AP 108B-0107-1

AIRCREW EQUIPMENT ASSEMBLIES

EJECTION SEATS TYPE 2CA/1 AND 2CA/2 (MARTIN-BAKER) AND AIRCREW LIST (M.L. AVIATION)

CANBERRA AIRCRAFT

GENERAL AND TECHNICAL INFORMATION

BY COMMAND OF THE DEFENCE COUNCIL

Ministry of Defence

Sponsored for use in the

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AMENDMENT RECORD SHEET

To record the incorporation of an Amendment List in this publication, sign against the appropriate A.L.No. and insert the date of incorporation.

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5	T Hamlyn	24.8.76
6	M Hamlyn	16.6.78
7	M Hamlyn	18.10.79
8	T Hamlyn	28.4.80
9	T Hamlyn	16/5/80
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LETHAL WARNING

1. The assisted escape system and associated explosive operated jettison mechanism fitted to aircraft are a potential source of lethal injury to personnel and damage to Government property if inadvertently operated.

2. Safety devices in the form of safety pins, levers and switches are provided for use when the aircraft is on the ground to safeguard against this danger.

3. On entering the cockpit/cabin of the aircraft, it is the responsibility of the individual to be able to recognise the assisted escape system safety devices in that aircraft and to ensure that they are correctly applied at all times in accordance with para 4 below.

4. Instructions for the correct positioning of the assisted escape system safety devices in each aircraft type and mark are detailed in the Servicing Schedules and Pilot's Notes related to that aircraft.

5. Attention is drawn to the lethal hazard presented to ground personnel by the operation of the Miniature Detonating Cord (MDC) canopy fragmentation system in emergency conditions with the aircraft on the ground. For further details refer to AP 110N-0311-1 and Air Diagram 110N-0311-D1.

MODIFICATION RECORD

The following record confirms that this publication incorporates all technical changes necessitated by the modifications listed below. Information on modification titles, classification, categories and Mark applicabilities is given in Topic 2.

Mod No	Brief details	Class
▶ ES 2958	Straight 'B' face screen firing handle	B/2
ES 3366	New firing handle and guard plate	B/2
ES 3428	Improved face screen safety pin	B/2
ES 3440	Improved face screen safety pin	B/2
ES 3441	BTDU, new sear	B/2
ES 3481	New firing cable for improved restrictor	B/2
ES 3511	Improved harness restraint spring	B/2
ES 3557	Intro. converted mounting bracket assembly	C/3
ES 3567	Shortened face screen restraining strap	B/2
ES 3589	Firing handle wedge pieces	C/3
ES 3615	Lower oxygen mounting bracket modified	C/3
ES 3659	Revised seat pan firing handle	C/3
ES 3719	New BTDU safety pin	B/2
ES 3735	Longer seat pan firing handle	B/2
ESA 47	Improved restrictor	B/2 ◀

AIRCREW EQUIPMENT ASSEMBLIES

EJECTION SEATS TYPE 2CA/1 Mk.1 and 2 AND 2CA/2 Mk 1,2,3 and 4

(Canberra Aircraft B Mk 2, B Mk 6, B(1) Mk 6, B Mk 15, B Mk 16, PR Mk 3, PR Mk 7, T Mk 4, T Mk 17, T Mk 19 and TT Mk 18)
(Completely revised)

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ILLUSTRATIONS

APPENDICES

INTRODUCTION

1. The Types 2CA/1, Mk 1 and 2, and 2CA/2, Mks 1, 2, 3 and 4 ejection seats are basically the same and are fitted in the pilot and navigator positions of several marks of Canberra aircraft. They differ principally in that:-

(1) The Type 2CA/1, Mk 1 and 2 seats are fitted with single lever ejection (S.L.E) so that operation of either firing handle will sever the elevator control rod, retract the control column and after a delay of one second eject the seat through the canopy.

(2) The Type 2CA/2, Mk 1 and 3 seats require the prior independent jettisoning of the hatch before initiating ejection.

(3) The Type 2CA/2, Mk 2 and 4 seats incorporate single lever ejection so that when either the face screen or seat pan firing control is operated the sear is extracted from the canopy jettison system and further movement of the firing control is then arrested by the interdictor mechanism. Immediately the canopy hatch leaves the aircraft, extracting the safety pin from the interdictor mechanism, continued pressure on the firing control will then remove the sear from the breech time delay firing unit and, after a delay of 0.50 second, the ejection gun primary cartridge is fired to initiate the ejection sequence (Post Mod. No. ESA 47).

(4) The Type 2CA/1, Mk 2 and Type 2CA/2, Mk 3 and 4 ejection seats are fitted with ejection guns and cartridges giving a reduced ejection velocity. The drogue gun and barostatic time-release unit delays have been increased and a modified 5 ft. drogue is fitted.

2. This chapter is primarily concerned with the installation of the aircrew equipment assembly (A.E.A.) in the seat, the strapping-in procedure and the drill to be used when leaving the aircraft after landing. A brief description of the various components of the A.E.A. and their function is included. Information concerning static seat assemblies will be found in A P 108B-0304-1 when available.

COMPOSITION OF THE ASSEMBLY

3. The aircrew equipment assembly consists of the following:-

Equipment	Contractor
Ejection seat Type 2CA/1, Mk 1 and 2 (Pilot) Type 2CA/2, Mks 1,2,3 and 4 (Navigator or Bomb Aimer)	Martin-Baker
Safety harness Type 4	Martin-Baker
Parachute assembly seat Type Mk 18	Irvin
Personal survival pack Type ZM	GQ Parachute
Emergency oxygen set Mk 7J	L. Adams
Flying clothing	See Appendix 1

DESCRIPTION

4. These assemblies are described in the following publications or their superseding code numbered A P :-

Ejection seats, Type 2CA..... A P 109B-0107-1
Parachute assembly S Mk 18..... A P 108C-0130-1

Personal survival pack	AP 108E-0542-1
Safety harness	AP 108D-0101-16
Emergency oxygen set	AP 107D-1002-1

LEG RESTRAINT SYSTEM

5. Leg restraint cords are provided to ensure that the legs are drawn back and held close to the seat pan during and after ejection. The cords pass through snubbing units in front of the seat pan and are then attached to the aircraft floor by fittings incorporating shear rivets. The snubbing units allow the cords to pass freely down through the units but prevent the cords passing upwards, except when released by pressing the spring button underneath each unit.

6. The leg restraint cords are threaded through rings attached to garters worn by the occupant just below the knees and are then looped around the shoulder strap lugs of the safety harness at the quick-release box. The rings are attached to the garters by small quick-release connectors and can be released quickly by squeezing the triggers on each side of the connectors.

EMERGENCY OXYGEN

7. The emergency oxygen cylinder is mounted on the starboard beam of the seat and the supply is released automatically during ejection by a static line. The static line is also connected by means of an anchor hook to a yellow/black striped knobbed lever in the aircraft at the starboard side of the seat; operation of the lever releases the emergency oxygen supply manually. The static line runs in a conduit connected at one end to the head of the emergency oxygen cylinder and at the other to the anchor socket, which is held in a gate clamp also mounted on the seat beam.

8. The emergency oxygen supply tube is attached to the starboard side of the seat by another clamp. When the seat is fully equipped this tube is connected to an upper oxygen tube assembly which includes a stirrup quick-release fitting attached to the harness.

PARACHUTE ASSEMBLY

9. The Mk 18 seat type parachute assembly fits into the pan of the ejection seat after coupling the withdrawal line on the pack and the ejection seat apron. An inertia-proof quick-release box is provided on the parachute harness.

10. Two D-handles are provided on the parachute harness waistbelt. The first handle (nearest the quick-release box) disconnects the parachute withdrawal line; when pulled it exposes the second handle which may then be used to deploy the parachute independently of the seat automatic withdrawal device.

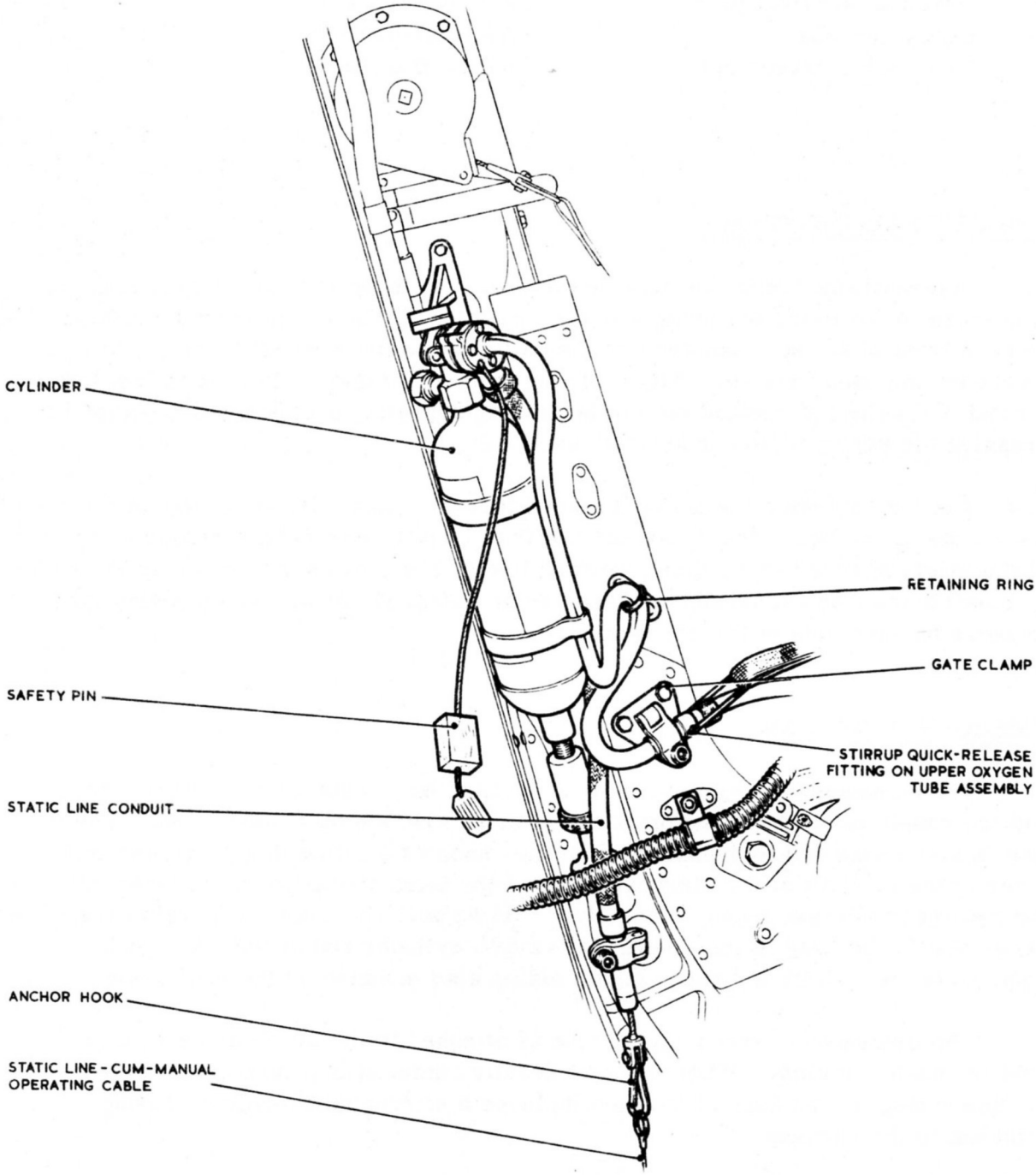

Fig.1 Arrangement of emergency oxygen supply

11. The Mk 18 parachute assembly has the slide disconnect located on the side of the parachute to provide stability for the occupant. The shoulder straps, leg loops and waistbelt are adjustable to cater for variations in the size of occupants in addition to the adjustment covered during normal strapping-in. These initial adjustments must be made before the seat is occupied.

AUTOMATIC RELEASE

12. Fully automatic facilities are provided to separate the occupant from the seat and open his parachute after separation. The manual override D-handle, on the parachute harness, enables the parachute automatic withdrawal device to be disconnected from the seat should the need arise to (a) make a manual bale-out or (b) make a manual separation from the seat after ejection.

MANUAL SEPARATION

13. To separate manually the occupant is to pull the first D-handle on the parachute harness waistbelt to operate the slide disconnect separating the parachute withdrawal line. Secondly, operate the quick-release box on the seat safety harness and push himself free of the seat. When clear of the seat pull the second D-handle on the parachute harness to deploy the parachute.

PERSONAL SURVIVAL PACK

14 The Type ZM personal survival pack (PSP) is of glass fibre construction and is housed in the seat pan on top of the parachute where it provides a seat for the ▶occupant. A lanyard is provided which connects to a quick-release coupling (RN only - Barrel type connectors are to be used) on the occupants life preserver. On ◀ alighting in the water this enables the harness and parachute to be immediately disconnected without loss of the pack.

15 A sheepskin covered cushion is secured by Velcro fastener to the top of the pack.

SEQUENCE OF EVENTS DURING EJECTION

16. Due to their single lever ejection capabilities, the Type 2CA/1, Mk 1 and 2 seats incorporate a one (1) second delay and the Type 2CA/2, Mk 2 and 4 seats a half ($\frac{1}{2}$) second delay following operation of the firing control before the ejection gun primary cartridge is fired. It must be noted that with the Type 2CA/2, Mk 2 and 4 seats, should the canopy hatch fail to jettison then the safety pin will remain in position in the interdictor mechanism and ejection will not be possible. With the Type 2CA/2, Mk 1 and 3 seat there is no delay, the ejection gun being fired immediately either firing handle is pulled. As the seat ascends the guide rail the following sequence occurs:-

(1) The leg restraint cords tighten until the rivets shear in floor anchorages.

(2) The time-delay mechanism for the drogue gun is actuated, the gun being fired after $\frac{1}{2}$ second, or 1 second on later marks of seat (para 1(4)).

(3) The time-delay mechanism for the barostatic time-release is tripped. The delay is variable depending upon aircraft height and speed at the time of ejection.

(4) The emergency oxygen supply is turned on automatically by withdrawal of the static line.

(5) The main oxygen supply hose, the A.V.S. hose and the mic/tel leads are disconnected from the aircraft supplies.

(6) After the appropriate delay the drogue gun fires; the two drogues first check the forward speed and then stabilise the seat. If ejection occurs at high altitude the seat will eventually fall almost vertically with the occupant restrained by the seat harness. At low altitudes there may not be time for the seat to attain the near vertical position. During this phase the occupant will be breathing emergency oxygen from the cylinder carried on the seat.

(7) After an appropriate delay the barostatic time-release unit operates. At moderate aircraft speeds and heights the delay is $1\frac{1}{4}$ seconds after ejection ($1\frac{1}{2}$ seconds on later marks of seat, para 1, sub-para (4)). At high altitude the time delay does not start until the seat has descended below 10 000 ft. At high speeds, at 10 000 ft or below, the delay does not start until the seat has decelerated to a safe speed for the parachute canopy to deploy. Operation of the barostatic time-release unit actuates the safety harness quick-release box and allows the scissor shackle to open releasing the drogues. The pull of the drogues is transferred to the drogue link line and apron, freeing the face blind and headrest cushion and straightening the apron causing the occupant to pitch forward. It then withdraws the main parachute and deployment of the parachute lifts the occupant out of the seat, separating the sticker straps from their clips allowing the seat to fall free.

CONNECTIONS TO THE AIRCRAFT

17. When the seat is installed in the aircraft and properly equipped the following items are connected:-

(1) Port side of the seat:-

(a) Mic/tel lead push-pull connection.

(b) Drogue gun trip rod.

(2) Starboard side of the seat:-

(a) Main oxygen supply hose. This is attached by a webbing strap to the starboard lap strap of the safety harness.

(b) Trip rod from the barostatic time-release unit.

(c) Static line and manual control knob to the anchor hook of the emergency oxygen supply.

(d) A.V.S. air supply hose (if used).

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(3) Underneath the seat:-

(a) Leg restraint cords.

(4) Top of the seat:-

(a) Cable connected for single lever ejection.

(b) Cable from the canopy hatch to the safety pin of the interdictor mechanism (Type 2CA/2, Mk 2 and 4 seats only).

EQUIPPING THE SEAT

18. The following procedure is to be used when equipping the seat; refer to fig 1 to 8 for detail as necessary:-

(1) Ensure the seat is Safe for Servicing in accordance with current instructions (A P 109B-0107-5F).

(2) Fit the emergency oxygen cylinder into its clamping brackets on the seat beam, ensuring that the loop on the supply tube at the top of the cylinder faces forward.

(3) Pass the emergency oxygen supply tube down through the retaining ring on the side of the seat and clamp the end into the gate clamp on the starboard side of the seat pan.

(4) Connect the nipple on the end of the emergency oxygen cylinder operating cable to the anchor section of the static line mounted on the seat beam.

Note...
Operations 2, 3 and 4 may be more conveniently carried out before the seat is installed in the aircraft.

(5) Connect the anchor hook to the static line-cum-manual operating cable.

(6) Unfasten the safety harness and clear the straps from the seat pan.

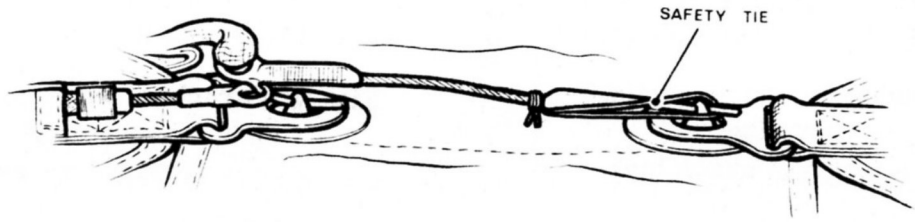

Fig 2 Parachute rip-pin safety tie

(7) Check the safety tie of the parachute pack by placing the pack in the seat pan with the closure flap upwards. Carefully open the flap in the centre of the pack and check that the scarlet cotton tie securing the starboard pin is unbroken (fig 2). Close the flap. Ensure that the flap covering the slide disconnect pin at the end of the parachute has not been disturbed.

(8) Tension the apron against its clips and connect the two halves of the parachute withdrawal/link coupling ensuring that the lines are routed external to and behind the parachute harness straps as shown in fig 4.

(9) Re-arrange the parachute pack in the seat pan correctly (with the flap downwards), and ensure that the loop strap of the upper oxygen tube stirrup quick-release is correctly attached to the parachute harness. Raise the

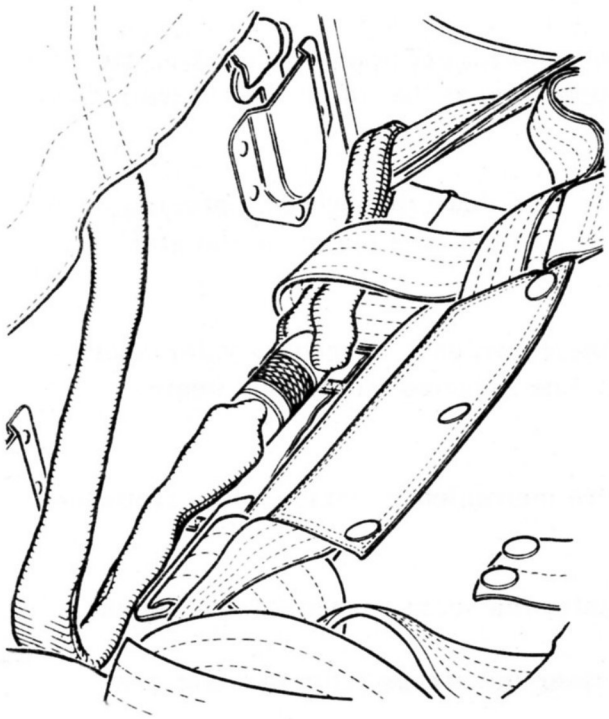

Fig 3 Parachute withdrawal/link coupling (incorrect assembly)

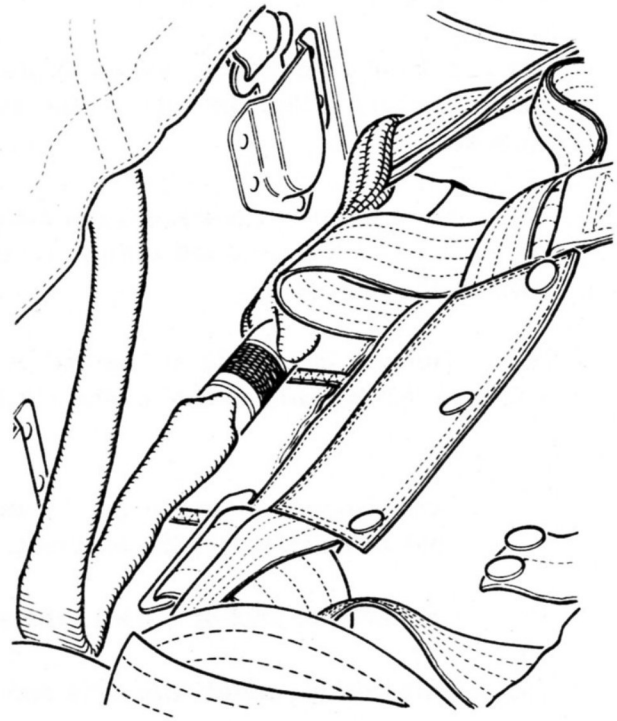

Fig 4 Parachute withdrawal/link coupling (correct assembly)

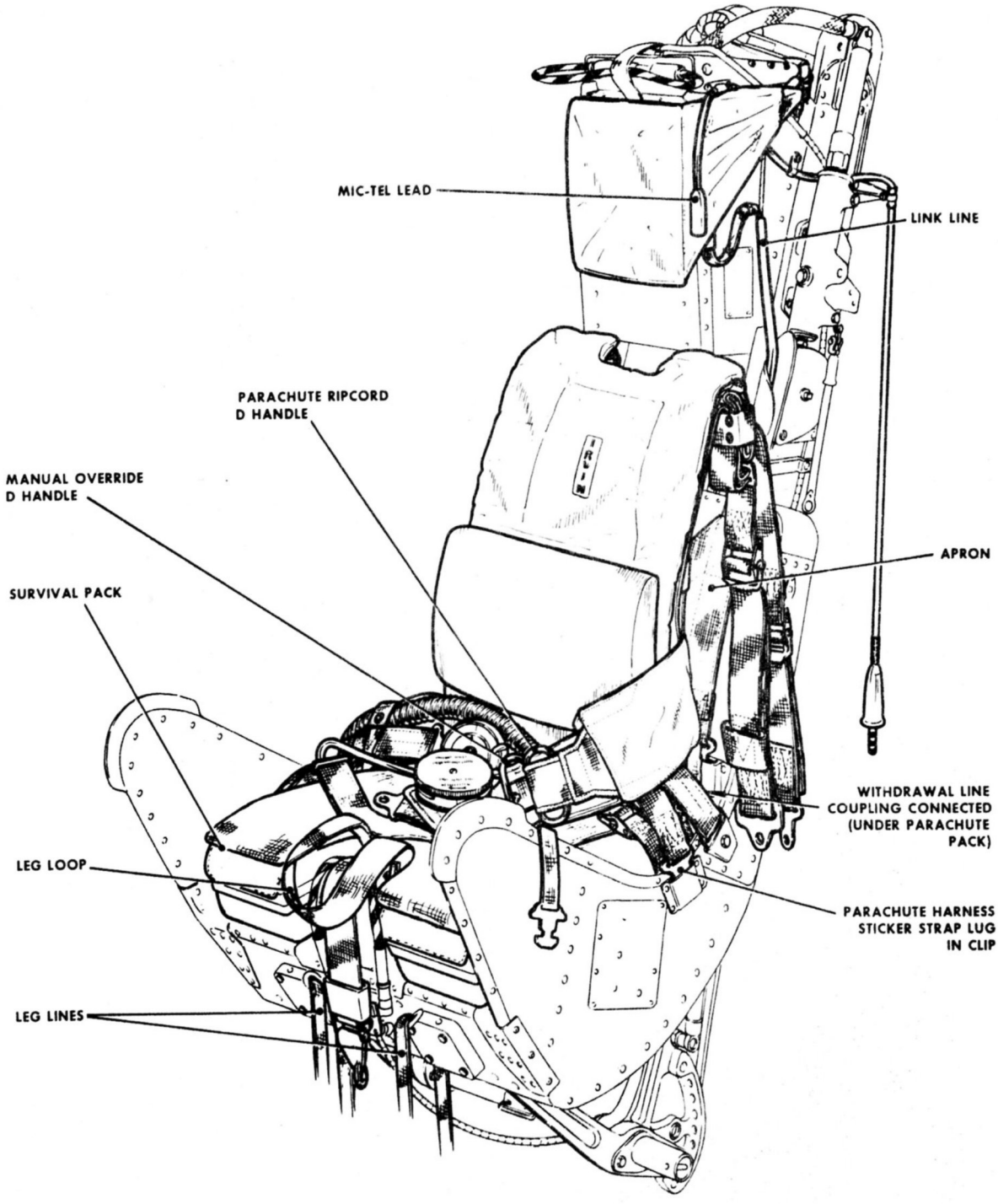

Fig 5 The seat equipped, Mk 18 parachute assembly (port)
(Mod ES 3735 embodied and rip cord cable removed)

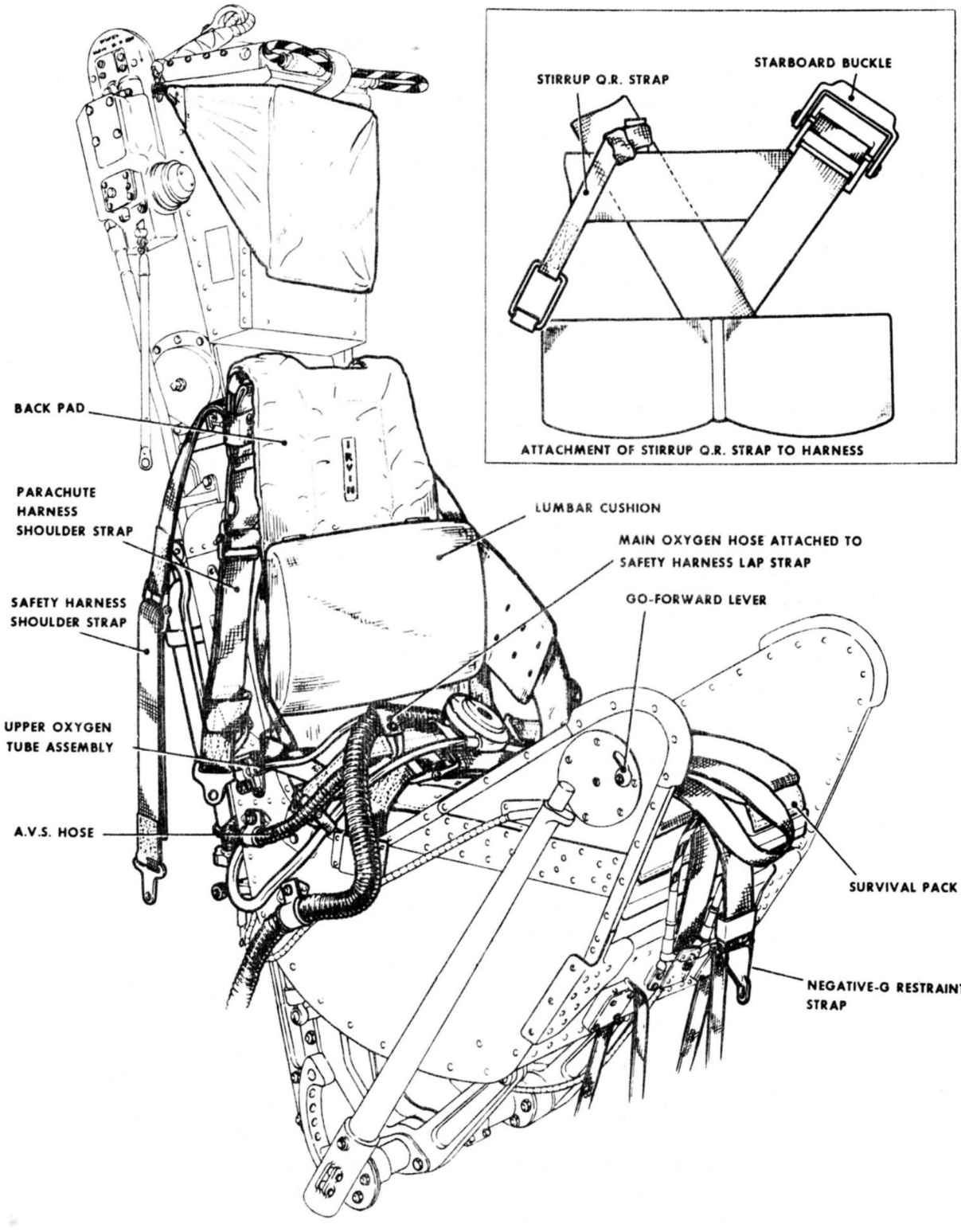

Fig 6 The seat equipped, Mk 18 parachute assembly (starboard) (Mod ES 3735 embodied)

safety harness shoulder straps off the back of the seat and place the parachute harness pack pad against the seat backrest.

(10) Insert the sticker strap lugs in the spring clips on each side of the seat pan ensuring that the port sticker strap is routed outboard of the rip cord cables. Ensure that the harness release cable is attached to the starboard side sticker strap by the fabric loop and press stud fitting.

(11) Insert the upper oxygen tube into the stirrup of the loop strap and engage the tube with the emergency oxygen supply tube at the clamped end.

(12) Place the personal survival pack on top of the parachute pack with the lanyard towards the port side. Ensure that the Velcro tape on the PSP mates with that on the parachute pack.

(13) Extend all straps to their full extent and clip the shoulder straps together over the top of the drogue container to keep them clear of the seat.

(14) Place the leg loop of the parachute harness in the centre front recess of the personal survival pack. Arrange the parachute harness waistbelt and leg straps on the seat, together with the safety harness lap straps and upper oxygen tube assembly. Drape the negative-g restraint strap OVER the seat pan firing handle.

(15) Leave the seat in the Safe for Servicing condition and report the position of the pins to the N.C.O. i/c aircraft servicing.

STRAPPING-IN PROCEDURE

19. When strapping-in proceed as follows referring to fig 7 to 9 for details as necessary:-

(1) Ensure the seat is in the Safe for Parking condition in accordance with current instructions (AP 109B-0107-5F)

(2) Carry out the checks detailed on the Flight Reference Cards for the applicable type/mark of aircraft.

(3) Ensure that all harness straps are extended. Check that the preliminary adjustment of the shoulder straps, leg loop and waistbelt is suitable. Adjust the positioning of the lumbar pad to the most comfortable position. It is attached to the back pad by Velcro touch and close strips. To adjust, separate the lumbar pad from the back pad and press into the required position.

(4) Sit in the seat. Fit the leg restraint garters, if this has not already been done (the garters may be stitched to the flying suit, or fitted before entry to the aircraft).

(5) Connect the personal survival pack lanyard to the quick-release coupling on the left of the life preserver so that the lanyard lies across the left thigh.

(6) Adjust the height of the seat. Ideally the head is to be located centrally on the headrest cushion.

(7) Adjust the parachute harness quick-release box so that it lies centrally with the waistbelt close to the body.

(8) Connect the parachute harness shoulder straps to the quick-release box. The shoulder straps are to lie UNDER the life preserver stole.

Note...

To fit a harness lug into an inertia-proof quick-release box it is necessary to turn the disc knob until the yellow line passes the dots on the body, hold it in this position and insert the lug. Repeat the operation as each of the remaining lugs is fitted.

(9) Pass the parachute harness leg straps through the leg loop and couple the lugs to the quick-release box.

(10) Tighten the shoulder straps first so that the parachute harness quick-release box will lie above and clear of the safety harness quick-release box when assembled.

(11) Tighten the parachute harness leg straps. When tightening harness straps, pull on the running end with one hand and push on the standing end with the other hand to relieve the tension on the buckles.

(12) Connect the air supply hose to the air ventilated suit (if worn).

(13) Draw the negative-g restraint strap up between the legs ensuring that it lies to the REAR of and NOT THROUGH the seat pan firing handle.

(14) Insert the lug of the left lap strap of the safety harness through the lug of the negative-g strap and fasten the safety harness but do not tighten.

(15) Thread the leg restraint cords through the quick-release rings on the garters as follows:-

(a) Pass the cord emerging from the snubbing unit behind the left leg through the garter ring on the right leg and UNDER the right safety harness lap strap. Insert the lug of the safety harness right shoulder strap through the loop at the end of the leg restraint cord. Secure the lug in the quick-release box.

(b) Pass the cord emerging from the snubbing unit behind the right leg through the garter ring on the left leg, and UNDER the left safety harness lap strap. Insert the lug of the safety harness left shoulder strap through the loop at the end of the leg restraint cord. Secure the lug in the quick-release box.

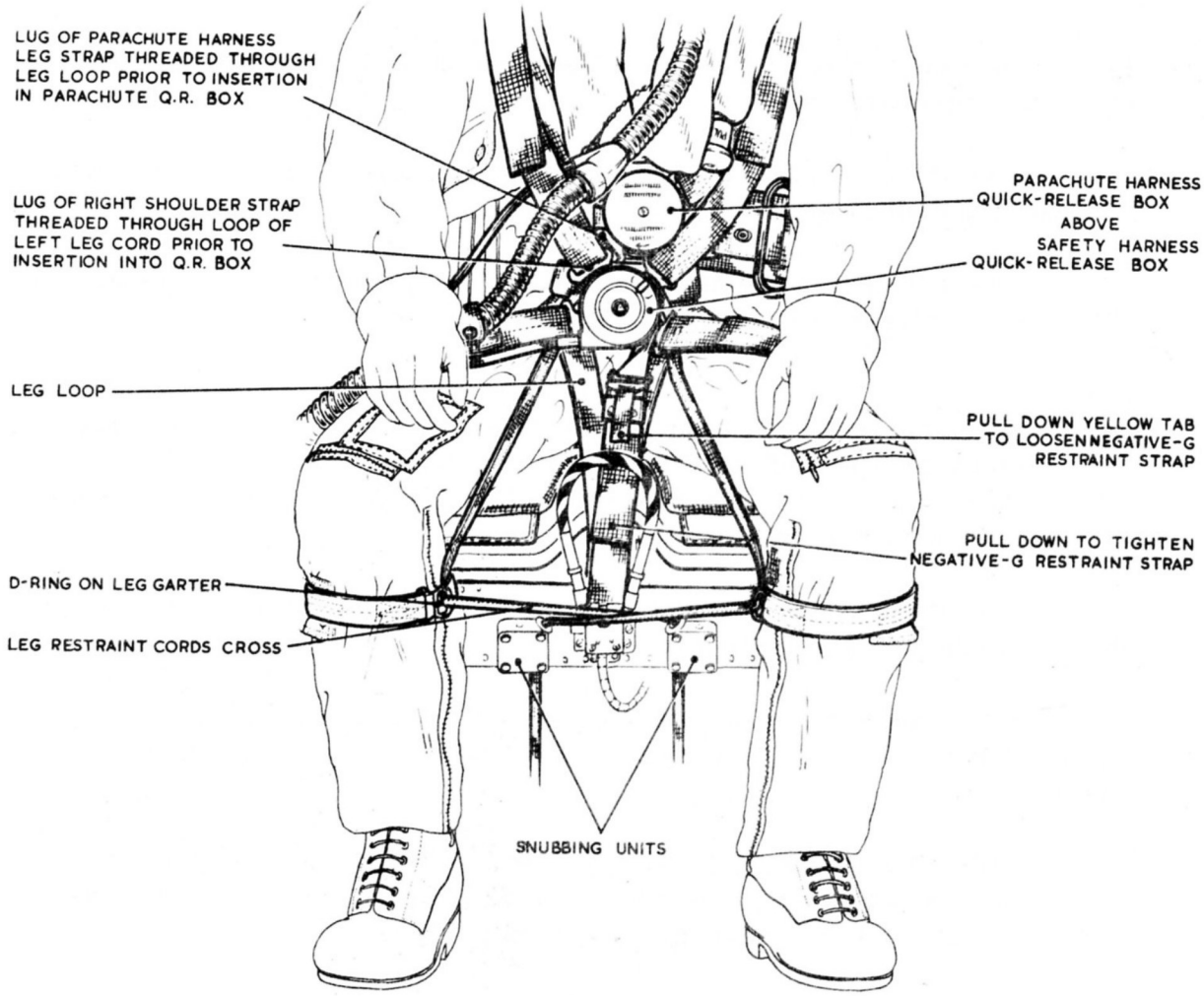

Fig 7 Arrangement of leg restraint cords and harness
(Mod ES 3735 embodied)

(17) Adjust the leg restraint cords to permit full rudder control. If there is insufficient leg restraint cord, press and hold the plunger under the snubbing unit and draw the cord upwards; if there is too much, draw any excess downwards through the unit (it is unnecessary to press the plunger in this instance).

(18) Tighten the lap straps of the safety harness; easing of the straps is attained by pulling on the tab attached to the snubbing lever in the buckles. Tighten the negative-g strap by pulling downwards on the free end of the blue strap. Move the body about inside the harness and then re-tighten the lap straps and the negative-g strap. Repeat the operations until these straps are as tight as possible as they provide the principal restraint under all stress conditions. The negative-g strap can be loosened by pulling down on the yellow tab attached to the snubber lever. Tuck the end of the negative-g strap down behind the seat pan firing handle. Secure with the Velcro touch-and-close strips.

(19) Tighten the shoulder straps of the safety harness. Do not overtighten as this may arch the back resulting in a poor ejection posture.

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Note...

Ensure that the quick-release box is as low as possible to expose the parachute harness quick-release box and that the emergency oxygen supply tube (upper oxygen tube assembly) is routed over the parachute harness but under the safety harness.

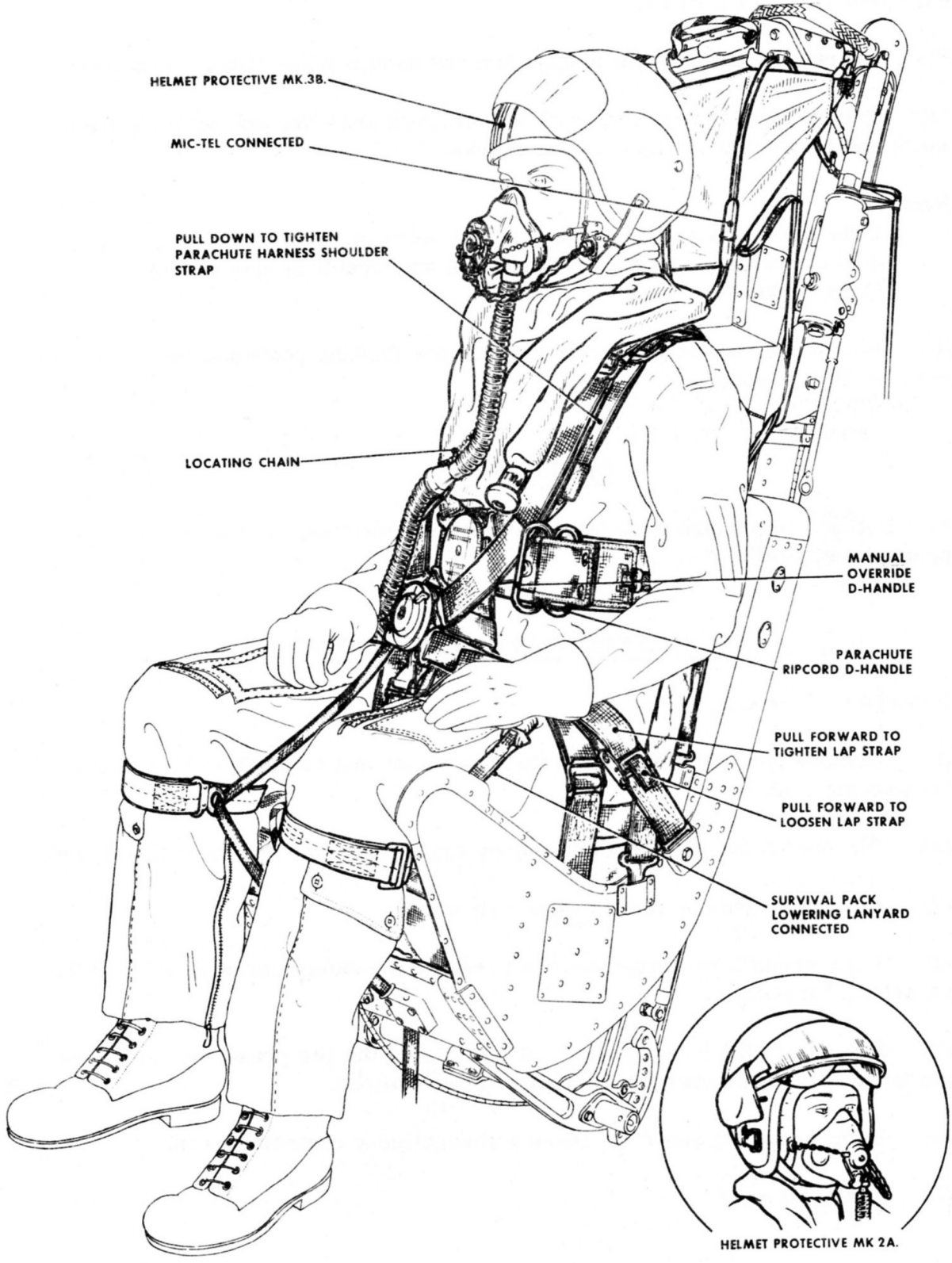

Fig 8 The seat occupied (port)
(Flying clothing)

(20) Connect the main and emergency oxygen supply to the mask tube assembly and the locating chain to the life preserver.

(21) Connect the mic/tel lead.

(22) Reach upwards and check that the face screen firing handle is within easy reach; DO NOT PULL.

(23) Operate the go-forward mechanism and ensure it functions correctly.

(24) Ensure that the chin straps of both helmets are fastened, fit the oxygen mask and perform pre-flight oxygen checks.

Note...

If the chin straps are not fastened the helmets may be wrenched off during ejection. At high altitude this may result in loss of vital oxygen supply.

(25) Remove the safety pins from the Safe for Parking positions and place them in their stowages.

EMERGENCIES

20. For drill and procedure to be taken in emergencies refer to Pilot's Notes for the appropriate aircraft.

LEAVING THE SEAT AFTER LANDING

21. Proceed as follows:-

(1) Remove the safety pins from their stowages and place them in the safe for parking positions.

(2) Disconnect the main and emergency oxygen supplies and the mic/tel lead.

(3) Disconnect the air ventilated suit (if worn).

(4) Fully slacken the straps and then release the safety harness; release the parachute harness.

(5) Disconnect the personal survival pack from the life preserver and allow ▶ the lanyard to drape over the port side of the seat pan. ◀

(6) Remove the leg restraint cords and negative-g restraint strap.

(7) Leave the seat.

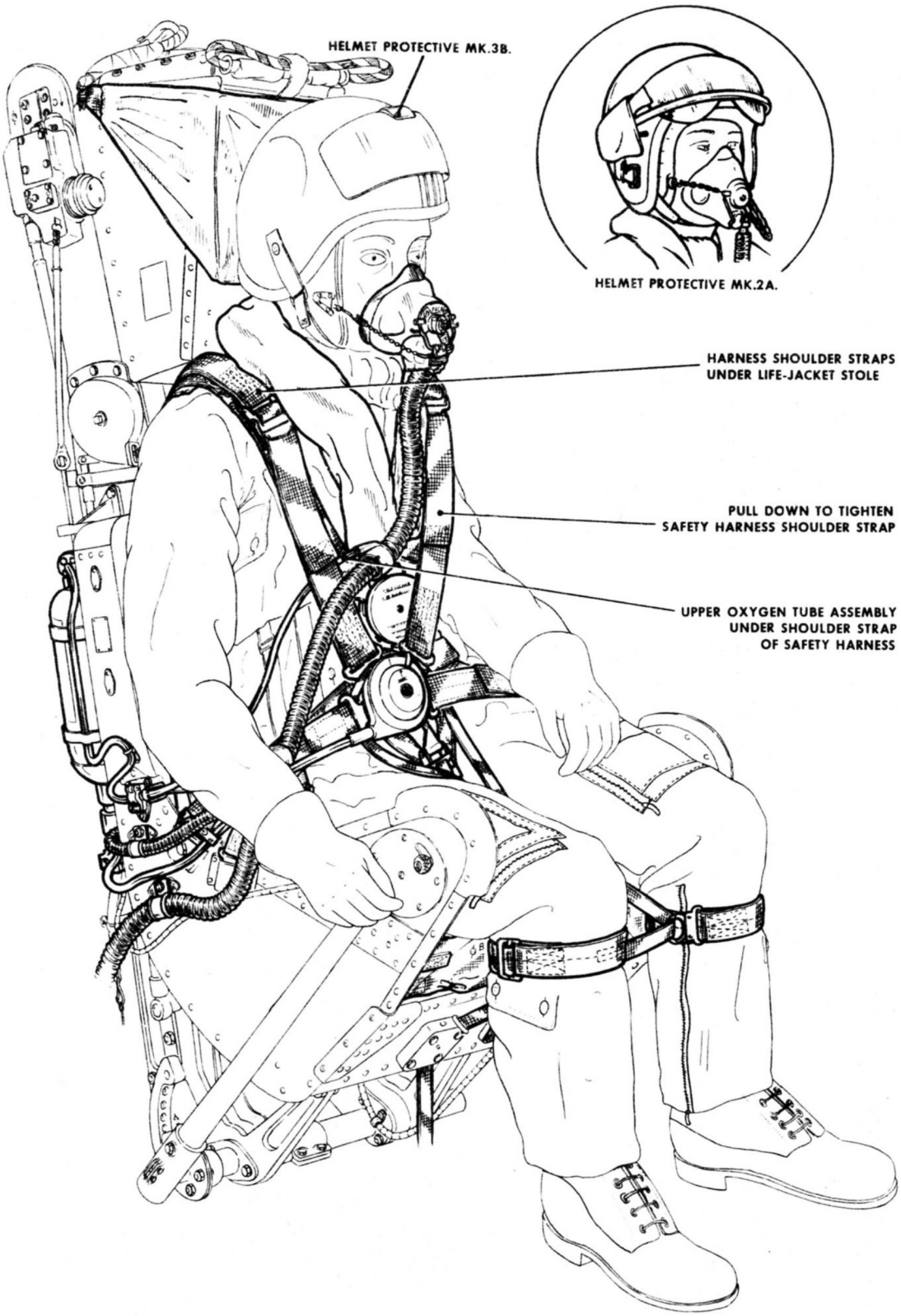

Fig 9 The seat occupied (starboard)
(Flying clothing)

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Chapter 2

AIRCREW LIST

CONTENTS

INTRODUCTION

1 The following information lists items normally worn or carried by aircrew (AP 830 Vol 3 Pt C and AP 108F-0001-12) and details the order of donning. The items have full AEC approval unless indicated 'Lim' (Limited) or 'Dev' (Development), and are described and maintained in accordance with the appropriate 108F Air Publication.

Notes ..

(1) Items of clothing and equipment for aircrew of the Canberra (all Marks except PR9) aircraft are selected from the following lists which are extracted from the AP 108B-0001 Schedules.

(2) Refer to CA Release - Canberra TT18: Pilots with thigh length in excess of 26 1/2 inches should not fly the aircraft.

(3) The parachute harness Type D Mk 1 is not compatible with the Life Preserver Mk 27/27A. The Life Preserver Mk 4B (22C 1301426 to 427) may be used.

TABLE 1 NORMAL WEAR

Item	Ref No	Nomenclature	Remarks
1a	22C 1229219 to 235	Boots Aircrew 1965 Pattern	
b	22C 1229236 to 251	Boots Aircrew Lightweight	
2a	22C 1253159 to 164	Coverall Mk 5	Crewmen in Static Seats
b	22C 1304077 to 086	Coverall Aircrew Mk 14A	
3	22C 1300224 to 233	Coverall Immersion Mk 10	
4a	22C 1388537 to 546	Coverall Inner Mk 3	RAF
b	22C 1388547 to 556	Coverall Inner Mk 3A	RN
> c	22C TBA	Coverall Inner Knitted Mk 1	Lim <
5	22C 1301631 to 636	Drawers Aircrew Long Cotton Ribbed	
6	22C 4179667 to 669	Electrically Heated Gloves	))B2, T19, T22
7	22C 4179766 to 768	Electrically Heated Socks	)
8	22C 1374391	Garters Leg Restraint	
9a	22C 1303139 to 146	Gloves S/R Olive Drab Mk 2	
b	22C 1351507 to 513	Gloves S/R Undyed	
c	22C 1369699 to 705	Gloves W/R Olive Drab	Worn with Item 3
10a	22C 1303171 to 174	Helmet Protective Mk 3C	Double visor
b	22C 1253047 to 061	Helmet Protective Mk 1A	)Alternative
c	22C 1301765 to 768	Helmet Flying Type G	)for Nav
11	22C 1301950 to 953	Jersey Heavy Olive Drab	
12	22C 1278106	Knife Emergency Mk 3	Wear with Items 2a, b, 4a
> 13	22C 1305021 & 023	Life Preserver Mk 27/27A	<
14a	6D 2244087	Mask Oxygen Type P1B	
b	6D 2244069	Mask Oxygen Type Q1A	
15	6D 2213	Oxygen Set Emergency Mk 3 (E)	Fitted in leg pocket of Item 2a
16a	15A 4177299 to 304	Para Harness Type D Mk 3	Fitted in Item 2a (Note 4)
b	15A 4177187	Para Harness Type D Mk 1	
17	22C 9770526 to 529	Shirt Aircrew Cotton Olive Drab Mk 2	

(continued)

TABLE 1 NORMAL WEAR (continued)

Item	Ref No	Nomenclature	Remarks
18a	22C 1303115 to 120	Socks Terryloop Olive Drab Mk 2	
b	22C 1305029 to 037	Socks Immersion Mk 3	Fitted to Item 3
19	5A 0356077	Torch Aircrew 'Crewlight' Type FA-11(M)	
20	22C 1301626 to 630	Vest Sleeved Cotton Ribbed	
21	6BB 9243306	Watch Aircrew	

TABLE 2 NBC ROLE

There is at present no requirement for NBC protection in these Mks of Canberra aircraft.

LIMITATIONS

2 This is a low altitude assembly and the limitations imposed on its use are dependent on the aircraft oxygen regulator Mk 17F with which the aircraft is equipped.

EMERGENCIES

3 Details of emergency procedures are contained in the Flight Reference Cards and in the appropriate Aircrew Manual.

ORDER OF DONNING

4 Thermal comfort in flying clothing is designed on the layer principle and layers can be added or removed as desired. It is important to note that although the immersion coverall will provide protection against water, survival time depends on protection against cold and this can only be provided by adequate clothing beneath the immersion coverall. The lightweight aircrew boots are to be worn only in tropical or temperate environments.

5 A Survival Equipment Fitter or other suitably qualified tradesman should be available to render assistance when necessary. The following order of donning is recommended:

5.1 Vest, drawers, socks

5.2 Shirt

5.3 Jersey

5.4 Inner coverall

5.5 Aircrew coverall
or
Immersion coverall

5.6 Boots

5.7 Leg restraint garters

5.8 Life preserver

5.9 Helmet and mask assembly

5.10 Gloves

FUNCTIONAL TESTS

6 Final pre-flight tests of equipment must be made by the aircrew utilizing the aircraft systems in accordance with current Service instructions.

7 Periodically, routine tests of the equipment must be made, using the Universal Test Rig Cabinet Mk 4 in accordance with current Service instructions.

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