

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, LIAISON
 CREW - 2
 PASSENGERS - 4

DIMENSIONS AND WEIGHT (GROSS)

LENGTH - 33 FT, 2 IN
 WING SPAN - 45 FT, 10.5 IN
 HEIGHT - 14 FT, 2 IN
 WEIGHT - 7700 LB

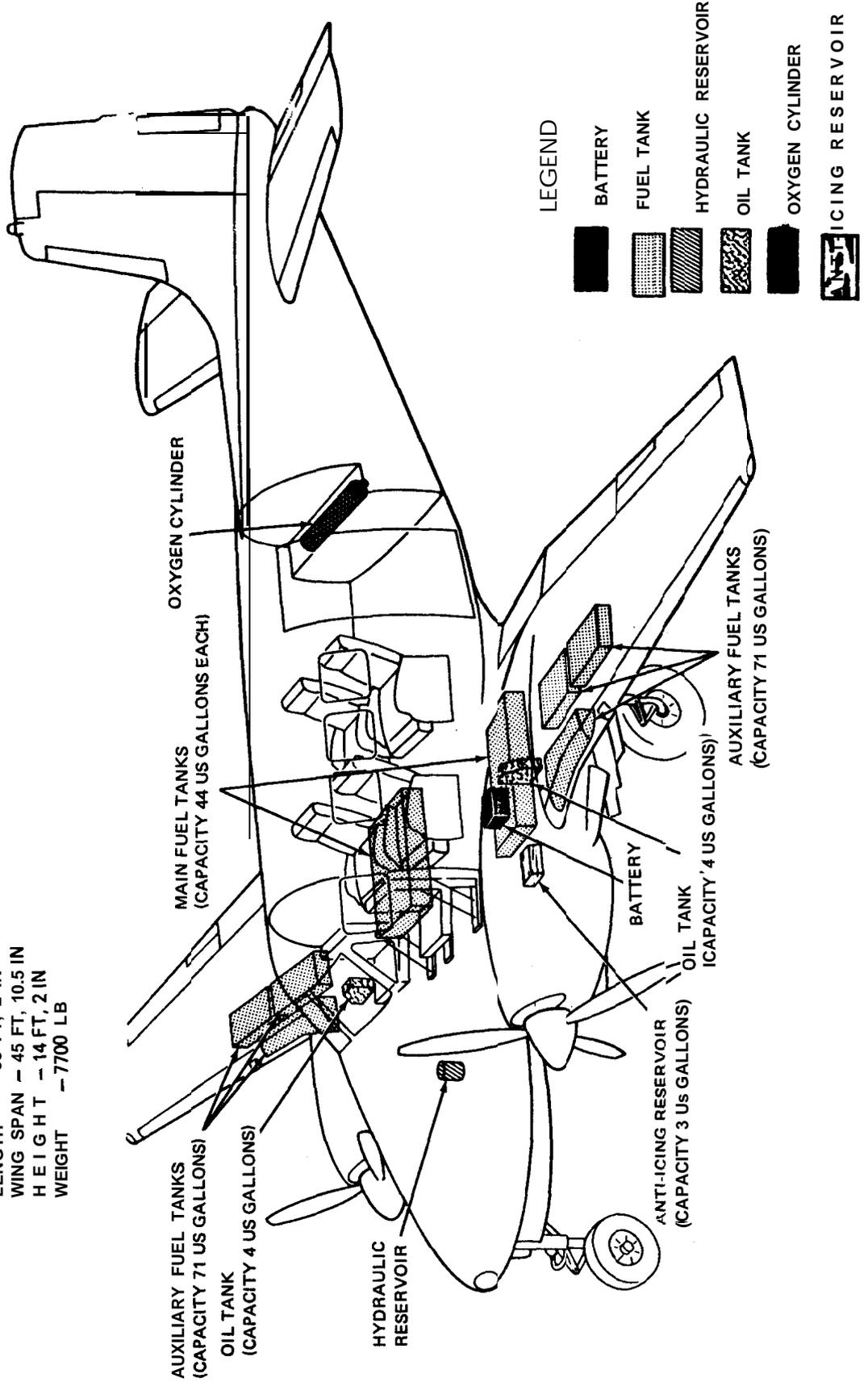
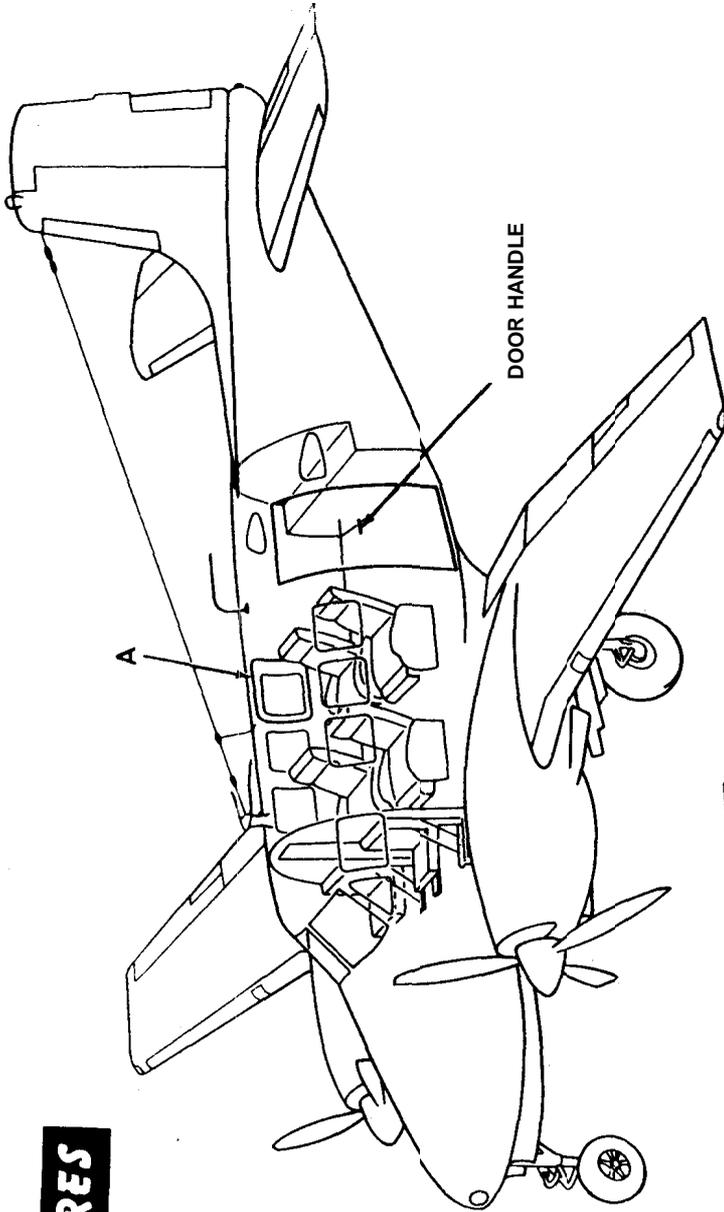


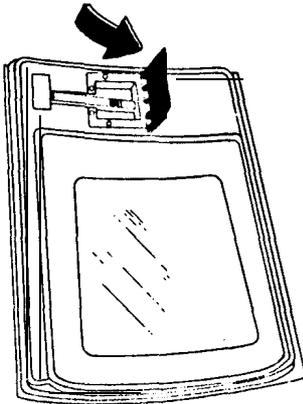
Figure 5-38. Models U-8F and U8G aircraft.

EMERGENCY PROCEDURES

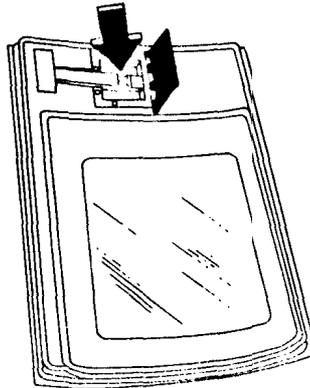


DOOR HANDLE

A

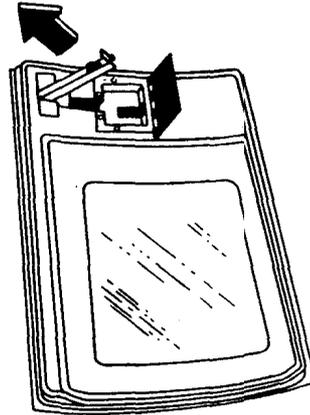


1. PULL DOWN RED COVER OVER HANDLE



2. PUSH RED BUTTON TO RELEASE HANDLE

DETAIL A
ESCAPE HATCH



3. PULL UP ON HANDLE AND PUSH OUTWARD ON HATCH

EMERGENCY ENTRANCE

EMERGENCY ENTRANCE IS GAINED THROUGH DOOR ON LEFT-HAND SIDE OF CABIN. DOOR IS OPENED BY TURNING DOOR HANDLE. IF DOOR FAILS TO OPEN, BREAK WINDOWS. AFTER ENTRANCE IS ACCOMPLISHED, ESCAPE HATCH MAY BE JETTISONED. (SEE DETAIL A.) DOOR IS ALSO PROVIDED WITH INTERNAL RELEASE.

Figure 548. Models U-8F and U8G aircraft—Continued.

GENERAL DESCRIPTION

TYPE - SINGLE ENGINE, UTILITY
 CREW - 1
 PASSENGERS - 10 (LITTERS-4)

DIMENSIONS AND WEIGHT (GROSS)

LENGTH - 41 FT, 10 IN
 WING SPAN - 58 FT
 HEIGHT - 12 FT, 51 IN
 WEIGHT - 8000 LB

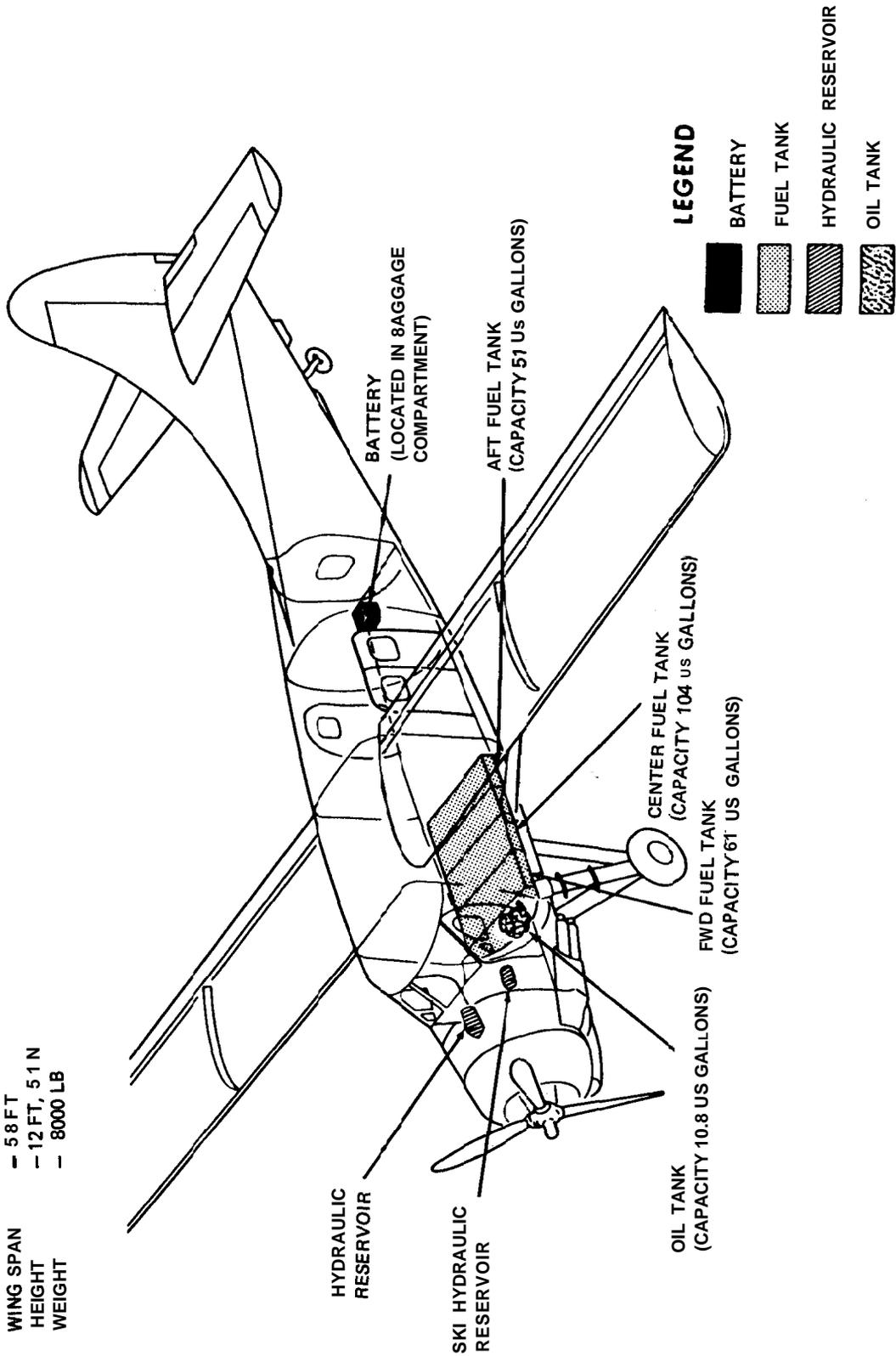
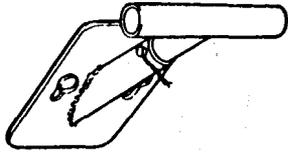
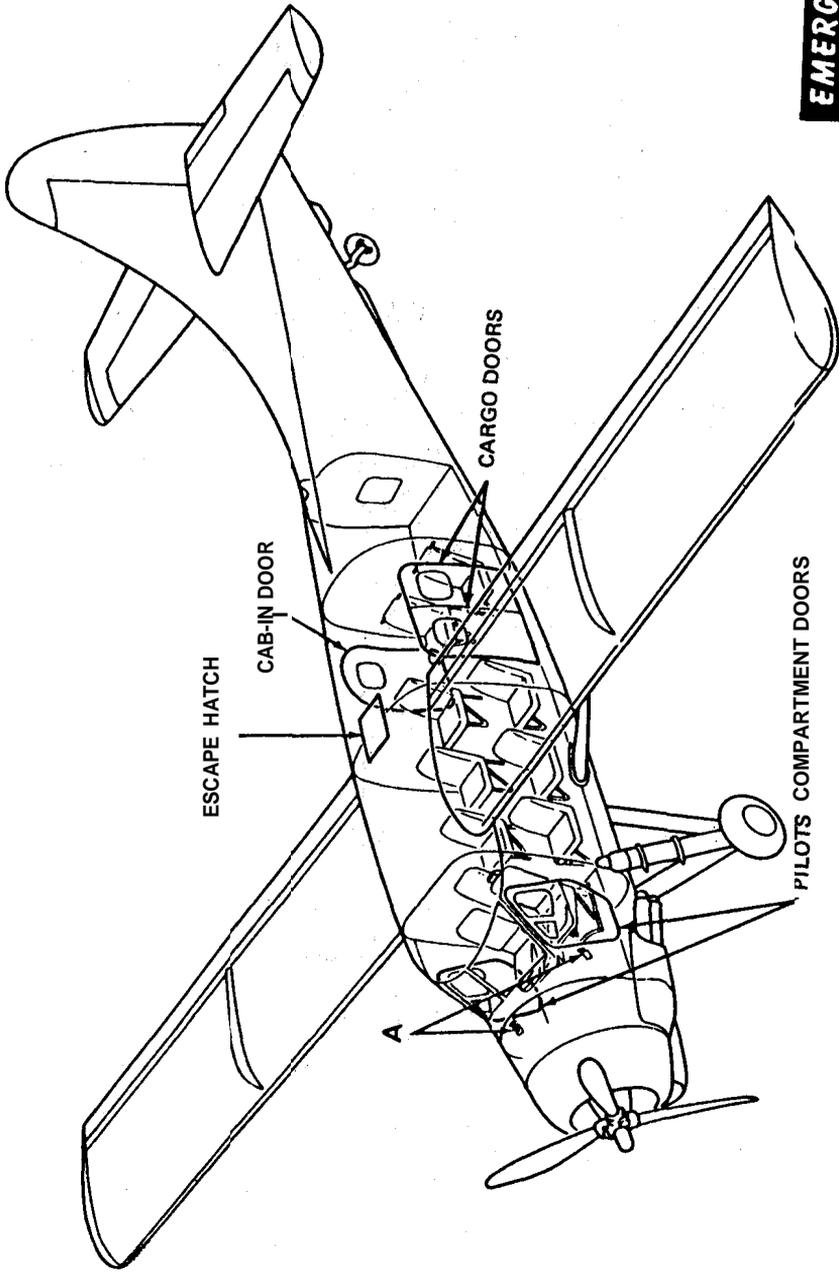


Figure 5-39. Model U-1A aircraft.

EMERGENCY PROCEDURES



DETAIL A
PILOT'S COMPARTMENT
DOOR JETTISON HANDLE



EMERGENCY ENTRANCE

EMERGENCY ENTRANCE MAY BE GAINED THROUGH ANY ONE OF FIVE FUSELAGE DOORS AND ESCAPE HATCH. AFTER ENTRANCE IS ACCOMPLISHED, PILOTS COMPARTMENT DOORS MAY BE JETTISONED BY PULLING SHARPLY ON RESPECTIVE JETTISON HANDLE AND PUSHING OUTWARD ON DOOR. (SEE DETAIL A.)

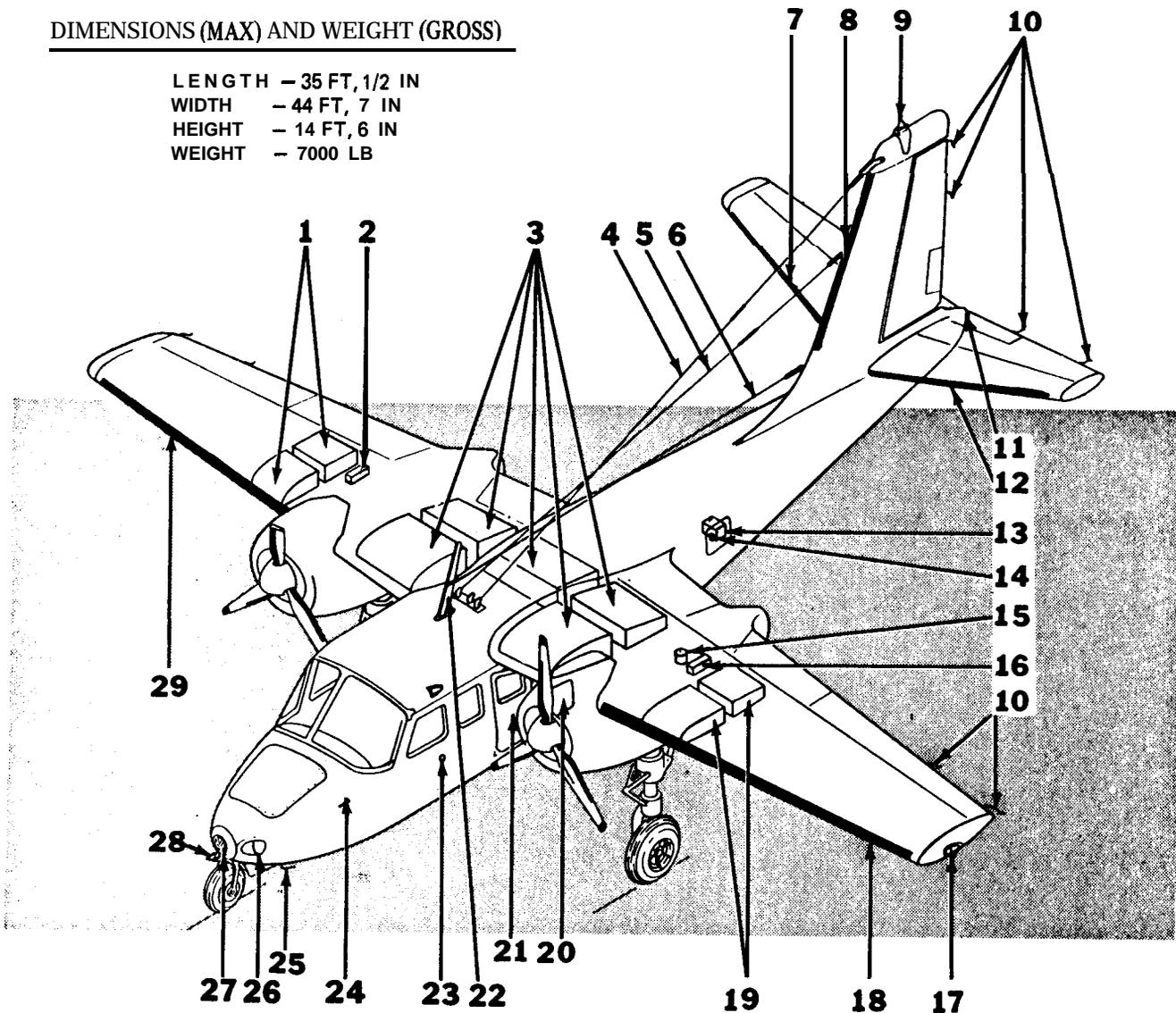
Figure 5-39. Model U-1A a & raft-Continued.

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, LIAISON AND LIGHT CARGO
 CREW - 2
 PASSENGERS - 4

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 35 FT, 1/2 IN
 WIDTH - 44 FT, 7 IN
 HEIGHT - 14 FT, 6 IN
 WEIGHT - 7000 LB

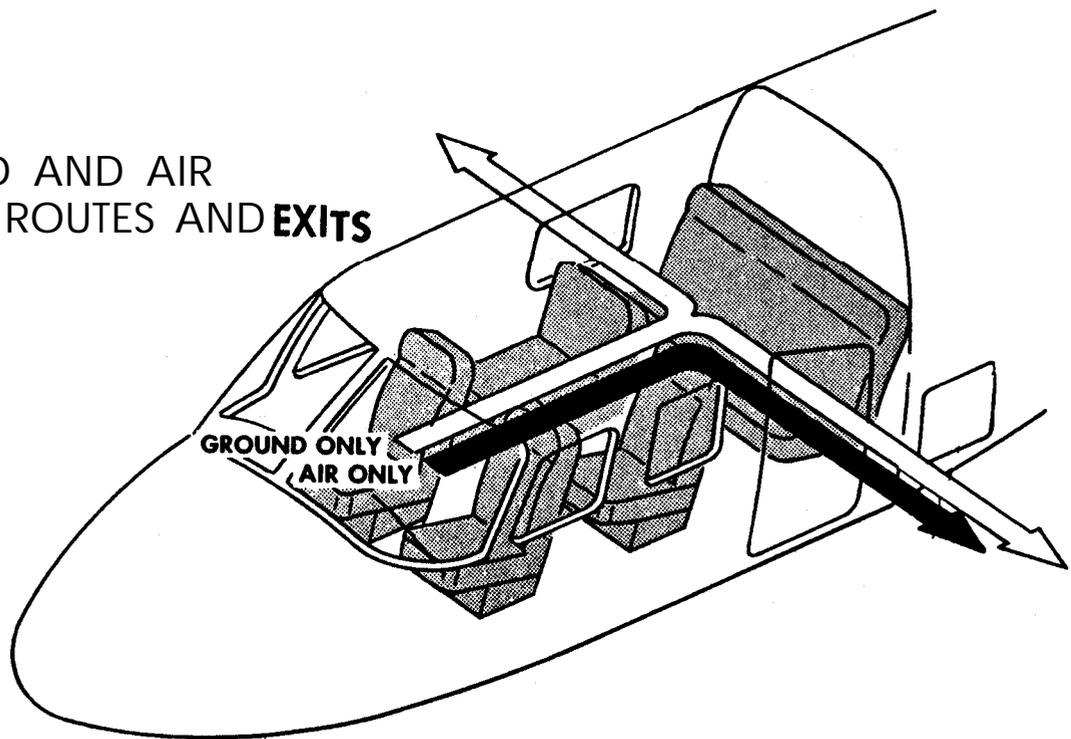


- | | |
|--|--|
| <ol style="list-style-type: none"> 1. RIGHT OUTBOARD FUEL TANK 2. RIGHT OIL TANK 3. CENTER FUEL TANK 4. AUTOMATIC DIRECTION FINDING RECEIVER (ADF-2) ANTENNA 5. AUTOMATIC DIRECTION FINDING RECEIVER (ADF-1) ANTENNA 6. COMMUNICATION-NAVIGATION RADIO (LTRA-6) ANTENNA 7. RIGHT HORIZONTAL STABILIZER DE-ICER BOOT 8. VERTICAL STABILIZER DE-ICER BOOT 9. ROTATING BEACON 10. STATIC DISCHARGE WICK 11. AFT POSITION LIGHT 12. LEFT HORIZONTAL STABILIZER DE-ICER BOOT 13. BATTERY | <ol style="list-style-type: none"> 14. EXTERNAL POWER RECEPTACLE 15. HYDRAULIC RESERVOIR 16. LEFT OIL TANK 17. LEFT POSITION LIGHT 18. LEFT WING DE-ICER BOOT 19. LEFT OUTBOARD FUEL TANK 20. BAGGAGE COMPARTMENT DOOR 21. CABIN DOOR 22. VHF COMMAND RADIO (LVTR-36) ANTENNA 23. STATIC VENT 24. PILOTHOOD 25. OMNIRANGE RECEIVER ANTENNA 26. LEFT LANDING LIGHT 27. HEATER AND VENT INTAKE DUCT 28. GLIDE SLOPE RECEIVER ANTENNA 29. RIGHT WING DE-ICER BOOT |
|--|--|

Figure 5-40. Models U-9B, U-9C, and RU-9D aircraft.

EMERGENCY PROCEDURES

GROUND AND AIR
ESCAPE ROUTES AND EXITS



EMERGENCY ENTRANCE

WINDSHIELDS OR WINDOWS MAY BE BROKEN IF ENTRANCE TO THE CABIN IS NOT POSSIBLE THROUGH THE DOORS.

Figure 5-40. Models U-9B, U-9C, and RU-9D aircraft—Continued.

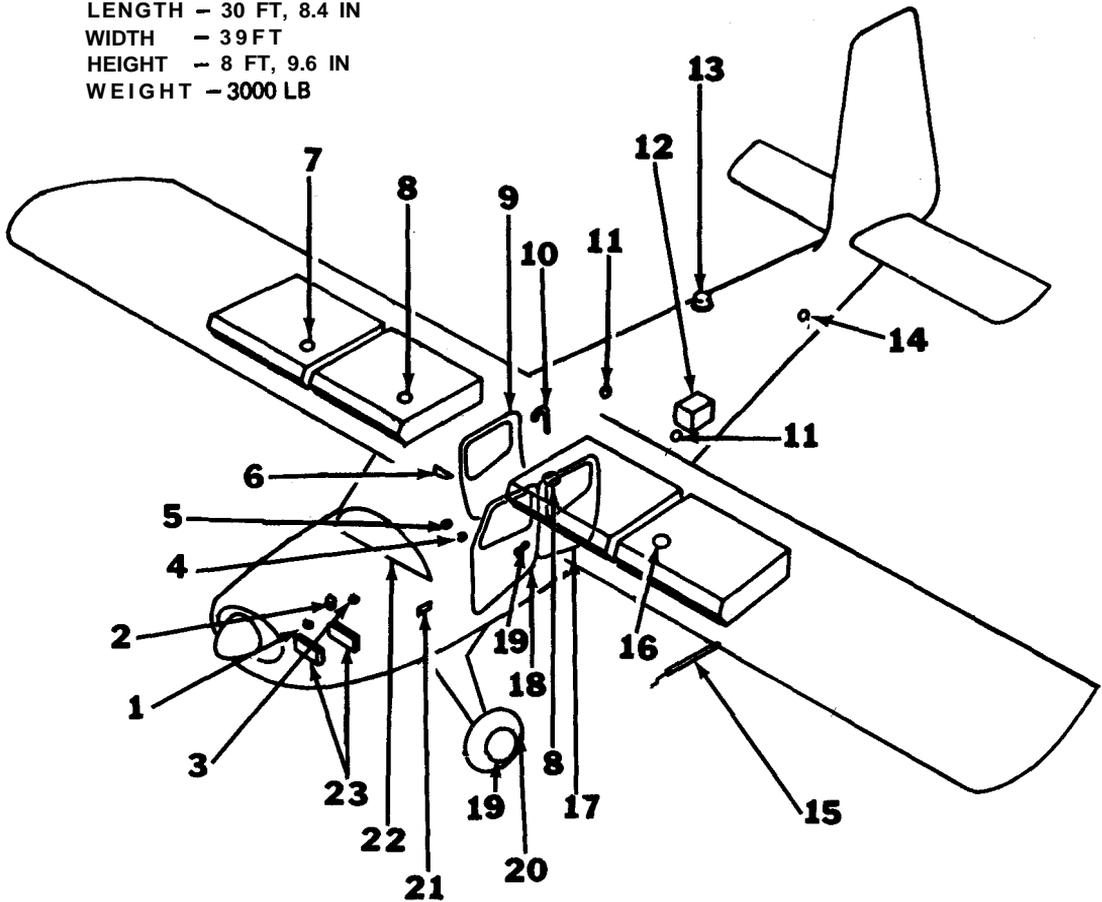
GENERAL DESCRIPTION

TYPE - SINGLE ENGINE, LIAISON AND LIGHT CARGO, STOL
 CREW - 2
 PASSENGERS - 3

(MODEL U-10A DOES NOT HAVE THE RIGHT AND LEFT OUTBOARD AUXILIARY FUEL TANKS)

DIMENSIONS (MAX) AND WEIGHT (GROSS)

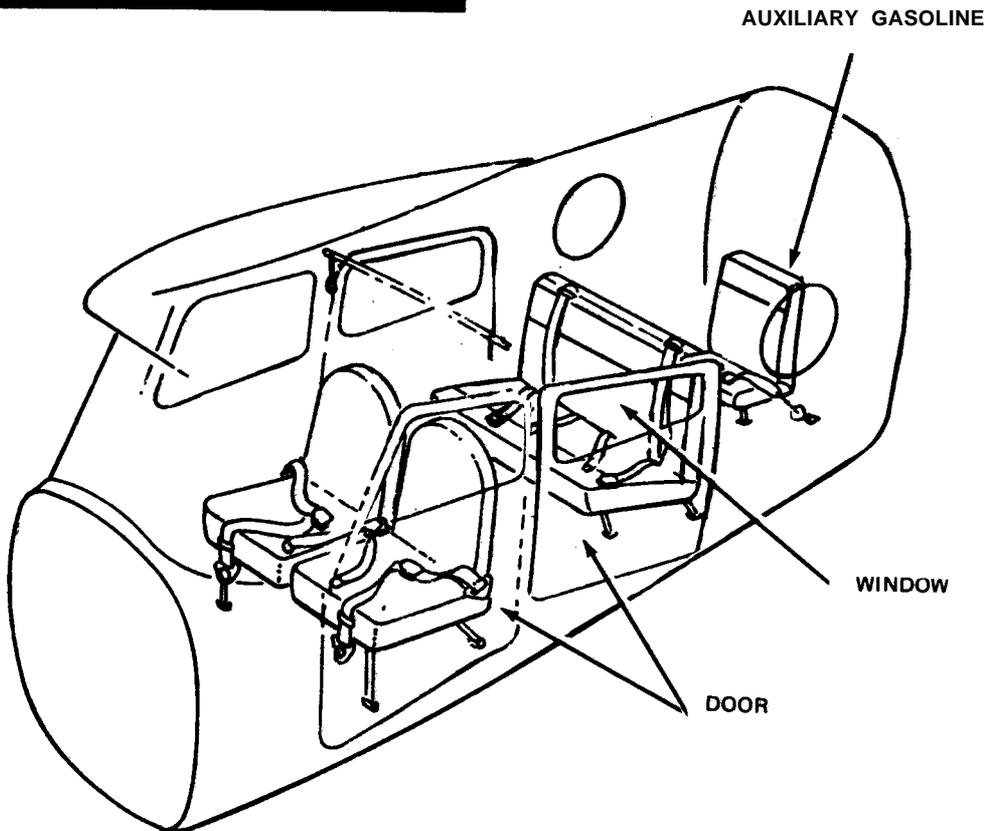
LENGTH - 30 FT, 8.4 IN
 WIDTH - 39 FT
 HEIGHT - 8 FT, 9.6 IN
 WEIGHT - 3000 LB



- | | |
|------------------------------------|------------------------------------|
| 1. OIL DRAIN | 13. ANTI-COLLISION LIGHT |
| 2. OIL FILLER CAP | 14. RETRACTABLE LIFT HANDLE |
| 3. FUEL DRAIN TUBES | 15. PITOT TUBE |
| 4. STRAINER DRAIN (AUX TANKS) | 16. LEFT AUXILIARY FUEL FILLER CAP |
| 5. STRAINER DRAIN (MAINTANKS) | 17. LITTER DOOR PARA-DROP DOOR |
| 6. TRIM TAB AND FLAP CONTROL PANEL | 18. PILOT COMPARTMENT DOOR |
| 7. RIGHT AUXILIARY FUEL FILLER CAP | 19. RELIEF TUBE DRAIN |
| 8. MAIN TANK FUEL FILLER CAPS | 20. TIRE FILLER VALVE |
| 9. PASSENGER COMPARTMENT DOOR | 21. EXTERNAL POWER RECEPTACLE |
| 10. FUEL VENT | 22. INSTRUMENT PANEL |
| 11. STATIC PORTS | 23. INDUCTION AIR FILTERS |
| 12. BATTERY | |

Figure 5-41. Model U-10D aircraft.

EMERGENCY PROCEDURES



EMERGENCY ENTRANCE

THE WINDSHIELD OR WINDOWS MAY BE BROKEN IF ENTRANCE TO THE CABIN CANNOT BE GAINED THROUGH ANY OF THE ACCESS DOORS.

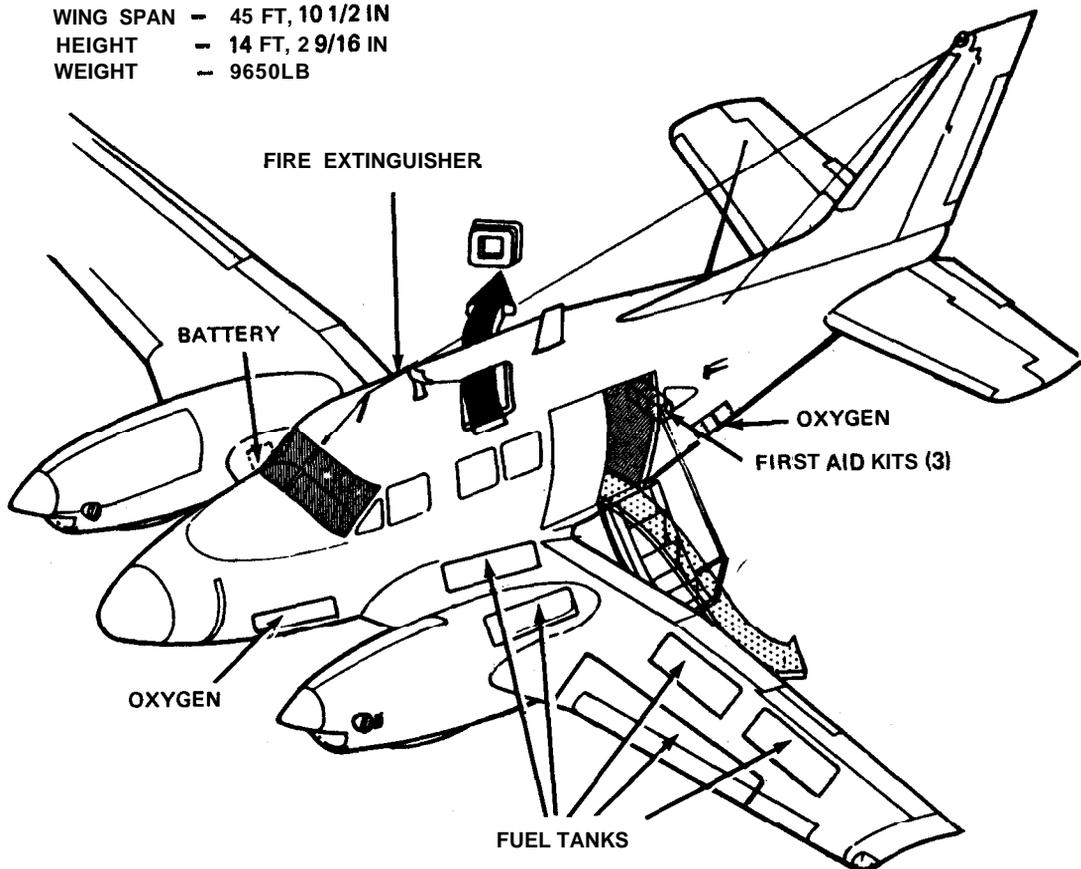
Figure 5-41. Model U-10D aircraft—Continued.

GENERAL DESCRIPTION

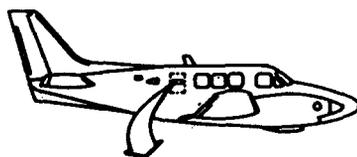
TYPE **TWIN ENGINE, LIAISON AND CARGO**
 CREW - 2
 PASSENGERS - 6 (TROOPS-10, or 3 LITTER CASES AND 3 AMBULATORY PATIENTS)

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 35 FT, 6 IN
 WING SPAN - 45 FT, 10 1/2 IN
 HEIGHT - 14 FT, 2 9/16 IN
 WEIGHT - 9650 LB



EMERGENCY ENTRANCE



WINDOWS AND WINDSHIELDS MAY BE BROKEN IF ENTRANCE TO THE CABIN THROUGH THE DOORS IS NOT POSSIBLE.

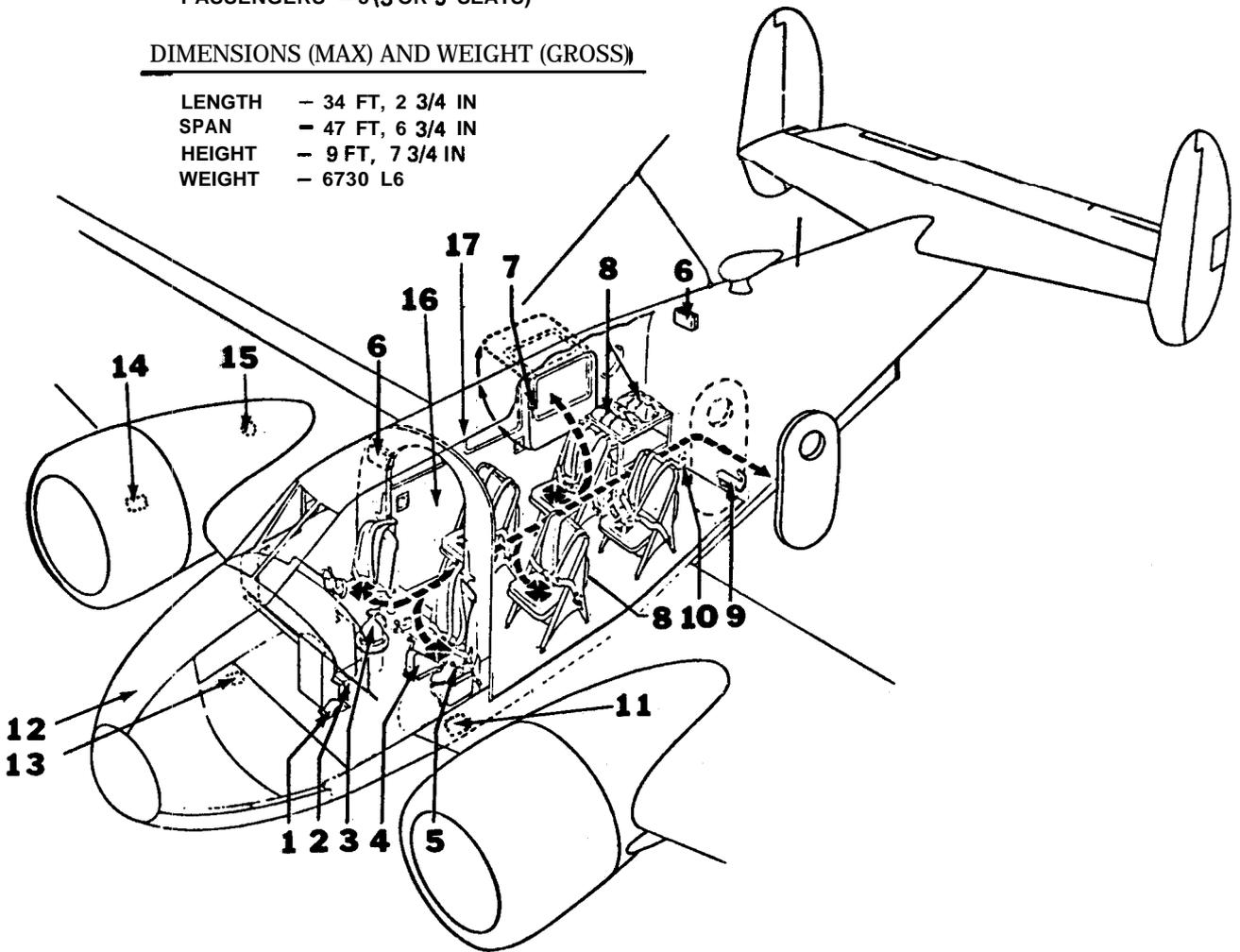
Figure 5-42. Model U-21 aircraft.

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, LIAISON, PASSENGER, AND CARGO
 CREW - 2
 PASSENGERS - 5 (3 OR 5 SEATS)

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 34 FT, 2 3/4 IN
 SPAN - 47 FT, 6 3/4 IN
 HEIGHT - 9 FT, 7 3/4 IN
 WEIGHT - 6730 L6



- | | |
|---|----------------------------------|
| 1. LANDING GEAR CLUTCH | 10. EMERGENCY DOOR RELEASE LEVER |
| 2. ENGINE FIRE EXTINGUISHER CONTROLS | 11. BATTERY |
| 3. ENGINE FIRE EXTINGUISHER CO ₂ 80TTL | 12. NOSE FUEL TANK (47 GAL) |
| 4. LANDING GEAR AND WING FLAP HAND CRANK | 13. BRAKE FLUID |
| 5. SHOULDER-HARNES LOCKS | 14. AUTO-PILOT RESERVOIR |
| 6. FIRST AID KITS | 15. OIL (8GAL) |
| 7. EMERGENCY ESCAPE PANEL RELEASE | 16. MAIN FUEL TANK (78 GAL) |
| 8. PARACHUTES | 17. AUXILIARY FUEL TANK (25 GAL) |
| 9. CO ₂ HAND FIRE EXTINGUISHER | |

EMERGENCY ENTRANCE

WINDOWS AND WINDSHIELDS MAY BE BROKEN IF ENTRANCE TO THE CABIN THROUGH THE DOORS IS NOT POSSIBLE.

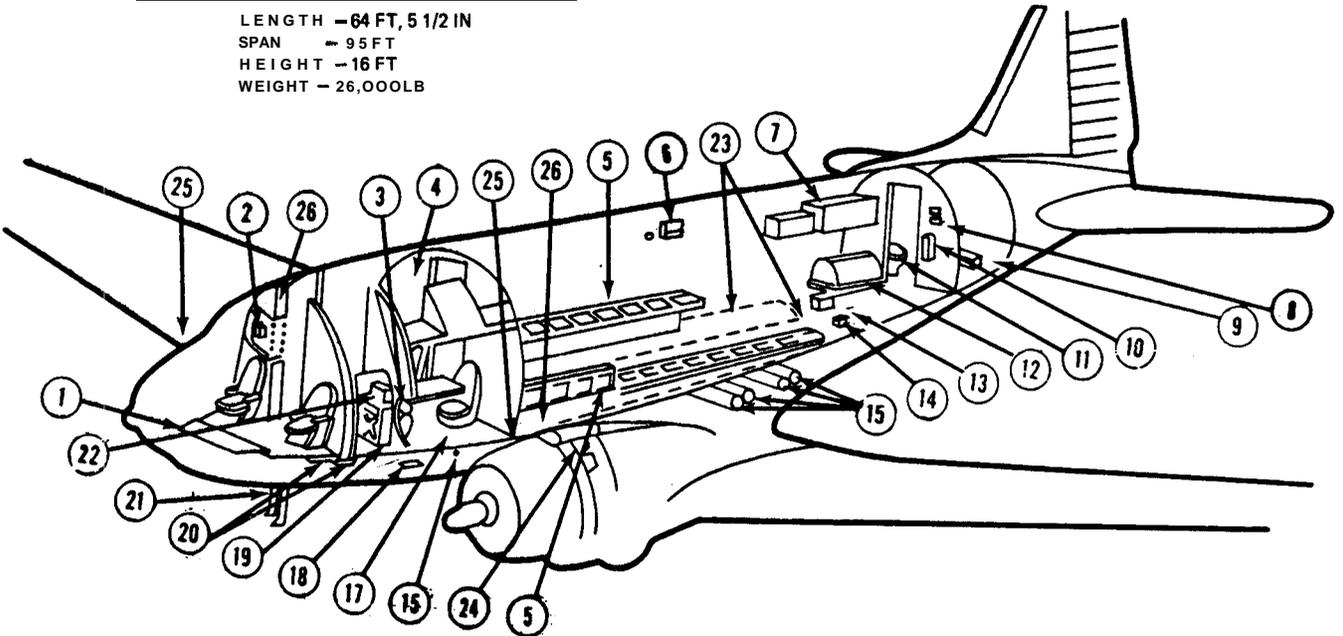
Figure 5-43. Model C-45 aircraft.

GENERAL DESCRIPTION

TYPE --- TWIN ENGINE, PASSENGER, CARGO, AND AMBULANCE
 CREW - 6
 PASSENGERS - 27 (FOLDING BENCHES 1 AMBULANCE -15 TO 24 LITTERS)

DIMENSIONS (MAX) AND WEIGHT (GROSS)

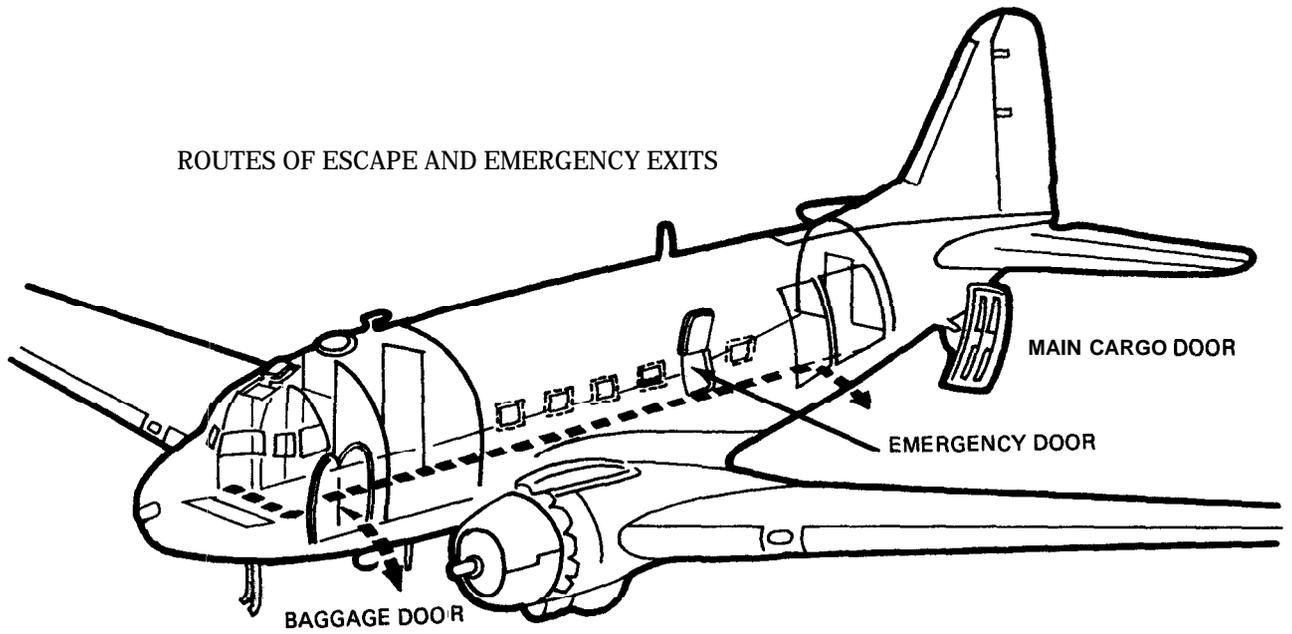
LENGTH - 64 FT, 5 1/2 IN
 SPAN - 95 FT
 HEIGHT - 16 FT
 WEIGHT - 26,000 LB



- | | |
|---|---|
| <ul style="list-style-type: none"> 1. PILOTS COMPARTMENT 2. HYDRAULIC PRESSURE ACCUMULATOR 3. PORTABLE OXYGEN CYLINDER 4. RADIO OPERATOR'S COMP. 5. FOLDING TROOP SEATS 6. LITTER HANGER 7. SPACE HEATER 8. MISC. STOWAGE 9. ENG. COVER STOWAGE 10. SURFACE CONTROL LOCKS STOWED 11. TOILET 12. A. P. P. 13. PARAPACK CONTROL JUNCTION BOX | <ul style="list-style-type: none"> 14. LOW PRES. SYS. OXY. FILLER VALVE 15. LOW PRES. SYS. OXY. TANKS 16. ALTERNATE STATIC SOURCE 17. NAVIGATORS COMPARTMENT 18. EXTERNAL POWER RECEPTACLE 19. MAIN ELECTRICAL JUNCTION BOX 20. BATTERIES 21. PITOT STATIC TUBE 22. POWER SYSTEMS JUNCTION BOX 23. FUEL TANKS (LONGRANGE-285 GALLONS EACH) 24. C. B. CONTAINERS 25. MAIN FUEL TANK-m2 GALLONS EACH 26. AUXILIARY FUEL TANK-299 GALLONS EACH |
|---|---|

Figure 5-44. Model C-47 (AF) aircraft.

ROUTES OF ESCAPE AND EMERGENCY EXITS



EMERGENCY ENTRANCE

(CUTTHROUGHAREASMARKEDINYELLOWONAIRCRAFT)

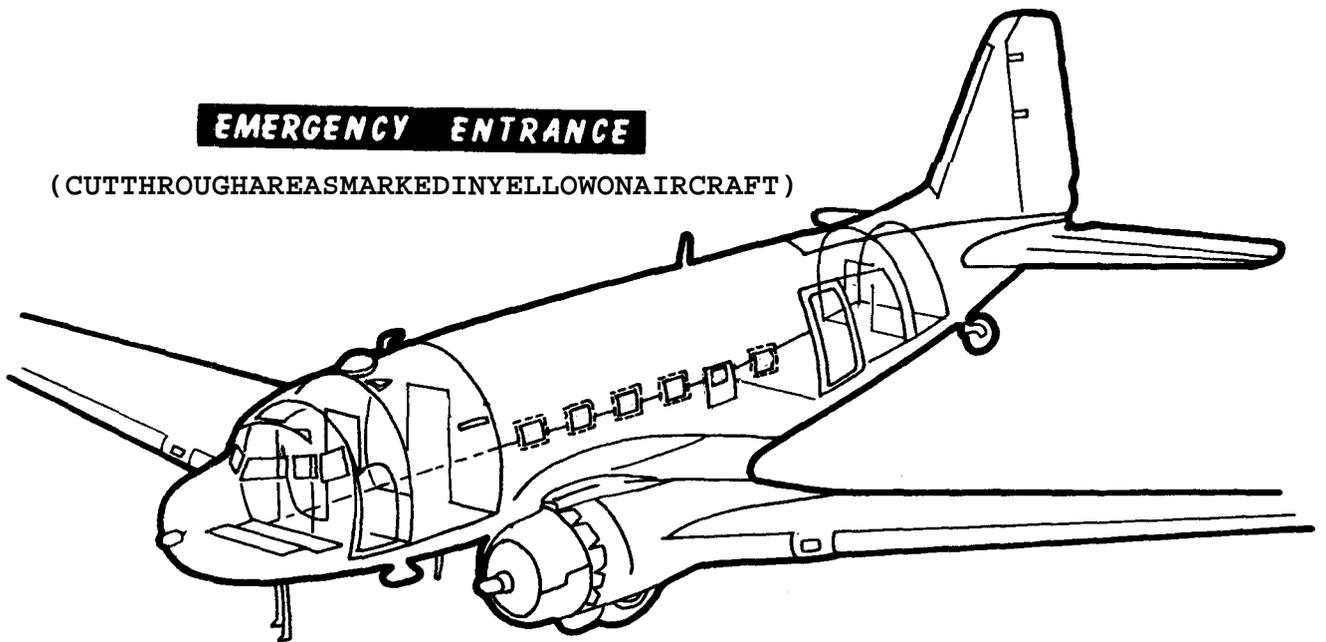


Figure 5-44. Model C-47 (AF) aircraft—Continued.

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, CARGO
 CREW - 2

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 68 FT, 9 3/5 IN
 WING SPAN - 96 FT
 HEIGHT - 31 FT, 9 3/5 IN
 WEIGHT - 26,000 LB (CV-2B-28500 LB)

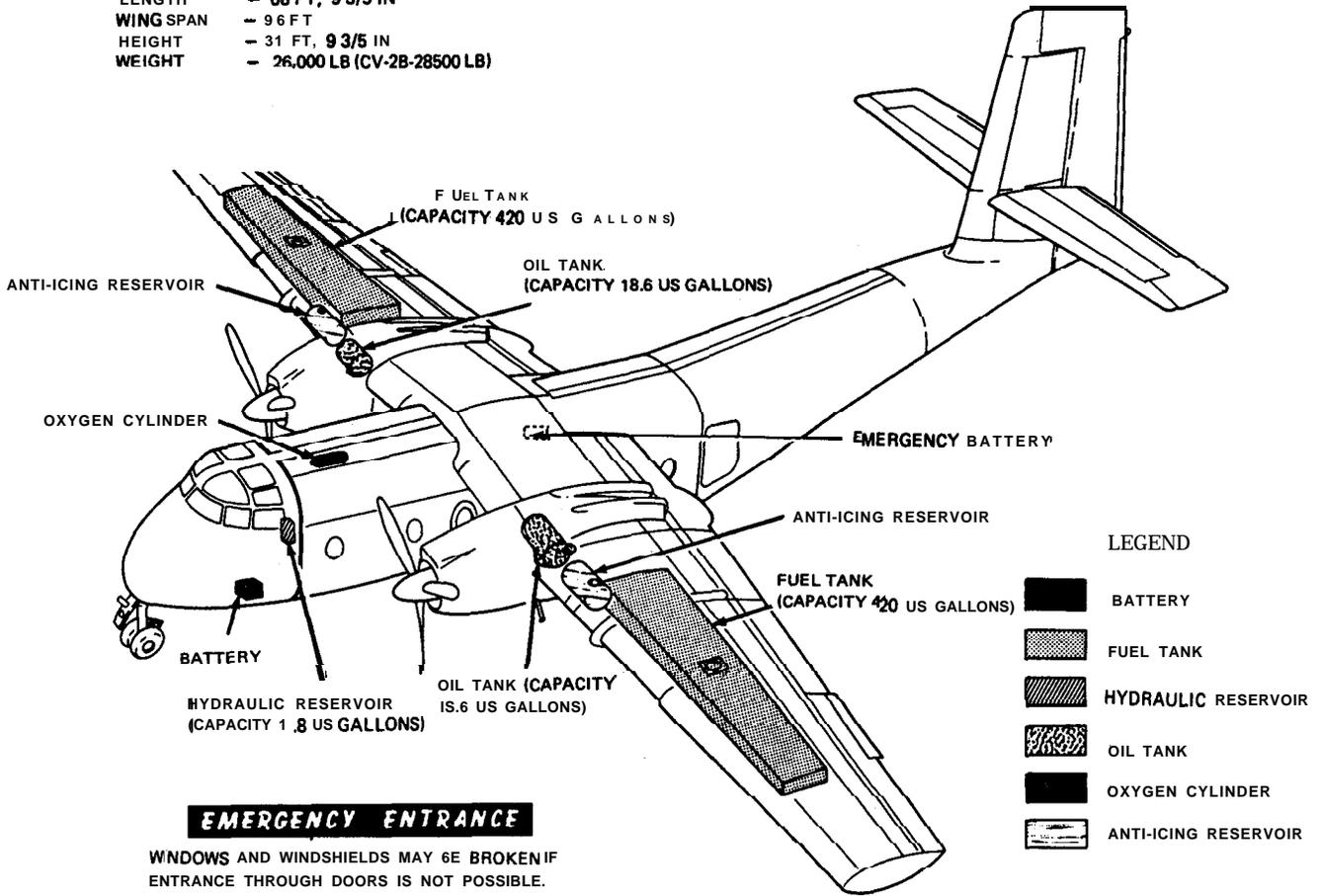


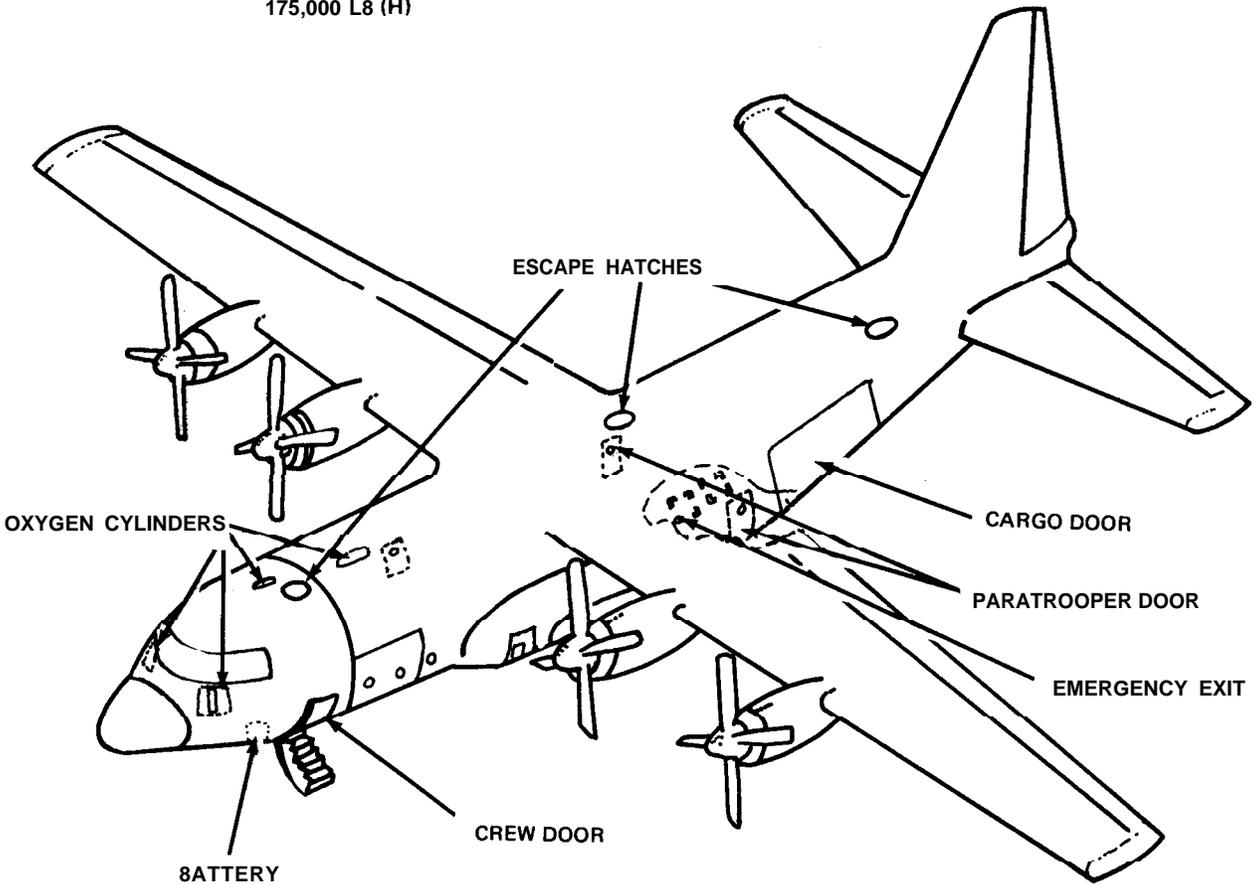
Figure 5-45. Models C-2A (AF) and CV-2B aircraft

GENERAL DESCRIPTION

TYPE - 4 ENGINE, PASSENGER AND CARGO
 CREW - 4
 PASSENGERS - 78

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 95 FT
 WIDTH - 132 FT, 7 IN
 HEIGHT - 9 FT
 W E I G H T - 134,000 LB (B)
 175,000 L8 (H)



EMERGENCY ENTRANCE

THERE ARE FOUR ESCAPE HATCH RELEASES, INTERIOR AND EXTERIOR, ON TOP OF THE AIRCRAFT. ONE IS FORWARD OF THE VERTICAL STABILIZER; ONE AT THE TRAILING EDGE OF WING, AND THE OTHER TWO ARE FORWARD OF THE WING. THERE IS A PARATROOP DOOR HANDLE ON 80TH SIDES OF THE AIRCRAFT NEAR THE TRAILING EDGE OF THE WING. THERE ARE CHOPPING AREAS DESIGNED ON 80TH SIDES OF THE AIRCRAFT, THERE IS A CREW DOOR ON THE LEFT SIDE AT THE COCKPIT AREA.

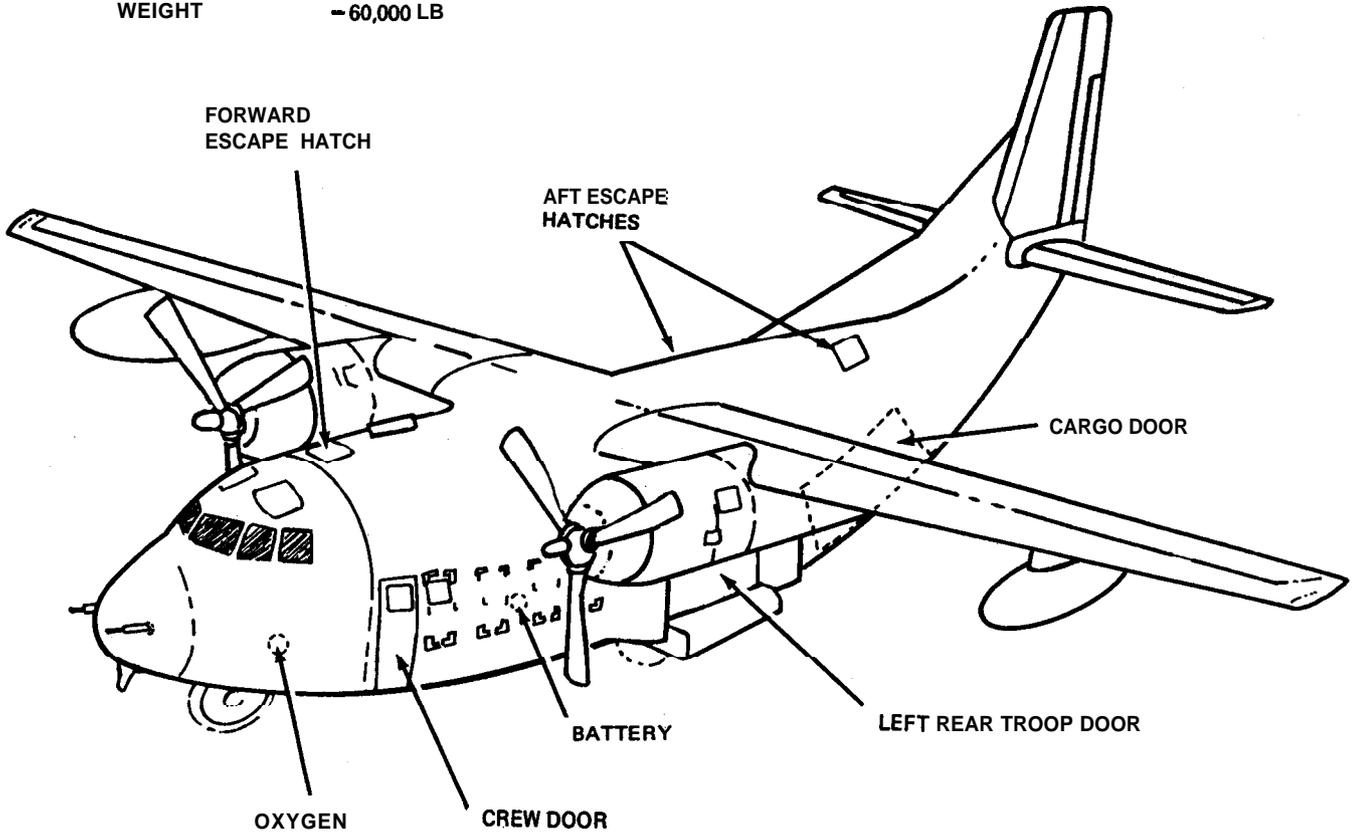
Figure 5-46. Model C-130 aircraft.

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, PASSENGER AND CARGO
 CREW - 4
 PASSENGERS - 60

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 76 FT, 4 IN
 WIDTH - 110 FT
 HEIGHT - 34 FT, 6 IN
 WEIGHT - 60,000 LB



EMERGENCY ENTRANCE

EMERGENCY ENTRANCE MAY BE MADE THROUGH THE FORWARD ENTRANCE DOOR AND THROUGH THE TWO REAR TROOP DOORS. ALL THREE DOORS HAVE EXTERNAL CONTROL HANDLES AND ACCESS PANELS FOR REACHING EMERGENCY RELEASE HANDLES. EMERGENCY CUT-IN AREAS ARE MARKED AROUND ALL CARGO COMPARTMENT WINDOWS AND AROUND THE THREE DITCHING HATCHES IN THE CARGO COMPARTMENT CEILING. THE DITCHING HATCHES ALSO HAVE EXTERNAL RELEASE HANDLES FOR EMERGENCY ENTRANCE.

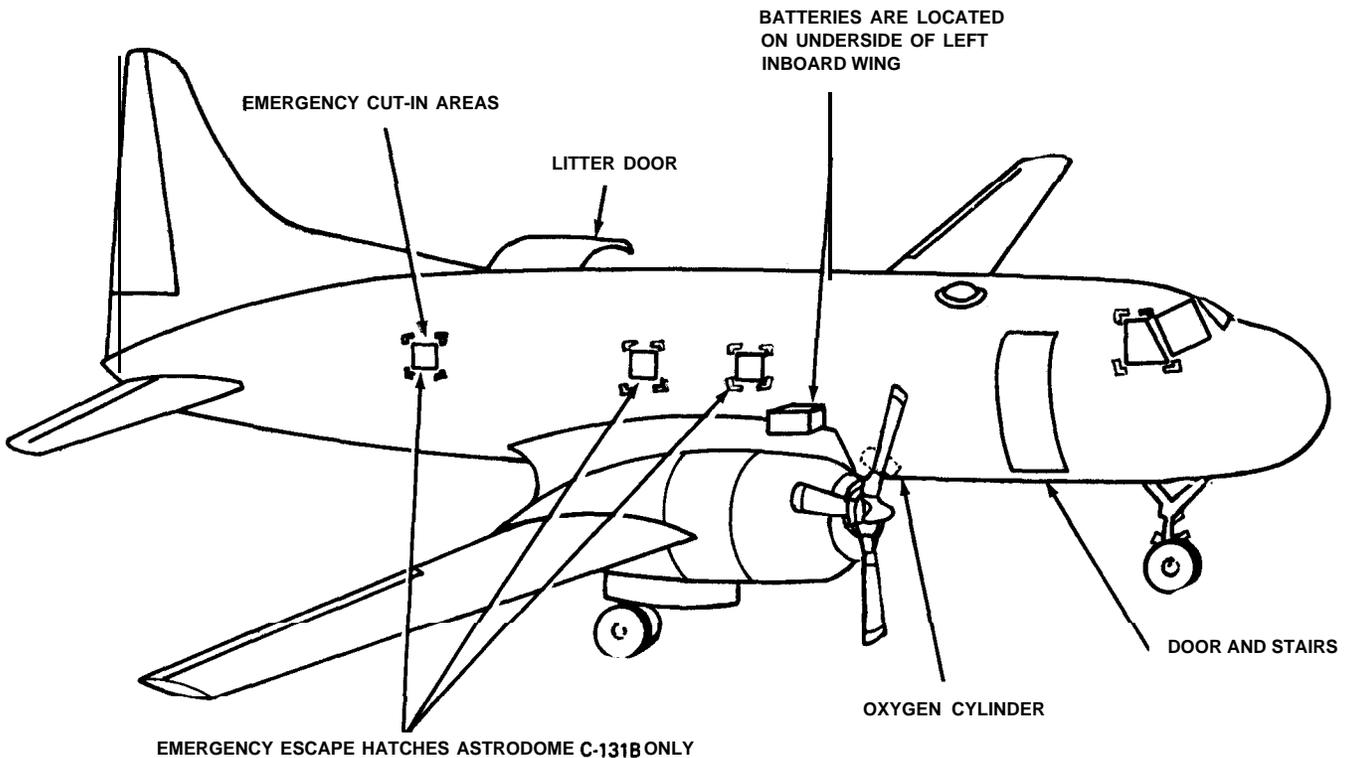
Figure 5-47. Model C-123 aircraft.

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, PASSENGER
 CREW - 3
 PASSENGERS - 12 TO 44

DIMENSIONS (MAX) AND WEIGHT (GROSS)

LENGTH - 79 FT, 2 IN
 WIDTH - 108 FT, 4 IN
 HEIGHT - 28 FT, 1 84/100 IN
 WEIGHT - 3500 LB



EMERGENCY ENTRANCE

EMERGENCY ENTRANCE MAY BE MADE THROUGH THE MAIN ENTRANCE DOOR AND EMERGENCY ESCAPE HATCHES. THE MAIN ENTRANCE DOOR IS ON THE RIGHT SIDE, AFT OF THE CREW COMPARTMENT. THE LITTER-LOADING DOOR IS HINGED AT THE TOP AND MAY BE OPENED BY ROTATING TWO LATCH HANDLES AND LIFTING THE DOOR. THIS ENTRANCE IS ON THE LEFT SIDE OF THE AIRCRAFT, AFT OF THE WING. EMERGENCY CUT-IN AREAS ARE MARKED ON THE AIRCRAFT FOR USE IF THE ABOVE METHODS OF ENTRY FAIL.

Figure 5-48. Model C-131 aircraft.

GENERAL DESCRIPTION

TYPE - TWIN ENGINE, OBSERVATION
 CREW - 2

DIMENSIONS AND WEIGHT (GROSS)

LENGTH - 40 FT, 7.25 IN
 WINGSPAN - 42 FT
 HEIGHT - 13 FT, 4 IN
 WEIGHT - 11,405 LB

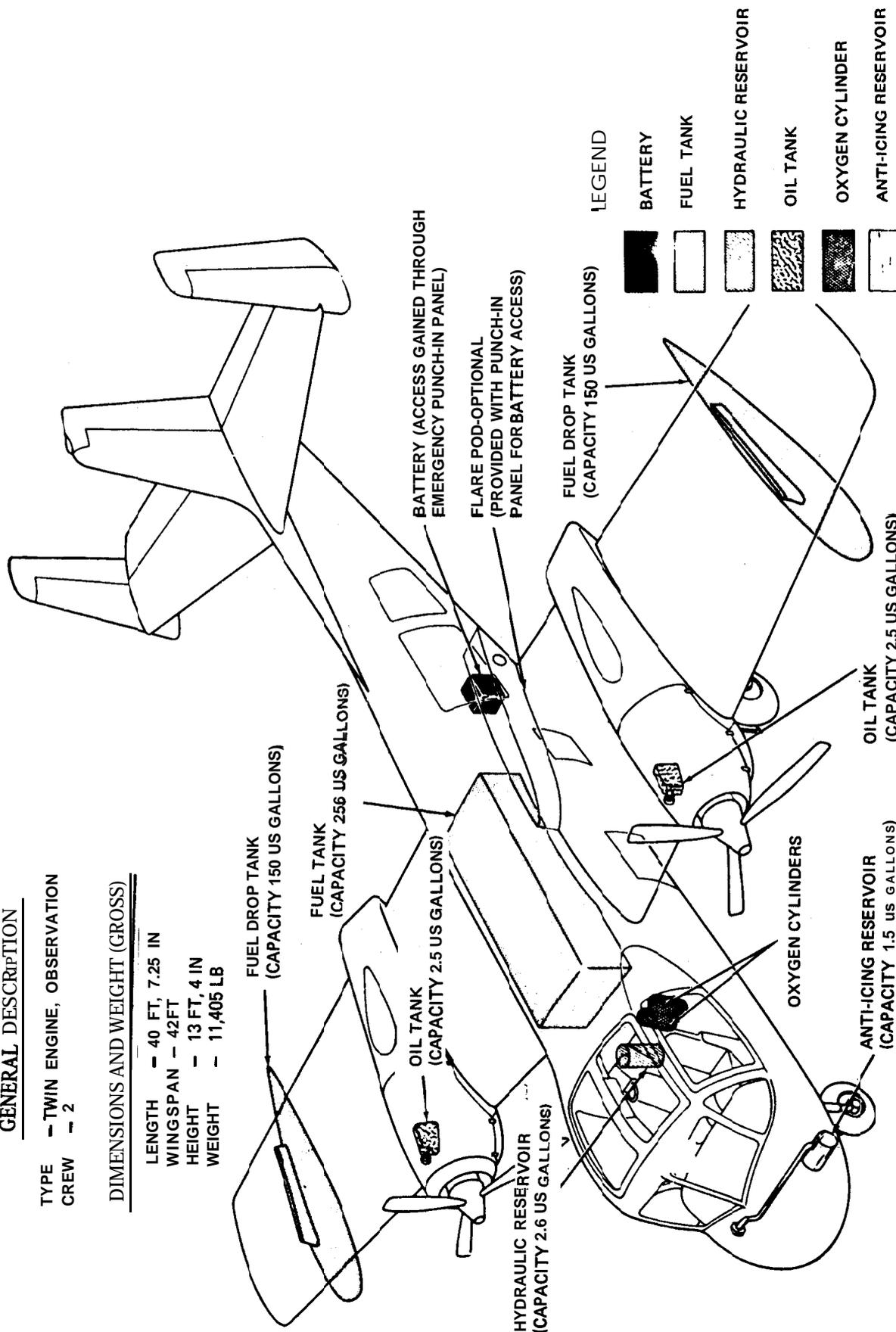


Figure 5-49. Models (with ejection seat) OV-1A, OV-1B, OV-1C, and OV-1D aircraft.

EMERGENCY ENTRANCE

EMERGENCY ENTRANCE MAY BE GAINED FROM EITHER SIDE OF AIRCRAFT. LIFT EXIT RELEASE LOCK RING (DETAIL A) AND TURN TO UNLOCK POSITION. OPEN PILOT'S COMPARTMENT HATCH WITH LEVER BY PUSHING AT FORWARD END AND PICKING UP. IF EITHER HATCH FAILS TO OPEN, ENTRANCE MAY BE GAINED BY CUTTING THROUGH EITHER HATCH GLASS. IF ENGINES ARE STILL OPERATING, FLOOD AIR INTAKE WITH FOAM OR WATER. TO JETTISON EMERGENCY CANOPY, ROTATE EMERGENCY CANOPY JETTISON HANDLE (DETAIL B) CLOCKWISE 90 DEGREES AND PULL.

CAUTION

MAKE SURE ALL PERSONNEL ARE CLEAR OF CANOPY AREA. CANOPY TRAJECTORY IS TOWARD AFT SECTION OF AIRCRAFT.

TIME PERMITTING, POSITION ENGINE MASTER SWITCHES, BATTERY SWITCH, AND OXYGEN REGULATOR SHUT-OFF LEVER TO OFF POSITION. ALSO PULL FIRE EMERGENCY CONTROL HANDLES.

EMERGENCY PROCEDURES

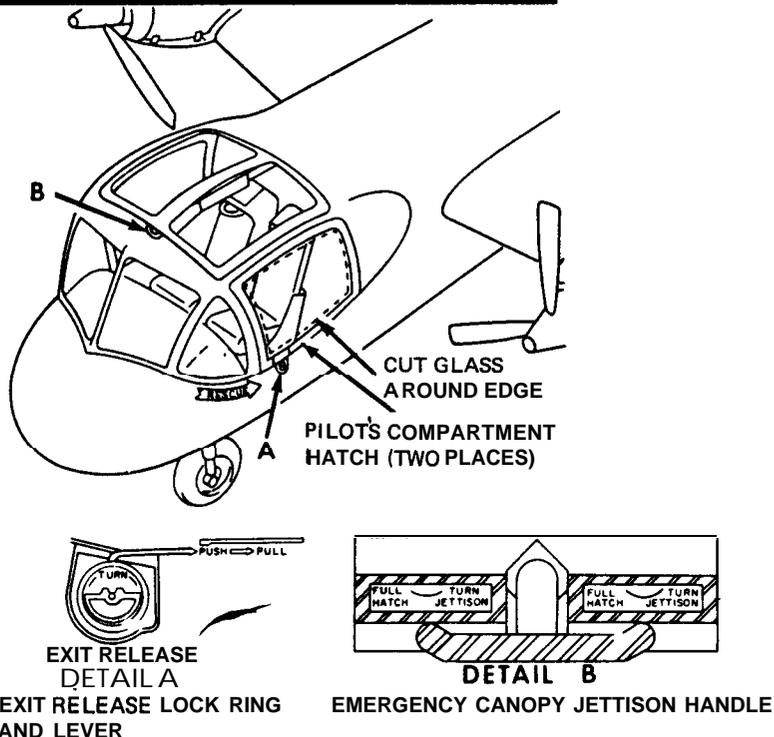


Figure 5-49. Models (with ejection seat) OV-1A, OV-1B, OV-1C, and OV-1D aircraft-Continued.

SECURING THE EJECTION SEAT

1. Lift red tab of face blind (Detail C, fig. 5-49—cont'd (2)).
2. Lift lower firing handle safety guard (fig. 5-49—cont'd (2)).
3. Insert safety pins (2 of 5). First, the drogue gun pin (fig. 5-49—cont'd (2)), then the main ejection gun sear safety pin (Detail C). Emergency pins are in the map compartment of the aircraft, but must be carried in every crash vehicle for emergency use. A metal pin the diameter of a ten-penny nail can also be used.

REMOVAL OF PILOT AND/OR OBSERVER

1. Unlock the harness quick-disconnect fitting by squeezing the release bar tabs and at the same time move the release bar upward. Then release the safety belt and remove the survival kit vertical restraint straps. Release the leg garters from the leg restraint cords at the quick-disconnects by squeezing the serrated lock release tabs to free the lock ring. Remove the pilot or observer through the pilot's compartment hatch or the emergency canopy opening.
2. If the harness quick-disconnect fittings and the lap belt cannot be unlocked, or if survival kit vertical restraint straps cannot be removed, the pilot and observer can be removed with parachute and survival kit attached by activating the manual override release lever. Raise up on the ring rearward until the handle locks. Next, unlock the harness quick-disconnect fittings by squeezing the release bar tabs and moving the release bar upward. Then unlock the lap belt and remove the survival kit vertical restraint straps. Remove the leg garters by squeezing the serrated lock release tabs which frees the lock ring.
3. Tilt pilot or observer forward from the waist and turn his shoulders toward the entrance hatch. Grasp the pilot or observer under his armpits, lift and pull him through the entrance hatch or escape hatch.
4. If there appears to be little chance of fire, it is advisable to leave the injured in their seats until qualified medical personnel arrive.

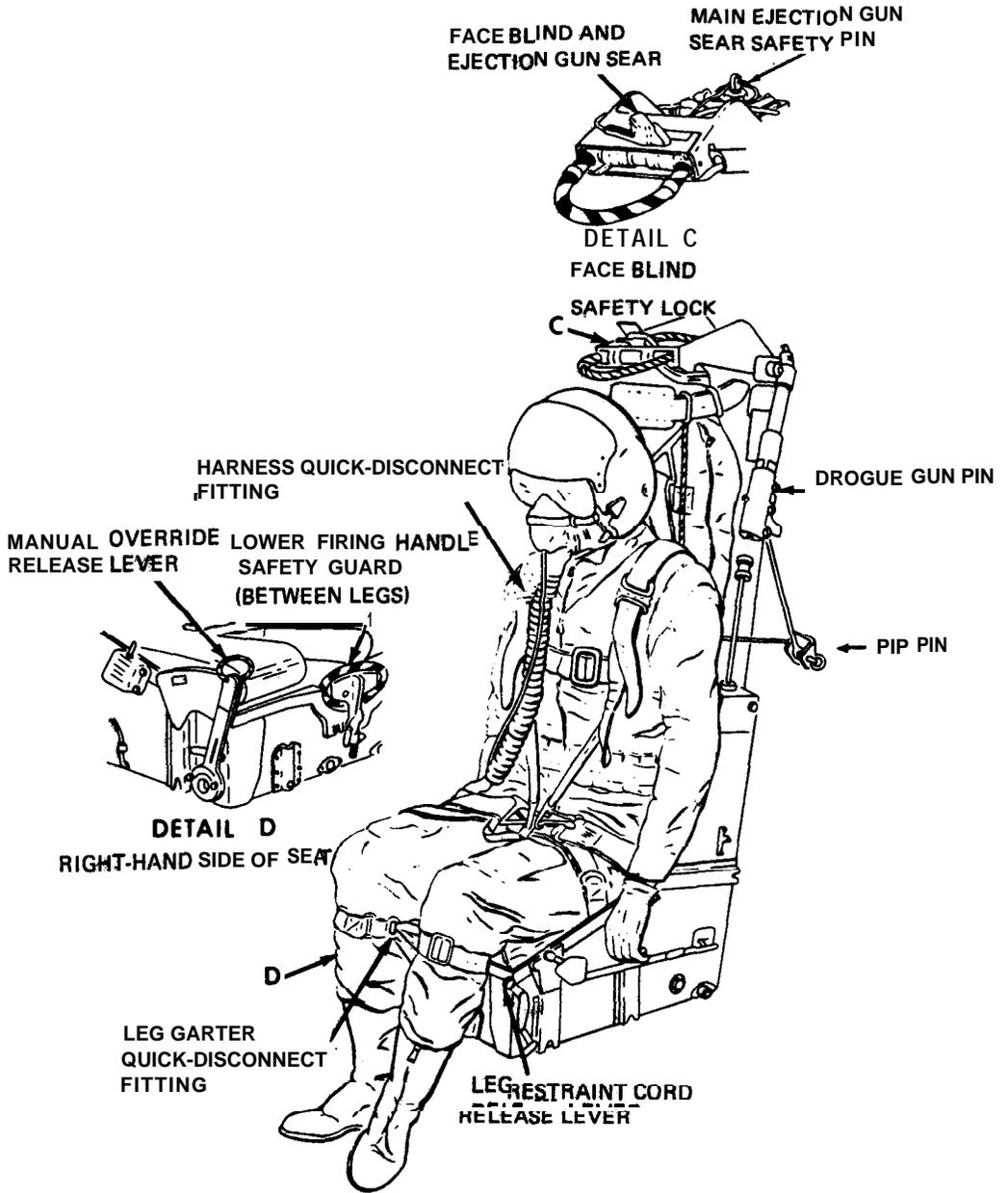


Figure 5-49. Models (with ejection seat) OV-1 A, OV-1B, OV-1C, and OV-1 D aircraft h-Continued.