

SAFETY SUPPLEMENT

TECHNICAL MANUAL

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 9, DATED 1 JULY 2004, LOCATED AT WEB SITE:
<http://www.robins.af.mil/logistics/LGEDA/Documents/to00-105e-9.htm>.

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PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

14 September 2004

1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Revision 9, dated 1 July 2004, affecting Chapter 6 USAF Cargo Aircraft. This supplement is a updated file for the latest information regarding the C-135 and its variants aircraft procedures.

2. INSTRUCTIONS.

- a. This information, formatted in PDF, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function, available free from Adobe.com.
- b. This supplement to Chapter 6 adds information based on newly researched source data information regarding this Cargo aircraft. The new file update should be added to Chapter 6 in TO 00-105E-9 Revision 9. The end user should save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement with the main Technical Order according to current regulations.

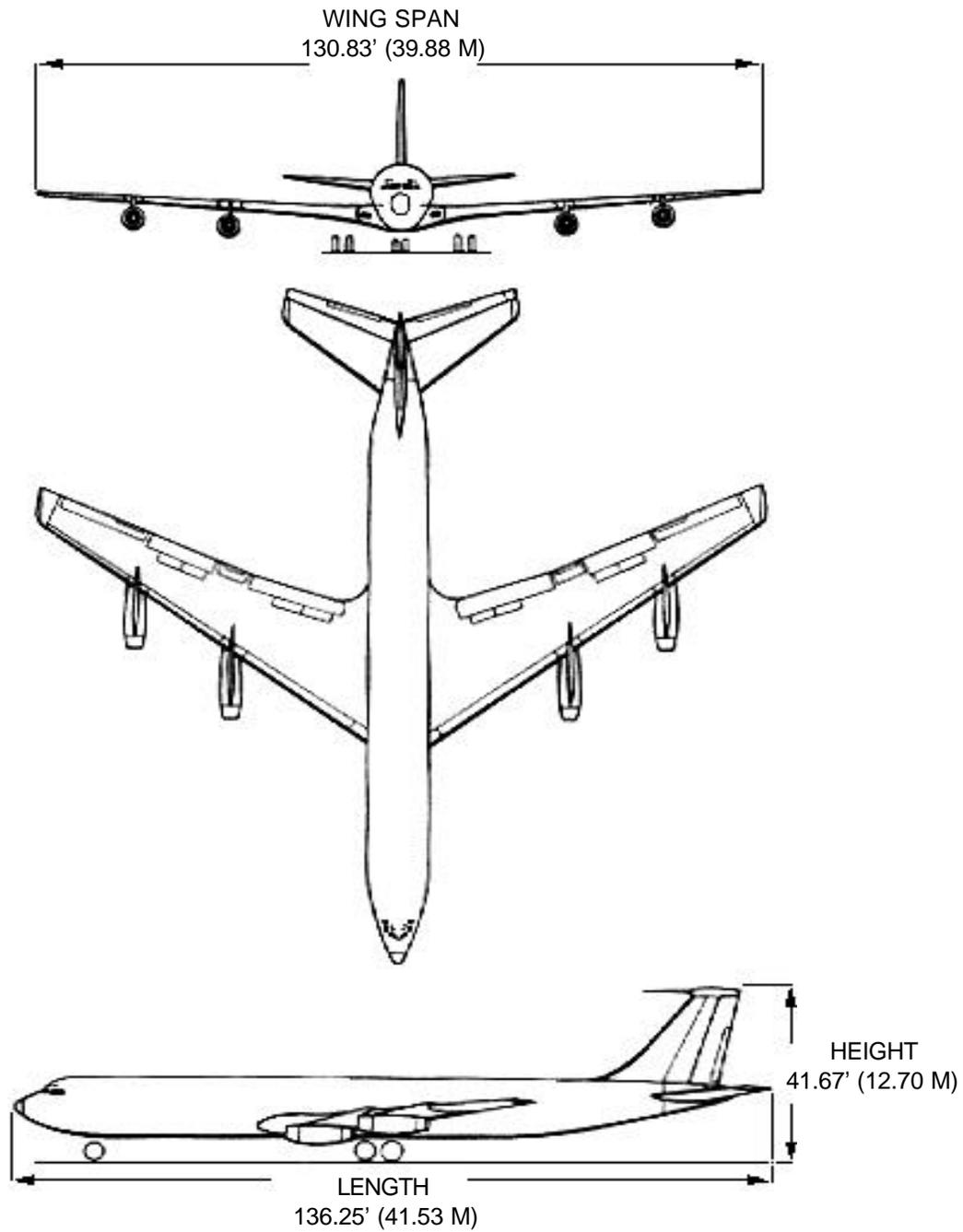
NOTE

This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4, 1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END



AIRCRAFT DIMENSIONS



AIRCRAFT SKIN PENETRATION POINTS

WARNING

Effectivity: KC-135 only. Forward right side fuselage penetration points do not apply. On KC-135 aeromedical evacuation missions, the right side of the fuselage from body stations 440-840 is occupied by patients, patient litters, medical personnel, and medical equipment to include medical oxygen storage systems. (The painted penetration symbol are being removed.)

CAPACITIES:

C-135 - 26 TROOPS, 44 STRETCHERS

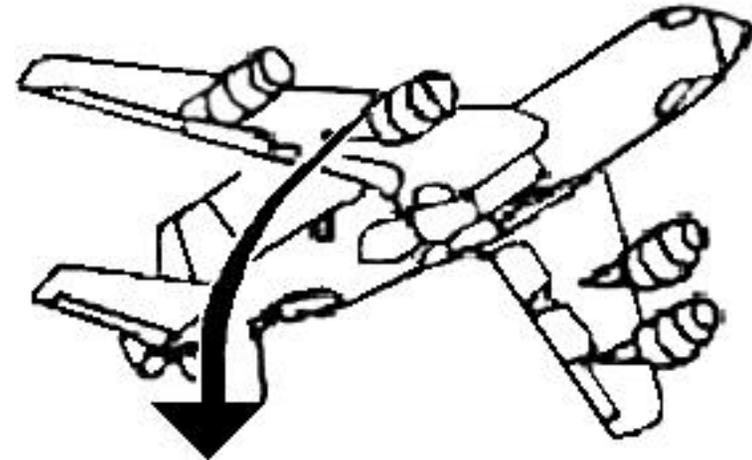
KC-135 - 2 PILOTS, 2 CREW, 80 PASSENGERS

OC-135 - 3 PILOTS, 2 NAVIGATORS, 1 MISSION CMDR,
1 DEPUTY MISSION CMDR, 2 SENSOR OPERATORS,
2 SENSOR MAINTENANCE TECHNICIANS, 1 FLIGHT FOLLOWER

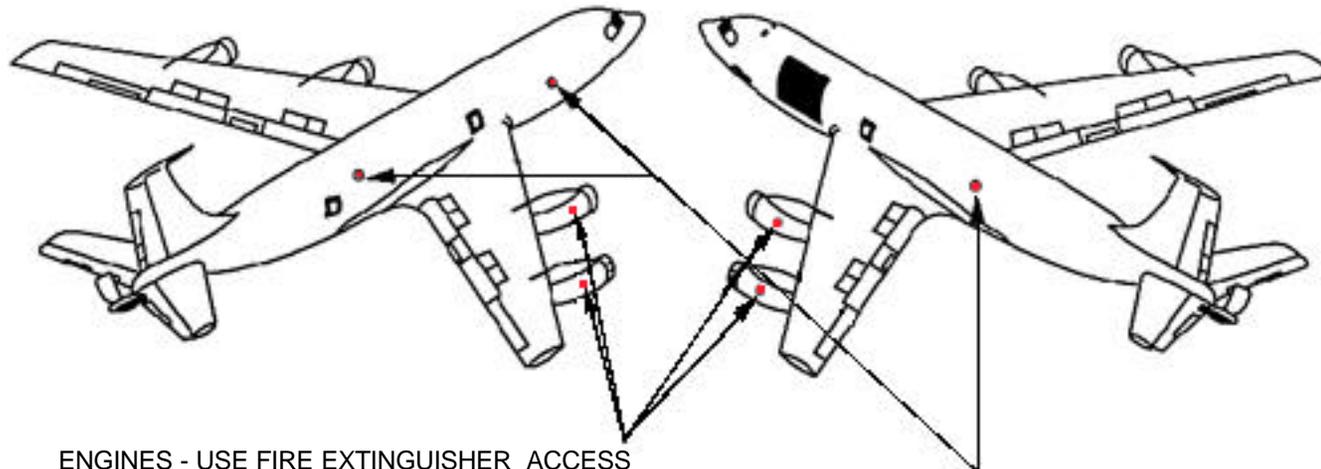
RC-135 - 3 PILOTS, 2 NAVIGATORS, 3 ELECTRONIC WAREFARE OFFICERS,
14 INTELLIGENCE OPERATORS, 4 MAINTENANCE TECHNICIANS

RC-135 - 31 PEOPLE; 10 FWD, 21 AFT

EC-135 - 26 PEOPLE; 4 FWD, 22 AFT



FOR THE KC-135: PENETRATE THROUGH
THE FIRE EXTINGUISHER ACCESS PANEL



ENGINES - USE FIRE EXTINGUISHER ACCESS
PANELS FOR GROUND FIRE ACCESS

FUSELAGE - PENETRATE AT THE POINTS
IDENTIFIED FOR EMERGENCY CUT-IN

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
24 Ft. Ladder
Fire Drill II

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Press latch, located aft of crew entry door. To open access door, rotate handle down to release door.

CAUTION

Door opens down and forward.

2. EMERGENCY ENTRY

- a. Depress button(s), located on emergency escape hatch(es), over wing both sides of aircraft, to release handle(s). Pull handle(s) out and rotate clockwise to release hatch(es).
- b. Push emergency escape hatch(es) in.
- c. Depress button, located on aft emergency escape hatch, right side of aircraft, to release handle. Pull handle out and rotate clockwise to release hatch. Push hatch in and aft.

3. CUT-IN

- a. Cut-in areas as marked on fuselage.

CAUTION

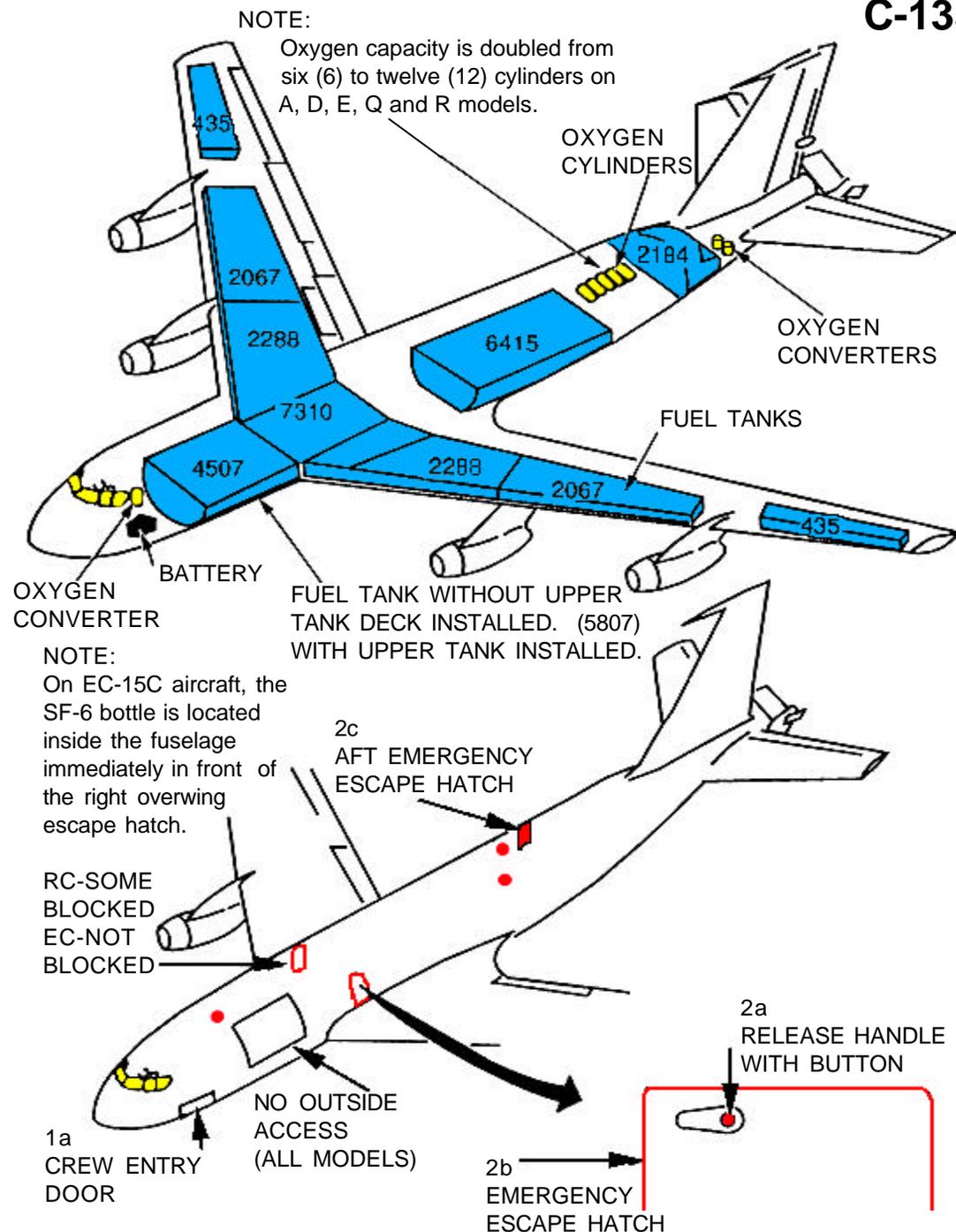
For special purpose C-135 aircraft, the lack of indicated skin penetration points in these areas may indicate the presence of interior equipment preventing emergency access.

NOTE:

Aircraft Gear Up - 13 ft 10 in. Gear Down - 17 ft 10 in.

NOTE:

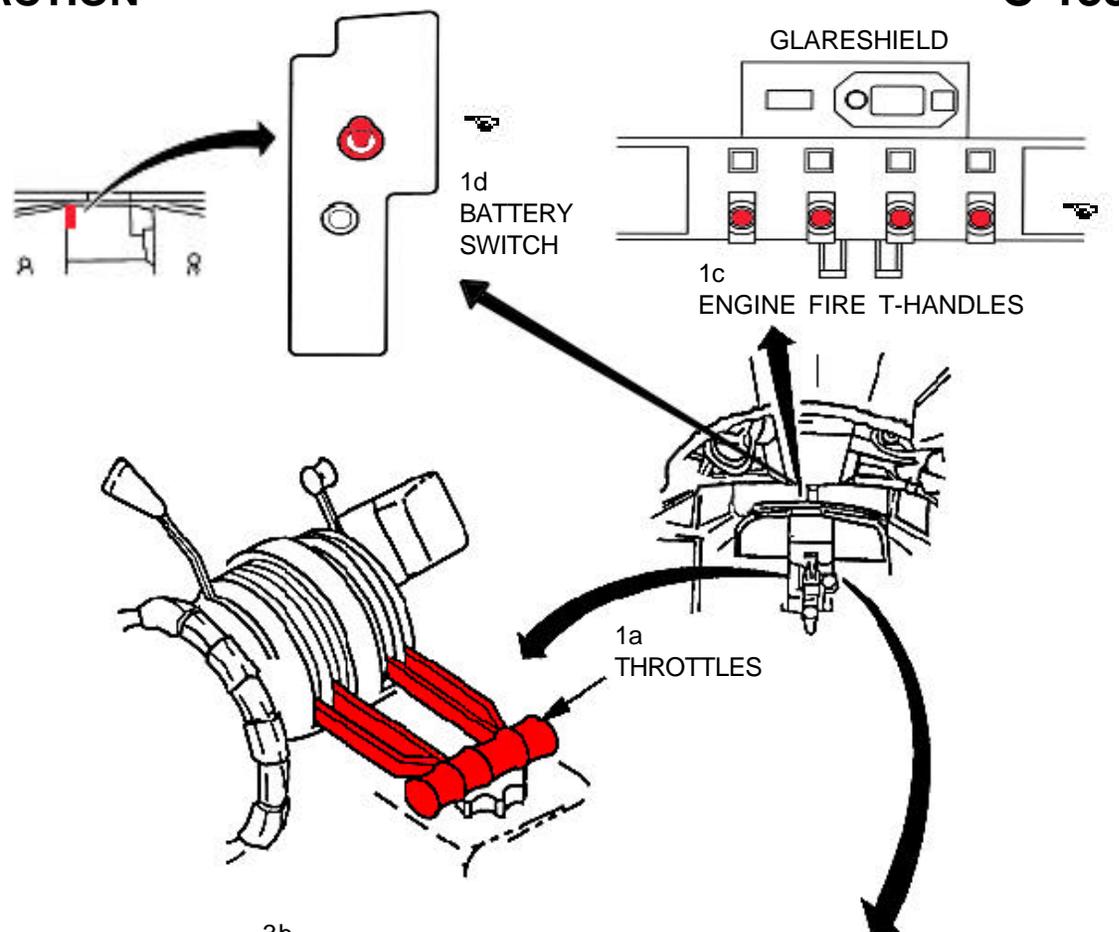
The battery is located in the forward latrine, in front of the cargo door. Some aircraft have outward opening latrine doors.



ENGINE SHUTDOWN, AIRCREW EXTRACTION AND CARGO DOOR OPERATION

1. ENGINE SHUTDOWN [KD] [KE]

- Aircraft without thrust reversers, retard throttles, located on control stand, to IDLE position then raise throttles and bring back to CUT-OFF position.
- KC-135D/E with thrust reversers, place throttles to IDLE position, place engine start levers, located on lower portion of control stand, to CUTOFF position.
- To extinguish an engine fire: pull the applicable engine fire switch, located above pilots center instrument panel, to the affected engine.
- Place battery switch, located on pilot's center instrument panel, to OFF position.

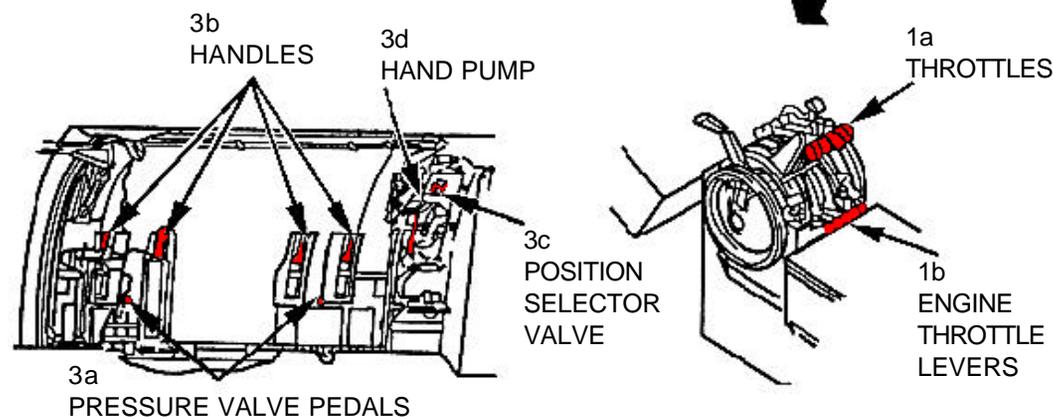


2. AIRCREW EXTRACTION (ALL MODELS)

- Unlatch lap belt and remove shoulder harness from crewmember(s).
- If seat tracks are not damaged, use adjustable seat control to retract seat in aft position to aid in removing crewmember(s).
- Unlatch lap belts for passengers.

3. OPERATION OF CARGO DOOR IS NEEDED DURING RESCUE (ALL MODELS)

- Press pressure valve pedals outward.
- Rotate handles inboard and downward.
- Rotate position selector valve to OPEN position
- Use hand pump to pump door open.



ENGINE AND APU SHUTDOWN FOR THE KC-135R

1. ENGINE SHUTDOWN [KR] [KT]

- Retard throttles, located on center control stand, to IDLE position, then raise throttles and move aft to CUTOFF position.
- Place the battery switch, located on the pilot's console, in the EMERGENCY position.

NOTE:

Use ENGINE FIRE/OVERHEAT DETECTION AND EXTINGUISHING SYSTEM only if an engine fire is indicated.

- To extinguish an engine fire:

- Pull the applicable engine fire switch, located above pilot's center instrument panel, to the affected engine.

NOTE:

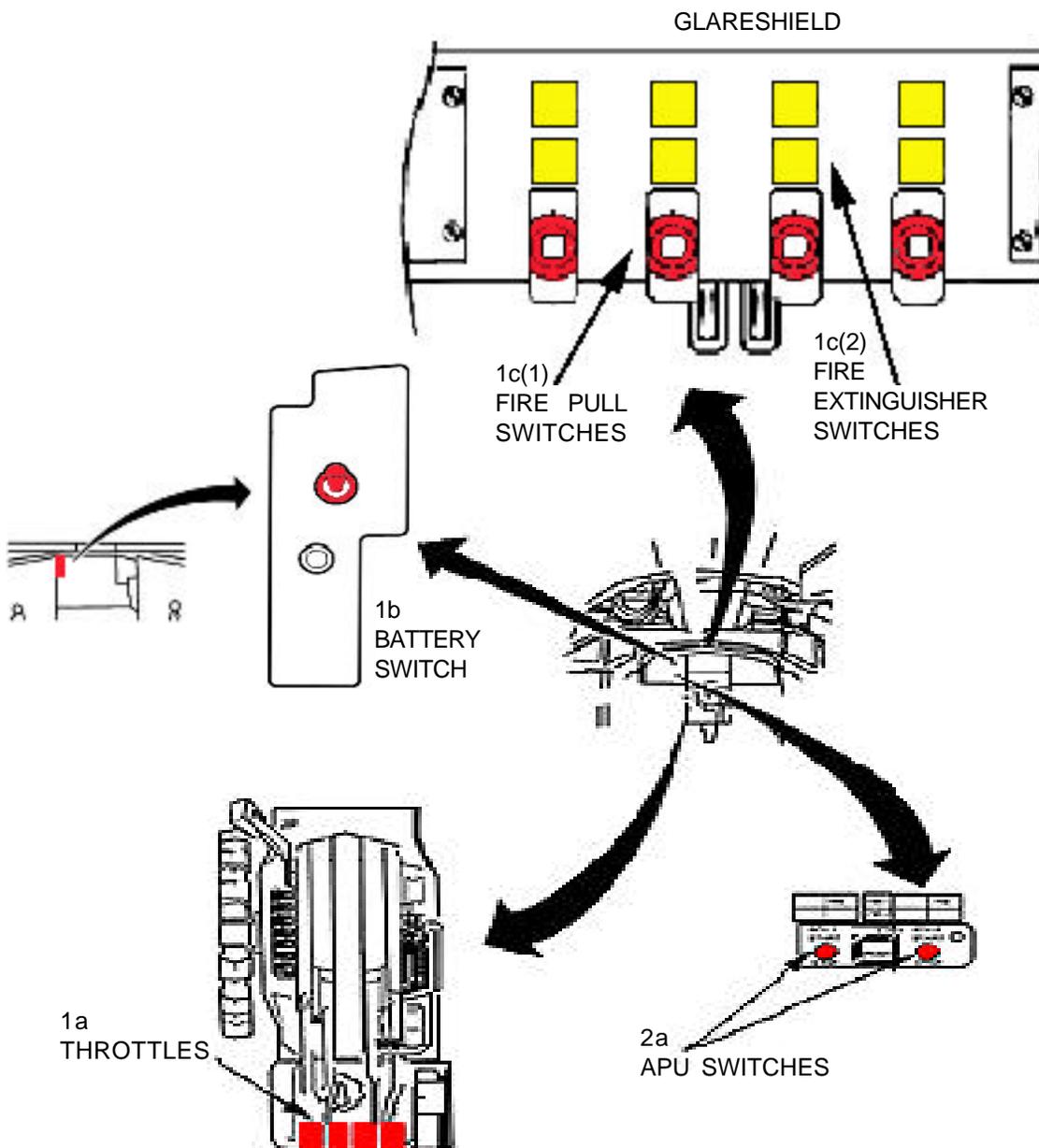
On some models, the engine fire switches may be rotated vertically.

- Press the applicable engine EXT switch, located directly above the engine fire switches, to the affected engine.

2. APU SHUTDOWN (KC-135R)

- Place APU 1 and APU 2 switches, located on the instrument panel, to STOP position.

(Procedures continue on next page.)



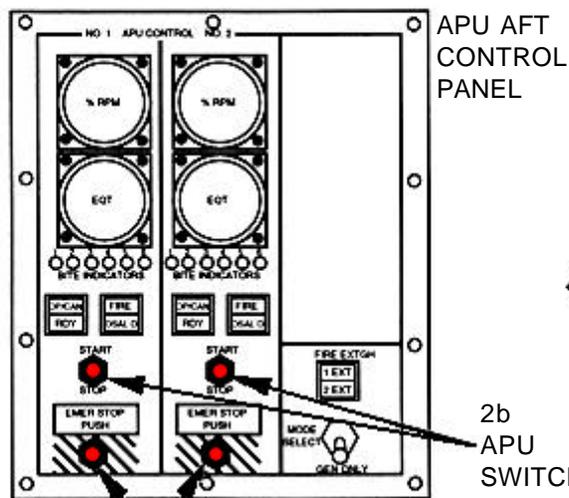
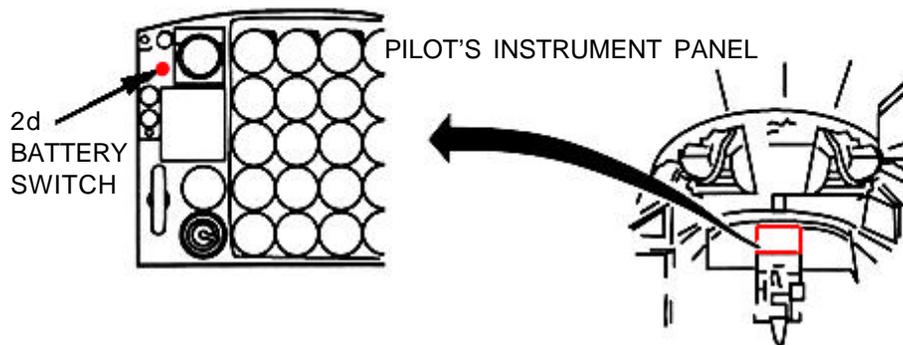
ENGINE AND APU SHUTDOWN FOR THE KC-135R-Continued

2. APU SHUTDOWN (KC-135R) -Continued

NOTE:

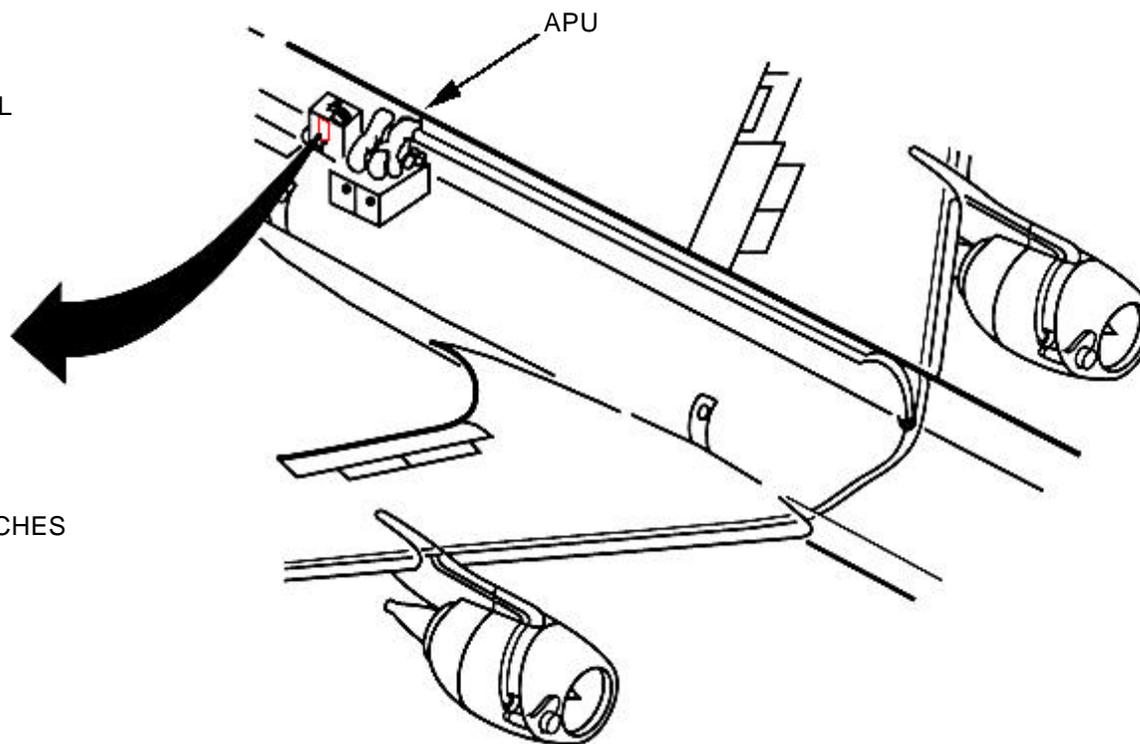
The APU's may be shutdown from the aft control panel, located directly opposite the aft emergency exit.

- b. Place APU 1 and APU 2 switches to STOP position.
- c. For emergency shutdown, push APU 1 and APU 2 EMERG STOP buttons, located directly beneath APU normal operation switches.
- d. Place battery switch, located on pilot's instrument panel, to OFF position.



2c EMERGENCY STOP BUTTONS

2b APU SWITCHES



APU SHUTDOWN FOR SELECTED KC-135D/E

1. APU SHUTDOWN (KC-135D/E)

NOTE:

Procedures apply to all four stations (1) Crew entry door (2) Navigator's control panel (3) Pilot's control panel and (4) APU junction box. Placing any one of the four emergency stop switches to the stop position will shutdown the APU. Electrical power to the fuel pump and the fuel shutoff valve will be shutoff. The fuel valve will close when electrical power is off.

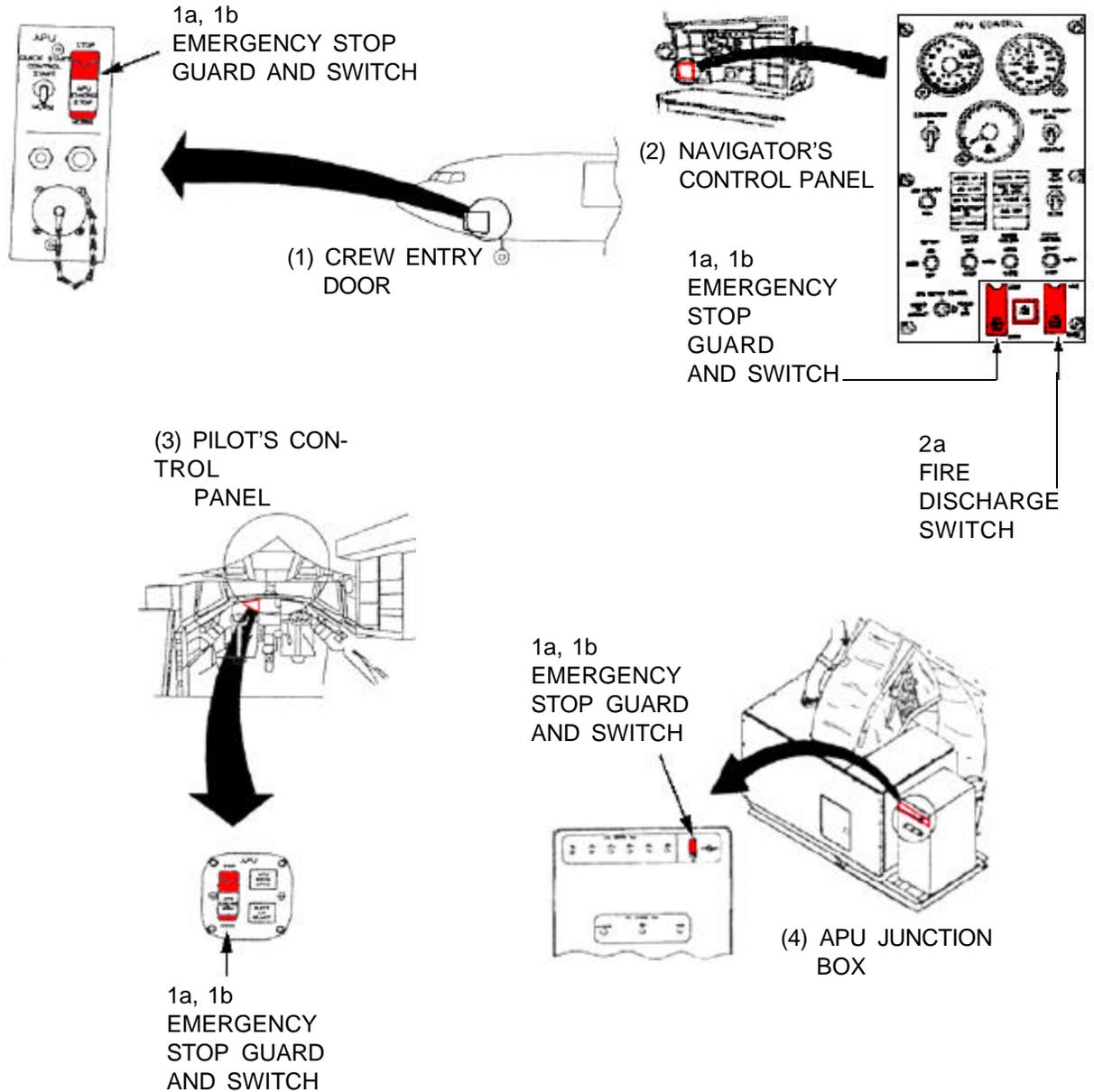
- Lift guard on emergency stop switch.
- Place emergency stop switch to STOP.

2. MANUAL DISCHARGE OF APU FIRE BOTTLE

NOTE:

APU battery switch must be on.

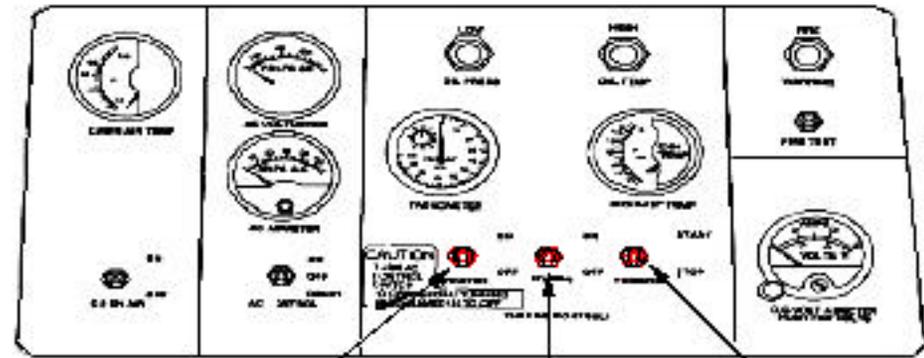
- At the navigator's APU control panel, place the emergency stop switch to the STOP position.
- Place the fire discharge switch to the FIRE position to discharge the APU fire bottle.



APU SHUTDOWN FOR SELECTED KC-135D/E-Continued

3. STOPPING THE AiResearch APU

- Place the primer switch, located on the AiResearch APU control panel, to the OFF position.
- Set the start - stop switch, located on the AiResearch APU control panel, momentarily to the STOP position.
- Place the master switch, located on the AiResearch APU control panel, to the OFF position.

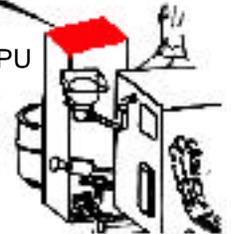


3a
MASTER SWITCH

3b
PRIMER SWITCH

3c
START - STOP SWITCH

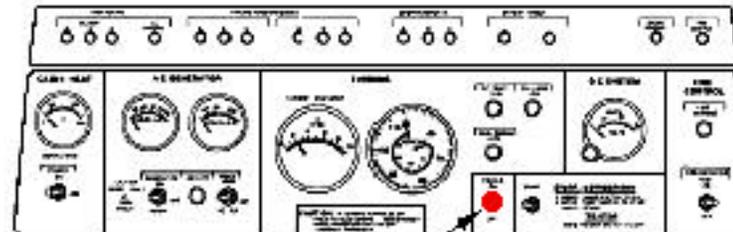
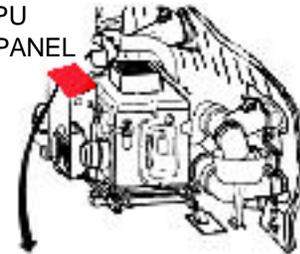
AIRESEARCH APU
CONTROL PANEL



4. STOPPING THE SOLAR APU

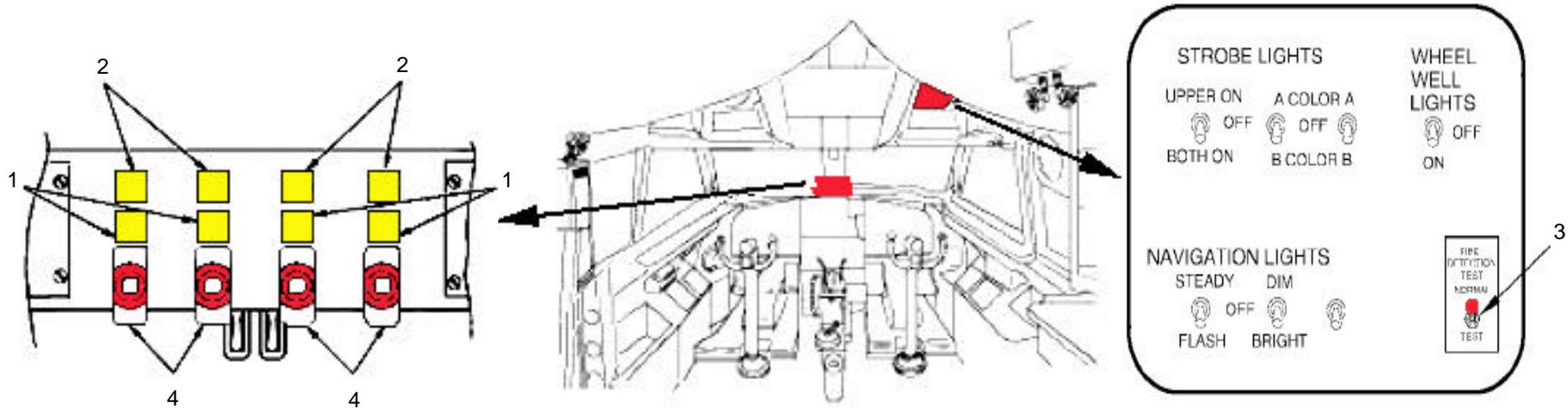
- Place the power switch, located on the Solar APU control panel, to the OFF position.

SOLAR APU
CONTROL PANEL



4a
POWER SWITCH

ENGINE FIRE/OVERHEAT DETECTION AND EXTINGUISHING SYSTEM CONTROLS & INDICATORS



NO.	CONTROL INDICATOR	FUNCTION
1	COMPT (compartment) HOT (Overheat) Light (4) (Amber)	COMPT HOT light comes on any time overheat is detected in the associated engine. It also comes on, along with the engine fire light, any time a fire is detected in the associated engine or nacelle.
2	EXT (extinguisher switch) (4) (Amber)	Light in switch comes on when extinguisher bottle discharge squib is armed by pulling the corresponding fire switch. Pressing the EXT switch fires the squib, causes light to go out, discharges the fire extinguisher, and causes the light in other EXT switch on the same side to come on, which indicates the discharge squib on the second bottle is armed.
3	Fire Detection System Test Switch (Two-position toggle switch, spring-loaded to NORMAL)	When switch is held in TEST position, tests the fire detection system for all four engines. The COMPT HOT light and the engine fire light must both come on to indicate a properly operating system for each engine. A bulb test of EXT 1, EXT 2, EXT 3, and EXT 4 is also accomplished.
4	Engine Fire Switch (4) (Red) NOTE: On some models, the engine fire switches may be rotated vertically.	The red light in the switch comes on when an engine fire is detected in the associated engine. When the switch is pulled, fuel, hydraulic, and pneumatic supplies are cut off to the engine by the fire wall shutoff valves. It also deactivates the generator and engine ignition. Pressing the switch back in resets the valves and control circuits to their normal position. The generator remains tripped. Pulling fire switch arms the corresponding fire bottle discharge squib causing the appropriate EXT light to come on.

MULTIPOINT REFUELING SYSTEM FOR THE KC-135R

GENERAL INFORMATION

The system incorporates the proven Flight Refueling Limited (FRL) MK-32B refueling pod. It provides offload capability of 400 gallons per minute (independent or simultaneous). There is pod interchangeability. The self contained pods are located just inside and under the wing tips. The system provides interservice operability for the Air Force, Navy, Marines, and NATO. It provides capability for simultaneous refueling of two probed equipped receivers.

Fuel to receiver aircraft is transferred from the aft body fuel tank. Fuel vents are modified to allow additional passage of fuel in the event of a manifold coupling failure. There are four fuel vent relief doors in each wing. Pods are controlled from Boom Station. Pods are illuminated by outside engine nacelle lights.

MPRS Pod Characteristics

Length: 173 inches

Diameter: 34 inches

Hose Length: 78 feet, +4, -0 inches

Drogue Diameter (deployed): 24.8 inches

Wet Weight: 1,351 lbs

Dry Weight: 1,199 lbs

Voltages: 5V ac, 28V dc

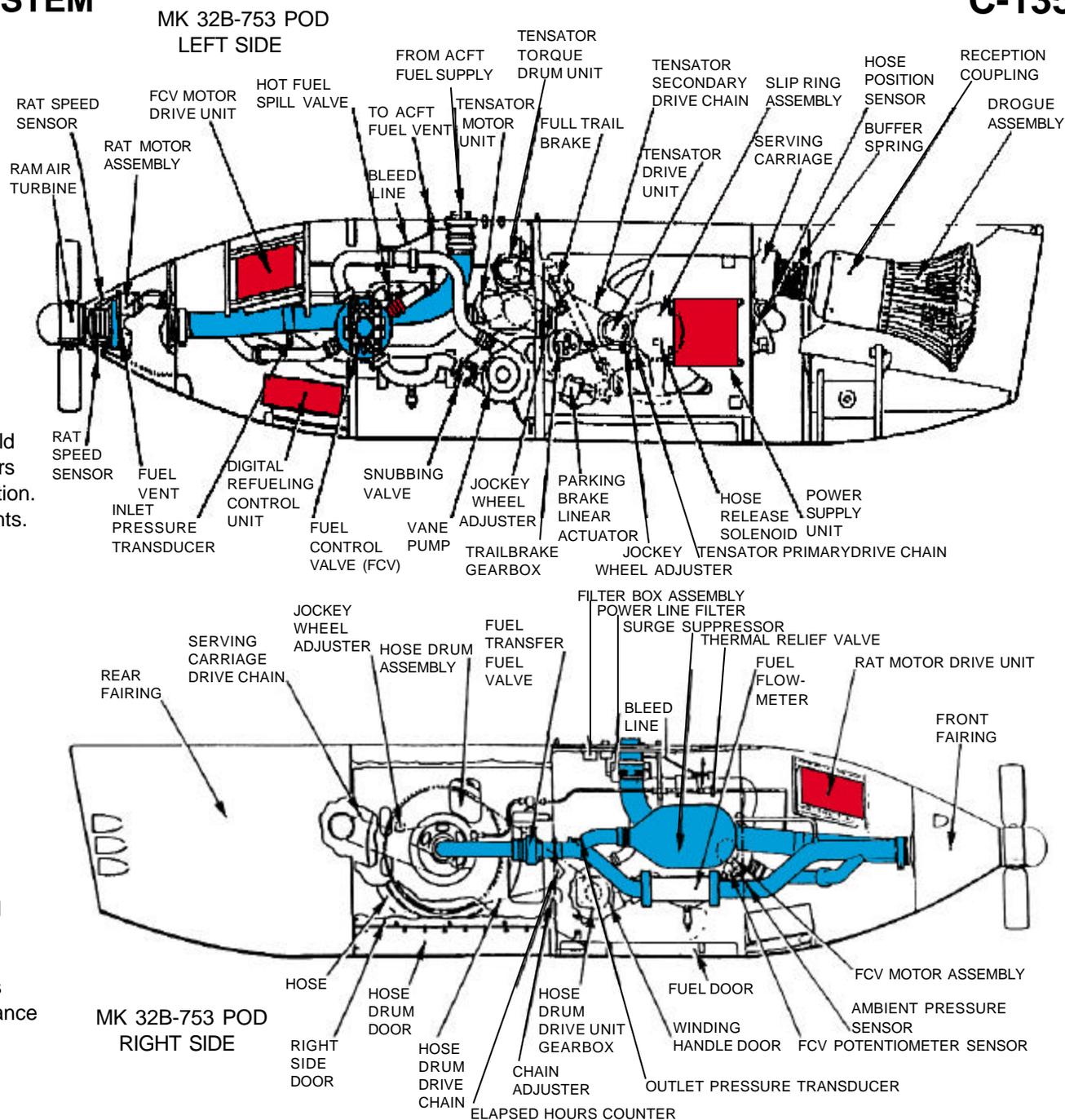
115V ac, 400Hz, single phase

115V ac, 400Hz, three phase

Hose Pressure: 50+/- 5 psig

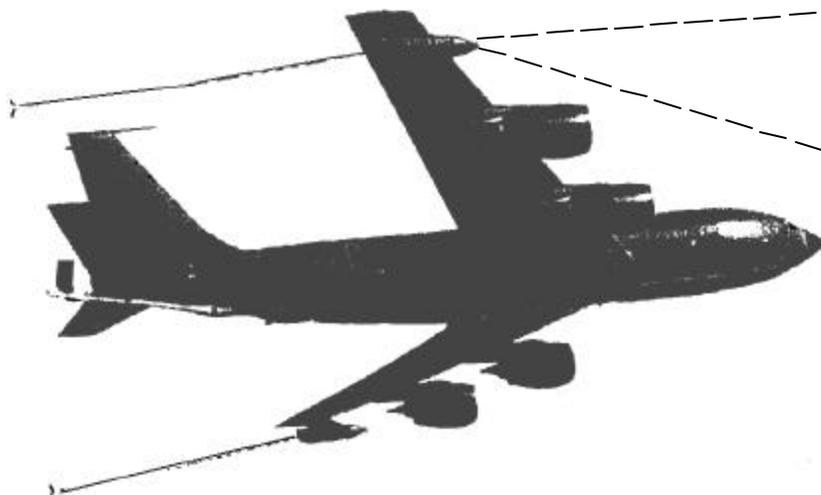
POD/PYLON ARRANGEMENT

The pod uses a digital electronic system to control mechanical functions, electro-fuehdraulic functions for fuel pressure, fuel flow, venting, fuel transfer, trailing, and winding. Digital electronic system has built-in test equipment (BITE) for ground maintenance and pre-flight and in-flight checks.

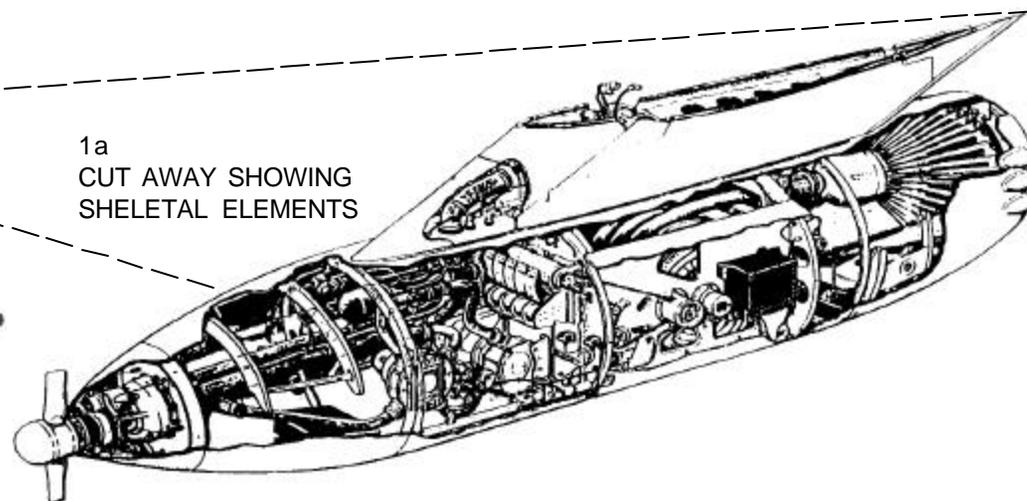


MULTIPOINT REFUELING SYSTEM FOR THE KC-135R-Continued

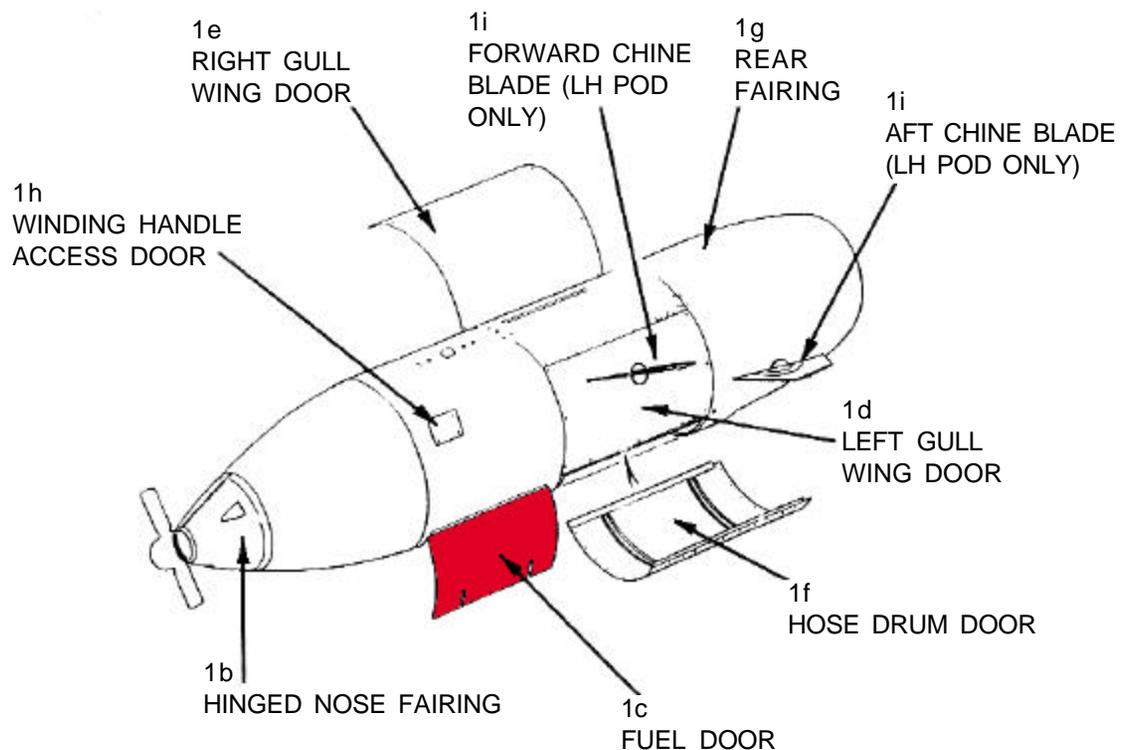
POD CUT-AWAY AND STRUCTURE COMPONENTS



LOCATIONS FOR RIGHT AND LEFT
MK-32B REFUELING PODS



1a
CUT AWAY SHOWING
SKELETAL ELEMENTS



1. COMPONENTS:

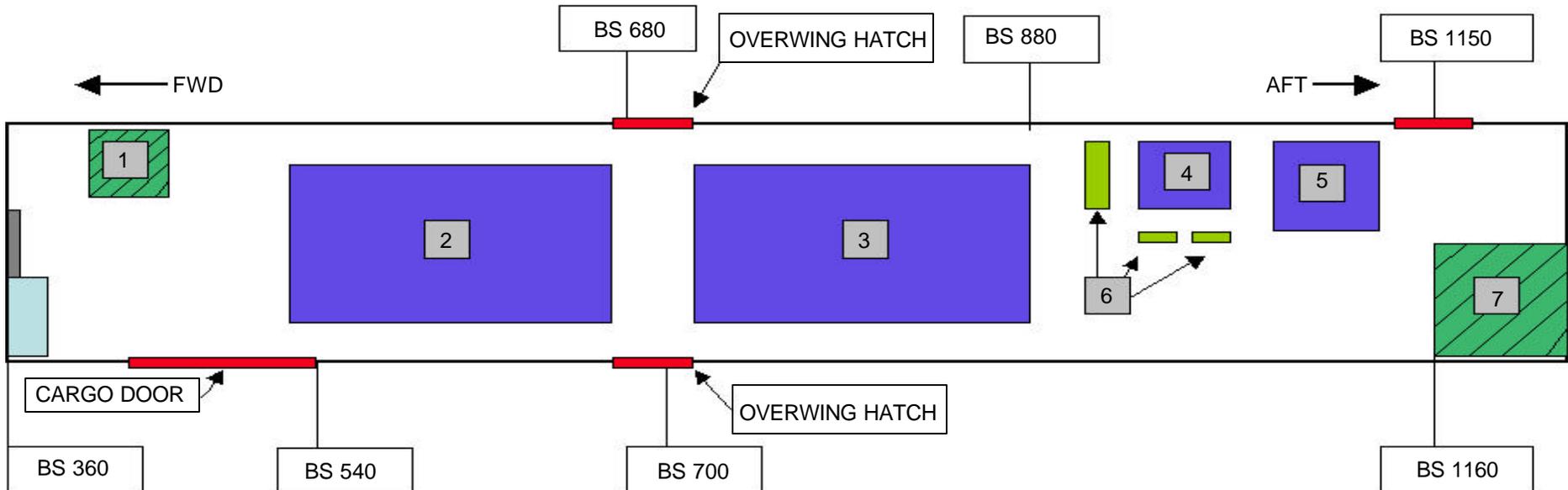
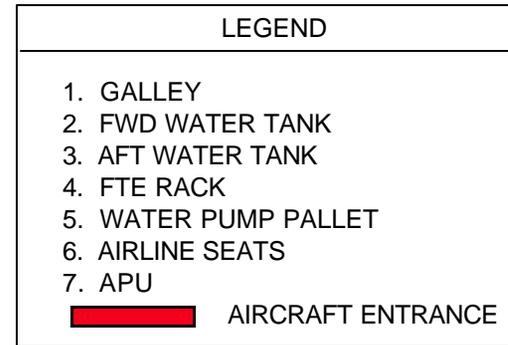
- a. Basic structure that forms primary skeleton element
- b. Hinged nose fairing assembly
- c. Fuel door assembly
- d. Left gull-wing side-door assembly
- e. Right gull-wing side-door assembly
- f. Hose drum door assembly
- g. Rear fairing assembly
- h. Winding handle door assembly
- i. Chine blades

CABIN CONFIGURATION

AIRCRAFT 61-0320 C-135R WITH AIT MODIFICATION

NOTE:

Traversing the cargo compartment can be difficult. The water tanks span from body station (BS) 520 to BS 880. There is approximately 40 inches on either side between the water tanks and the aircraft fuselage. There is 40 inches on either side for aisle space, however, this does not account for the curvature of the fuselage or the many chains that obstruct the aisle space. While it is sufficient for a crewmember wearing normal gear to pass thru, it could prove to be challenging for a firefighter with full gear.



TEST BED AIRCRAFT

1. PASSENGER CAPACITY: 34

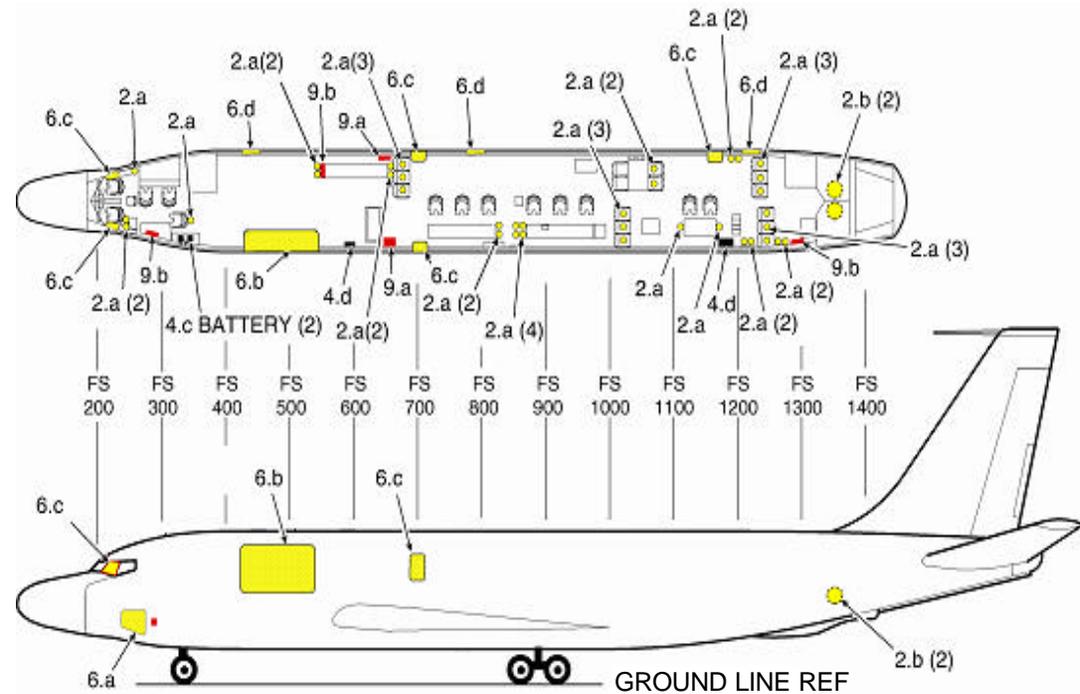
2. OXYGEN SYSTEM:

- a. There are 36 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, one behind the copilot's seat, and one under the aux crew seat. On the LH side; there are two at FS 820, four at FS 860, three at FS 1010, one at FS 1110, one at FS 1160, two at FS 1210, three at FS 1240, and two at FS 1260. On the RH side; there are two at FS 540, two at FS 650, three at FS 670, two at FS1060, two at FS 1190, and three at FS 1230. b. There are two Liquid Oxygen (LOX) converters installed at FS 1340. One converter is located in the aft LH latrine area and one is located in the aft RH latrine area.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 40 kVA constant-speed drive generators.
- b. The DC voltage is supplied by two transformer-rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft.
- c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (LH FS 340).
- d. There are two circuit breaker panels in the crew compartment for distributing power to electronic equipment; one at FS 600 and one at FS 1160. Each has a power switch for applying/removing power to supported electronic equipment. See illustration.



NOTE:

This aircraft is a test bed. This illustration shows the normal configuration. Actual configuration may vary based on test requirements.

TEST BED AIRCRAFT-Continued

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 540 to FS 650. Special and electronic equipment exists on the left side from FS 710 to FS 820; from FS 860 to FS 990; and from FS 1110 to FS 1160.
6. NORMAL/MANUAL/EMERGENCY ENTRY:
- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

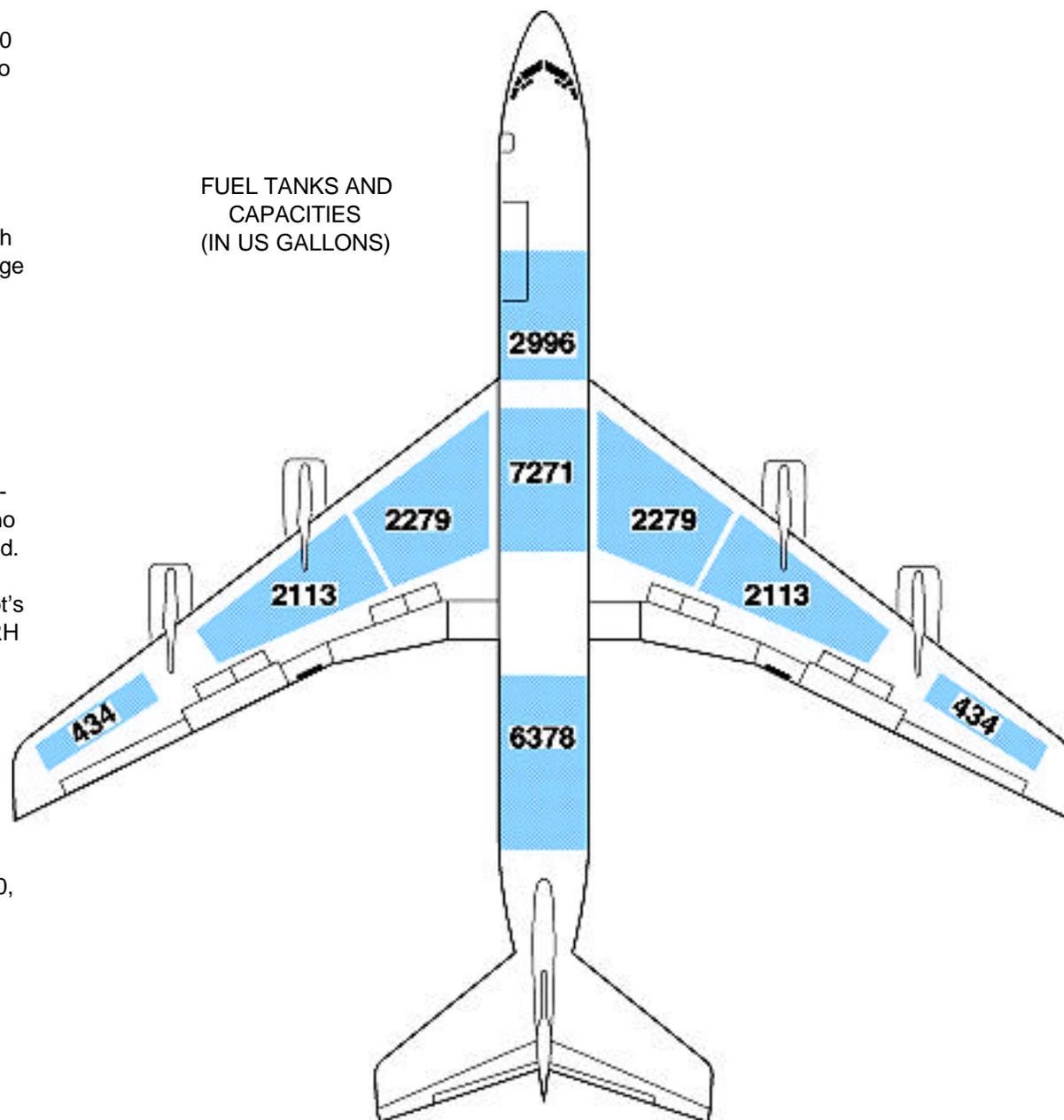
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

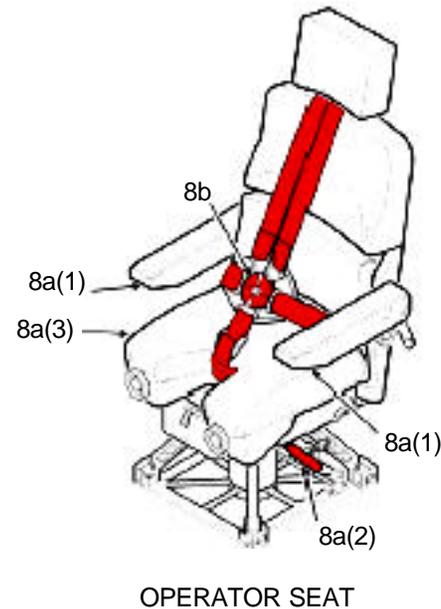
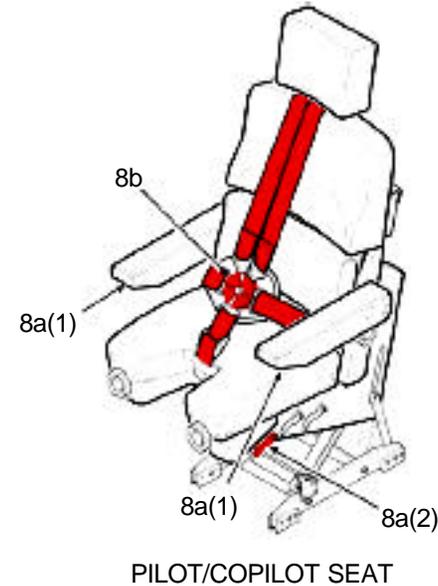
- d. Skin Penetration Points: There are skin penetration points on the RH side at approximately FS 450, FS 800, and FS 1220.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



TEST BED AIRCRAFT-Continued

7. ENGINE SHUTDOWN: The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. AIRCREW EXTRACTION:
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Crew rest and observer seats have lap belts only.
9. SURVIVAL EQUIPMENT:
- a. Two 20-man life rafts are stowed at FS 650 on LH and RH sides of the aircraft.
 - b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 530 (RH), and one at FS 1250 (LH). Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



COBRA BALL

1. PASSENGER CAPACITY: 28

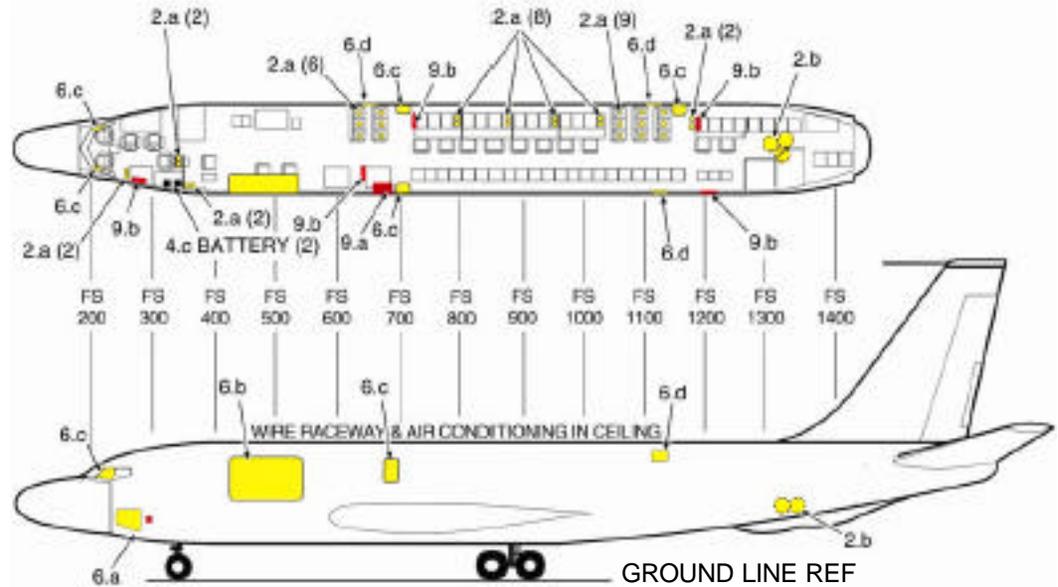
2. OXYGEN SYSTEM:

- a. There are 31 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, and two behind aux crew seat. On the LH side there are two at FS 360. On the RH side, there are three at FS 640; three at FS 660, two at FS 800; two at FS 880; two at FS 950; two at FS 1020, three at FS 1060, three at FS 1100, three at FS 1125, and two at FS 1190.
- b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

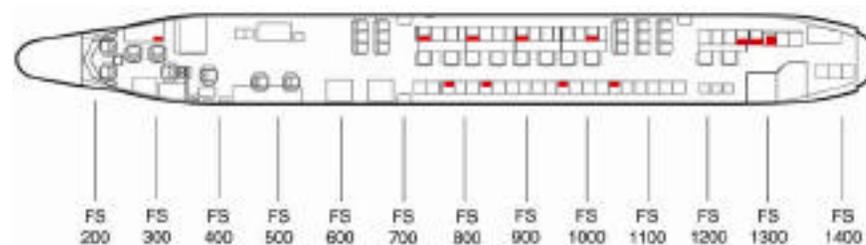
4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- b. The DC voltage is supplied by four 200-amp transformer-rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft. TR3 and TR4 supply DC voltage to the special equipment in the cargo compartment.
- c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (LH side).
- d. There are additional circuit breaker panels throughout the cargo compartment to protect the special and electronic equipment. See illustration.



RC-135S, TYPICAL PROFILE, LOCATION OF ELECTRICAL PANELS

4d ■ DENOTES PANEL LOCATIONS



COBRA BALL-Continued

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 420 to FS 550; from FS 710 to FS 1020; and from FS 1180 to FS 1340. On the left side, equipment exists from FS 580 to FS 680; from FS 720 to FS 1240; and from FS 1270 to FS 1400.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Door opens down and forward.

CAUTION

Door opens down and forward.

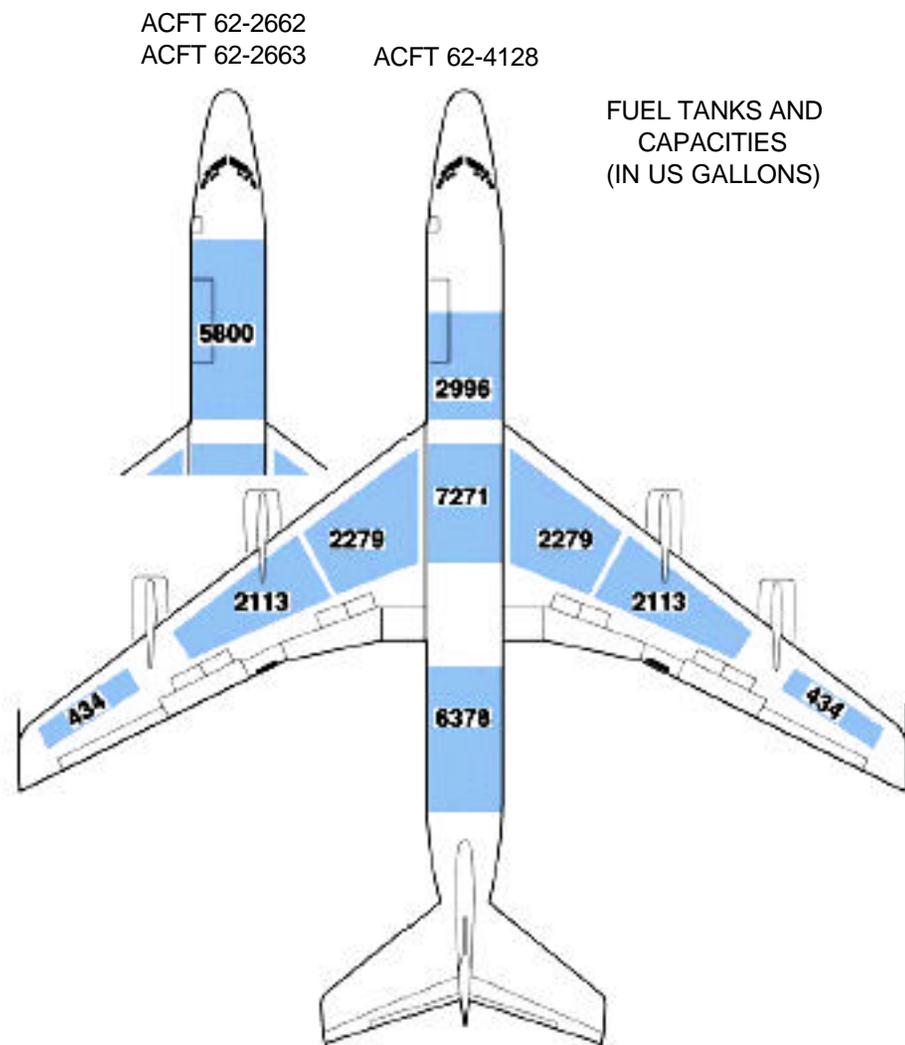
b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.

c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

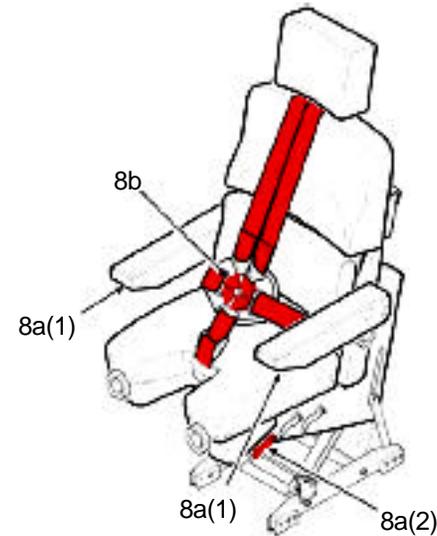
Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

d. Skin Penetration Points: There are skin penetration points located on the RH side at approximately FS 650 and FS 1090 and on the LH side at approximately FS 1110.

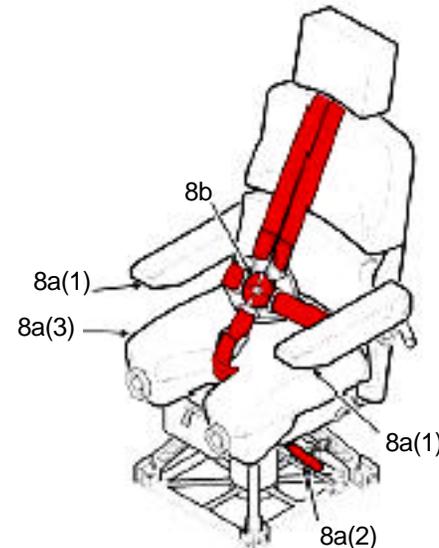


COBRA BALL-Continued

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
- a. A 20-man life rafts are stowed at FS 640 and FS 680 on left side under the Comms Rack.
 - b. The aircraft has four emergency equipment panels: one above the crew entry chute, one at FS 650 (LH); one at FS 720 (RH), and at FS 1190 (RH). Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

COMBAT SENT

1. PASSENGER CAPACITY: 31

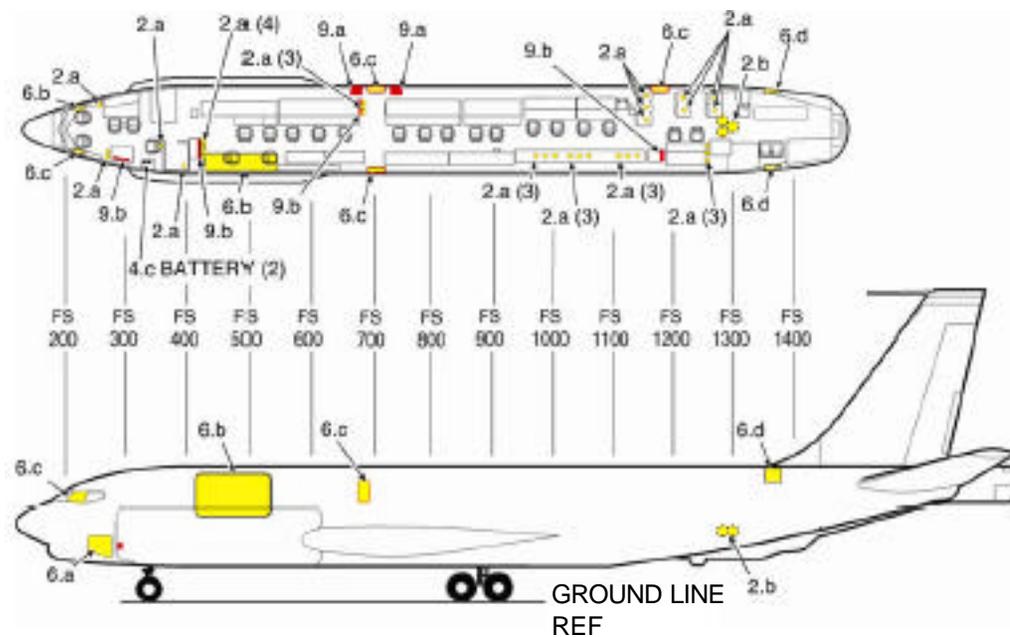
2. OXYGEN SYSTEM:

- a. There are 31 portable oxygen bottles; four on the flight deck and one inside the forward latrine. On the RH side, there are three at FS 680; three at FS 1160, two at FS 1220, and two at FS 1280. On the LH side, there are four at FS 420, three at FS 1000, three at FS 1040, three at FS 1110, and three at FS 1240.
- b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

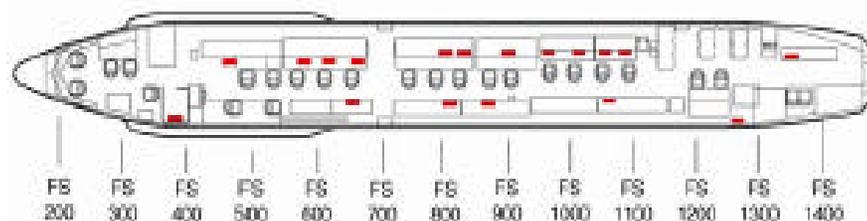
4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- b. The DC voltage is supplied by six transformer-rectifiers (TR). Four have been added to the basic configuration. TR1 and TR2 supply DC voltage to the basic aircraft. TR5, TR6, TR7 and TR8 have been added to supply DC voltage to the special equipment in the recon compartment.
- c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (FS 360 LH).
- d. There are additional circuit breaker panels throughout the cargo compartment to protect the special and electronic equipment. See illustration.



RC-135U, TYPICAL PROFILE, LOCATION OF ELECTRICAL PANELS

4d ■ DENOTES PANEL LOCATIONS



COBRA BALL-Continued

5. **HINDRANCES:** Special and electronic equipment exists on the right side from FS 400 to FS 660, from FS 720 to FS 1100, and from FS 1280 to FS 1380. On the LH side, special and electronic equipment exists from FS 560 to FS 660, from FS 715 to FS 1240, and from FS 1260 to FS 1350.
6. **NORMAL/MANUAL/EMERGENCY ENTRY:**
- a. **Normal Entry:** Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

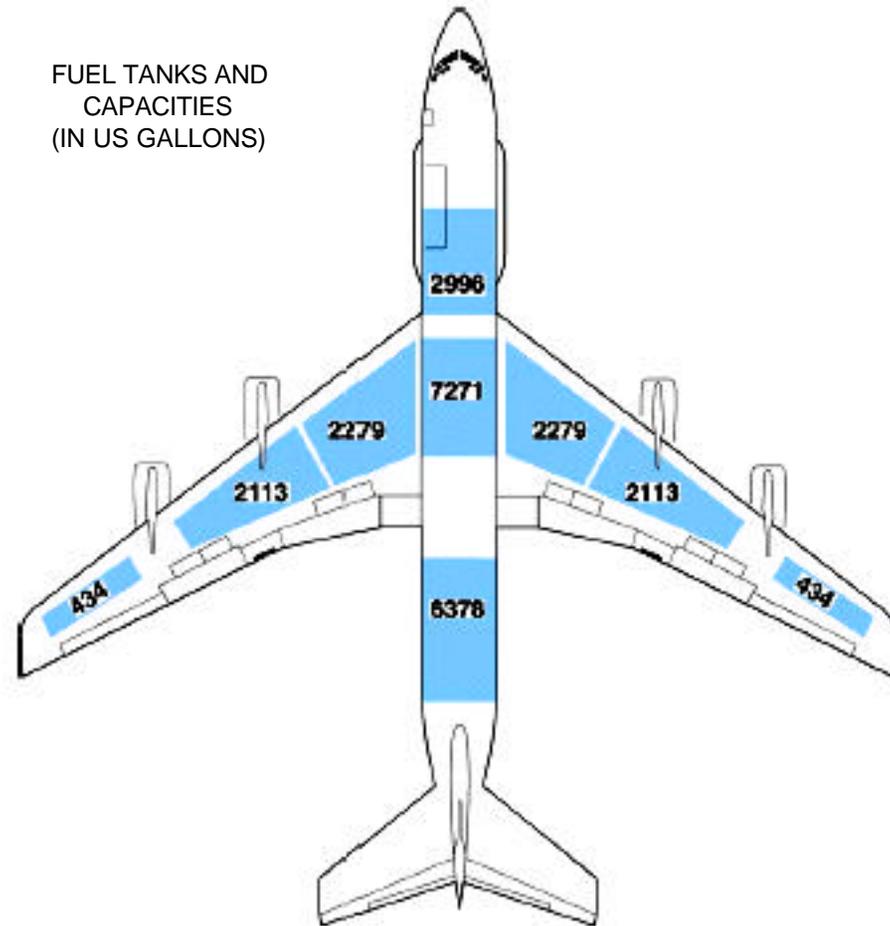
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. **Emergency Exits:** There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows and above the aft hatch.

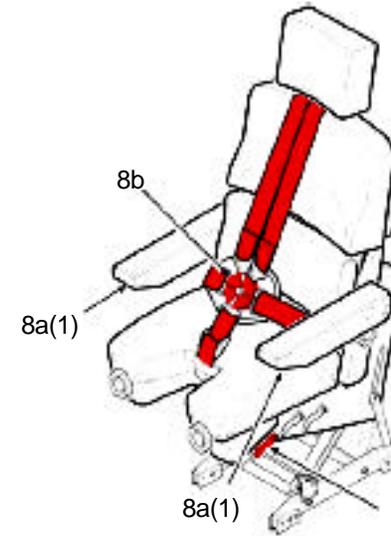
- d. **Skin Penetration Points:** There are skin penetration points located at approximately FS 1400 WL 265 on both sides of the aircraft.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



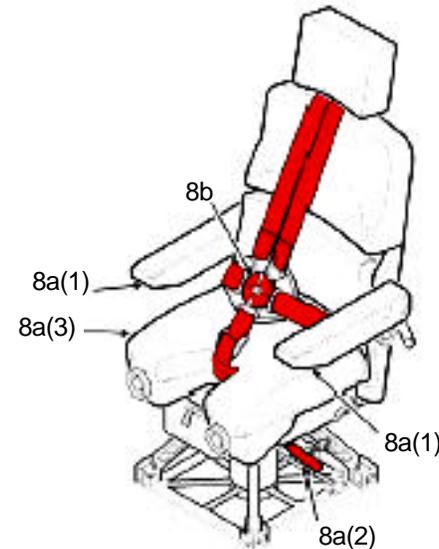
COBRA BALL-Continued

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Troop, crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
- a. Two 20-man life rafts are stowed on the floor, one forward and one aft of the RH over wing hatch.
 - b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 420 (LH); one at FS 1190. Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT

8a(2)



OPERATOR SEAT

RIVET JOINT

1. PASSENGER CAPACITY: 39

2. OXYGEN SYSTEM:

a. There are 37 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, one behind the copilot's seat, and one under the aux crew seat. On the RH side, one is located at FS 500, there are two at FS 610, two at FS 745, two at FS 825, two at FS 895, two at FS 960, two at FS 1020, three at FS 1140, and two at FS 1220. On the LH side, there are four at FS 540, two at FS 1095, two at FS 1110, two at FS 1150, two at FS 1190, two at FS 1230, and one at FS 1340.

b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: The RH over-wing hatch is blocked by equipment.

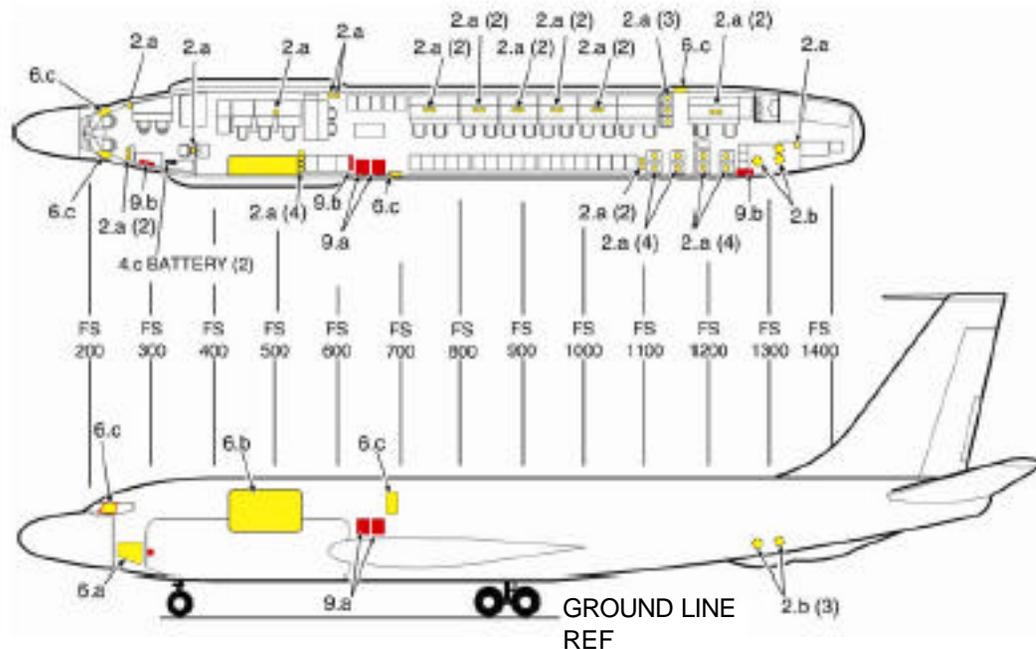
4. CHANGES IN ELECTRICAL/BATTERY POWER:

a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.

b. The DC voltage is supplied by seven transformer-rectifiers (TR). Four 100-amp TRs; TR1, TR2, TR3, and TR4 supply DC voltage to the basic aircraft. Three 200-amp TRs; TR5, TR6, and TR7 supply DC voltage to the special equipment in the recon compartment.

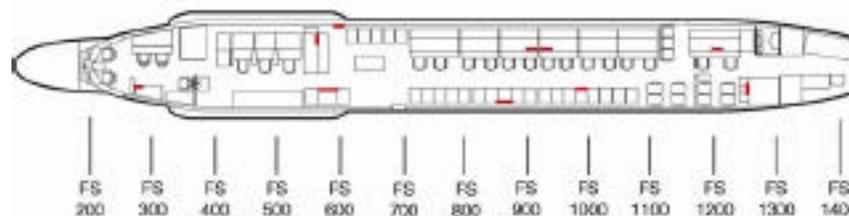
c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (FS 360 LH).

d. There are additional circuit breaker panels throughout the cargo compartment to protect the special and electronic equipment. See illustration.



RC-135V/W, TYPICAL PROFILE, LOCATION OF ELECTRICAL PANELS

4d ■ DENOTES PANEL LOCATIONS



RIVET JOINT-Continued

RC-135V/W

5. **HINDRANCES:** Special and electronic equipment exists on the RH side from FS 400 to FS 1360. Special and electronic equipment exists on the LH side from FS 545 to FS 680, from FS 757 to FS 1224, and from FS 1269 to FS 1400.
6. **NORMAL/MANUAL/EMERGENCY ENTRY:**
- a. **Normal Entry:** Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

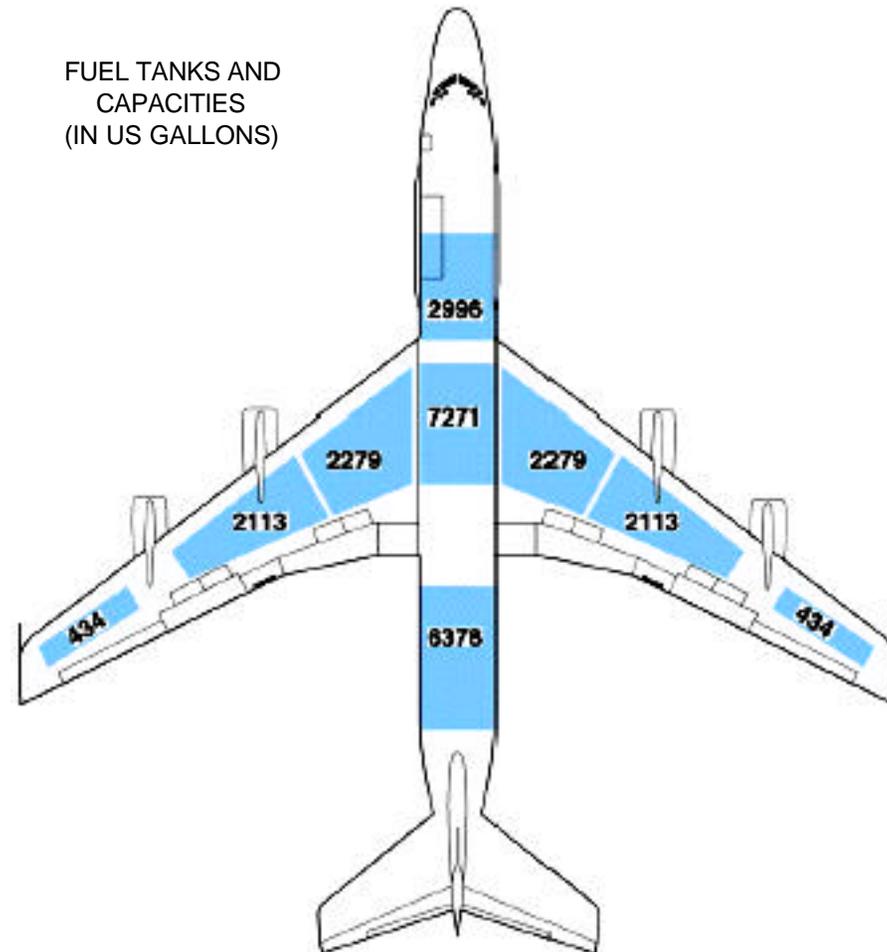
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. **Emergency Exits:** There are four emergency exits: pilot's sliding window, co-pilot's sliding window, LH over-wing hatch at FS 700, and the aft RH hatch at FS 1160. The RH over-wing hatch is blocked.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

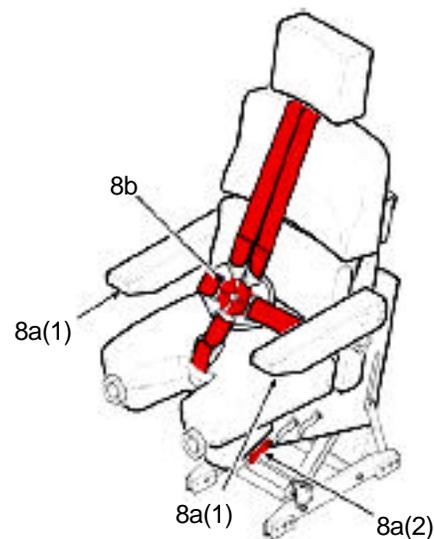
- d. **Skin Penetration Points:** There are no skin penetration points due to the location of mission equipment.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)

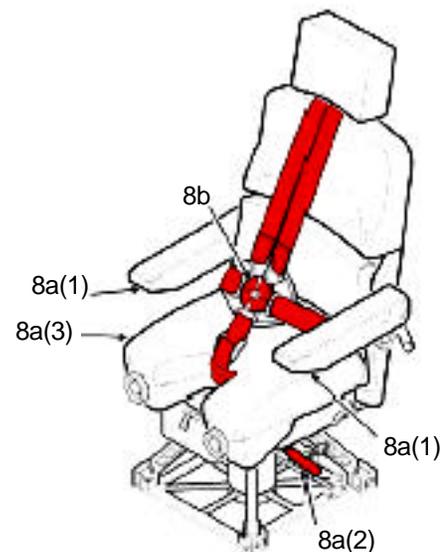


RIVET JOINT-Continued

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
- a. Two 20-man life rafts are stowed on the left side of the aircraft between FS 614 and FS 688.
 - b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 620 (LH); one at FS 620 (LH) and one at FS 1290 (LH). Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

COBRA BALL TRAINER

1. PASSENGER CAPACITY: 69 Total (Max)

Crew of 6 and up to 63 passengers.

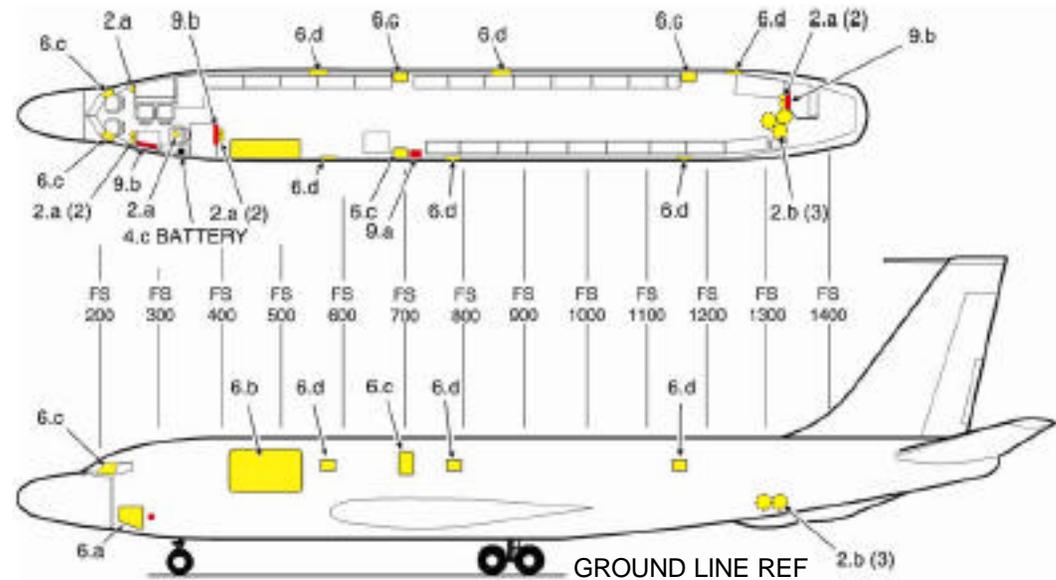
2. OXYGEN SYSTEM:

- There are 8 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, one behind the copilot's seat, and one under the aux crew seat. On the RH side, there are two at FS 1320. On the LH side, there are two at FS 400.
- There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- DC voltage is supplied throughout the aircraft by two transformer-rectifiers (TR1 and TR2).
- The aircraft battery is located on the flight deck at the bottom of the Electrical Rack (LH side).



COBRA BALL TRAINER-Continued

5. HINDRANCES: Special and Electronic equipment exists on the LH side from FS 640 to FS 680.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

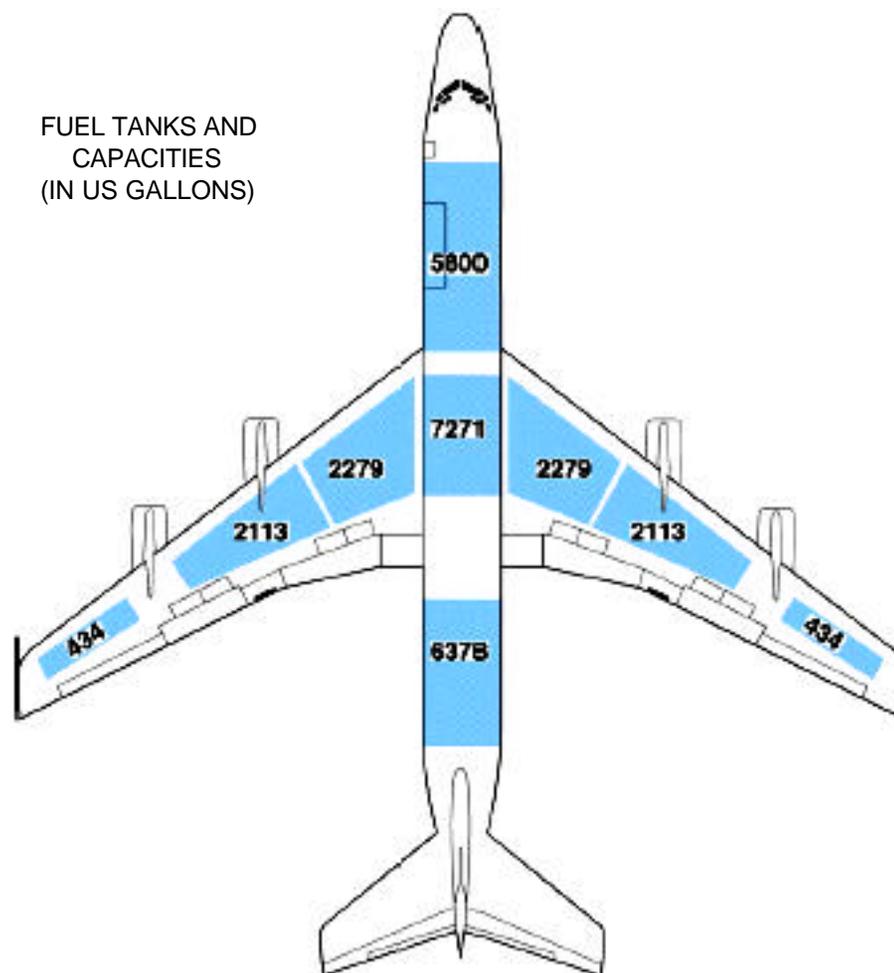
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

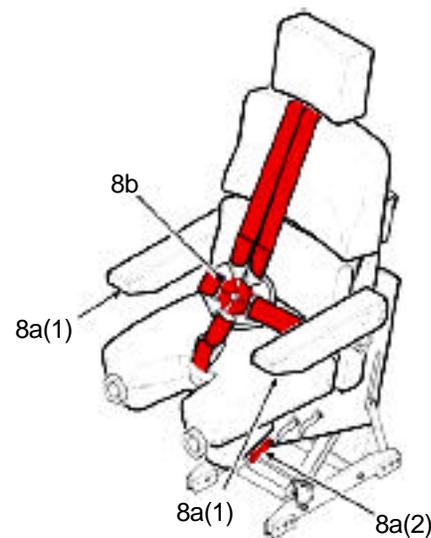
- d. Skin Penetration Points: There are skin penetration points located on the RH side at approximately at FS 560, FS 880, and FS 1260 and on the LH side at approximately FS 580, FS 780, and FS1180.

FUEL TANKS AND CAPACITIES (IN US GALLONS)

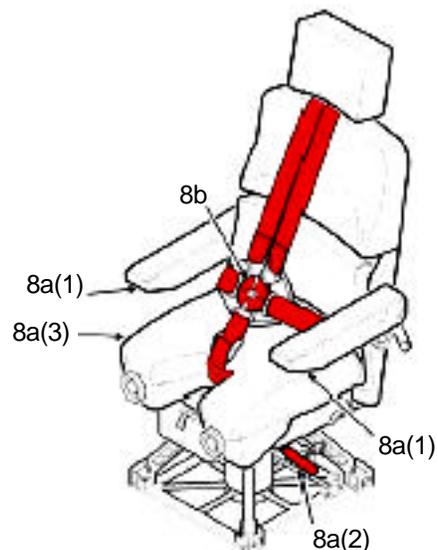


COBRA BALL TRAINER-Continued

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Troop, crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
- a. Up to three 20-man life rafts can be stowed by securing to the floor at FS 720.
 - b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 400 (LH); one at FS 1800 (RH). Emergency equipment panels may include a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

RIVET JOINT TRAINER

1. PASSENGER CAPACITY: 69 Total (Max)

6 Crew and up to 63 passengers.

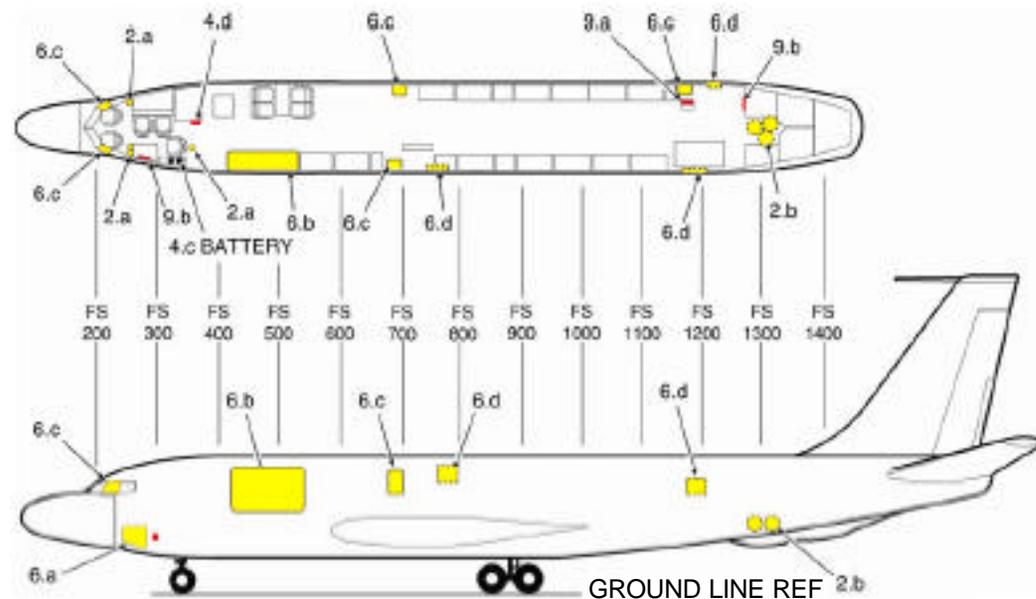
2. OXYGEN SYSTEM:

- a. There are 4 portable oxygen bottles on the flight deck. Two behind the pilot seat, one at the fwd end of the navigator's table, and one behind the aux crew seat.
- b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- b. The DC voltage is supplied by two transformer-rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft.
- c. Two aircraft batteries are located on the LH side of the flight deck at the bottom of the Electrical Rack.
- d. There is one circuit breaker panel in the cargo compartment, the RH Equipment Rack (FS 400).



RIVET JOINT TRAINER-Continued

TC-135W

5. HINDRANCES: None.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

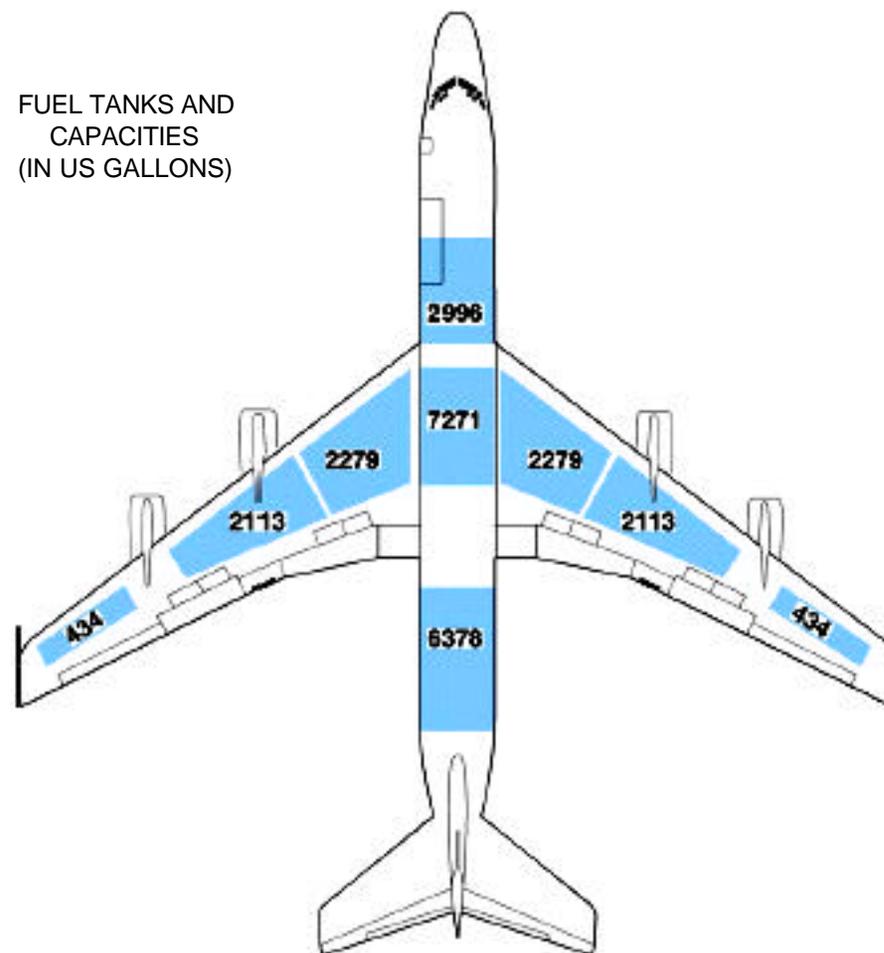
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE

Escape ropes are installed above pilot and co-pilot sliding windows and the aft hatch.

- d. Skin Penetration Points: There are skin penetration points on the LH side at approximately FS 780 and FS 1180 WL 230, and on the RH side at approximately FS 1200 WL 230.

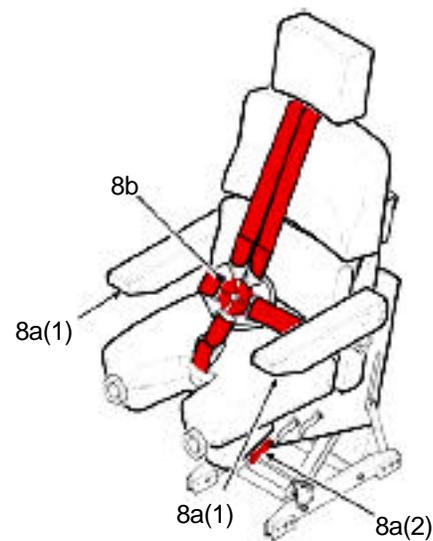
FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



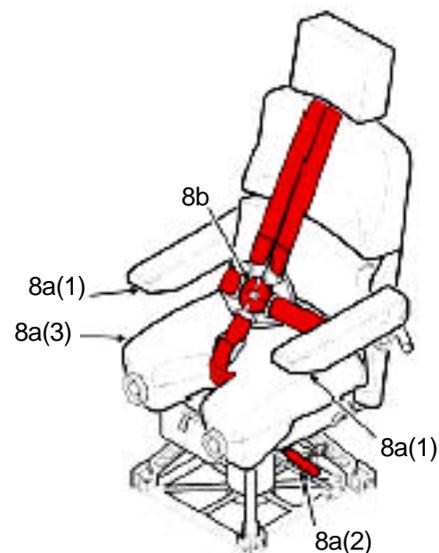
RIVET JOINT TRAINER-Continued

TC-135W

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Troop, crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
- a. A 4-man life raft is stowed above the aft RH exit. Additional 20-man life rafts can be stowed by securing to the floor when mission requirements dictate.
 - b. The aircraft has two emergency equipment panels: one above the crew entry chute, one at FS 1260 on the fwd wall of the galley. Emergency equipment panels may include a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

WEATHER

1. PASSENGER CAPACITY: 10

2. OXYGEN SYSTEM:

a. There are 10 portable oxygen bottles. There are five on the flight deck; two behind the pilot's seat, one behind the copilot's seat, one at the aft end of the navigator's table, and one beside the aux crew seat. On the RH side, there are two at FS 650. On the LH side, there is one on the operator console at FS870 and two at FS 1250.

b. There are two Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

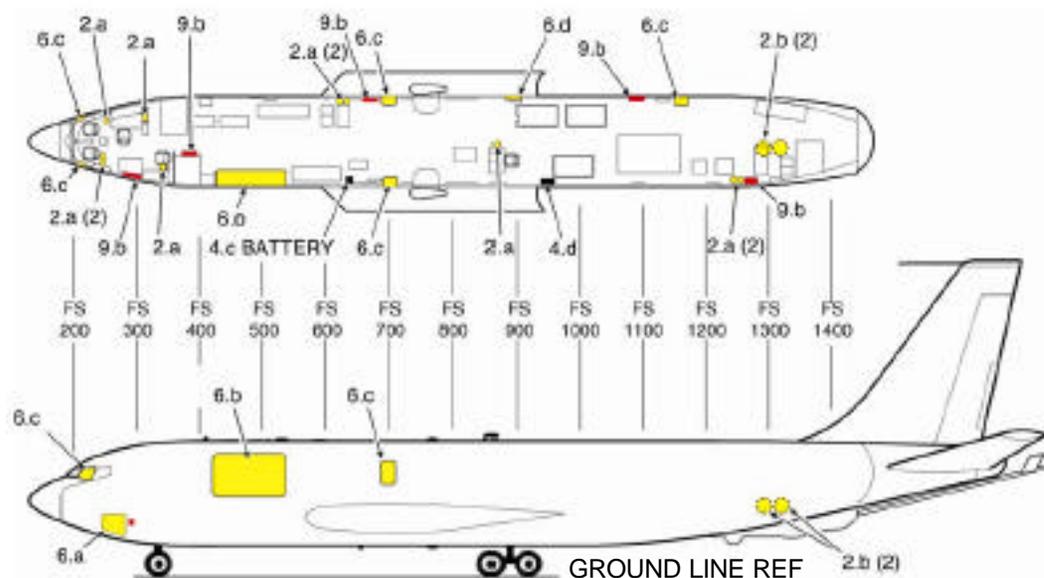
4. CHANGES IN ELECTRICAL/BATTERY POWER:

a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.

b. The DC voltage is supplied by three transformer-rectifiers (TR). Two 100-amp TRs, TR1 and TR2, supply DC voltage to the basic aircraft. One 200-amp TR, TR3, supplies DC voltage to the special equipment in the cargo compartment.

c. The aircraft battery is located on the floor forward of the LH over wing hatch at FS 620.

d. There is one additional circuit breaker panel located at FS 960 which provides power to equipment in the cargo compartment. See Illustration.



WEATHER-Continued

WC-135C

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 420 to FS 600 and from FS 900 to FS 1040. On the LH side equipment exists from FS 545 to FS 680; from FS 820 to FS 1020; from FS 1060 to FS 1160, and from FS 1280 to FS 1380.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Crew entry door opens down and forward.

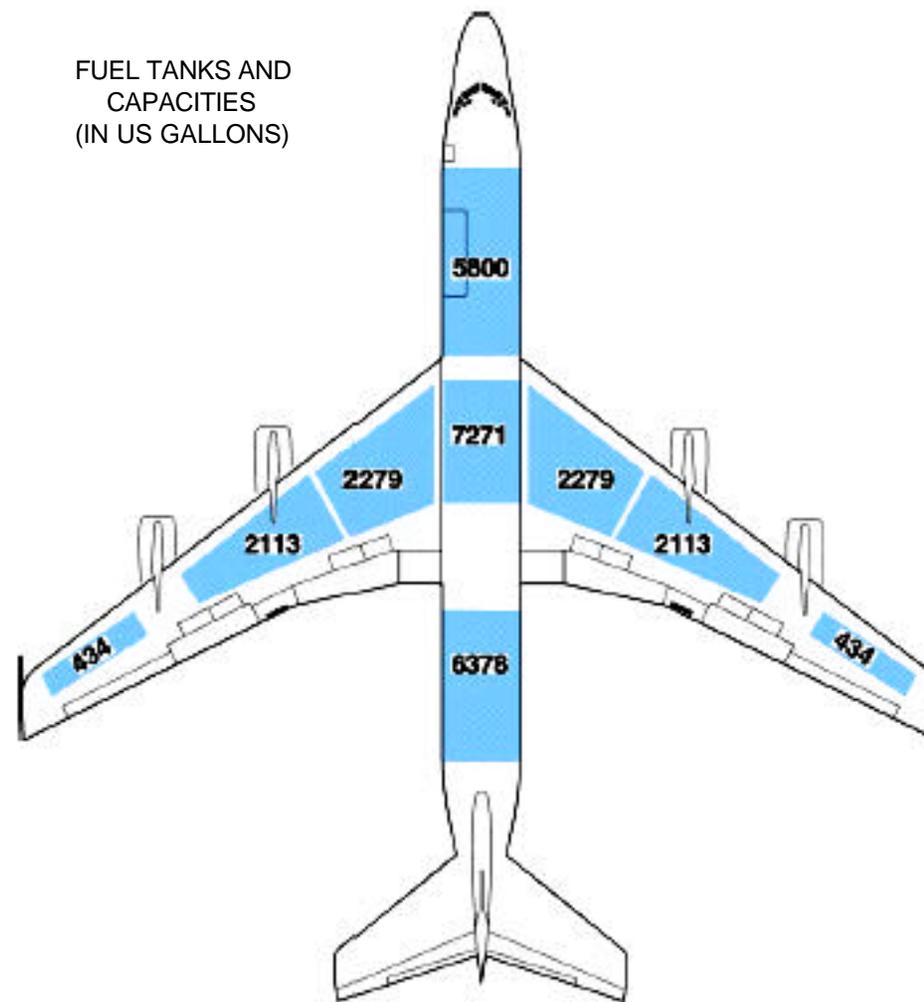
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

- d. Skin Penetration Points: There is one skin penetration point on the RH side at approximately FS 900.

FUEL TANKS AND CAPACITIES
(IN US GALLONS)



WEATHER-Continued

WC-135C

7. ENGINE SHUTDOWN:

The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments are as shown.

(1) Armrest adjustment controls the downward position of the armrest.

(2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod or handle under the seats, then sliding seat in desired direction.

(3) The Nav, Operator, and Aux Crew seats can be rotated 360 degrees using right front handle below the seat.

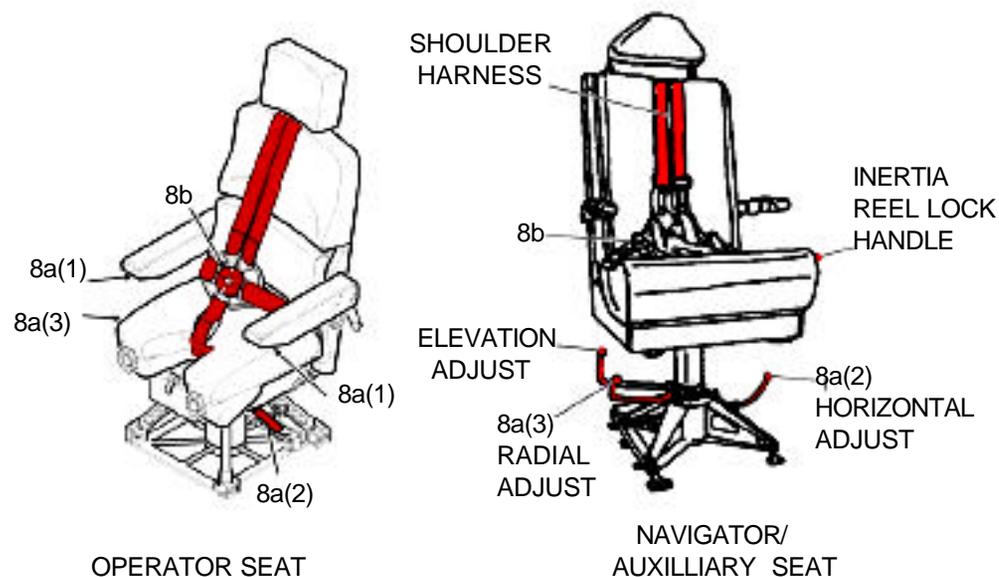
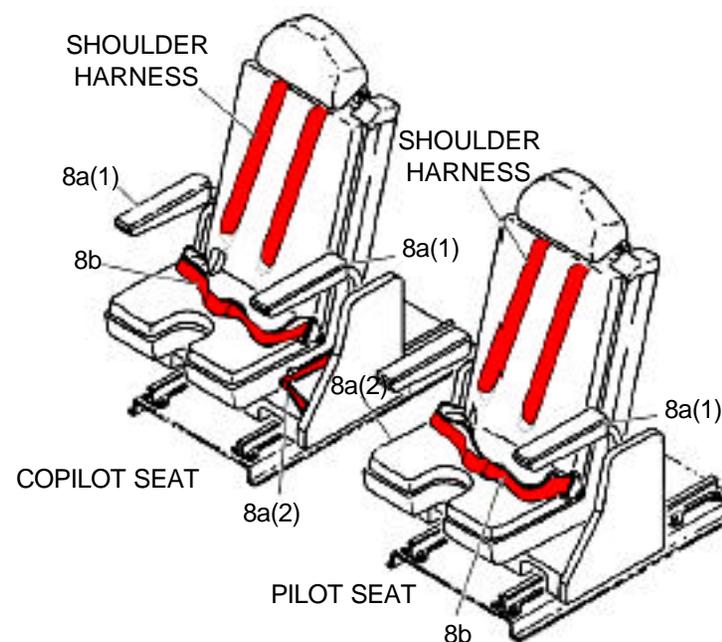
b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Crew rest and observer seats have lap belts only.

9. SURVIVAL EQUIPMENT:

a. 20-man life rafts are stowed at FS 580 on both sides of the aircraft.

b. The aircraft has five emergency equipment panels: one above the crew entry chute, one at FS400 (LH), one at FS 670 (RH), one at FS 1100 (RH), and at FS1250 (LH). Emergency equipment panels may contain a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



WEATHER

1. PASSENGER CAPACITY: 12

2. OXYGEN SYSTEM:

a. There are 16 portable oxygen bottles. There are five on the flight deck; two behind the pilot's seat, one behind the copilot's seat, one aft of the Nav station, and beside the aux crew seat. On the RH side, there are two at FS 1190 and three at FS 1240. On the LH side, there are two at FS 400, one at FS820, and three at FS 1240.

b. There are six Liquid Oxygen (LOX) converters between FS 1280 and FS 1340. There are two in the aft lower baggage compartment, two in the LH latrine area, and two in the RH latrine area.

3. MODIFIED ESCAPE ROUTES: None.

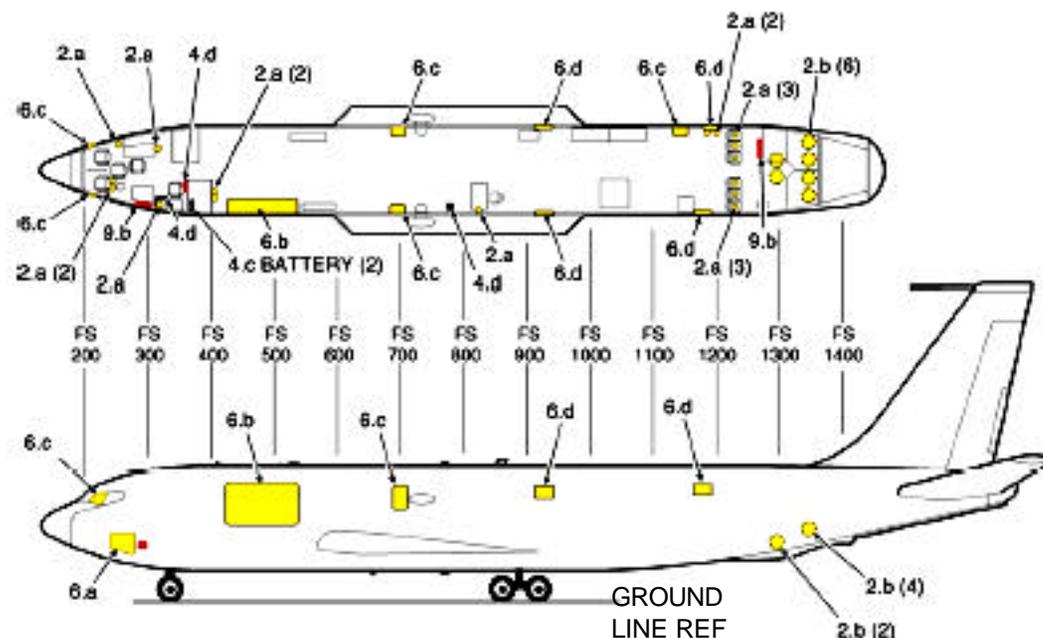
4. CHANGES IN ELECTRICAL/BATTERY POWER:

a. Generators are installed on engines 1, 2, and 4. They are 40 kVA constant-speed drive generators.

b. The DC voltage is supplied by four transformer- rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft. TR3 and TR4 supply DC voltage to the special equipment in the cargo compartment.

c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (LH side).

d. There is one circuit breaker panel located in the cargo compartment (FS 790) to protect the special and electronic equipment. See illustration.



WEATHER-Continued

WC-135W

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 540 to FS 600; from FS 720 to FS 760; and from FS 980 to FS 1100. Special and electronic equipment exists on the left side from FS 545 to FS 600; from FS 720 to FS 760; from FS 810 to FS 840, and from FS 1140 to FS 1160.
6. NORMAL/MANUAL/EMERGENCY ENTRY:
- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

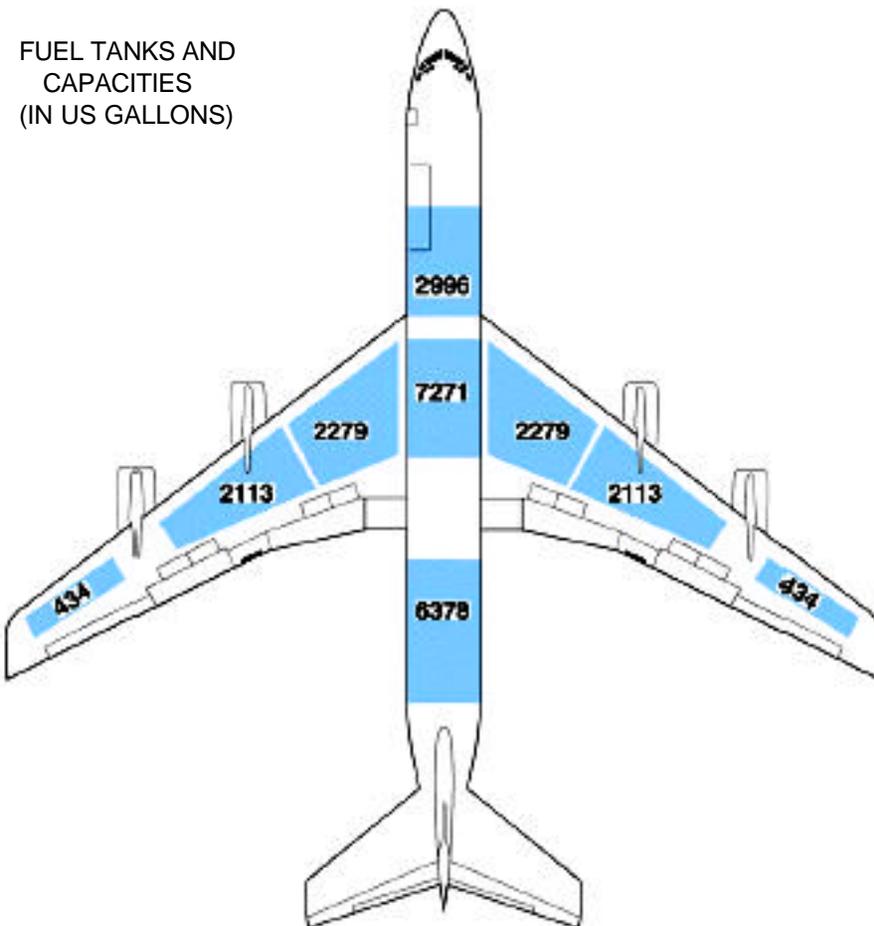
Door opens down and forward.

- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

- d. Skin Penetration Points: There are skin penetration points located at approximately FS 920 on both sides, and at approximately FS 1180 on the LH side and at FS 1190 on the RH side.



WEATHER-Continued

7. ENGINE SHUTDOWN:

The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments:

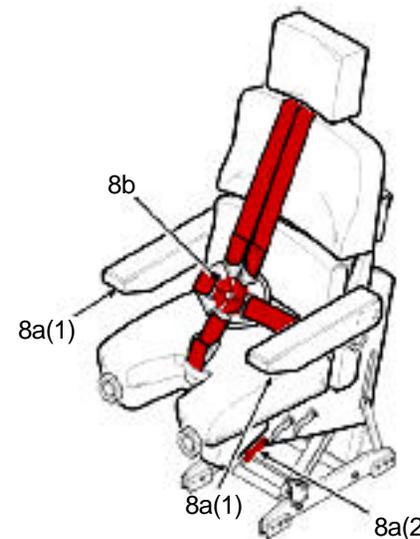
- (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
- (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
- (3) The operator seats can be rotated 360 degrees using right front handle below the seat.

b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

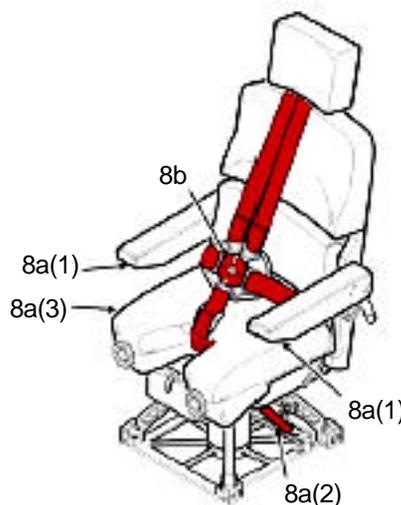
c. Crew rest and observer seats have lap belts only.

9. SURVIVAL EQUIPMENT:

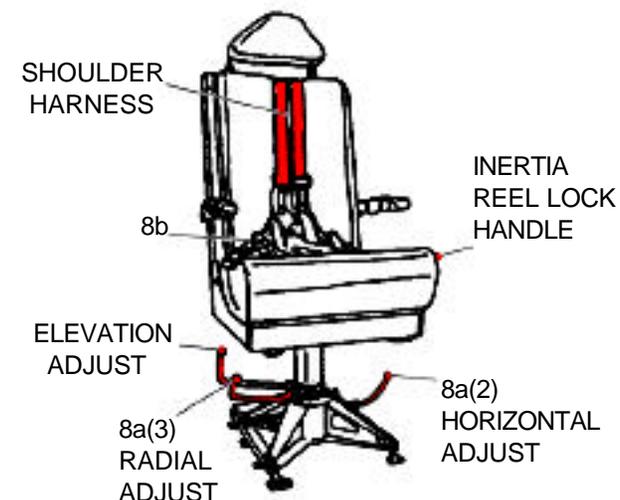
- a. 20-man life rafts are secured to the floor at FS 760.
- b. The aircraft has two emergency equipment panels: one above the crew entry chute and one at FS 1260 on the forward wall of the galley. Equipment panels may include a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT



NAVIGATOR/
AUXILLIARY SEAT