

## Appendix I

## FLYING CLOTHING

## Introduction

1. The following is the range of flying clothing available for the use of aircrew in Victor B Mk. 1 and Mk. 1A aircraft; it is also scaled in A.P.830, Vol. 1, Sect. C, to which reference should be made, as necessary.

Ref. No.	Description
<i>The following are used by all crew members: -</i>	
22C/1475 to 1478	Drawers, cotton, short, aircrew
22C/1162 to 1164	Vests, string, aircrew
22C/921244 to 9421250 and 9424959	Socks, woollen, knitted, plain
22C/9421251 to 9421258	Socks, woollen, knitted, ribbed
22C/1597 to 1606	Shirts, cotton, aircrew or
22C/1657 to 1666	Shirts, aircrew, N.P.
22C/1527 to 1542	Boots, flying, 1952 pattern
22C/1121 to 1126	Gloves, cape, leather, N.P.
22C/1904 to 1911	Suits, flying, Mk. 2
22C/1725 to 1728	Helmets, flying, Type G
22C/1877	Jackets, life-saving, Mk. 4A
22C/1996	Aircrew knife, Mk. 2
6D/1911 to 1913	Mask, oxygen, Type A13/A2 or
6D/2342	Mask, oxygen, Type P.1A or
6D/2343	Mask, oxygen, Type Q.1A
<i>The following items are used by pilots only: -</i>	
22C/2024	Garters, leg restraint Q.R. (for attachment to flying suit Mk. 2)
22C/2110 to 2124	Helmets, protective, Mk. 1A, c/w visor attachment

Alternatively: -

22C/1515 to 1526

Helmets, protective, Mk. 1A

22C/1652 to 1654 Visor, anti-glare Mk. 2, medium/large

comprising

22C/1646 to 1647

Tracks mechanism, medium/large

22C/1650 to 1651

Screen anti-glare medium/large

*The following items are used by the rear crew members only: -*

22C/1515 to 1526

Helmet, protective, Mk. 1A

2. A brief description of the items of clothing, including the chief technical reasons for their use, is given in the appropriate chapter of Sect.1; more detailed information, including servicing and modifications, is contained in A.P.1182E, Vol. 1, 2 and 4.

## Flying clothing assembly

3. The clothing used on the Victor B Mk. 1 and Mk. 1A aircraft is a low altitude assembly. The oxygen system of the aircraft includes a Mk. 17D regulator and limitations imposed on the use of the clothing assembly are related to this type of regulator.

4. The following limitations are placed on the use of the assembly: -

- (1) It provides full protection up to a CABIN altitude of 50,000 ft.
- (2) If cabin pressure is lost for any reason the aircraft must be brought down to a CABIN altitude of 40,000 ft. at maximum descent rate (A.P.4506A - P.N. refers) in a total time of 2 min. followed by a gradual descent to below 30,000 ft. It is essential that the emergency is appreciated and action taken in the first 60 sec.



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