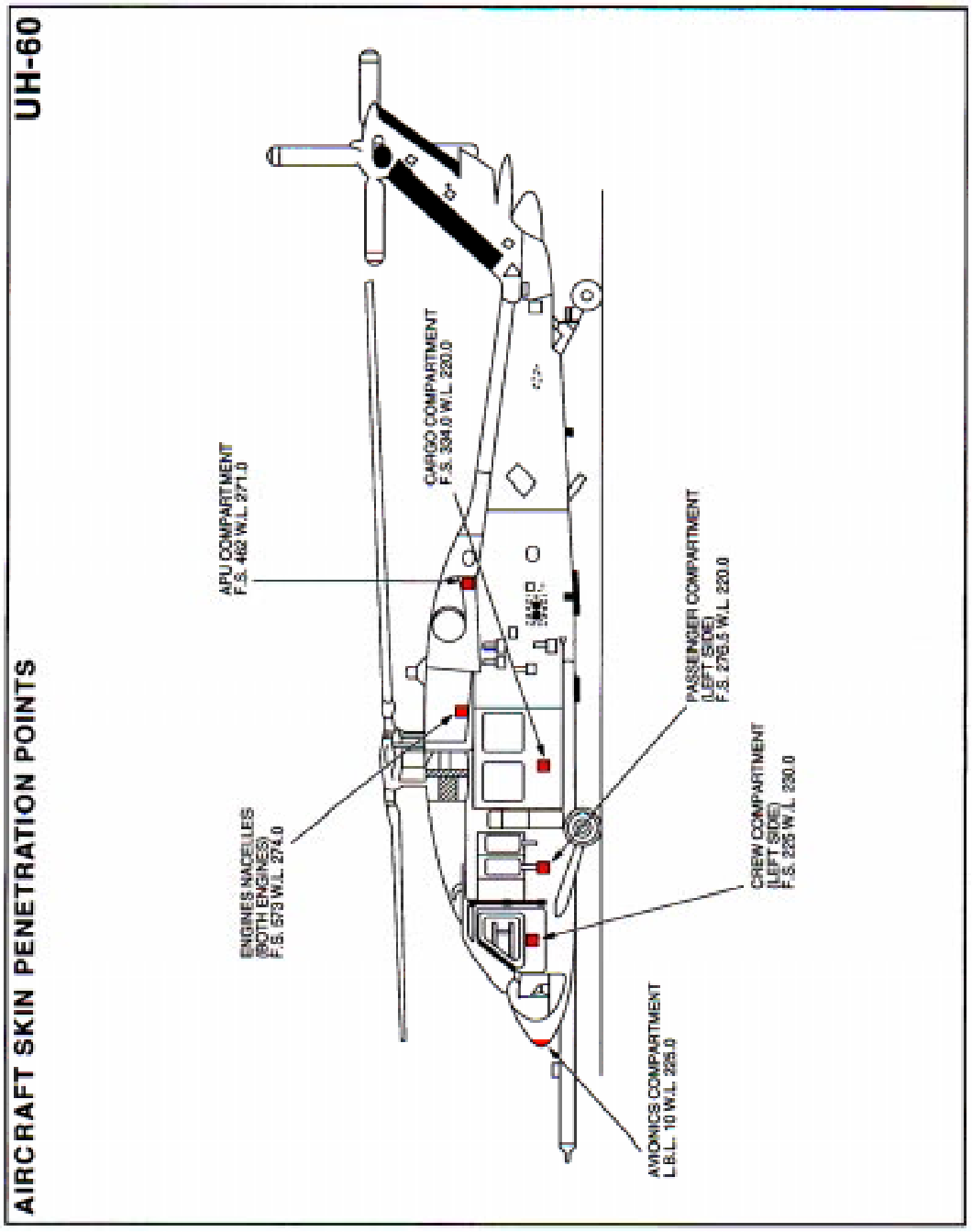
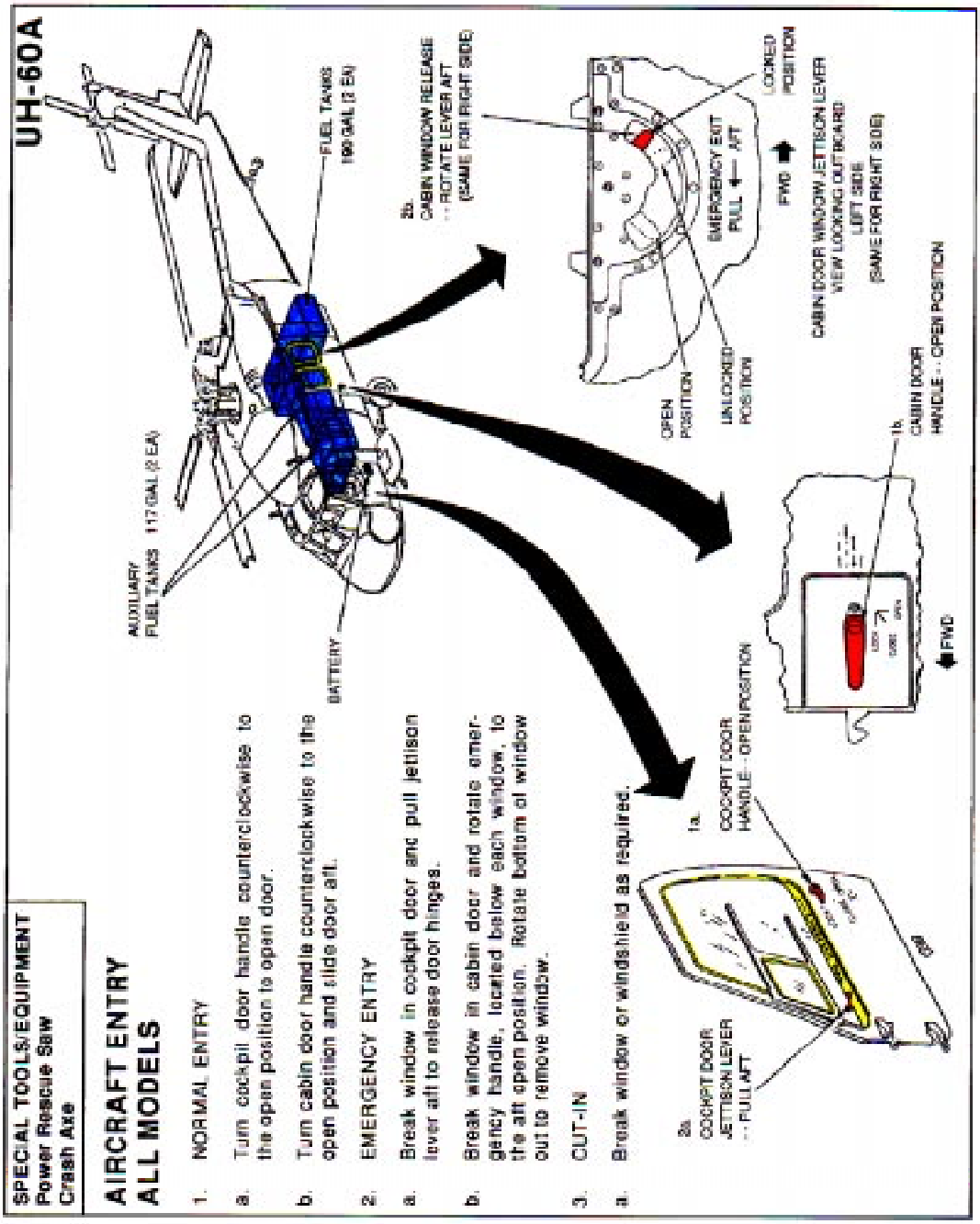
UH-60 Blackhawk

TO 00-105E-9



13-36

TO 00-105E-9



13-38

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

NOTE:
To activate the installed fire extinguishing system, one T-handle must be pulled (agent is discharged to last T-handle pulled). Then reposition the fire extinguisher switch from OFF to MAIN or RESERVE. Battery switch must be in the ON position.

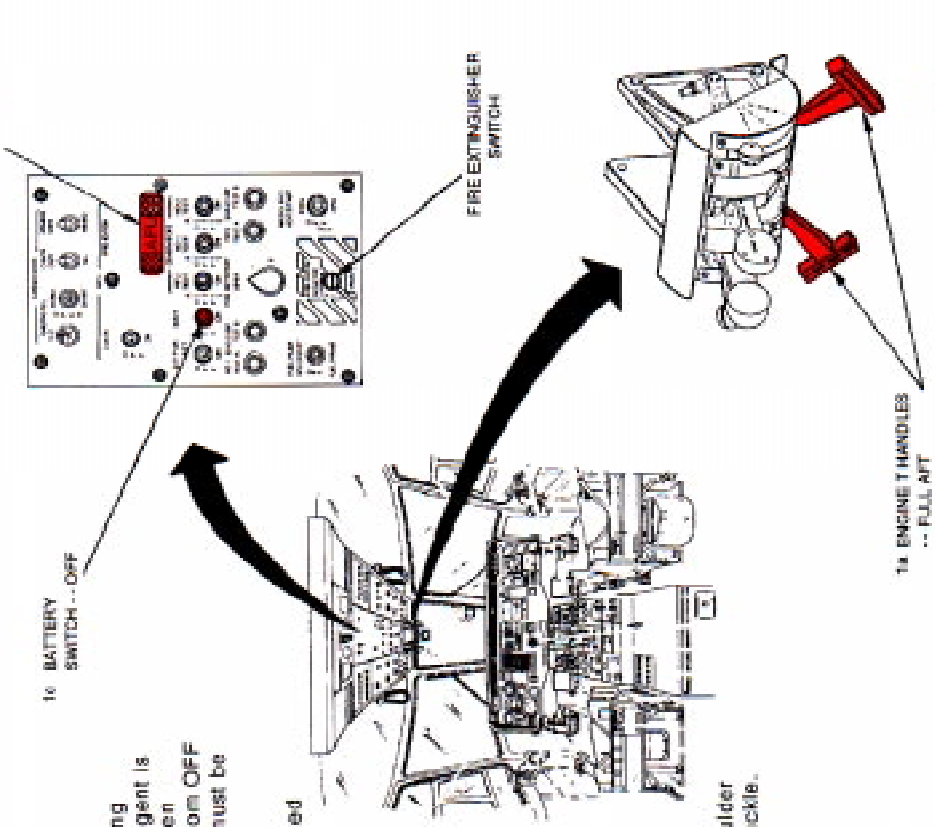
a. Pull engine emergency T-handles, located on control quadrant, FULL AFT.

b. Pull APU T-handle, located on upper console, DOWN.

c. Place battery switch, located on upper console, to the OFF position.

2. AIRCREW --TROOP EXTRACTION

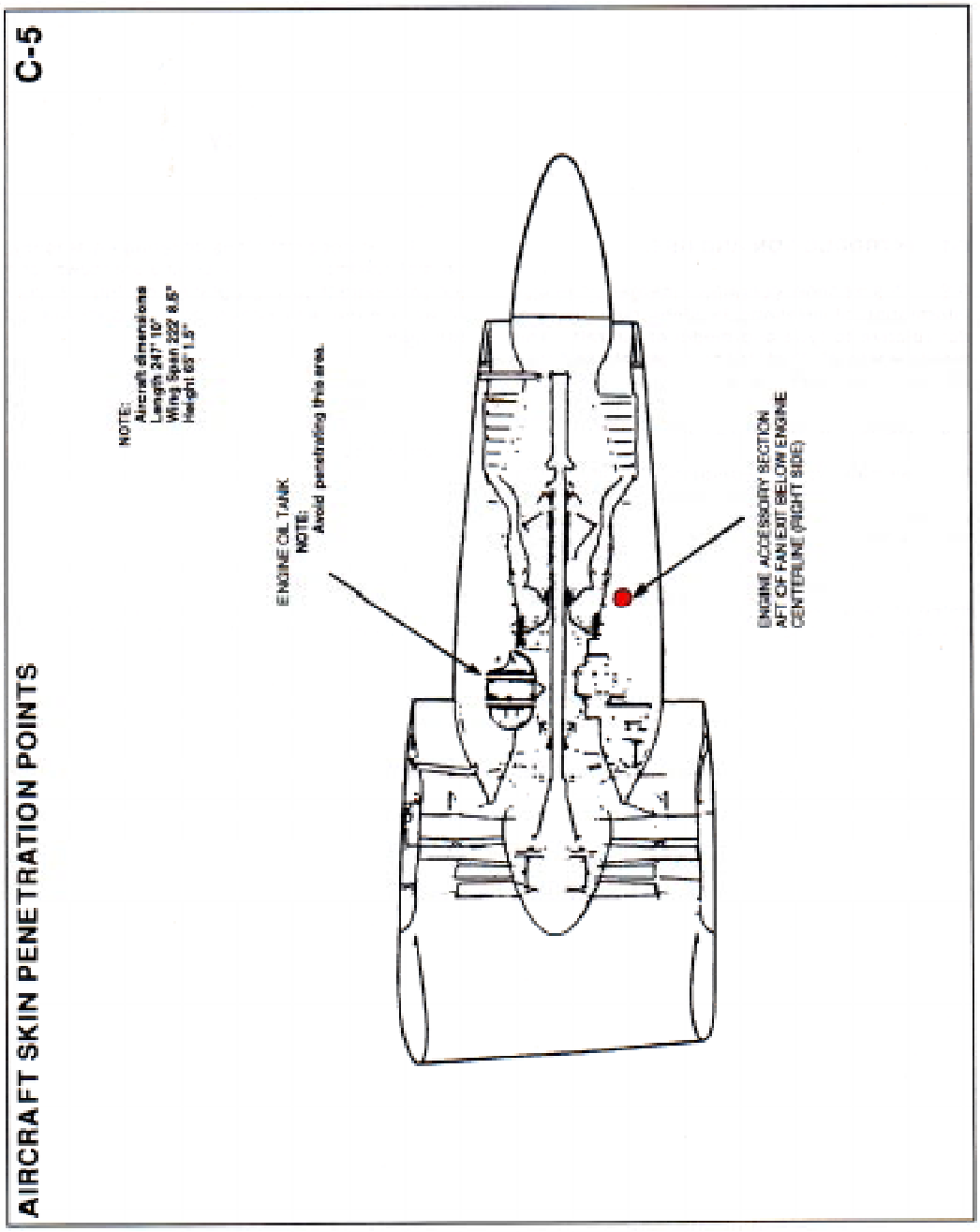
NOTE:
- All aircrew seats have a complete lap belt and dual torso restraint shoulder harness attached to a rotary release buckle.
- All troop seats have a lap belt and shoulder harness attached to a rotary release buckle.



FIXED-WING AIRCRAFT

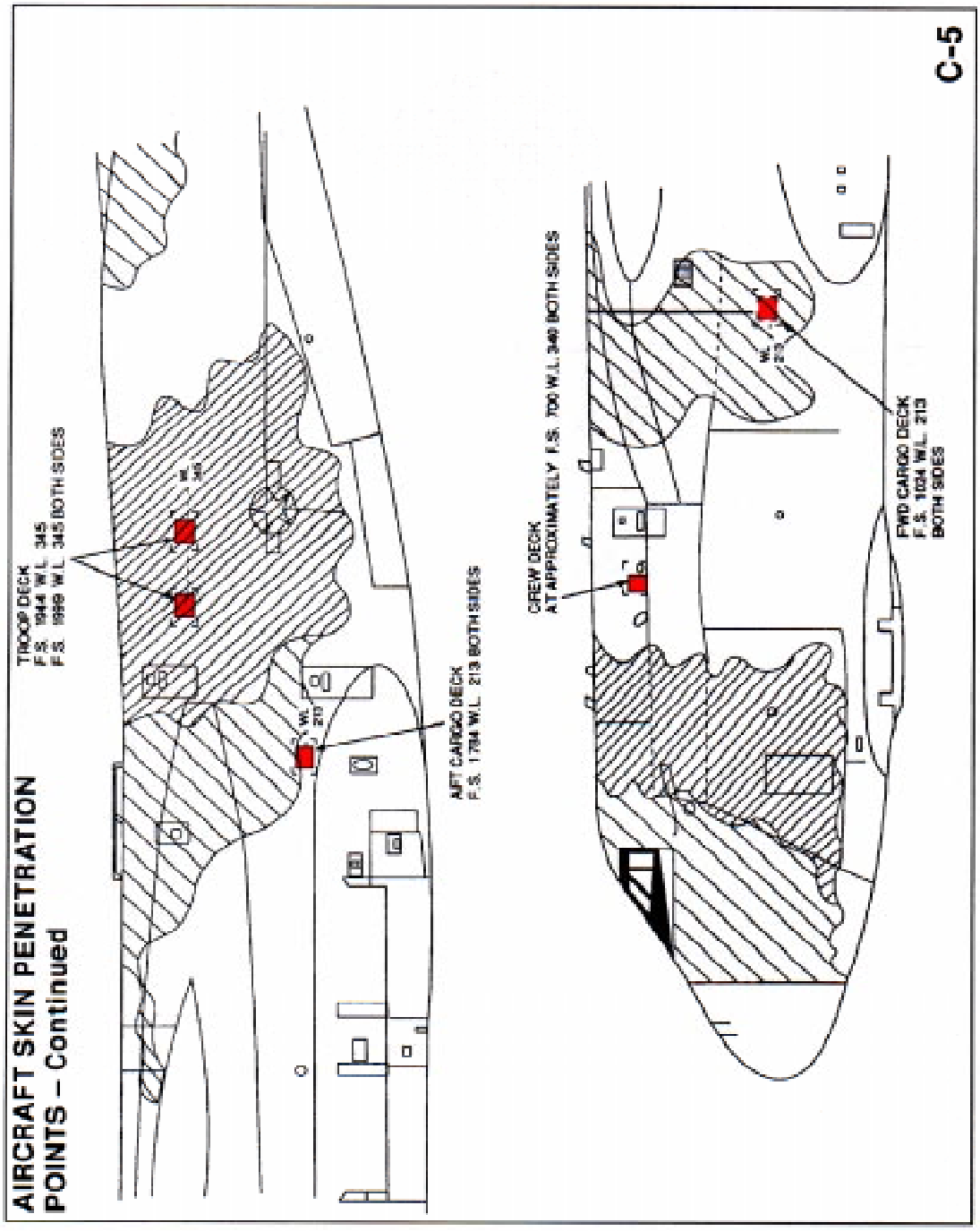
C-5 Galaxy

TO 00-105E-9



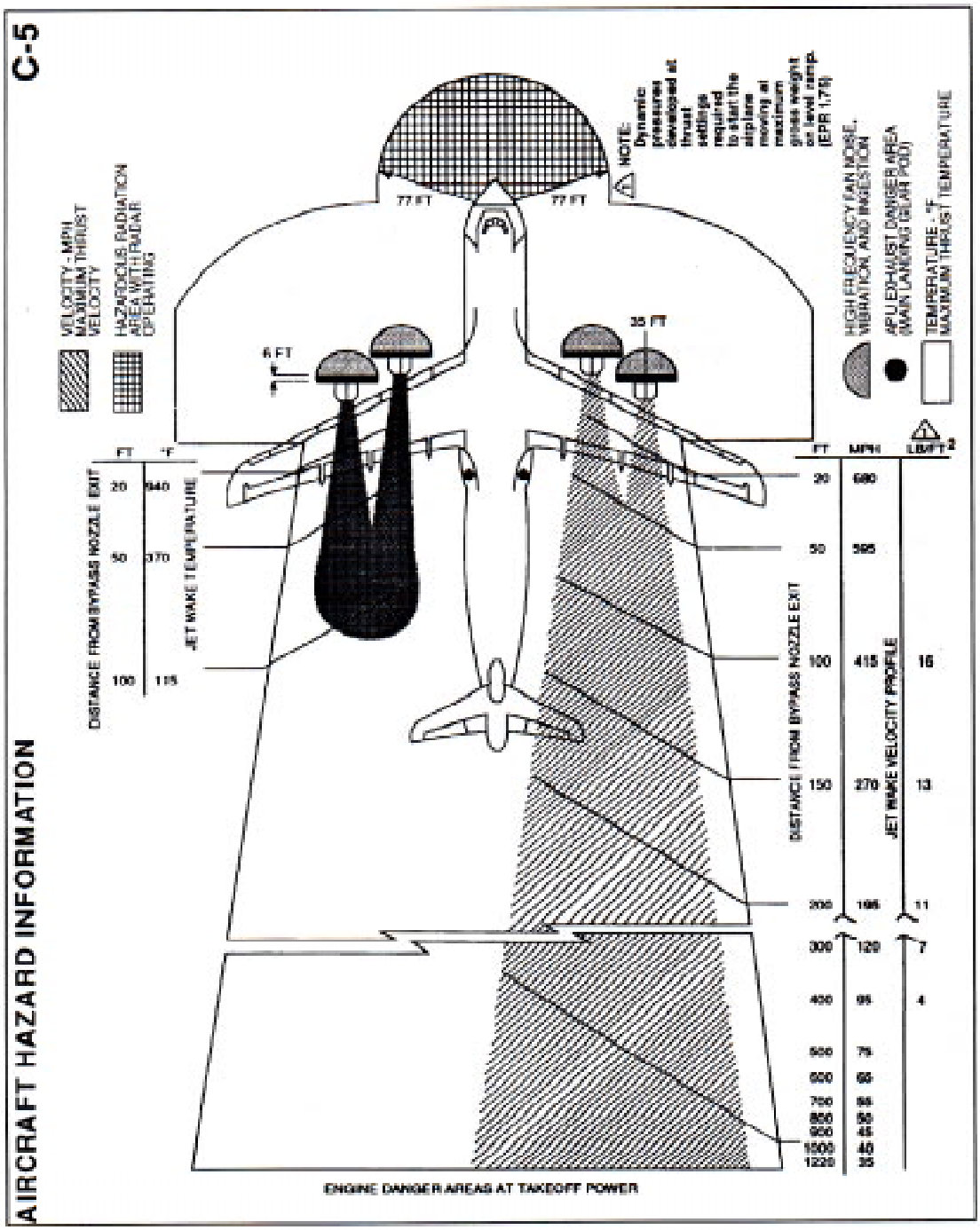
6-2

TO 00-105E-9



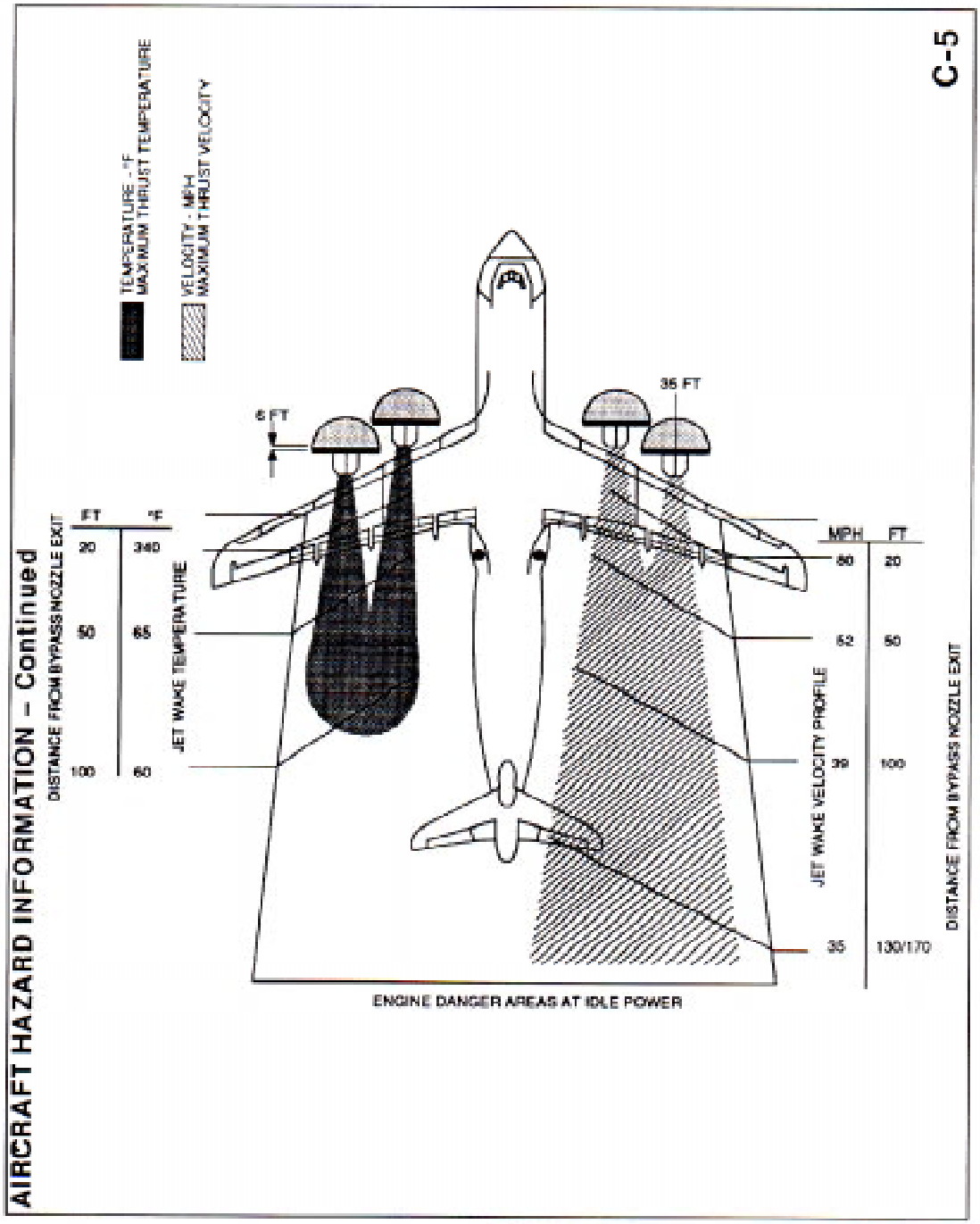
6-3

TO 00-105E-9



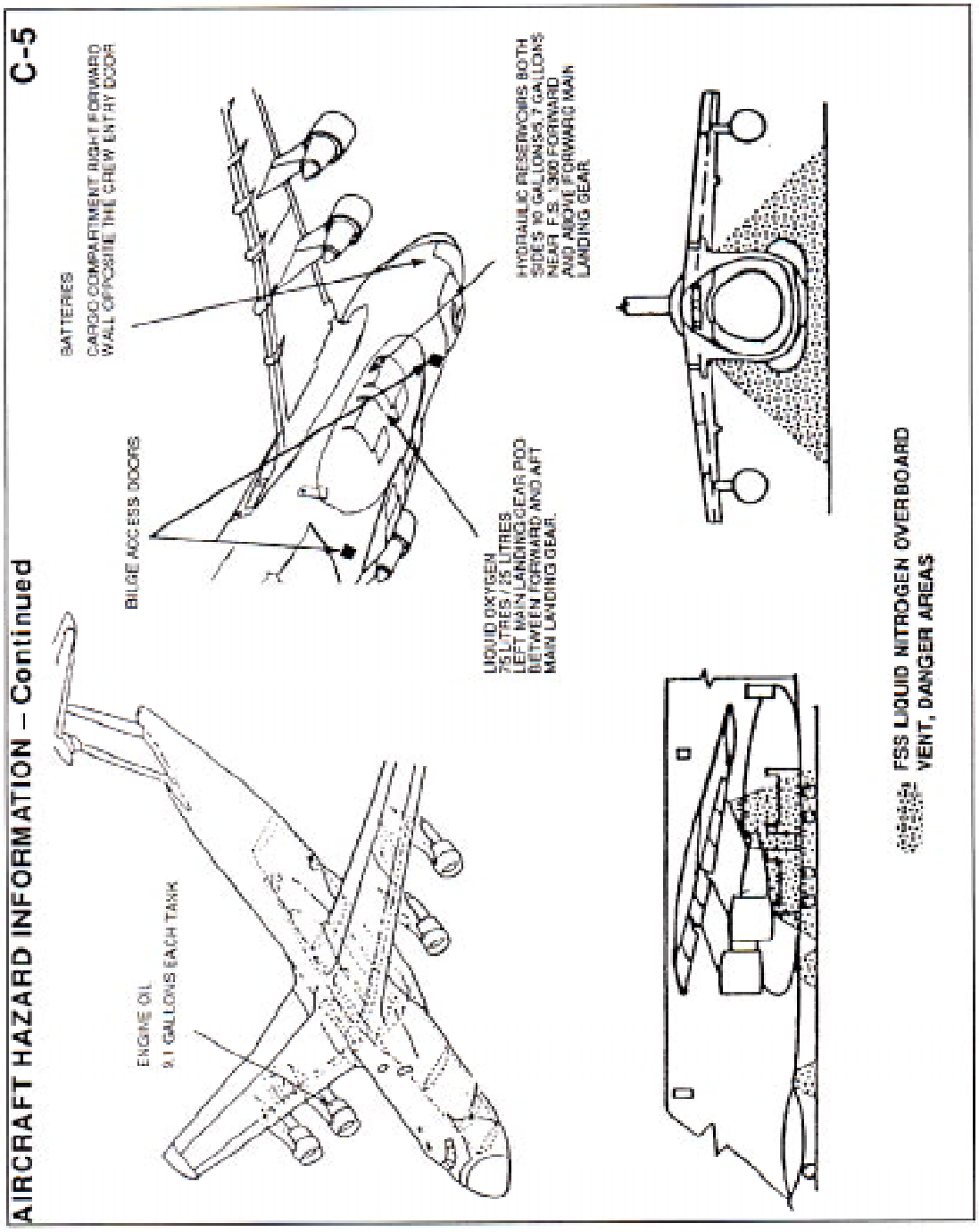
6-4

TO 00-105E-9



6-5

TO 00-105E-9



6-6

SPECIAL TOOLS/EQUIPMENT
35 ft Extension "A" Frame Ladder
3/8 in. Drive Ratchet for Engine Cowling
Power Rescue Saw Portable Lights
SPAAT

AUDIOVISUAL
= 608664DF

TOTAL FUEL:
51,000 GALLONS

AIRCRFT ENTRY ALL MODELS

NOTE:
Crew entry door will usually have a mechanical lock installed on the inside and entry will not be possible. Use 7LT or 7RT.

1. NORMAL ENTRY

a. Open crew entrance door control access cover.

WARNING

Ensure no personnel are standing under door.

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

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

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

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

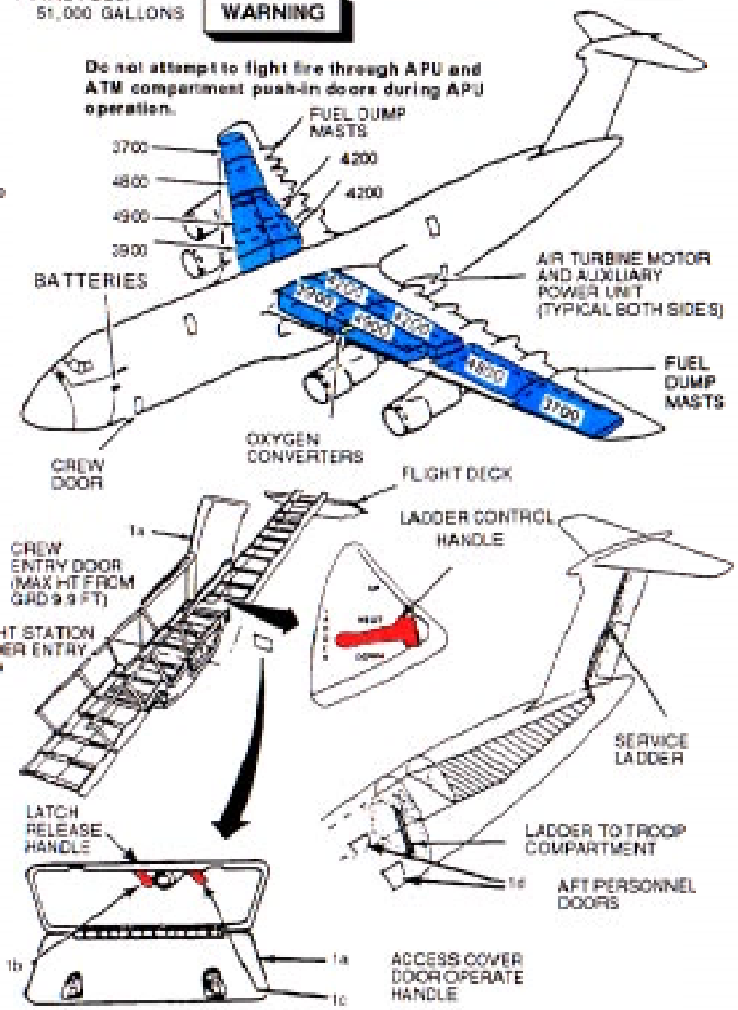
NOTE:
Escape slides must be deployed from inside.

2. EMERGENCY ENTRY

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

WARNING

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



C-5

AIRCRAFT ENTRY – Continued

C-5

NOTE:

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

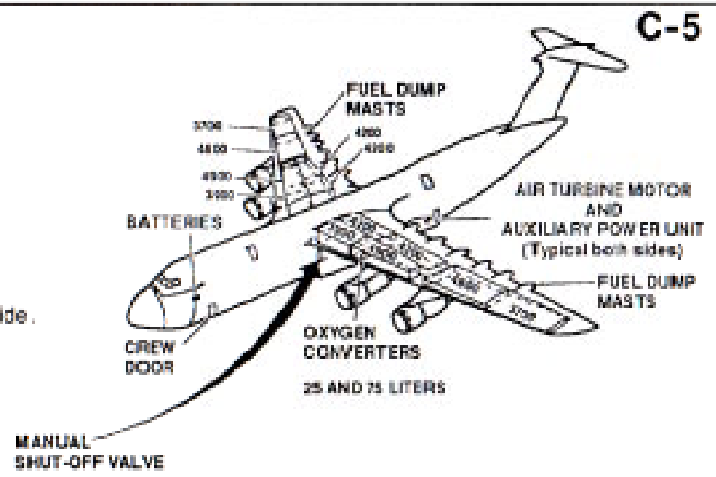
a) Midway through cargo compartment, aircraft's left side.

b) Near station #1460

c) 79 ft. from normal crew entry door.

d) 32 ft. from door 7L.

e) 3 ft. above cargo deck.

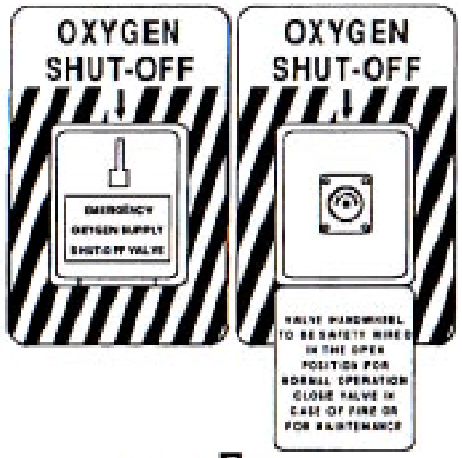


NOTE:

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

WARNING

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



B

MANUAL SHUT-OFF VALVE

AIRCRAFT ENTRY – Continued

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

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

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

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

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

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

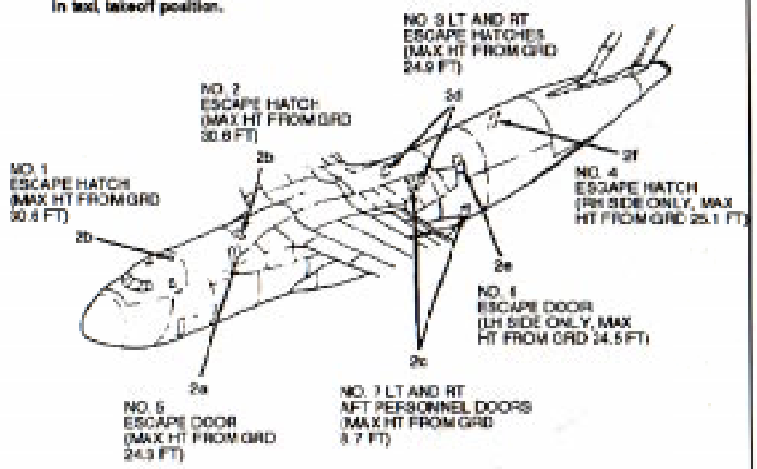
NOTE:
Access cannot be gained from flight deck to the troop compartment in the upper deck and vice versa.

ESCAPE SLIDE DEPLOYMENT

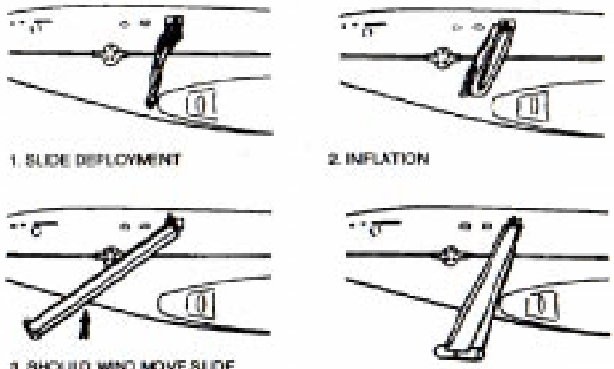
1. Release the quick disconnect buckle.
2. Using the assist handle(s), lift case straight up and rest bottom of case on sill of hatch.
3. Push case overboard by applying force to the upper edge of the case. The case should split and fall. The escape slide should unfold and automatically inflate as it falls to the ground.
4. If the case does not split or the slide does not inflate, grasp both cables attached to the girt bar, slide your hand down the cables as far as possible and then sharply pull the cables. The retaining straps should part, case split, and the slide inflate. If the slide does not inflate pull the red webbing handle marked "Pull to Inflate."

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

NOTE:
Heights are with landinggear in taxi, takeoff position.

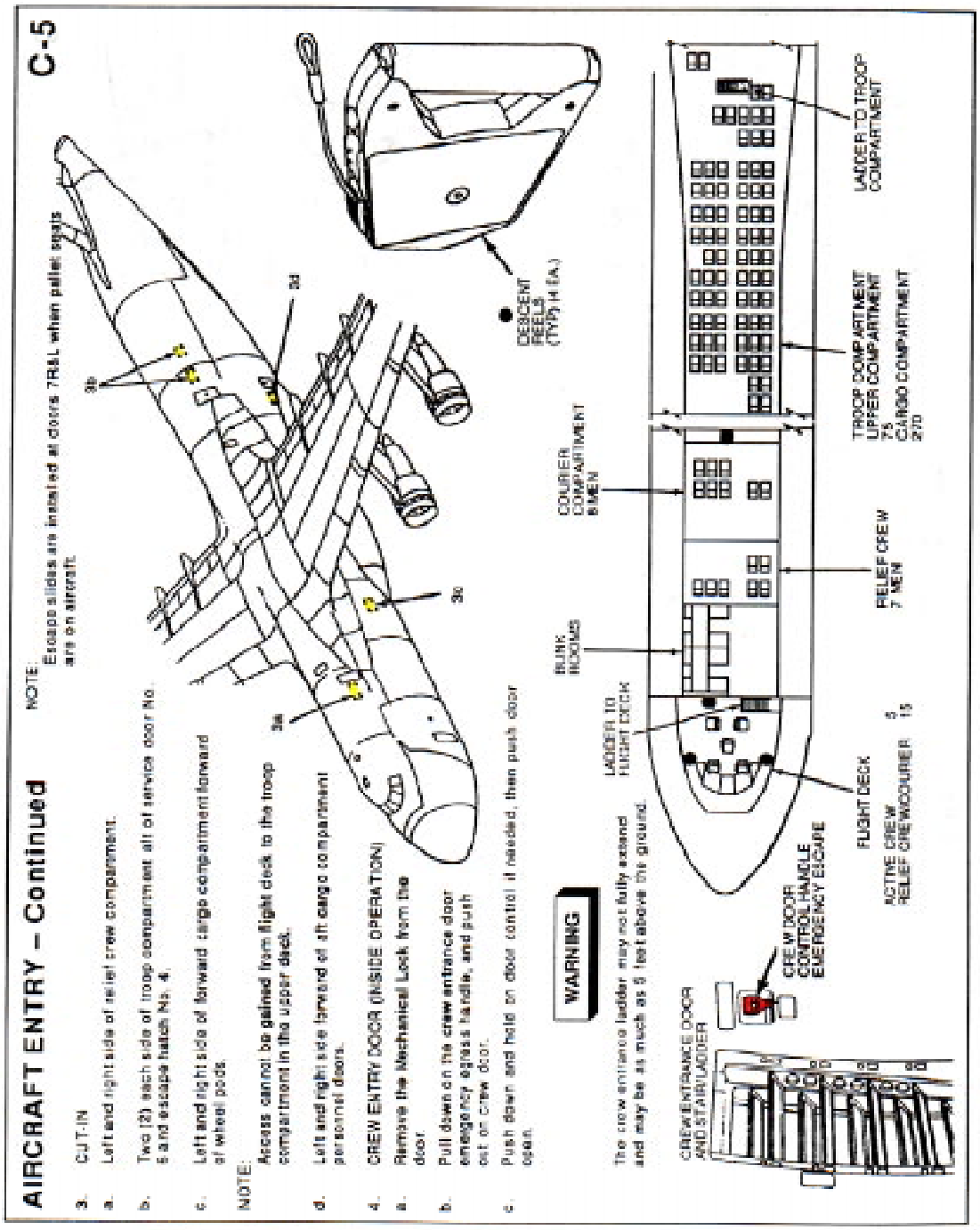


ESCAPE SLIDE DEPLOYMENT



C-5

TO 00-105E-9



6-10

ENGINE/APU SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE/APU SHUTDOWN

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

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

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

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

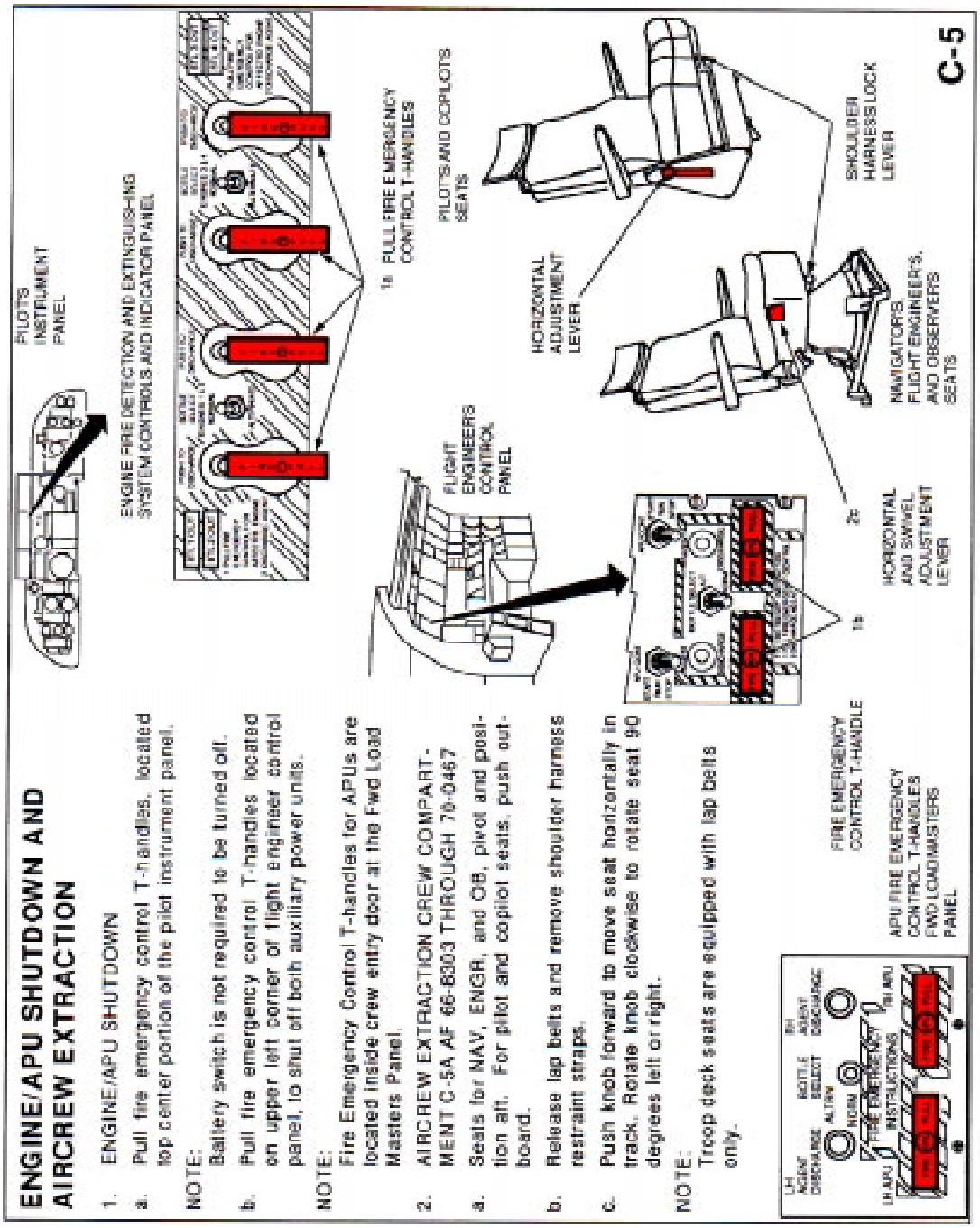
2. AIRCREW EXTRACTION CREW COMPARTMENT C-5A AF 66-8303 THROUGH 70-0467

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

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

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

NOTE:
Troop deck seats are equipped with lap belts only.



AIRCREW EXTRACTION – Continued

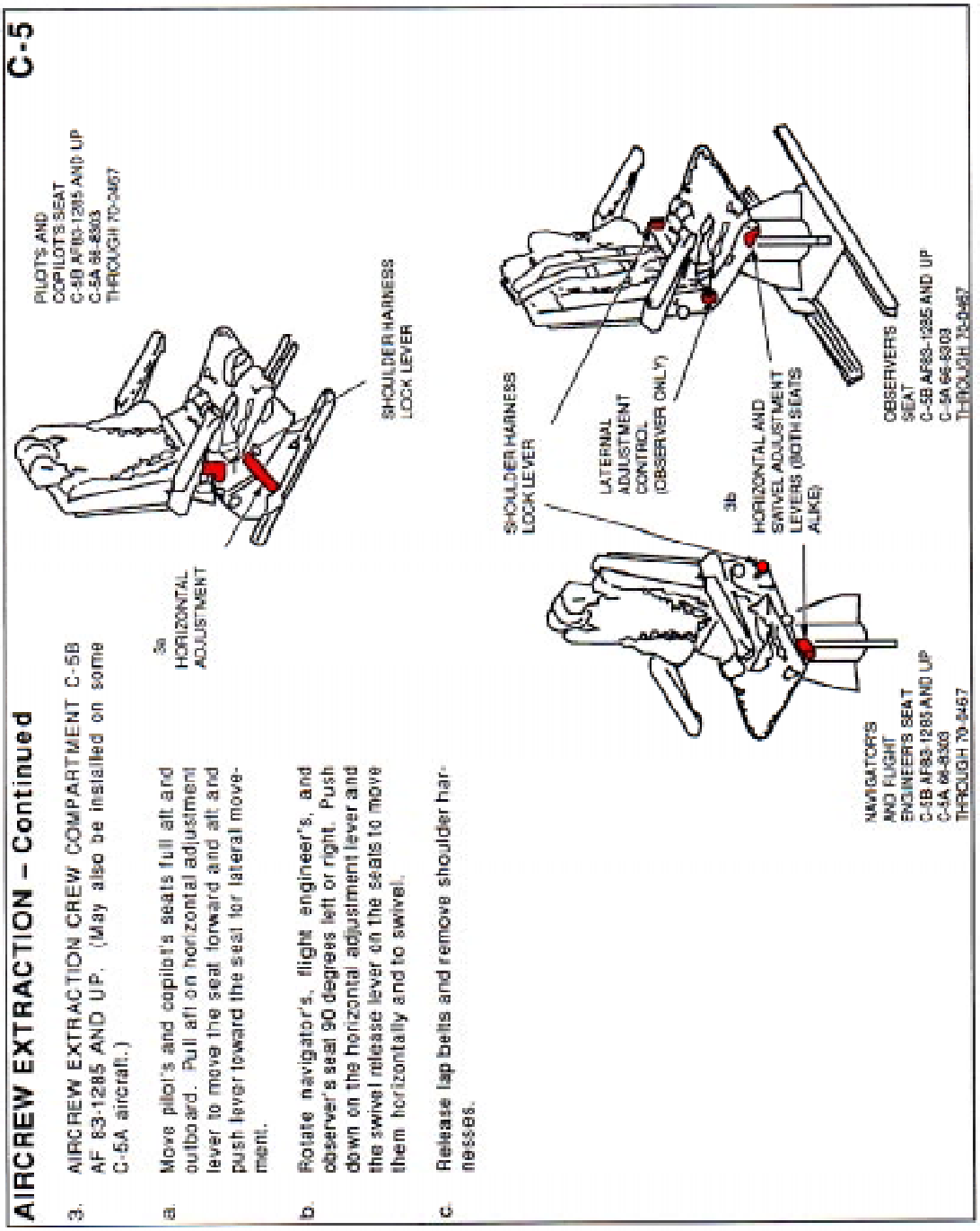
C-5

3. AIRCREW EXTRACTION CREW COMPARTMENT C-5B AF 83-1285 AND UP. (May also be installed on some C-5A aircraft.)

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

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

c. Release lap belts and remove shoulder harnesses.



FIRE SUPPRESSION SYSTEM (FSS)

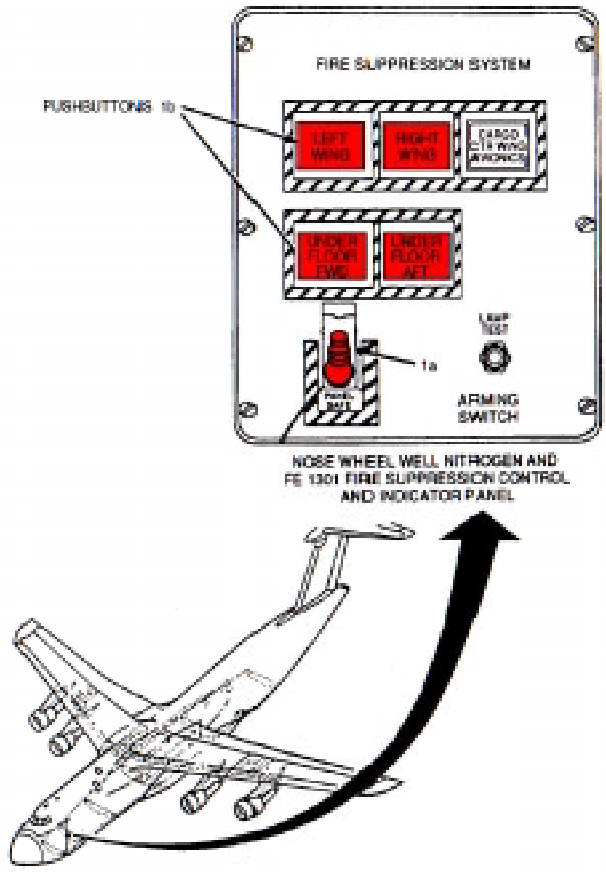
WARNING

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

NOTE:

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

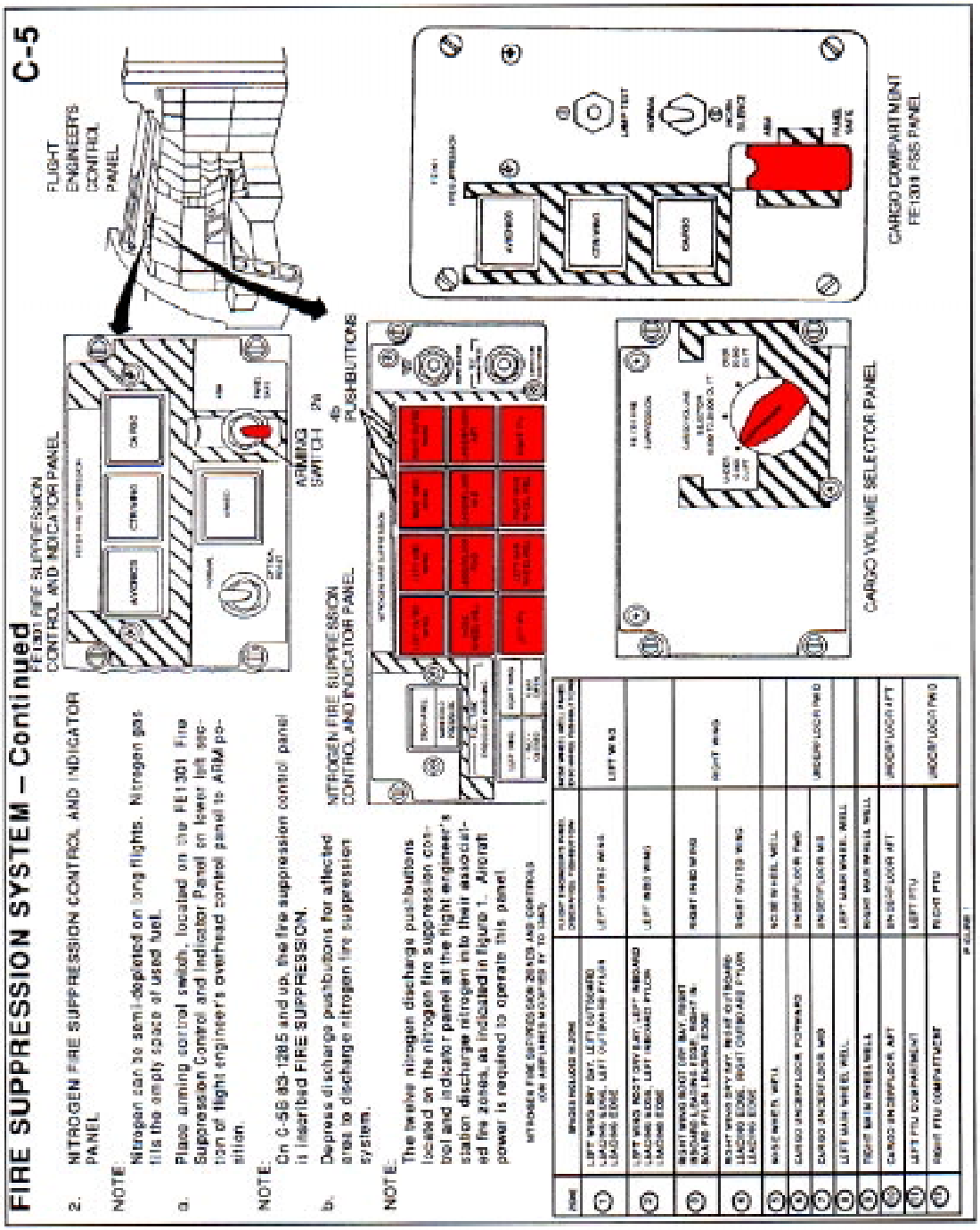
- Nose wheelwell nitrogen control panel provides fire suppression capabilities for the left wing; right wing; under floor fwd; under floor compartments. Control panel will be inaccessible if aircraft is encountered in a gear up crash configuration or forward kneel position, and other fire suppression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



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

C-5

TO 00-105E-9



6-14