

Kevin Russo Airshows

The SNJ-6, 5 and 4 and AT-6 Texans carries 110 Gallons Of AVGAS in two (2) center section fuel tanks. They are filled over each wing by typical twist off vented fuel caps. In an inverted aircraft accident scenario fuel will leak out of both fuel tanks at an undetermined rate. The Texan AT-6/SNJ's have two (2) fuel drain valves used to drain fuel from the tanks. In the event of a gear up landing, these fuel drain valves will shear off, leaking fuel and possibly ignite. A typical fuel load for Texans flying in the air shows is between 40-50 gallons on takeoff and about 20-30 gallons on landings

Most airshow Texans have a smoke system which includes a smoke oil tanks containing 8-14 gallons of smoke oil. Most of the tanks are located in the rear section of the aircraft by the aft seat area. The oil when being used travels up a small line to the aircraft exhaust system using a small electrical pump. Most on-off switches are located near the throttle quadrant of the aircraft located on the left side of the cockpit when facing forward. The smoke oil is a light weight machine oil and may be flammable.

The Texan has a 1000 PSI hydraulic system with out a pressure accumulator. When the engine is not running there will be 0 pressure on the hydraulic system. When the engine is running, there is a power push handle which provides about 15-20 seconds of pressure to the landing gear system or the flap system, these are the only two systems powered by the hydraulic system. The small hydraulic tank is located on the left side looking forward of the fuselage just behind the front pilot's seat. The most common oil used is MIL 5606 Hydraulic Fluid.

Most Texans will have a Fire Extinguisher in the cockpit located either to the left or right of the pilot's seat. Some Texans may have an additional fire extinguisher located in the aft cockpit as well.

If the aircraft is inverted rescue workers can raise the tail by using a hand over hand walking forward to raise the tail and gain access to the cockpits. There is a center section Roll Bar that is attached to the Main aircraft frame structure. This ROLL BAR prevents the cockpit glass from crushing down on the pilots, up to the fuselage rails. Do not under any circumstance cut this ROLL BAR. If using straps to pull the aircraft up, make sure straps are located in close to the wing section for stability during the lift.

Emergency Extraction Information for Aircraft N



Aircraft Type: SWJ-6
Registration: N211A
Pilot Name: Kevin J. Russo
Emergency Contact Name: Jeannine Russo
Emergency Contact Number: 908-534-4784
Date: 17 April 19

Electrical/Ignition System

N



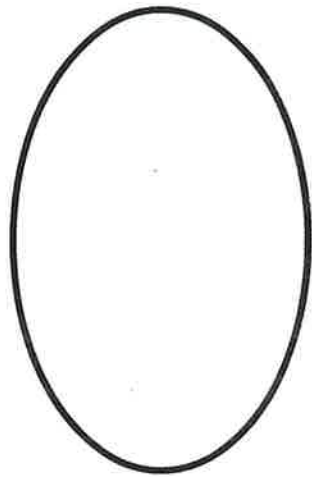
Harnesses

N

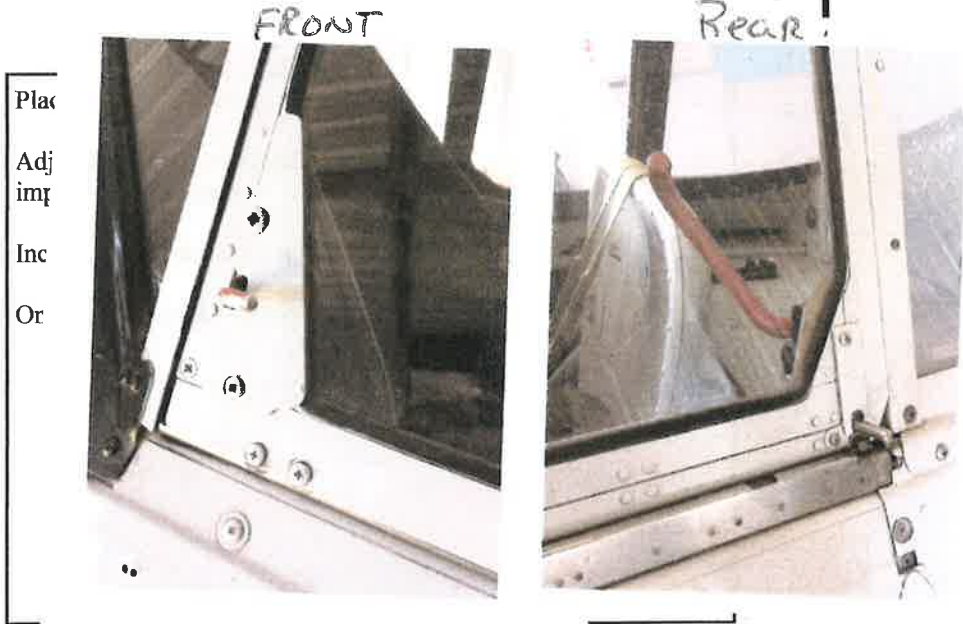


Aircraft Type: SWJ-6
Registration: N211A
Pilot Name: Kevin J. Russo
Emergency Contact Name: MRS Russo (mother)
Emergency Contact Number: 908-534-4784
Date: 17 April 19

Fuel System N



Canopy System



Aircraft Type: SNJ-6
Registration: N211A
Pilot Name: Kevin J. Russo
Emergency Contact Name: N/A
Emergency Contact Number: N/A
Date: 17 April 19

Ejection System

N

Place picture of Ejection System info here.

Adjust and use Arrows and Oval as necessary to identify important information

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N/A



Hazmat

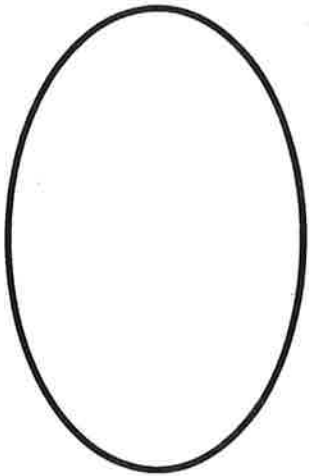
N

Place picture of any Hazmat, Oxygen, hydrazine etc info here.

Adjust and use Arrows and Oval as necessary to identify important information

Once you insert the picture, delete or cut this text box

N/A



Aircraft Type:
Registration:
Pilot Name:
Emergency Contact Name:
Emergency Contact Number:
Date: