

## 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 described in A.P.1182E, Vol. 1, and their servicing is dealt with in Vol. 4 of the same publication; reference is, therefore, to 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                           |
| 1162 to 1164                         | Vests, string, aircrew                                    |
| 9421244 to<br>9421250 and<br>9424959 | Socks, woollen, knitted, plain                            |
| 9421251 to<br>9421258                | Socks, woollen, knitted, ribbed                           |
| 1597 to 1606                         | Shirt, aircrew, cotton                                    |
|                                      | or  |
| 1657 to 1666                         | Shirt, aircrew, N.P.                                      |
| 1841 to 1844                         | Suits, anti-G, Mk. 5A                                     |
| 1856 to 1861                         | Suits, air ventilated, Mk. 2A                             |
| 1904 to 1911                         | Suits, flying, Mk. 2                                      |
| 2024                                 | Garters, leg restraint, Q.R.<br>(attached to flying suit) |
| 1527 to 1542                         | Boots, flying, 1952 pattern                               |
| 1671 to 1675                         | Blouse, immersion suit                                    |
| 1676 to 1680                         | Trousers, immersion suit                                  |
| 1215                                 | Braces, immersion suit                                    |
| 1632 to 1639                         | Boots, rubber, immersion suit                             |
|                                      | Suits, aircrew, flying dress, Mk. 2 consisting of:-       |
| 1928 to 1942                         | Blouse Mk. 2A   |
| 1943 to 1957                         | Trousers Mk. 2A   |
| 2245 to 2250                         | Pressure jerkin, Mk. 4                                    |
| 1121 to 1126                         | Gloves, cape leather, Mk. 1                               |

| Ref. No.     | Item   |
|--------------|--|
| 22C/-        |  |
| 1640 to 1645 | Gloves, cape leather, flying,<br>water resistant         |
| 1877         | Life jacket, Mk. 4A                                      |
| 1725 to 1728 | Helmet, flying Type G                                    |
| 2110 to 2114 | Helmet, protective, Mk. 1A,<br>c/w visor attachment      |
| 1650/1651    | Screen, dark, medium/large                               |
| 1996         | Knife, emergency, aircrew, Mk.2                          |
| 1681/1682    | Mitts, Mk. 3 (stowed in survival<br>pack)                |
| 1625         | Adapter, anti-G and/or A.V.S.                            |
| 6D/-         |  |
| 2307         | Mask, oxygen, Type P.2.A.<br>or                          |
| 2309         | Mask, oxygen, Type Q.2.A.<br>(According to size of face) |
| 2072         | Hose assy., pressure jerkin,<br>Mk. 2                    |
| 2073         | Hose assy., oxygen mask, Mk.1                            |
| 2113         | Connector, A.V.S.  |
| 2114         | Connector, anti-G  |

3. The correct combination of clothing, together with a Mk. 17D or Mk. 21 oxygen regulator comprises an assembly for the purpose of these instructions. The limitations imposed on an assembly relate to the type of oxygen regulator fitted in the aircraft system.

## 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 the aircraft altitude. The following limitations refer to CABIN altitudes resulting when a failure occurs and will not necessarily be identical to the AIRCRAFT altitude.

## Low altitude assembly

- (1) A Mk. 17D oxygen regulator and type P2A or Q2A oxygen mask give full

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protection up to a CABIN altitude of 50 000 ft. provided the toggle harness is selected down.

#### High altitude assembly

- (2) A Mk. 21 series oxygen regulator, type P2A or Q2A oxygen mask and pressure jerkin, Mk. 2 give full protection up to a CABIN altitude of 56 000 ft. provided the toggle harness is selected down.

5. If cabin pressure is lost, the aircraft is to be brought down to an indicated cabin altitude of 40 000 ft. at the maximum descent rate in a total time of 2 minutes. A gradual descent to below 30 000 ft. must then be made. It is essential that the emergency is appreciated and action taken within the first minute up to 50 000 ft. or within the first 30 sec. above 50 000 ft.

#### Dressing

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

7. When arranging the hoses of the anti-G and air ventilated suits in conjunction with the pressure jerkin, a better 'run' may be obtained by ignoring the slit and passing them through the leg opening. It is therefore recommended that each individual determines the most suitable configuration as follows:—

- (1) Sit in the seat of the aircraft, with the P.E.C. components connected.
- (2) Bearing in mind that the hoses are normally cut to the desired length before fitting to their connectors, route the hoses to provide the most convenient 'run' so that they can be marked and cut.

8. Initial fitting of pressure jerkin, the anti-G suit and the P2A or Q2A oxygen mask is to be conducted under the supervision of an F.P.M.O.

9. The recommended order of dressing is as follows:—

- (1) Vest, drawers and socks
- (2) Air ventilated suit (para. 7 and 8)

#### Note . . .

*The garment is donned with the slit at the back; the upper pair of tapes (marked RED) is to be tied behind the neck and the lower pair (marked BLUE) brought around the waist and tied in front of the body. In warm weather, an air supply should be connected immediately the suit has been fitted, and maintained in action until take-off (an A.V.S. adapter is required between the suit and the air supply); this is important, since the risks of heat exhaustion may be more critical during this period than after the aircraft is airborne.*

- (3) Shirt and (if required) trousers of flying dress.
- (4) Anti-G suit (para. 7 and 8).
- (5) Boots and blouse of flying dress (if required).

#### Note . . .

*If an immersion suit is worn the boots are permanently sealed to the bottoms of the trouser legs.*

- (6) Flying suit or immersion suit

#### Note . . .

*If a flying suit or flying dress blouse is worn pass the hoses of the anti-G and air ventilated suits through the slits provided. If an immersion suit is worn it will be necessary to pass the hoses through the rubber seals of the adapters positioned on the immersion suit trousers.*

- (7) Leg restraint garters (these may be separate items and are to be fitted and tightened just below the knee).
- (8) Life jacket or pressure jerkin.

#### Note . . .

*Before closing the sliding fastener of the jerkin, pass the hoses of the anti-G and air ventilated suits through the*

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*slit provided on the right leg (but see also para. 7 and 8).*

- (9) Connect the anti-G suit to the personal component of the P.E.C., but leave the air ventilated suit connected to the air supply.
- (10) Don the flying helmet and protective helmet.
- (11) Connect the oxygen mask tube to the oxygen supply hose and the Mk. 3 chest connection to the pressure jerkin (if worn). If the pressure jerkin is not worn, connect the oxygen mask tube

locating chain to the life jacket.

- (12) Connect the Mic/Tel lead plug to the socket on the jerkin hose assembly.
10. Conduct a functional check of the clothing assembly in accordance with the instructions on the universal test rig cabinet. Put on the gloves and proceed to the aircraft.

**Note . . .**

*Just before entering the aircraft, disconnect the air ventilated suit from the air supply and connect the hose to the personal component of the P.E.C.*



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