

Chapter 1

WESSEX H.C. Mk. 2

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Introduction

1. The information in this chapter deals with the aircrew equipment assemblies for the pilot and navigator. The two seats are 'handed', in all other respects the seats and their equipment are identical.

2. When the role of the aircraft requires the use of the airborne winch, a winch operator is accommodated in the passengers' cabin.

COMPOSITION OF THE ASSEMBLY

3. Each assembly consists of the following items.—

Seat	Static (or non-ejection type)
Safety harness	Type Z lap straps and Type E.74247 Mk.36 and 37 inertia reel/shoulder strap assembly
Cushions	Seat and back.

4. Normally a parachute is not carried unless flight above 3000 feet is contemplated. When a parachute is to be worn, the appropriate cushion is removed from the seat.

Seat details

5. The pilot's and navigator's seats are adjustable for height, a lever being provided on the side of each seat for this purpose. The shoulder straps of the safety harness are connected to an inertia reel mechanism fitted on the back of the seat. The occupant can lean forward in the cockpit without having to disconnect the safety harness.

EQUIPPING THE SEAT

6. The following procedure is to be used, reference being made to fig. 1.—

- (1) Arrange the safety harness clear of the seat.

- (2) Ensure the seat is clean. Fit the seat and back cushions.

7 For flights involving the use of a parachute, the procedure is as follows.—

- (1) Arrange the safety harness clear of the seat.
- (2) Ensure the seat is clean, place the parachute pack and appropriate cushion in the seat and arrange the parachute harness straps neatly about the seat to receive the occupant.

STRAPPING-IN PROCEDURE

8. The crew member normally wears his life-jacket prior to entering the aircraft. For normal flight (refer to fig. 2) proceed as follows —

- (1) Sit in the seat.
- (2) Connect and tighten the lap straps of the safety harness. These are to be as tight as possible, consistent with comfort and the harness quick-release fitting is to be positioned as low as possible against the body
- (3) Connect the safety harness shoulder straps. These straps are directly attached to the inertia reel mechanism fitted on to the back of the seat.
- (4) If not already fitted, don the flying and protective helmets, fit the throat microphone and fasten the helmet chin straps.
- (5) Connect the Mic/Tel lead.

9 For flights involving the use of a parachute,

the following procedure is to be adopted:—

- (1) Sit in the seat
- (2) Connect and tighten the parachute harness straps, ensuring that the shoulder straps pass under the folds of the life-jacket stole and that the quick-release fitting is positioned approximately in the centre of the body
- (3) Connect and tighten the safety harness lap straps, ensuring that the quick-release fitting is positioned as low as possible against the body
- (4) Connect the safety harness shoulder straps, ensuring that they pass under the folds of the life-jacket stole.
- (5) If not already fitted, don the flying and protective helmets and fasten the chin straps.
- (6) Connect the Mic/Tel lead.

EMERGENCIES

10. Instructions for dealing with emergencies in flight are contained in A.P.4723B—P.N

LEAVING THE AIRCRAFT AFTER LANDING

11 The following instructions are to be applied, as appropriate.

- (1) Disconnect the Mic/Tel lead.
- (2) Release the safety harness straps.
- (3) Release the parachute harness straps and return the quick-release fitting to the 'locked' position.
- (4) Vacate the seat.

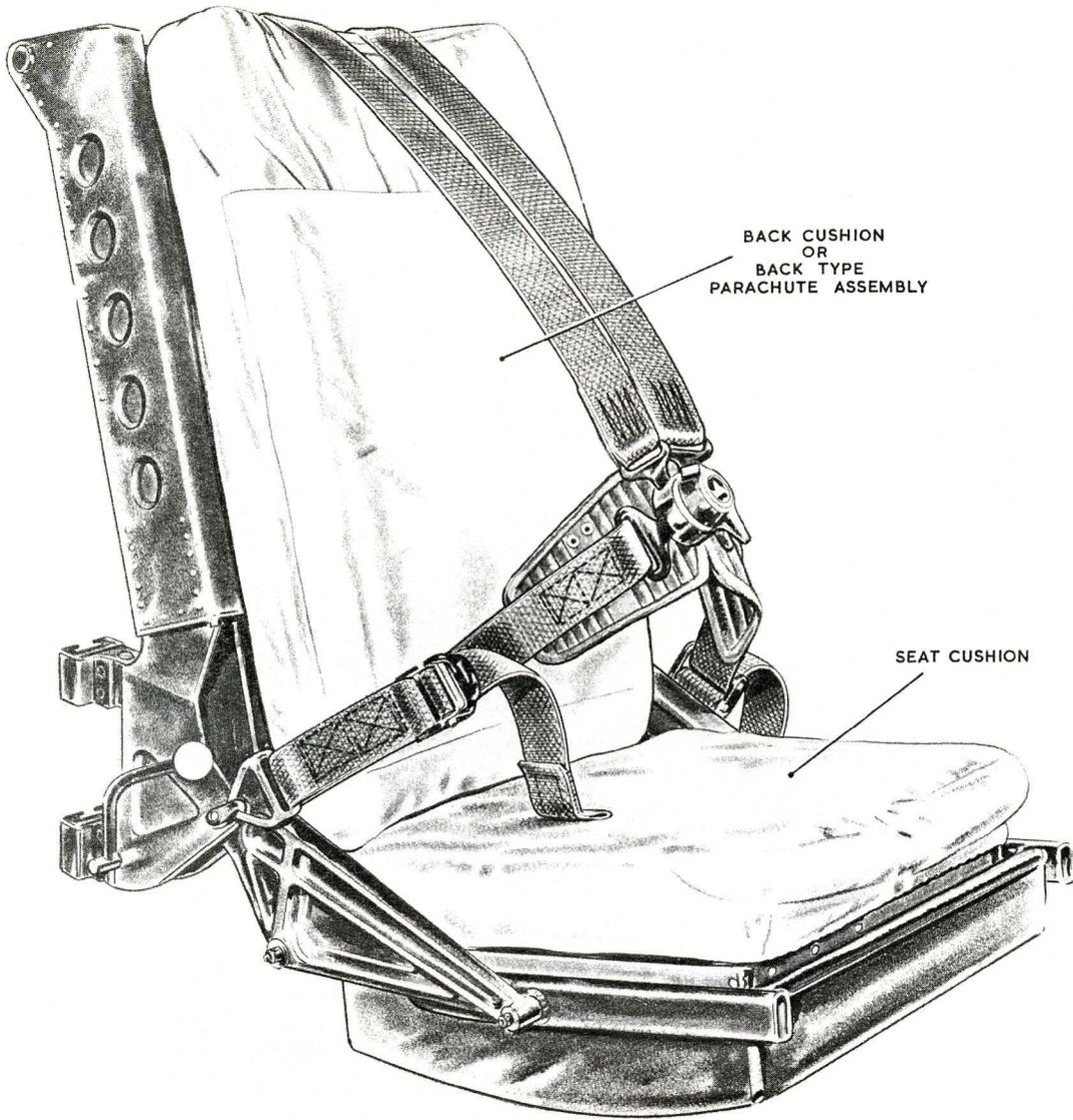


Fig. 1. The seat equipped

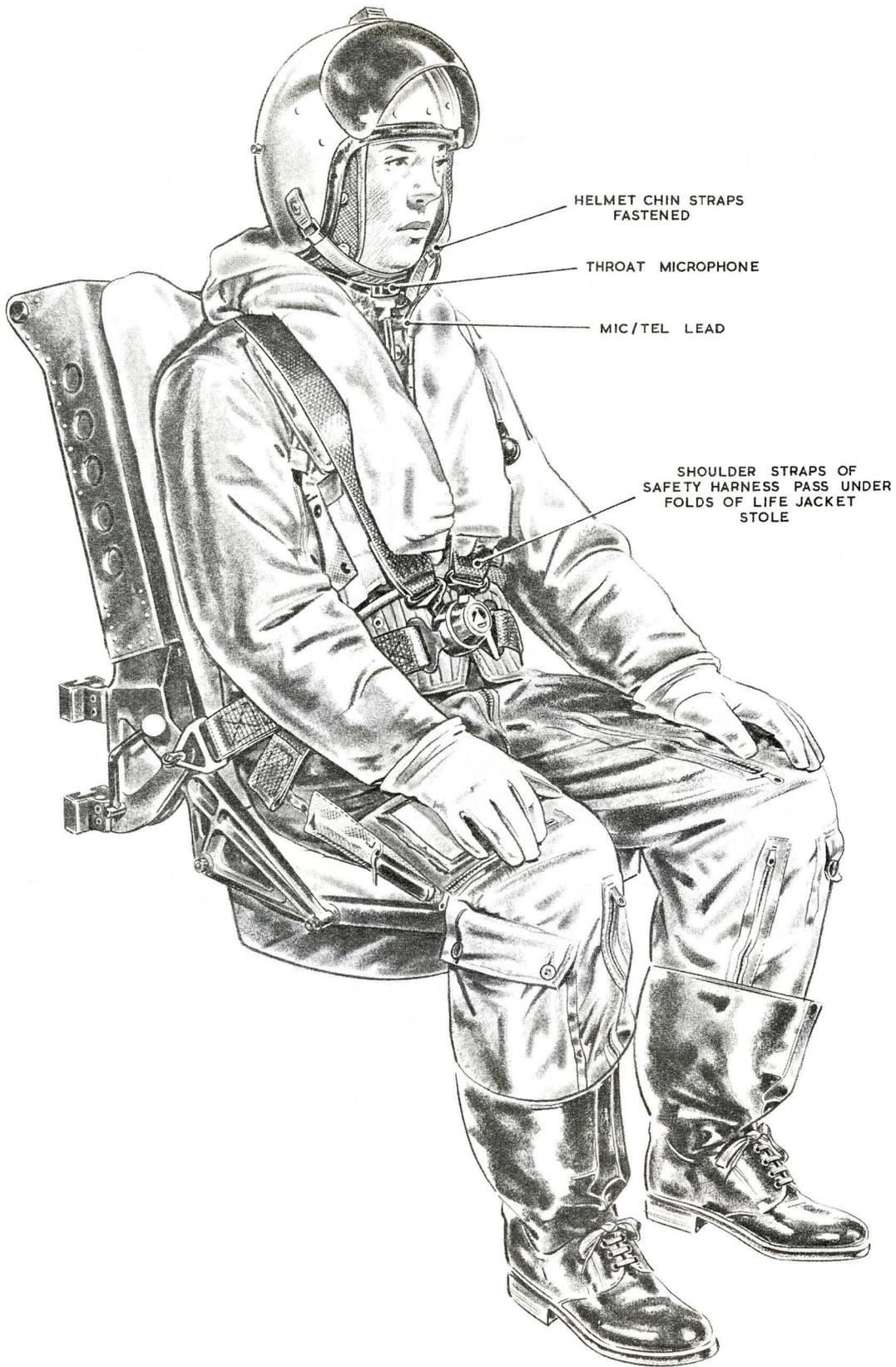
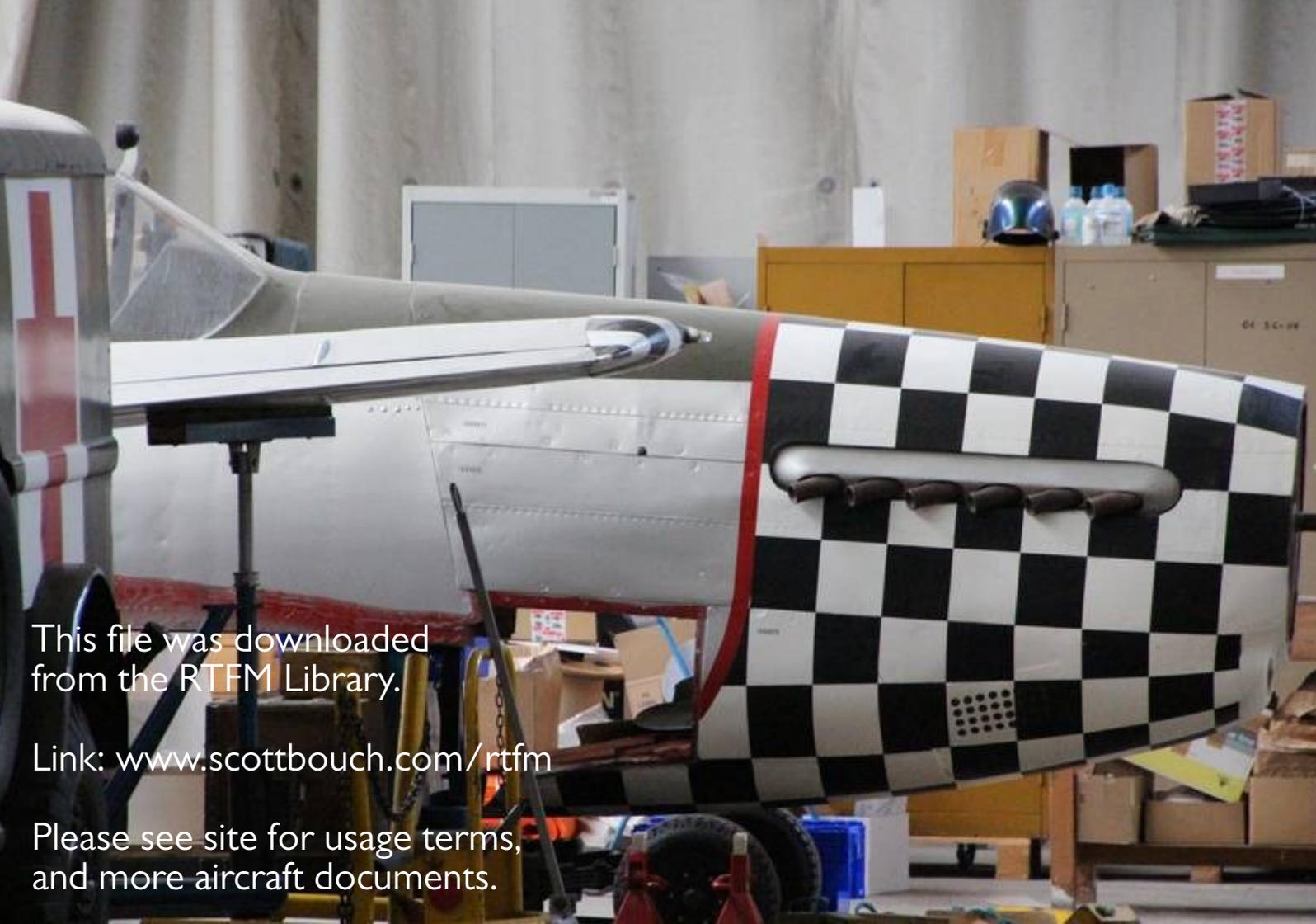


Fig. 2. The seat occupied

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