

# AIRCRAFT PRE-FIRE PLAN

1. TYPE AIRCRAFT

**A/OA-10**

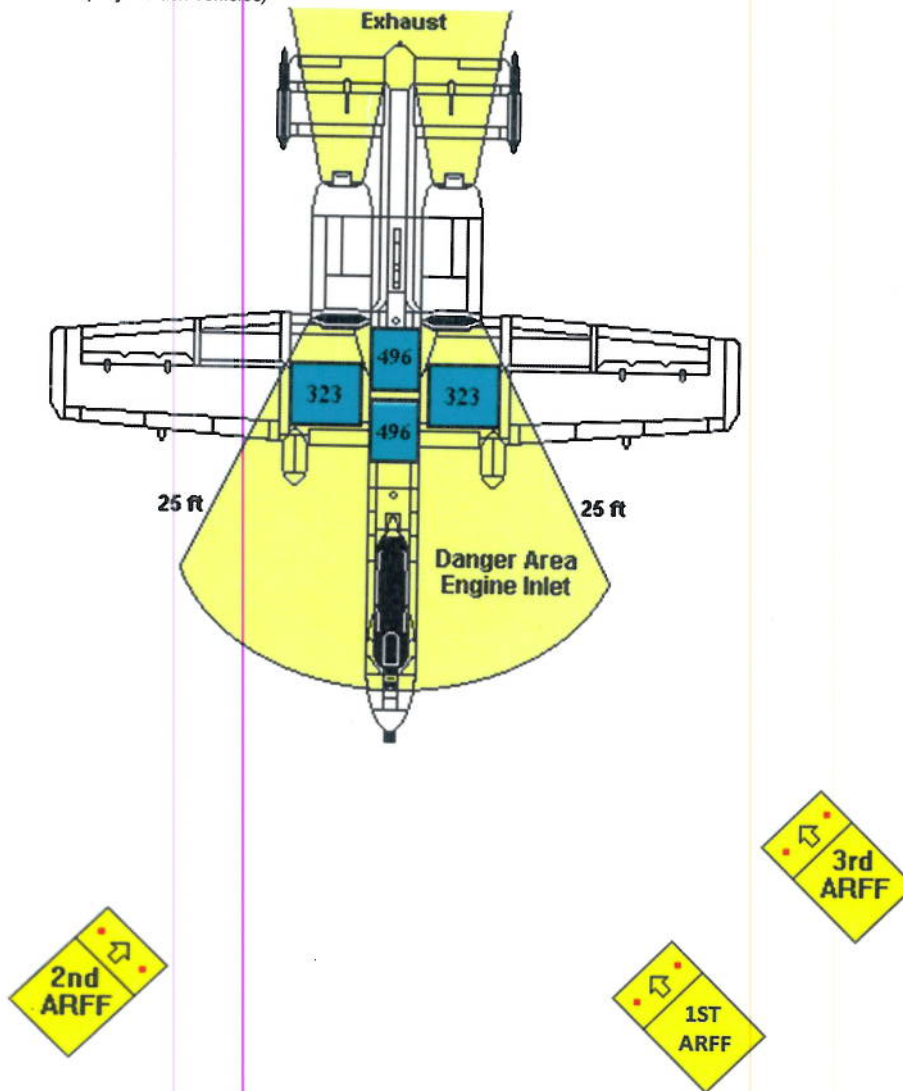
2. HAZARD (Not indicated in TO 00-105E-9)

## A. Consult T.O. 11A-1-46 concerning munitions:

- (1). 30mm gun (GAU-8) internal mount, centerline of aircraft
- (2). AGM-ALL
- (3). CRU-ALL
- (4). GRU-ALL
- (5). SUU-23
- (6). 2.75" rockets
- (7). All conventional bombs up to 2,000 lbs.

- B. Blow out plugs in tires
- C. Nickel cadmium battery
- D. APU exhaust

3. OPTIMUM VEHICLE POSITIONS (Major crash vehicles)



4. APPROACH TO ENTRY POINT (Engine running 80% +)

## A. Vehicles:

1. Use 45 degree angle of approach, outside of forward firing munitions, front and rear.
2. Support vehicles positioned at the direction of the Senior Fire Officer (SFO).
3. SFO position at optimum advantage.

## B. Personnel:

1. Rescue personnel approach the aircraft's wing at a 45 degree angle.

**WARNING:** When approaching the aircraft while engines are running, stay clear of the area directly in front of and behind aircraft engines. Operate each manual canopy handle release separately with the maximum force not to exceed 52lbs required to unlatch the canopy mechanism. Pulling both handles at the same time will cause significant damage to canopy mechanism.

5. PREDESIGNATED RESCUEMEN'S DUTIES

**RESCUEMAN ONE:**

1. Approaches left side of aircraft with ladder.
2. Opens manual canopy release access door, pulls manual canopy release handle
  - a. **DO NOT PULL HANDLES SIMULTANEOUSLY; DAMAGE MAY OCCUR!!!**
3. Gains entry using normal or manual procedures.
4. Safes the ejection seat.
5. Shuts down APU--switch to "OFF".
6. Shuts down engines--throttles to "OFF".
7. Moves "MASTER ARM" switch to "SAFE".
8. Egress pilot

**NOTE: (Pilot will be egressed to either side of aircraft at discretion of rescueman one).**

**RESCUEMAN TWO:**

1. Approaches right side of aircraft.
2. Assists rescue man one gaining entry if necessary.
3. Places battery switch to "OFF".
4. Be prepared to receive pilot from rescue man one.

**FIRST AVAILABLE FIREFIGHTERS:**

1. Approaches left and right side of aircraft with ladders.
2. Assist with gaining entry into cockpit.
3. Assists in the egress of pilot.
4. Be prepared to receive pilot from rescue man one.

**EMERGENCY ENTRY:**

-- Open rescue door, left or right side of fuselage, pull external canopy jettison control cable to full 6-foot length, and pull sharply to jettison canopy.

6. OTHER FACTORS

- A. Senior fire Officer may vary vehicle positioning/personnel as necessary.
- B. Rescue man one will determine the safest point of pilot egress.

REVIEWED BY (SIGNATURE/DATE):  26 JAN 17  
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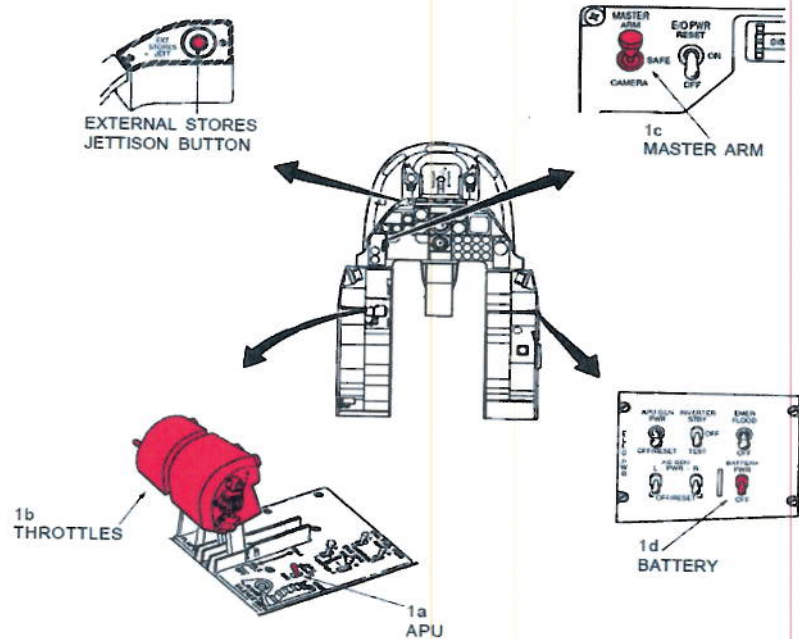
**ENGINE SHUTDOWN****1. ENGINE SHUTDOWN****WARNING**

The APU switch must be placed in the OFF position prior to engine shutdown to prevent fuel vented from the left engine during shutdown being ignited by the APU exhaust.

- Place APU switch, located inboard of the throttles on the left console, to OFF position.
- Retard throttles, located on left console, to IDLE detent then pull up and move aft to full OFF position.
- Place MASTER ARM switch, located left of center on the pilot's instrument panel, to SAFE position.
- Place battery switch, located on right console, to OFF position.

**WARNING**

The external stores jettison button remains active with the battery switch OFF.

**ENGINE SHUTDOWN - Continued****2. EMERGENCY ENGINE SHUTDOWN****WARNING**

The APU switch must be placed to the OFF position prior to engine shutdown to prevent fuel vented from the left engine during shutdown being ignited by the APU exhaust.

- Place APU switch, located on left console, to OFF position.

**WARNING**

Ensure throttle levers are placed to the OFF position prior to pulling fire T-handles.

- Retard throttles, located on left console, to IDLE detent then move aft to full OFF position.
- Pull applicable engine fire T-handle, located above pilot's instrument panel.

**NOTE:**

The onboard fire extinguishing system is not effective on an engine core fire. If flames or smoke are visible at the tailpipe an engine core fire may exist and must be fought by other methods.

