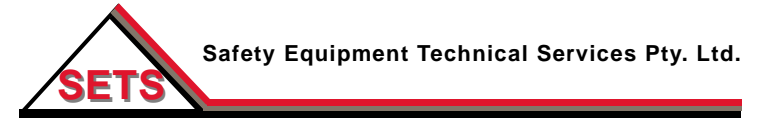




Diagram 3: Hypothermic Strap



Diagram 4: Chest Strap



Rescue Strop Installation Instructions and Limitations

Applicable Part Numbers

HW-STP [h]

Australian Technical Standard Order
(ATSO)

Number: ...C1003...

This supplement approves the use of SETS Rescue Strop, (Pt No. HW-STP [h]) under certain conditions.

The information contained within this Installation Instructions and Limitations Manual contains information which supplements that of the Approved Flight Manual. For data not contained in this manual, refer to the basic Approved Flight manual. When in use, the data in this supplement has precedence over the equivalent data in the basic Approved Flight Manual.

The ATSO prescribes the minimum performance standards which must be met by a Helicopter External Lifting Device in order to be identified with the ATSO-C1003 marking. It is the responsibility of those wishing to install the SETS Rescue Strop on or within an aircraft to determine that the aircraft's installation conditions are within the ATSO-C1003 standards. The SETS Rescue Strop may only be installed if further evaluation, by the user/installer, substantiates an acceptable installation and is approved by the Civil Aviation Safety Authority.

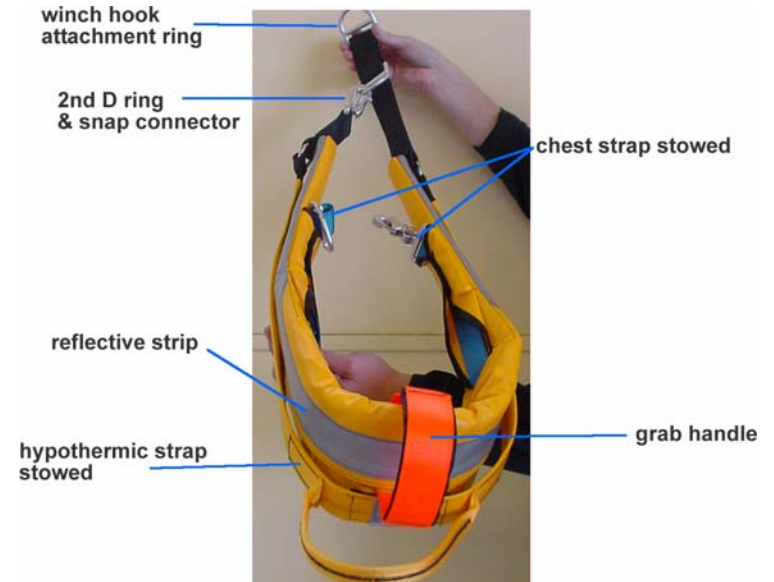


Diagram 2: Main Sling

Sub-Part D

This comprises of the hypothermic strap.

The hypothermic strap is attached to the two O rings on the main sling.

It is covered for most of it's length.

There is a large looped handle on the centre of the strap to enable crew to locate it easily for activation of the strap.

The hypothermic strap is held in position with loop and pile fastener on each end and in the middle.

Sub-Part E

This comprises of the left and right chest strap covers.

These are attached onto the main sling cover just outside the chest strap cut outs.

These covers keep the chest straps located in a 'packed' position until needed.

Sub-Part F

This comprises of the 'grab' handle.

This is located on the outside of the main sling cover to enable the helicopter crew to assist the user inside the aircraft when at the door.

It is a bright orange colour to enable easy identification.

Log of Effective Pages:

Page	Issue Date	Page	Issue Date
1	28-05-2004	7	28-05-2004
2	28-05-2004	8	28-05-2004
3	28-05-2004	9	28-05-2004
4	28-05-2004	10	28-05-2004
5	28-05-2004	11	28-05-2004
6	28-05-2004	12	28-05-2004

Log of Revisions:

Revision	Date	Revision	Date
Initial Issue	28-05-2004		

Copyright © 2004 by Safety Equipment Technical Services Pty Ltd

All rights reserved. No Part of this publication may be reproduced or distributed in any form or by any means, or stored in a data base or retrieval system, without the prior written permission of Safety Equipment Technical Services Pty Ltd.

Safety Equipment Technical Services Pty Ltd

6 Rialton Avenue

Blackburn Nth, Vic, 3130. Australia

Tel: 61 3 9878 7158

Produced by Safety Equipment Technical Services Pty Ltd

Section 1 General

The SETS Rescue Strop is used to transfer personnel and survivors to and from the helicopter.

Section 2 Limitations

Note: The Rescue Strop is not a seat belt for the purposes of CAR 251.

The following limitations shall be observed:

1. Personnel using the Rescue Strop shall be familiar with the operation of the assembly and the emergency procedures of this supplement.
2. The aircraft shall be manoeuvred in such a way that personnel and/or survivors are not subjected to additional risk while using the rescue strop.
3. The pilot shall ensure that the movement of personnel and/or survivors about the aircraft will not result in the aircraft's centre of gravity limits being exceeded.
4. An approved seat and seat restraint must be available at all times to all personnel and/or survivors for take off, landing and emergency conditions.
5. No component of the rescue strop may be used at any time ten (10) years after the date of manufacture marked on the strop.

Sub-Part B

This part comprises of the main sling cover assembly. It is made up of a material which is yellow in colour. It has a fluorescent strip along the top half when assembled correctly to allow the user to identify the orientation of the sling even in the more difficult of circumstances. There is comfort padding installed inside the cover against the main sling.

There are two cut out sections on the inside of the cover which allows the chest straps to exit the cover.

The sling cover is closed using a loop and pile fastener along the inside edge.

Sub-Part C

This part comprises of the left and right side chest straps. This is a continuous strap which is attached to the main sling inside the cover and padding.

The chest strap is adjustable on the left side only. This adjustment caters for most sizes.

The left side chest strap has a V ring adjuster attached.

The right side chest strap has a snap attached to the end.

The strop is described below:

Rescue Strop Part No. HW-STP [h]

The SETS Rescue Strop is a 'horse collar' type rescue sling attached to the helicopter winch hook.

It has a hypothermic strap attached to the outside of the main sling and a chest strap attached to the inside of the main sling.

Sub-Part A

This part comprises of the main sling. It has a D ring on one end. This D ring is the winch hook attachment point.

Immediately below the end D ring is a second D ring, which is bent to allow the snap at the other end of the main sling to couple with it easily.

There are two O rings attached to the main sling below the snap and below the second bent D ring. These are the attachment points for the Hypothermic strap.

The mid section of the sling is widened with two overlaid lengths of webbing to give the user more comfort and support around the back and under the arm pits.

Section 3 Emergency Procedures

In the event of an emergency, or at the direction of the pilot, personnel should:

1. Release the rescue strop from the winch hook by either the winch hook or by activating the emergency release mechanism from within the aircraft and ensure any survivors are positioned in an approved restraint.
2. Return to the original seat.
3. Put on seat restraint.

Section 4 Normal Procedures

Pre-Flight

The following inspections and procedures should be carried out prior to flight:

1. Inspect the snaps to ensure that the gates and springs are not worn, bent, broken, corroded or choked with dirt, mud, oil or grease.
2. Inspect the adjusters to ensure that the friction bars are fitted correctly and that the knurled bars are not worn and that the hardware is free from dirt, mud, oil, grease and corrosion.
3. Inspect all webbing to ensure there are no abrasions, cuts, burns or contamination by harmful substances.
4. Ensure that the webbing is routed through the hardware adjusters correctly without twists.

5. Inspect all stitching to ensure the stitching is intact and that there are no broken, pulled, burnt or missing stitches in any part of the assembly.

Operation

To fit the rescue strop correctly:

Place the strop around the personnel's/survivor's upper body, under the armpits.

1. If the strop is uncoupled, place the strop around the torso and attach the snap to the second (bent) D ring.
2. If the strop is coupled, place the arms and head through the strop until it is sitting comfortably around the torso under the armpits.
3. Secure the chest strap by attaching the quick eject snap to the V ring adjuster. Ensuring the rear cover of the snap is pushed home.



Diagram 1: Fitting the Rescue Strop

Hypothermic Strap

The hypothermic strap is attached to the outside of the strop between the two O rings located below the main attachment and coupling hardware. This strap is designed to allow a rescuer to lift a survivor in a semi-horizontal position to reduce the risk of post rescue collapse.

To detach the hypothermic strap for use, grasp the large yellow looped handle on the rear, centre of the strop and pull the strap away from the retention loop and pile fastener and bring it around and under the survivor's legs allowing it to rest under their knees.

Section 5 Performance

This equipment has no bearing on aircraft performance.

Section 6 Weight and Balance

The pilot should consider the weight and balance of the rescue strop as part of the weight of the wearer.

The pilot shall ensure that the movement of personnel/survivors about the aircraft will not result in the aircraft's centre of gravity limits being exceeded.

Section 7 Systems Description

When correctly fitted, the rescue strop enables personnel to carry out their duties in a comfortable, safe environment.