

Appendix 1

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 is to be made to this information as necessary.

List of clothing

2. The following items are available as required:-

Ref. No.	Item
22C/-	
1475 to 1478	Drawers, cotton, short, aircrew
1162 to 1164	Vests, string, aircrew
9421244 to 9421250 and 9424959	Socks, woollen, knitted, plain
9421251 to 9421258	Socks, woollen, knitted, ribbed
1597 to 1606	Shirt, cotton, aircrew
1657 to 1666	Shirt, N.P., aircrew
1527 to 1542	Boots, flying, 1952 pattern
1121 to 1126	Gloves, cape leather, N.P.
1640 to 1645	Gloves, cape leather, flying, water resistant
1904 to 1911	Suit, flying, Mk. 2
1671 to 1675	Blouse, immersion suit, Mk. 7
1676 to 1680	Trousers, immersion suit, Mk.7
1215	Braces, immersion suit
1632 to 1639	Boots, rubber, immersion suit
1625	Adapter, Anti-G
1681 and 1682	Mitts, Mk. 3 (stowed in survival pack)
2024	Garters, leg restraint, Q.R. (may be embodied in Mk. 2 flying suit)

Ref. No.

Item

22C/-

1725 to 1728

Helmet, flying, Type G

2110 to 2124

Helmet, protective, Mk. 1A,
c/w visor attachment

1650 to 1651

Screen, anti-glare, med./large

1877

Jacket, life saving, Mk. 4A

1509 to 1512

Suit, anti-G, Mk. 4A

1996

Knife, aircrew, Mk. 2

6D/-

1911 to 1913

Mask, oxygen, Type A/13/A/2

2342

Mask, oxygen, Type P.1.A.
or

2343

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

3. A combination of these items of clothing, together with a Mk. 17 series oxygen regulator (which is fitted to the aircraft) comprises a low level assembly, the limitations imposed being related to the type of regulator.

Limitations of the assembly

4. The loss of a cockpit canopy in flight results in a lowering of cabin pressure; this may produce an equivalent cabin altitude of 5000 to 10000 ft. above that of the aircraft. The following limitations refer to CABIN altitudes resulting when a failure occurs and will not necessarily be identical to the AIRCRAFT altitude.

5. Full protection is provided up to a CABIN altitude of 50000 ft. If cabin pressure is lost, the aircraft is to be brought down to an indicated cabin altitude of 40000 ft. at the maximum descent rate in a total time of 2 minutes. A gradual descent to below 30000 ft. is then to be made. It is essential that the emergency is appreciated and action taken within the first minute.

6. A Flying Clothing Worker or other suitably

RESTRICTED

qualified tradesman will normally be in attendance during dressing to render assistance where necessary.

7. Initial fitting of the anti-G suit and oxygen mask is to be conducted under the supervision of an F.P.M.O.

8. The choice of clothing to be worn beneath the flying or immersion suit will depend on the conditions likely to be met. The following information will be of assistance in deciding the order of dressing for whatever combination of clothing is chosen.

- (1) *Anti-G suit.* The suit may be worn either over or under other garments; it must, however, be worn under an immersion suit. If worn under other garments, provision is to be made for the inflation tube to pass through them.
- (2) *Immersion suit.* This garment is worn instead of a normal flying suit and is designed to protect the wearer from cold and exposure after ditching. To obtain maximum protection it is necessary to wear sufficient underclothing, including a pullover. The suit is worn over all other clothing (with the exception of the life jacket) and is provided with a water-tight fitting through which passes the supply tube for the anti-G suit. The boots are permanently sealed to the bottoms of the trouser legs.
- (3) *Leg restraint garters.* Garters may be separate items and are to be fitted and tightened just below the knees.

Dressing

9. Subject to the conditions in para. 7 the following is the recommended order of dressing:—

- (1) Vest, drawers and socks
- (2) Shirt
- (3) Anti-G suit
- (4) Boots but see para. 7 (2)
- (5) Flying suit or immersion suit

Note . . .

If the immersion suit is worn proceed as follows:—

- (a) *Don the trousers and boots, pulling the boots on by the tabs.*
- (b) *Adjust and secure the braces and fasten the boot laces.*
- (c) *Put on the blouse and ensure that the rubber bands of the blouse and the trousers lie flat down over the thighs with the white marks coinciding.*
- (d) *Roll the bands together from the bottom to the top, rolling tightly and ensuring that no wrinkles develop.*
- (e) *Pull the blouse waist band over the roll and fasten the blouse to the trouser buttons.*
- (6) Life jacket
- (7) Conduct a functional test of the clothing assembly, in accordance with the instructions on the universal test rig cabinet.
- (8) Put on the gloves and proceed to the aircraft.

RESTRICTED

122

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

