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The MK8 seat provides exhaust at the track level at speeds to 70 knots and has a maximum exhaust speed capacity of 425 knots. The total size footprint of the MK10 seat has been adapted to adapt to a large number of aircraft facilities. In June 1947, the authorities had decided to standardize the Martin-Baker's expulsion seat for the installation in all new aircraft service aircraft, and the production work and the installation was put in hand for the meteorite, the attacker, Wyvern, Canberra and later the sea. Poison aircraft. To date, there have been 40 ejections of an MK8 expulsion seat. This greatly simplifies and accelerates maintenance or access to the cabin. Finally, on August 19, 1947, Lynch was ejected again, this time at 12,000 feet at an indicated air speed of 420 mph. The deployment of drugless stabilize and delay the seat and seat and seat descendants stabilized by drugs. The barostatic time release unit completes the execution and the barostatic capsule works to prevent the parachute implementation above the predetermined altitude controlled by the G-switch switch C controls the parachute deployment above 7000 Feet up to speed and G-Force reduces the barostatic time release unit that operates below the predetermined altitude, complete and the manual separation (cancel) that is used if the automatic system fails the gas From the cartridge used to release the liberation of the dargogro chain of the parachute release of the harness bar from the upper part of the parachute. Liberation mechanism To release the lower armés, the negative-g belts, the restriction lines of the legs and personal equipment the portion drugs of man withdraw the from the straps on the container label. Montage momentarily, causing the crew of air and the seat diverging the normal of PARAC The descent of HUNE follows the steel air releases, either two quick release connectors to lower the survival package at the end of the line: the package of Survival was opened manually when necessary copyright copyright Á · Gin + Juice in the frame of GÁ © nesis Á · Wordpress Login in the new seating facilities and the experience of modification with manually operated seats had occurred that several deaths had occurred, due to unconsciousness after From the expulsion, the inaction due to the circumstantial stress, or the lack. of time to carry out the necessary manual operations when expelling at low altitudes. It was also necessary to design some means to disconnect the drain from the seat at the correct time and transfer its traction to the parachute, and simultaneously a means to free the entire occupant with its parachute and boat package. The seats also included adjustable armrests and integral thigh protectors to prevent the legs from the occupant from being separated by the air explosion. As the aircraft cannon is not eliminated, the valuable maintenance time is saved. The seat can be installed or deleted quickly by assembly or disassembly of the main units on the aircraft. New Facilities and Resonanda de Canera CF-100 Hawker Hunter Hawker Attacker Supermarine Westland Wyvern Hawker Sea Hawk Meteor Venom Supermarine SWIFT Saundlers Roe The MK10 seat is designed in four main units: Catapult, main beam structure, seat and Parachute assembly. New seat facilities and modernizations operating the roof: 50,000+ feet (15,250 m) Height / Minimum speed: zero / zero at the level crew attitude of the crew mass range: 69.2 á, ~ "112.2 kg range of crew size: 3<sup>o</sup> to 99th percentile maximum speed for expulsion: 630 kias Type of parachute: GQ Type 1000 MK 2 Deployment of the parachute: Assisted Drug Type of parachute: 5 feet and 22 in Drug deployment : DrueÁ'a pistol, started by the rod armés integrated Expulsion Seat Operation Type Operation Type: Ejection Weapon and Multi-tube Rocket Ejection Gun: Single, Two Stages Length of the Pistol Stroke: 72 In the expulsion of the ejection: the handle on the tray of the Seat starts the electronic cooking system of the gas operated seating system: No Bosettic Time Liberation Unit: Yes, with 2 2 Delay to give time at speed to decrease the automatic backup unit Initiated: No manual cancellation handle: SA Guillotine: Yes, Early Variant Timers: 0.50 second pistol delay timer and a setting of the BNU Seat (BARostathetic Time Liberation Unit): Actuators up / down operated with 28 Restrictions of the VDC arm: Sá restriction of the legs: Yes, Two leagues Supply of oxygen: Bottling emergency oxygen, survival package Main oxygen connection staff: SA, Litral, Option of Á REA Liferificio AirCrew Services: Personal equipment connector (PEC) provides connections for main oxygen, backup oxygen, emergency oxygen, anti-G suit and the ejection of the MIC / Tel command: Sá Jettison: there is no miniature detonation cable: Sa sequence system Inteseat: Yes, through the APA command delay reconnect unit Pale: AIDC Alpha Jet AMX House C-101 Cossna A-36 Chengdu F-5 Chengdu F-7 EMB-314 F-5 F-6 Fouga 90 Gripen Hawk Hongdu A-5 IAI LAVI IAR-93 J-22 K · 8 Kir MB-339 Mirage Pampa PZL L-22 S-211 Know Sea Harrier Shenyang F-5 Shenyang F-6 Soko Super Tucano (ALX) Tornado Tornado Seat Box Handle Shot Causing The Initiation Cartridge to Fire Unit Retraction of the shooting harness, the command fire started the primary cartridge, which caused the internal and intermediate pistons to increase, releasing the seat from the upper latch, Miniature Rails Dontening Cord Travel Start the Fire Fracture Cartridges Fire, in turn, the eligtional connections of the separate disconnection seat actuator, the IFF switch and the oxygen regulator, the Portion of the main oxygen generation aircraft blocks the block of separate disconnection. The portion of the portion of the It is disconnected from the anti-G costume hose of the seat portion disconnects the leg withdrawal lines. Retention lines and restriction of leg legs The leg restriction lines become tense and rivets, the liberation lines of floor supports, travel bars are removed from drug weapons and barostatic time · Liberation units Liberation Oxygen Travel Remote Rocket Initiator Operated by Static Line, Cartridge Fires To light the rocket package of rockets Holds the push up of the ejection gun, the divergent paths for the front and rear seats after the mechanism Delay, the piston piston fires, the expelled piston removes the closing pin from the Drug Parachute Pack closure flaps and deploys drugs. These seats were provided with a seat tray capable of being elevated and lowered to accommodate variable stature pilots without increasing the height of the seat. Another series of fictional ejections were also repeated, perfecting the designer of the drug and its stowage and healing the various difficulties for the developed dentition. Are you browsing seats and modifications that seek to install a new seat on your aircraft? The MK10 is currently operational in the following countries: Argentina, Australia, Bahrain, Bangladesh, BA © Lgija, Brazil, Burkino Faso, Canada, Chile, Colombia, Congo, Czech Republic, Dominican Republic, Ecuador, Egypt, Erita, Finland , France, Gabon, Germany, Greece, Hungary, India, Indonesia, Italy, Jordan, Kuwait, Malaysia, Mauritania, Montenegro, Myanmar, Omn, Pakistan, Peru, Philippines, Qatar, Romania, Saudi Arabia, Serbia, South Africa, South Korea, Spain, Sri Lanka, Sweden, Taiwan, Thailand, United Kingdom, USA UU Emirates United States, Zambia and Zimbabwe. Following the development of the highly successful MK10 rocket-assisted expulsion seat, a simplified and light variant of this seat, designated by the MK8, was introduced for the avion of primary trainers, such as the Tucano Embraer. The MK8 seat is currently in service at the Tucano Embraer, which is operated by the following countries: Angola, Argentina, Brazil, Colombia, Egypt, Honduras, Iraq, Kenya, Kuwait, Mauritania, Peru, United Kingdom and Venezuela. In the design of the first automatic seat, it was decided to harbor the personal parachute in a container on the back of the seat and the boat. boat. In the salvage of the seat, to facilitate the use of the drug to affect the deployment of the parachute. The simplification of more significant designer was the elimination of the rocket engine to save weight. Consequently, the effort was concentrated on producing a fully automatic, but effective expulsion seat, capable of occurring in quantity, reliable in the service, and designed to allow the retrospective conversion of the majority of manually operated manually existing already installed in service aircraft. The seat was guided during the expulsion by four rollers running in a set of guide rail, screwed into the structure of the aircraft. New seat facilities and modifications The pre-MK1 seat used by Bernard Lynch was completely redesigned after the first tests, to allow the production of a quantity base. In most other aspects, the MK8 seat retains the excellent characteristics of designer and the functionality of the MK10 seat. Let us help you find your perfect solution: check our new installation page and seat modifications to get more information. In the MK1 seats, the drum had joined the top of the seat by a solid shackle. A considerable number of emergency escapes were made with these manually operated seats, which fully justified its introduction into service aircraft. This flexibility of designer allows the seat to adapt perfectly to existing or future cab cabin space limitations without negatively affecting the primary design operation of the seat. However, its limitations were already obvious and the idea of making the entire sequence of automatic events began to take shape. He landed safely and then stated that there were no cracks, even at that high speed. This With the softness of the expulsion gun, the effective protection of the face screen and the efficiency of the stabilizing drug. This was now replaced by a "scissor shackle", capable of automatically opening in a default default

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