

ENCLOSURE 2

HAWK EMERGENCY CREW RESCUE

This Appendix shows the minimum actions required to allow safe extraction of aircrew from a Hawk cockpit. Subsequent actions and further information can be obtained from Red 10 (for contact details see page 2, paragraph 2).

1. Canopy Access. The canopy can be opened normally by use of the white handle, or in exceptional circumstances by firing the canopy Miniature Detonating Chord (MDC). Firing the MDC increases significantly the risk of injury to the cockpit occupant and the firing handle operator, and should be used only as a last resort.

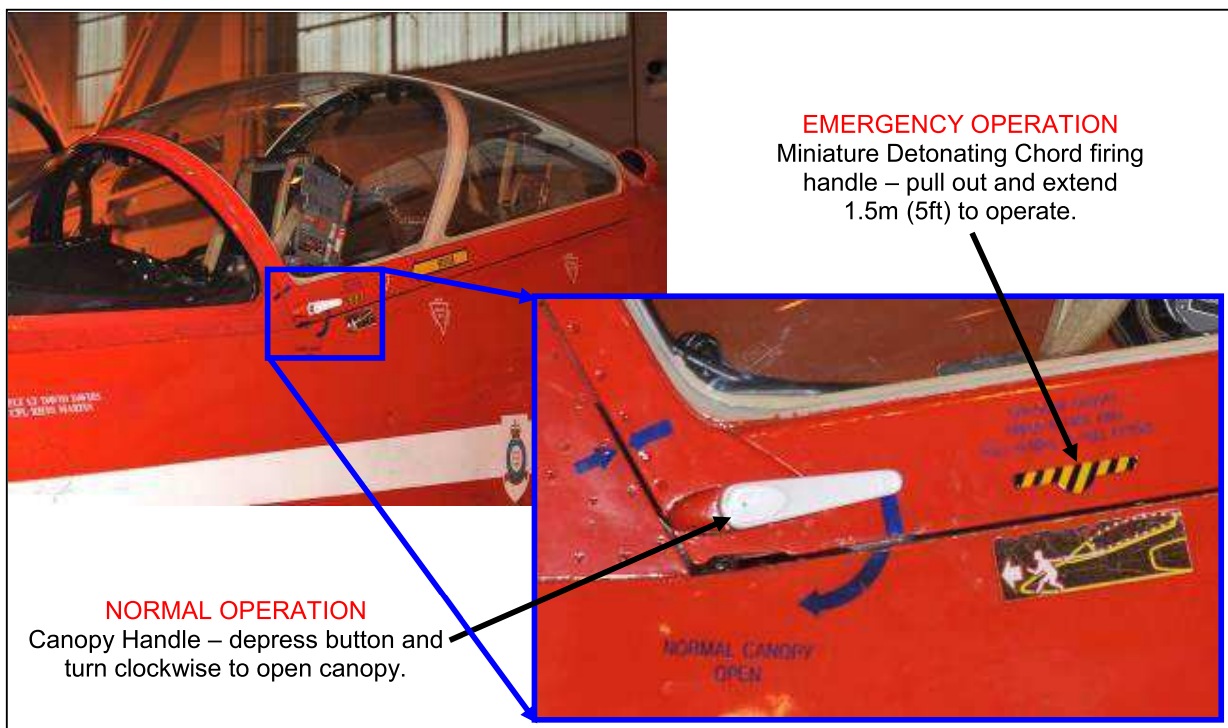


Figure 7 – Hawk Canopy Access

2. Fitting Safety Pins. For each occupied cockpit, a minimum of 2 safety pins must be fitted to render the ejection seat and canopy explosive systems safe enough to extract the occupant. Figure 8 and Figure 11 below show fitting of the Main Gun Sear and MDC Firing Unit pins respectively, which should be carried out as a minimum before attempting aircrew extraction. The Main Gun Sear prevents the ejection seat from firing even if the seat firing handle is pulled, and the MDC Firing Unit Pin prevents the canopy explosive chord from firing even if its firing handle is operated.

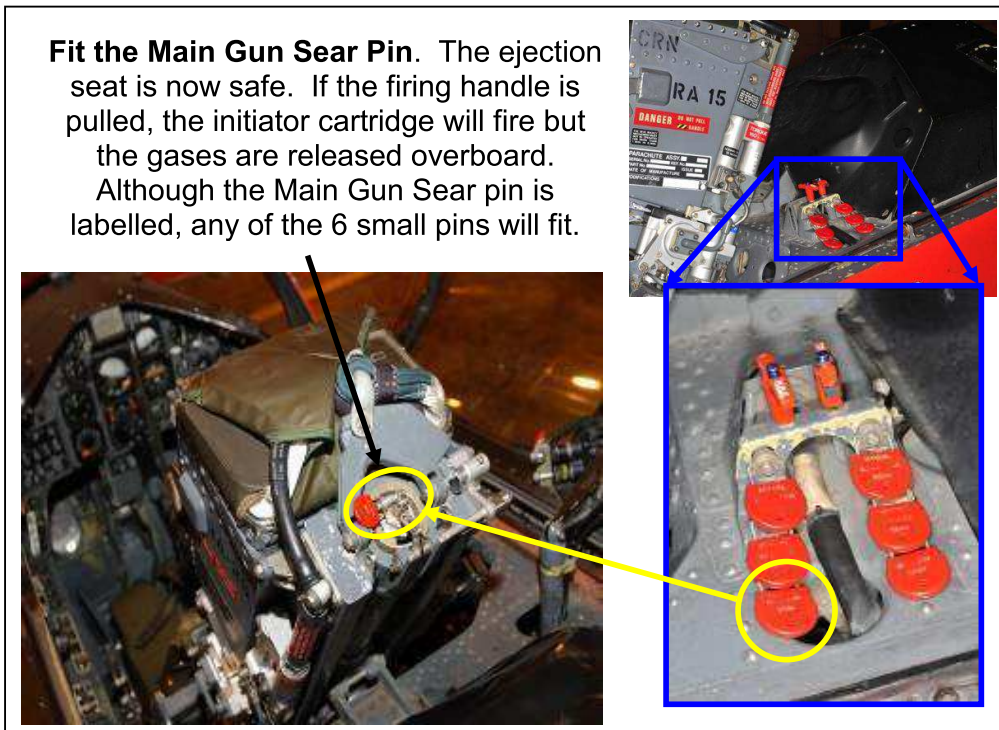


Figure 8 - Fitting the Main Gun Sear Pin (sear at top and rear of seat)

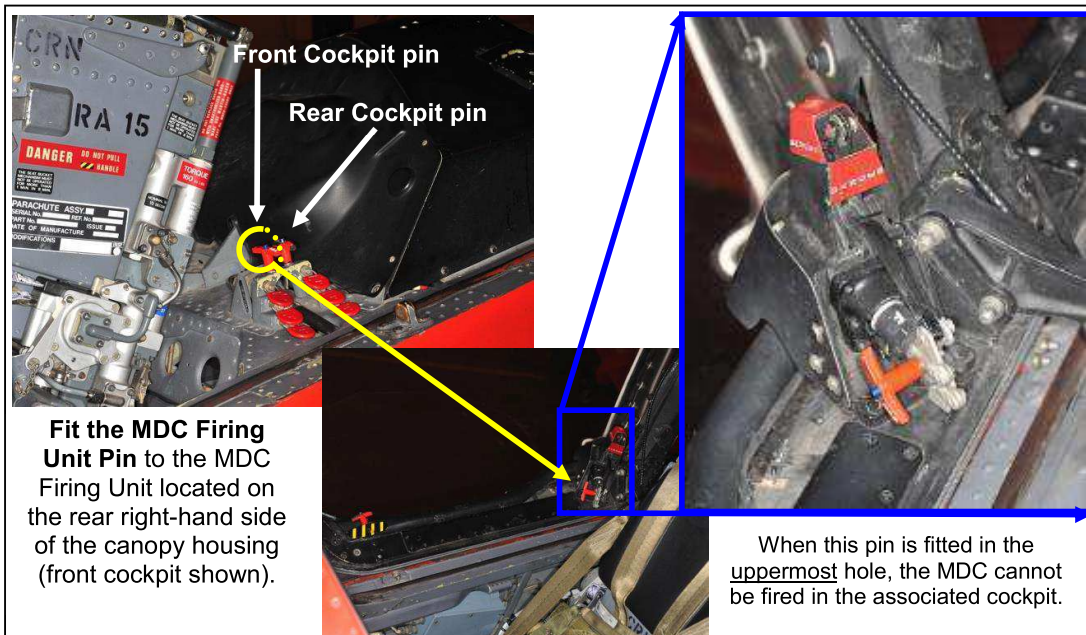


Figure 9 - Fitting the MDC Firing Unit Pin

3. **Additional Pins.** After the pins have been fitted as per paragraph 2 above, for additional safety and if time permits, the Ejection Seat and MDC Firing Handle Pins can be fitted as shown in Figure 10 and Figure 11 below.

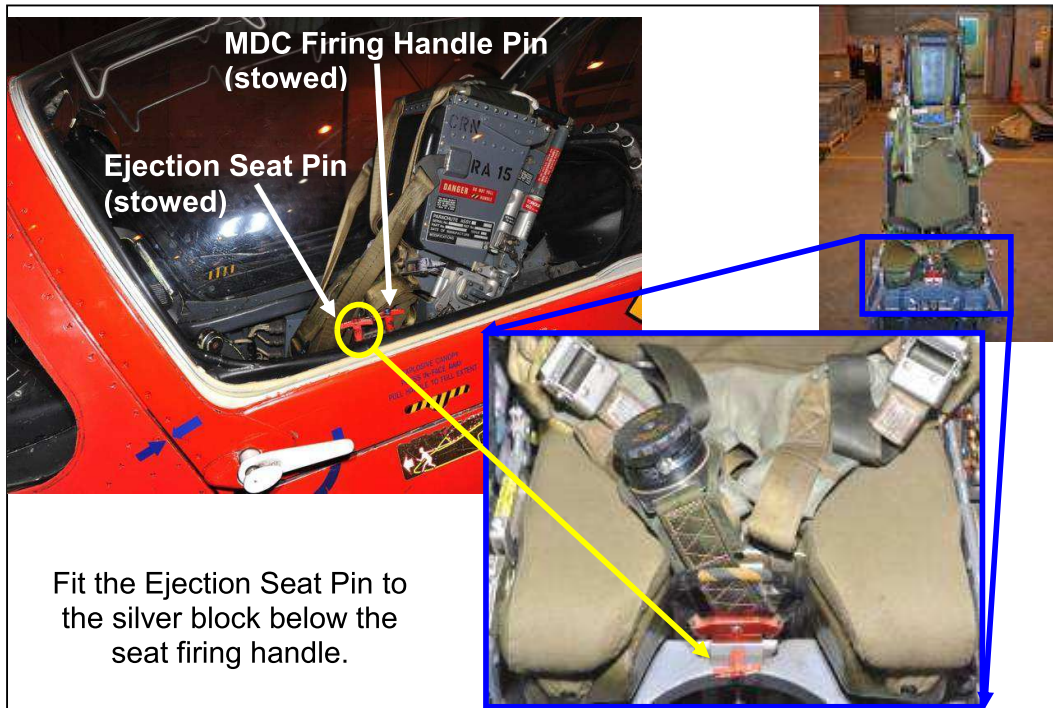


Figure 10 – Fitting the Ejection Seat Pin

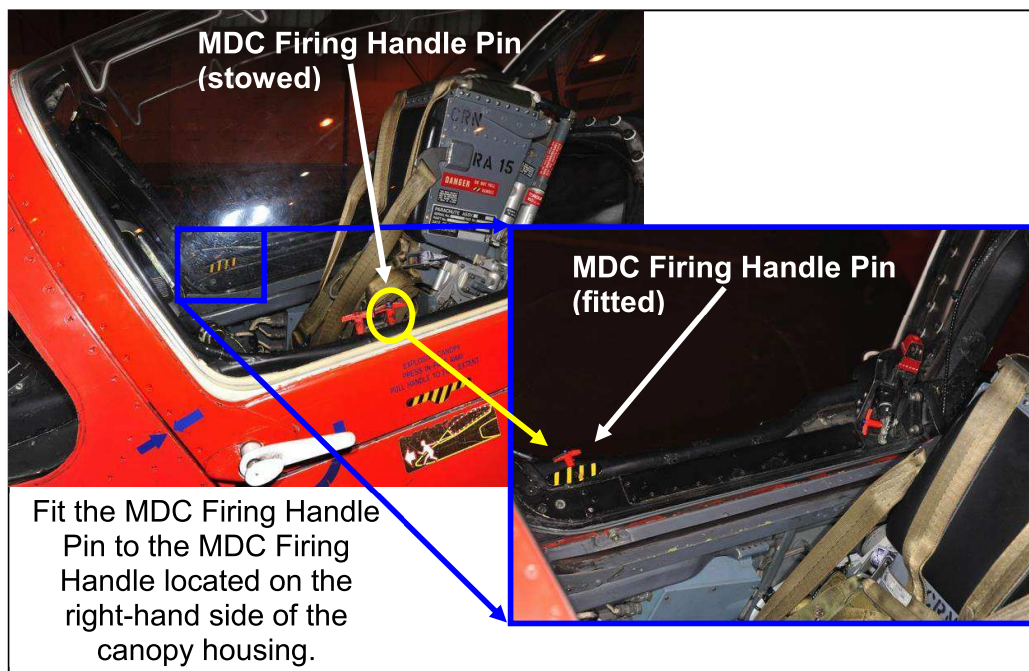


Figure 11 – Fitting the MDC Firing Handle Pin

4. **Disconnecting Aircrew Equipment Assemblies from the Aircraft.** To allow the occupant to be extracted, disconnect the seat harness Quick Release Fitting (QRF), the Personal Survival Pack (PSP) connector and the Personal Equipment Connector (PEC) as shown below. Then the leg restraint lines can be pulled clear of the occupant's leg garters.



Turn the QRF by 90° clockwise until the red-painted witness mark is showing. Then compress the QRF unit in the direction of the arrow to release the harness connectors.

Figure 12 - Releasing the QRF



To release the PSP connector, pinch the spring-loaded buttons on the 'Martin-Baker' release clip in the directions of the arrows.

Figure 13 – Disconnecting the PSP

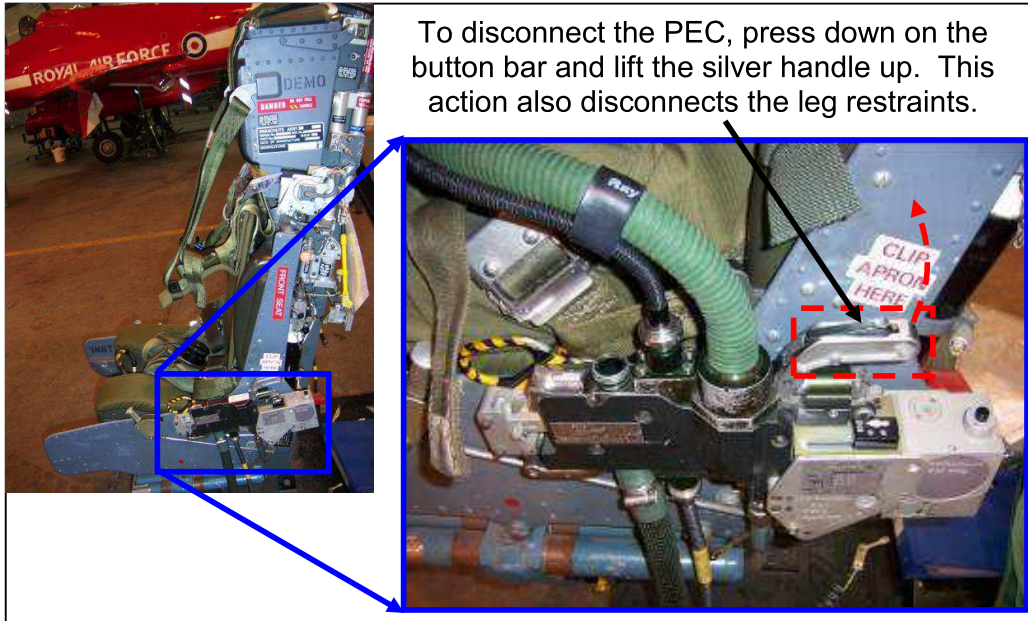


Figure 14 – Disconnecting the PEC



Figure 15 - Freeing Leg Restraint Lines

5. **Emergency Engine Shut-down.** In the event that the aircraft engine is still running when the rescue team arrives, Figure 16 shows how to shut down the engine from the front cockpit. Note that the **engine intakes are adjacent to the rear cockpit**, so extreme care must be taken when approaching the aircraft, opening the canopy and operating the engine controls inside the cockpit.

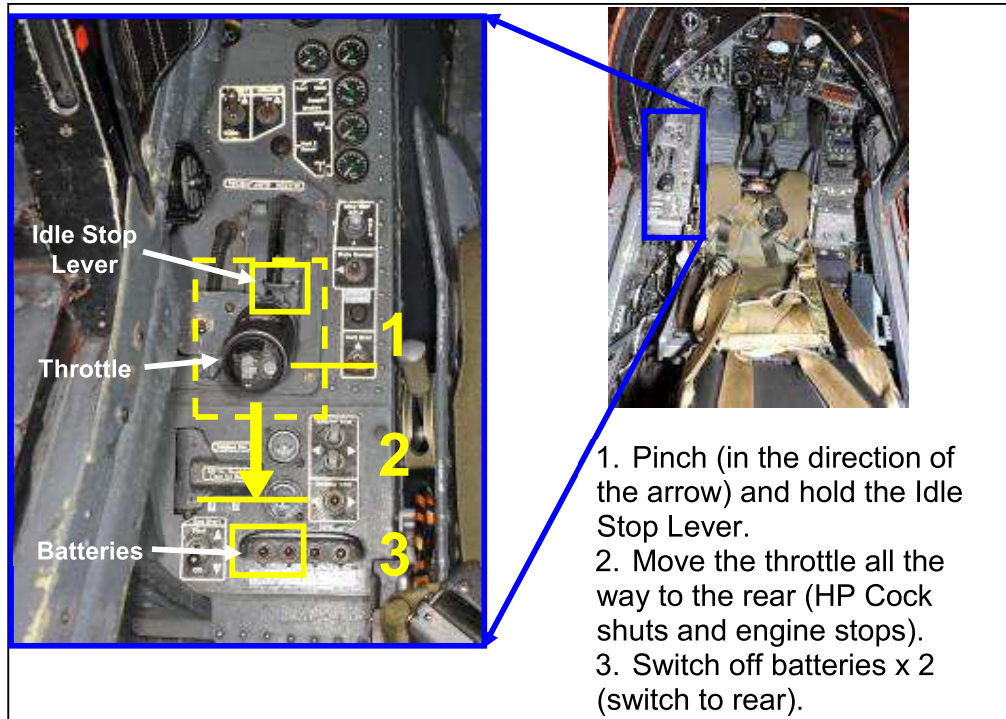


Figure 16 - Engine Shut-down (Front Cockpit)