

Appendix I

FLYING CLOTHING

Introduction

1. The following information includes a list of items available (A.P.830, Vol. 3, Part 3, also refers), the dressing and functional tests which are to be conducted before leaving the crew room or cloakroom and the limitations of the assembly. The items are also described in A.P.1182E, Vol. 1 and their servicing is dealt with in Vol. 4 of the same publication. Reference should therefore be made to this information as necessary.

List of clothing items

2. The following items are available as required: -

Ref. No.	Item
22C/1475 to 1478	Drawers, cotton, short, aircrew
22C/1162 to 1164	Vests, string, aircrew
22C/9421244 to 9421250 and 9424959	Socks, woollen, knitted, plain
22C/9421251 to 9421258	Socks, woollen, knitted, ribbed
22C/1597 to 1606	Shirt, cotton, aircrew
22C/1657 to 1666	Shirt, N.P., aircrew
22C/1527 to 1542	Boots, flying, 1952 pattern
22C/1121 to 1126	Gloves, cape leather, N.P.
22C/1904 to 1911	Suit, flying, Mk. 2
22C/2024	Garters, leg restraint, O.R.
22C/1725 to 1728	Helmet, flying, Type G
22C/2110 to 2124	Helmet, protective, Mk. 1A, c/w visor attachment
22C/1650 to 1651	Screen, anti-glare, medium/large
22C/1877	Jacket, life saving, Mk. 4A
22C/1509 to 1512	Suit, anti 'G', Mk. 4A
22C/1996	Knife, aircrew, Mk. 2

6D/2342

Mask, oxygen, Type P.1A
or

6D/2343

Mask, oxygen, Type Q.1A
(According to size of face)

3. This combination of clothing, together with the Mk. 17D or 17E oxygen regulator which is fitted in the aircraft system, comprises a low-level assembly and the limitations imposed on the assembly relate to the type of oxygen regulator fitted in the aircraft system.

Limitations of the assembly

4. It provides full protection up to a CABIN altitude of 50,000 ft. If the canopy is lost, this cabin altitude can be achieved at an AIRCRAFT altitude of 40,000 ft.

5. If cabin pressure is lost for any reason, the aircraft must be brought down to a cabin altitude of 40000 ft. at the maximum descent rate (A.P.4347F, J or K - P.N., as appropriate, refers) in a total time of 2 minutes, followed by a gradual descent to below 30000 ft. It is essential that the emergency is appreciated and action taken within the first minute.

Dressing

6. A Flying Clothing Worker or other suitably qualified tradesman should be in attendance during dressing to render assistance where necessary.

7. Initial fitting of the anti 'G' suit and the oxygen mask must be carried out under the supervision of an F.P.M.O.

8. The recommended order of dressing is as follows: -

- (1) Vest, drawers and socks.
- (2) Shirt and, if required, trousers of flying dress.
- (3) Anti 'G' suit (see para. 7).
- (4) Boots and, if required, blouse of flying dress.
- (5) Flying suit (garters to be tightened; check that the quick-release coupling is attached).

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Note . . .

Pass the hose of the anti 'G' suit through the slits provided in the side of the flying dress blouse and flying suit.

- (6) Don the flying helmet and protective helmet.
- (7) Conduct a functional check of the clothing assembly in accordance with the instructions on the universal test rig cabinet. Put on gloves and proceed to the aircraft.

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