

Chapter 3

FLYING OVERALLS

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LIGHTWEIGHT FLYING OVERALL, 1951 PATTERN

1. The lightweight flying overall, 1951 pattern, is a general purpose flying suit. It is intended for use in summer conditions in the United Kingdom or in warmer climates. The overall is available in Sizes 1 to 8 under Ref. 22C/1137 to 1144.

2. The overall is made of blue-grey windproof gaberdine. Rubber buttons are used throughout. The sleeves are of the pivot type to allow the wearer to move his arms freely. The ends of the sleeves are normally left open to permit ventilation in hot weather, but they can be tightened if necessary.

3. Personal survival equipment is carried separately in a survival pack. Two breast pockets are provided, two map pockets on the outside of the legs, and a small pocket for a handkerchief or lightweight gloves above the left knee. The trouser pockets have a "slit-through" to allow access to inner trouser pockets. There is a pencil pocket above the left elbow and one above the right knee. A pocket outside the right knee holds a first-aid kit.

4. The belt is channelled through the overall to prevent its catching on projections on the aircraft. The shoulder straps are partly sewn down, and should be completely sewn down when the rank braid is put on.

5. The collar is of the "stand and fall" type which can be buttoned up at the neck. A scarf is attached to the back of the collar.

COLD-WEATHER FLYING OVERALL, Mk. 1

6. The cold-weather flying overall, Mk. 1, is for wear by aircrew flying high-altitude

aircraft or operating in cold weather conditions. The overall, is available in Sizes 1 to 8 under Ref. 22C/1153 to 1160. Braces for the trousers of the overall are obtainable under Ref. 22C/1161 (one size only). The underclothing to be worn with the overall is described in Chapter 1.

7. The overall consists of a hip-length jacket of blue-grey windproof gaberdine, lined with woollen material, combined with a pair of trousers made of blue-grey windproof cotton fabric. For ground survival, the jacket and trousers can be separated to allow adequate ventilation. The bottom edge of the jacket is lightly sewn to the trousers and the stitching can be cut easily. If the overall is used in this way, a flap, normally buttoned to the back of the jacket should be brought between the legs and attached to buttons provided inside the jacket fronts.

8. A hood is attached to the jacket and under normal flying conditions is folded neatly at the back. In an emergency, however, it can be pulled over the head. The face aperture can be closed by a drawcord, and the front of the neck protected by a buttoned flap.

9. The jacket is closed by a sliding fastener and a buttoned windflap is provided. The belt is channelled through the sides and back of the jacket and is fitted with a non-slip buckle.

10. Two side pockets are provided on the jacket, together with a breast pocket which has a vertical opening. There is also a pocket on each trouser leg below the knee. All the pockets are fitted with double flaps to prevent the entry of snow under ground survival conditions. The trousers are provided with a "slit-through" at each side

so that the wearer can reach the pockets of trousers worn underneath the overall trousers. The slits are accessible only after the jacket and trousers have been separated.

11. The sleeves are of the pivot type, to allow the wearer to raise his arms easily. Shoulder straps for rank braid are partly sewn down, and should be completely sewn down when the braid is attached. The ends of the sleeves can be closed by a buttoned flap.

12. The trousers are suspended by braces and, in addition, are attached to the jacket by buttons. These buttons are not used when the garments are separated. The braces are fitted with hooks so that they may be detached by gloved hands. The opening at the front of the trousers is closed by a buttoned flap and by a sliding fastener. Drawcords are provided at the bottoms of the trouser legs. These drawcords are stitched in position, and are for use in an emergency only.

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