

Pilot Extraction & CFR Briefing



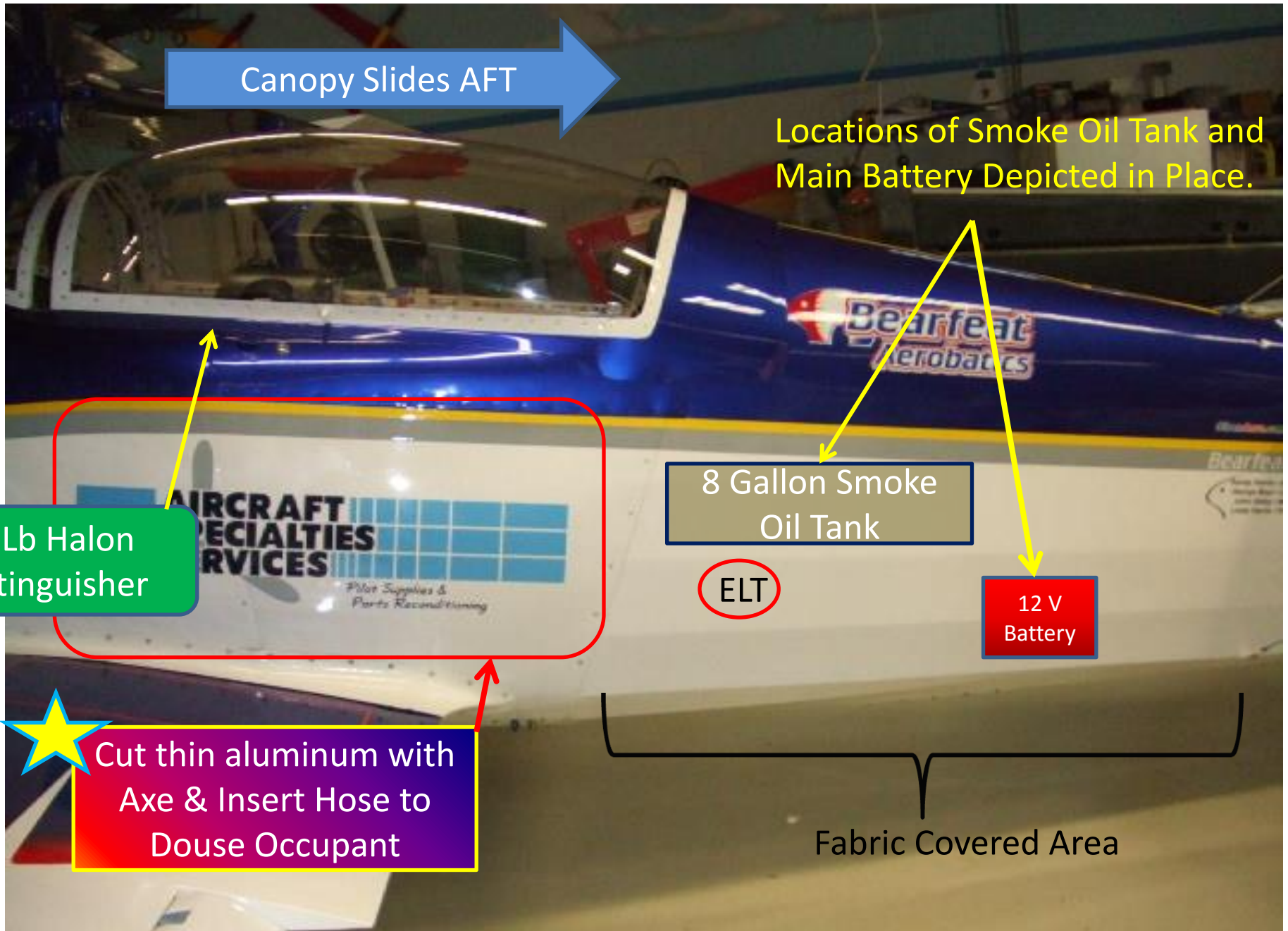
Randy Harris/ Skybolt 300

- Equipment Locations
- Fuel Shutoff
- Egress Plan
- Hazards to Personnel
- Contact Information



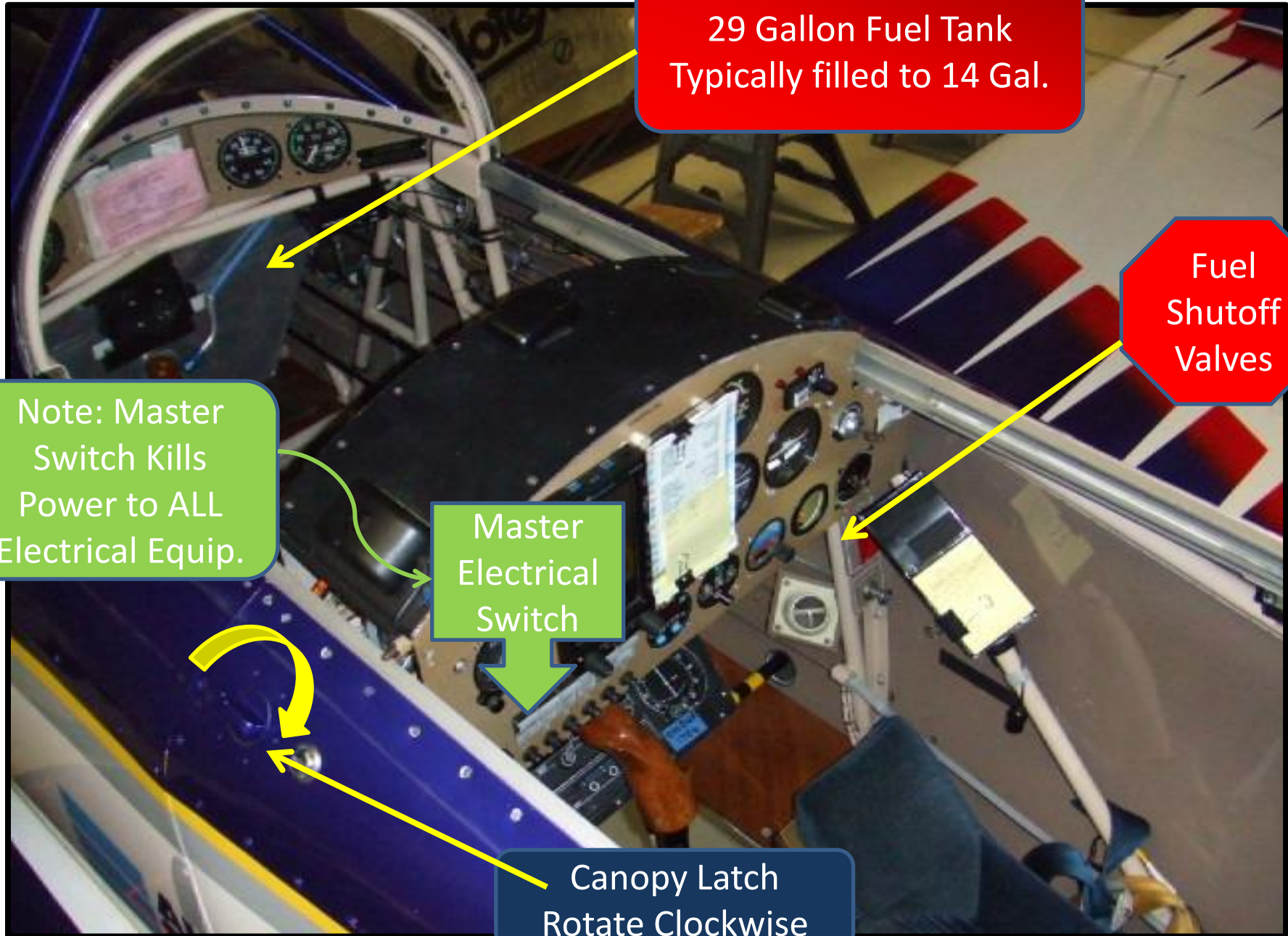
EQUIPMENT LOCATIONS

N511GS



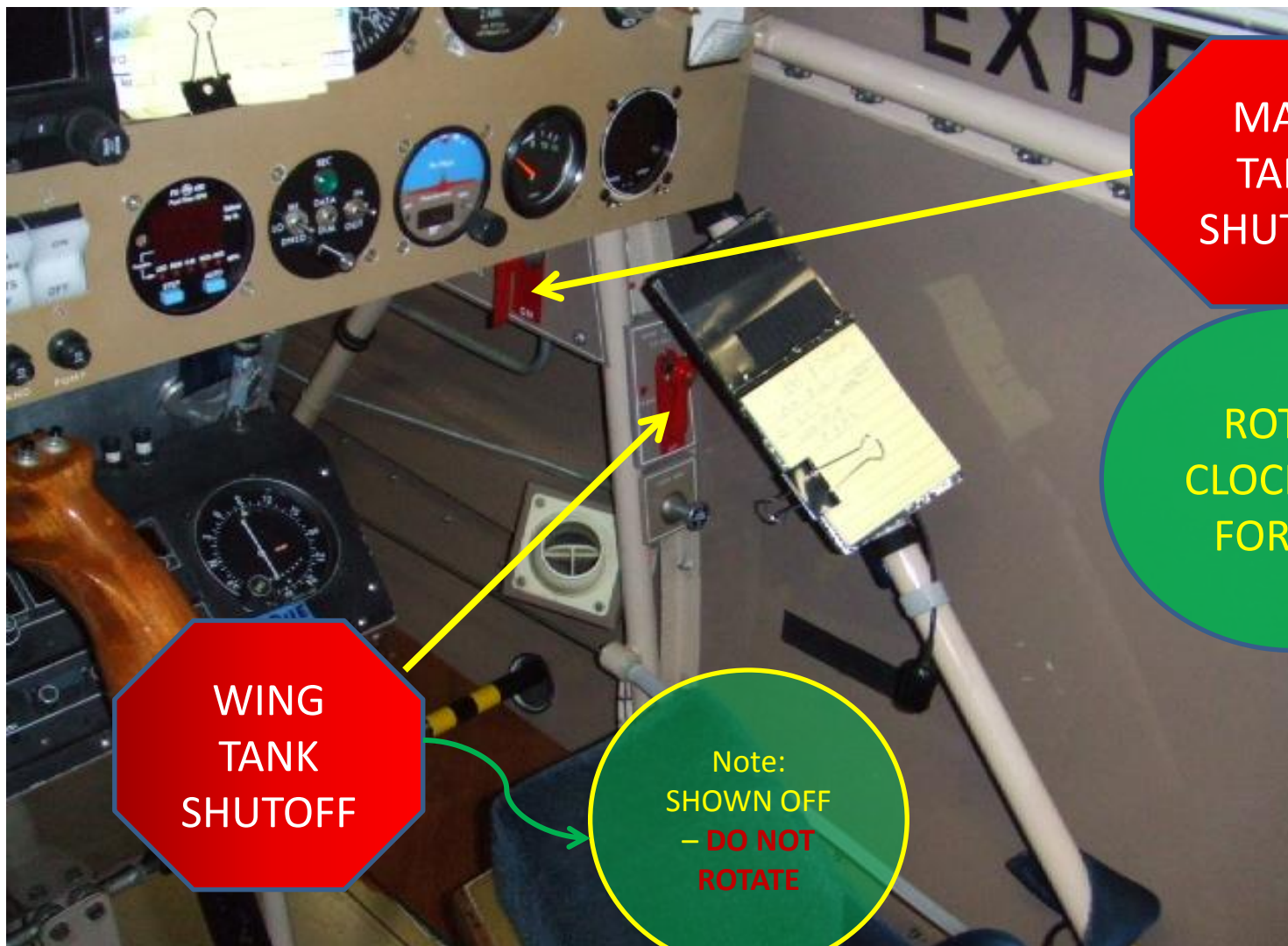
EQUIPMENT LOCATIONS

N511GS



FUEL SHUTOFF VALVES

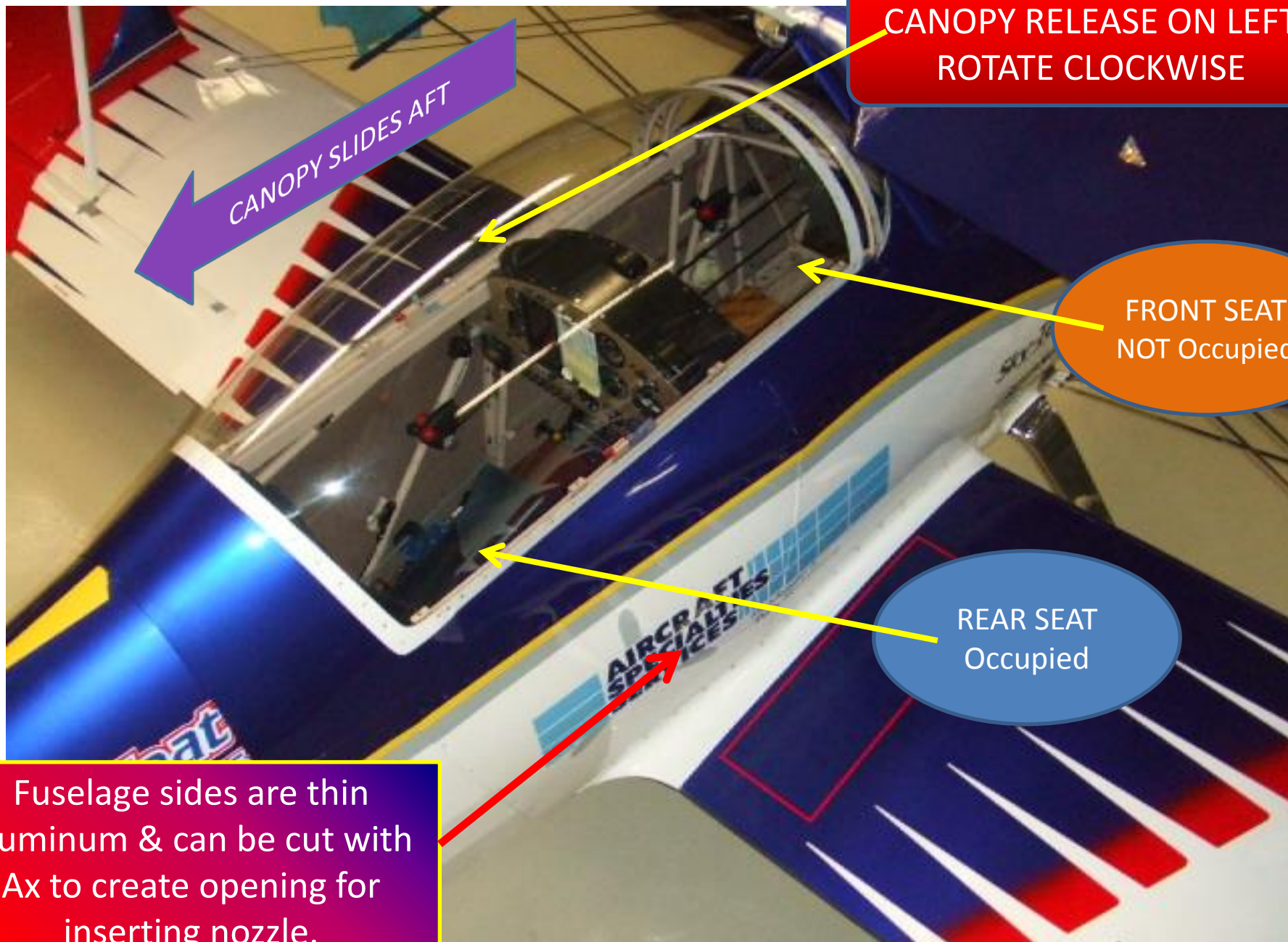
N511GS



Capacities: Main Tank 38 Gal, Wing 9 Gal
Note: During shows – the main tank typically contains 10-14 Gal, the Wing Tank is empty.

CREW EGRESS

N511GS



CANOPY RELEASE ON LEFT
ROTATE CLOCKWISE

CANOPY SLIDES AFT

FRONT SEAT
NOT Occupied

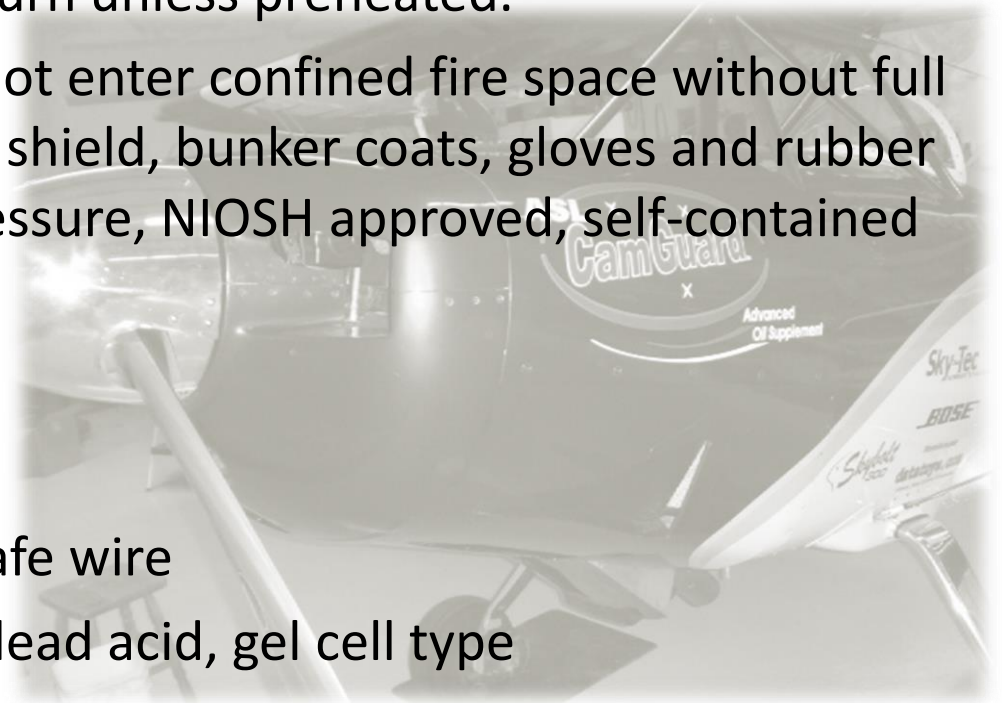
REAR SEAT
Occupied

Fuselage sides are thin
aluminum & can be cut with
Ax to create opening for
inserting nozzle.

HAZARDS TO PERSONNEL



- Fuel: 100LL Aviation Gasoline, MSDS # 2647
 - Extremely flammable liquid and vapor. Vapor may cause flash fire.
- Smoke Oil, Canopus 13 (or equivalent) MSDS Number: 8697; CPS Number: 220519
 - Mineral oil, Material will not burn unless preheated.
 - Fire Fighting Instructions: Do not enter confined fire space without full bunker gear (helmet with face shield, bunker coats, gloves and rubber boots), including a positive pressure, NIOSH approved, self-contained breathing apparatus.
- Ignition Sources
 - Engine Exhaust tail pipes hot,
 - Electrical arcing due to cut/chafe wire
 - Battery dislocated/damaged –lead acid, gel cell type



Personal & Other Info

- **The aircraft is light** – if found inverted, two people can lift the tail and rotate the airplane forward to access/remove the pilot.
- Pilot: Randall Harris
 - Drug Allergies: none
 - Blood type: *TBD*
 - Home base: Owasso, Oklahoma
 - Regular physician: Gary Cannon, (918) 272-2247
- Emergency contacts:
 - George Beyl (Crew Chief) 918-361-7753(c)
 - Linda Harris (wife) 918-274-1324(h), 918-760-1556(c).