

Appendix 1

FLYING CLOTHING

Introduction

1. The following is the range of flying clothing available for use by the crew of Canberra T.13 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 all crew members :-</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/2024 | Garters, leg restraint Q.R. (these may be incorporated in the flying suit) |
| 22C/1725 to 1728 | Helmets, flying, Type G |
| 22C/2100 to 2124 | Helmets, protective Mk. 1A c/w visor attachment |
| 22C/1650 to 1651 | Screen anti-glare medium/large |
| 22C/1877 | Jackets, life saving, Mk.4A |
| 22C/1966 | Aircrew knife Mk. 2 |

The following items are used by the pupil and instructor only :-

| | |
|--------------------------------------|---|
| 22C/1733 to 1738 or 22C/1856 to 1861 | Suits air ventilated Mk. 2 |
| 6D/2234 | Suits air ventilated Mk. 2A A.V.S. Connector. This item is required only if the suit |

Ref. No.

Description

| | |
|-----------------|--|
| | air ventilated Mk. 2A is issued instead of suit air ventilated Mk. 2 |
| 6D/1911 to 1913 | Oxygen mask A13A/2 |

The following items are used by the navigator only :-

| | |
|------------------|---------------------------------|
| 22C/1856 to 1861 | Suits air ventilated Mk. 2A |
| 6D/2091 to 2093 | Oxygen mask A13A/4 |
| 6D/2169 | Oxygen mask hose assembly Mk. 2 |
| 6D/2236 | A.V.S. connector Mk. 5 |

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 provides a LOW ALTITUDE assembly and the oxygen system of the aircraft includes a Mk. 17D regulator; 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.4326 - 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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Dressing

5. The recommended order of dressing is as follows :-

Note . . .

A flying clothing worker, or other suitably qualified tradesman, should 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) Boots.
- (5) Flying suit (with fitted garters). Pass

the A.V.S. hose through the slit provided on the right side of this garment.

Note . . .

A better run of the hose may be achieved by ignoring the slit and passing it 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 A.V.S. hose connected and (bearing in mind that the hose is supplied longer than is normally required) route the hose to provide the most convenient 'run' so that it can be cut to the required length.

- (6) Don the flying helmet and oxygen mask.
- (7) 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.
- (8) Don the protective helmet.
- (9) 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 A.V.S. supply pipe in the aircraft (pupil and instructor) or to the personal component of the P.E.C. (navigator).

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