

Emergency Extraction Information for N18FJ Carbon Fiber Airshows G202 Andrew Wright



Aircraft Type:	Giles 202 aka G202
Registration:	N18FJ
Pilot Name:	Andrew Wright
Emergency Contact #1:	
Emergency Contact #2:	
Date	11/1/2014

Canopy System



The external canopy release is a flat aluminum lever that sits flush in a recess in the middle of the left side of the canopy. Press in near the front of the lever to pop it out of the recess. Pivot the aft end of the lever down (clockwise) approximately 1/4 turn to disengage the latching mechanism. Then canopy then hinges open to the right.

The canopy is secured internally by steel pins at the front and rear and a center hook (blue circles). All three latching points are activated by the single lever. If the canopy is damaged making the latch inoperable, it may be easier to break the canopy frame just above the two hinges on the opposite (right) side of the aircraft than to break in from the left side. The canopy itself is fairly thin plastic which should be easy to break.

This aircraft has no ejection seat.

Extraction if Aircraft Flipped Over

This aircraft weighs approximately 1300 pounds total including pilot, fuel, and oil when configured for an airshow performance. If flipped over, the pilot will be trapped and unable to open the canopy. Two or three strong people should be able to lift the tail sufficiently to allow the canopy to be swung open to extract the pilot.

Electric and Ignition System



Pull the red mixture knob out to shut off fuel flow at the engine. To do this, you must press in on the center with your thumb while squeezing the red barrel. This will shut off a running engine.

Turn the key switch counter clockwise to off to disable the engine magnetos. This will also shut off a running engine.

Shut all electrical switches off by moving the five toggle switches down. The battery is inside the fuselage against the firewall and difficult to access.

Turn the fuel valve off by rotating the red lever 180 degrees. To go past the first 90 degrees requires simultaneously pulling the center knob up.

Harnesses



The pilot seat harness is released by pulling upwards on two levers as shown. The ratchet on the left side only tightens the belts, and will not aid in releasing them.

Smoke System



The smoke system consists of a red marine fuel tank in the front seat with the pump on top of the tank. In 2015 this will be replaced with an aluminum tank.

The smoke system is equipped with an engine oil pressure cutoff switch that will shut off the smoke system if the aircraft engine is not turning.

If the aircraft engine is running, shut off all 5 electrical switches as shown earlier to turn off the smoke system.

Hazmat



This aircraft has 3 fuel tanks, outlined in blue. The center tank, located in the fuselage, has a maximum capacity of 17 gallons. It will likely hold 5 to 12 gallons of 100LL during an airshow performance.

The wing tanks have a capacity of 20 gallons each. They will likely hold less than one gallon each of 100LL during an airshow performance.

The smoke oil tank is outlined in red. For 2014 it will contain at most 7 gallons of smoke oil. In 2015 this will be replaced with an aluminum tank that will contain at most 10 gallons of smoke oil, plus another smaller aluminum tank underneath the center fuel tank that will hold at most 2.5 gallons of smoke oil.

The engine holds at most 8 quarts of oil in the crankcase.

The battery is a LiFePo₄, located low on the firewall inside the fuselage, and difficult to access. This type of lithium battery is resistant to fire, explosion etc.