Emergency Extraction Information
Aircraft: Interstate Cadet

Aircraft Type: Interstate Cadet
Registration: N37361/N37428
Pilot Name: Kent Pietsch
Emergency Contact Name:
Main Door Operation

This aircraft has one main door located on the right side of the aircraft. It is the only access point to the cockpit.

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Main Door Operation Continued
To open the main door from the outside the handle is rotated clockwise from the horizontal position (figure1), to a vertical position (Figure2). The door can then opened outward away from the aircraft. Figure 3 shows the door in the open position. The door may also be opened from inside the aircraft by rotating the inner handle down to the shown position.

Figure 1  Figure 2

Figure 3

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Harness/Seat Belt

The Harness in this Aircraft is a four point harness. The shoulder belt assembly is connected to the lap belt via a loop system. Figure 1 shows the system in the fastened position. To unfasten the harness the lap belt buckle is raised from the outer edge to the release position. This is similar to current passenger aircraft lap belt assemblies in use on commercial aircraft. Figure two shows how the harness will separate once released.

Figure 1

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Harness/Seat Belts Continued

Figure 2

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Fuel System: Tanks

The Main fuel tank is located in the nose of the Aircraft behind the engine and in front of the pilot. It will contain 8 gallons of fuel during show performances. The aircraft is also equipped with wing tanks. The wing tanks will contain no fuel during the show performance. (Arrows indicate tank areas)

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Fuel System: Shut off Valves
This aircraft is equipped with three fuel shut off valves. The valves include one primary shut off handle from the main tank to the engine, and two shut off valves, one for each wing feed into the main tank. There will be no fuel in the wing tanks during show performances. These valves will also be closed prior to show start.

Figure one shows the primary fuel tank valve in the on position. To shut down the primary fuel the handle is pulled to the aft position. Figure two shows the primary fuel valve in the off position.

Figure 1

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Fuel system: Shut Off Valves Continued

Figure two
Primary fuel valve in the off position

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Electrical Power

This Aircraft Has no primary electrical system. All aircraft power is delivered two small batteries under the Pilot seat. The batteries run the lights, as well as ignite the wing tip smoke effects. They are accessible through the main door located on the right side of the aircraft.

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Engine Ignition system

The ignition system, in this aircraft uses four position magneto switch. The switch is located on the left side cockpit wall. This switch is accessible via the main door on the right side of the aircraft.

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Engine Ignition system continued

To shut down the magnetos and remove all power from the engine ignition system, the magnetos must be grounded out. To ground out the Magnetos rotate the lever switch counter clockwise from the both position to the off position. This will remove all capability for the engine to run. It will also shut the engine down if it was running.

Note: the picture currently shows the Mags in the off position

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Smoke system

The smoke system on this aircraft is a self contained solid fuel Pyrotecnic. Once the smoke effect is ignited it will burn until exhausted. They are located on the wing tips when in use. They are ignited electrically via the batteries in the cabin.

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Oil System

This aircraft uses a wet oil sump tank that contains 6 quarts of oil. The tank is located on the back of the engine in the engine bay. Access is gained through a panel located on the right side nose of the aircraft forward of the cockpit.

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Ejection Seat System

This Aircraft is not equipped with an ejection seat

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Fire extinguisher

This aircraft does not carry a on board fire extinguisher

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Emergency Contact Name:
Oxygen bottle

Aircraft does not carry oxygen tanks

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Emergency Contact Name: