

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.

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RULEMAKINGS AND  
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NUCLEAR REGULATORY COMMISSION

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Intervenor None REJECTED \_\_\_\_\_  
Other \_\_\_\_\_ WITHDRAWN \_\_\_\_\_  
DATE 4/10/02 Witness \_\_\_\_\_  
Clerk V. McDaniel