

DESCRIPTION & MAINTENANCE INSTRUCTIONS

SAFETY EQUIPMENT STOWAGE

INFORMATION

1 Experience reveals that at every unit and in almost every aircraft there is a different method of stowing the safety equipment. This is caused by the differences that exist in the amount and variety of equipment carried by different operators, the problem of space and of aircraft configuration, and the lack of suitable instructions on the subject.

2 A number of suggestions have been reviewed, most of which concerned the installation of special racks. These have been ruled out as impractical because they add weight of their own in addition to concentrating all the equipment in one location creating weight, balance, and stress problems. Further, they are inflexible to the frequent changes in scale and size of individual items of equipment.

3 In selecting locations for stowage of safety equipment on the Expeditor Aircraft the following general considerations are pertinent.

(a) Location of the equipment will affect the weight and balance of the aircraft, sometimes critically, depending upon amount and variety carried and aircraft configuration, e.g., transport vs trainer.

(b) The safety equipment must be securely tied down to afford maximum protection during forced landings.

(c) The equipment must be conveniently stowed for easy accessibility and to avoid handling through restricted exits such as from behind the partition in the lavatory compartment where many units stow a majority of the equipment. Basic kits and life rafts, for these reasons, should be stowed opposite the main exit. On the other hand, because of their less urgent nature AFHQ has approved the stowage of sleeping bags and ration cartons in the nose

baggage compartment. Experience again shows this space is seldom if ever used for baggage.

4 Incidentally, it is strongly recommended that when safety equipment is to be carried in the transport aircraft the rear starboard seat be removed to provide stowage space. In the majority of transport models it is impossible depending on basic weight and C of G location, to carry safety equipment in addition to five passengers plus baggage without using fuel for ballast, when the quantity of fuel is already undesirably reduced to maintain gross weight, within limits. In the rare cases where it is possible, range is considerably reduced and fuel management becomes very complicated.

RECOMMENDATIONS

5 It is recommended individual items of safety equipment be stowed as follows:-

BASIC KIT (75 lbs)-LIFE RAFT ASSEMBLY
6 MAN (40 lbs)

(a) The only suitable location is opposite the main exit and secured with harness described in EO 05-45B-6A/65. Rear starboard seat should be removed when this equipment is carried in transport models.

SLEEPING BAGS AND RATIONS (60 lbs)

(b) Should be carried in nose baggage compartment.

SIX MAN SURVIVAL KIT (50 lbs)

(c) Stowed as described in EO 05-45B-6A/65 on navigation trainers. This equipment, if carried, may be stowed opposite to the main exit on transport models.

MARITIME SURVIVAL KIT (35 lbs)

(d) May be stowed in the same position as

that of the Six Man Survival Kit in the navigation trainers using same harness. This equipment, if carried on transport models, may be stowed opposite the main exit or behind the rear port seat if practicable.

6 It stands to reason that seldom if ever all of the above equipment will be carried at

the same time on the aircraft and that in most occasions the total weight of the equipment will not exceed 200 pounds.

7 Further, the above recommendations must be regarded as flexible in that specific circumstances will call for some variation be it for weight, balance, or other considerations.

, ISSUED ON THE AUTHORITY OF THE CHIEF OF THE AIR STAFF