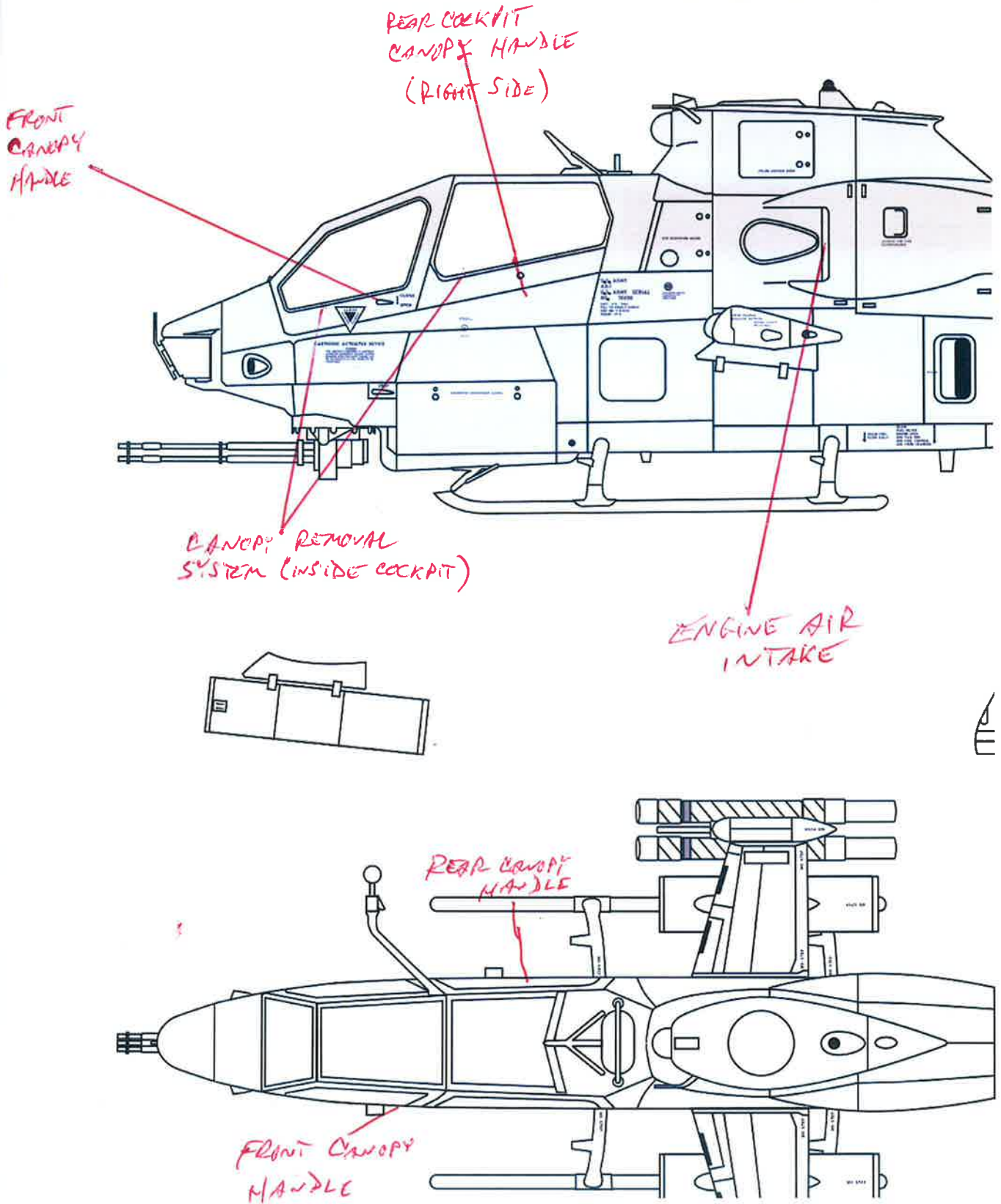


# Bell AH-1F Cobra



## 2-11. SEATS.

**a. Construction.** The seats, side-shoulder panels, and head protective panels are of armor material which provides protection. Both seats are equipped with contoured seat cushions and back supports made of foam and open mesh for vibration attenuation and crew comfort.

**b. Pilot Seat.** The pilot seat is vertically adjustable nonreclining type. The vertical adjustment is reclined at 15 degrees. The vertical height adjustable handle (Figure 2-8) is under the left side of the seat. The seat is equipped with a lap safety belt and inertia reel shoulder harness.

**c. Gunner Seat.** The gunner seat is a fixed seat (non-adjustable and nonreclining). The seat is equipped with a lap safety belt and inertia reel shoulder harness. The seat also has arm rests.

**d. Inertia Reel Shoulder Harness.** An inertia shoulder harness is incorporated in the pilot and gunner seats with a manual lock-unlock control handle (Figure 2-8). The handles are located to left front of seat. With the control in the unlocked position, the cable will extend allowing the occupant to lean forward; however, the reel will automatically lock when helicopter encounters an impact force of two to three "g" deceleration. Locking of the reel can be accomplished from either position and the reel will automatically take up the slack in the harness. To release the lock, it is necessary to lean back slightly to release tension on the lock and the seat back where by no additional movement can be accomplished and the lock cannot be released. If this condition occurs, it will be necessary to loosen shoulder harness. Manual locking of the reel should be accomplished for emergency landings.

## SECTION II. EMERGENCY EQUIPMENT

### 2-12. PORTABLE FIRE EXTINGUISHER.

A portable hand-operated fire extinguisher is located forward of the gunner seat (Figure 9-1).

### 2-13. FIRST AID KIT.

An aeronautical type first aid kit is located behind the pilot seat (Figure 9-1).

### 2-14. SURVIVAL KIT.

Aircraft Modular Survival System (AMSS) AH-1 tow tube survival kit can be installed on the aircraft. Refer to TM 1-1680-354-10 for fabrication instructions and limitations.

#### NOTE

The preferred installation position for the AMSS tow survival kit is the upper right and/or left side outboard position of the tow launcher. However, if these positions are occupied by training devices (i.e., air to ground engagement simulator/air defense (AGES/AD) then the AMSS tow survival kit can be installed in any of the remaining positions of the tow launchers.

### 2-15. CANOPY REMOVAL SYSTEM.

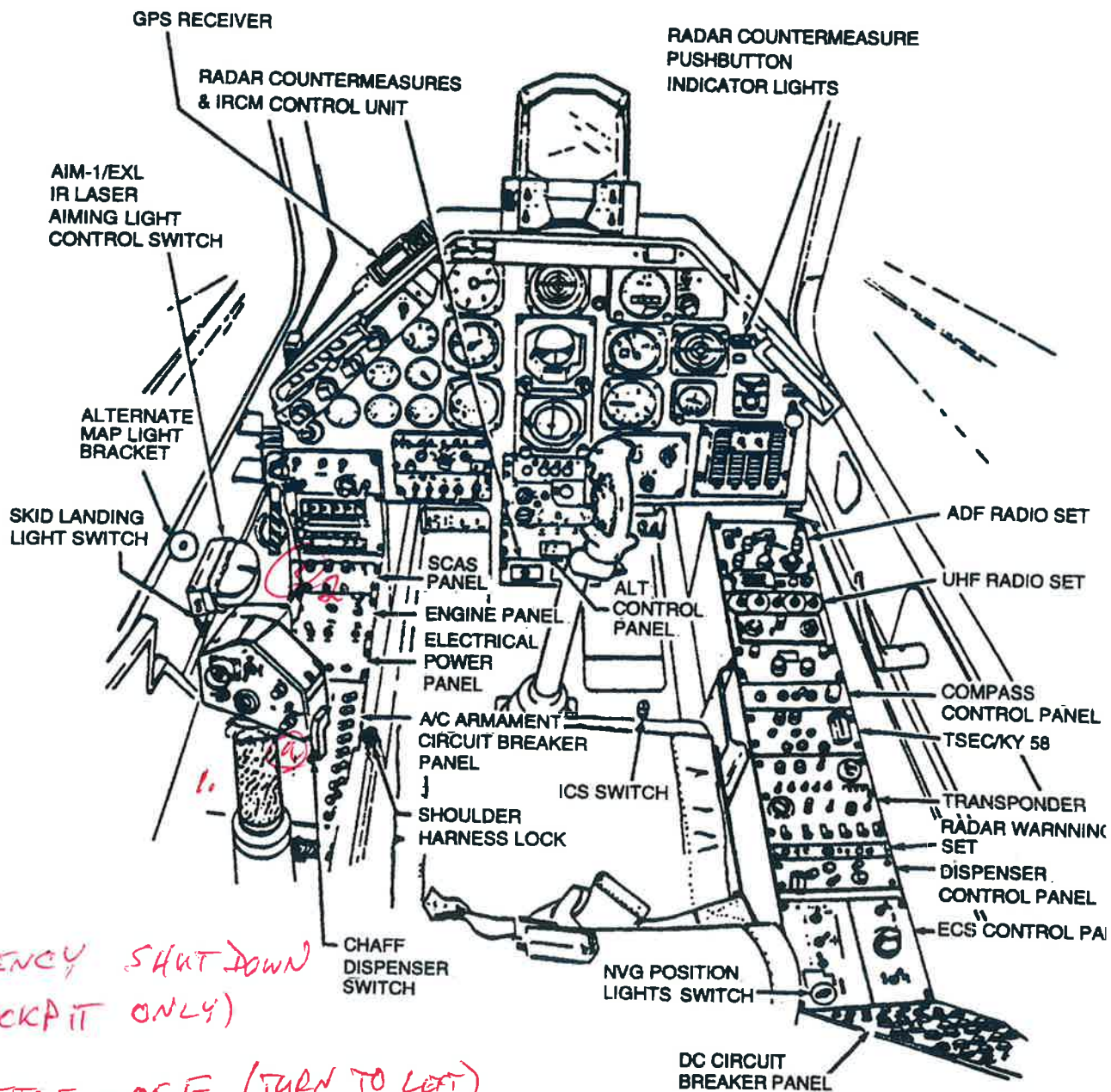
#### WARNING

Debris may be expelled 50 feet outward when system is actuated.

Cutting assemblies are mounted in the pilot and gunner seats and door frames. The linear explosive is retained with the cutting assemblies. The cutting assemblies are controlled by the pilot or gunner arming mechanisms. Rotating the arming/firing mechanism handle 90 degrees counterclockwise (torque required to 12 inch-pounds) will arm the cutting assemblies. Pulling the handle (20 to 35 pounds tension) will fire the cushion primer causing the cutting assemblies to be actuated. The explosive force will be outward and rearward. The explosive force will be outward and rearward from two windows and two doors from the helicopter simultaneously. If handle has been rotated but not pulled, the handle can be rotated clockwise and the safety handle installed DA Form 2408-13-1 entry required. Refer to Chapter 9 for emergency procedure and Figure 9-1 for equipment location.

### 2-16. WING STORES JETTISON.

Wing stores jettison capability is provided by explosive cartridges installed at each wing stores pylon.



*EMERGENCY SHUT DOWN  
(REAR COCKPIT ONLY)*

- 1. THROTTLE - OFF (TURN TO LEFT)  
(PRESS IDLE STOP BUTTON (a) TO ENABLE)*
- 2. FUEL CONTROL - OFF*
- 3. BATTERY - OFF*

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Figure 2-4. Pilot Station Diagram (Typical)