



# Martin-Baker

## AU8LD FOR CESSNA T-37/A-37



- ▼ Improved ejection performance - 0 height / 70 kts up to 430 kts at maximum altitude and zero delay through canopy ejection
- ▼ Same weight as the Weber seat - no change in aircraft performance handling
- ▼ Easily maintainable with proven availability of support and spares
- ▼ Proven design, based on the Tucano seat
- ▼ Low life cycle cost compared to Weber seat
- ▼ Simple cockpit conversion process

### Crew Boarding Size and Mass Range

The crew size range is 5<sup>th</sup> to 95<sup>th</sup> percentile. The crew boarding mass range is 79 to 117kg, when the seat survival aids container is fitted with 5kg of contents.

### Body Restraint

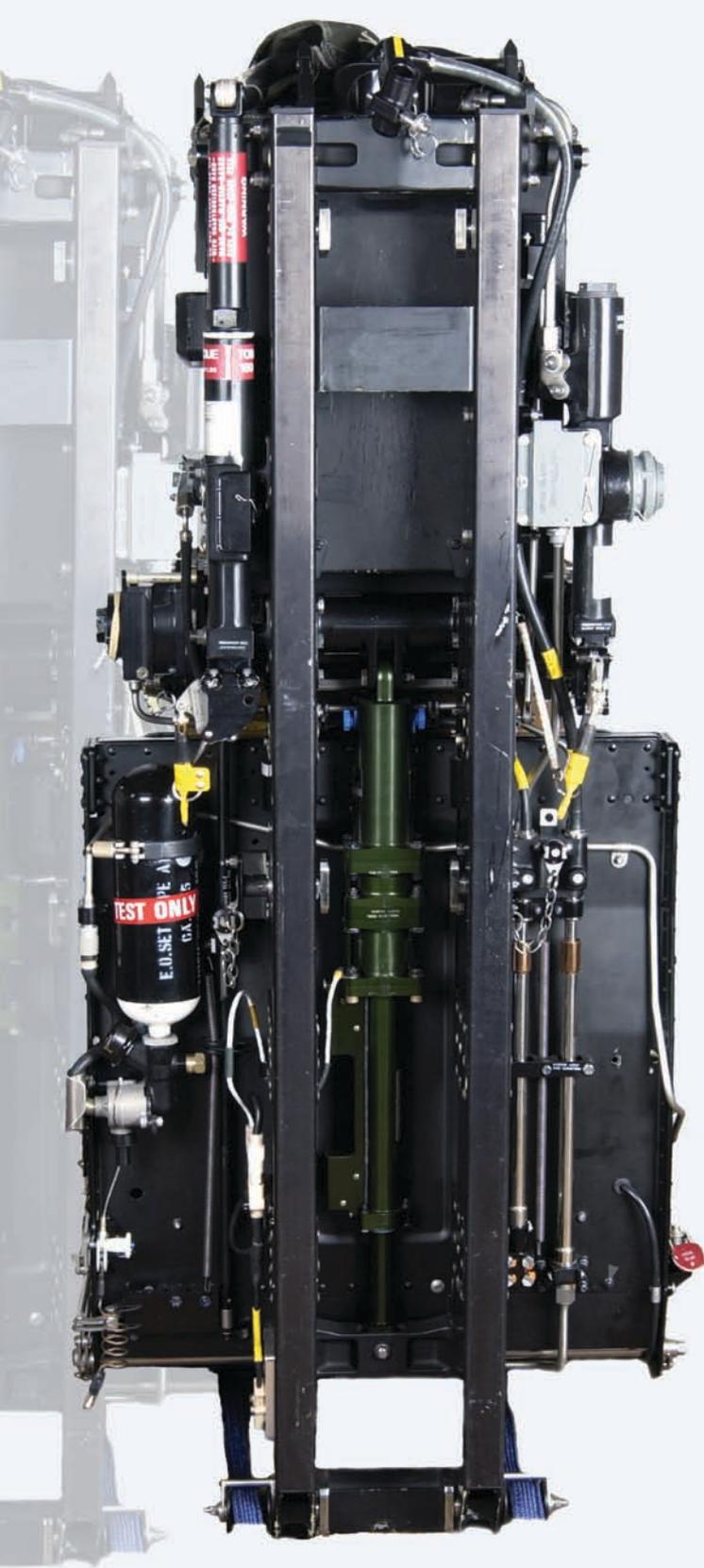
Integrated combined restraint/parachute harness. Torso harness option also available.

### Crew Services

The existing T-37/A-37 crew services and connections are utilised. The seat is equipped with an emergency oxygen supply.



# UPGRADE



▼ The two Martin-Baker seat top attachment fixtures are attached to the aircraft upper bulkhead, using existing bolt holes, providing the brackets onto which the seats will attach.

▼ The two seat ejection guns are attached to the aircraft, using existing fixtures for the lower attachments and the Martin-Baker fixtures for the upper attachments.

▼ The two ejection seats are mounted onto their respective ejection guns and locked into position.

▼ As a separate action the inter-seat screen is attached to the central aircraft canopy bow, using existing bolt holes.



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**Martin-Baker**