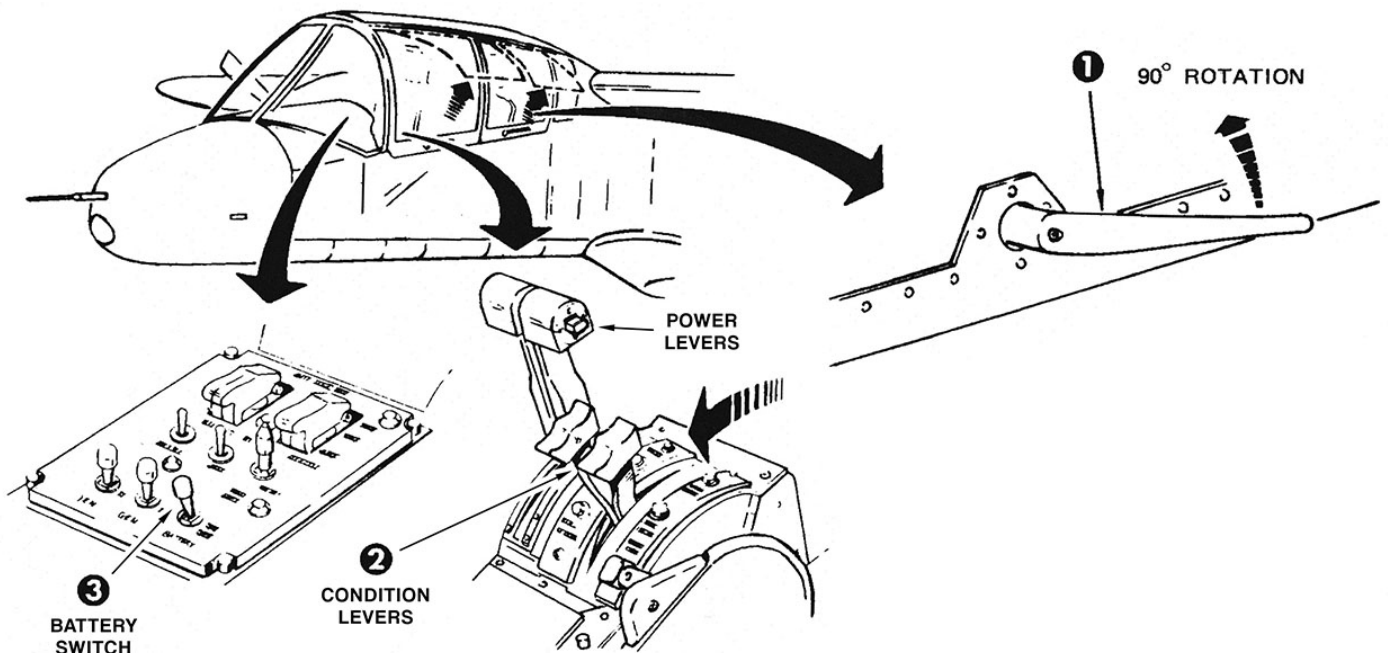


INTRODUCTION

THIS DOCUMENT GIVES A BRIEF OVERVIEW OF THE RESCUE AND FIREFIGHTING PROCEDURES FOR THE OV-10B BRONCO. IT IS INTENDED AS A FIRST LOOK OR REMINDER. IT DOES NOT SUPERSEDE A BRIEFING AT THE AIRCRAFT. IF YOU REQUIRE A SAFETY BRIEFING, DO NOT HESITATE TO CONTACT ANY MEMBER OF THE BRONCO DEMO TEAM.

EMERGENCY ACCESS AND CREW EVACUATION



- 1** OPEN CANOPY DOORS BY ROTATING HANDLES APPROXIMATELY 90° (CLOCKWISE ON RIGHT DOOR, COUNTERCLOCKWISE ON LEFT DOOR). BUNGIES WILL RETAIN DOORS IN THE OPEN POSITION ON RIGHT HAND SIDE ONLY!
- 2** SHUT DOWN ENGINES IF NECESSARY BY PULLING CONDITION LEVERS FULLY AFT.
- 3** PLACE BATTERY SWITCH TO „OFF“. THE BATTERY SWITCH IS LOCATED FRONT LEFT IN THE COCKPIT, ABOUT NEXT TO PILOTS LEFT KNEE.

NOTE
NORMAL COCKPIT ENTRANCE AND EXIT IS THROUGH RIGHT SIDE CANOPY DOORS, BUT EMERGENCY ACCESS MAY BE MADE FROM EITHER THE RIGHT OR LEFT SIDE.

NOTE
IF CANOPY SIDE PANELS ARE JAMMED AND CANNOT BE OPENED, CUT THROUGH THE ACRYLIC PLASTIC WINDOWS.

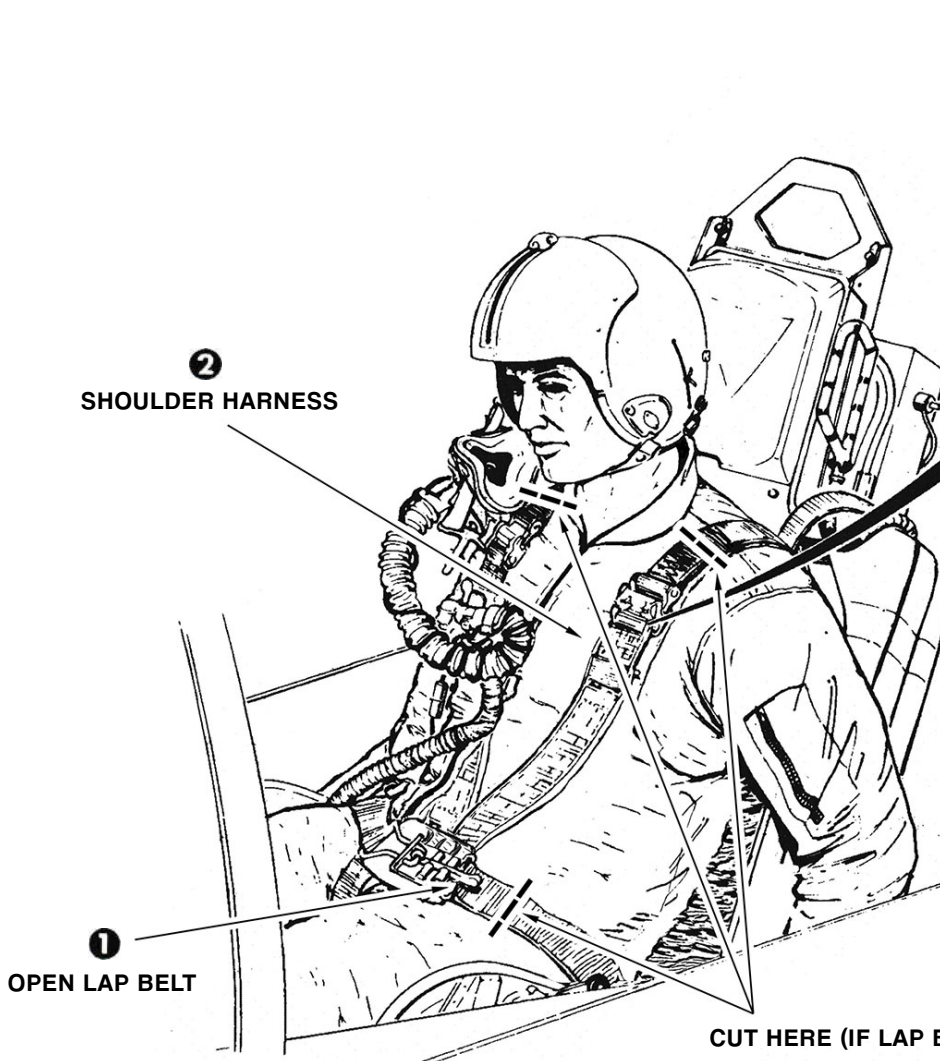
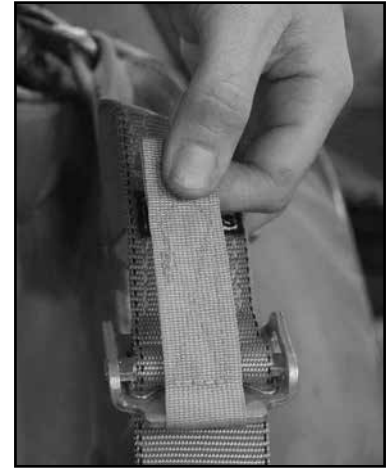
DISCONNECT CREWMEN FROM AIRCRAFT

- 1 OPEN LAP BELT. SHOULDER HARNESS COMES LOOSE WHEN LAP BELT OPENS.

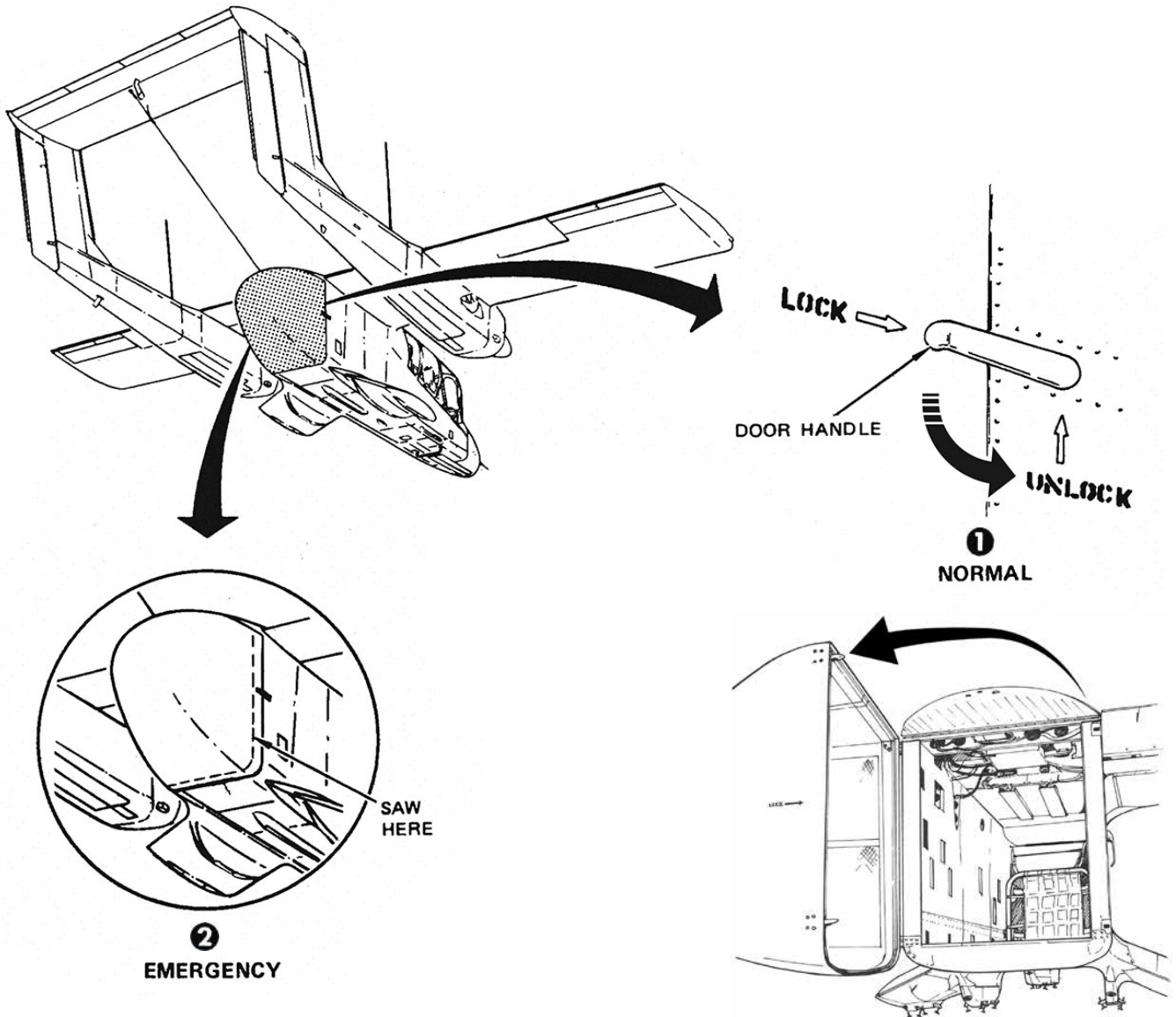
INFO

IF LAP BELT DOES NOT OPEN, CUT HARNESS AT INDICATED LOCATIONS.

- 2 IF SHOULDER HARNESS NEEDS TO BE LOOSENED, PULL LOOSE SHORT END UPWARDS. NOTE THAT IT CAN NOT BE OPENED WITH THIS PROCEDURE.



CARGO COMPARTMENT ENTRY



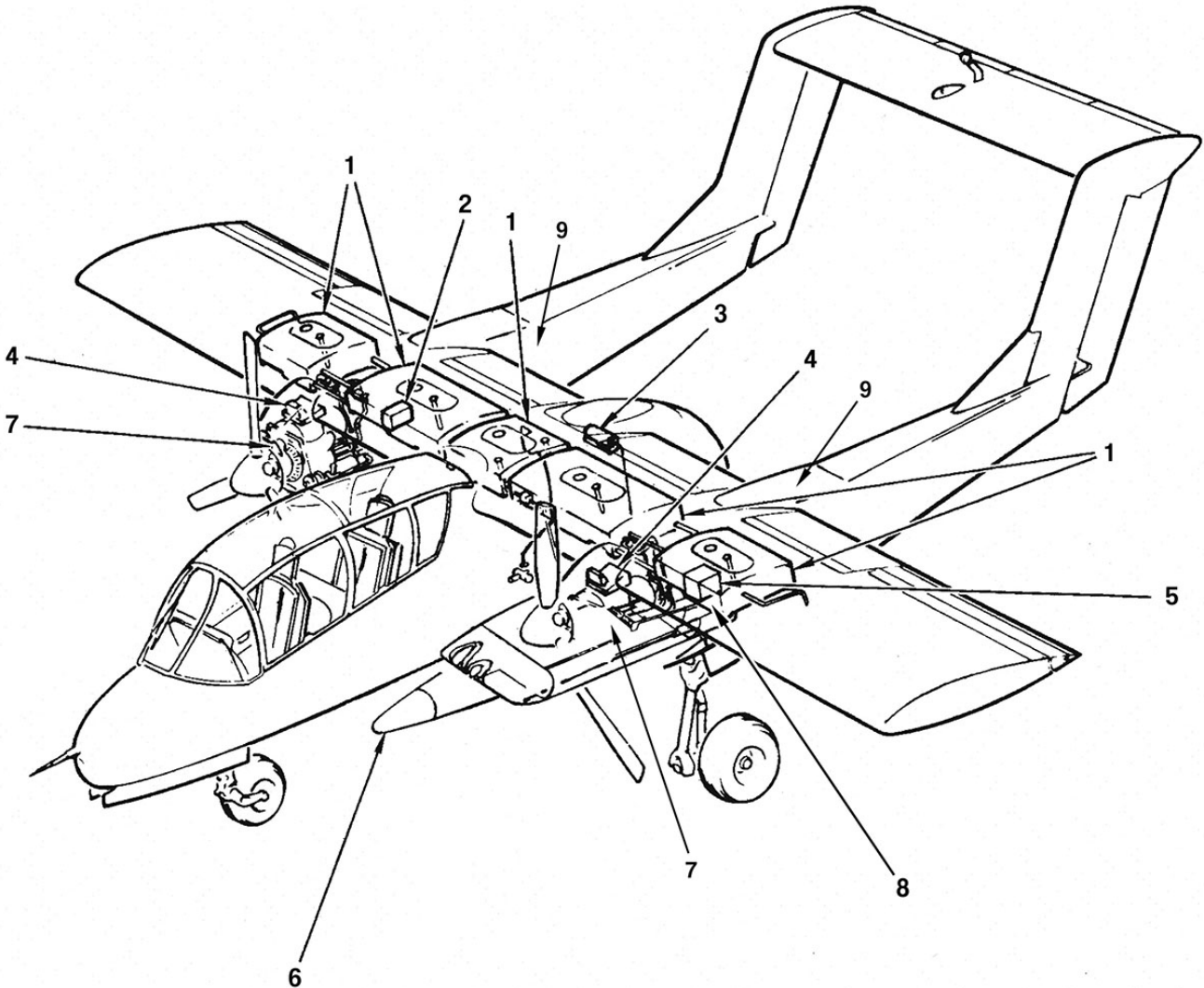
CARGO COMPARTMENT ENTRY NORMAL PROCEDURE ①

ROTATE DOOR HANDLE COUNTERCLOCKWISE
AND PUSH DOOR OPEN.

CARGO COMPARTMENT ENTRY EMERGENCY PROCEDURE ②

USE POWER SAW AND CUT THROUGH DOOR AS
INDICATED IF NORMAL RELEASE HANDLE
MECHANISM FAILS TO OPEN DOOR

FLAMMABLE MATERIALS AND EXPLOSIVES

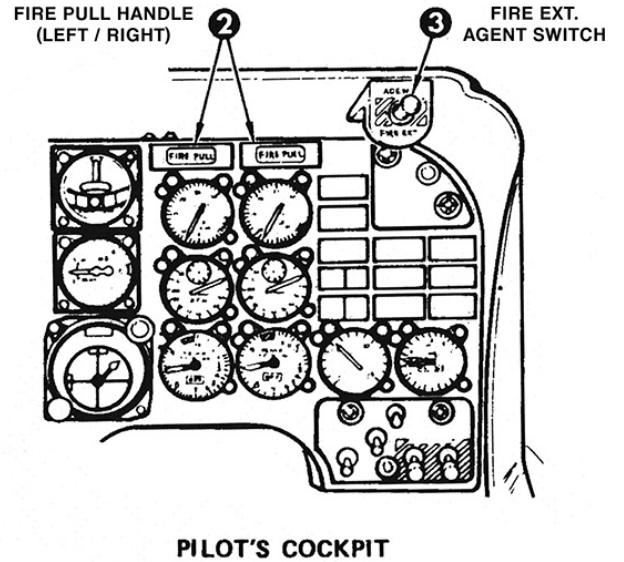
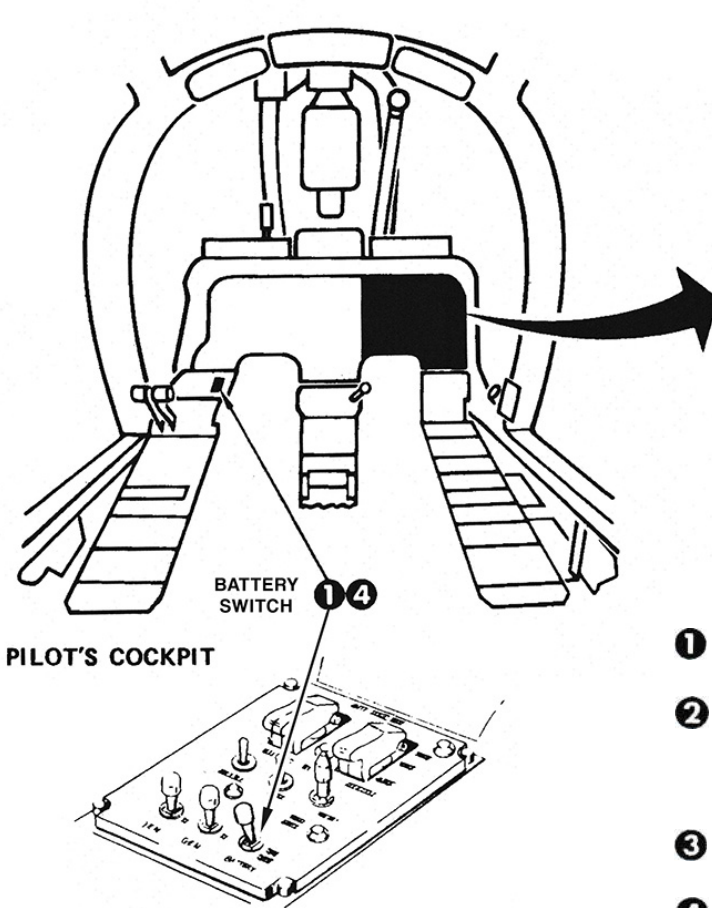


- 1: FUEL TANKS (5x)
- 2: RIGHT BATTERY
- 3: HYDRAULIC RESERVOIR
- 4: ENGINE OIL TANK (LEFT AND RIGHT)
- 5: LEFT BATTERY
- 6: EXTERNAL FUEL TANK
- 7: ENGINES
- 8: FOG OIL TANK (LEFT BOOM ONLY)
- 9: HIGH PRESSURE FIRE BOTTLES

INFORMATION:
EJECTION SEATS INOPERATIVE! NO EXPLOSIVE CHARGES FITTED!
NEITHER WEAPONS NOR AMMUNITION ON BOARD!

CAUTION:
HIGH PRESSURE FIRE
BOTTLES IN BOOMS.
(SMALL EXPLOSIVE CHARGES)

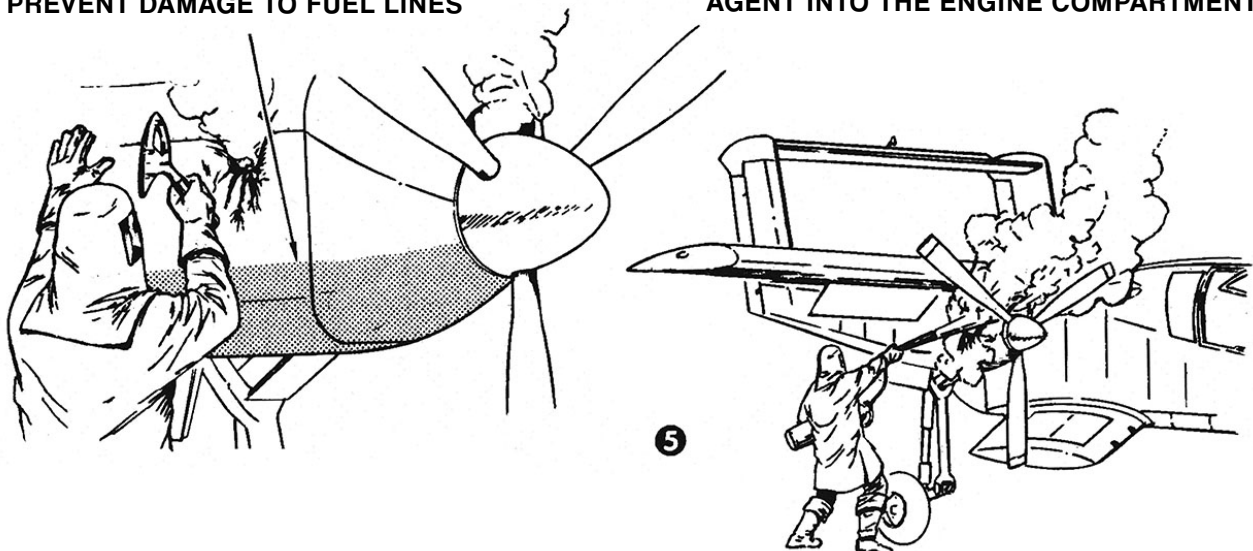
EMERGENCY ENGINE FIRE EXTINGUISHING



- 1 POSITION BATTERY SWITCH TO „ON“.
 - 2 PULL APPLICABLE FIRE PULL HANDLE (LEFT HANDLE FOR LEFT ENGINE AND RIGHT HANDLE FOR RIGHT ENGINE).
 - 3 ACTUATE FIRE EXTINGUISHER AGENT SWITCH.
 - 4 POSITION BATTERY SWITCH TO „OFF“.
-
- 5 TO EXTINGUISH ENGINE FIRE FROM OUTSIDE THE AIRPLANE, CHOP HOLE IN ENGINE NANCELLE AND INJECT CO2 OR A DRY CHEMICAL AGENT INTO THE ENGINE COMPARTMENT.

CAUTION:

DO NOT CHOP BELOW THIS LEVEL TO PREVENT DAMAGE TO FUEL LINES



ADDITIONAL INFORMATION

AIRCRAFT INFORMATION:

MAX. FUEL ON BOARD, JET A1 (INCL. BELLY TANK)	3092,1 LBS = 1402,3 KG = 1801,4 LITRES
MAX. PERSONS ON BOARD	3 (NORMAL: 2, DURING DISPLAY: 1)
MAX. TAKEOFF WEIGHT	12500 LBS = 5670 KG

* FUEL WEIGHT CONVERSIONS CONSIDER ISA TEMPERATURE (15°C) AT MSL

SPACE FOR PERSONAL NOTES:

REVISION HISTORY:

VERSION	DESCRIPTION
1.0	INITIAL RELEASE