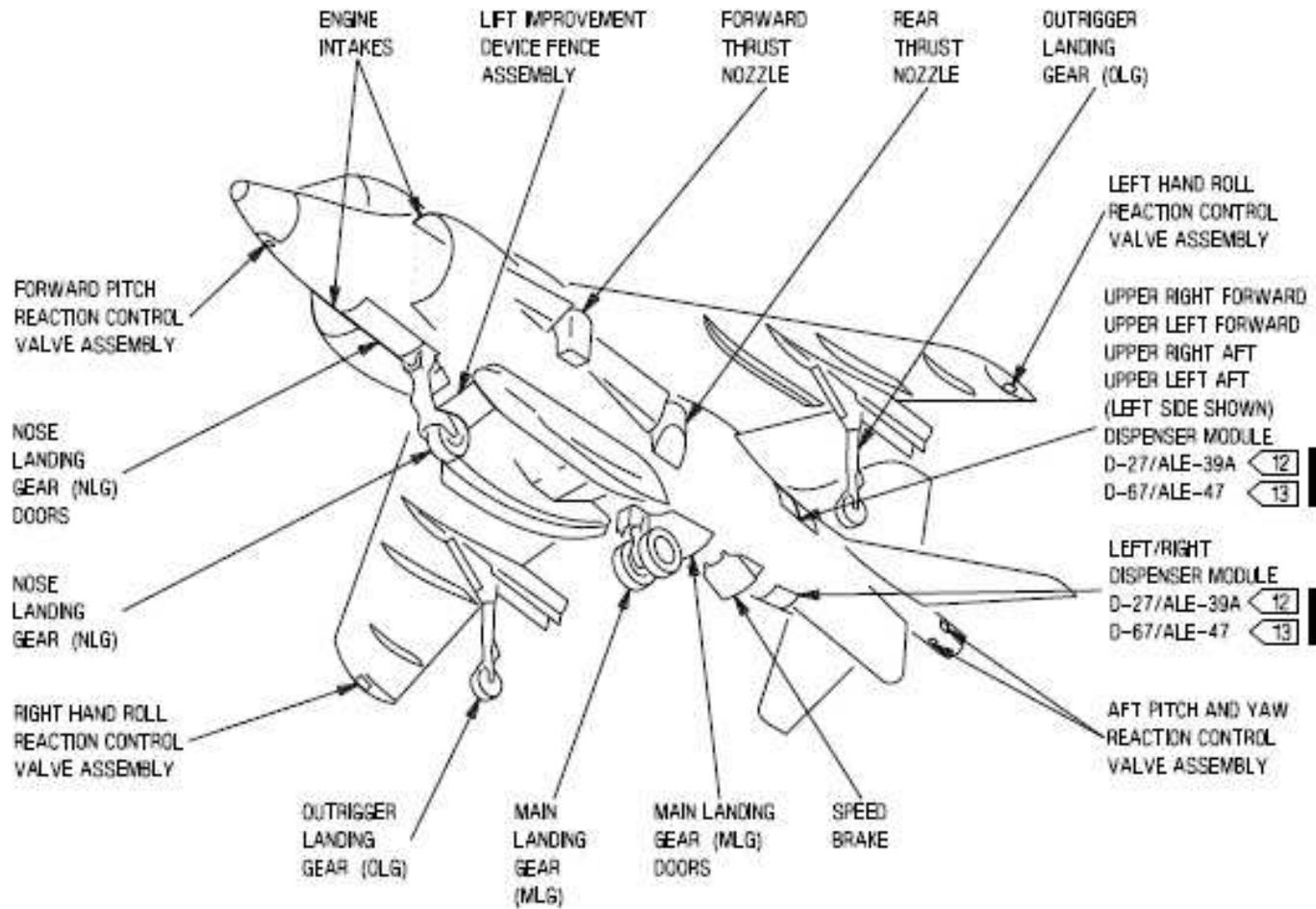




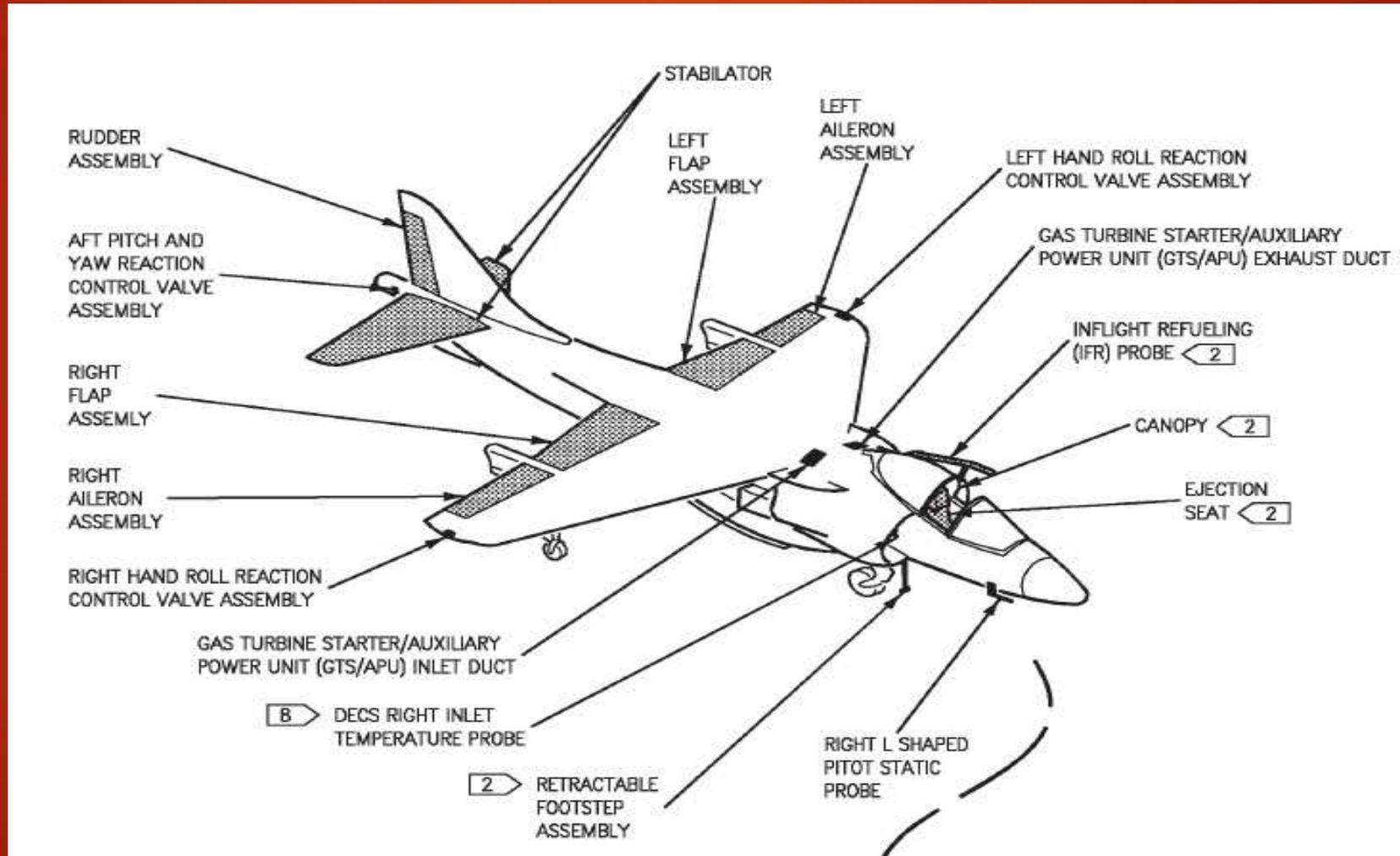
AV8B CFR SAFTY BRIEF

VMA-231

DANGER AREAS



DANGER AREAS



DANGER AREAS

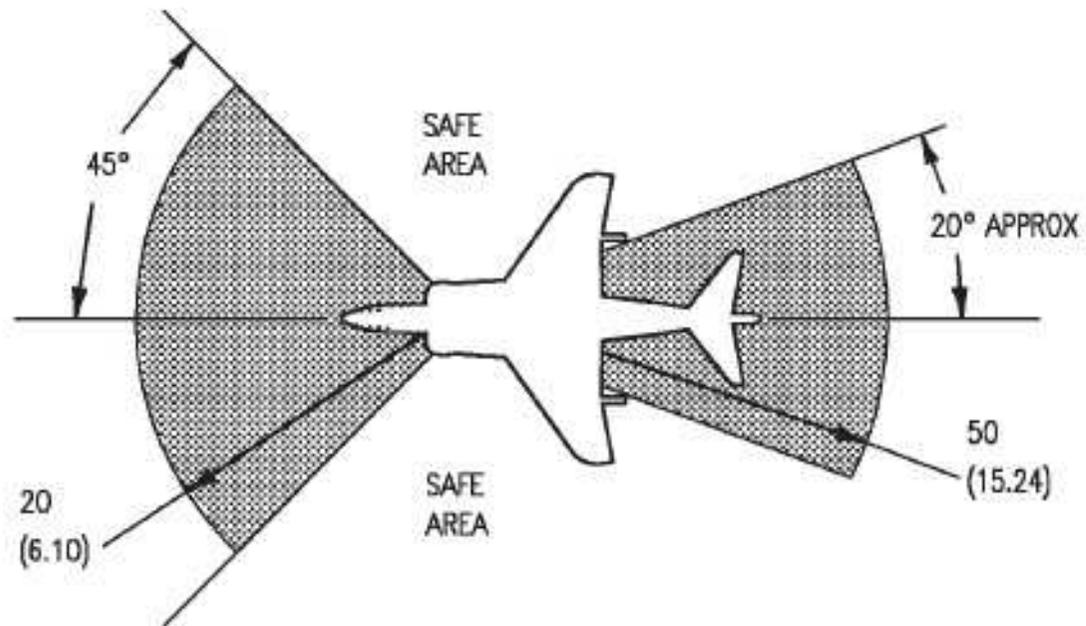
LEGEND



WARNING

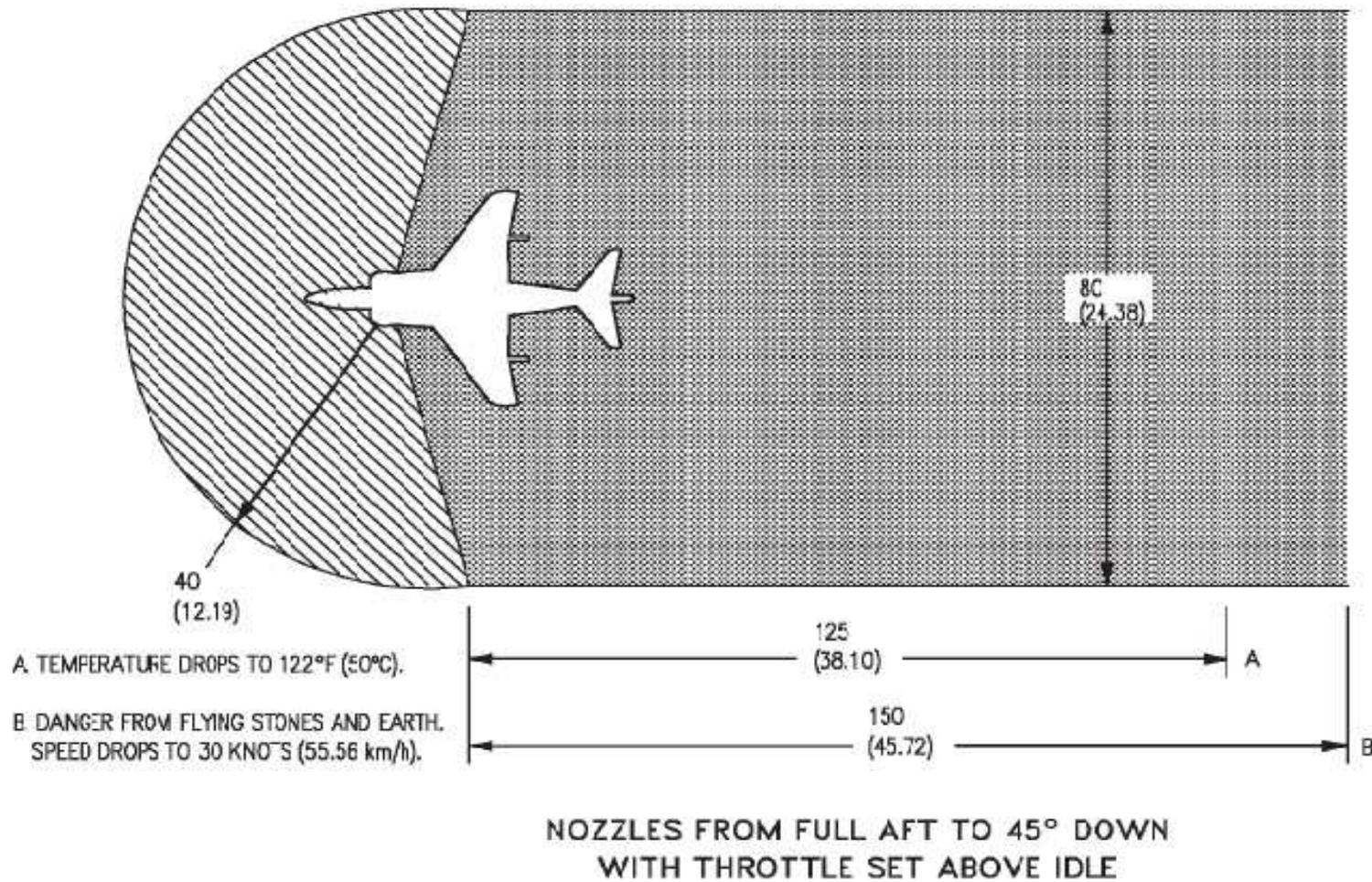
AREAS IMMEDIATELY AFT AND NEXT TO THRUST NOZZLES, FORWARD NOZZLES, AND NEXT TO ENGINE INTAKES MUST BE AVOIDED.

PERSONNEL SHOULD AVOID BEING OUT OF PILOT'S VIEW DURING VERTICAL TAKE-OFF, VERTICAL LANDING OR HOVERING UNLESS THEY ARE NEAR A FIXED OBSTRUCTION KNOWN TO THE PILOT.

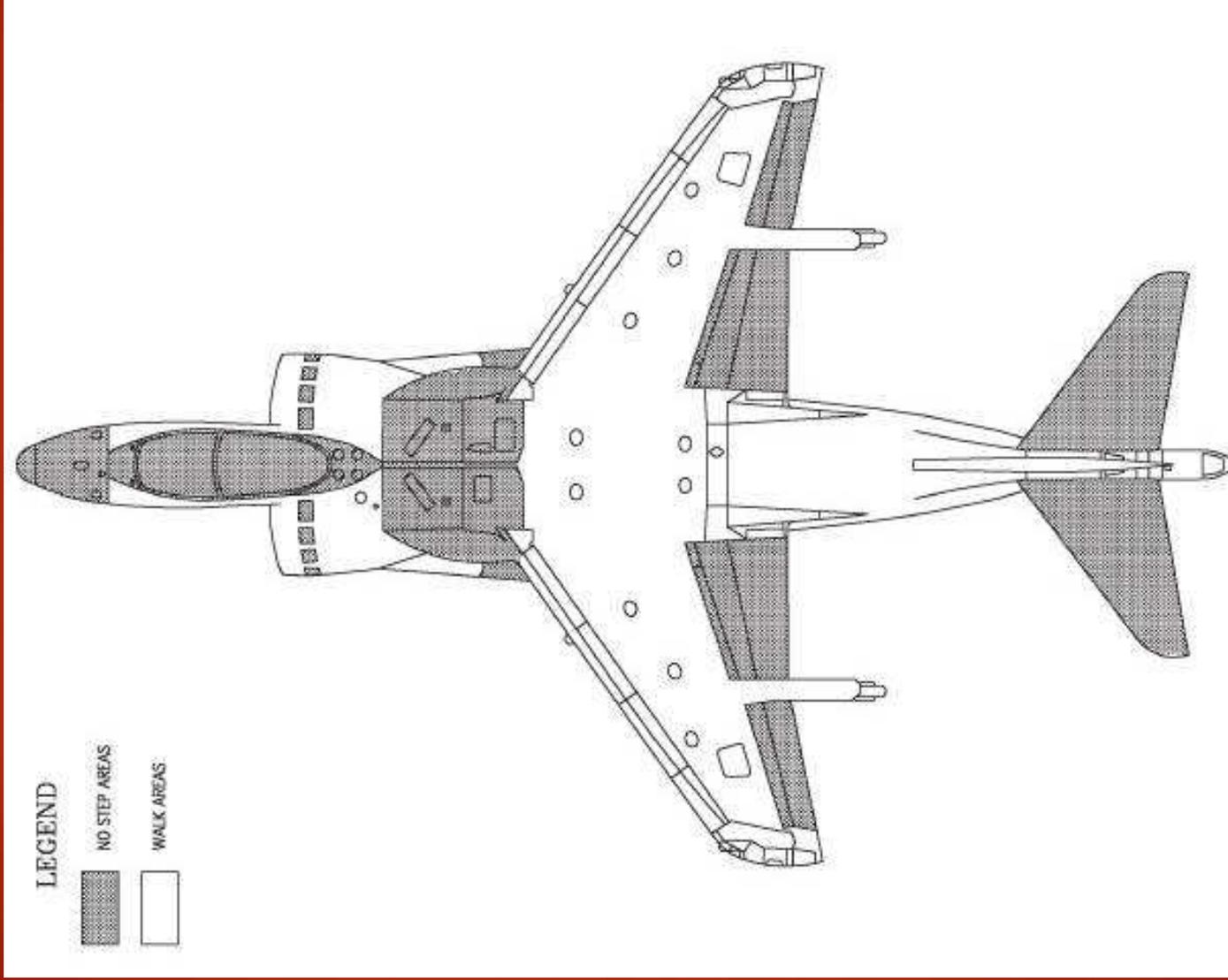


NOZZLES FULL AFT TO 10° DOWN WITH THROTTLE SET AT IDLE

DANGER AREAS



NO STEP/WALK AREAS



CANOPY OPENING (NORMAL ENTRY)

WARNING

To prevent death or injury to personnel, safety line must be attached to rescue personnel before going near intake of an operating engine.

1. If engine is operating, attach safety line to rescue personnel before going near intake.
2. On AV-8B, do substeps below:
 - a. Press latch on normal canopy release handle.
 - b. Pull normal canopy release handle outboard to unlatch canopy and retractable footstep.

NOTE

Canopy is opened by extending retractable footstep or by sliding canopy aft.

If the retractable footstep cannot be extended because of a lack of ground clearance, the canopy opens without restriction from the footstep for about 3 inches. The upper right hand canopy cable assembly can then be disengaged from the footstep at the detent assembly by a hard push on the canopy arch. With the footstep disengaged, the canopy is free to be opened.

- c. Slide canopy full open by extending retractable footstep or manually sliding canopy aft.

CANOPY OPENING (FORCIBLE ENTRY)

WARNING

To prevent death or injury to personnel, safety line must be attached to rescue personnel before going near intake of an operating engine.

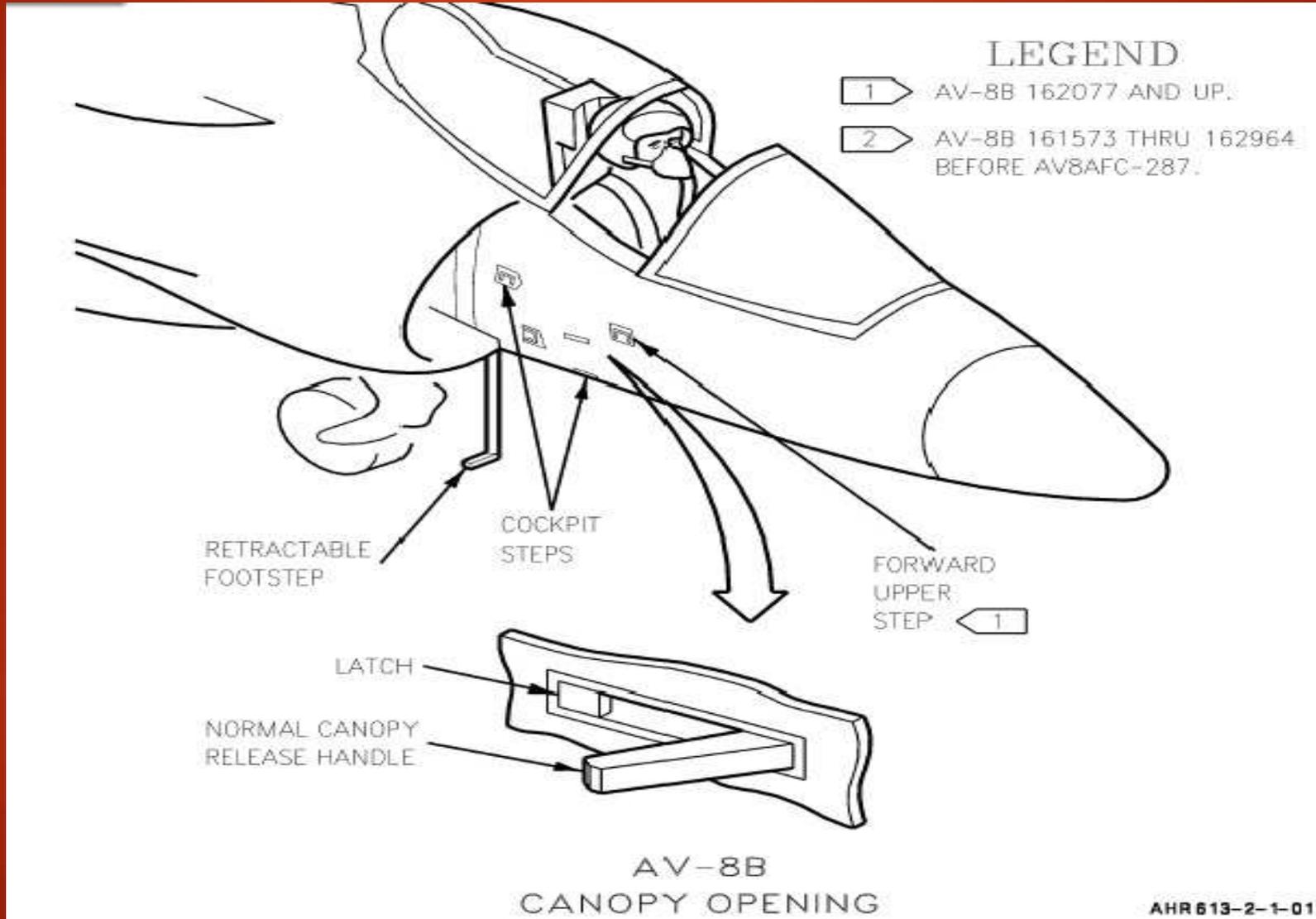
1. If engine is operating, attach safety line to rescue personnel before going near intake.

NOTE

When using fire ax, aim blow parallel to and as near as possible to canopy frame. Spraying CO₂ on canopy transparency will reduce plastic resiliency and make transparency easier to break.

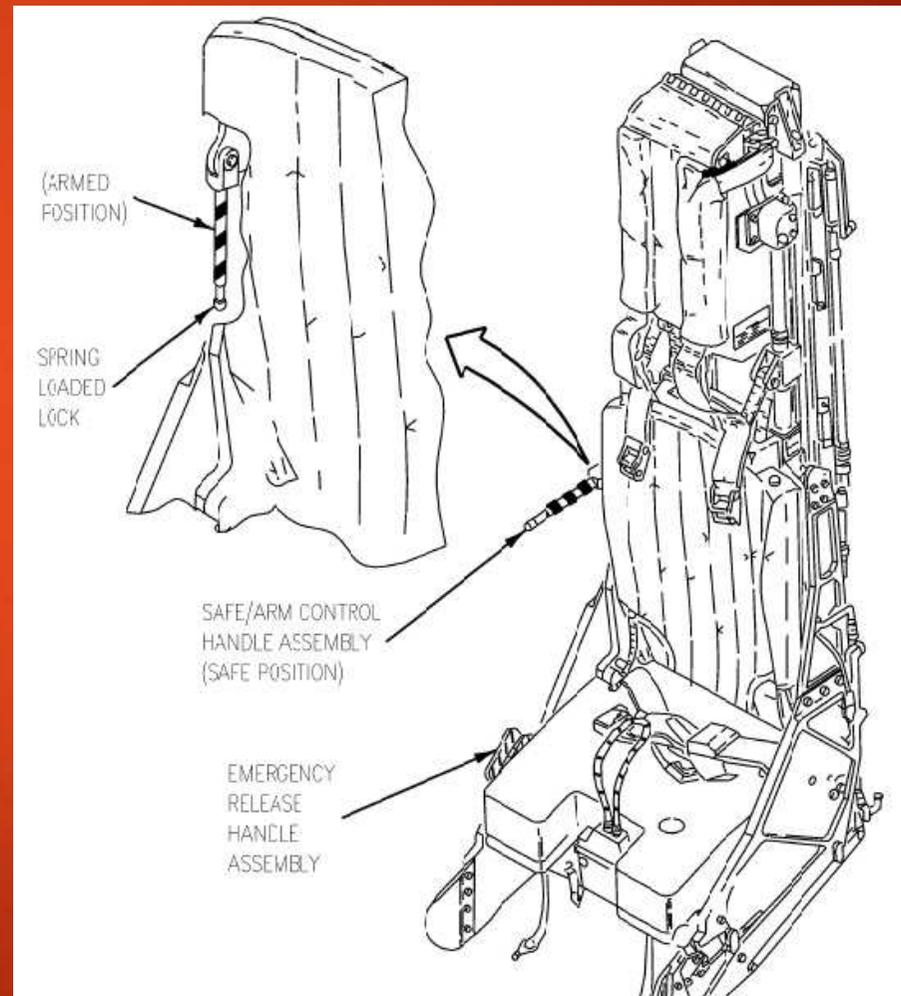
2. Using fire ax or power rescue saw, cut hole in canopy transparency large enough for removal of crewmember.

CANOPY OPENING



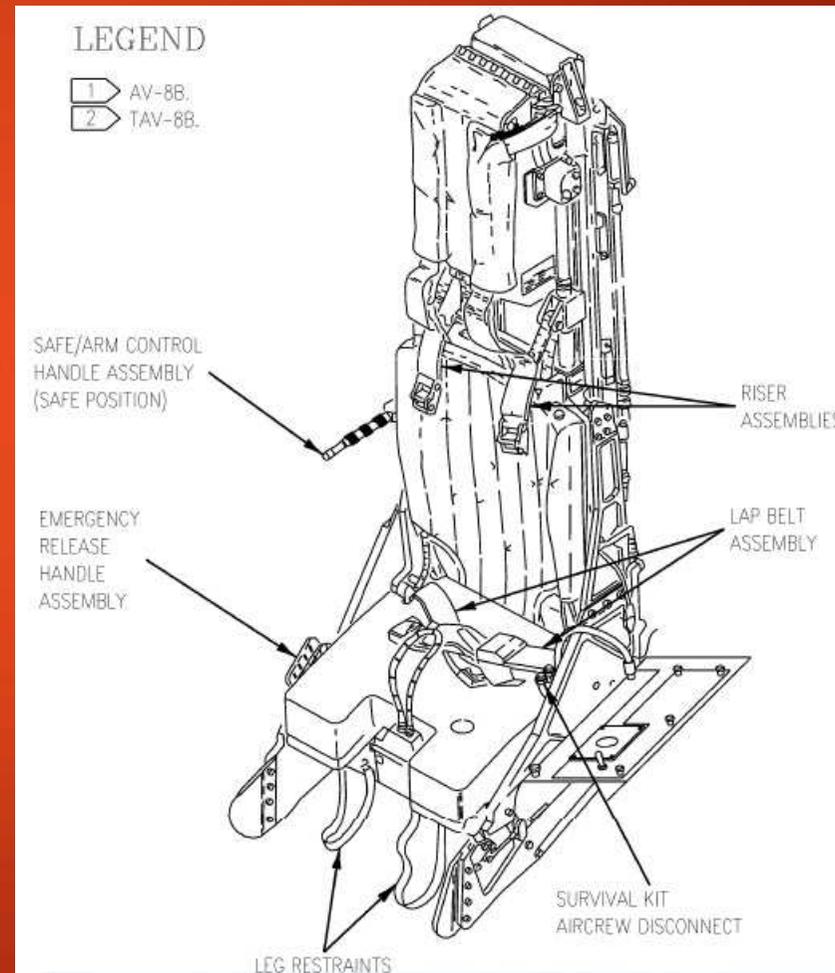
EJECTION SEAT SAFETY

- ▶ 1. Enter cockpit.
- ▶ 2. Pull down on spring loaded lock on end of safe/arm control handle assembly (figure 2). Hold lock in this position and raise handle to safe (full up) position. Release spring loaded lock.



CREW REMOVAL

- ▶ The pilot is attached to the ejection seat by:
- ▶ Lap belt assembly
- ▶ Riser assemblies
- ▶ Leg restraints
- ▶ Survival kit aircrew disconnect
- ▶ One anti-g suit hose



CREW REMOVAL PROCEDURE

1. Enter cockpit
2. Safety ejection seat
3. If applicable, remove night vision goggles. Grasp the mount with thumb and center finger. With the index finger, pull forward on the release lever, and lift night vision goggles off in a forward movement.
4. If visor is down; turn visor lock button counterclockwise and push up to raise visor.

WARNING

Aircraft is equipped with On Board Oxygen Generating System (OBOGS). Normal breathing oxygen for crewmember is available only when engine is operating. To prevent suffocation of an unconscious/disabled crewmember, disconnect oxygen mask assembly as soon as possible after entering cockpit or disconnecting survival kit aircrew disconnect.

5. Remove oxygen mask assembly from helmet by placing finger on mask assembly lever and pushing forward.

CREW REMOVAL PROCEDURE

WARNING

To prevent death or injury to personnel, when sparks or flame exist in cockpit, disconnect survival kit aircrew disconnect as soon as possible after disconnecting oxygen mask assembly from helmet. Oxygen in the presence of fire will increase the intensity of the fire.

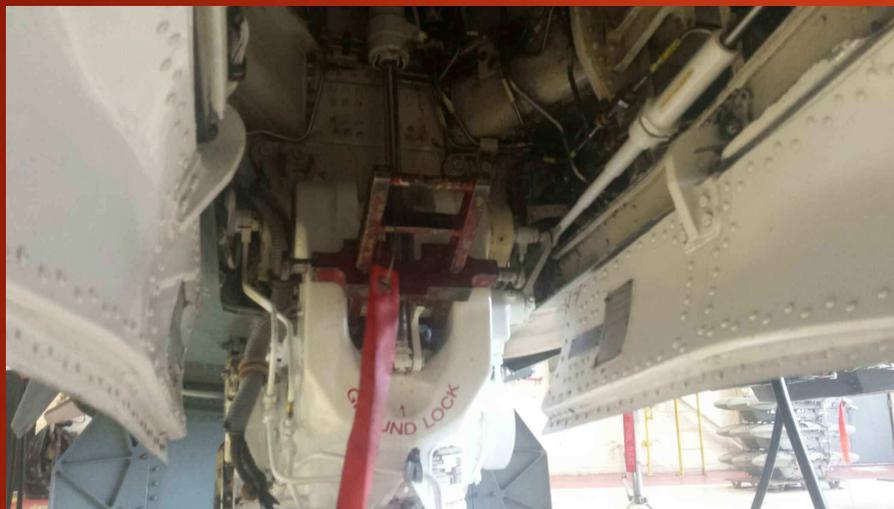
6. Disconnect survival kit aircrew disconnect by grasping connector and pulling up on knurled disconnect
7. Pull emergency release handle assembly to disconnect left and right leg restraints.
8. If installed, break downward to disconnect anti-g suit hose from anti-g disconnect on pilot services panel assembly on left console .
9. Disconnect lap belt assembly.
10. Disconnect riser assemblies.
11. Remove crewmember from cockpit.

LANDING GEAR DOWN LOCKS

- ▶ Down locks: Prevent collapse or folding of the AV8B landing gear due to unsafe gear situations or a sudden/gradual lost of hydraulic pressure.
 - ▶ Nose Landing Gear: X1
 - ▶ Depressurization Pin: X1
 - ▶ Outrigger Landing Gear: X 2
 - ▶ Main Landing Gear: X1



DOWNLOCKS - INSTALLED



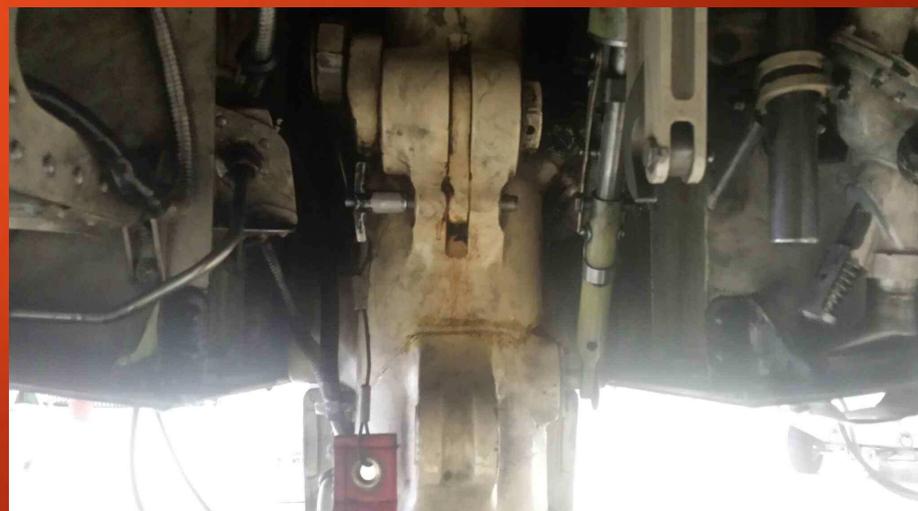
NLG



DPRESS PIN



OLG



MLG