



12.14 SNAKES ON A PLANE

The release of deadly poisonous snakes on the P-3 mission aircraft presents a viable threat to the airframe and aircrew. Immediate action by aircrew to ascertain the degree of infestation is critical in the success of carrying out the following procedures. While there have been no reported snake infestations to date on mission aircraft, the following procedures are based on rigorous theoretical models and test scenarios in a realistic environment.



- All species of adders, cobras, mambas, and pretty much anything from Australia are extremely aggressive and poisonous. Aircrew shall exercise extreme caution until the identity of the snakes can be determined.
- Incapacitation of the flight station crew due to venomous snake bites presents the most serious threat to the aircraft. The mission commander should immediately analyze the degree of infestation and consider sacrificing non-essential crew members to handle the deadly snakes and keep them from the flight station.

12.14.1 Crew Responsibility for Snakes on a Plane



All crew members shall wear flight gloves and helmets with visors down to minimize exposed skin during a snakes on a plane emergency. Refer to Figure 12-1 for specific crew member responsibilities.

*1. Alert crew; activate snakes on a plane procedure – Alerted (CP, TACCO)

Note

NAVAIR 01-75EPS-1

- If the snakes are detected outside the flight station, the procedure shall be executed with the TACCO calling for the snakes on a plane checklist. Rigorous theoretical models and test scenarios in a realistic environment determined that flight station crews did not respond to the checklist unless it was called for by screaming over the PA “We got mutha’ f***in’ snakes, and they on the mutha’ fu***n’ plane!”
- Immediately following the activation of the checklist positions 8, 9, and 22 shall retrieve their assigned portable oxygen bottles and an ax from the emergency destruction kit.

*2. Initiate climb – As Required (P, CP)

Note

If the aircraft is below 20,000 feet in altitude, the flight station shall immediately initiate a climb to above 20,000 feet.

3. Verify aircraft altitude – Above 20,000 feet (P, CP)
4. Alert crew; prepare for explosive decompression – Alerted (CP)

Note

The flight station should not delay the snakes on a plane checklist to verify if the crew has prepared for explosive decompression.

5. Don smoke masks – ON (P, CP, FE)
6. AUX VENT switch – OPEN (FE)

Note

Aircrew should be aware that following the opening of the AUX VENT above 20,000 feet explosive decompression will occur. A loud hissing noise may accompany the rush of pressurized air from the aircraft. Do not confuse this sound with that of a nearby deadly poisonous snake.

7. OUTFLOW VALVE switch – OPEN (FE)
8. EDCs – DUMP (FE)
9. AUX VENT switch – Close at 1-inch differential (FE)
10. Verify cabin altitude – Increased to aircraft altitude (P,CP, FE)

11. Verify cabin temperature – Decreasing (FE)
12. Destroy the snakes – Destroyed (TACCO)

Once the aircraft is depressurized and the cabin temperature is decreasing towards ambient air temperature, the TACCO shall verify the snake's activity slowing until they are immobile. At this time the TACCO shall direct all surviving aircrew to conduct a thorough positional inspection searching for snakes. Positions 8, 9, and 22 will move about, severing the head of each snake with the ax from the emergency destruction kit. After the TACCO has verified the destruction of the snakes the carcasses should be placed in a trash bag in the doppler well.

Note

Portable walk around bottles contain approximately 22 minutes of oxygen. Aircrew should not delay in carrying out the destruction of the snakes.

13. Re-pressurize aircraft – Re-pressurized (FE)

Note

The flight station shall verify with the TACCO that all possible snakes have been destroyed.

Amendment 1: ZERBY (FE) DON'T NEED ME, PREPARE TO BAILOUT PRIOR TO ASSENDING!!!!

Amendment 2: ZERBY (FE) SHIMMY AFT UTILIZING OVERHEAD RAIL AND GET THE **HELL OUT!!!!**
