

T.O. 1F-16C-1

**EQUIP HOT CAUTION LIGHT**

If EQUIP HOT caution light illuminates:

**NOTE**

- Certain ECS equipment malfunctions result in temporary shutdown of the ECS and illumination of the EQUIP HOT caution light.
  - An ECS shutdown and EQUIP HOT caution light illumination for up to 2 minutes can occur either during extended LG down flight between sea level and 7000 feet MSL or during operation above a line from 42,000 feet MSL at 0.2 mach to 50,000 feet MSL at 0.95 mach. These ECS shutdowns are normal, but may still require additional action if the EQUIP HOT light remains on for more than 1 minute.
  - If cockpit temperature is excessive, refer to COCKPIT PRESSURE/TEMPERATURE MALFUNCTION, this section.
1. AIR SOURCE knob - Confirm in NORM if smoke or fumes are not present.
  2. Throttle - 80 percent rpm minimum (in flight).

If EQUIP HOT caution light remains on after 1 minute:

3. Nonessential avionics - Off.

**NOTE**

If in VMC and the ADI and HSI are not required for flight, the INS should be considered nonessential.

4. Land as soon as practical.

**EJECTION**

Ejection should be accomplished at the lowest practical airspeed.

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EFFECTIVE  
RULEMAKING AND  
ADJUDICATIONS STAFF**WARNING**

- When in a spin/deep stall or other uncontrolled flight, eject at least 6000 feet AGL whenever possible. This is the minimum altitude to initiate ejection with minimal risk of injury under the most adverse conditions. The decision to eject must have been made prior to this altitude. Delaying ejection below this altitude may result in serious injury or death.
- Under controlled flight conditions, eject at least 2000 feet AGL whenever possible. If below 2000 feet AGL, attempt to gain altitude if airspeed permits. Do not delay ejection below 2000 feet AGL for any reason which may commit you to unsafe ejection.
- Failure to monitor sink rate and height above terrain while performing an airstart or applying low thrust recovery procedures can result in an ejection outside the ejection seat performance envelope.
- Increased potential for injury due to drogue parachute opening shock exists for ejection above 420 knots. The risk of injury at higher airspeeds increases significantly for body weights less than 140 pounds (below the ACES II ejection seat design range of 140-211 pounds).
- Wind blast exerts medium force on the body up to 450 knots, severe forces causing flailing and skin injuries between 450-600 knots, and excessive force above 600 knots.
- During high altitude ejections (mode 3), automatic pilot/seat separation and recovery parachute deployment occur between 16,000-14,500 feet MSL. If high terrain is a factor, manual seat separation procedures must be used to bypass the automatic sequence.

To eject, grasp ejection handle using a two-handed grip with thumb and at least two fingers of each hand. Pull up on handle and continue holding until pilot/seat separation. The ejection handle does not separate from the seat.

Refer to figure 3-5 for manual seat separation and manual survival equipment deployment.

### Ejection (Immediate)

1. Ejection handle – Pull.

### Ejection (Time Permitting)

If time permits, descend to avoid the hazards of high altitude ejection. Stow all loose equipment and direct the aircraft away from populated areas. Sit with head against headrest, buttocks against back of seat, and feet on rudder pedals.

1. IFF MASTER knob – EMER.
2. MASTER ZEROIZE switch (combat status) – ZEROIZE.
3. Loose equipment and checklist – Stow.
4. Lapbelt and helmet chin strap – Tighten.
5. Night vision devices – Remove (if appropriate).
6. Visor – Down.
7. Throttle – IDLE.  
Slow to lowest practical airspeed.
8. Assume ejection position.
9. Ejection handle – Pull.

### Failure of Canopy To Separate

If canopy fails to separate, remain in position for ejection while keeping arms inboard and perform the following:

#### **WARNING**

If canopy is jettisoned or manually released/opened after pulling the ejection handle, the ejection seat functions immediately after canopy separation. Be prepared to immediately put arm back in ejection position when the canopy starts to separate.

1. Canopy – Open normally.
2. Canopy – Jettison.

#### **WARNING**

Pulling the CANOPY JETTISON T-handle other than straight out may cause the handle to jam. If the CANOPY JETTISON T-handle is mounted so that the words CANOPY JETTISON engraved on the T-handle are upright, then an underhand grip should be used. If the CANOPY JETTISON T-handle is mounted so that the words CANOPY JETTISON are inverted, then an overhand or underhand grip may be used.

3. MANUAL CANOPY CONTROL handcrank – Push in and rotate ccw.

#### **WARNING**

Use of the CANOPY JETTISON T-handle or MANUAL CANOPY CONTROL handcrank may result in serious injury. To minimize chances of injury, immediately release the handle when the canopy starts to separate.

### Ejection Seat Failure

If the ejection seat fails to function after the ejection handle is pulled and the canopy has separated from the aircraft, there are no provisions designed into the escape system for manual bailout.

### DITCHING

Ditch the aircraft only as a last resort. All attempts to eject should be accomplished prior to ditching.

ATOMIC ENERGY REGULATORY COMMISSION

ppp

Official Exh. No.

Encket No.

In the matter of

PFS

IDENTIFIED

✓

RECEIVED

✓

REJECTED

WITHDRAWN

Other

DATE

4-11-02

Witness

S. Snider

Clerk