

Chapter 3

OXYGEN MASK, TYPE L

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Introduction

1. The oxygen mask, Type L, is used to administer oxygen to passengers in aircraft at high altitudes. It is of very light construction, carries no microphone, and is intended to be worn by one passenger only, and then thrown away. This dispenses with the difficulties of cleaning and sterilising after use.

2. The mask has been designed for use in reasonably heated aircraft and is not suitable when temperatures below -5 deg. C. may obtain for long periods.

3. Each mask is sealed in a separate cellophane bag and these are packed in cartons containing five masks. The weight of each mask is $1\frac{1}{2}$ oz. Small, medium, and large sizes are provisioned under Stores Ref. 6D/1423, 1424, and 1425.

Description

4. The mask (*fig. 1*) is of the reservoir type with a flexible economising bag suspended from the facepiece. The facepiece is of thin moulded polythene with a gauze-covered ventilation hole; the economising bag is made of latex. A single elastic strap passes through guides on the front of the mask and holds the mask in position. A thin P.V.C. tube, $\frac{1}{8}$ in. bore,

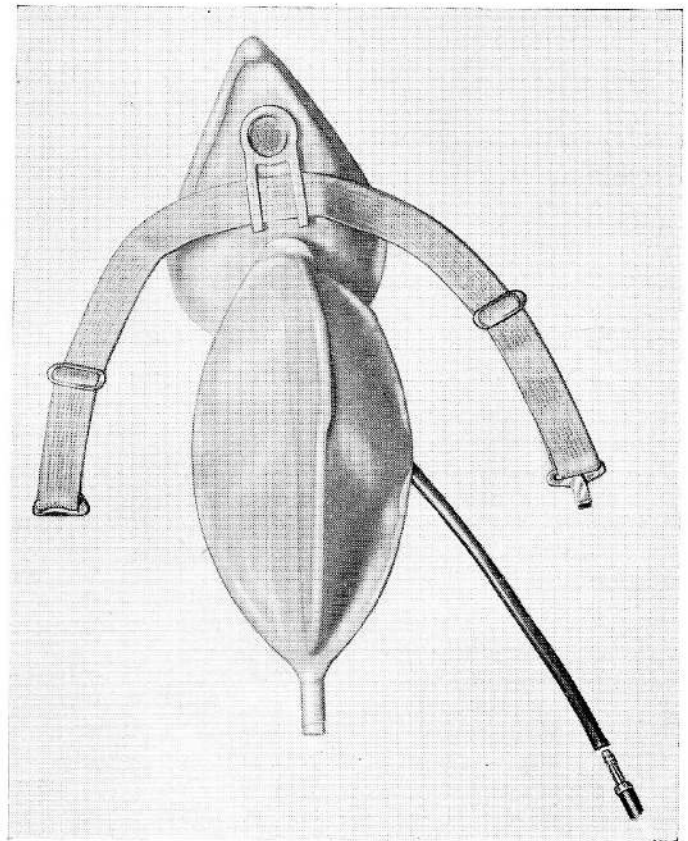


Fig. 1. Oxygen mask, Type L

enters near the base of the mask and protrudes halfway into the bag.

5. A plug is provided at the bottom of the bag so that condensation may be drained out if necessary. The supply tube

has approximately 7 in. of its length hanging from the base of the facepiece and has a plain cut end which, in use, is merely pushed on to a small serrated taper plug on the end of the aircraft supply tubing.

6. In use, a continuous flow of oxygen is fed into the bag through a thin supply pipe from an oxygen supply point. A vent hole is provided in the facepiece, and during inspiration air is drawn in through this hole after the oxygen in the bag has been exhausted. During exhalation, a proportion of the expired breath, the relatively uncontaminated portion, re-enters the bag and is mixed with the fresh oxygen which has accumulated. The remainder of the expired breath is expelled through the vent hole.

Fitting the mask

7. The mask should first be placed on the face and the elastic strap fastened at the back of the neck. The strap should pass below the lobe of the ear. The slide adjuster should then be altered as necessary so that the mask is held firmly but comfortably on the face (*fig. 2*). The miniature oxygen tube from the aircraft oxygen supply should then be firmly plugged into the short tube attached to the mask.

Connection to aircraft oxygen supply

8. The masks are intended to be used with Mk. 10 or 10A* oxygen regulators and Mk. 1A jets, and will normally be fed from Mk. 6 or 6A bayonet union sockets. The mask is connected to the aircraft socket with a mask tube assembly, Mk. 5. This consists of a Mk. 6 plug, one of three



Fig. 2. Method of wearing the mask

lengths of rubber tubing, an adapter, and 4 ft. of $\frac{1}{8}$ in. bore P.V.C. tubing terminating in a taper plug which is connected to the mask inlet tube. The adapter end of the 4 ft. of P.V.C. tubing may be clipped to the aircraft or to the passenger's seat or table, as convenient.

9. The mask is intended to be used with "Passenger flows," that is, Mk. 10 or 10A* regulator set in accordance with current instructions. If the crew of the aircraft is supplied from the same regulator, "Air-crew flows" must be used.

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