OXYGEN SYSTEM

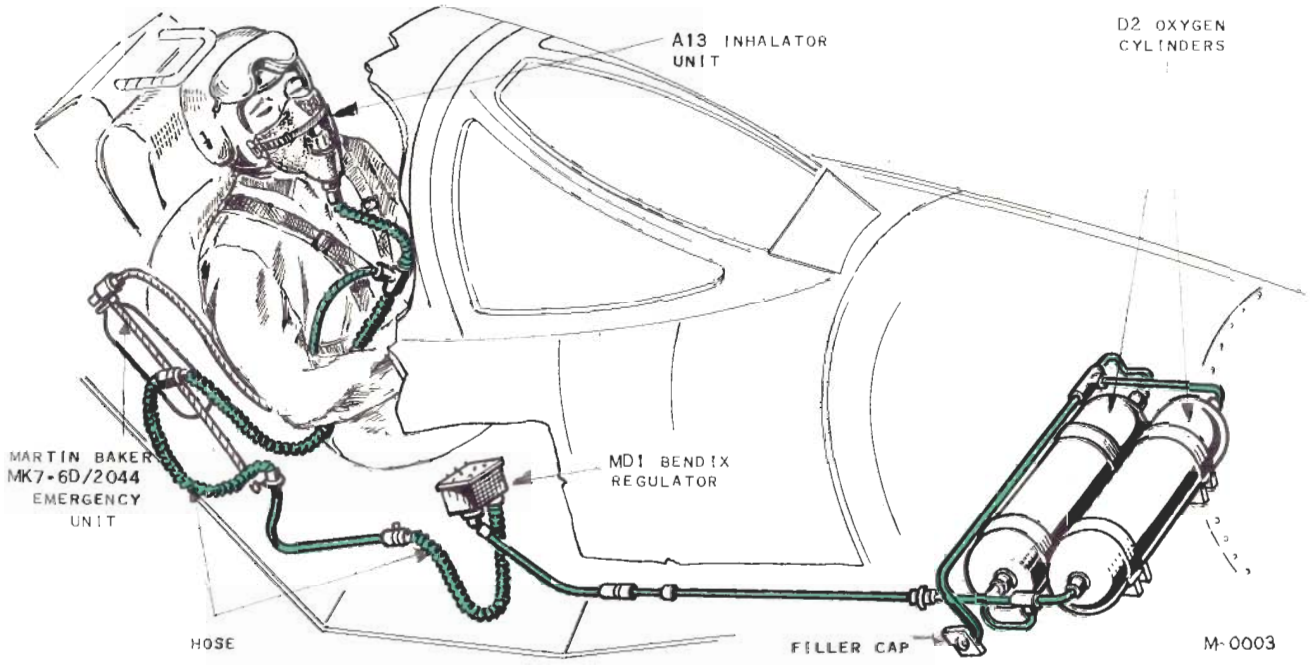

Figure 4-15

OXYGEN REGULATOR

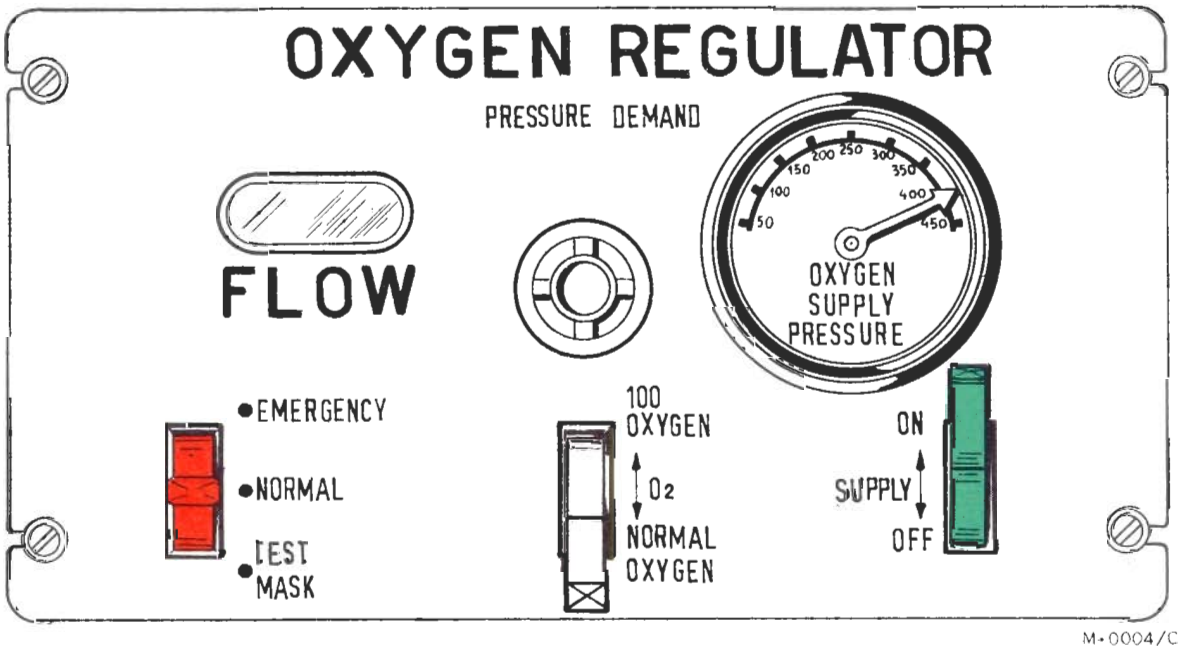

Figure 4-16

CALCULATED DURATION OF OXYGEN - Numbers out of brackets represent flow in hours with white lever on NORMAL OXYGEN

2 Type D-2 cylinders - Numbers in brackets represent flow in hours with white lever on 100% OXYGEN

Cockpit alt. in ft.	Indicated pressure in p.s.i.						
	400	350	300	250	200	150	100
30.000	2.1 (2.1)	1.8 (1.8)	1.5 (1.5)	1.2 (1.2)	0.9 (0.9)	0.6 (0.6)	0.4 (0.4)
25.000	1.9 (1.5)	1.6 (1.3)	1.4 (1.1)	1.1 (0.9)	0.8 (0.7)	0.6 (0.5)	0.4 (0.3)
20.000	2.2 (1.1)	1.9 (0.9)	1.6 (0.8)	1.3 (0.6)	1.0 (0.4)	0.7 (0.3)	0.4 (0.2)
15.000	2.7 (0.9)	2.3 (0.7)	2.0 (0.6)	1.6 (0.5)	1.2 (0.4)	0.9 (0.3)	0.6 (0.2)
10.000	3.6 (0.7)	3.1 (0.6)	2.7 (0.5)	2.2 (0.4)	1.7 (0.3)	1.2 (0.2)	0.8 (0.1)

When indicated pressure is less than 100 p.s.i. descend to altitude where use of oxygen is not necessary.

TABLE 4-1

SYSTEM CONTROLS

DELIVERY CONTROL

Delivery to the regulator is controlled by a green lever marked SUPPLY. Lever has two positions; ON and OFF.

DILUTER LEVER

System is adjusted by a two position « 100% OXYGEN » and « NORMAL OXYGEN » white lever. When lever is moved to NORMAL OXYGEN an air-oxygen mixture is established by the regulator for the altitude at which the airplane is flying. When lever is moved to 100% OXYGEN, pure oxygen is delivered.

EMERGENCY LEVER

This three position lever (EMERGENCY-NORMAL-TEST MASK) is kept on NORMAL during normal operation. When the lever is moved to TEST MASK, a steady flow of oxygen under pressure is provided. When released the lever will return to NORMAL. When the lever is placed on EMERGENCY, the lever remains in position and provides continuous positive pressure to the mask regardless of any other regulator setting.

NORMAL OPERATION

1) Check charge of cylinder on gange, it should be 400 p.s.i.: otherwise charge the system.
2) Delivery control ON.
3) Diluter lever to NORMAL OXYGEN.
4) Emergency control on NORMAL.

NOTE Above 30,000 feet, a vibration or wheezing sound may sometimes be noticed in the mask. This noise is a normal characteristic of regulator operation and may be overlooked.

EMERGENCY OPERATION

If pilot experiences anoxia due to improper operation of regulator move white lever to 100% OXYGEN. If this is insufficient cut out regulator by moving red lever to EMERGENCY.

PHOTOGRAPHIC SYSTEM

The system includes three Vinten F 95 MK3 cameras with related control panel and a D6B magnetic recorder with a control panel. The magnetic recorder has been described in a previous section.

CAMERA SYSTEM

The cameras are located in the airplane nose (fig. 4-17) one behind the other and have these functions: