

APPENDIX M: CRASH-RESCUE DIAGRAMS

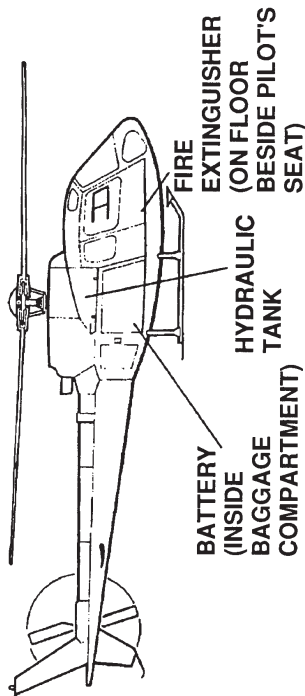
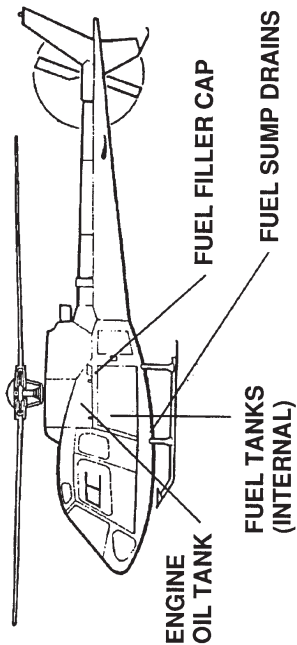
This appendix provides typical diagrams of various makes and models of helicopters. The intent is to provide crash-rescue personnel on helibases or at other locations with general information concerning aircraft layout, emergency ingress and egress, and emergency procedures for fuel and electrical power shutoff.

It is essential that helibase and other personnel with crash-rescue responsibilities, or who may be assigned such responsibilities, receive a briefing by the pilot on the specific characteristics of the helicopter with which they are working.

AEROSPATIALE

CRASH RESCUE

AS 350



LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

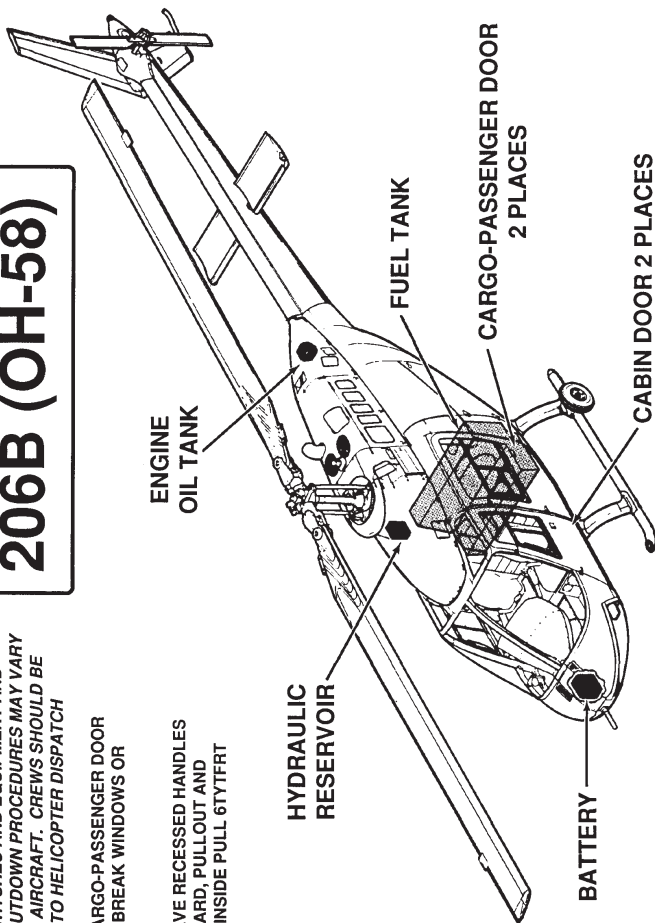
BELL CRASH RESCUE

206B (OH-58)

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

* IF CABIN OR CARGO-PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD

* ALL DOORS HAVE RECESSED HANDLES POINTING FORWARD, PULLOUT AND BACK OUTSIDE. INSIDE PULL 6TYTFRTH HANDLES UP.



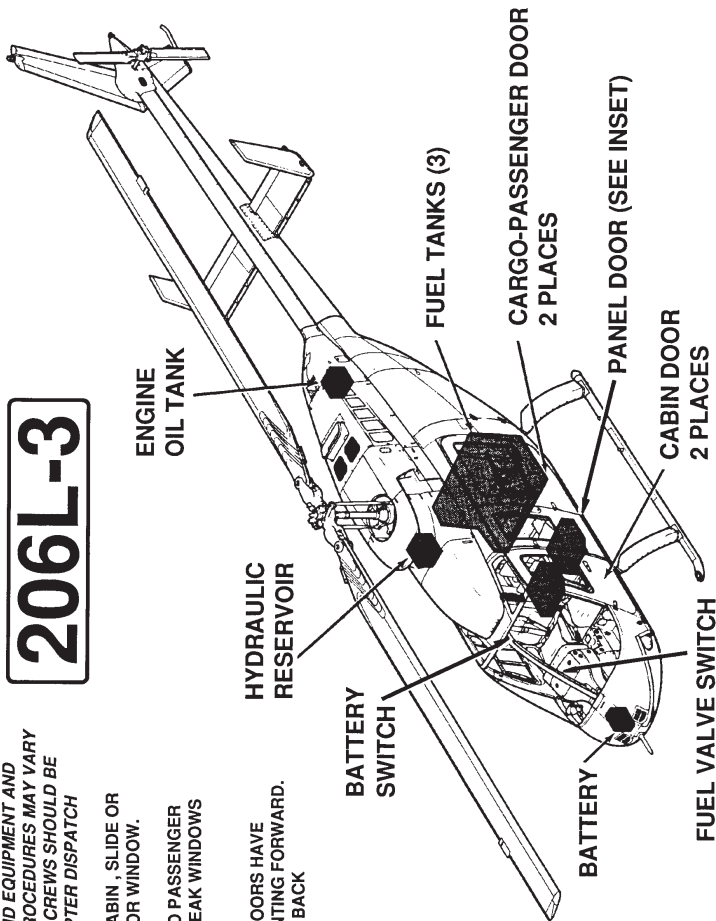
SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURE

BELL CRASH RESCUE

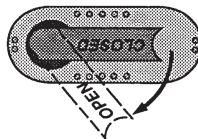
LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

206L-3

- TO GAIN ENTRANCE TO CABIN, SLIDE OR BREAK EITHER CABIN DOOR WINDOW.
- IF CABIN DOOR OR CARGO PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD
- PILOT AND PASSENGER DOORS HAVE RECESSED HANDLES POINTING FORWARD. OUTSIDE—PULL OUT AND BACK INSIDE—PULL UP



PANEL DOOR HANDLE



OPENING INSTRUCTIONS

1. Open rear door
2. Lift panel door handle
3. Rotate as shown

SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

BELL

CRASH RESCUE PROCEDURES

Emergency Procedure:

206L-3

1. *Wait until all rotors have stopped.*
2. *Shut off fuel switch located in the instrument panel. It's usually covered by a metal red cover.*
3. *Disconnect battery located on nose of helicopter. Remove front panel, and rotate knob counterclockwise, and disconnect cable from battery.*
4. *Evacuate personnel if necessary.*
5. *Make sure ELT is in the on position, and remove from helicopter. ELT is located in the chin bubble area on the pilots side.*
6. *Remove fire extinguisher. It's located between the two front seats at shoulder level.*
7. *Remove first aid kit. It's located between the two aft facing seats in the rear passenger area.*
8. *If possible, secure the area from outside interference.*

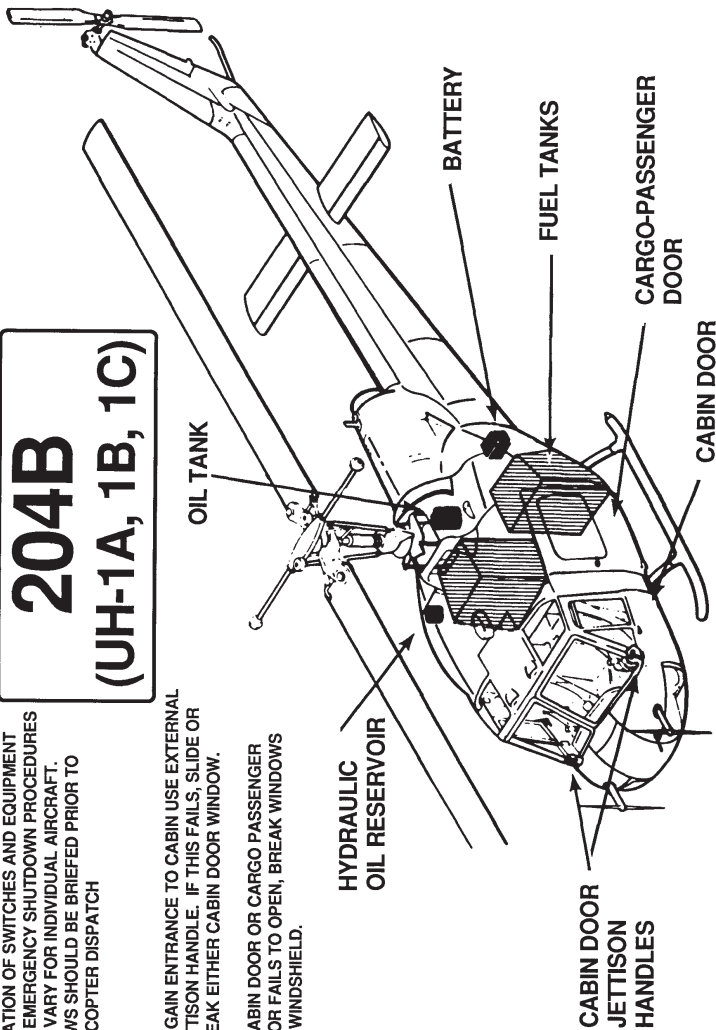
BELL CRASH RESCUE

BELL

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

204B (UH-1A, 1B, 1C)

- TO GAIN ENTRANCE TO CABIN USE EXTERNAL JETTISON HANDLE. IF THIS FAILS, SLIDE OR BREAK EITHER CABIN DOOR WINDOW.
- IF CABIN DOOR OR CARGO PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD.



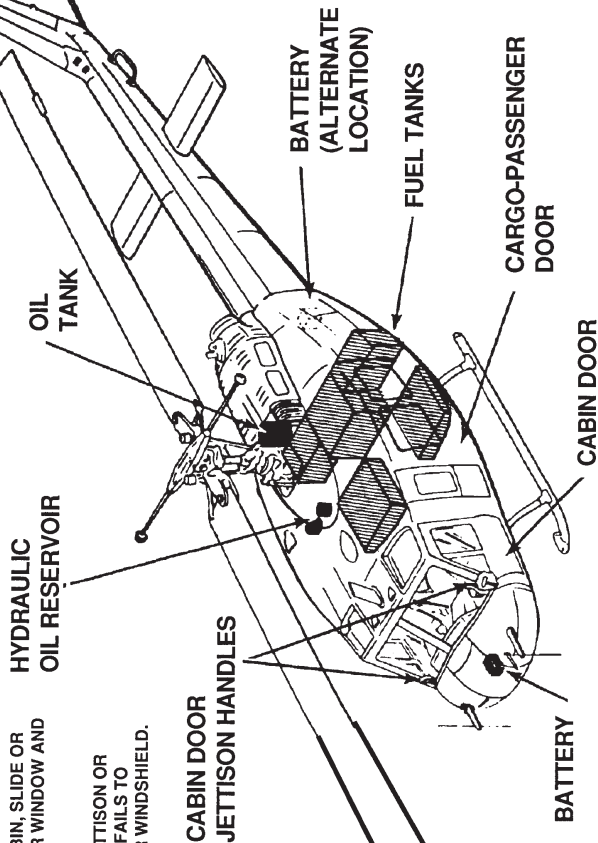
BELL

CRASH RESCUE

205 (UH-1D,-1H)

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- TO GAIN ENTRANCE TO CABIN, SLIDE OR BREAK EITHER CABIN DOOR WINDOW AND PULL JETTISON HANDLE..
- IF CABIN DOOR FAILS TO JETTISON OR CARGO-PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD.

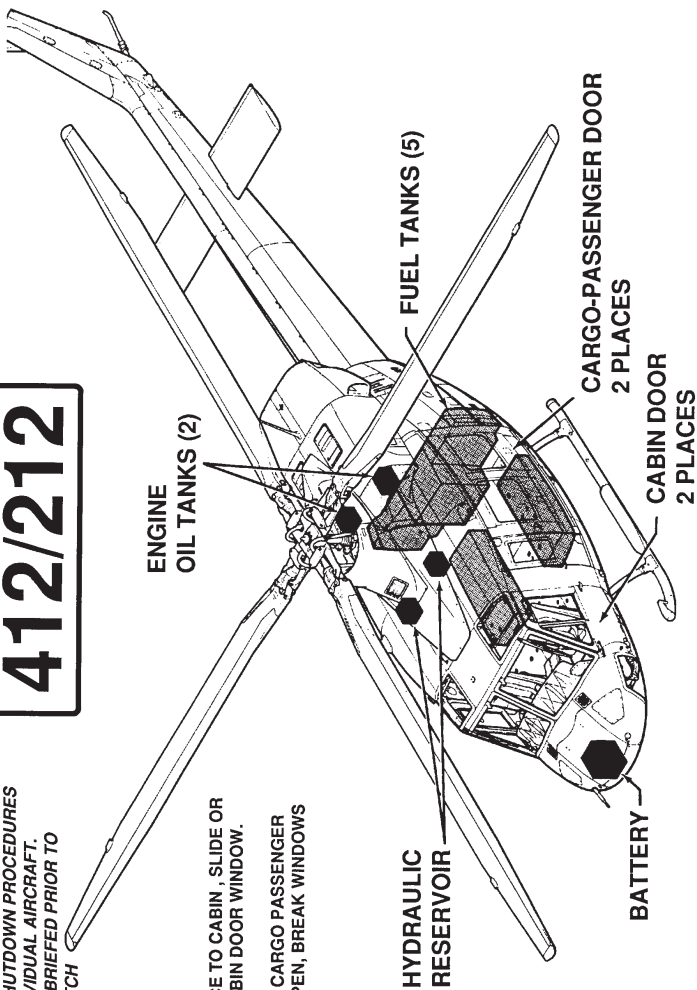


BELL CRASH RESCUE

412/212

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- TO GAIN ENTRANCE TO CABIN, SLIDE OR BREAK EITHER CABIN DOOR WINDOW.
- IF CABIN DOOR OR CARGO PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD..



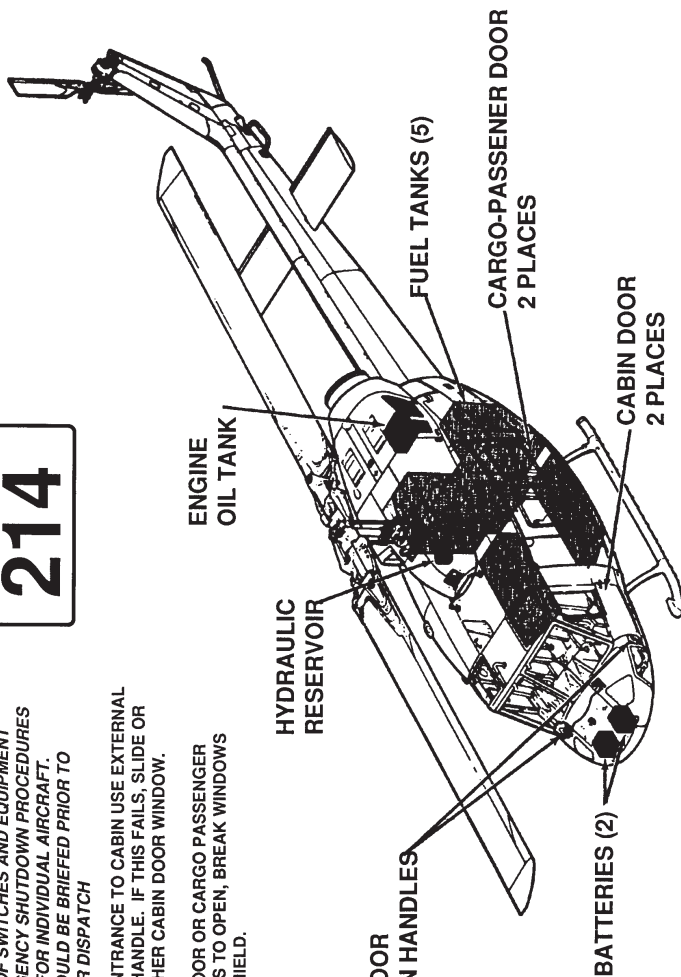
BELL CRASH RESCUE

BELL

214

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- TO GAIN ENTRANCE TO CABIN USE EXTERNAL JETTISON HANDLE. IF THIS FAILS, SLIDE OR BREAK EITHER CABIN DOOR WINDOW.
- IF CABIN DOOR OR CARGO PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD.

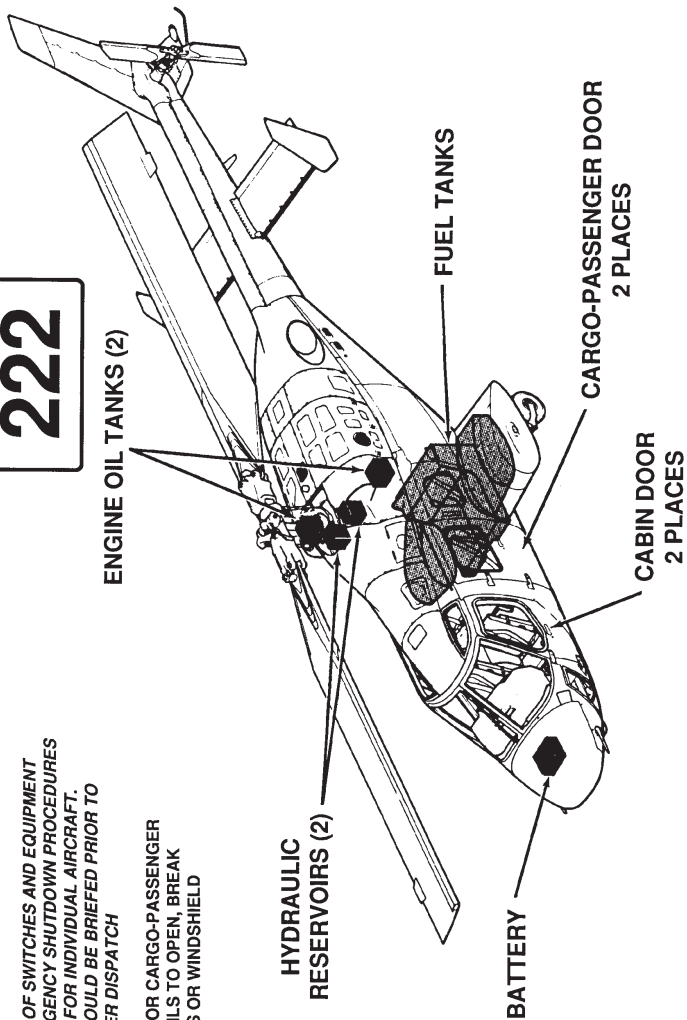


BELL CRASH RESCUE

222

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- IF CABIN OR CARGO-PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD



**BOEING
VERTOL**

CRASH RESCUE

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- EMERGENCY ENTRANCE TO COCKPIT IS GAINED THROUGH JETTISON DOORS BY ACTUATING HANDLE LABELED **DOOR JETTISON PUSH TRIGGER**, TURN HANDLE. IF DOOR DOES NOT FALL AWAY, PULL AWAY.
- EMERGENCY ENTRANCE TO CARGO COMPARTMENT IS GAINED THROUGH CABIN DOOR OR UPPER DOOR ESCAPE HATCH, CABIN ESCAPE HATCH, RAMP ESCAPE HATCH, AND CUTOFF PANELS. ALL ESCAPE HATCHES CAN BE OPENED BY PULLING THE YELLOW TAB OUT AND PUSHING THE PANEL IN.
- AN ACCESS DOOR TO THE CARGO RAMP CONTROL LEVER IS LOCATED ON RIGHT SIDE OF AIRCRAFT BELOW THE RIGHT ENGINE. RAMP MAY BE LOWERED, PROVIDING EMERGENCY ENTRANCE, BY PLACING THE CONTROL LEVER IN THE DOWN POSITION.
- A RESCUE HATCH LOCATED IN FLOOR OF CARGO COMPARTMENT MAY BE USED FOR EMERGENCY EXIT IF LOWER RESCUE DOOR HAS BEEN PREVIOUSLY OPENED.

**TYPE: TWIN-TURBINE ENGINE TANDEM ROTOR
CREW: NORMAL CONDITIONS 2-4
PASSENGERS: 35 FULLY EQUIPPED GROUND TROOP
LITTERS: 24 W/5 MEDICAL ATTENDANT'S SEATS**

CH-47

**FIRST AID KIT
(SEVEN ARE PROVIDED, ONE IS LOCATED IN PASSAGEWAY BETWEEN COCKPIT AND CARGO COMPARTMENT, SIX ARE LOCATED IN CARGO COMPARTMENT, THREE ON EACH SIDE)**

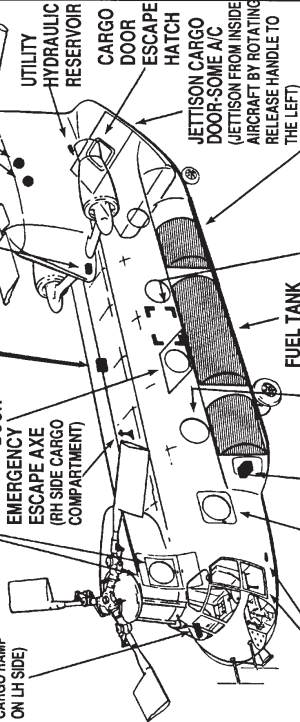
**HAND FIRE EXTINGUISHER
(THREE ARE PROVIDED, ONE IS LOCATED IN COCKPIT ON FLOOR TO RIGHT OF PILOT'S SEAT, ANOTHER IS LOCATED ON FORWARD BULKHEAD IN CARGO COMPARTMENT, ONE IS LOCATED JUST FORWARD OF CARGO RAMP ON LH SIDE)**

CABIN DOOR AND UPPER CABIN DOOR ESCAPE HATCH

**RAMP CONTROL LEVER
(ACCESS DOOR LOCATED BELOW RIGHT ENGINE)**

FLIGHT CONTROL HYDRAULIC RESERVOIRS

**RESCUE HATCH DOOR ESCAPE AXE
(RH SIDE CARGO COMPARTMENT)**



**COCKPIT JETTISONABLE DOOR AND HANDLE
(EITHER SIDE)**

CABIN ESCAPE HATCH

**FUEL TANK
(EITHER SIDE)**

BATTERY

PORTS CAN BE KNOCKED OUT/IN FOR EMERGENCY EXIT OR ENTRY

**AUXILIARY FUEL TANK-SOME A/C
(2 ON EACH SIDE)**

**CUT HERE FOR EMERGENCY RESCUE
(1 ON EACH SIDE)**

**JETTISON CARGO DOOR-SOME A/C
(JETTISON FROM INSIDE AIRCRAFT BY ROTATING RELEASE HANDLE TO THE LEFT)**

SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

**BOEING
VERTOL**

ENGINE SHUTDOWN & AIRCREW EXTRACTION

CH-47

1. NORMAL SHUTDOWN

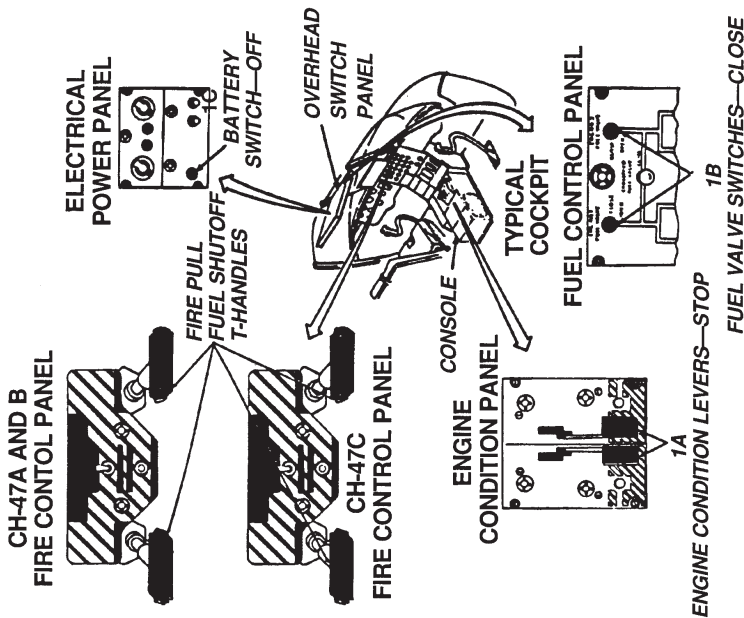
- A. POSITION ENGINE CONDITION LEVERS, LOCATED ON CONTROL PEDESTAL, TO STOP.
- B. POSITION FUEL VALVE SWITCHES, LOCATED ON OVERHEAD FUEL CONTROL PANEL, TO CLOSE.
- C. POSITION BATTERY SWITCH, LOCATED ON OVERHEAD ELECTRICAL CONTROL PANEL, TO OFF.

NOTE:

IF ENGINES FAIL TO SHUTDOWN, PULL FUEL SHUTOFF T-HANDLE, LOCATED AT TOP OF INSTRUMENT PANEL, OUT.

2. AIRCREW EXTRACTION

- A. UNLATCH SEAT BELTS AND REMOVE SHOULDER HARNESS FROM CREWMEMBER(S).

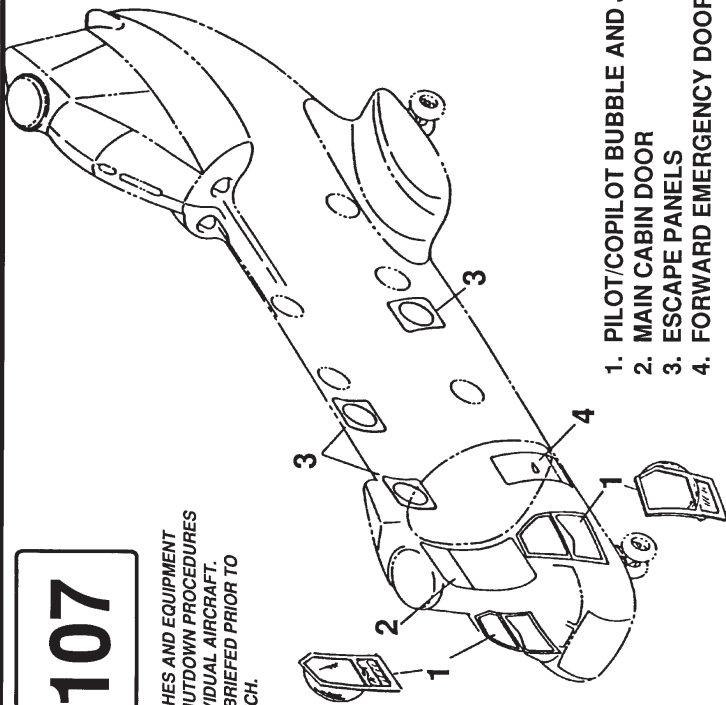


**BOEING
VERTOL**

CRASH RESCUE

BV-107

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH.



1. PILOT/COPILOT BUBBLE AND JETTISON WINDOWS
2. MAIN CABIN DOOR
3. ESCAPE PANELS
4. FORWARD EMERGENCY DOOR

SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

**BOEING
VERTOL**

EMERGENCY SHUTDOWN PROCEDURE

BV-107

THE FOLLOWING PROCEDURES WILL BE FOLLOWED IN THE EVENT OF FIRE OR OTHER EMERGENCY DURING HOT REFUELING:

- 1. FUEL VALVES —CLOSED**
- 2. BOOST PUMPS — OFF**
- 3. ENGINE CONDITION LEVERS (ECLs) — STOP**
- 4. PILOT & COPILOT EMERGENCY DOORS/BUBBLES — JETTISON**

(CONSIDER LOCATION OF FIRE DUE TO LOCATION OF REFUELING POINT BEFORE JETTISONING COCKPIT DOORS.)

- 5. AIRCRAFT — EVACUATE**
- 6. FIRE EXTINGUISHER — DIRECT ON FIRE**

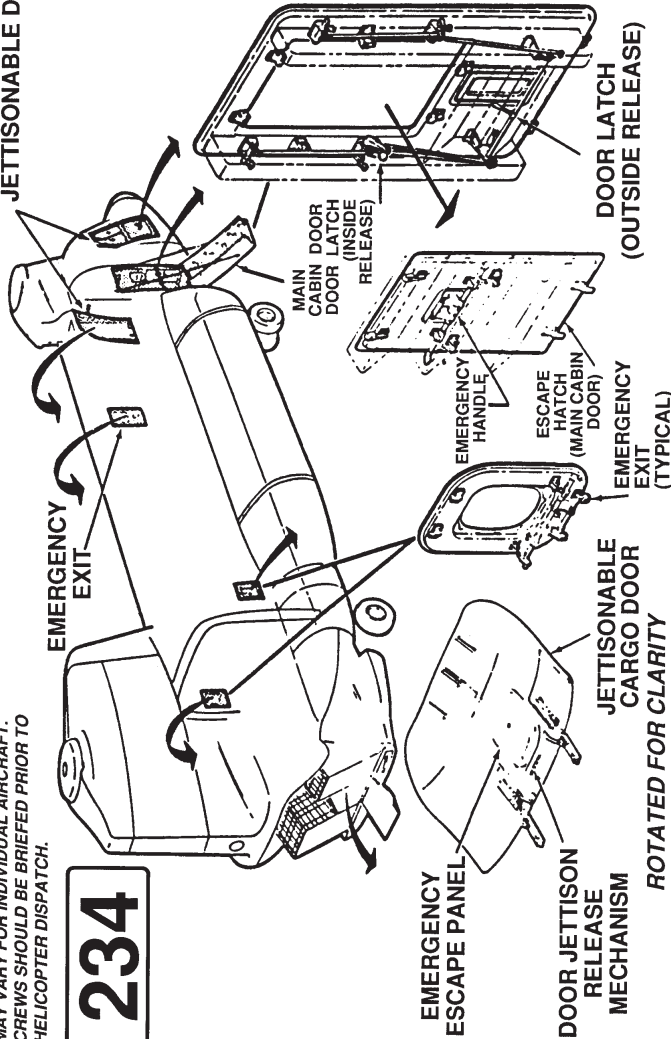
BOEING VERTOL

CRASH RESCUE

LOCATION OF SWITCHES AND EQUIPMENT
AND EMERGENCY SHUTDOWN PROCEDURES
MAY VARY FOR INDIVIDUAL AIRCRAFT.
CREWS SHOULD BE BRIEFED PRIOR TO
HELICOPTER DISPATCH.

234

PILOT AND COPILOTS
JETTISONABLE DOORS



SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

**BOEING
VERTOL**

**EMERGENCY SHUTDOWN
PROCEDURE**

234

THE FOLLOWING PROCEDURES WILL BE FOLLOWED IN THE EVENT OF FIRE OR OTHER EMERGENCY DURING HOT REFUELING:

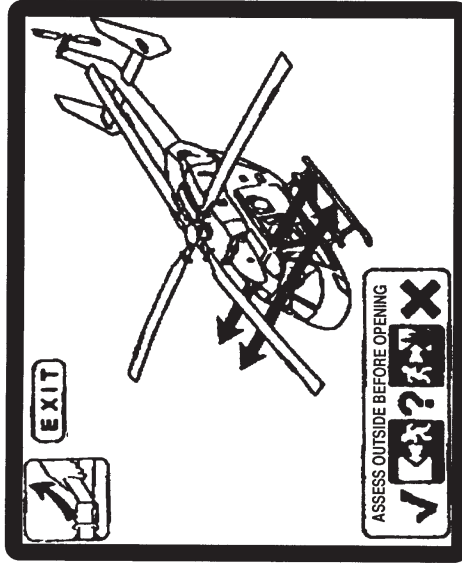
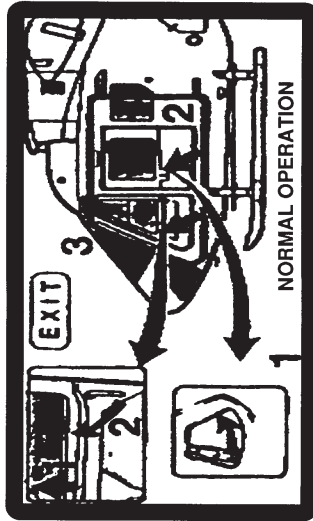
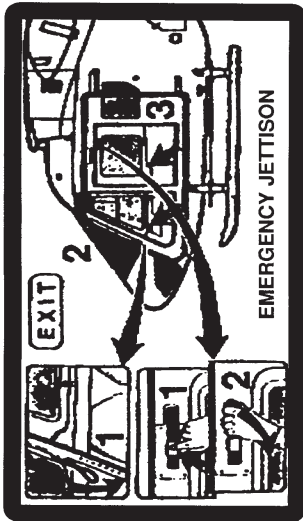
- 1. ENGINE CONDITION LEVERS (ECLs) — STOP**
- 2. T-HANDLES — PULL**
- 3. BOOST PUMPS — OFF**
- 4. PILOT & COPILOT EMERGENCY DOORS/BUBBLES
— JETTISON**
(CONSIDER LOCATION OF FIRE DUE TO LOCATION OF REFUELING POINT BEFORE JETTISONING COCKPIT DOORS.)
- 5. AIRCRAFT — EVACUATE**
- 6. FIRE EXTINGUISHER — DIRECT ON FIRE**

CRASH RESCUE

EUROHELICOPTER

BK-117

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH.



SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

EUROCOPTER

**EMERGENCY PROCEDURE/
ENGINE FIRE ON GROUND**

BK-117

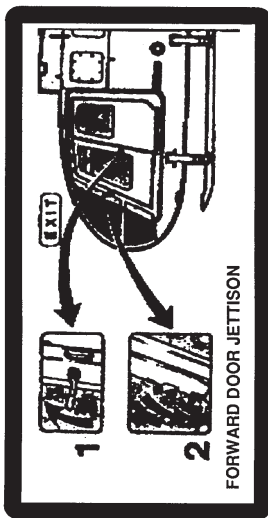
- 1. PASSENGERS — ALERT/EVACUATE**
- 2. BOTH EMERGENCY FUEL VALVES — CLOSE**
- 3. BOTH FUEL SUPPLY PUMPS — OFF**
- 4. BOTH POWER LEVERS — OFF**
- 5. BATTERY AND GENERATORS — OFF**

EXTINGUISH FIRE WITH HAND FIRE EXTINGUISHER

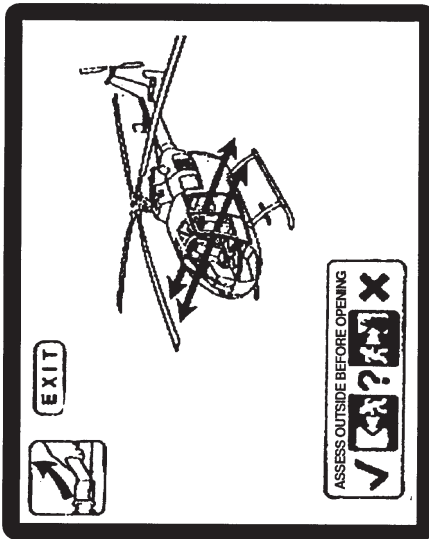
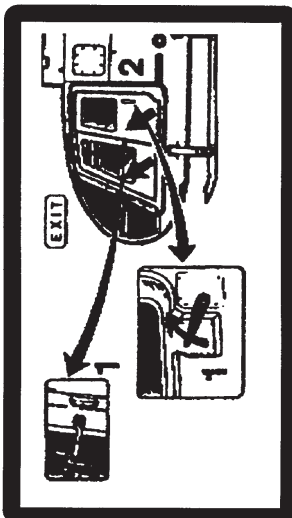
EUROCOPTER CRASH RESCUE

BO-105

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH.



EMERGENCY OPERATION



SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

EUROCOPTER

EMERGENCY PROCEDURE/ ENGINE FIRE ON GROUND

BO-105

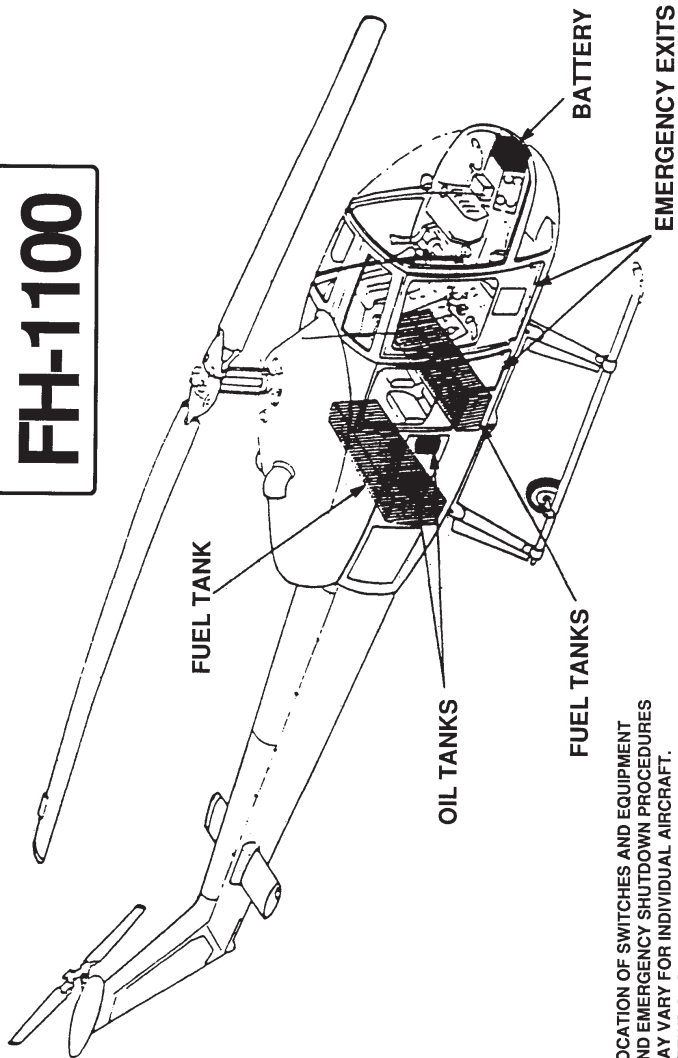
- 1. PASSENGERS — ALERT/EVACUATE**
- 2. BOTH EMERGENCY FUEL VALVES — CLOSE**
- 3. BOTH FUEL SUPPLY PUMPS — OFF**
- 4. BOTH POWER LEVERS — OFF**
- 5. BATTERY AND GENERATORS — OFF**

EXTINGUISH FIRE WITH HAND FIRE EXTINGUISHER

**FAIRCHILD
HILLER**

CRASH RESCUE

FH-1100



LOCATION OF SWITCHES AND EQUIPMENT
AND EMERGENCY SHUTDOWN PROCEDURES
MAY VARY FOR INDIVIDUAL AIRCRAFT.
CREWS SHOULD BE BRIEFED PRIOR TO
HELICOPTER DISPATCH

**MCDONNELL DOUGLAS
(HUGHES)**

CRASH RESCUE

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

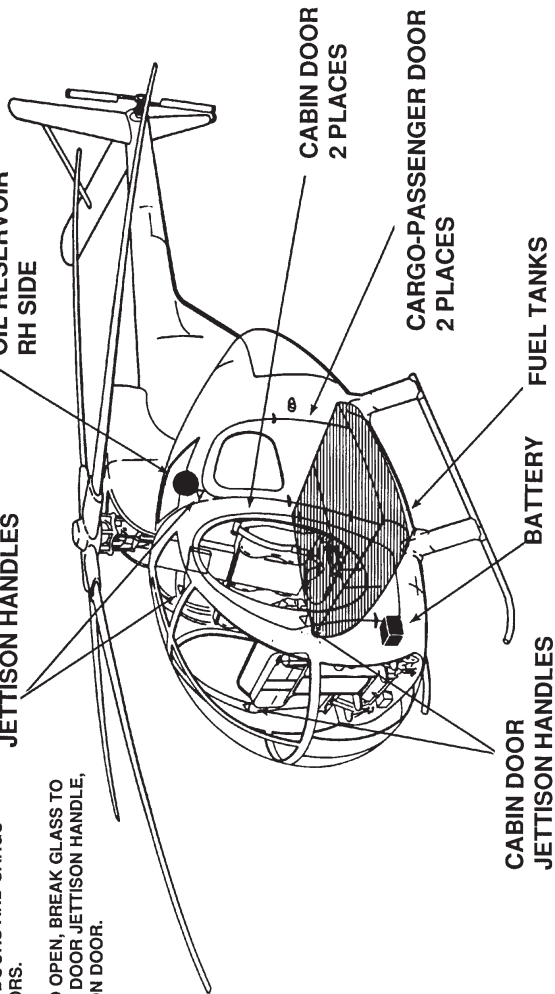
500-C,D (OH-6)

- EMERGENCY ENTRANCES MAY BE GAINED THROUGH CABIN DOORS AND CARGO-PASSENGER DOORS.

CARGO-PASSENGER DOOR
JETTISON HANDLES

OIL RESERVOIR
RH SIDE

- IF DOORS FAIL TO OPEN, BREAK GLASS TO GAIN ACCESS TO DOOR JETTISON HANDLE, PULL TO JETTISON DOOR.



SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

**MCDONNELL DOUGLAS
(HUGHES)**

ENGINE SHUTDOWN & AIRCREW EXTRACTION

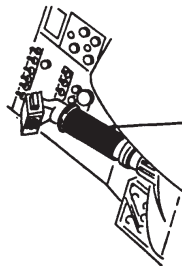
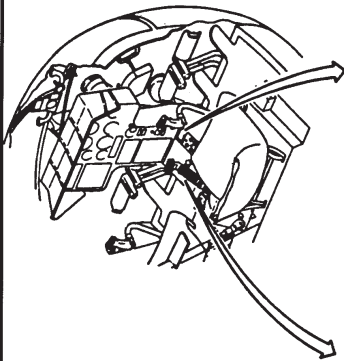
500-C,D (OH-6)

1. ENGINE SHUTDOWN

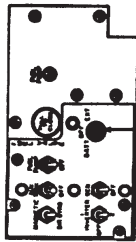
- A. ROTATE THROTTLE CONTROL, LOCATED ON PILOT AND COPILOT COLLECTIVE LEVERS, TO FUEL CUT-OFF POSITION.**
- B. PLACE BATTERY SWITCH, LOCATED ON ELECTRICAL CONTROL CONSOLE, TO OFF POSITION.**

2. AIRCREW EXTRACTION

- A. UNLATCH LAP BELT AND REMOVE SHOULDER HARNESS FROM CREWMEMBER(S).**



ELECTRICAL CONTROL CONSOLE



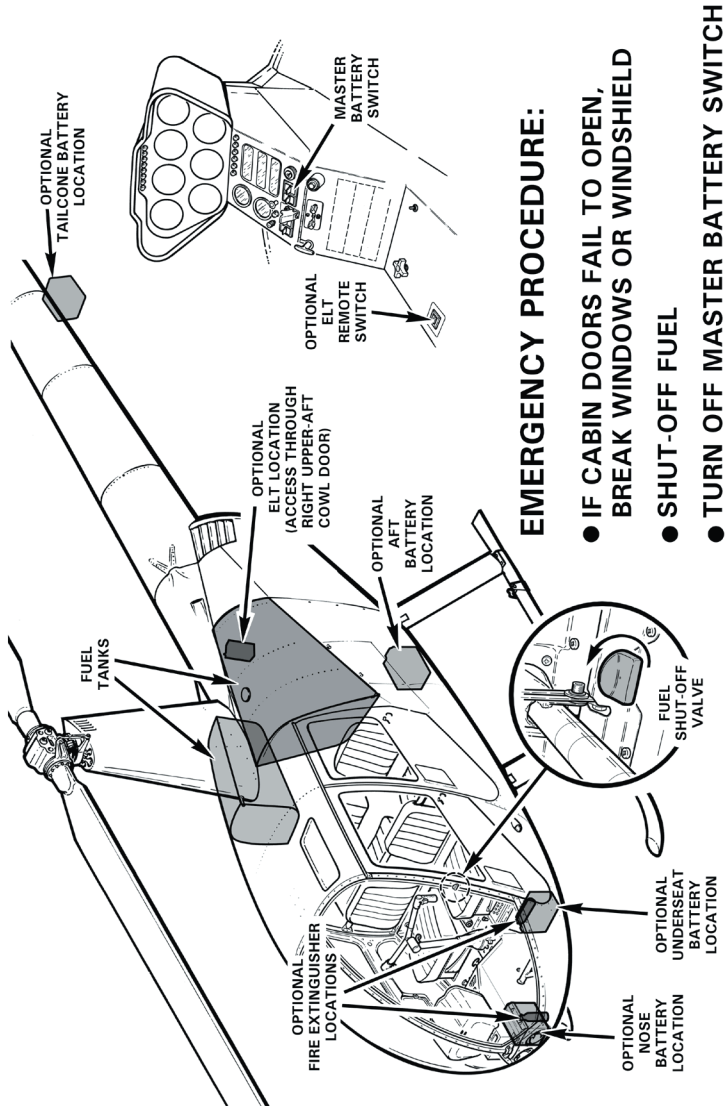
1A

THROTTLE—FUEL CUT-OFF

1B

BATTERY SWITCH—OFF

ROBINSON MODEL R44 & R44 II CRASH RESCUE DIAGRAM



EMERGENCY PROCEDURE:

- IF CABIN DOORS FAIL TO OPEN, BREAK WINDOWS OR WINDSHIELD
- SHUT-OFF FUEL
- TURN OFF MASTER BATTERY SWITCH

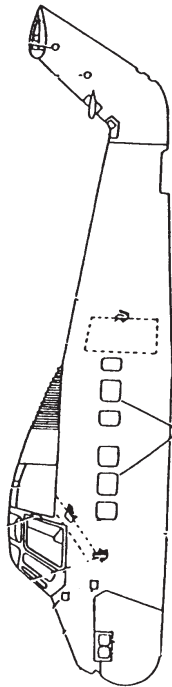
SIKORSKY CRASH RESCUE

SIKORSKY

S-58T

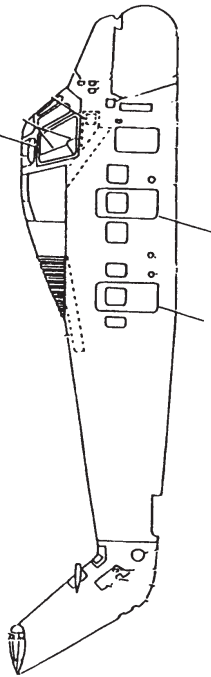
LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH.

COCKPIT SLIDING WINDOWS, CARGO DOORS, PASSENGER DOORS AND EMERGENCY ESCAPE HATCHES CAN BE JETTISONED BY PULLING APPROPRIATE EMERGENCY RELEASE HANDLES.



EMERGENCY
HATCH

COCKPIT
SLIDING WINDOW



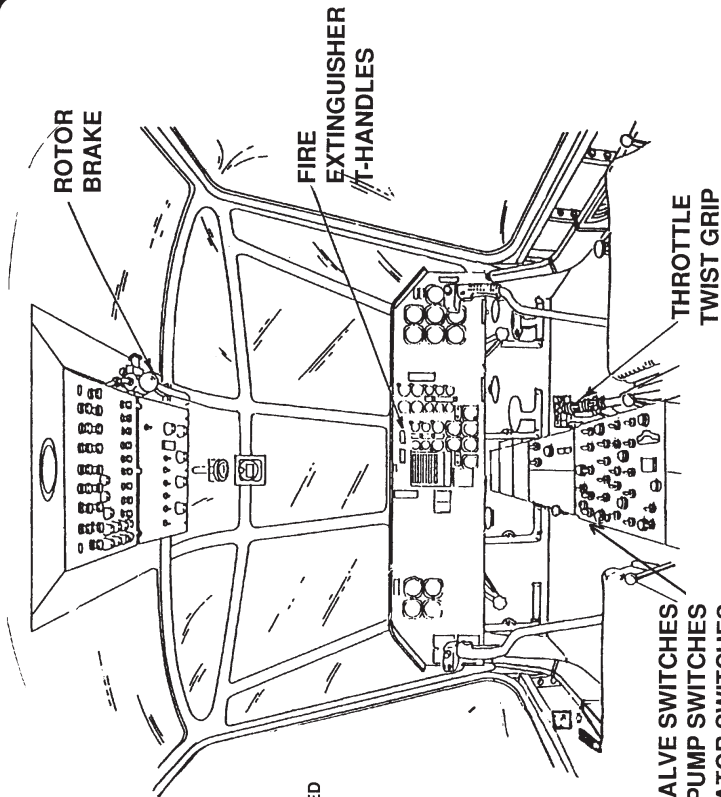
PASSENGER DOORS

SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

EMERGENCY SHUTDOWN PROCEDURE

SIKORSKY

S-58T



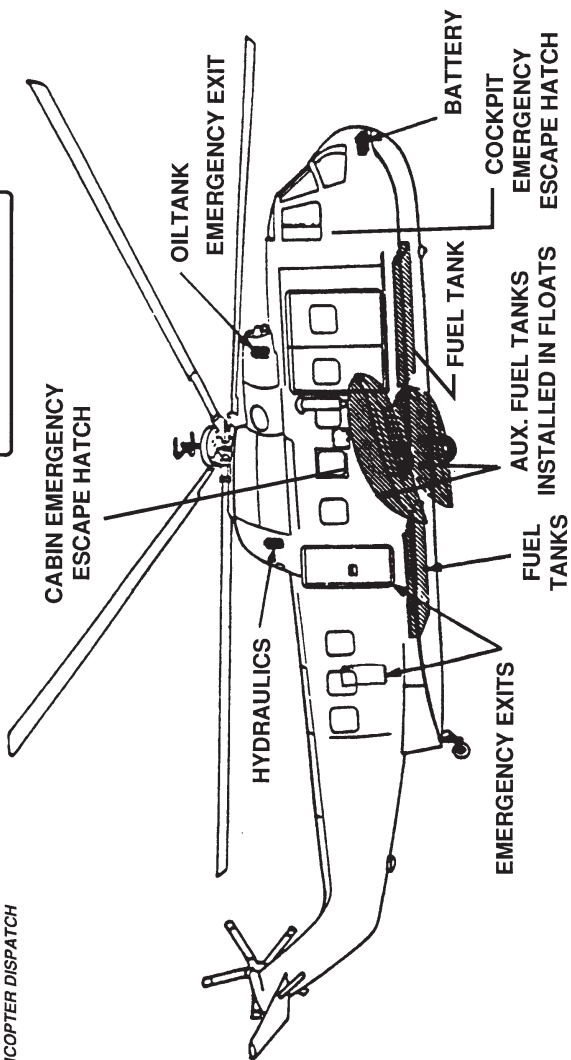
1. THROTTLE TWIST GRIP—OFF
(CONTROL STICK RIGHT OF CENTER CONSOLE)
2. FUEL SHUTOFF VALVE SWITCHES—CLOSED
(CENTER CONSOLE)
3. FUEL BOOST PUMP SWITCHES—OFF
(CENTER CONSOLE)
4. BATTERY & GENERATOR SWITCHES—OFF
(CENTER CONSOLE)
5. ROTOR BRAKE—ON
IF ROTOR BLADES ARE TURNING
(RIGHT OF OVERHEAD SWITCH PANEL)
RED HANDLE—PULL DOWN & FORWARD

FUEL VALVE SWITCHES
FUEL BOOST PUMP SWITCHES
BATTERY & GENERATOR SWITCHES

SIKORSKY CRASH RESCUE

LOCATION OF SWITCHES AND EQUIPMENT
AND EMERGENCY SHUTDOWN PROCEDURES
MAY VARY FOR INDIVIDUAL AIRCRAFT.
CREWS SHOULD BE BRIEFED PRIOR TO
HELICOPTER DISPATCH

S-61N



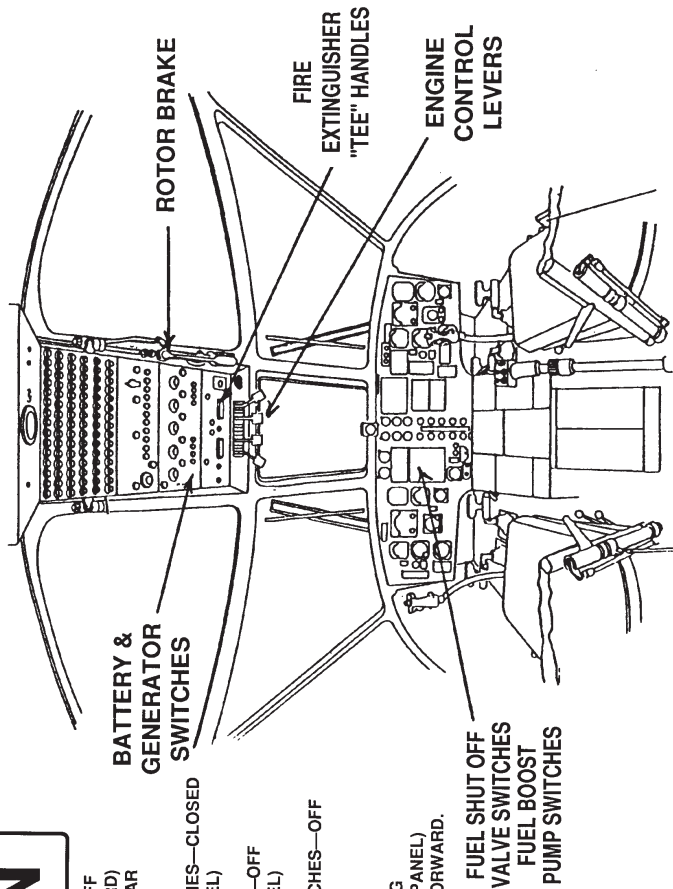
SEE BACKSIDE FOR EMERGENCY SHUTDOWN PROCEDURES

ENGINE SHUTDOWN & AIRCREW EXTRACTION

SIKORSKY

S-61N

1. ENGINE CONTROL LEVERS—OFF (CENTER OVERHEAD—FORWARD) PULL AFT, THEN DOWN TO CLEAR DETENT AT END OF ARC.
2. FUEL SHUT OFF VALVE SWITCHES—CLOSED (CENTER OF INSTRUMENT PANEL)
3. FUEL BOOST PUMP SWITCHES—OFF (CENTER OF INSTRUMENT PANEL)
4. BATTERY & GENERATOR SWITCHES—OFF (OVERHEAD SWITCH PANEL)
5. ROTOR BRAKE—ON IF ROTOR BLADES ARE TURNING (RIGHT OF OVERHEAD SWITCH PANEL) RED HANDLE—PULL DOWN & FORWARD.



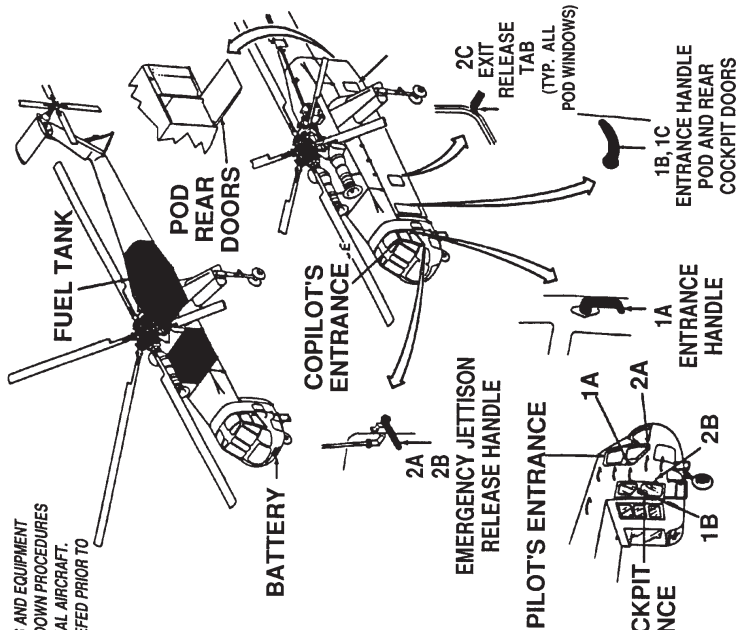
SIKORSKY

CRASH RESCUE

S-64 (CH-54)

LOCATION OF SWITCHES AND EQUIPMENT
AND EMERGENCY SHUTDOWN PROCEDURES
MAY VARY FOR INDIVIDUAL AIRCRAFT.
CREWS SHOULD BE BRIEFED PRIOR TO
HELICOPTER DISPATCH.

1. NORMAL ENTRY
 - A. ROTATE ENTRANCE HANDLE, LOCATED ON AFT EDGE OF PILOT'S AND COPILOT'S ENTRANCE DOOR, SWING DOOR OUT.
 - B. ROTATE ENTRANCE HANDLE, LOCATED ON AFT EDGE OF REAR COCKPIT ENTRANCE DOOR ON RIGHT SIDE OF CREW COMPARTMENT, SWING DOOR OUT.
 - C. ROTATE ENTRANCE HANDLE, LOCATED ON AFT EDGE OF POD ACCESS DOORS, SWING DOOR OUT.
2. EMERGENCY ENTRY
 - A. ROTATE EMERGENCY JETTISON RELEASE HANDLE, LOCATED AT FORWARD LOWER CORNER OF PILOT'S AND COPILOT'S ENTRANCE DOOR, PULL DOOR OUT.
 - B. ROTATE EMERGENCY JETTISON RELEASE HANDLE, LOCATED AT FORWARD LOWER CORNER OF REAR COCKPIT ENTRANCE DOOR ON RIGHT SIDE OF CREW COMPARTMENT, PULL DOOR OUT.
 - C. PULL EXIT RELEASE TAB, LOCATED LOWER AFT CORNER OF EACH POD WINDOW, OUT AND REMOVE WINDOW.
3. CUT-IN
 - A. CUT AROUND WINDOWS AND ACCESS DOORS OF POD AS MARKED.



SIKORSKY

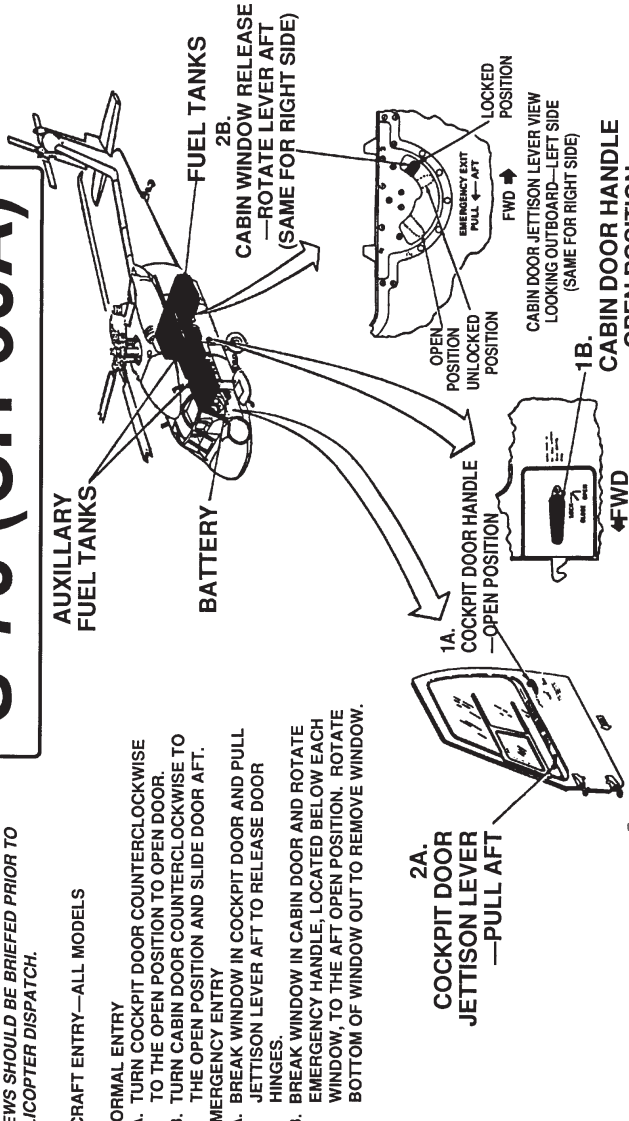
CRASH RESCUE

S-70 (UH-60A)

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH.

AIRCRAFT ENTRY—ALL MODELS

1. NORMAL ENTRY
 - A. TURN COCKPIT DOOR COUNTERCLOCKWISE TO THE OPEN POSITION TO OPEN DOOR.
 - B. TURN CABIN DOOR COUNTERCLOCKWISE TO THE OPEN POSITION AND SLIDE DOOR AFT.
2. EMERGENCY ENTRY
 - A. BREAK WINDOW IN COCKPIT DOOR AND PULL JETTISON LEVER AFT TO RELEASE DOOR HINGES.
 - B. BREAK WINDOW IN CABIN DOOR AND ROTATE EMERGENCY HANDLE, LOCATED BELOW EACH WINDOW, TO THE AFT OPEN POSITION. ROTATE BOTTOM OF WINDOW OUT TO REMOVE WINDOW.



ENGINE SHUTDOWN & AIRCREW EXTRACTION

SIKORSKY

S-70 (UH-60A)

- ENGINE SHUTDOWN**
NOTE: TO ACTIVATE THE INSTALLED FIRE EXTINGUISHING SYSTEM, ONE (T) HANDLE MUST BE PULLED. AGENT IS DISCHARGED TO LAST (T) HANDLE PULLED. THEN REPOSITION THE FIRE EXTINGUISHER SWITCH FROM OFF TO MAIN OR RESERVE. BATTERY SWITCH MUST BE IN THE ON POSITION.
 - PULL ENGINE EMERGENCY (T) HANDLES, LOCATED ON CONTROL QUADRANT, FULL-AFT.
 - PULL APU (T) HANDLE LOCATED ON UPPER CONSOLE, DOWN.
 - PLACE BATTERY SWITCH, LOCATED ON UPPER CONSOLE, TO THE OFF POSITION.
- AIRCREW—TROOP EXTRACTION**
NOTE: ALL AIRCREW SEATS HAVE A COMPLETE LAP BELT AND DUAL TORSO RESTRAINT SHOULDER HARNESS ATTACHED TO A ROTARY RELEASE BUCKLE.

ALL TROOP SEATS HAVE A LAP BELT AND SHOULDER HARNESS ATTACHED TO A ROTARY RELEASE BUCKLE.

