AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

DC-7 SERIES

FLAMMABLE MATERIAL LOCATIONS

FUEL TANK
ENGINE OIL TANKS
PORTABLE OXYGEN BOTTLES
AUXILIARY OIL TANK ON SOME AIRPLANES
FLARES

DC-7/7B

DC-7C

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

CAUTION: Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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July 31, 2019
EMERGENCY RESCUE ACCESS

1 CREW AND MAIN CABIN DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

4 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER
EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND
POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS
RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE
DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION
WILL DICTATE THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS

1 MAIN CABIN DOOR
4 CUT-IN AREAS
3 TYPICAL ESCAPE HATCHES
1 CREW AND CARGO DOOR

4 CUT-IN AREAS
TYPICAL FIRE ACCESS

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July 31, 2019
DC-7 FREIGHTER SERIES

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own. Water mist: Can be deployed from turret or handline. Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect. Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

FLAMMABLE MATERIAL LOCATIONS

FUEL TANK
ENGINE OIL TANKS
AUXILIARY OIL TANK
PORTABLE OXYGEN BOTTLES
FIRE EXTINGUISHER BOTTLES
FLARES

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DC-7 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-1

1 CREW AND MAIN CABIN DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

4 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

1. MAIN CABIN DOOR
2. EMERGENCY EXIT DOOR
3. TYPICAL ESCAPE HATCHES
4. CUT-IN AREAS

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE

July 31, 2019