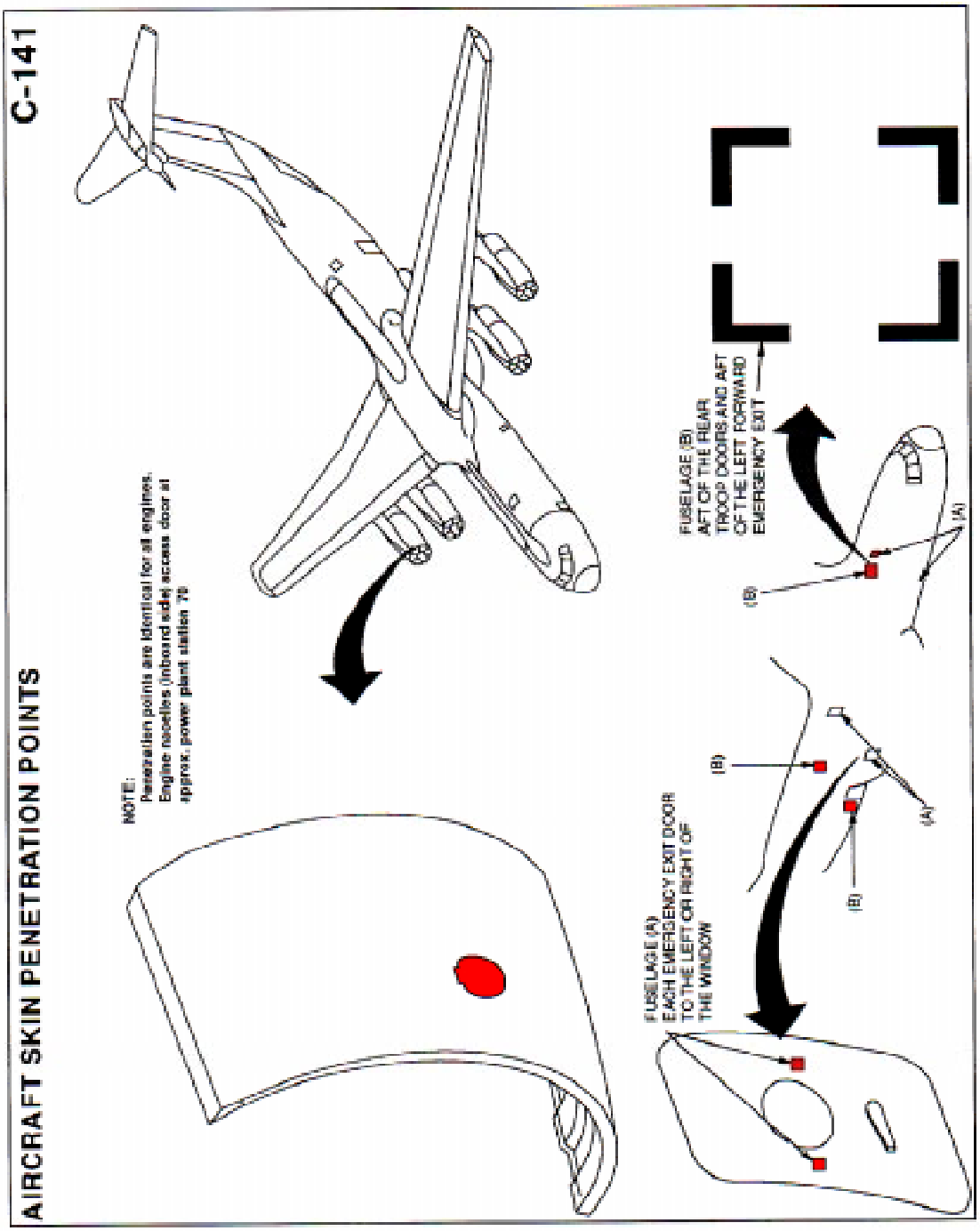
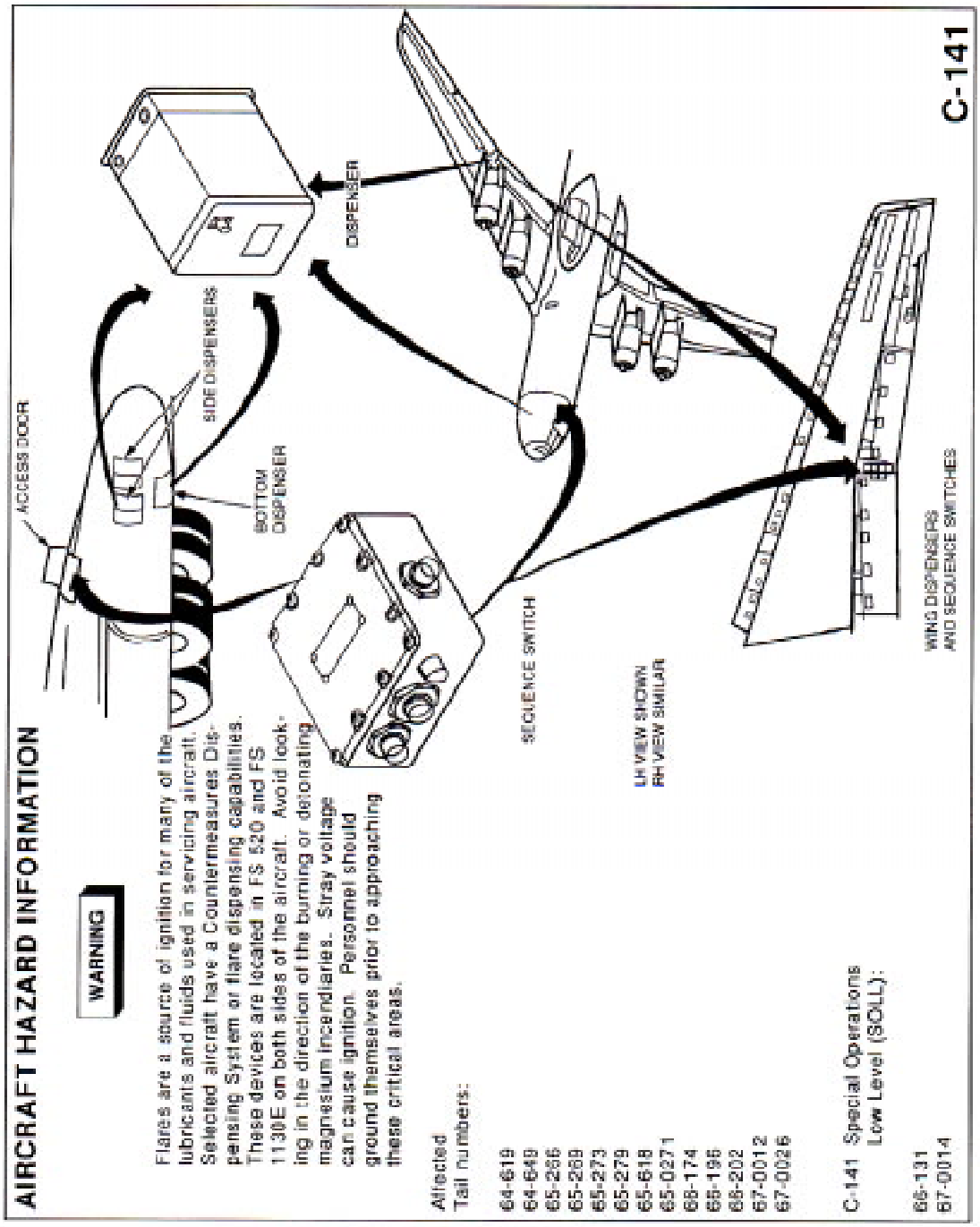
## C-141 Starlifter

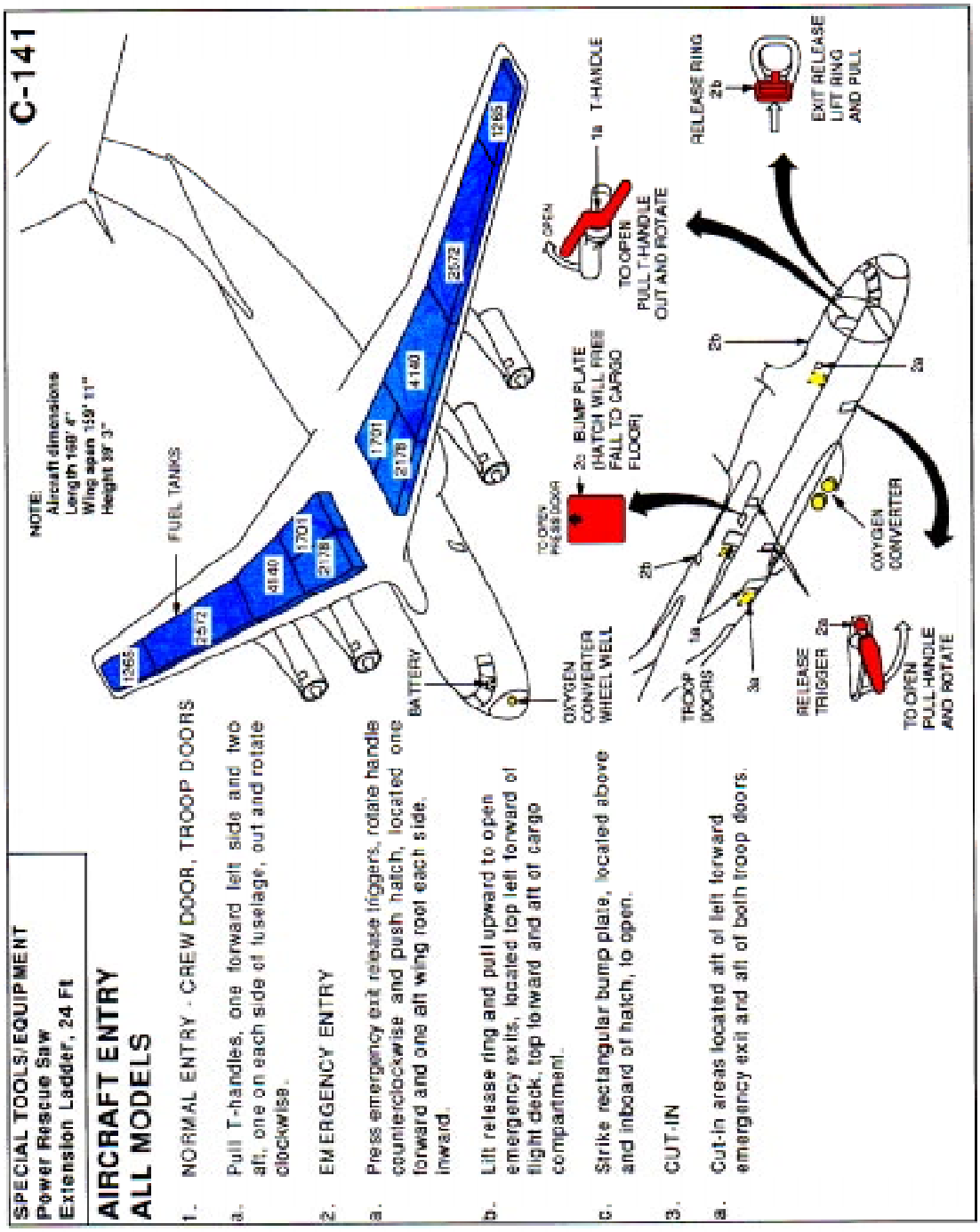
TO 00-105E-9




6-130


AIRCRAFT HAZARD INFORMATION
WARNING
Flares are a source of ignition for many of the lubricants and fluids used in servicing aircraft. Selected aircraft have a Countermeasures Dispensing System or flare dispensing capabilities. These devices are located in FS 520 and FS 1130E on both sides of the aircraft. Avoid looking in the direction of the burning or detonating magnesium incendiaries. Stray voltage can cause ignition. Personnel should ground themselves prior to approaching these critical areas.
Affected Tail numbers:
64-619
64-649
65-256
65-269
65-273
65-279
65-618
65-0271
68-174
68-195
68-202
67-0012
67-0026
C-141 Special Operations Low Level (SOLL):
66-131
67-0014
ACCESS DOOR
SIDE DISPENSERS
BOTTOM DISPENSER
DISPENSER
SEQUENCE SWITCH
LH VIEW SHOWN
RH VIEW SIMILAR
WING DISPENSERS
AND SEQUENCE SWITCHES
C-141

TO 00-105E-9




SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Extension Ladder, 24 Ft

## 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.

6-132

## AIRCRAFT ENTRY - Continued

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

**WARNING**

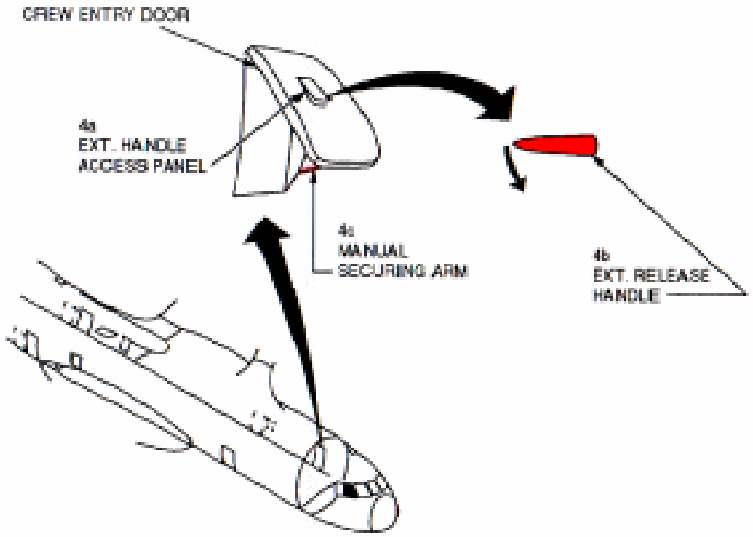
The aircraft must be completely depressurized before either the inside or outside door handle is operated. Opening doors or hatches while the aircraft is pressurized could cause serious injury to personnel.

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.

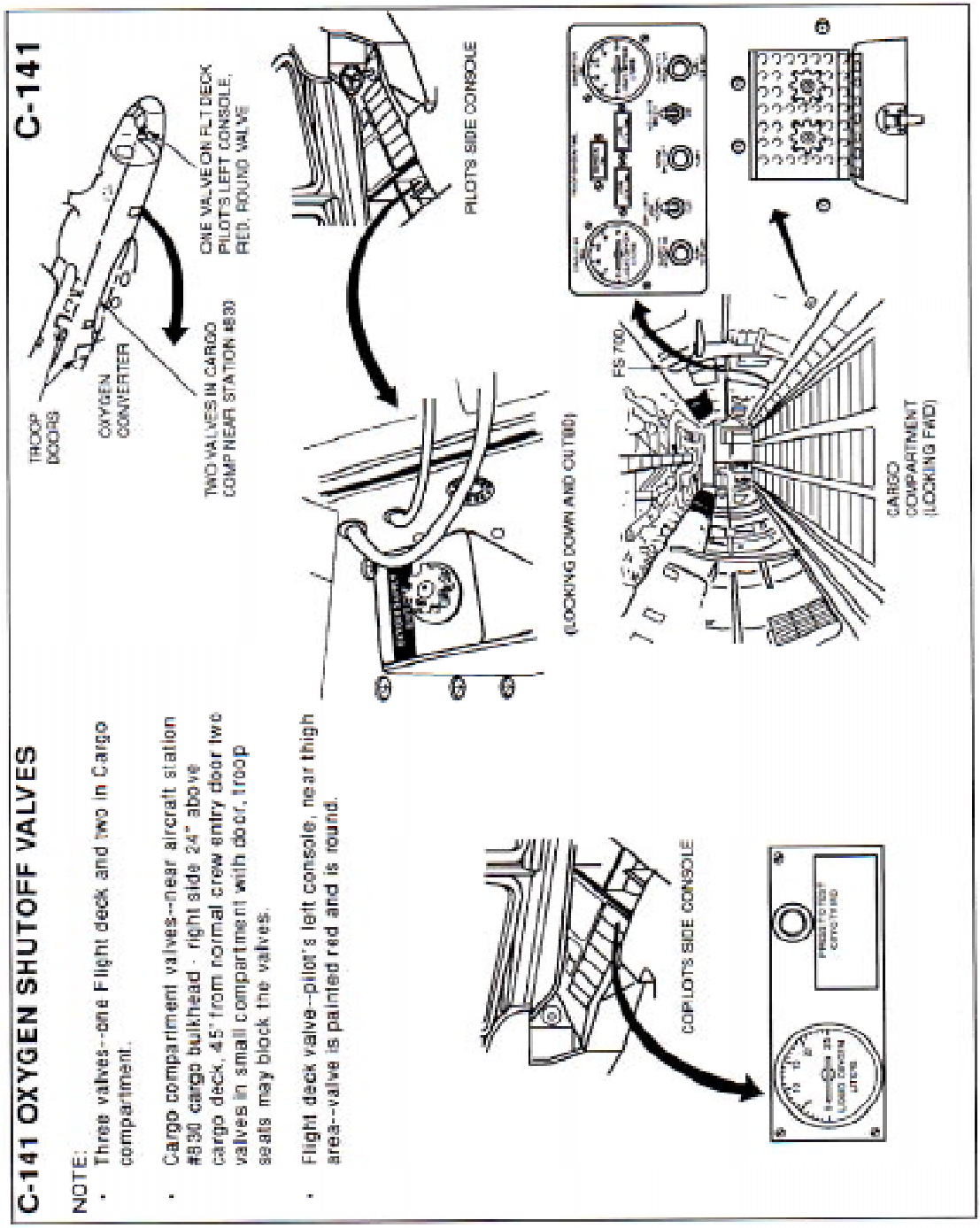
c. Pull door out and up, then lower manual securing arm, located on the lower inside aft corner of the door, and secure to a fitting on the door frame.

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




C-141

TO 00-105E-9




6-134

## ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

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

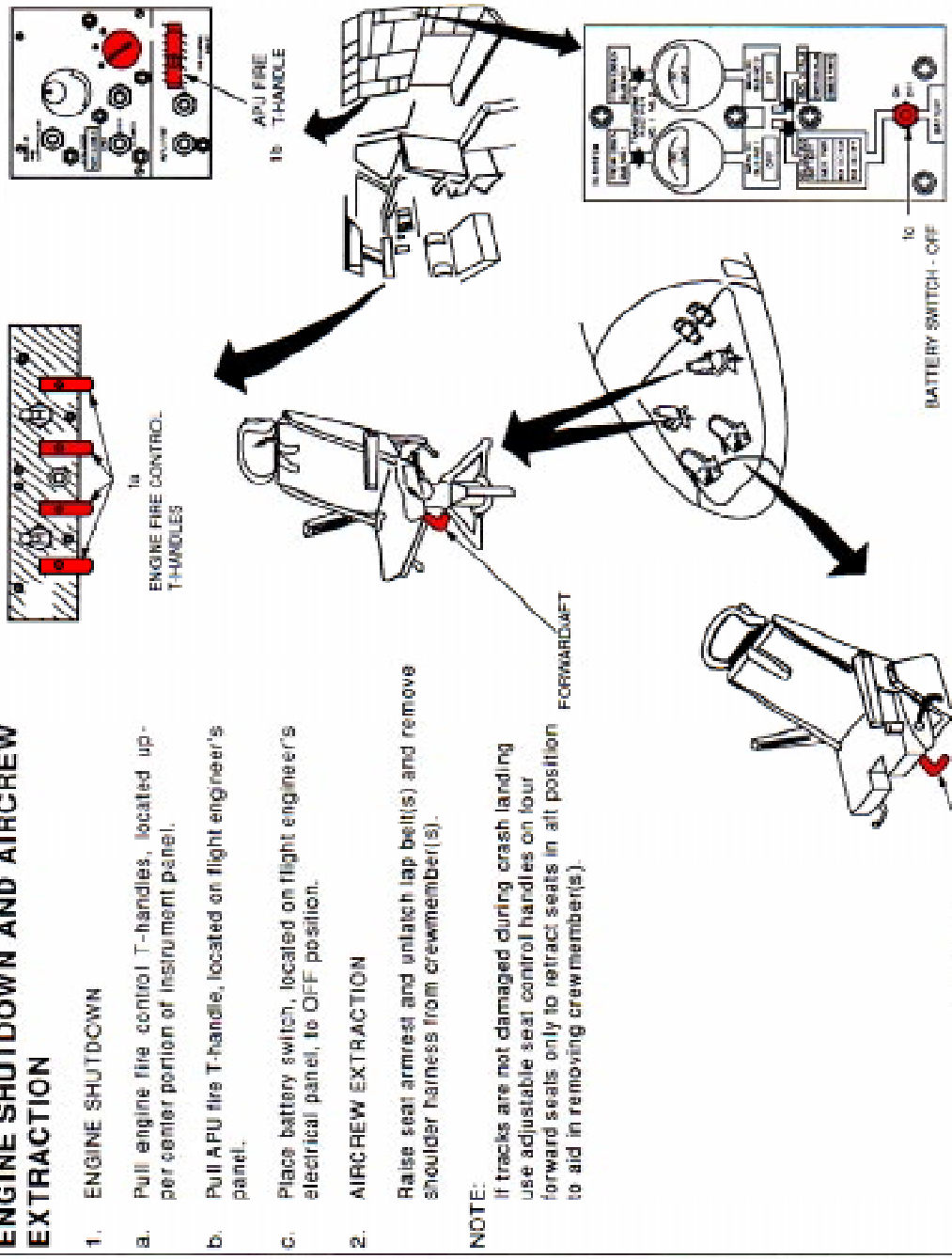
b. Pull APU fire T-handle, located on flight engineer's panel.

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

2. AIRCREW EXTRACTION

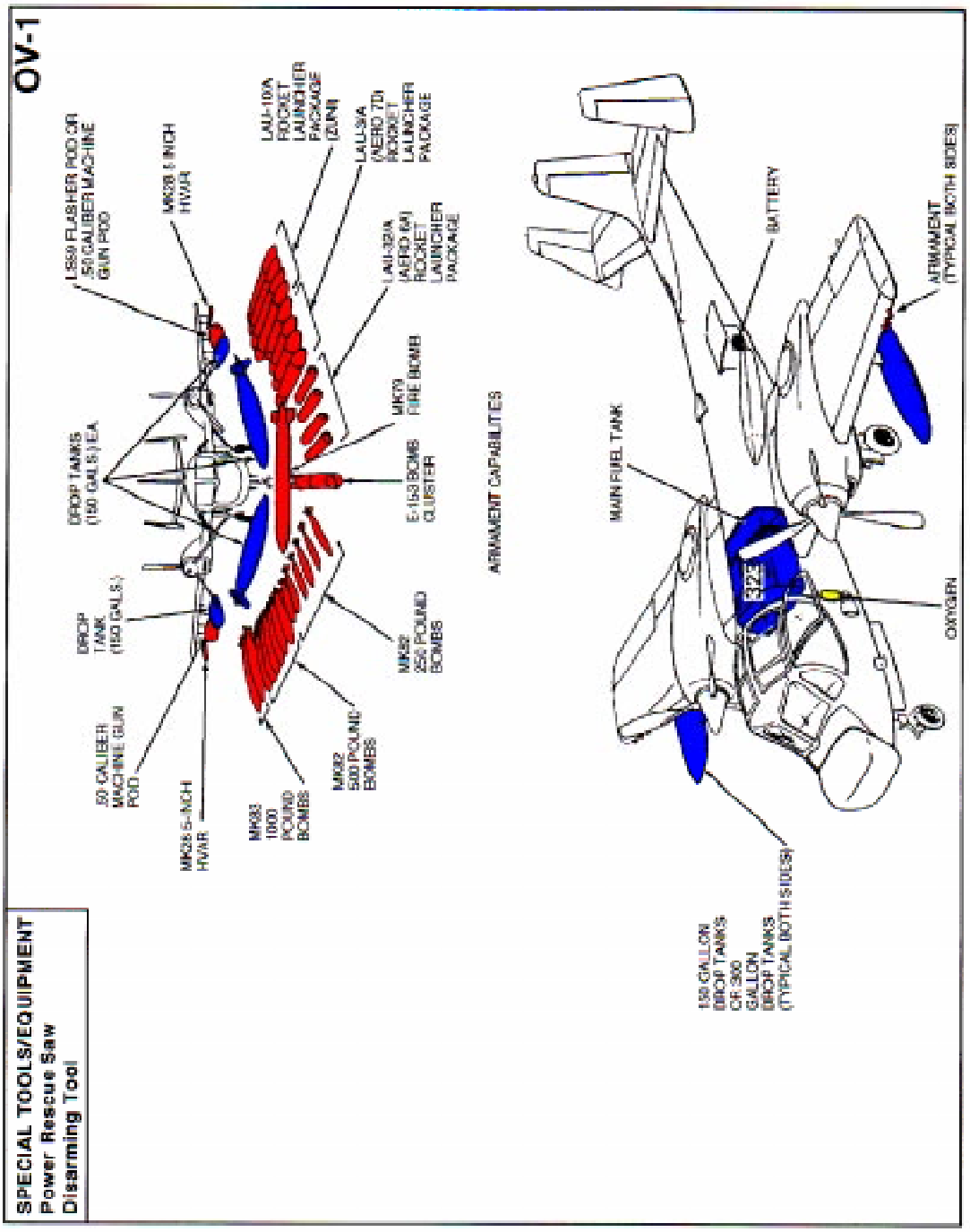
Raise seat armrest and unlatch lap belt(s) and remove shoulder harness from crewmember(s).

NOTE:
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).



## OV-1 Mohawk

TO 00-105E-9




16-2

# AIRCRAFT ENTRY
# ALL MODELS

1. NORMAL ENTRY

a. Push ladder release, located on lower fuselage below entrance hatches, IN (this releases boarding ladder).

b. Lift exit release lock ring, located at bottom forward corner of pilot's and observer's entrance hatch, and rotate to unlock hatch.

c. Push forward end of hatch handle, located on bottom edge of hatch, in and pull aft end of handle out.

d. Lift entrance hatch to full up position.

2. EMERGENCY ENTRY

a. Lift exit release lock ring, located at bottom forward corner of pilot's and observer's entrance hatch and rotate to unlock.

b. Push forward end of hatch handle, located on bottom edge of hatch, in and pull aft end of handle out.

c. Lift entrance hatch to full open position.

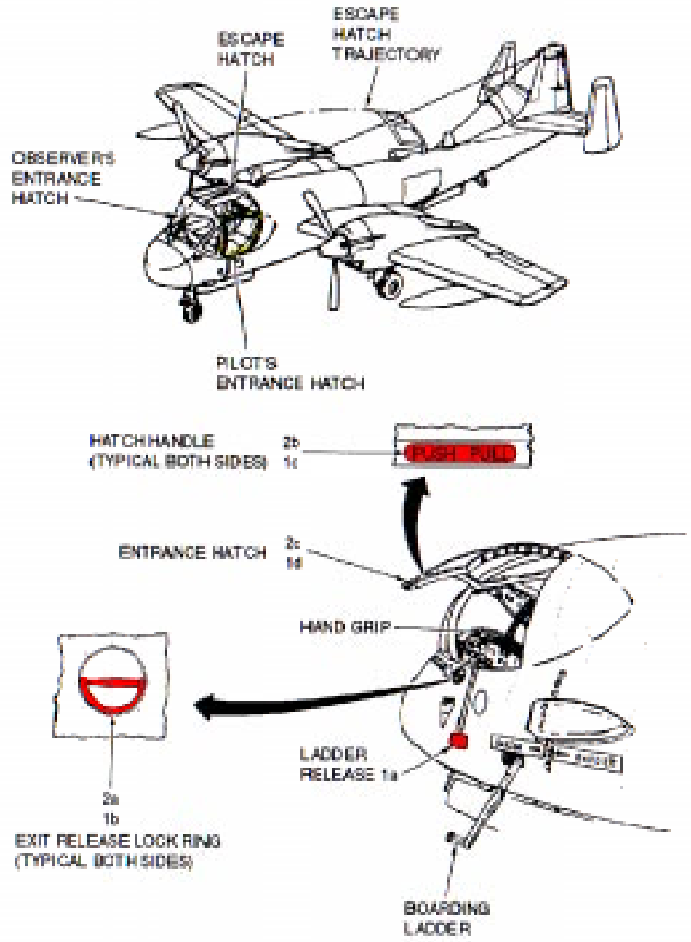
NOTE:
Pulling the escape hatch jettison T-handle accomplishes two operations, it unlatches the escape hatch and fires an air bottle which forcibly ejects the hatch.

**WARNING**

Make sure all personnel are clear of escape hatch area and trajectory path.

3. CUT-IN

a. Cut-in around entrance hatch frames as necessary.




OV-1

## ENGINE SHUTDOWN, SAFETYING EJECTION SYSTEM, AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

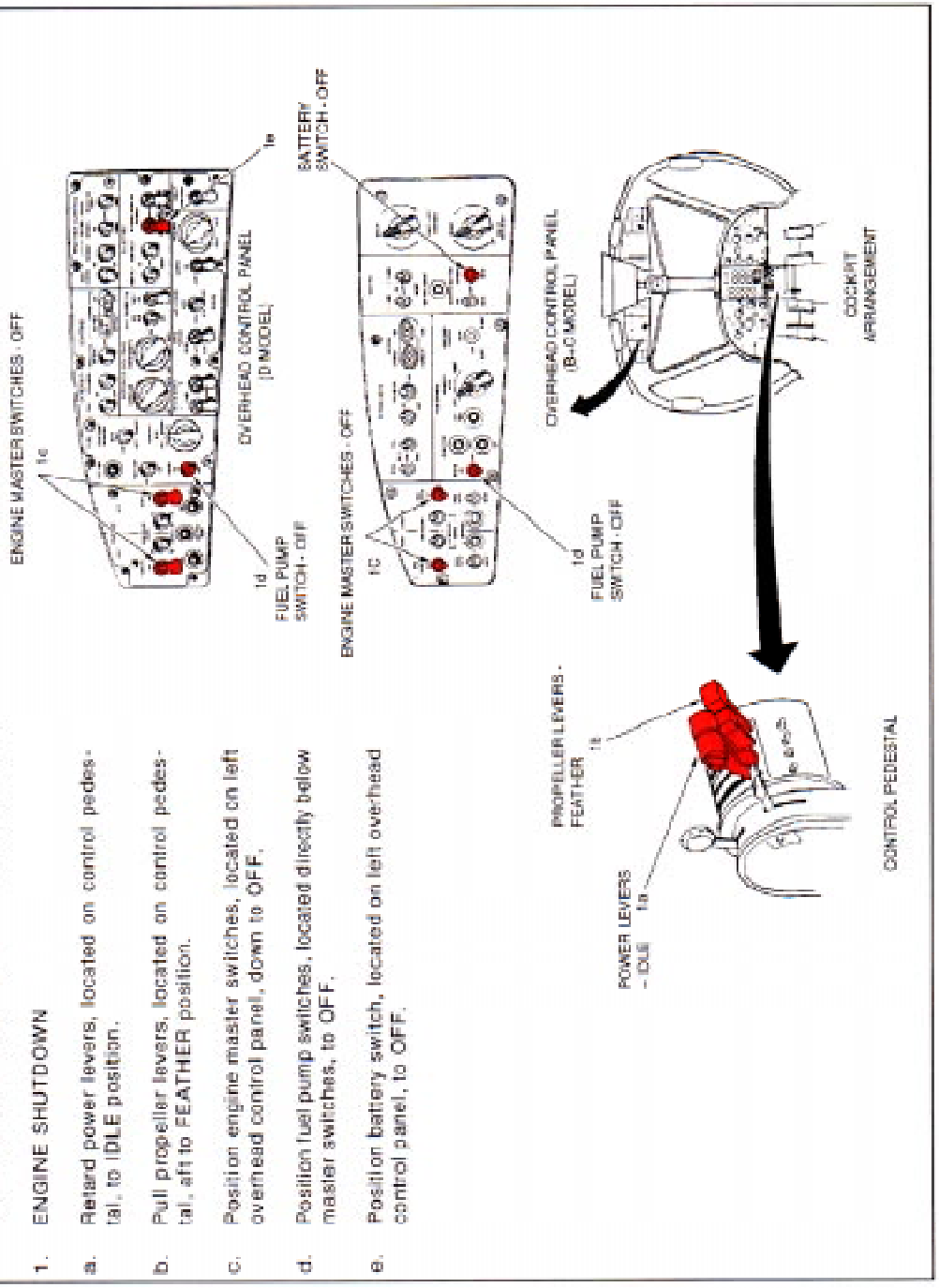
a. Retard power levers, located on control pedestal, to IDLE position.

b. Pull propeller levers, located on control pedestal, aft to FEATHER position.

c. Position engine master switches, located on left overhead control panel, down to OFF.

d. Position fuel pump switches, located directly below master switches, to OFF.

e. Position battery switch, located on left overhead control panel, to OFF.



## ENGINE SHUTDOWN, SAFETYING EJECTION SYSTEM, AND AIRCREW EXTRACTION - Continued

2. EMERGENCY SAFETYING EJECTION SEAT

a. Lift red tab of face blind locking mechanism, located on top of seat.

b. Lift lower firing handle safety guard, located on front center of seat, and install safety pin.

NOTE:
If safety pin is not available, a metal pin the diameter of a ten-penny nail can be used.

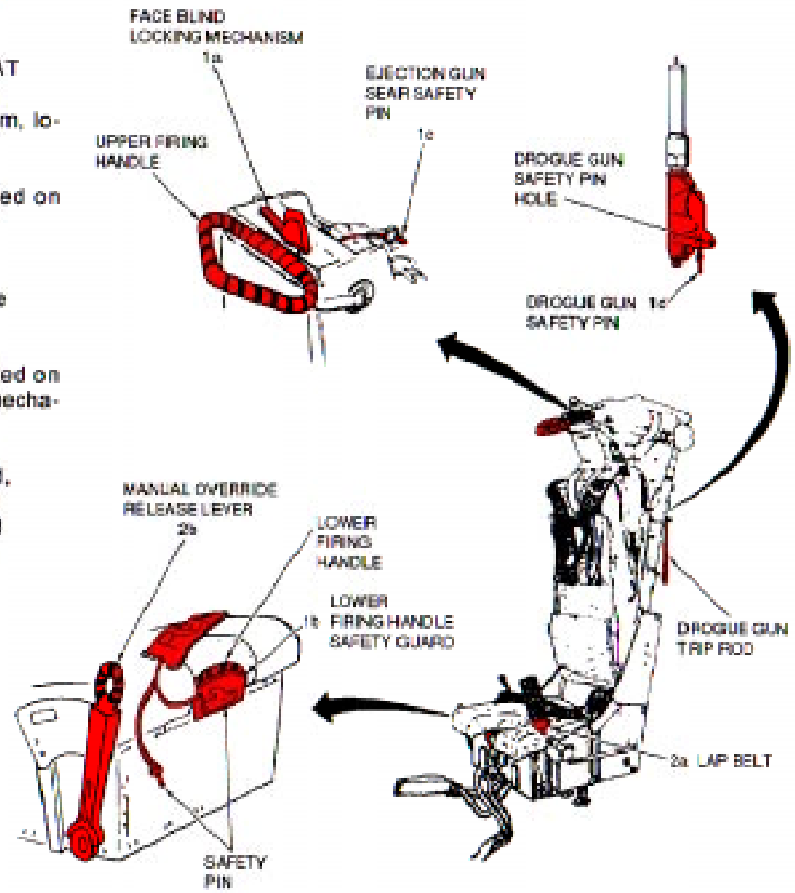
c. Insert safety pin in ejection gun sear, located on top of seat directly aft of face blind locking mechanism.

d. Remove safety pin from drogue gun trip rod, located on left rear of seat back, and insert this pin in the drogue gun container located above trip rod.

3. AIRCREW EXTRACTION

a. Unlatch lap belt and remove shoulder harness from crewmembers.

b. Move manual override release lever located right side of seat, to aft position.




OV-1

## U-21 King Air

TO 00-105E-9

**SPECIAL TOOLS/EQUIPMENT**
**Power Rescue Saw**

NOTE:
In the event main door or escape hatches are inaccessible, emergency entry may be gained by breaking through windshield.

# U-21

## AIRCRAFT ENTRY
## ALL MODELS

1. NORMAL ENTRY

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

NOTE:
The main entrance door may be internally secured in closed position with safety chain. If door will not swing down after being unlatched, cut or break chain.

2. EMERGENCY ENTRY

NOTE:
Emergency escape hatch on right side of fuselage is only accessible on U-21A, G and RU-21E.

a. Cut in or break window in escape hatch to gain access to jettison handle, located on inside aft edge of hatch.

b. Pull yellow cover, located over jettison handle, down.

c. Press release button, located directly beneath jettison handle, in.

d. Pull jettison handle up and pull hatch out.

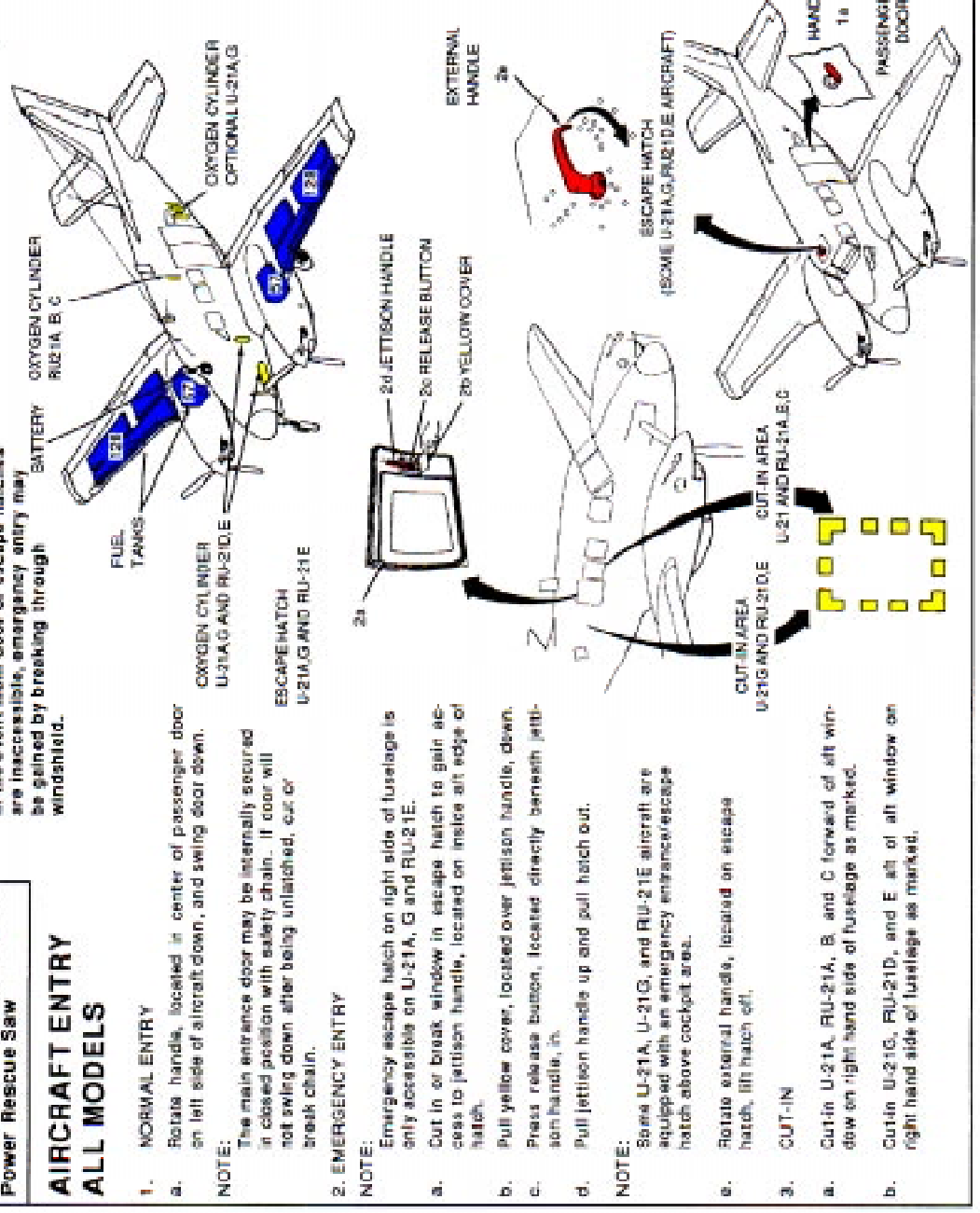
NOTE:
Some U-21A, U-21G, and RU-21E aircraft are equipped with an emergency entrance/escape hatch above cockpit area.

a. Rotate external handle, located on escape hatch, lift hatch off.

3. CUT-IN

a. Cut-in U-21A, RU-21A, B, and C forward of aft window on right hand side of fuselage as marked.

b. Cut-in U-21G, RU-21D, and E aft of aft window on right hand side of fuselage as marked.



## ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

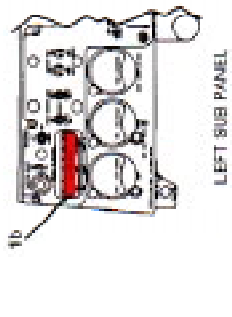
a. Position fuel firewall valve switches, located below the fuel management panel, down to OFF.

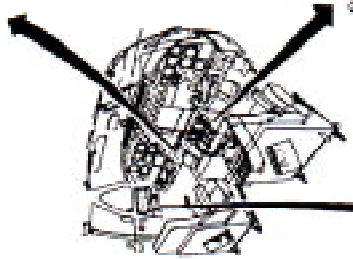
b. Push master switch gang bar, located on left subpanel, down to OFF position.

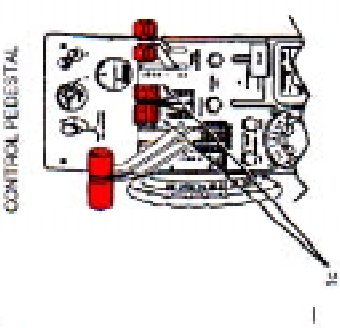
c. Pull propeller levers, located in center of control pedestal, all to FEATHER position.

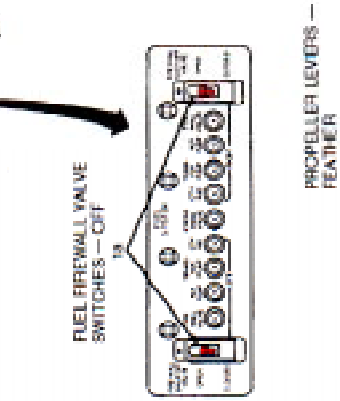
2. AIRCREW EXTRACTION

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






U-21