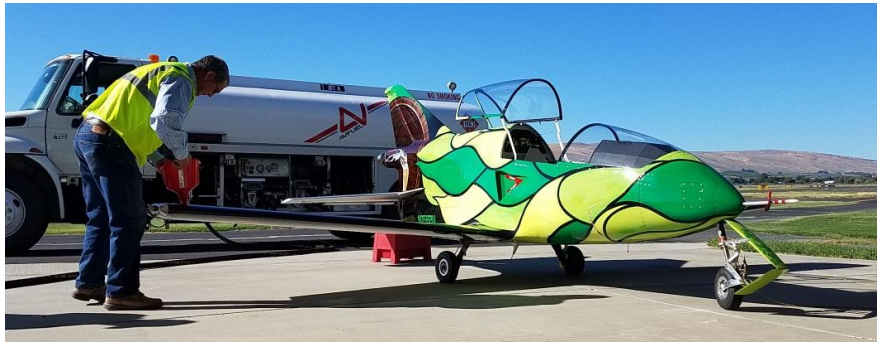
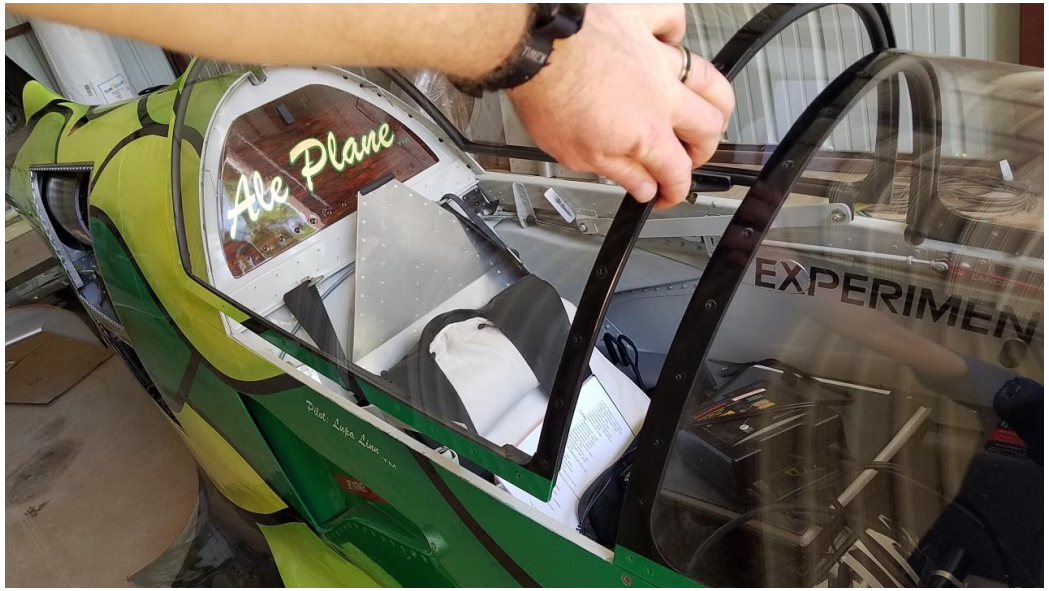
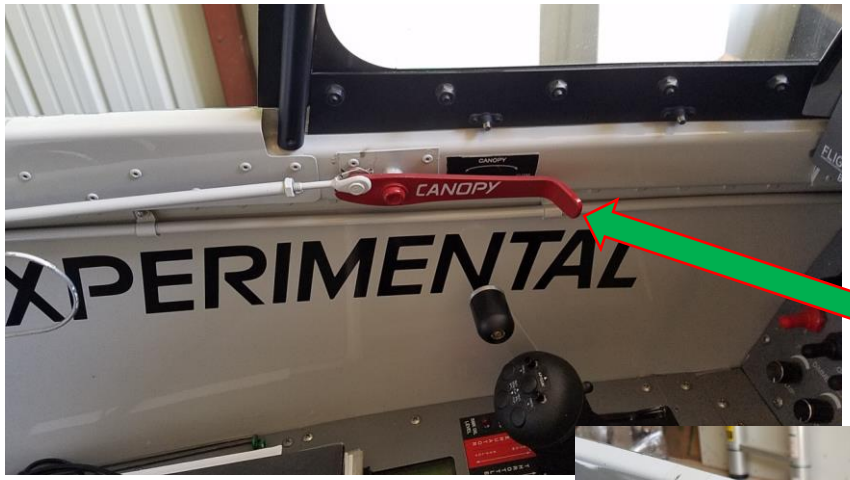
FLS Microjet Extraction Brief

- The FLS Microjet is aluminum design of mostly .032-inches which is thin enough to easily cut if necessary.
- The canopy is plexiglass and easy to fracture or bend.
- RAPID Pilot Extraction will require breaking the canopy with a sharp point or cutting/tearing into the .032-inch aluminum airframe.
- UNHURRIED Pilot Extraction will require a hex wrench to actuate the canopy lever from the exterior.
- HAZARDOUS MATERIALS
  - FUEL is JET-A and burns like an oil fire. It is primarily located in the wings but a single shutoff valve is in the engine compartment.
  - SMOKE OIL is located in the engine compartment directly behind the pilot. This is primary hazard to the pilot in case of rupture. The smoke oil pump should not work unless the engine is producing electrical power.
  - BATTERIES are in a bolted panel behind the pilot's seat. They are two 12V dry-cell batteries.



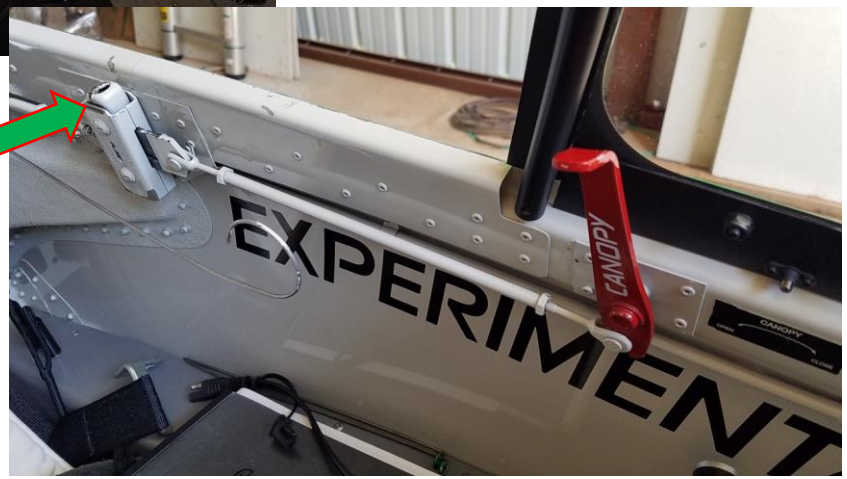
The plexiglass canopy pivots on three hinges into two locking jaws when closed. The pilot canopy lever is locked in the horizontal position. To release the jaws, the lever must be rotated and held against a spring to a beyond vertical position. A 3/16-inch hex wrench can actuate the canopy lever from the outside of the aircraft.



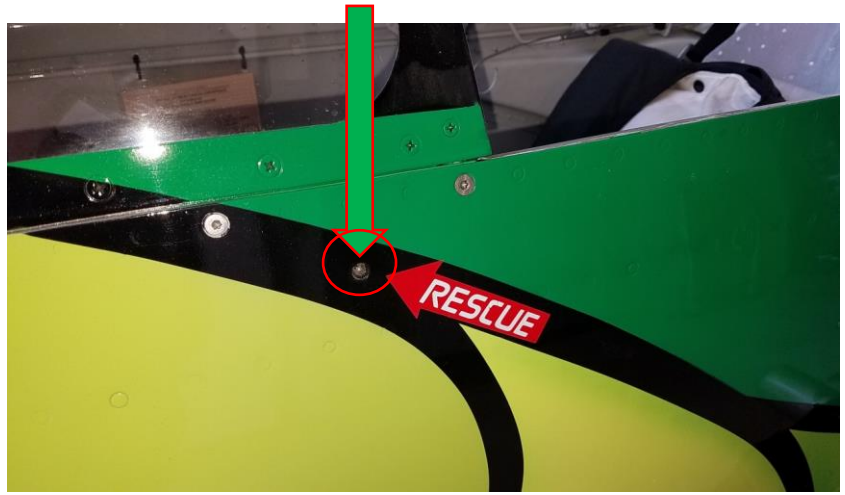


Canopy Lever

Locking Jaw



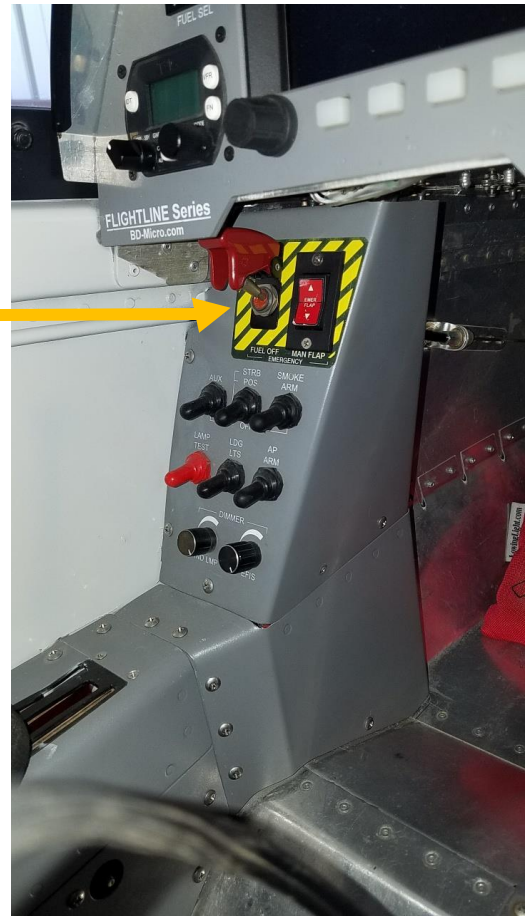
Exterior canopy lever hex wrench insert



Fuel Cutoff Valve

Actuate this guarded switch to:

1. Close the fuel valve
2. Shut off the fuel pumps
3. Shut off the smoke-oil pump



Batteries and Electrical Power

The three buttons under the right-side glare shield control electrical power to three independent systems. If they are pressed in and bright, power is ON. Ensure all three buttons are not pressed in and the lights are off.