

Mk 3A Flying Helmet

Mk. 3B (with oxygen Mask Attachments)

These are variants of the Mk. 2A Helmet for use in helicopters and other low altitude aircraft. It has the same telephone system, but is fitted with the Mk. 2 Anti-Glare Visor - i.e. centre rail mounting.

The Mk. 3A is without Oxygen Mask Attachments whereas Mk. 3B is fitted with Oxygen Mask Attachment Hook Assemblies. Ref. Nos. 22C/1253126-7 for Mask types 'P' & 'Q' also a modified version of type 'H'.

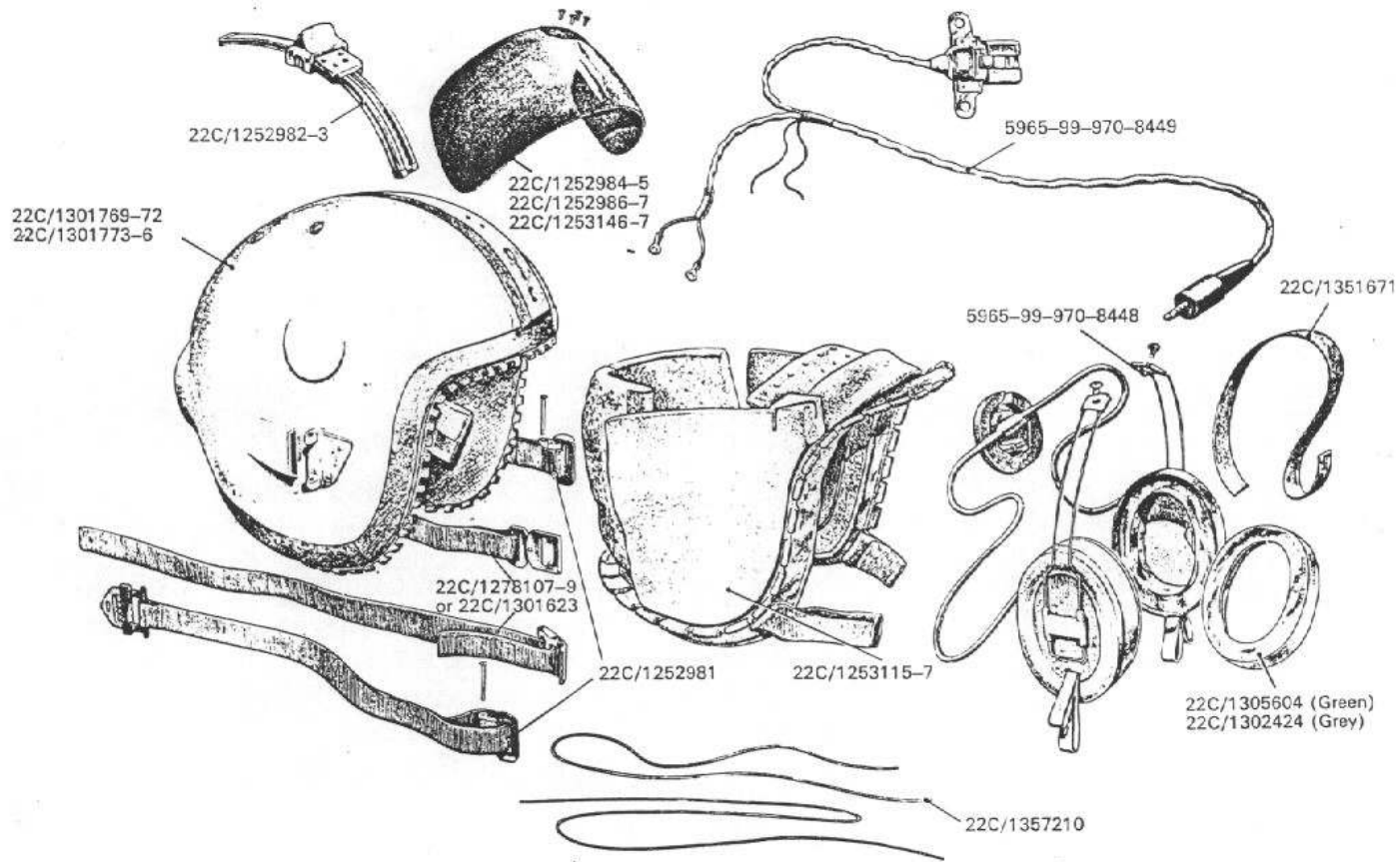
THE HELMET IS MADE IN FOUR SIZES

	Mk. 3A	Mk. 3B
SMALL for head sizes 6 $\frac{1}{2}$ -6 $\frac{3}{4}$ (53-56 cm.)	22C/1301769	/1301773
MEDIUM for head sizes 6 $\frac{3}{4}$ -7 $\frac{1}{2}$ (56-59 cm.)	22C/1301770	/1301774
MEDIUM/BROAD for head sizes 6 $\frac{3}{4}$ -7 $\frac{1}{2}$ (56-59 cm.)	22C/1301771	/1301775
LARGE for head sizes 7 $\frac{1}{2}$ -7 $\frac{3}{4}$ (59-62 cm.)	22C/1301772	/1301776



FLYING HELMETS

and accessories



Mk 3 Flying Helmet

APPLICATION

The Mk. 3A helmet supersedes the Mk. 1A/Type 'G' helmet combination for use by air crews regularly concerned with low altitude aircraft (including rotary wing aircraft) not provided with oxygen equipment.

The Mk. 3B helmet is for use with fixed wing aircraft without ejection seats but provided with oxygen equipment.

DESCRIPTION

This helmet embodies the telephone equipment and an anti-glare visor (the latter identical with that used on the Mk. 1A helmets). It is made in four sizes and all necessary adjustments are provided for correct individual fitting within the range covered by each of the four sizes.

Correct initial selection and adjustment of fitting is essential in order to obtain optimum comfort and performance.

Each helmet is supplied in a carrying bag designed to provide safe storage when not in use. The rigid outer shell of moulded glass fibre resinite is provided with a shock absorbing lining of cork and an internal cradle of nylon webbing to minimise the transmitted force and distribute it over as large an area of the head as possible. The soft comfortable padded lining is replaceable and its attachment to the shell forms a windproof seal, which together with the chin strap and visor ensures security of the helmet. The attachment of lining to shell is so contrived that the lining can be removed either for replacement or for access to the telephone equipment or other interior fittings.

The Telephone equipment is of novel design and combines an exceptionally good signal to noise ratio with minimum size and weight. A single miniature telephone No. 13775 feeds the signal via sound tubes to acoustically designed ear capsules with fluid seals. The capsules on

an adjustable light spring wire suspension, can be held away from the face when donning the helmet but seal snugly on the head when tensioned by the chin strap and neck strap. Thus the hazard of the usual bulky, metal-cased earphone adjacent to a vulnerable part of the head is eliminated.

The telephone is fully tropicalised and is normally supplied wound to give an impedance of 300 ohms and D.C. resistance of 105 ohms, but alternative impedances can be supplied. The cable assembly terminates in a short central pigtail and N.A.T.O. type plug 10H/18575 in an identical manner to the current Mk. 1A/type 'G' helmet assembly. The microphone plug is conveniently situated low down on the left cheek and accepts the standard socket 10H/14207. This helmet is intended for use with boom, or throat microphones.

The headset, seals and cable assembly are all replaceable either complete or as separate items. Alternative wiring terminating in PL55 and PL58 plugs can be supplied.

ANTI-GLARE VISOR Mk. 2

The anti-glare visor fitted is identical with that fitted to the Mk. 1A helmet, comprising a centre rail attachment and mechanism Ref. 22C/1252982-3 and a replaceable neutral tinted acrylic anti-glare screen which is available in two densities of tint, light tint 25%-30% transmission Ref. 22C/1252984-6 and dark tint 12%-15% transmission Ref. 22C/1252985-7. The latter is fitted unless otherwise specified.

This visor assembly has proved very satisfactory and reliable provided that there is adequate headroom in the cockpit for convenient operation. The visor screen has the straight lower edge which permits a clear view of the instruments.

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