

Introduction

1. The airfield crash rescue truck fulfills the following main functions:-

- (1) Rescue of aircrew from crashed aircraft.
- (2) Extinguishing of small aircraft fires.

In addition the truck may be used for escorting aircraft as a precautionary measure against engine starting and taxiing fire hazards.

2. The main fire fighting equipment consists of a 100-gallon tank containing a light water or protein foam mixture, a single stage pump to pressurize the mixture and two 100 ft. hoses for distribution. Ancillary fire fighting equipment includes two portable fire extinguishers and two hand-held fire extinguishers. A rear view of the truck showing some of the major items of equipment is shown in fig.1.

3. All the fire fighting equipment, plus other items including a radio telephone, an extending ladder, rescue tools and lighting, are mounted on a Land-Rover Series III chassis. The truck is manned by a crew of three; a driver and first officer seated in the cab, and a crewman seated in a rear facing seat at the rear of the truck.

4. General instructions for aircraft fire fighting and crash rescue work are given in the R.A.F. Fire Manual (AP 957, Part 2).

CHASSIS

GENERAL (fig.1)

5. The Land-Rover chassis is driven by a four-cylinder gasoline engine. The gearbox unit consists of a main gearbox providing four forward and one reverse gear, and a transfer gearbox providing a two-speed drive to both front and rear axles. A power take-off unit, driven via its own dog clutch from the gearbox unit, provides the drive for the single stage pump. For further details of the chassis, reference should be made to AP 4337E, User Handbook.

6. The body of the truck is constructed of aluminium panels attached to an aluminium frame built up around the centrally mounted glass fibre tank. A recess on each side of the body houses a hose rack complete with hose and branch pipe, and a portable fire extinguisher.

7. The rear of the body is divided into three sections; the centre section houses the seat for the crewman and the two outer sections form two equipment stowage lockers. A roller blind mounted to the rear of the crewman's headrest may be extended over the top of the centre section to provide protection during inclement weather. Communication with the cab is by voice tube; a whistle provides the call facility and is also used as a stopper for the mouth piece. A rear towing bracket is not normally required and it has been removed to facilitate access to the rear seat. The bracket is stowed beneath the passenger seat in the cab.

8. Each stowage locker is fitted with an aluminium roller door, to allow quick access, and an interior light. Both lights are controlled by one switch, marked LOCKERS, located on the ignition switch panel.

9. The cab is fitted with an observation hatch in the roof to provide