

1004-8 auto

D.C.

ROYAL CANADIAN AIR FORCE

EO 55-45-5
18 Jun 64

LIST OF SPECIAL INSPECTIONS

SAFETY HARNESS

(This EO replaces EO 55-45-5 dated 3 Jan 63)

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LATEST DATE	EO NO	TITLE
	55-45-5/1	(Rescinded)
*	/2	(Rescinded) Safety Harness Shoulder CF104, CF104D and CF101
*	/3	(Rescinded) Lap Strap Type ZB Safety Harness Sabre, T33 and CF100
*	/4	(Rescinded) Lap Strap Type ZB Safety Harness
*	/5	(Rescinded) MA6 Lap Belt Safety Harness
*	/6	(Rescinded) MA5 and MA6 - Locking Latch Tab

SUPERSEDED
30 Nov 70



* Asterisks appearing opposite entries denote changes since last issue.

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

9 JUN 49

Duplicate

SPECIAL INSPECTION

**AIRCRAFT SAFETY HARNESSSES TYPE "Q"
AND TYPE "Q" VARIANTS**

EQUIPMENT AFFECTED:	All aircraft fitted with above harnesses
BY WHOM WORK WILL BE PERFORMED:	Operating units, RDs and SDs
WHEN WORK WILL BE PERFORMED:	At earliest opportunity
RCAF FORM ENTRIES:	N.A.
INSPECTION OF SPARES IN STOCK:	At earliest opportunity
RETURNS:	CHQ consolidated to AMCHQ

PURPOSE

1 To determine quantity of harness requiring modification so that necessary procurement action may be taken.

INSPECTION DATA

2 Inspect all safety harness of above type to ensure that the adjustable thigh strap portion is manufactured from $1\frac{1}{4}$ " wide 2-ply undyed webbing which has a linen warp and cotton weft.

3 Cases may be found where the adjustable thigh strap portion is manufactured from 2" wide khaki cotton webbing.

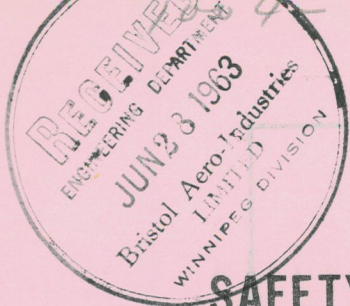
4 Harness found to have 2" wide khaki cotton webbing to be reported through CHQ to AMCHQ.

RESCINDEDAUTH. *Index-15 Mar 60*

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Prepared By:
AMC/SAESO/E2



SPECIAL INSPECTION

SAFETY HARNESS SHOULDER CF104, CF104D AND CF101

(This EO replaces EO 55-45-5/2 dated 7 May 62)

EQUIPMENT AFFECTED:

Shoulder harness type MB-1A and MB-2A (Incorporating soft green coloured dacron webbing)

BY WHOM WORK WILL BE PERFORMED:

Operating Units

WHEN WORK WILL BE PERFORMED:

Not more than two weeks after receipt of leaflet

RCAF FORM ENTRIES:

L14-1B, Seat L14-8

INSPECTION OF SPARES IN STOCK:

All to be inspected

RETURNS:

Report total quantity of belts reworked to AMCHQ

PURPOSE

1 To check dimension of shoulder harness loops where they attach to the release buckle of the lap belt.

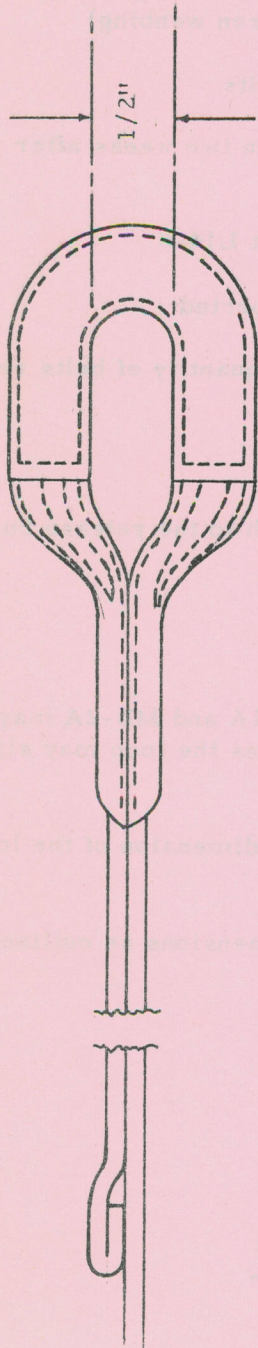
INSPECTION DATA

2 The following is the sequence of inspection:

- (a) Reports indicate that loops on the shoulder harness type MB-1A and MB-2A may be oversize. This could create a snag condition on man seat separation as the loop may slip over the barrel of the lap belt mechanism.
- (b) All shoulder harness loops are to be inspected and the inside dimension of the loops must meet the dimensions as outlined by Figure 1 Details A and B.
- (c) All out of tolerance loops are to be stitched to the correct dimensions as outlined by Figure 1, Detail B.
- (d) Dimensions are to be rechecked after stitching.

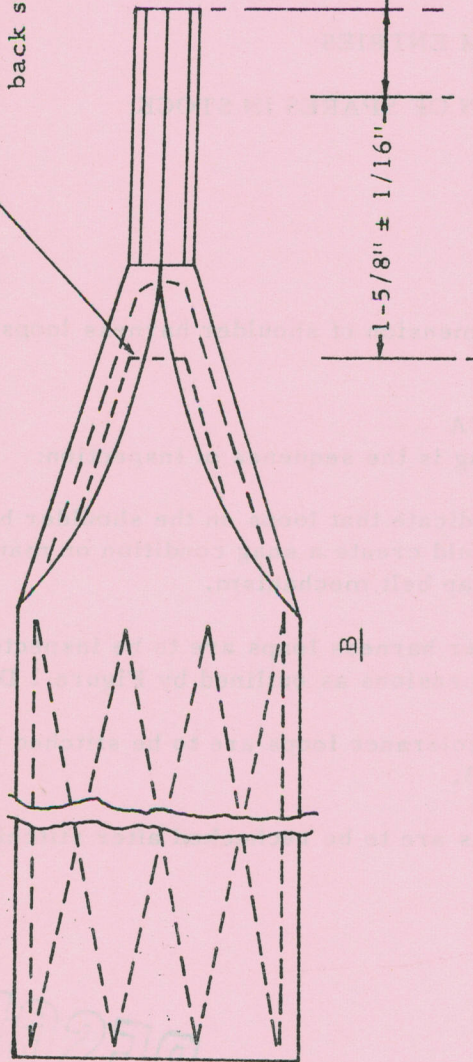
RESCINDED

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Thread nylon Ref. 32B/383
 Spec MIL-T-7807, Size E, Class 1, Type 1
 Not less than 8 nor more than 10 stitches
 per inch. All ends of stitching shall be
 back stitched not less than 3/8"

A



B

Figure 1

SPECIAL INSPECTION

LAP STRAP TYPE ZB SAFETY HARNESS
SABRE, T33 AND CF100

(This EO replaces EO 55-45-5/3 dated 26 Mar 63)



EQUIPMENT AFFECTED:	Safety Harness Sabre, T33 and CF100 Aircraft
BY WHOM WORK WILL BE PERFORMED:	Operating Units, RDs and Contractors
WHEN WORK WILL BE PERFORMED:	At or before next Periodic Inspection
RCAF FORM ENTRIES:	L14-1B, Seat L14-8
INSPECTION OF SPARES IN STOCK:	All to be inspected
RETURNS:	Nil

PURPOSE

1 To ensure that the adjustable portion of the left or right-hand lap strap (as applicable) may be removed from the adjustment adapter and thus free the aircrew in the event the quick release box jams.

INSPECTION DATA

2 All type ZB harnesses are to be inspected as follows:

- (a) CF100 - Ensure that the left-hand adjustable strap conforms to EO 55-45-2, Part 1, Section 1, page 2, paragraph 3(b)(3). All straps to be reworked as required.
- (b) T33 - As above.
- (c) Sabre - As above with the exception that it is the right-hand strap that is not to be turned back leaving this strap free to be removed from the adjustment adapter in case of jamming of the quick release box.

NOTE

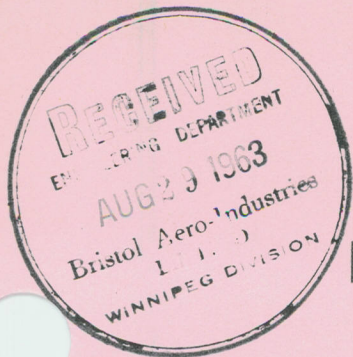
The adjustable part of the lap strap that does not have the stop is always on the opposite side to the side that the box and operating cable are attached.

RESCINDED

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Prepared by:
AMC/SAMO/PA3



SPECIAL INSPECTION

LAP STRAP TYPE ZB SAFETY HARNESS

(This EO replaces EO 55-45-5/3 dated 18 Apr 63)

EQUIPMENT AFFECTED:	All type ZB safety harness
BY WHOM WORK WILL BE PERFORMED:	Operating Units, RDs and Contractors
WHEN WORK WILL BE PERFORMED:	At or before next Periodic Inspection
RCAF FORM ENTRIES:	L14-1B, Seat L14-8
INSPECTION OF SPARES IN STOCK:	All to be inspected
RETURNS:	Nil

PURPOSE

1 To ensure that the adjustable portion of the left or right-hand lap strap (as applicable) may be removed from the adjustment adaptor and thus free the aircrew in the event the quick release box jams.

INSPECTION DATA

2 All type ZB harnesses are to be inspected as follows:

- (a) CF100 - Ensure that the left-hand adjustable strap conforms to EO 55-45-2, Part 1, Section 1, page 2, paragraph 3 (b) (3). All straps to be reworked as required.
- (b) T33 - As above.
- (c) Sabre - As above with the exception that it is the right-hand strap that is not to be turned back leaving this strap free to be removed from the adjustment adaptor in case of jamming of the quick release box.
- (d) All other aircraft with ZB type harness are to conform to EO 55-45-2, Part 1, Section 1, page 2, paragraph 3 (b) (3). Straps to be reworked as required.

NOTE

On ZB type harness with automatic opening release box the adjustable part of the lap strap that does not have the stop is always on the opposite side to the side that the box and operating cable are attached.

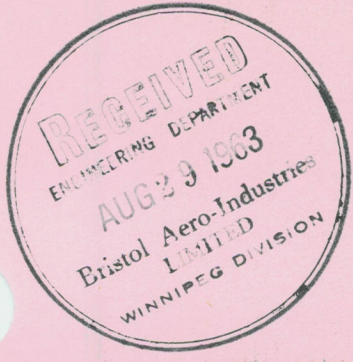
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SPECIAL INSPECTION

MA6 LAP BELT SAFETY HARNESS

EQUIPMENT AFFECTED:	MA6 Safety Harness, Ref. 15E/1680-00-516-6544, CF104 and CF104D Aircraft
BY WHOM WORK WILL BE PERFORMED:	Operating Units, RDs and Contractors
WHEN WORK WILL BE PERFORMED:	To be completed by 1 Oct 63
RCAF FORM ENTRIES:	L14-1B, Seat L14-8
INSPECTION OF SPARES IN STOCK:	All to be inspected
RETURNS:	Report to AMCHQ by message

PURPOSE

1 To ensure that all CF104 and CF104D aircraft are equipped with the MA6 lap belt incorporating soft sea green dacron webbing from the adjustment buckle to the quick release fitting on both the right and left-hand sides.

INSPECTION DATA

2 All lap belt safety harnesses installed in CF104 and CF104D are to be inspected to ensure that the portion of webbing from the adjustment adapter Part 61C4148 to the quick release fitting, left and right-hand sides, is soft sea green webbing or Ref. 32B/8305-21-802-8926 webbing textile dacron blue.

NOTE

Webbing from the seat attachment fitting to the adjustment adapter may be nylon or dacron and both are acceptable for this portion.

ADDITIONAL DATA

3 Lap belts not incorporating the above webbing are to have the webbing carefully removed and replaced with Ref. 32B/8305-21-802-8926 webbing textile, dacron, blue using the same stitch pattern and sewing with thread Ref. 32B/8310-21-806-5032 nylon, #5 cord.

*Rescinded
Index June 18/64*

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ROYAL CANADIAN AIR FORCE

EO 55-45-5/6
9 Aug 63



SPECIAL INSPECTION

MA5 AND MA6 - LOCKING LATCH TAB

EQUIPMENT AFFECTED:	MA5 and MA6 Lap Belt Safety Harness
BY WHOM WORK WILL BE PERFORMED:	Operating Units, RDs and Contractors
WHEN WORK WILL BE PERFORMED:	To be completed by 15 Sep 63
RCAF FORM ENTRIES:	L14-1B, Seat L14-8
INSPECTION OF SPARES IN STOCK:	All to be inspected
RETURNS:	Nil

PURPOSE

1 To ensure that press-the-dot fastener on the locking tab installed by EO 55-45-6A/24 is properly positioned.

INSPECTION DATA

2 All lap belts MA5 and MA6 are to have locking tabs inspected to ensure that the press-the-dot fastener is correctly positioned as outlined by EO 55-45-6A/24, Figure 1, Detail B and that sufficient clearance exists on the locking tab to allow easy attachment of the male and female portion when the lap belt is fastening the aircrew in position. Where proper slack does not exist a new tab is to be manufactured and installed with proper slack.

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