

Appendix 1

FLYING CLOTHING

Introduction

1. The following is the range of flying clothing available for the use of aircrew in Victor B Mk. 2 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 items are used by both pilots and crew :-</i>	
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	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
Suits, flying dress, Mk. 2 consisting of:-	
22C/1801 to 1814	Blouse
22C/1815 to 1828	Trousers
22C/1856 to 1861	Suits, air-ventilated, Mk. 2A
22C/1841 to 1844	Suits, anti-G, Mk. 5A
6D/2170	Connector, anti-G suit, special
6D/2307	Mask, oxygen, Type P2A
6D/2309	Mask, oxygen, Type Q2A
22C/1996	Aircrew knife, Mk. 2

The following items are used by pilots only :-

22C/2024	Garters, leg restraint Q.R. (for attachment to flying suit Mk. 2)
22C/1713 to 1718	Jerkins pressure, Mk. 1
22C/2110 to 2124	Helmets, protective, Mk. 1A c/w visor attachment
22C/1650 to 1651	Screens, anti-glare, Medium/large
6D/2073	Hose assembly oxygen mask Mk. 1 (c/w personal component P.E.C.)
6D/2228	Hose assembly pressure jerkin Mk. 6
6D/2262	Hose assembly A.V.S. Mk. 3

The following items are used by rear aircrew only :-

22C/2007 to 2014	Jerkins pressure Mk. 3
22C/1515 to 1526	Helmets, protective, Mk. 1A
6D/2173	Hose assembly oxygen mask Mk. 3 (c/w personal component P.E.C.)
6D/2172	Hose assembly pressure jerkin Mk. 4 (c/w personal component P.E.C.)
6D/2174	Hose assembly A.V.S. Mk. 2

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.

3. The range of items available includes those required for both high and low altitude flying, as well as those items such as boots, vests, etc., which are used in both types of sorties. For the

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purposes of this appendix, the functional items of clothing are grouped together as assemblies giving adequate protection up to the heights indicated.

4. It should be noted that the anti-G suit in the Type B assembly is required as a garment to assist pressure breathing, in the event of loss of cabin pressure at high altitude, and has no anti-G function whatever in this aircraft. It is inflated with oxygen from the main supply and not, as is normal, with air. The suit is provided with a bayonet end fitting on its supply hose which, during dressing, is connected to the Y-fitting on the pressure jerkin hose assembly (between the personal component of the P.E.C. and the jerkin valve).

FLYING CLOTHING ASSEMBLIES

Type 'A' assembly (Mk. 21 oxygen regulator)

5. This is a LOW ALTITUDE clothing assembly and provides protection for the following conditions :-

- (1) It provides full protection up to an AIRCRAFT altitude of 40 000 ft. With the hatch jettisoned or door open, the CABIN altitude will be approximately 1250 ft. higher than the AIRCRAFT altitude.
- (2) If cabin pressure is lost for any reason, the aircraft is to be brought down to a CABIN altitude of 40 000 ft. at maximum descent rate in a total time of two minutes, followed by a gradual descent to below 30 000 ft. (A.P.4506B-P.N. refers).

6. The assembly consists of the following items :-

Used by both pilots and rear crew :-

Type P or Q mask (according to size of face)
Flying helmet, Type G
Protective helmet, Mk. 1A
Jacket life saving Mk. 4A
Suit, air-ventilated Mk. 2A
(c/w hose assembly as required (see below))
(Optional wear. Suit hose to be cut to length required to give a neat 'run' with the rest of

the A.E.A. when sitting in either an ejection or a static seat).

Used by pilots only :-

Hose assembly, oxygen mask Mk. 1
Hose assembly, A.V.S. Mk. 3

Used by rear crew only :-

Hose assembly oxygen mask Mk. 3
Hose assembly A.V.S. Mk. 2

Type 'B' assembly (Mk. 21 oxygen regulator)

7. This is a HIGH ALTITUDE clothing assembly and provides protection for the following conditions :-

- (1) It provides full protection up to an AIRCRAFT altitude of 50 000 ft. With the hatch jettisoned or door open, the CABIN altitude will be approximately 1250 ft. higher than the AIRCRAFT altitude.
- (2) If cabin pressure is lost for any reason, the aircraft is to be brought down to a CABIN altitude of 40 000 ft. at maximum descent rate in a total time of two minutes, followed by a gradual descent to below 30 000 ft. (A.P.4506B-P.N. refers).

8. The assembly consists of the following items :-

Used by both pilots and rear crew :-

Type P or Q mask (according to size of face)
Flying helmet Mk. 1A
Suit, air ventilated Mk. 2A
(c/w hose assembly as required (see below))
(Optional wear. Suit hose to be cut to length required to give a neat 'run' with the rest of the A.E.A. when sitting in either the ejection or static seat).
Anti-G suit Mk. 5A
(c/w connector 6D/2170; suit hose to be cut to required length)

Used by pilots only :-

Pressure jerkin Mk. 1
(c/w hose assembly, pressure jerkin Mk. 6)
Hose assembly A.V.S. Mk. 3

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Used by rear crew only :-

Pressure jerkin Mk. 3
(c/w hose assembly, pressure jerkin Mk. 4)

Hose assembly A.V.S. Mk. 2

Note . . .

It is essential that the initial fitting of the oxygen mask, jerkin and anti-G suit is supervised by an F.P.M.O.

DRESSING

9. The recommended order of dressing for high altitude clothing assemblies is as follows:-

Note . . .

A flying clothing worker, or other suitably qualified tradesman, will be in attendance during dressing to render assistance where necessary.

- (1) Vest, pants and socks.
- (2) Air-ventilated suit (A.V.S.) if required.

Note . . .

This garment is donned with the slit at the back. It has two pairs of tapes with colour coded ends; the top pair is marked RED and should be tied behind the neck, the lower pair is marked BLUE and should be brought round the waist and tied in front. In warm weather an air supply should be connected immediately to the suit and maintained in action until take-off. This is important, since in warm climates or warm climatic conditions the more critical risks of heat exhaustion may well occur during this period, rather than after becoming airborne.

- (3) Shirt.
- (4) Trousers of flying dress, if required.
- (5) Anti-G suit.
- (6) Boots.
- (7) Jacket of flying dress (if required).

- (8) Flying suit (with fitted garters for pilots only).

Pass the A.V.S. and anti-G hoses through the slits provided on the right side of these garments.

- (9) Pressure jerkin. Before closing the slide fastener, pass the A.V.S. and anti-G hoses through the slit provided on the right leg.

Note . . .

A better run of the hoses may be achieved by ignoring the slit and passing them through the leg opening itself. It is, therefore, recommended that each individual should determine the most suitable configuration by sitting in the seat in the aircraft with the P.E.C. components connected and, bearing in mind that the hoses are supplied longer than is normally required, route them to provide the most convenient 'run' so that they can be cut to the required length.

- (10) Connect the anti-G suit to the Y-piece on the jerkin hose assembly (leaving the A.V.S. connected to the air supply).
- (11) Don the flying helmet and oxygen mask.
- (12) Fit the mask tube into the jerkin hose assembly and connect the Mic/Tel plug to the socket attached to the jerkin hose assembly.
- (13) Conduct a functional test of the clothing assembly, using the test rig cabinet in the crew room (or flying clothing cloakroom). Instructions for conducting these tests, or checks, are contained on the test rig cabinet.
- (14) Don the protective helmet.
- (15) Put on the gloves and proceed to the aircraft. Just before entering the aircraft, disconnect the A.V.S. from the air supply and connect the hose to the personal component of the P.E.C.

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