EMERGENCY EXTRACTION DOCUMENT

NORTH AMERICAN F-100F SUPER SABRE

Collings Foundation / Vietnam War Flight Museum

PHOTO 1 - F-100F SUPER SABRE - LEFT-SIDE PROFILE

Aircraft model	North American F-100F Super Sabre
USAF serial	56-3844
Civil registration	N26AZ
Configuration	F-100F two-cockpit airframe; current extraction plan is for FRONT occupant only (no aft crewmember carried)
Operator / maintainer	Collings Foundation / Vietnam War Flight Museum
Document status	WORKING DRAFT — aircraft-specific procedure verification required

IMPORTANT — This document is for trained emergency responders and airshow safety personnel. It must be reviewed against the actual aircraft before operational use. Civilian restoration/modification may differ from historical USAF rescue data.

Prepared for ICAS performer emergency-extraction use

1. AIRCRAFT IDENTIFICATION & PRIMARY HAZARDS

Use this page as the responder quick-reference overview.

AIRCRAFT OVERVIEW - LEFT SIDE (PHOTO 1)

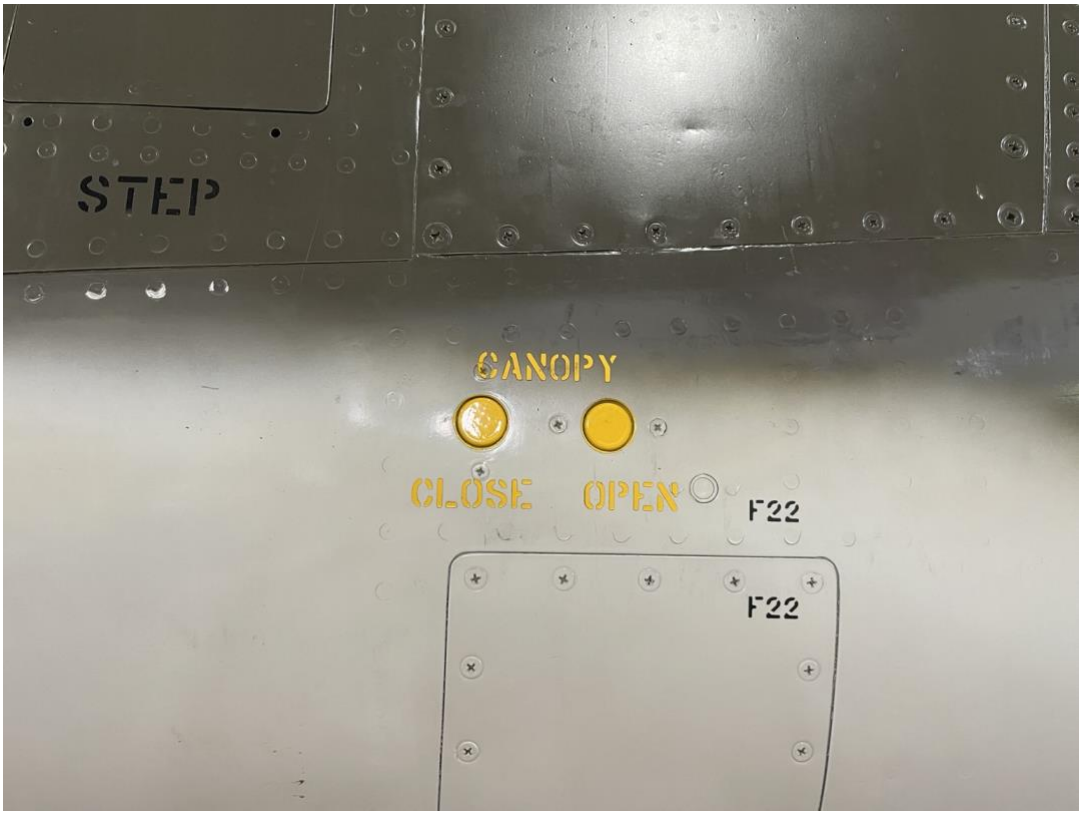
ITEM	RESPONDER INFORMATION
Crew	1 — front-seat occupant only; no aft crewmember carried
Engine	1 × Pratt & Whitney J57-P-21A turbojet with afterburner
Fuel	Jet fuel. VERIFY actual fuel load/tank configuration and typical airshow configuration.
Ejection system	Front ejection seat is occupied. Treat it and canopy-jettison system as LIVE until safed. Confirm the status of any aft-seat ejection hardware that remains installed.
Oxygen	NONE ON BOARD — current N26AZ operating configuration carries no oxygen system/bottles onboard.
Armament	Historical F-100F provisions exist; Confirm during the responder briefing whether any retained inert gun or pyrotechnic hardware is present.
Primary rescue concern	Seat firing system / ballistic components, canopy jettison, fuel, battery/electrical, hot engine/exhaust. No oxygen is carried onboard.

VERIFY ON AIRCRAFT — Mark exact hazardous-system locations directly on the photograph above. Do not rely only on historical F-100 drawings.

2. AIRCRAFT ENTRY

Historical USAF F-100 rescue data identifies normal, manual, emergency-jettison, and cut-in methods.

PHOTO A — EXTERNAL CANOPY OPEN / CLOSE CONTROLS — LEFT FORWARD FUSELAGE

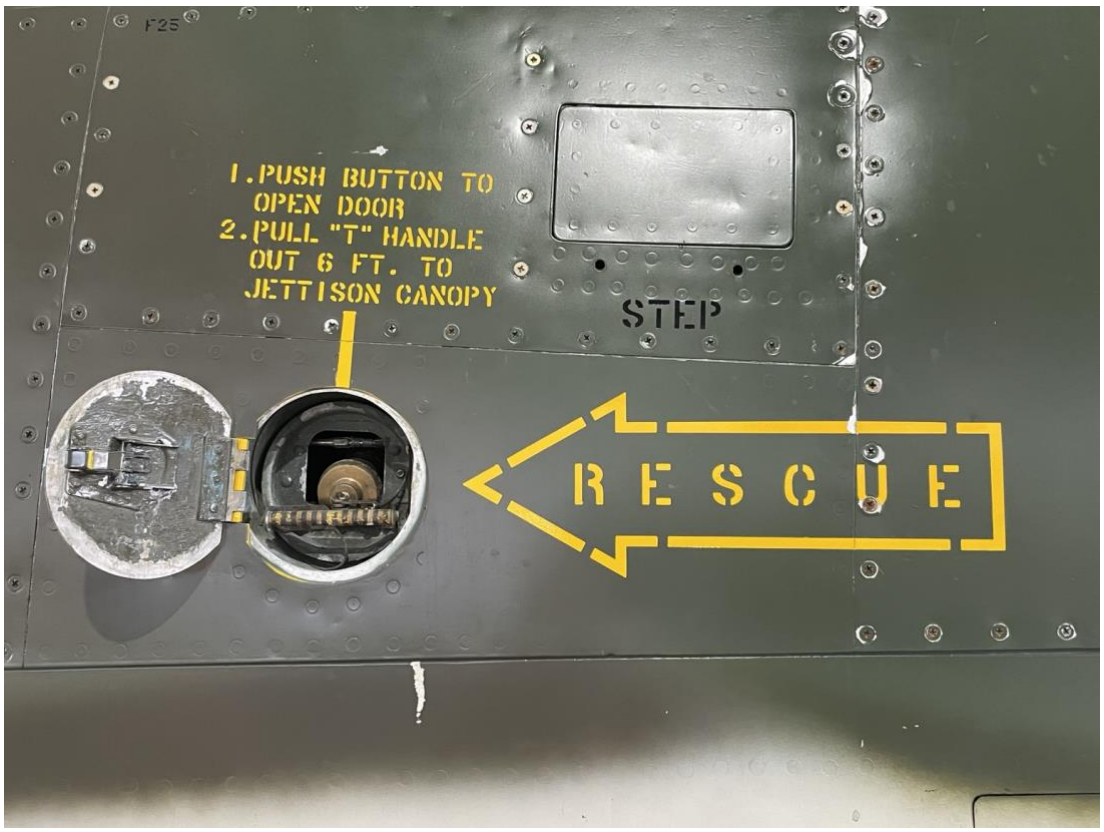


ACTUAL N26AZ INSTALLATION: Two yellow pushbuttons are marked CANOPY CLOSE and OPEN. The OPEN pushbutton is the right-hand button in this photograph. Responders should verify operation during the pre-show aircraft walk-around before relying on electrical canopy opening in an emergency.

- NORMAL ENTRY: Locate the external canopy-open switch on the left side of the fuselage forward of the canopy. Operate only if conditions permit, then raise/open canopy fully.

- MANUAL ENTRY: Identify the canopy manual-release handle(s) and demonstrate the exact release direction/sequence on N26AZ.

PHOTO C — EXTERNAL EMERGENCY CANOPY-JETTISON CONTROL — LEFT SIDE



ACTUAL N26AZ INSTALLATION: The RESCUE arrow points to the circular access door. Aircraft stencil instructions read: “1. PUSH BUTTON TO OPEN DOOR 2. PULL ‘T’ HANDLE OUT 6 FT. TO JETTISON CANOPY.” The photograph shows the access door open and the T-handle visible inside.

WARNING — CANOPY JETTISON IS A BALLISTIC / EXPLOSIVE ACTION.

WARNING: CANOPY JETTISON IS AN EXPLOSIVE / BALLISTIC EVENT. Establish a safe zone and use only by trained responders after aircraft-specific briefing.

- Historical F-100D/F rescue data describes an external canopy-jettison T-handle on the left side below the canopy. VERIFY its presence, exact location, pull direction, and standoff distance on N26AZ.

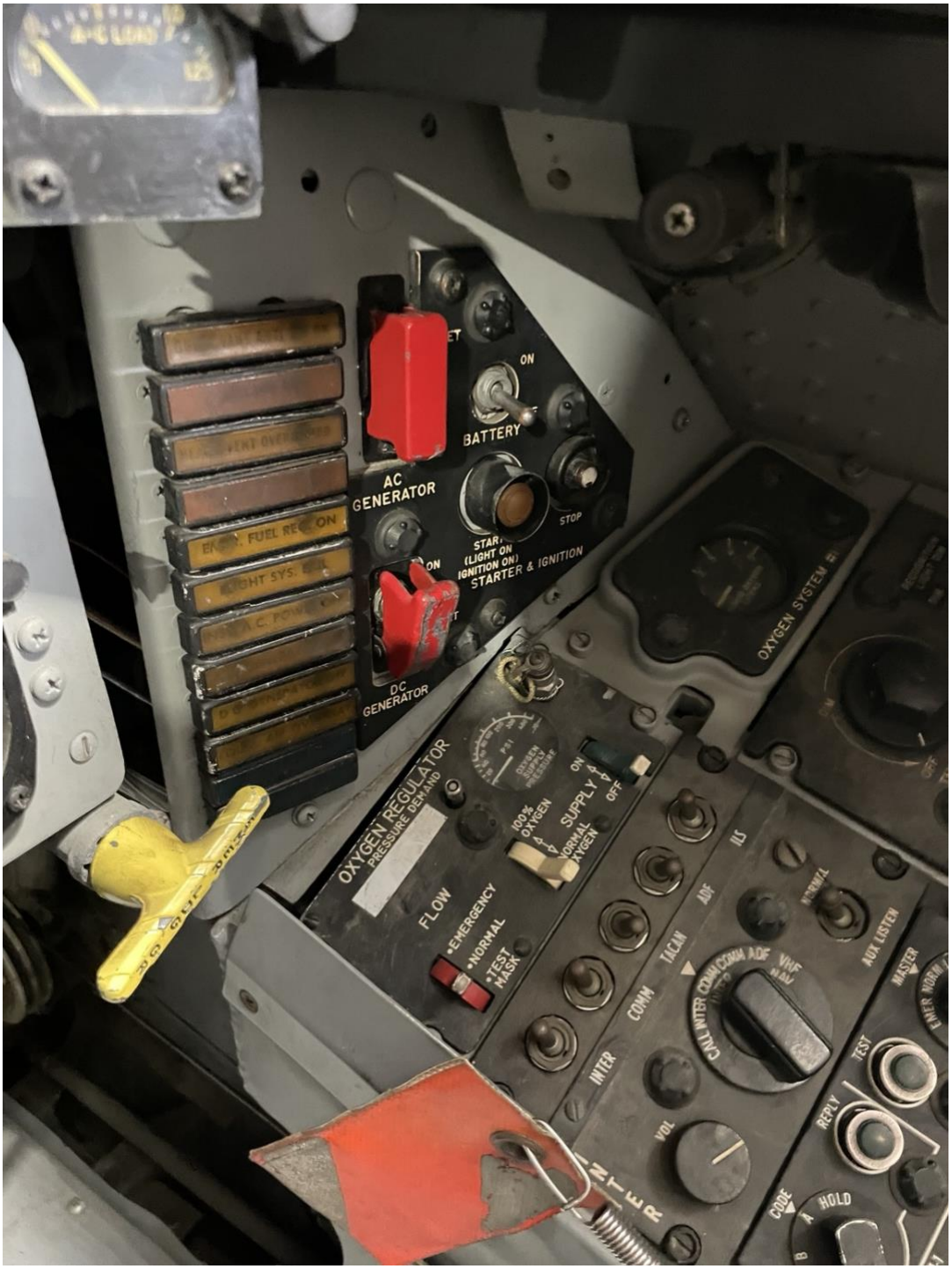
- CUT-IN: Historical rescue guidance calls for cutting the canopy along the canopy frame on all four sides. VERIFY with the aircraft crew that this remains the approved emergency cut-in method and identify no-cut zones.

3. ENGINE / FUEL / ELECTRICAL SHUTDOWN

EXTERNAL BATTERY LOCATION: Left forward fuselage beneath the canopy, marked “BATTERY.” The access panel photograph shows the installed battery. Verify the approved disconnect procedure with the aircraft crew during the responder briefing.

COCKPIT BATTERY SWITCH: The BATTERY switch is clearly visible on the right-side electrical control panel. The close-up below is provided for rapid responder identification. Confirm the approved shutdown sequence with the aircraft crew.

PHOTO — COCKPIT BATTERY / ELECTRICAL CONTROL CLOSE-UP



Aircraft-specific close-up of the right-side electrical control panel. The BATTERY switch is clearly labeled near the upper right of the panel. AC GENERATOR, DC GENERATOR, and START/STOP ignition controls are visible for responder orientation. Use only the controls specifically identified in the approved shutdown procedure.

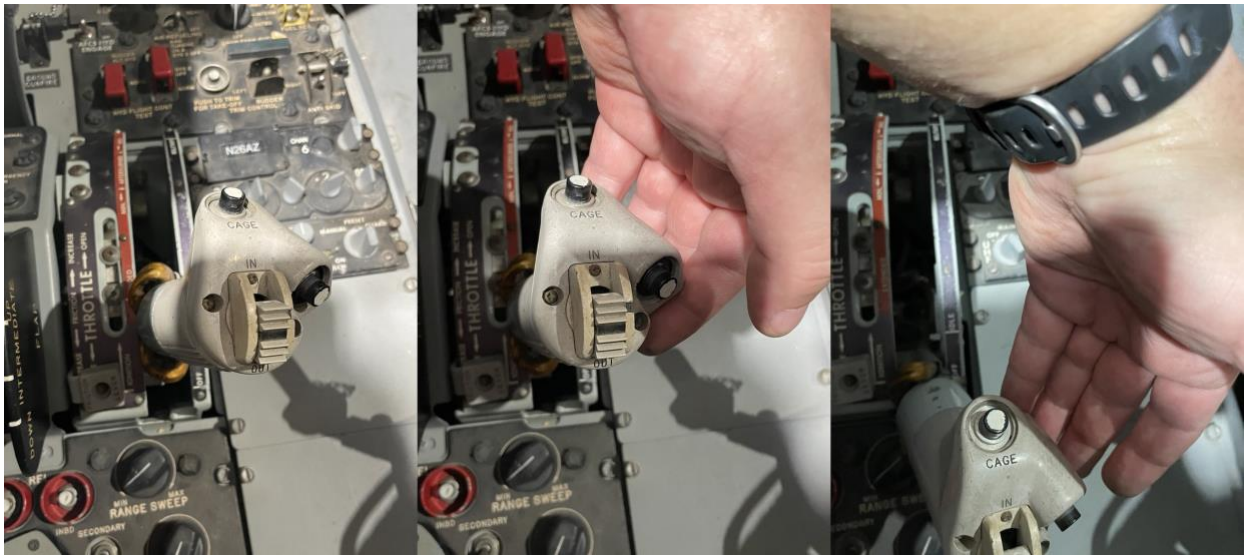
Battery access bay - left forward fuselage beneath canopy. Access panel removed/open; installed battery visible.

RESPONDER NOTE: Use this photograph for battery-location identification only. Do not disconnect or manipulate battery leads until the aircraft-specific disconnect procedure is verified by the aircraft crew.

PHOTO A — FRONT COCKPIT LEFT CONSOLE / THROTTLE ORIENTATION

ACTUAL N26AZ INSTALLATION — Front cockpit orientation. The throttle is on the left console. The panel visible at upper right is labeled “EMERGENCY FLIGHT CONTROL SYSTEM POWER”; do not identify it as the battery master without aircraft-crew verification.

THROTTLE GRIP / DETENT DETAIL



The photographed throttle grip is marked IN / OUT and shows the mechanical gate/detent arrangement. Final responder wording for moving the throttle to OFF will be added only after the aircraft crew confirms the exact shutdown motion on N26AZ.

STEP	CONTROL	ACTION
1	**THROTTLE**	Throttle and IN/OUT gate photographed. VERIFY with aircraft crew the exact movement required to reach engine OFF/cutoff before publishing the final responder action.
2	**ENGINE MASTER**	Place engine master switch OFF. Historical F-model data indicates engine master control is available from either cockpit; VERIFY N26AZ.
3	**FUEL SHUTOFF**	Place fuel shutoff valve switch OFF. Historical F-model data indicates control from either cockpit; VERIFY N26AZ.
4	**BATTERY**	Place battery switch OFF and identify the external battery location/disconnect if accessible.

4. EJECTION-SEAT SAFING — CURRENT OPERATING CONFIGURATION

AIRCRAFT-SPECIFIC CONFIGURATION: The aft seat is not used for the current operation; emergency crewmember extraction is therefore planned for the FRONT occupant only. If aft-seat ejection hardware remains installed, its ballistic/safing status must still be confirmed during the aircraft-specific responder briefing.

DANGER: Treat the occupied FRONT ejection seat as LIVE until positively safed. If any aft-seat ejection hardware remains installed, treat that hardware as live until the aircraft crew confirms it is removed, deactivated, or positively safed. Do not lean over, place equipment on, or reach across firing handles/initiators.

PHOTO SET #4 — FRONT EJECTION-SEAT / COCKPIT ORIENTATION

These N26AZ photographs document responder orientation and visible installed hardware. They do not by themselves establish an approved safing sequence. Verify the current Martin-Baker seat configuration and approved aircraft-specific safing procedure with the aircraft crew during the responder briefing.

PHOTO 4A — FRONT EJECTION-SEAT UPPER AREA / FIRING-HANDLE ORIENTATION

Front-seat upper area showing the prominent red handle and installed safety hardware/tag. Treat all seat components as live until positively identified and safed by the aircraft crew.

PHOTO 4B — FRONT COCKPIT / RIGHT-SIDE SYSTEMS ORIENTATION

Responder orientation view of the front cockpit and right-side console adjacent to the ejection seat. The red-tagged handle circled in red is the COCKPIT CANOPY JETTISON HANDLE. This photograph also captures the cockpit BATTERY switch; see Section 3 for shutdown-control cross-reference.

PHOTO 4C — RIGHT-SIDE CONSOLE CLOSE-UP

Close-up of the right-side console adjacent to the seat. The BATTERY switch is visible near the upper portion of the photograph; seat-safing controls must be identified separately and verified on the aircraft.

PHOTO 4D — FRONT COCKPIT / SEAT ACCESS OVERVIEW

Overall front-cockpit view showing seat position, access path, instrument panel and surrounding consoles. Use for responder orientation before reaching into the cockpit.

- SEAT SAFING: N26AZ is equipped with a Martin-Baker ejection seat. Use only the aircraft-specific Martin-Baker safing procedure confirmed by the aircraft crew. Do not apply historical DART-seat safing instructions to this installation.

AFT BALLISTIC HARDWARE STATUS — VERIFY ON AIRCRAFT

No aft crewmember is carried. Photograph only if aft-seat ejection/ballistic hardware remains installed and requires responder safing awareness.

Historical F-100F rescue guidance describes ballistic-hose emergency-safing provisions in the original two-seat configuration. DO NOT cut or disconnect ballistic components unless the aircraft crew has confirmed the exact installed configuration and approved procedure for N26AZ.

AFT-SEAT STATUS NOTE — No aft crewmember is carried. Because historical F-100F systems used interconnected ejection sequencing, the aircraft crew must confirm whether any aft-seat ejection hardware remains installed or active. Do not assume unused means deactivated.

5. AIRCREW EXTRACTION

FRONT-SEAT HARNESS RELEASE — AIRCRAFT-SPECIFIC PROCEDURE: 1) Turn the central knob to the UNLOCK position. 2) PRESS the central knob to release the harness.

HARNESS RELEASE — CENTRAL RELEASE KNOB

1. **Turn the central knob to the UNLOCK position.**
2. **PRESS the central knob to release the harness.**

CAUTION: Release the harness only after the front ejection-seat system has been positively safed or otherwise rendered safe by trained personnel.

AFT HARNESS — NOT APPLICABLE

No aft crewmember is carried in the current operating configuration.

- After release, clear shoulder and lap restraint straps from the crewmember while maintaining spinal precautions as conditions require.

AFT CREWMEMBER EXTRACTION — NOT APPLICABLE

No aft crewmember is carried in the current operating configuration.

MEDICAL / RESCUE NOTE — Because cockpit access is narrow and seat hardware may remain hazardous, the aircraft crew should demonstrate the preferred lift direction and any removable cockpit components during the responder briefing.

6. FIRE ACCESS, SKIN PENETRATION & NO-CUT AREAS

Aircraft-specific fire-access information for N26AZ is shown below. Any additional cut/no-cut restrictions must be confirmed during the aircraft-specific responder briefing.

PHOTO A — ENGINE BAY FIRE ACCESS / FIREFIGHTING AGENT INSERTION POINT

FIREFIGHTING ACCESS: The red-outlined square panel on the shiny aft fuselage is spring-loaded. Depress the panel inward to insert firefighting apparatus into the engine area.

Aircraft-specific feature confirmed on N26AZ.

Historical USAF rescue guidance warns against penetrating the RIGHT engine bay because of concentrated electrical wiring and hazardous substances. Verify current routing and clearly mark the N26AZ no-cut area.

7. HAZARDOUS-SYSTEM LOCATIONS

OXYGEN SYSTEM: NONE ON BOARD in the current N26AZ operating configuration.

OXYGEN — NONE ON BOARD

Current N26AZ operating configuration carries no oxygen bottles/system onboard.

8. AIRSHOW RESPONDER BRIEFING CHECKLIST

Use with fire/rescue personnel before operations begin.

☐ Identify N26AZ and confirm the front-seat occupant. No aft crewmember is carried in the current operating configuration.

☐ Walk responders to external canopy-open, manual-release, and emergency-jettison controls.

☐ Demonstrate the current Martin-Baker front ejection-seat safing procedure and identify the approved aircraft-specific safing points. Confirm status of any aft-seat ejection hardware that remains installed.

☐ Demonstrate engine master, fuel shutoff, throttle OFF, and battery OFF controls.

☐ Point out fuel, battery, hydraulic/pressure, and ballistic-system locations. No oxygen is carried onboard in the current configuration.

☐ Review approved fire-agent access points and all no-cut/no-penetration zones.

☐ Demonstrate lap/shoulder restraint release and preferred crewmember removal path.

☐ Confirm aircraft-specific rescue tools or pin kit carried with the airplane.

☐ Confirm who from the aircraft crew will respond to an incident and how to contact them immediately.

DOCUMENT CONTROL

Aircraft	F-100F 56-3844 / N26AZ
Revision	DRAFT 0.15 — Emergency contact information added; Martin-Baker seat corrections retained
Date	August 27, 2026
Reviewed by aircraft crew	_____
Approved for ICAS upload	_____

REFERENCE BASIS — NOT A SUBSTITUTE FOR AIRCRAFT VERIFICATION

This extraction document was structured from public F-100F aircraft information, historical emergency-rescue guidance, and aircraft-specific photographs of N26AZ. Validate the procedures against the actual aircraft and current crew briefing before operational use or ICAS upload.

- Collings Foundation — North American F-100F Super Sabre aircraft page: identifies aircraft 56-3844, F-model airframe and J57-P-21A engine. Current N26AZ airshow operating configuration for this extraction document carries no aft crewmember.
- Vietnam War Flight Museum — F-100F Super Sabre page: identifies the Collings Foundation aircraft as operated/maintained by the VWFM team in Houston.
- USAF Technical Order 00-105E-9 (historical emergency rescue/mishap response), F-100 pages: aircraft entry, canopy jettison/cut-in, engine/fuel/battery shutdown, ejection-seat safing, crew extraction, and fire-access/skin-penetration guidance.
- ICAS Operations Bulletin (2015): describes ICAS automated distribution of performer emergency-extraction information and emphasizes direct briefing between performers and emergency responders.

DRAFT LIMITATION — No historical ejection-seat cutting/dearming instruction should be treated as current until the installed seats and ballistic plumbing on N26AZ are identified and confirmed by the aircraft maintenance team.