

HOW TO GET OUT OF A PRESSURIZED SKYMASTER WHEN THE SECURITY LOCK PULL TAB BREAKS !!

This is a short procedure to help you get out of your pressurized Skymaster, in case the cable of the security lock pull tab breaks (pressurized Skymasters don't have any emergency exit...)

The security lock pull tab is attached to a very narrow cable (diameter less than a millimeter, like on a bicycle, see PICTURE 1 !). This cable slide in a spring shape sleeve that goes to the bottom part of the upper clam shell door. If this cable breaks, you will need some tools to remove the trims and find a way to pull the cable with a plier. It is better to keep those tools in the aircraft !

The tools you need are following (see PICTURE 2) :

- A small screw-driver box with various cruciform ends, and, if possible, a T shape hand grip that will improve grip on the screws (remember there is not much room inside an aircraft !)
- Cutting pliers
- Adjustable pliers
- A 3/8 inch wrench can also be very useful
- A headlamp (the one you use for night flights !)

Procedure is following :

1. With the screw-driver, remove the armrest (2 screws for the plastic part and 2 screws for the armrest itself). I used the fuel test small bucket to store all the screws.
2. Remove the metal trim, above the leather trim
3. Remove the leather trim, taking caution to remove the lamp that enlights the lower door (foot board) at the back of the leather trim (see PICTURE 3).
4. You don't need to remove the plastic trim around the windows, nor the metal square that guides the pull tab (I removed them by inexperience, see PICTURES 4 and 5).
5. With the cutting pliers, you can try to cut the spring shape sleeve, that is now visible from upper to lower part of the upper clam shell door, in a cleared area. But if you also cut the cable, you will end at the same

point : if the cable doesn't go beyond the sleeve, you won't manage to grab it and pull it with the adjustable pliers.

6. If you didn't succeed at point 5, with the adjustable pliers or better with the 3/8 wrench (if you have one), unscrew the metal socket (lower end of the spring shape sleeve, see PICTURE 6 and 7)
7. With the adjustable plier, pull hard on both the sleeve (that is free now) and the cable : the security unlocks and you're now able to operate the opening device of the upper clam shell door !

As you understood it, in my case it happened to the front pull tab, but I believe procedure also works for the rear pull tab.

If you are in very hot sun, as it happened to me, maybe you will find some nice people to push your aircraft somewhere in the shadow, or, at least, align the 2 small opening windows in the wind. But if you are alone, don't try to start the engines as long as the door is locked...

Good luck and fly safe !