

Appendix 1  
FLYING CLOTHING

INTRODUCTION

1. The following is the range of flying clothing available for use in the Canberra B Mk.15 and B Mk.16 aircraft; it is also scaled in A.P.830, Vol.1, Sect.C, to which reference should be made as necessary.

<u>Ref. No.</u>	<u>Description</u>
22C/-	
1475-1478	Drawers, cotton short, aircrew
1162-1164	Vests string, aircrew
9421244-9421250 and 9424959	Socks, woollen, knitted, plain
9421251-9421258	Socks, woollen, knitted ribbed
1597-1606	Shirts, cotton, aircrew
	or
1657-1666	Shirts, aircrew N.P.
1527-1542	Boots, flying, 1952 pattern
1121-1126	Gloves, cape leather, N.P.
1904-1911	Suits, flying Mk.2
2024	Garters, leg restraint Q.R.
1725-1728	Helmets, flying, Type G
2100-2124	Helmets, protective Mk.1A c/w visor attachment
	Alternatively:-
	22C/1515-1526 Helmets Protective Mk.1A
	22C/1652-1654 Visor anti-glare Mk.2
	Medium/large
	comprising
	22C/1646/1647 Tracks mechanism
	Medium/large
1650-1651	Screen anti-glare Medium/large
1877	Jackets, life saving, Mk.4A
1966	Aircrew knife Mk.2
1733-1738	Suits air ventilated Mk.2 or alternatively:-
	22C/1856-1861 Suits air ventilated Mk.2A
6D/-	
2234	A.V.S. Connector.
	This item is required only if the suit air ventilated Mk.2A is issued instead of suit air ventilated Mk.2
1911-1913	Oxygen mask A13A/2

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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 in the Canberra B Mk.15 and B Mk.16 is a LOW ALTITUDE assembly. The oxygen systems of the aircraft include a Mk.17D regulator and limitations imposed on the use of the clothing assembly specified 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.4326P/Q.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.

#### DRESSING AND OXYGEN CHECKS - IN CREW ROOM

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.

- (1) Shirt.
- (2) Boots.
- (3) Flying suit (with fitted garters). Pass the A.V.S. hose through the slit provided on the right side of this garment. (Bomb aimer, Canberra B Mk.15 through slit on left side).

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 it to provide the most convenient "run" so that they 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.

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