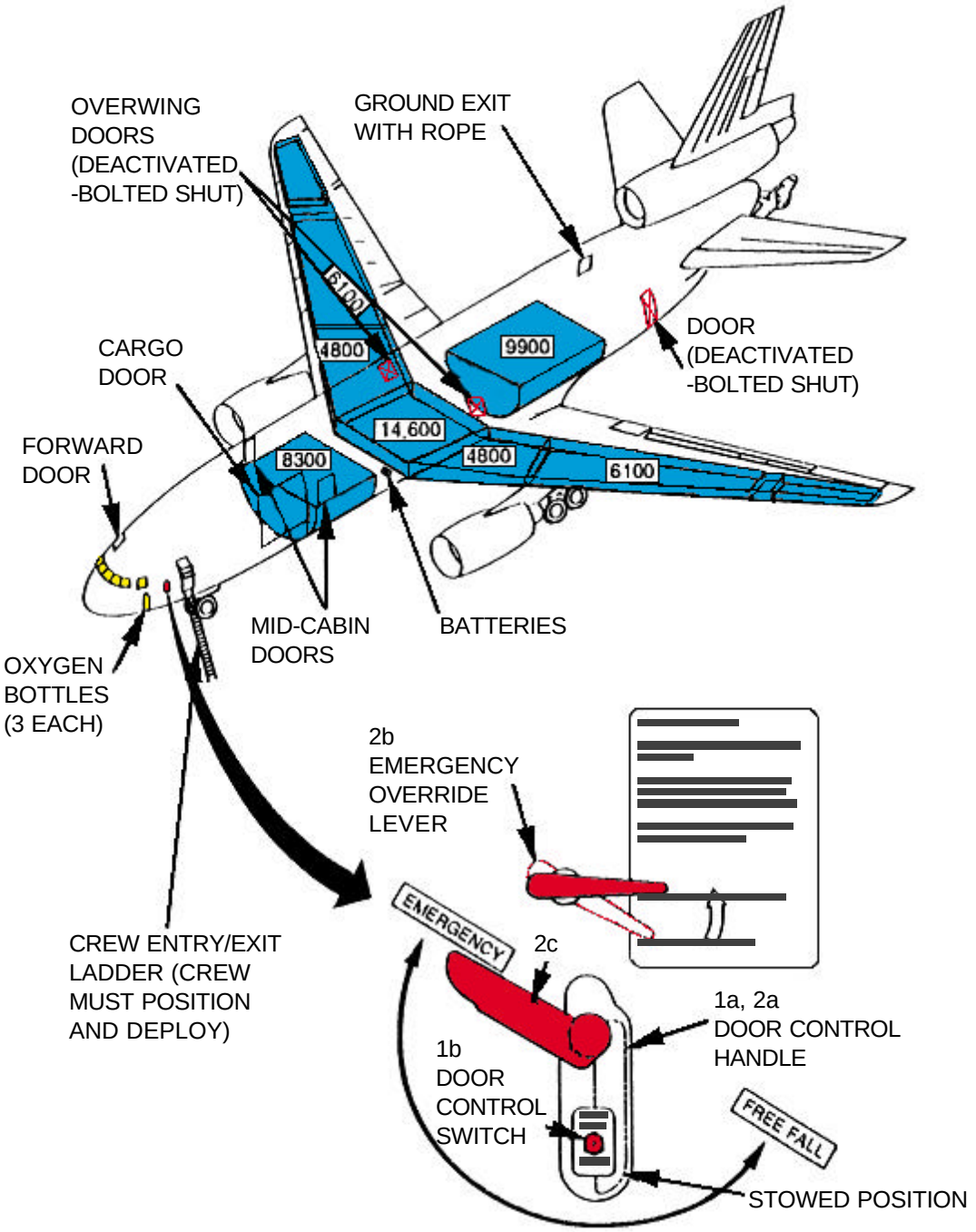
a. Pull door control handle out of fuselage.
b. Rotate emergency override level from safe position to emergency position and hold.
c. Rotate door control handle to emergency position.

IF DOOR STILL DOES NOT OPEN

WARNING

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

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



AIRCRAFT ENTRY-Continued

3. MANUAL ENTRY

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

CAUTION

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

c. Release door control handle to neutral.

4. CUT-IN

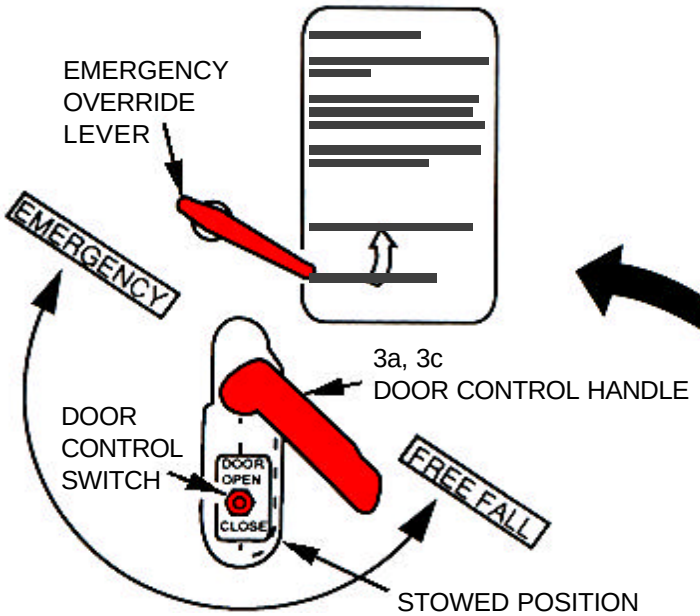
a. Cut-in areas are located at normal entries and areas marked.

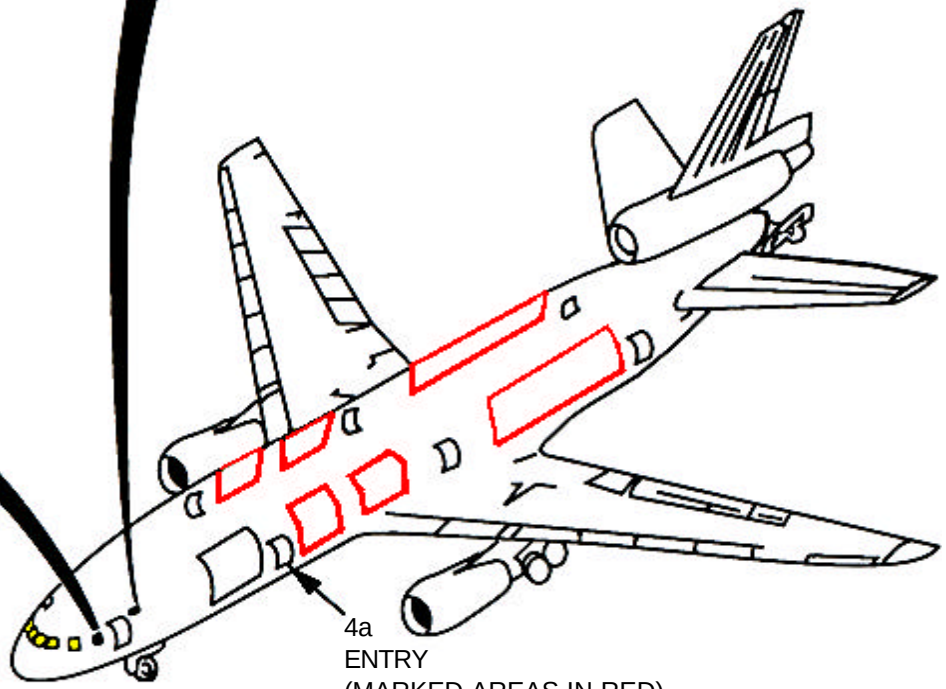
MANUAL DRIVE

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

CLOSE OPEN

3b
LEFT FORWARD DOOR ONLY





4a
ENTRY
(MARKED AREAS IN RED)

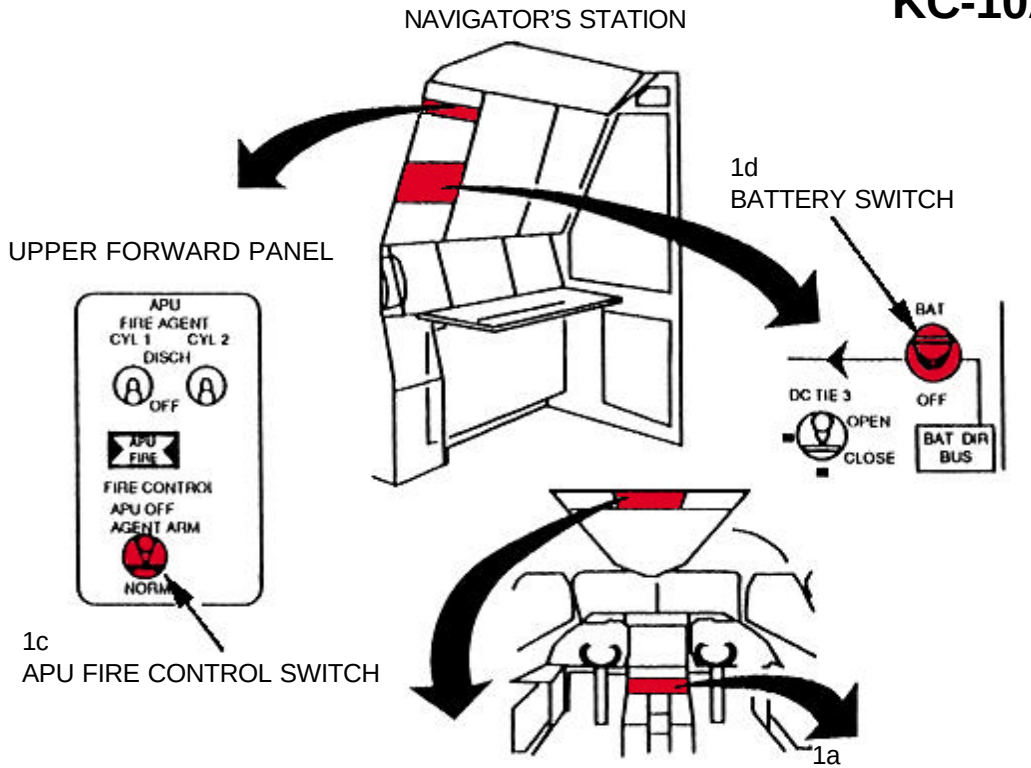
ENGINE SHUTDOWN

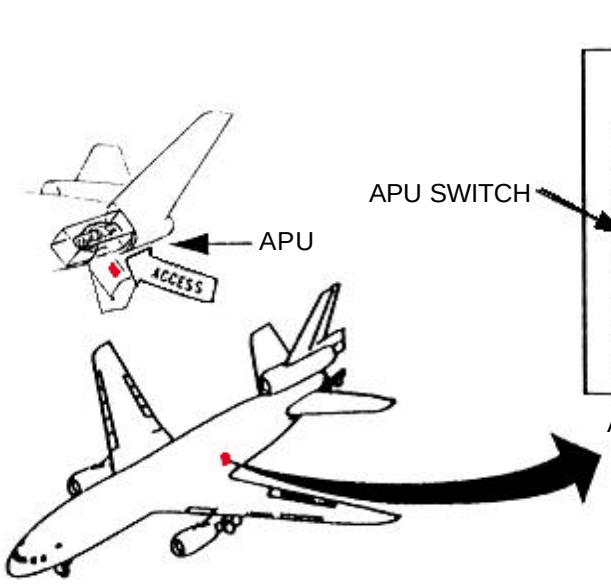
1. ENGINE SHUTDOWN

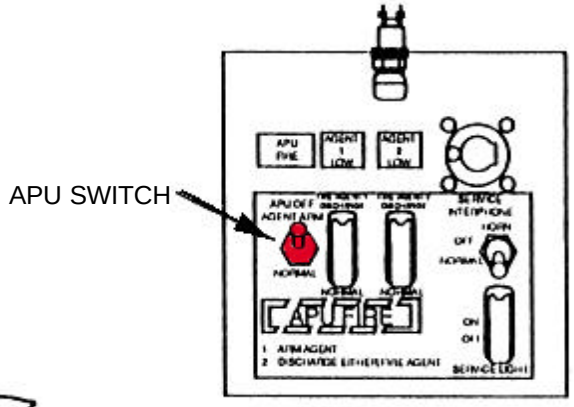
a. Retard throttles, located on pilot's center console, full aft position.
b. Place fuel control levers, located on pilot's center console, aft and down to full detent.
c. Place APU fire control switch, located on flight engineer's left panel to OFF position.
d. Place battery switch, located on flight engineer's upper left panel, in OFF position.

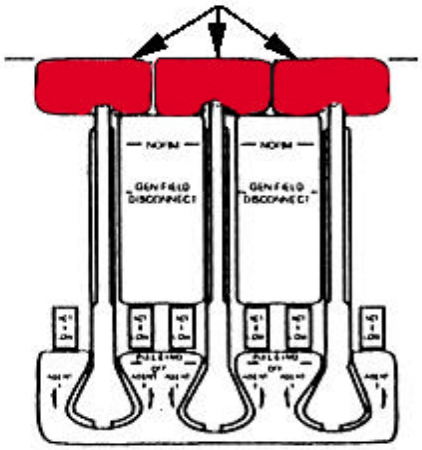
NOTE:

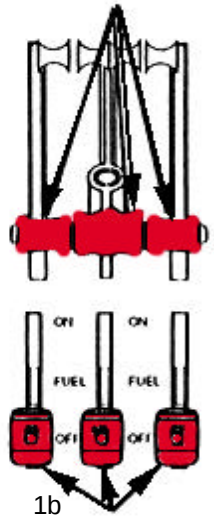
- If engines fail to shutdown, push emergency fire T-handles, located on pilot's overhead panel, forward.
- APU can be shut off from ground control panel, located just aft of left landing gear wheel well fairing fillet.











AIRCREW EXTRACTION

2. AIRCREW EXTRACTION

a. Two emergency evacuation slide/rafts are provided at the forward cabin doors.

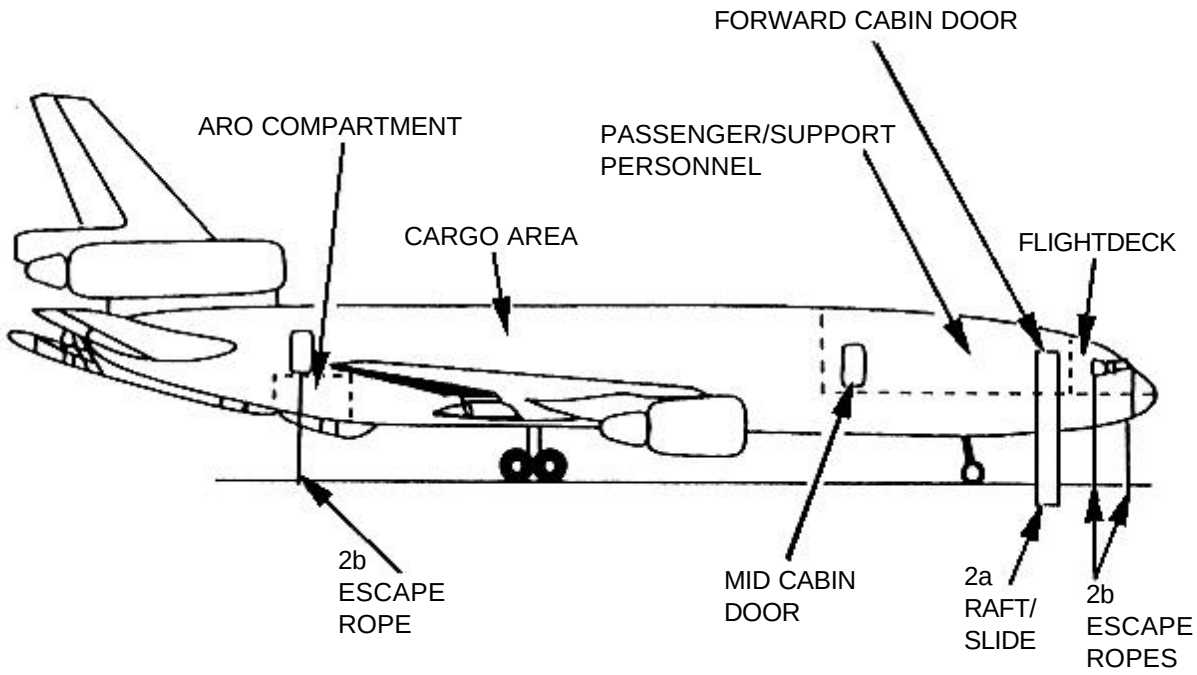
NOTE:
When airplane is arranged for maximum passenger configuration two additional slide/rafts will be installed at the mid cabin doors.

b. Escape ropes are installed adjacent to each pilot's openable clearview window and one escape rope is installed at the right rear cabin door.

NOTE:
- Access can be gained to the flight crew compartment through electronics compartment located in nose section, and through nose wheel well pressurized door.
- Access to the ARO compartment can be effected through the aft right side cabin door and down the access ladder.

c. Release personnel restraints by: Rotating quick release knob on lap belt and remove shoulder harness. Pull seat manual release handle to adjust seat to a recline position when removing crewmembers.

NOTE:
Passenger seats are equipped with lap belts only.



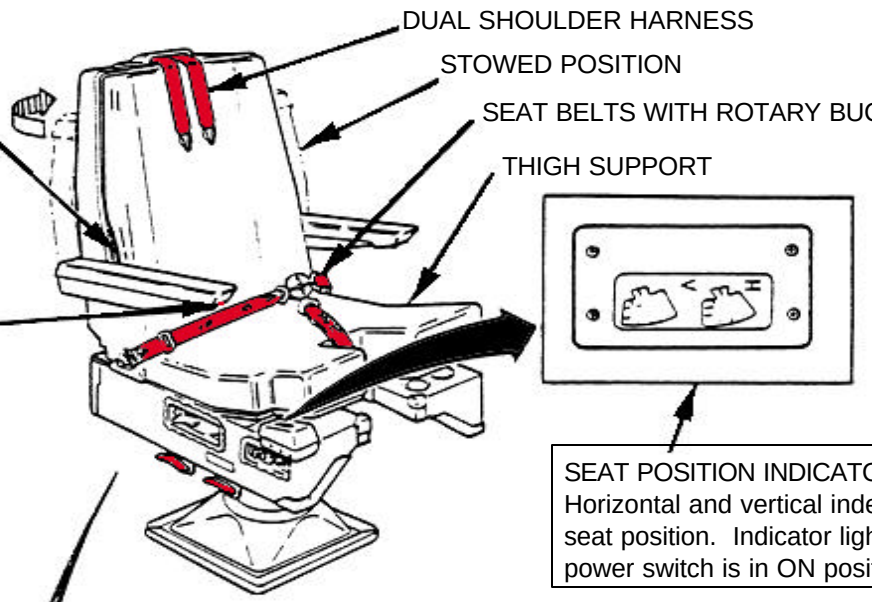
PERSONNEL RESCUE DATA	
LOCATION	MAXIMUM CREW/PAX
FLIGHTDECK	5
PAX COMP	75
ARO COMP	3 (not normally occupied during takeoff/landing)

AIRCREW SEATING

PILOT AND COPILOT'S SEATS

INFLATABLE BACK SUPPORT
When seated, press control valve button on lower edge of backrest cushion, and support automatically assumes lumbar contours of occupant. When control button is released, back support will retain contours. When seat is unoccupied, press control button and support will return to fully inflated position.

ARMREST RELEASE (2)
Flush fingertip control on bottom of armrest releases lock to permit adjustment. The inboard armrest may be swiveled around behind seat back from stowed position to provide additional space for entering or leaving seat.



PILOT'S SEAT
(COPILOT'S OPPOSITE)

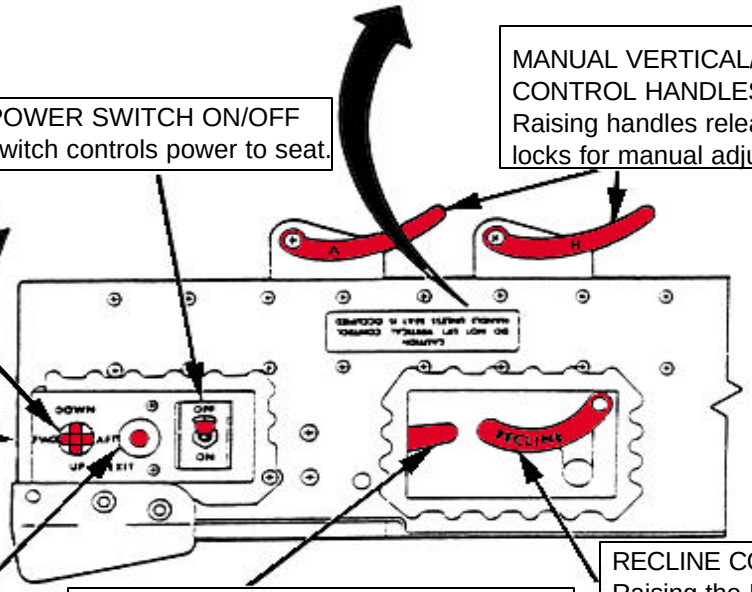
SEAT POSITION INDICATOR:
Horizontal and vertical index scales indicate seat position. Indicator light on when seat power switch is in ON position.

CAUTION
DO NOT LIFT VERTCIAL CONTROL HANDLE UNLESS SEAT IS OCCUPIED

POWER CONTROL HANDLE
Placing the four-position handle to FWD, AFT, UP, or DOWN position will move seat in direction of handle movement. When seat is in full outboard and aft position (for exit), placing handle in FWD position will first move the seat inboard the forward. Handle is spring-loaded to the center position.

POWER SWITCH ON/OFF
switch controls power to seat.

MANUAL VERTICAL/HORIZONTAL CONTROL HANDLES:
Raising handles releases seat position locks for manual adjustment.



SEAT CONTROLS
Shown upside-down for clarity.

EXIT CONTROL BUTTON
When pushed the button operates the electric motor to move the seat aft and outboard for exit from cockpit. Seat must be moved full aft (and the First Officer's seat back must be near the vertical position) before it can be moved outboard.

THIGH SUPPORT CONTROL:
Raising control releases thigh support for manual adjustment.

RECLINE CONTROL HANDLE
Raising the RECLINE control releases seatback lock for manual adjustment from upright to recline position.

AIRCREW SEATING-Continued

FLIGHT ENGINEER SEAT

PEDESTAL ROTATED 180°

DETAIL 1

AERP BLOWER MOUNTING BRACKET AND ELECTRICAL CONNECTOR

DUAL SHOULDER HARNESS

STOWED POSITION

INFLATABLE BACK SUPPORT
When seated, press control valve button on lower edge of backrest cushion, and support automatically assumes lumbar contours of occupant. When control button is released, back support will retain contours. When seat is unoccupied, press control button and support will return to fully inflated position.

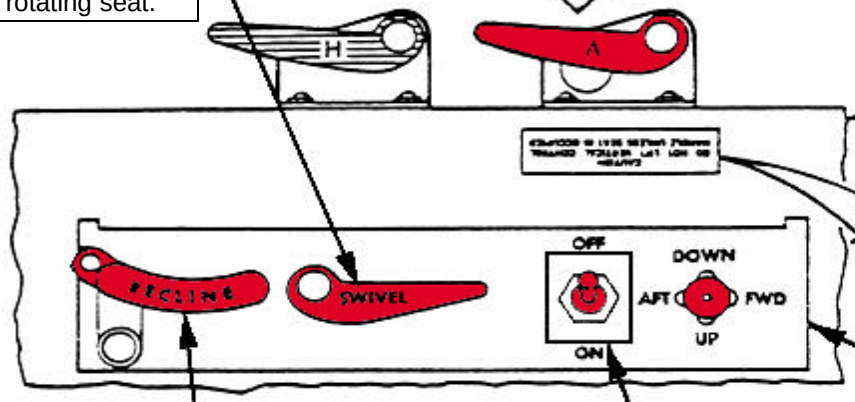
SEAT BELT WITH ROTARY BUCKLE

ARMREST RELEASE (2)
Flush fingertip control on bottom of armrest releases lock to permit adjustment.

SEE DETAIL 1

MANUAL VERTICAL/HORIZONTAL CONTROL HANDLES
Raising Handles releases seat position locks for manual adjustment.

SWIVEL CONTROL
Raising handle releases lock for manually rotating seat.



SEAT CONTROLS
Shown upside-down for clarity.

CAUTION
DO NOT LIFT VERTICAL CONTROL HANDLE UNLESS SEAT IS OCCUPIED.

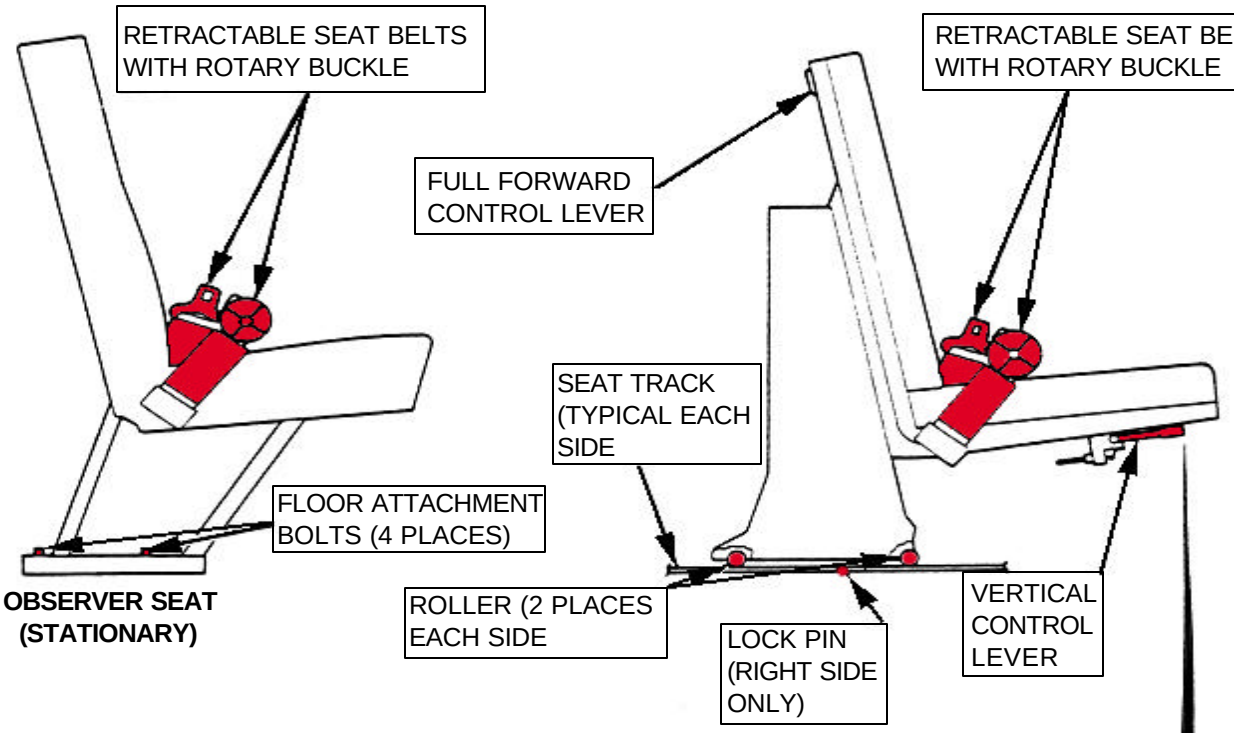
RECLINE CONTROL HANDLE
Raising the RECLINE control releases seat-back lock for manual adjustment from upright to recline position.

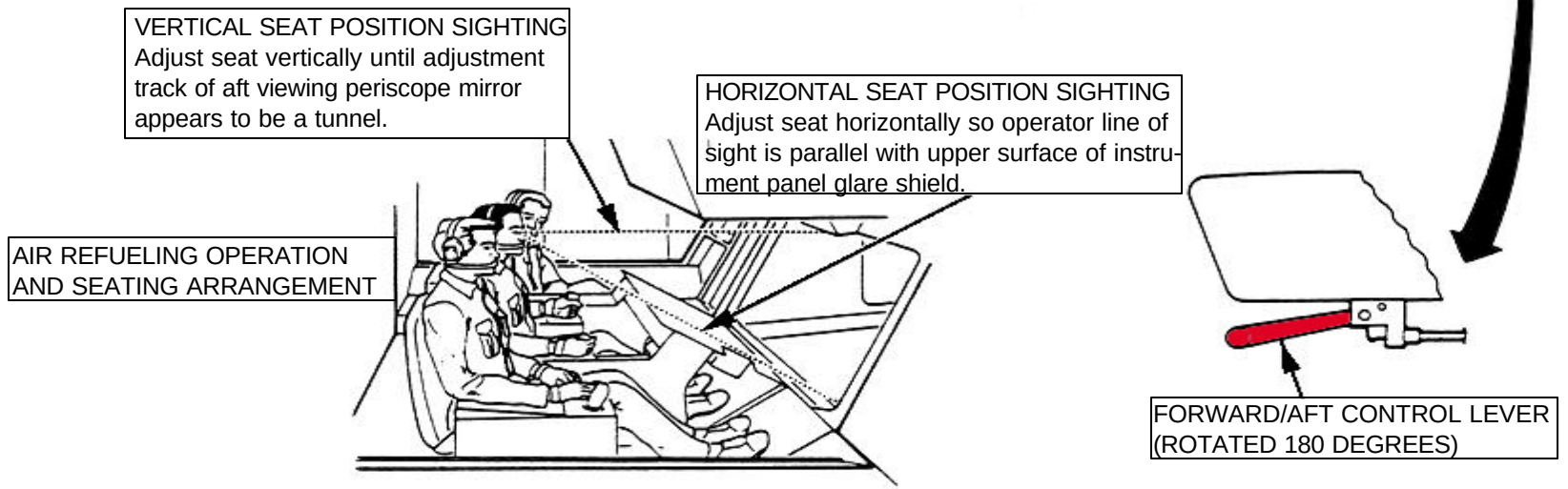
POWER SWITCH
ON/OFF switch control power to seat.

POWER CONTROL HANDLE
Placing the four-position handle to FWD, AFT, UP, or DOWN position will move seat in direction of handle movement. When seat is in full outboard and aft position (for exit), placing handle in FWD position will first move the seat inboard then forward. Handle is spring-loaded to the center position.

AIRCREW SEATING-Continued

ARO SEATS AND SEAT POSITIONING



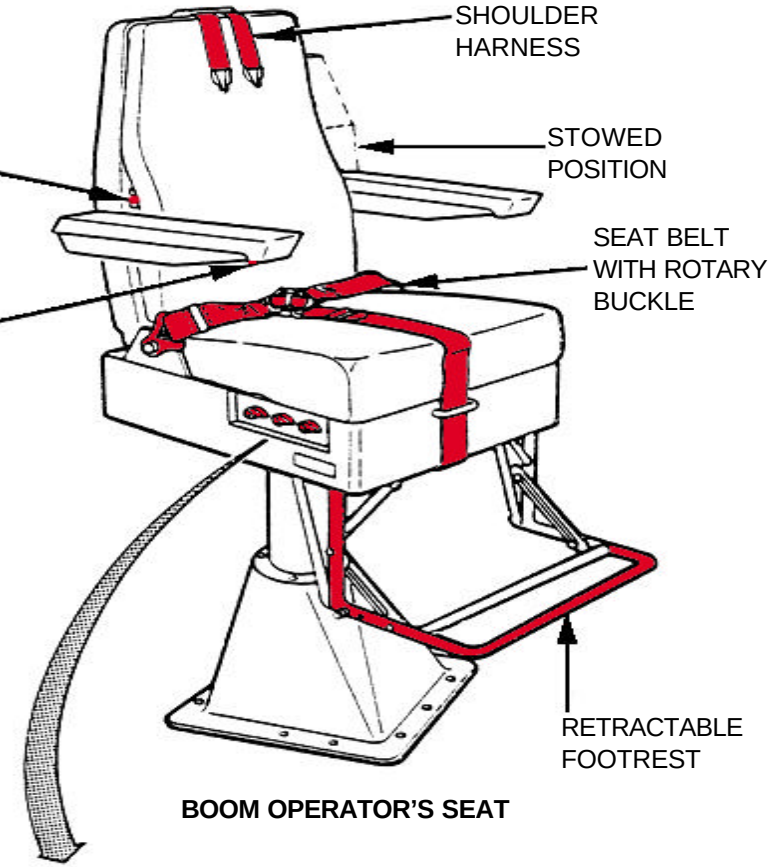


AIRCREW SEATING-Continued

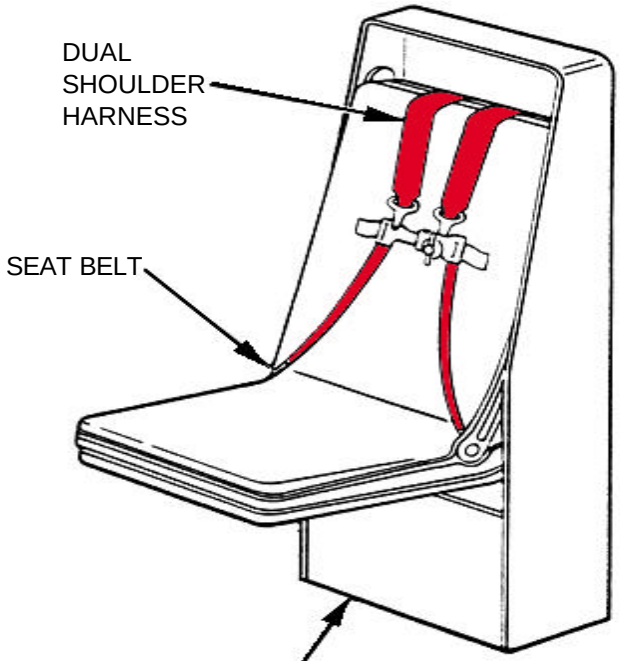
BOOM OPERATOR AND CREWMEMBER/OBSERVER SEATS

INFLATABLE BACK SUPPORT
When seated, press control valve button on lower edge of backrest cushion, and support automatically assumes lumbar contours of occupant. When control button is released, back support will retain contours. When seat is unoccupied, press control button and support will return to fully inflated position.

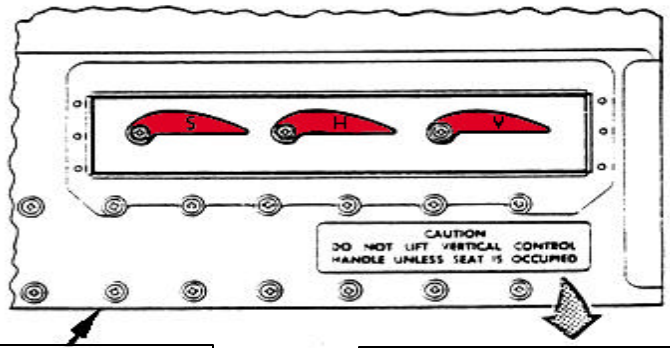
ARMREST RELEASE (2)
Flush fingertip control on bottom of armrest releases lock to permit adjustment.



BOOM OPERATOR'S SEAT



CREWMEMBER/OBSERVER'S SEAT
Shown in the extended position. Normally spring loaded in stowed position.



SEAT CONTROLS (S, V, H)
Controls release seat for manual adjustment to desired position.

CAUTION
DO NOT LIFT VERTICAL CONTROL HANDLE UNLESS SEAT IS OCCUPIED.

CARGO DOOR OPERATION

NOTE

- On aircraft 79-0433 and 79-0434, the CARGO DOOR SYS (A and B) lights, located on the flight engineers upper instrument panel No. 2, go off when the cargo door is closed and locked.

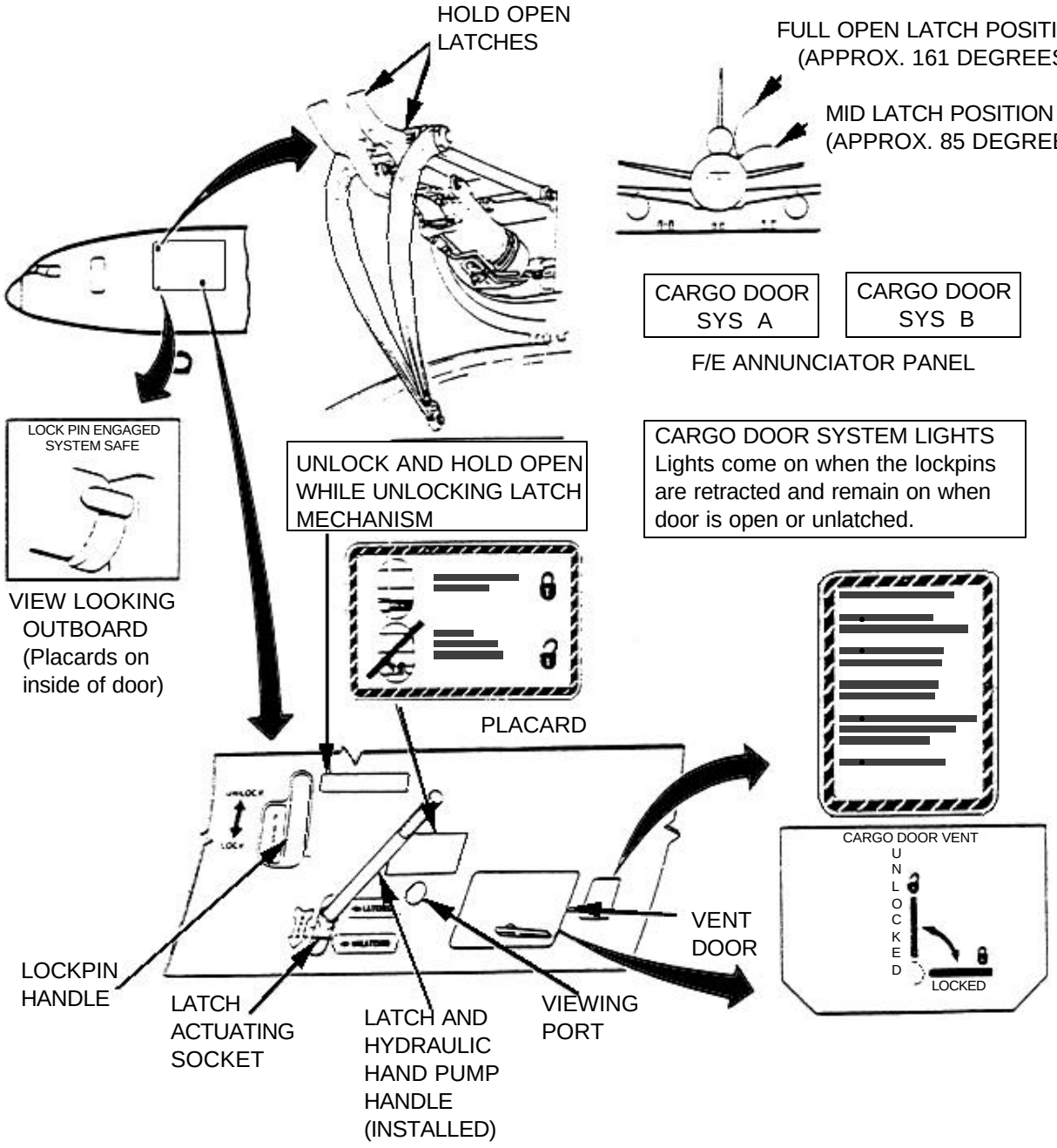
- On aircraft 79-1710 and subsequent, the CARGO DOOR SYS B light goes off when the cargo door is closed and locked. The CARGO DOOR SYS A light goes off only when both the cargo door and vent door are closed and locked.

MANUAL LATCH CONTROLS

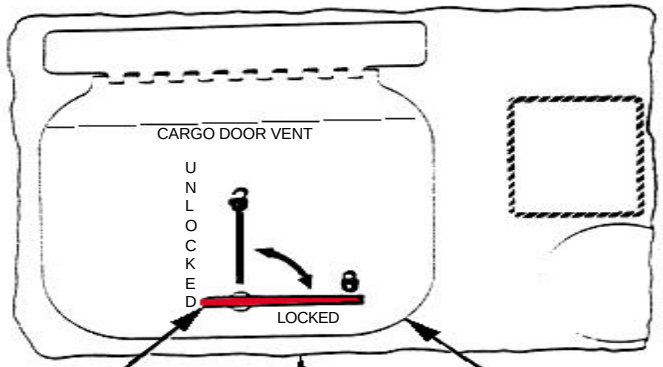
a. To Open: Open vent door.
b. Pull lockpin handle up to UNLOCK and hold.
c. Insert hydraulic hand pump handle in latch actuating socket and push down to UNLATCHED position.
d. Release lockpin handle.
e. To Close: Insert hydraulic hand pump handle in latch actuating socket and pull up to LATCHED position. Lockpin handle will return to LOCK position.
f. Close vent door.

CAUTION

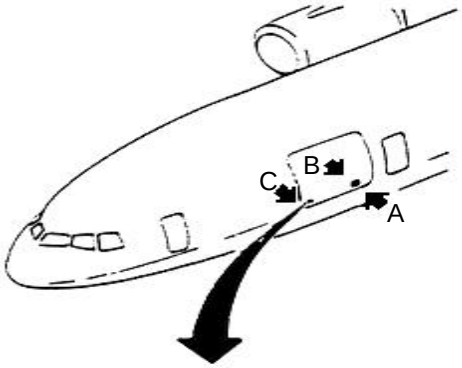
Check lockpin handle and latch actuating socket are in lock position and main cargo door annunciator light is off after each latching operation.

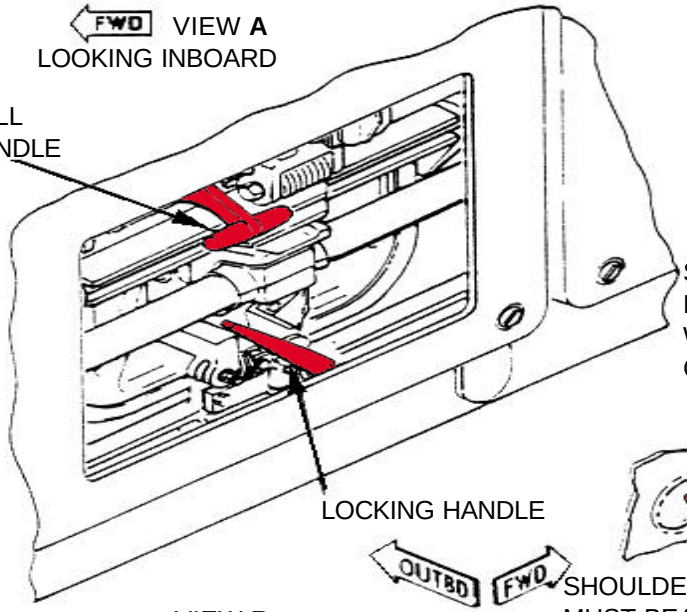


CARGO DOOR OPERATION-Continued



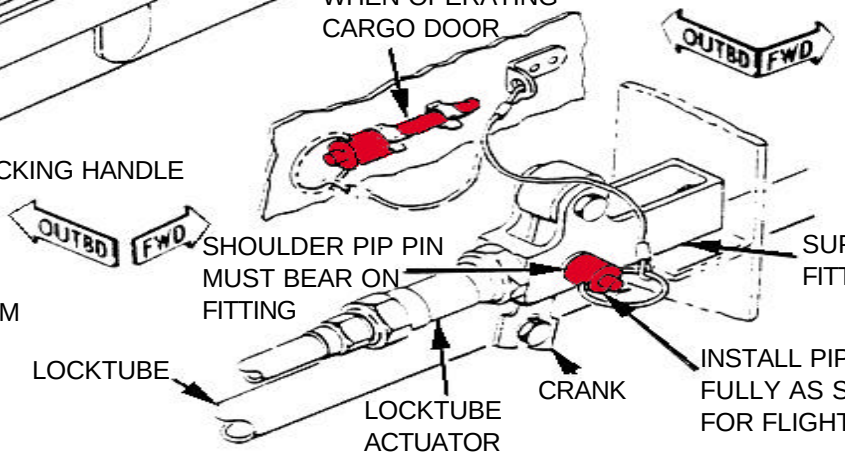
FWD VIEW **A**
LOOKING INBOARD





VIEW **B**
VENT DOOR MECHANISM

STOW PIP
PIN IN CLIPS
WHEN OPERATING
CARGO DOOR



VIEW **C**

CARGO DOOR OPERATION-Continued

KC-10A

NOTE:

The following procedures are contained on the CARGO DOOR HYDRAULIC CONTROL PANEL.

Instructions to operate the upper cargo door. (Door latches at 85^0 and 165^0 only.)

CAUTION

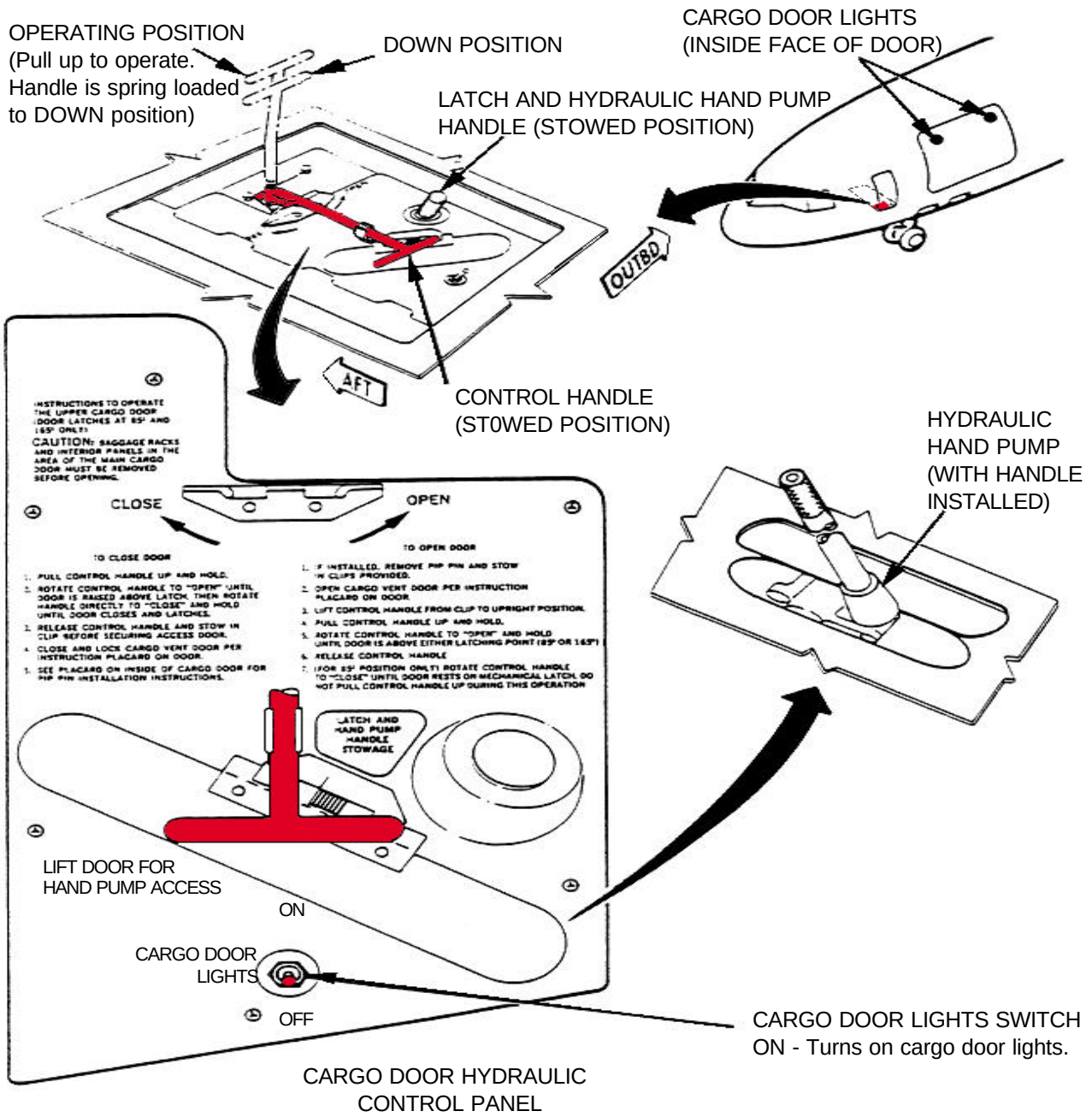
Baggage racks and interior panels in the area of the main cargo door must be removed before opening.

TO CLOSE DOOR

1. Pull control handle up and hold
2. Rotate control handle to “OPEN” until door is raised above latch. Then rotate handle directly to “CLOSE” and hold until door closes and latches.
3. Release control handle and stow in clip before securring access door.
4. Close and lock cargo vent door per instruction placard on door.
5. See placard on inside of cargo door for pip pin installation instructions.

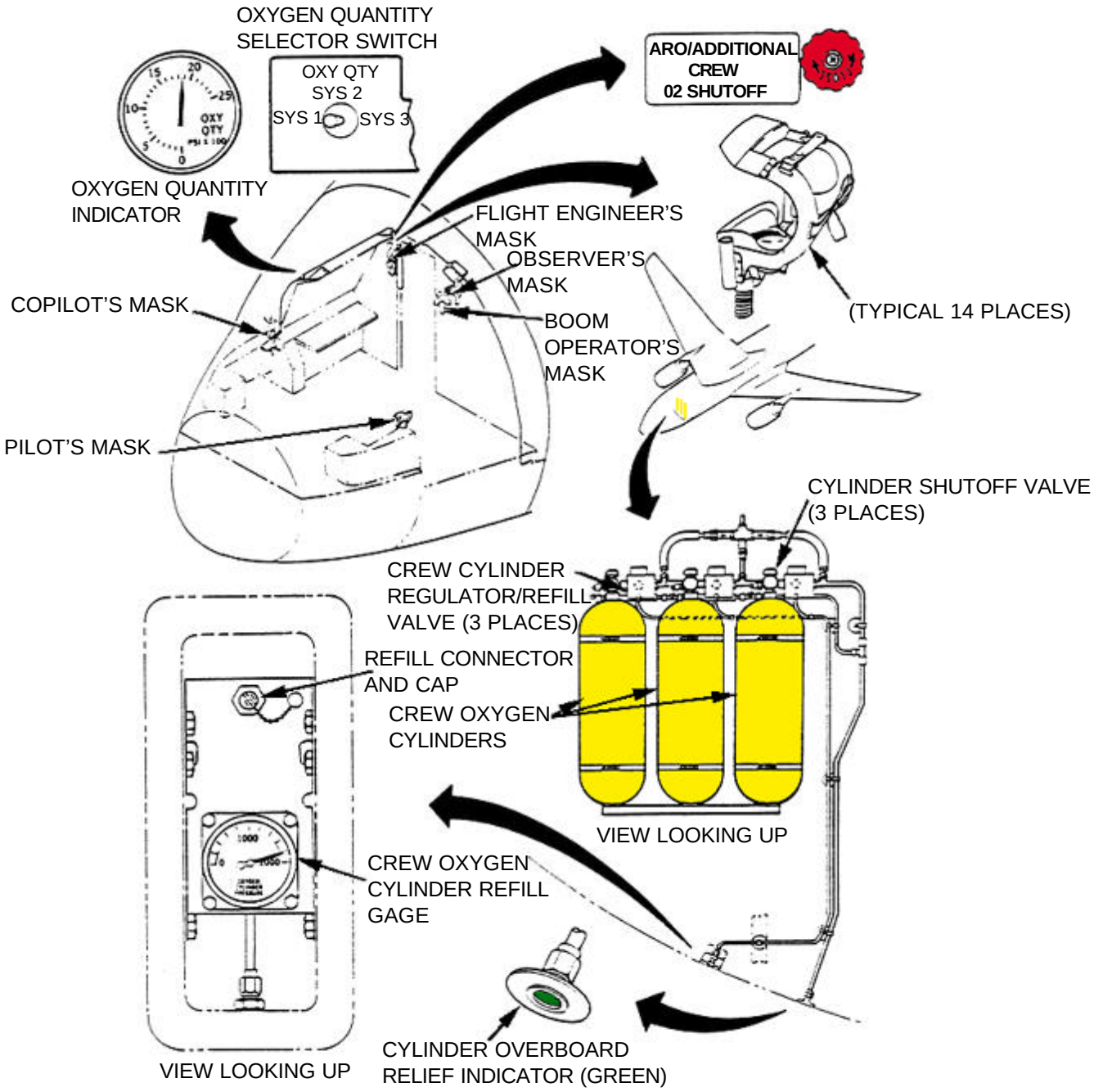
TO OPEN DOOR

1. If installed, remove pip pin and stow in clips provided.
2. Open cargo vent door per instruction placard on door.
3. Lift control handle from clip to upright position.
4. Pull control handle up and hold.
5. Rotate control handle to “OPEN” and hold until door is above either latching point (85^0 to 165^0).
6. Release control handle.
7. (For 85^0 position only) rotate control handle to “CLOSE” until door rests on mechanical latch. Do not pull control handle up during this operation.



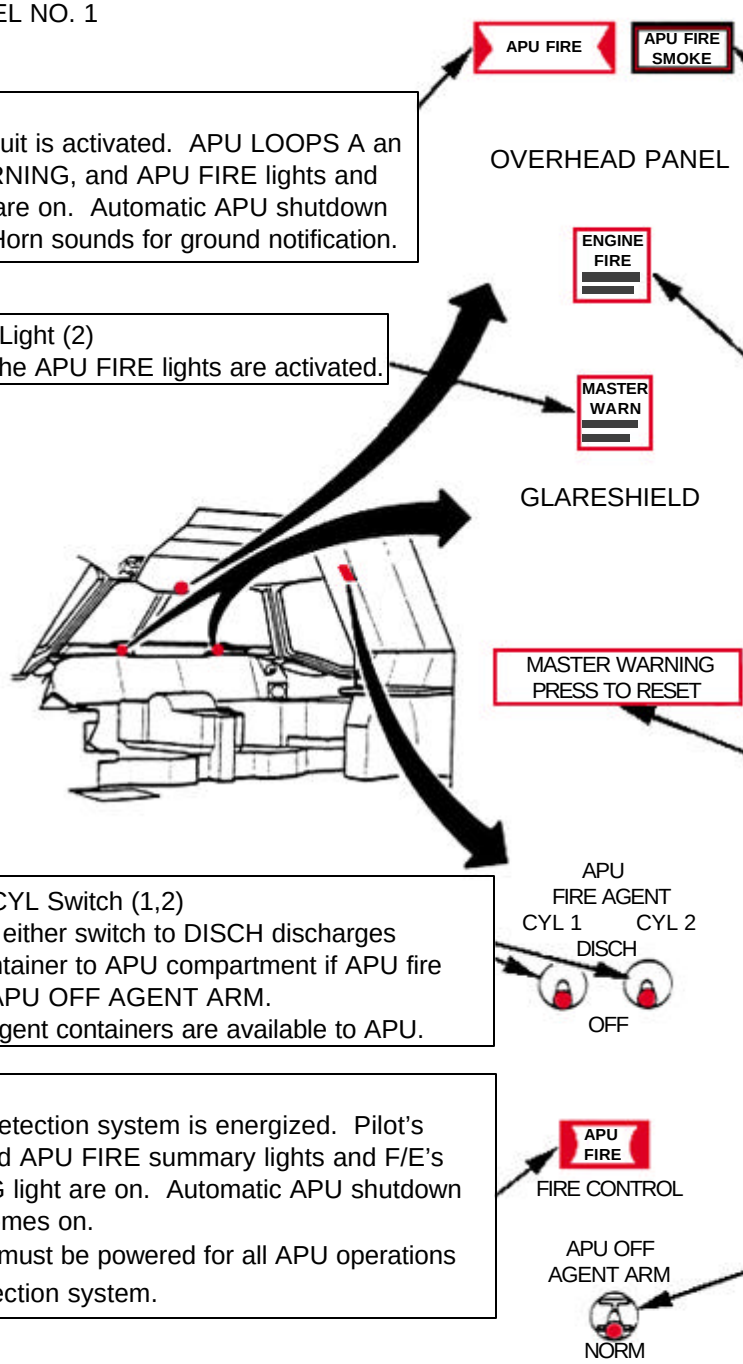
FLIGHT CREW OXYGEN SYSTEM

LOCATION AND SHUTOFF



FIRE PROTECTION-CONTROLS AND INDICATORS

FLIGHT ENGINEER'S UPPER PANEL NO. 1



APU FIRE Light (Summary)
Indicates APU fire warning circuit is activated. APU LOOPS A an dB lights. F/E's MASTER WARNING, and APU FIRE lights and pilot's MASTER WARN lights are on. Automatic APU shutdown occurs when light comes on. Horn sounds for ground notification.

CAB CARGO SMOKE Light
Comes on when the cabin cargo smoke circuit is activated or tested. The pilot's MASTER CAUTION lights and CAB CARGO SMOKE light, the flight engineer's MASTER CAUTION flight engineer's MASTER CAUTION and CAB CARGO SMOKE lights, and one or more CABIN CARGO SMOKE DETECTORS — lights are on.

MASTER WARN Light (2)
Comes on when the APU FIRE lights are activated.

ENGINE FIRE Light
Comes on when engine fire warning system is activated. Pushing the cap turns off the engine fire warning light on the glareshield, silences the alarm bell, and rearms the engine fire warning system. Pushing the cap does not turn off the engine fire warning light in the engine fire handle.

MASTER WARNING Light
Comes on when the APU FIRE lights are activated.

APU FIRE AGENT CYL Switch (1,2)
Momentarily moving either switch to DISCH discharges respective agent container to APU compartment if APU fire control switch is in APU OFF AGENT ARM.
NOTE: Only 2 fire agent containers are available to APU.

APU FIRE CONTROL Switch
APU OFF AGENT ARM — Shuts down APU arms fire control system, and deenergizes APU generator field.
NORM — Provides electrical power for latching F/E's APU FIRE warning light on.

APU FIRE Light
Indicates APU fire detection system is energized. Pilot's MASTER WARN and APU FIRE summary lights and F/E's MASTER WARNING light are on. Automatic APU shutdown occurs when light comes on.
NOTE: Battery bus must be powered for all APU operations to arm APU fire detection system.

FIRE PROTECTION-CONTROLS AND INDICATORS

THROTTLE QUADRANT

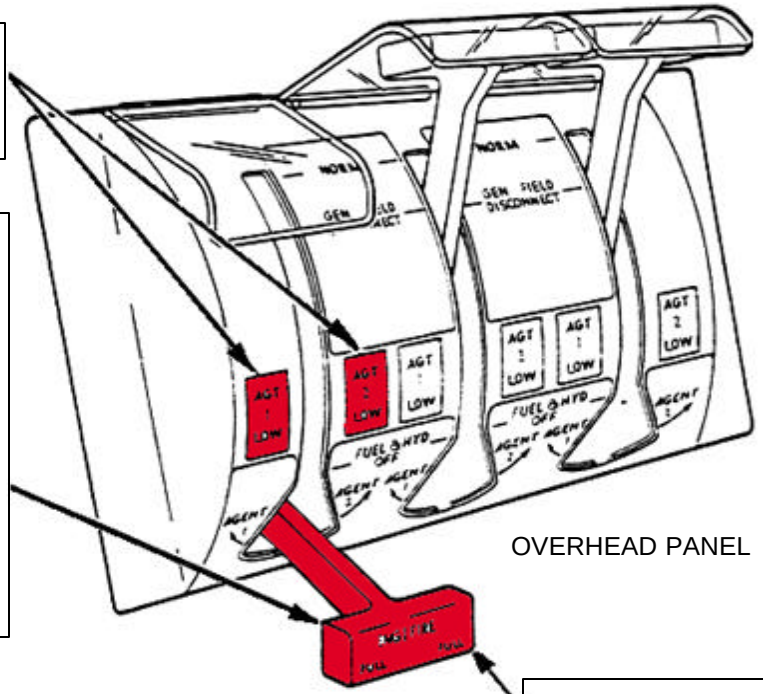
AGT LOW Light (1,2)
Indicates that fire extinguishing agent in respective cylinder has been discharged. Engine 2 (and APU) AGENT LOW Light 1 and 2 are powered by battery bus.

ENG FIRE Handle (1, 2, 3)
Shuts off electrical power, alarm bell, fuel and hydraulic supply and, when pulled full forward and rotated, discharges agent into selected engine nacelle.

GEN FIELD DISCONNECT - De-energizes respective generator field and silences alarm bell if not already silenced by respective ENGINE FIRE light.

FUEL & HYD OFF - Shuts off respective fuel and hydraulic supply, and positions engine fire handle to permit rotation for agent discharge into selected nacelle.

Twisting engine fire handle while pulling handle may result in premature firing of extinguishing agent.



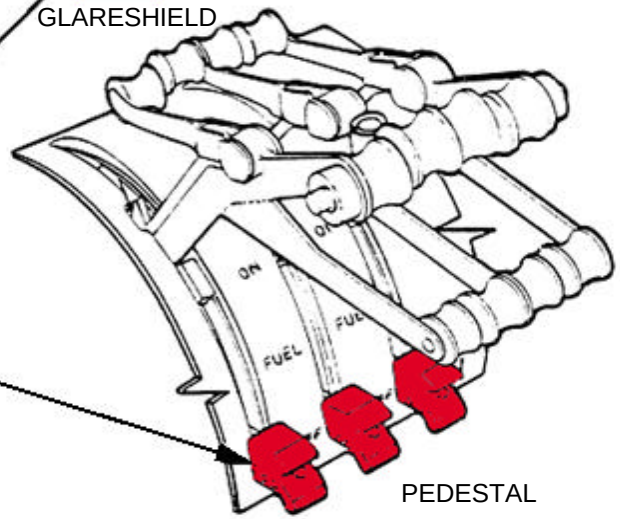
OVERHEAD PANEL

ENG FIRE Warning Light (1, 2, 3)
Comes on to indicate that overheat or fire has been detected in the associated engine nacelle.

ENGINE FIRE Light
Comes on when engine fire warning system is activated. Pushing light turns off light, silences alarm bell, and rearms engine fire warning system. Pushing light does not turn off ENG FIRE warning light in engine fire handle.

GLARESHIELD

Fuel Lever Light (3)
The light in fuel lever comes on when respective engine fire warning light (in engine fire handle) is activated. Indicates which fuel lever to shut off. With engine fire handle pulled and fuel lever ON or OFF the light remains on if fire warning still exists. With engine fire handle pulled and fire warning terminated, light remains on until fuel lever is moved to OFF position.



PEDESTAL

FIRE PROTECTION CONTROLS SCHEMATIC

FIRE CONTROL PANELS