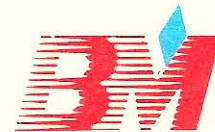
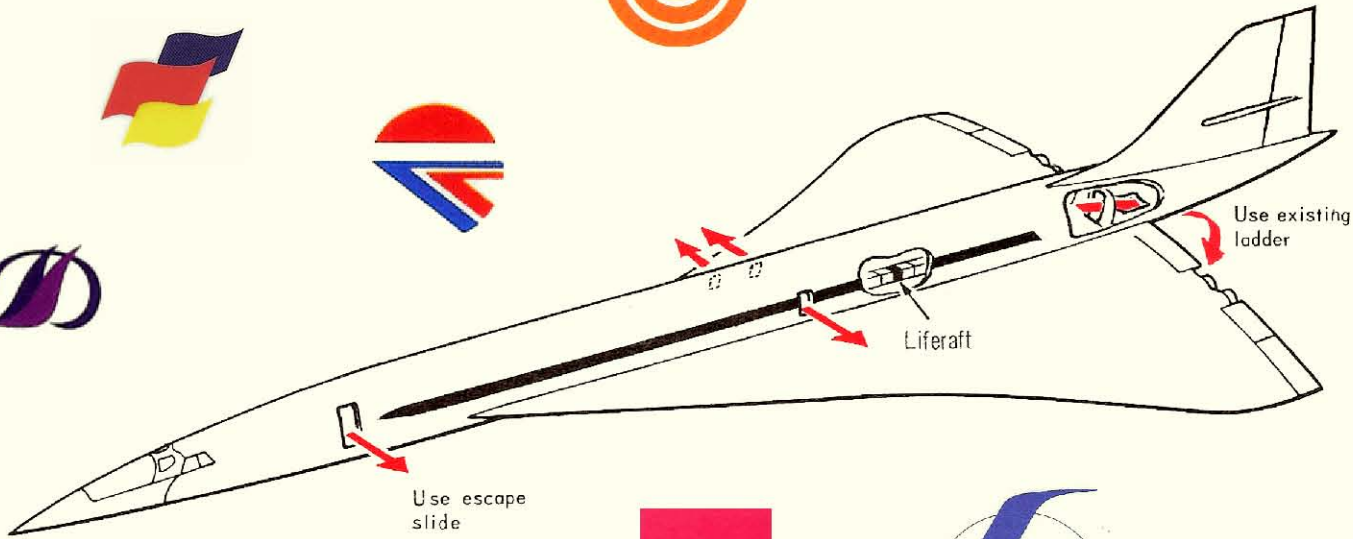




SAFETY ON BOARD

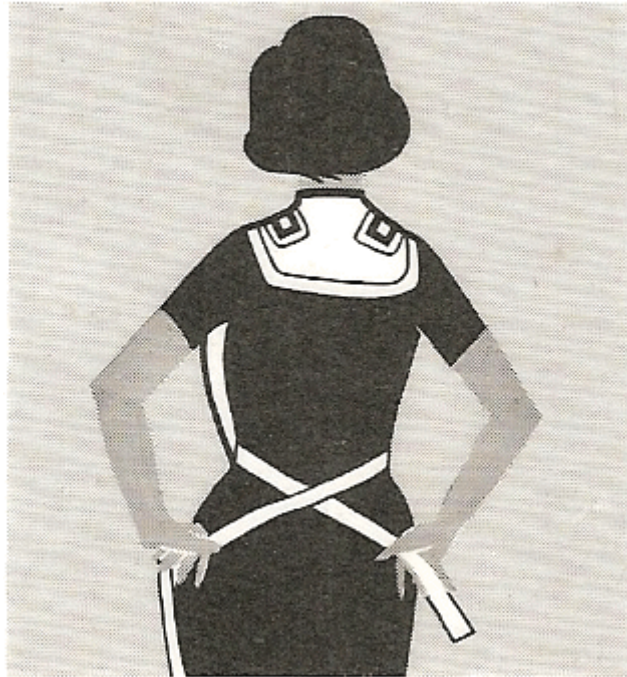


A History of British Airlines through their Safety Cards



Chris Brady





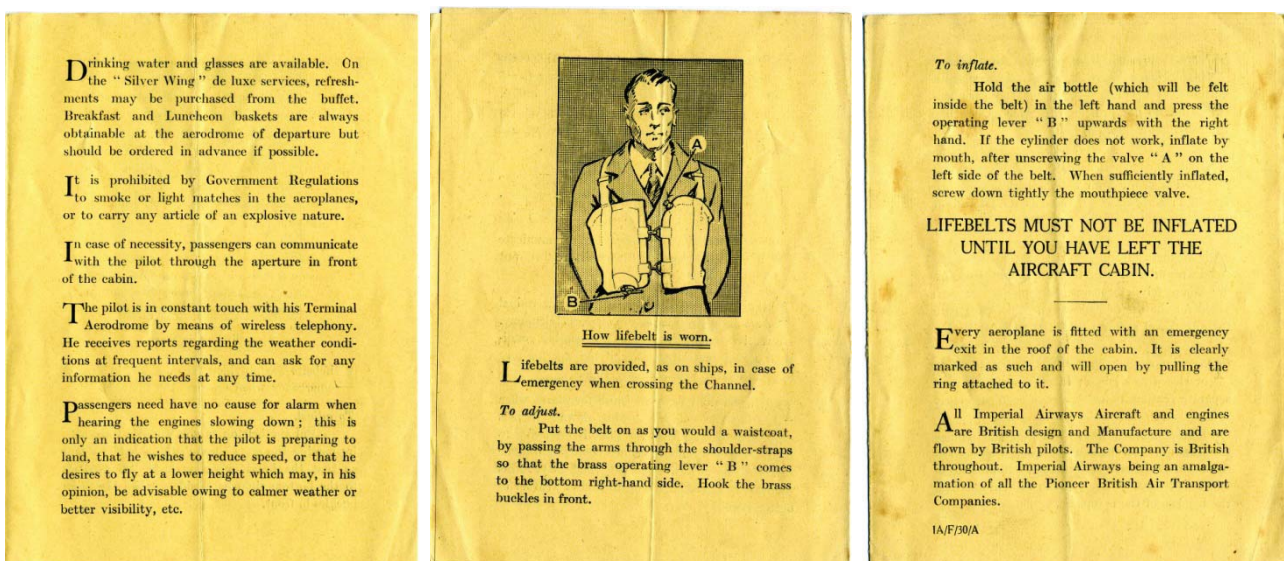
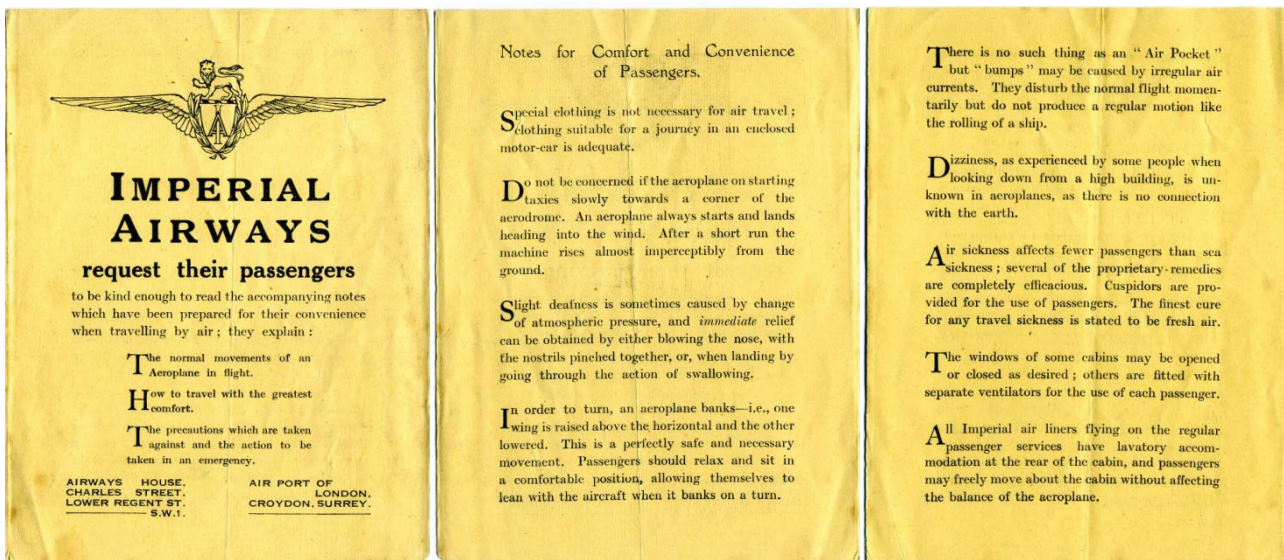
Introduction

In this age of frequent flight, we are all familiar with the pre-flight safety briefing from the cabin crew and the accompanying request to “Please take out and study the safety card in the seat pocket in front of you.” What few of us realise, however, is that the evolution of this simple card we see today can give a unique view of the history of airlines and air travel. We can trace air travel from its early days when it was accessible only to a glamorous and privileged elite, to the regular, flexible or low cost service we take for granted today. We can see airline safety evolve from random beginnings to incorporate the very latest developments, and we can even follow the corporate histories as airlines merge and grow whilst others represented here may now be almost forgotten. And we can see the history of design as logos and liveries change and graphics become ever clearer and simpler to deliver their essential message.

The History of Safety Cards

1920s

Following the pioneering days of flight and the rapid technological developments of the First World War, the 1920s saw the birth of passenger carrying aircraft. It also saw the origins of airline safety cards. The date of the world's first safety card is unknown, but this passenger information booklet from Imperial Airways in 1927 is certainly one of the earliest publications of safety instructions. The passengers would have had no idea what to expect and may have been very apprehensive, but they would almost certainly have belonged to an elite familiar with travel on ocean liners and the model for presenting safety information no doubt owes much to procedures at sea. Much of the six page booklet addresses passenger comfort and convenience and explaining noises which may be heard or physical effects which may be experienced to people who had not only never flown, but who had probably never met anyone else who had either. In fact, the safety aspects were limited to use of the lifejacket and the location and operation of the emergency exits in the roof.



The Imperial Airways passenger information booklet, 1927

(Photos René Huddleston)

EMERGENCY PROCEDURES

QUE FAIRE EN CAS DE DANGER

Concorde 002 G-BSST

A. Gardez votre calme, éteignez votre cigarette. N'utilisez ni allumettes ni briquet. Désserez votre col, enlevez votre cravate, débarassez-vous de vos lunettes, de vos chaussures à hauts talons et de tout objet pointu ou tranchant dans vos poches.

B. Tirez votre gilet de sauvetage de son logement placé sous votre siège. Ce logement s'ouvre sur le devant.

C. Passez la tête dans l'ouverture du gilet.

D. Adultes: Attachez les sangles autour de votre taille. **NE PAS GONFLER LE GILET.**

E. Enfants: Attachez les sangles autour du corps et par dessus du gilet avec deux noeuds dans le dos. **GONFLEZ LE GILET AVANT DE QUITTER L'AVION.**

F. Restez assis et ajustez étroitement votre ceinture de sécurité. Répérez les sorties.

G. Au commandement «Préparez-vous pour atterrir (ou amerrir)» posez le front sur les bras croisés sur le haut du dossier d'en face. Appuyez les pieds par terre aussi fort que possible. S'il n'y a pas de siège devant vous croisez les bras sur les genoux et appuyez votre tête dessus.

H. Il y aura DEUX chocs distincts. Lorsque l'avion se sera immobilisé, évacuez par la sortie de secours la plus proche. Dès que vous serez hors de l'avion gonflez le gilet en tirant sur le bouton rouge.

J. Si un gonflage supplémentaire était nécessaire, regonflez le gilet avec le tube à gonflage buccal.

K. Pour allumer le feu de position du gilet tirez sur la patte jusqu'à détacher complètement le cordon du gilet.

KEEP CALM. Extinguish cigarettes. Do not use lighter or matches. Loosen neckwear, remove glasses, dentures,

GENERAL INFORMATION

As an additional safety measure it is only sensible that everybody who travels by plane should be acquainted with emergency instructions. By adhering closely to these instructions, which are in complete agreement with the requirements of the competent authorities, any risk will be reduced to a minimum in case it should not be possible to make a normal landing.

Remember that the Captain has absolute authority and the crew know what to do in any eventuality and will issue specific instructions accordingly. Co-operate quickly and quietly. The crew will alert you to prepare for an emergency landing.

The plane will touch the water tail first and a jolt will be felt. The nose and wing sections will then hit, and a greater jolt will occur. When all forward motion has ceased unfasten your seat belt and be ready to follow instructions of crew members for departure from the aircraft.

Keep calm and do not rush. Men should assist women and children through the emergency exits including the main door. Keep together in the water. This makes detection easier for rescue parties as well as being generally desirable.

Throughout the flight the Captain is in constant radio communication with other aircraft and shore bases, and our position is accurately known at all times. The aircraft is "electrically bonded" which means that it is constructed in such a manner that nobody inside can be struck by lightning.

RENSEIGNEMENTS GÉNÉRAUX

Tout voyageur par avion doit, comme mesures de sécurité supplémentaires se familiariser avec les instructions à suivre en cas d'urgence. En appliquant strictement ces mesures, qui sont établies en plein accord avec les exigences des Autorités Officielles, tout risque sera réduit au minimum dans le cas où un atterrissage normal ne sera pas possible.

Rappelez-vous que le Commandant de bord détient une autorité absolue, que les membres de son équipage savent exactement ce qu'il est impératif de faire dans toute circonstance et qu'en conséquence ils vous donneront des commandes précises correspondantes à suivre. Apportez votre coopération avec calme et rapidité. L'équipage vous préviendra en cas d'atterrissage forcé.

L'avion touchera l'eau la queue en premier et un sursaut sera ressenti. La partie avant du fuselage et les ailes toucheront en suite la surface de l'eau et un autre sursaut plus violent surviendra. Quand l'avion sera complètement immobilisé détachez votre ceinture de sécurité et soyez prêt à suivre les ordres des membres de l'équipage pour évacuer l'avion.

Restez calme et ne vous affolez pas. Les hommes doivent prêter assistance aux femmes et aux enfants pour les faire sortir par les sorties de secours ainsi que par les portes-passagers. Restez groupés dans l'eau. Ceci rend votre détection plus facile pour les équipes de sauvetage.

Pendant toute la durée du vol le Commandant est en liaison radio constante avec d'autres avions ainsi qu'avec d'autres stations au sol, et notre position est exactement connue à tout moment. L'avion est protégé «anti-foudre», c'est à dire qu'il est construit de telle façon que personne à l'intérieur ne peut être frappé par la foudre.

PORTABLE RADIOS

The transistors used in portable electronic equipment may cause interference with the radio-navigational installations in the aircraft. For this reason the use of portable radio receivers, tape recorders, etc., is not permitted in flight.

POSTES PORTATIFS

Les transistors utilisés par les postes portatifs peuvent occasionner le brouillage dans les équipements de radiocommunication et de navigation de l'avion. Pour cette raison l'utilisation de radios portatives, de magnétophones, etc. est formellement interdite pendant le vol.

LIFEJACKET (OPERATIONAL)

Whistle for attracting attention
Sifflet pour attirer l'attention

Mouth inflation tube for topping up.
Tube de secours à gonflage buccal

Inflation knob, pull down smartly to inflate jacket
Tiroir de gonflement; abaissez la vivement pour gonfler le gilet.

Light for attracting attention in the dark
Lampe pour attirer l'attention dans l'obscurité.

OXYGEN SYSTEM

Your oxygen mask and life-jacket are stowed beneath your seat. Your oxygen bottles are between the seats. On instructions from a crew member remove the mask by opening the front flap, then turn the cock on the front of the bottle clockwise to HIGH. Hold the mask to your face and pass the elastic strap behind your head.

EMERGENCY EXITS

The main line of emergency exit is through the main doors. In addition, there are windows which can be used, and you are asked to note the positions of these which are clearly marked with the words "Emergency Exit". The method of operation is also marked on each exit.

ESCAPE LADDERS

An escape ladder is attached to the structure near each exit. Unroll the ladder over the wing and lower it to the ground.

D96/SST/686MAY 31/72 ISSUE 2




Prototype Concorde 002 G-BSST, 1972

Concorde's revolutionary and unique design meant that several prototypes were built for experimental and developmental test flying for many years before it entered airline service. The UK and France each had a Prototype, "001/2"; a Pre-Production model, "01/2" and a Production Test aircraft, "201/2". This card is from the 1st British prototype, G-BSST, which first flew on 9th April 1969. The main aim of prototypes was to expand the flight envelope as quickly as possible to prove that the speed and fuel burn predictions were somewhere near correct so that the project could proceed. 002 / G-BSST is now preserved at Yeovilton after 438 flights.

I was fortunate enough to meet one of the Concorde test pilots at Filton in the early 1990s who managed to procure for me some of the original British Concorde prototype safety cards.

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IMPORTANT

INFORMATION AND REGULATIONS FOR THE COMFORT AND SECURITY OF PASSENGERS

SMOKING Smoking is not permitted in the vicinity of the aircraft, nor during take-off and landing. Please exercise care with matches and lighted cigarette ends. We must ask passengers not to smoke pipes or cigars in the aircraft. Smoking is not permitted in the toilet

SEATING It is important that during take-off and landing passengers should remain seated in the seats allotted to them. After landing, they are asked to remain seated until the aircraft stops at the disembarkation point

SEAT BELTS are to be fastened when this is indicated by the lighted notice in the front of the cabin. This will normally be during take-off and landing and, occasionally, in rough weather

COMMUNICATION WITH AIRCRAFT OFFICERS The bell-push above your seat will call a member of the crew—Please do **NOT** use this unless the need is genuinely urgent—and **NOT** in any event during take-off or a descent

RUGS In cold weather, travelling rugs will be found on the luggage racks

VENTILATION A ventilator adjusting the flow of air is above each seat




TOILET The Toilet is at the rear of the aircraft. Smoking is not permitted there in any circumstances

Bags are provided for use in case of illness, and are to be found in each seat pocket and on the luggage rack

EMERGENCY EXITS Emergency exit windows are situated on each side of the aircraft, towards the rear of the cabin. They are opened by an operating handle just below the window frame

TICKETS Please have your tickets ready on disembarkation for collection by the Traffic Official in attendance

LIFEBELTS see overleaf

LIFEBELTS

Airliners operating over routes which cross the sea come under regulations similar to those on ships and are equipped with lifebelts, carried in racks beneath each seat. Should an emergency arise, you will be given full instructions in their use by one of the Aircraft Officers

INSTRUCTIONS FOR USE OF LIFEBELT

TO WEAR THE BELT Put it on as you would a waistcoat or sleeveless cardigan by passing the arms through the shoulder straps, so that the brass operating lever ("B" on diagram) comes near or over your right hip, then fasten in front by engaging Hooks with Triangles. Length of shoulder straps can be adjusted by brace buckles

IMPORTANT DO NOT INFLATE BELT UNTIL YOU ARE CLEAR OF THE AIRCRAFT CABIN

TO INFLATE THE BELT Grasp Lever "B" firmly in Right hand, palm uppermost, and pull smartly upwards and inwards towards the body. This automatically inflates the belt

ALTERNATIVE METHOD OF INFLATING The Belt can also be inflated by means of the Mouthpiece valve "A" but this should only be used in case the automatic gear sticks. To do this press small lever at "A" down, unscrew top of mouthpiece as far as it will go, blow into belt until inflated, then screw top down firmly and replace small lever

BRITISH EUROPEAN AIRWAYS

The original BEA safety card with the "flying key" logo, c1947

British European Airways (BEA) formed in 1946 from the European division of BOAC. They started with DC-3s which they called "Pionair Class" and operated them until 1962. In 1947 they absorbed the independent airlines Railway Air Services, Isle of Man Air Services and Scottish Airways. BEA merged with BOAC in 1974 to create British Airways.

Dating BEA cards can be difficult but their logo history gives several clues. BEA's original logo was a flying key as their motto was "Clavis Europae" (The Key to Europe). They added a three crown crest in 1951. The "Red square" BEA logo was introduced in 1957 by 1959 it had replaced the flying key and crest. The red square lasted until 1969 when it was replaced by the red and white flight symbol which was said to combine "flight, speed and national identity".

The safety card above was almost certainly the first edition. The logo and style point to the late 1940s, the emergency exit description is that of a Pionair and the red block title font is the same as that used by BOAC in 1947.


PART 4

EMERGENCY LANDING INSTRUCTIONS

IF YOU ARE INSTRUCTED TO PREPARE FOR EMERGENCY LANDING, PLEASE KEEP CALM AND CARRY OUT THE FOLLOWING INSTRUCTIONS:

If an emergency landing is to be made in the sea you will be told to loosen your neckwear and to put on your life-jacket. **ADULTS MUST NOT INFLATE THEIR JACKETS BEFORE LEAVING THE AIRCRAFT.**

Your life-jacket is under the front of your seat and instructions for use are on the next page.



SAFETY ON BOARD

If you have travelled by ship you will be familiar with the notices which are displayed, describing the safety equipment and detailing the Drills to be followed in the event of an emergency.

Similar notices are displayed in B.E.A. aircraft and are amplified in the following pages, which have been prepared to give details of the Drill with which you should be familiar, (although the possibility of your being required to make use of this information is very remote). B.E.A. operates to the highest degree of safety but we feel that you should know of the steps which have been taken to ensure your personal safety, should an emergency arise.

YOUR AIRCRAFT has been thoroughly checked and overhauled by highly qualified B.E.A. engineers using the most efficient and modern equipment. It is fully equipped with all the necessary safety equipment which might be required, including first-aid kits, life extinguishers, life axes, escape ropes and escape chutes. Whilst in flight it is continuously in radio contact with ground stations at all points along its route and should an emergency arise the ground rescue services will be alerted immediately.

YOUR CREW MEMBERS have been fully trained to deal with any emergency and have expert knowledge of the use of all safety equipment. They are perfectly capable of looking after you in all circumstances but you can assist them by remaining calm.

YOU are provided with a life-jacket and will be told when to put it on—this, and any other instruction given by the crew, must be obeyed implicitly.

Now for the details of procedures and equipment—these are arranged in four parts:

PART 1 The Diagrams of the Emergency Exits in Viscount, Elizabethan and Pionair Aircraft.

PART 2 Information on Emergency Equipment.

PART 3 The Description and Method of Use of your Life-jacket.

PART 4 The Emergency Landing Instructions.

PART 2

AIRCRAFT EMERGENCY EQUIPMENT

THIS SECTION DESCRIBES THE EMERGENCY EQUIPMENT WHICH IS INSTALLED IN THE AIRCRAFT FOR COLLECTIVE PASSENGER USE

1. FIRST AID KITS: On all aircraft there are first aid kits for emergency use which are clearly marked with a red cross and which are positioned as follows:

VISCOUNT 800 SERIES: One at the rear of the aircraft on the wall between the toilet door and the main starboard door.

VISCOUNT 701: One fitted on the inside face of the main passenger door. One on the outside of the aircraft just forward of the tail on the port side.

ELIZABETHAN: One fitted at the rear end of the lower starboard luggage rack.

PIONAIR: One in the control cabin adjacent to the forward port door.

HERON: One on the inside face of the main entrance door.

2. ESCAPE ROPES: On the Viscount 800 series there are three escape ropes which are clearly marked and which are situated in the roof above each entrance door.

The Viscount 701 is similarly equipped with a rope situated in the roof above each of the two entrance doors.

3. ESCAPE CHUTES: There is a legal requirement that aircraft where main passenger doors are 6 feet or more from the ground should be fitted with an escape chute, therefore this applies only to Viscount aircraft. Normally the operation of the chute will be supervised by the crew and the method of use is as follows:

VISCOUNT 800 AIRCRAFT

(a) Position of Chute


The chute is positioned in the floor by the main passenger door on the starboard side of the aircraft.

(b) Operation of Chute

1. Take out chute and insert the clips into the two attachments which are positioned each side of the door about 2' 0" above the floor.
2. Throw out the chute and close chute door in the floor.
3. Two persons should descend to the ground; this can be done by sitting on the floor and climbing down the side of the chute.
4. The handling method is then as described in the diagram.
5. The remaining passengers should then sit on the floor at the door entrance, and slide down the chute with their hands in their laps.

NOTE: On Viscount 800 Series, if necessary, the chute can be used from the port door by—

1. Taking the chute out by unfastening the two small clips (in the bottom of the well) which hold the chute in position. This will release the whole chute.
2. Removing the door mat on the port side floor and inserting the two small clips into the holes provided.
3. The operation is then as stated above.



HANDLING METHOD

PART 1

EMERGENCY EXITS

VISCOUNT 800

The main line of emergency exit is through the main doors, two at the rear and one at the front. There are three emergency windows on each side of the aircraft, as indicated on the diagram, which can be opened either from inside or outside.

(a) Operation of Doors

1. Push thumb safety catch clear of handle.
2. Pull handle to open.
3. Push door outwards and back.

(b) Operation of Emergency Windows

1. Pull down hinged flap marked "Emergency Exit".
2. Pull RED handle towards you as far as it will go.
3. Pull window inwards using large white handle at top.

ELIZABETHAN

The main line of emergency exit is through the main doors, one at the rear and one at the front. There are three emergency windows on each side of the aircraft, as indicated on the diagram, which can be opened either from inside or outside.

(a) Operation of Doors

1. Push handle away from you and downwards.
2. Push door out and upwards.

(b) Operation of Emergency Windows

1. Pull RED handle towards you.
2. Lift window out.

VISCOUNT 701

The main line of emergency exit is through the main doors, one at the rear and one at the front. There are three emergency windows on each side of the aircraft, as indicated in the diagram, which can be opened either from inside or outside. In addition, all other windows except for the front two on either side, can be opened from the inside only.

(a) Operation of Doors

1. Pull handle hard towards you and turn anti-clockwise until it is in vertical position.
2. Push door outwards.

(b) Operation of Emergency Windows

1. Lift hinged flap marked "Emergency Exit".
2. Pull RED handle towards you as far as it will go.
3. Pull window inwards using large perspex handle at side.

PIONAIR

The main line of emergency exit is through the main door at the rear. There are two emergency windows on each side of the aircraft, as indicated on the diagram, which can be opened either from inside or outside. There is an additional emergency exit in the roof of the control cabin which can be opened, from the inside only, by turning and pulling the two handles. The forward cargo door on the port side of the control cabin may be used as an emergency exit **ONLY** when the engines are not running.

(a) Operation of Doors

1. Turn handle clockwise to open position.
2. Push door out and downwards.

(b) Operation of Emergency Windows

1. Remove perspex disc below the window.
2. Turn latch handle clockwise to release window.
3. Push out and upwards.

PART 3


DESCRIPTION AND METHOD OF USE OF LIFE-JACKETS

YOU WILL BE TOLD HOW AND WHEN TO LEAVE THE AIRCRAFT.


A. DESCRIPTION

A life-jacket is provided for each passenger for use in case of an emergency landing on water. Detailed instructions for use are shown below. If you are in doubt the Steward will help you. Your life-jacket is under your seat. A mouthpiece is provided and can be used if required. A whistle and a light are also attached for attracting attention.

B. BEFORE LEAVING THE AIRCRAFT




Pull life-jacket over your head.




Inflate by pulling RED knob at bottom of life-jacket smartly downwards. Mouthpiece on left-hand side can be used if required.

C. AFTER LEAVING THE AIRCRAFT.



Pass tapes round waist, cross them and bring to front.



Pull life-jacket over head. Inflate jacket IN the aircraft by pulling RED knob, or by mouthpiece. Cross the tie tapes about child's body and then around life-jacket, at a position not below the waist, and tie-off in a double knot at back of child.

D. SPECIAL INSTRUCTIONS FOR CHILDREN UNDER 12 YEARS.

BEA paper 8 page leaflet, c1958

As BEA began to get more aircraft types, each with different emergency exit locations, so the two sided card expanded into an 8 page booklet. This example has both the "Red square" BEA logo which was introduced in 1957 and the crest at the bottom of the front page which was dropped in 1959, dating this at approximately 1958.



Safety equipment and instructions for passengers

Introduction

Your safety in our care is our first concern. Flying with a modern airline is safe but it is prudent that you should know what to do in an emergency, and we ask you to read carefully this Air Safety Leaflet.

Seat Belts

A seat belt is provided for each passenger, and you are asked to note the method of quick release. The seat belt must always be fastened during take-off and landing and when turbulent air conditions are encountered.

The Captain will let you know when to fasten your seat belt by lighting up the sign "Fasten Seat Belts".

Smoking

Smoking is not allowed during take-off and landing or in the event of an emergency landing. When smoking is not allowed the Captain will light up the sign "No Smoking".

Emergency Exits

The main line of emergency exit is through the main doors. In addition, there are windows which can be used, and you are asked to note the positions of these which are clearly marked with

the words "Emergency Exit". The method of operation is also marked on each exit.

Escape Chute

Except on the Pionair/Leopard, there is an escape chute fitted in the aircraft. If required to be used, the operation of it will be supervised by the crew.

Emergency Landing Instructions

In the event of an emergency landing, the Captain will first of all announce "Prepare for an emergency landing". In this event please keep calm and carry out the following instructions:

Loosen neck wear, remove glasses, dentures and high heeled shoes, and empty pockets of sharp objects.

Extinguish all cigarettes and do not use lighters or matches.

Ensure your seat back is in the vertical position and fasten your seat belt.

Note the position of the nearest emergency exit.

When you hear a whistle blast - lean forward cradling your head in folded arms. Passengers in backward facing seats should lean back against their seats.

Be prepared for more than one impact.

Portable Electronic Equipment

Due to the possibility of interference with the radio equipment on board the aircraft, passengers are not allowed to use any form of portable electronic equipment, including radio sets and tape recorders.

Life Jackets

A life jacket is provided for each passenger for use in the event of an emergency landing on water, and is stowed under your seat. A whistle and a light are also attached for attracting attention. Detailed instructions for use are shown below.

Adults must NOT inflate their jackets before leaving the aircraft



Pull life jacket over your head.



Pass tapes round waist, cross them and bring to front.



Tie tapes securely in double knot under life jacket.



After leaving the aircraft inflate automatically by pulling red knob at bottom of life jacket smartly downwards.

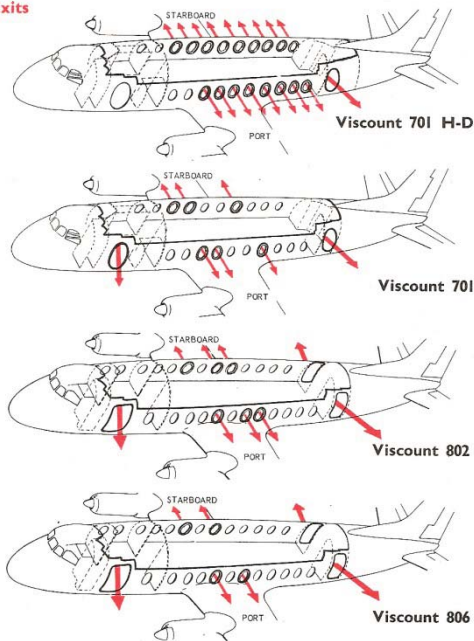
Special instructions for children



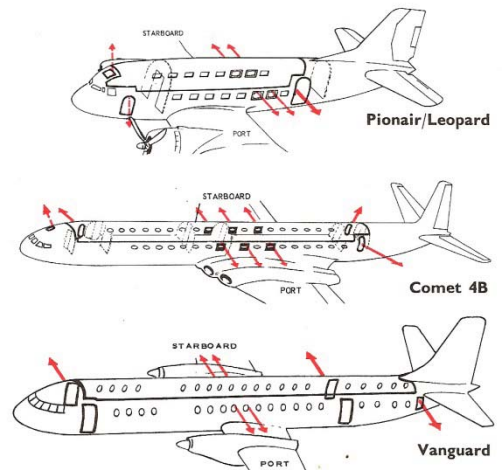
Inflate jacket in the aircraft by pulling red knob. Fit the inflated jacket by pulling over the head. Cross the tie tapes about the child's body and then around life jacket at a position just below the waist and tie-off in a double knot at the back of the child.

The mouth piece at front of jacket at neck level may be used if required, but ONLY AFTER the RED knob has been pulled.

Emergency Exits



Emergency Exits



F.322 W. & A. K. Johnston & G. W. Bacon Ltd., Edinburgh & London.

BEA paper 4 page leaflet, F322, c1961

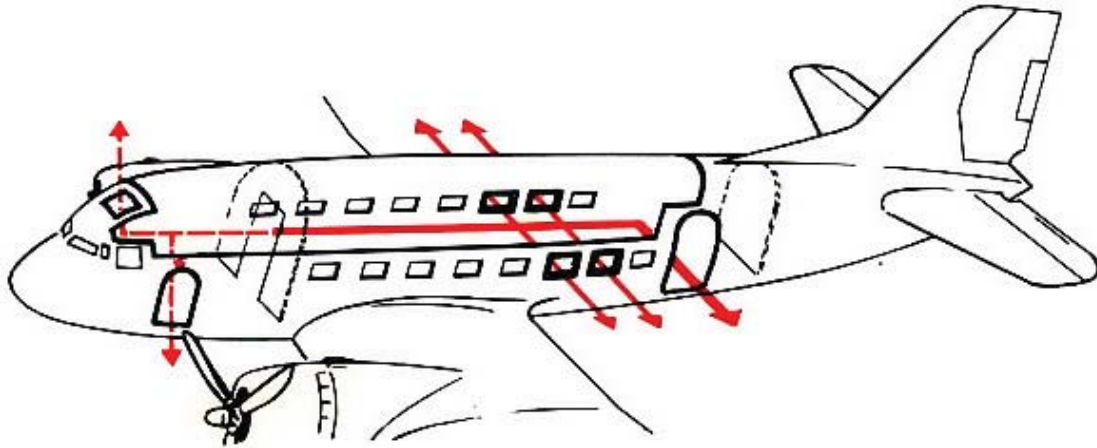
This safety card from 1961 shows the two types of Viscount 701 in service together during their modification upgrade phase. HD stood for "High Density" and by adding the extra emergency exits it was certified to carry 13 passengers from 47 to 63. The windows on the Viscount were amongst the largest of any airliner measuring a luxurious 19 by 26 inches.

PASSENGER EMERGENCY CARD

BEA

EMERGENCY EXITS

PIONAIR



A seatbelt is provided for each passenger and passengers should note the method of quick release. The main line of emergency exit is through the main door at the rear. There are two emergency windows on each side of the aircraft, as indicated on the diagram, which can be opened either from inside or outside. There is an additional emergency exit in the roof of the control cabin which can be opened, from the inside only, by turning and pushing the two handles. The forward cargo door on the port side of the control cabin may be used as an emergency exit *ONLY* when the engines are not running.

(a) Operation of Doors

1. Turn handle clockwise to open position.
2. Push door out and downwards.

(b) Operation of Emergency Windows

1. Remove "Perspex" disc below the window.
2. Turn latch handle clockwise to release window.
3. Push out and upwards.

EMERGENCY EQUIPMENT

FIRST AID KITS: There is a first aid kit for emergency use which is clearly marked with a **RED** cross and which is positioned in the Control Cabin adjacent to the forward port door.

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BEA DC-3 "Pionair", 1960

(Photo René Huddleston)

BEA liked to name their fleets. The passenger DC-3s were "Pionair" and the passenger / freighters, with the double cargo doors on the port side, were called "Leopard". The last DC-3 left the BEA fleet in 1962.

Safety Instructions

Your safety in our care is our first concern. Flying with a modern airline is safe but it is prudent that you should know what to do in any emergency, and we ask you to read this card carefully.

In case of emergency, please obey implicitly the instructions of the crew, as they will often be able to direct you to a door or emergency exit which is nearer to your seat than the door by which you entered the aircraft.

Escape Slides

Escape slides are available by the main doors to enable passengers to reach the ground without the use of airport steps. If necessary, the operation will be supervised by the crew.

Consignes de sécurité

Votre sécurité est notre souci principal, tant que nous sommes à votre service. Le vol avec une compagnie aérienne moderne offre toute sécurité, mais il est prudent de savoir ce qu'il faut faire en cas d'urgence, et nous vous demandons de lire attentivement les indications suivantes sur la sécurité en vol.

En cas d'urgence, veuillez obéir aveuglément aux ordres des membres de l'équipage, car ils pourront souvent vous indiquer une porte ou sortie de secours qui se trouve plus près de votre siège que la porte par laquelle vous êtes entrés dans l'avion.

Rampes de Sauvetage

Les rampes de sauvetage se trouvent aux portes de sortie principales permettant aux passagers d'atteindre le sol sans employer l'échelle de l'Aéroport. Cette opération, en cas de besoin, ne sera effectuée que sous la surveillance de l'équipage.

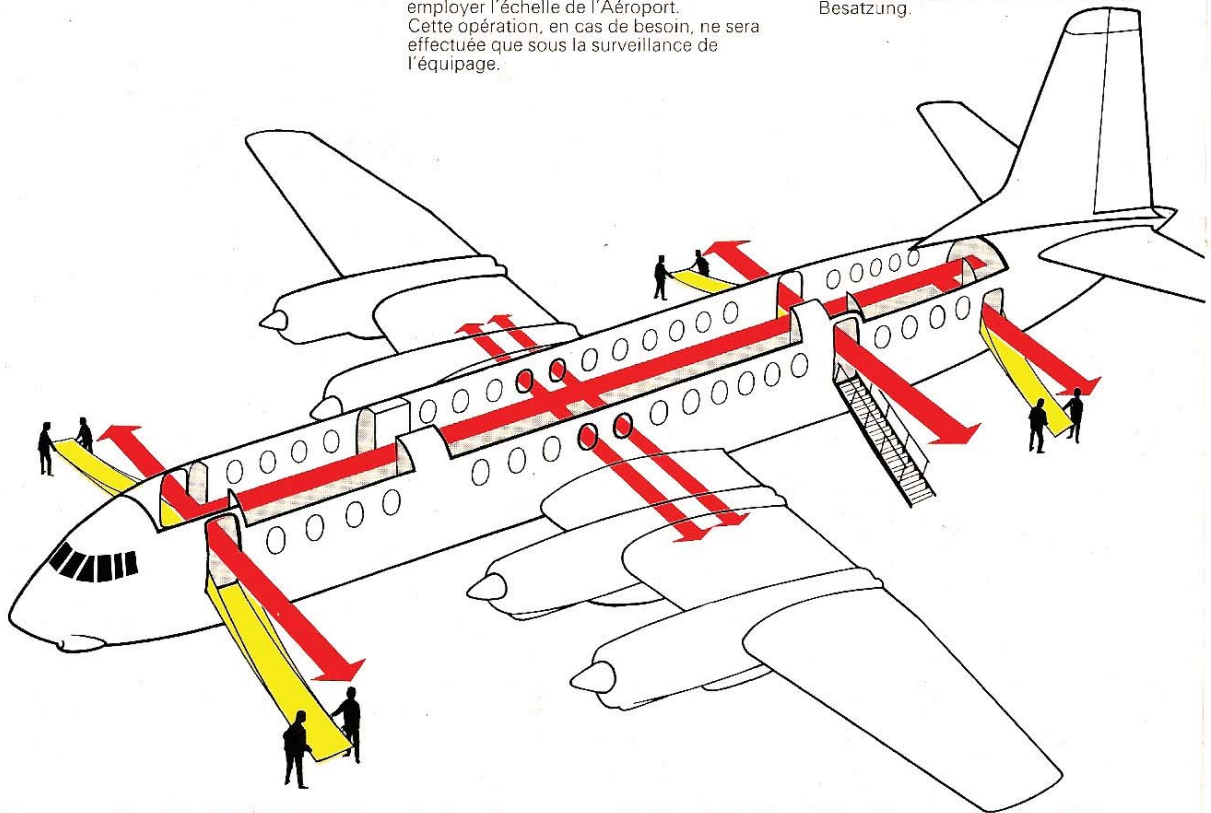
Anweisungen für das Verhalten in Notfällen

Während Sie sich in unserer Obhut befinden, ist Ihre Sicherheit unser oberstes Gebot. Moderne Flugzeuge sind sicher, aber trotzdem sollten Sie wissen, wie man sich im Notfall verhält. Darum bitten wir Sie, diesen Abschnitt über Sicherheit gut durchzulesen.

Bei Gefahr befolgen Sie bitte genau die Anweisungen der Besatzung, da sie Ihnen oft einen Notausgang zeigen kann der Ihrem Sitz näher liegt als die Tür, durch die Sie das Flugzeug betreten.

Notrutsche

Die Passagier-Notrutschen befinden sich bei den Hauptausgängen, mit deren Hilfe Sie das Flugzeug ohne Treppe verlassen können. Sollte die Rutsche gebraucht werden, erfolgt dies unter Anleitung der Besatzung.

**Emergency Landing Instructions**

In the event of an emergency landing, the Captain will first of all announce 'Prepare for an emergency landing'. In this event please keep calm and carry out the following instructions:

- 1 Loosen neck wear, remove glasses, dentures and high-heeled shoes and empty pockets of sharp objects. Extinguish all cigarettes and do not use lighters or matches.
- 2 Ensure your seat back is in the vertical position and fasten your seat belt.

Continued over.

Instructions en cas d'atterrissage forcé

En cas d'atterrissage forcé, le Commandant annoncera tout d'abord 'Prepare for an emergency landing' (Préparez-vous pour un atterrissage forcé). Dans ce cas veuillez rester calme et suivre les instructions suivantes:

- 1 Desserrez vos vêtements autour du cou, enlevez vos lunettes, dentiers et chaussures à hauts talons, videz vos poches de tout objet pointu. Eteignez vos cigarettes et n'utilisez ni briquet ni allumettes.

Suite, verso.

Anweisungen für den Fall einer Notlandung

Wenn eine Notlandung bevorsteht, hören Sie zunächst die Durchsage des Kapitäns: "Prepare for an Emergency Landing". Bewahren Sie bitte Ruhe und verhalten Sie sich wie folgt:

- 1 Um den Hals getragene Kleidungsstücke lösen, Augengläser, künstliches Gebiss und Schuhe mit hohen Absätzen ablegen und scharfe Gegenstände aus den Taschen nehmen. Zigarette löschen. Feuerzeug und Streichhölzer nicht benutzen.

Fortsetzung Rückseite.

Please do not remove this card from aircraft.

BEA Vanguard, BEA Form No. F347 c1969

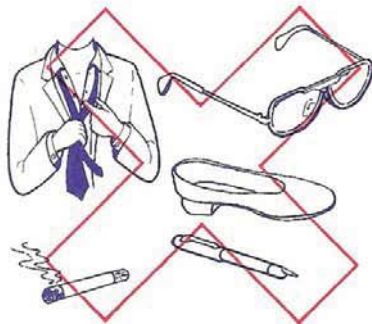
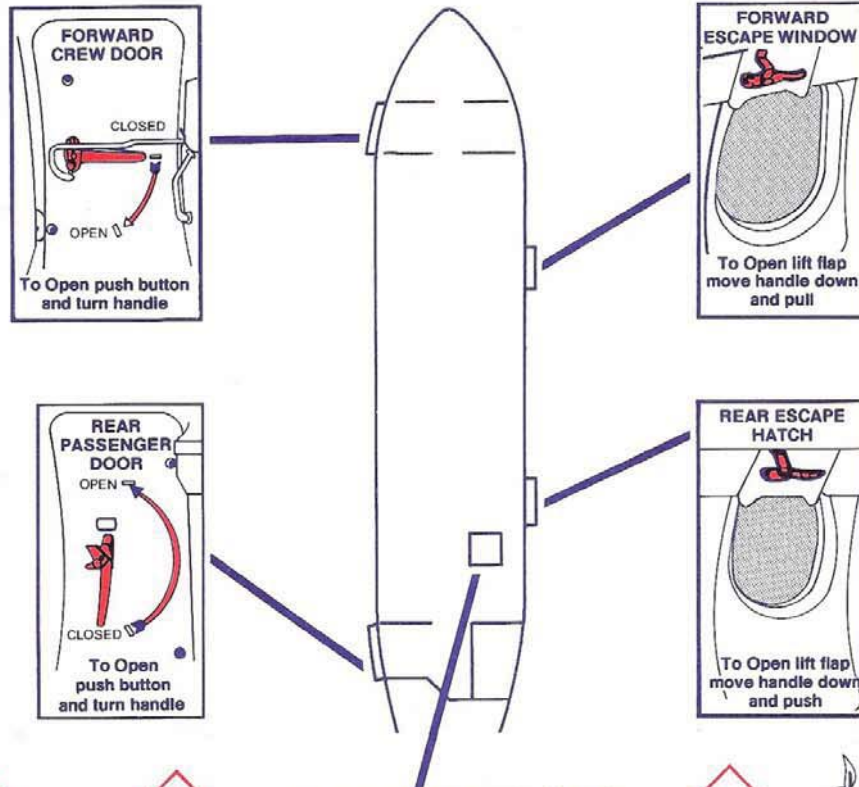
BEA was one of only two customers for the Vickers Vanguard and only 44 were ever built. Notice that the escape slides did not inflate, so they had to be held taut by willing volunteers. It does not say how the people who will pull the slides taut get out of the aircraft first!

JANUS AIRWAYS LTD.

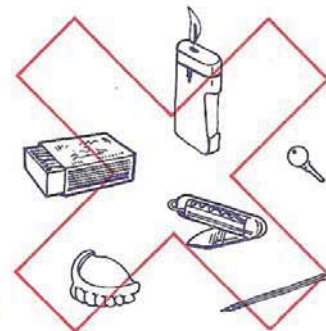
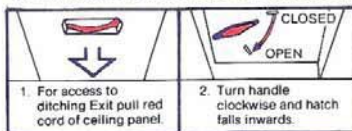
HERALD SAFETY INSTRUCTIONS
PLEASE DO NOT REMOVE

**PLEASE
DO NOT REMOVE**

EMERGENCY EXITS AND OPERATION



INTERNAL DITCHING HATCH (CEILING)

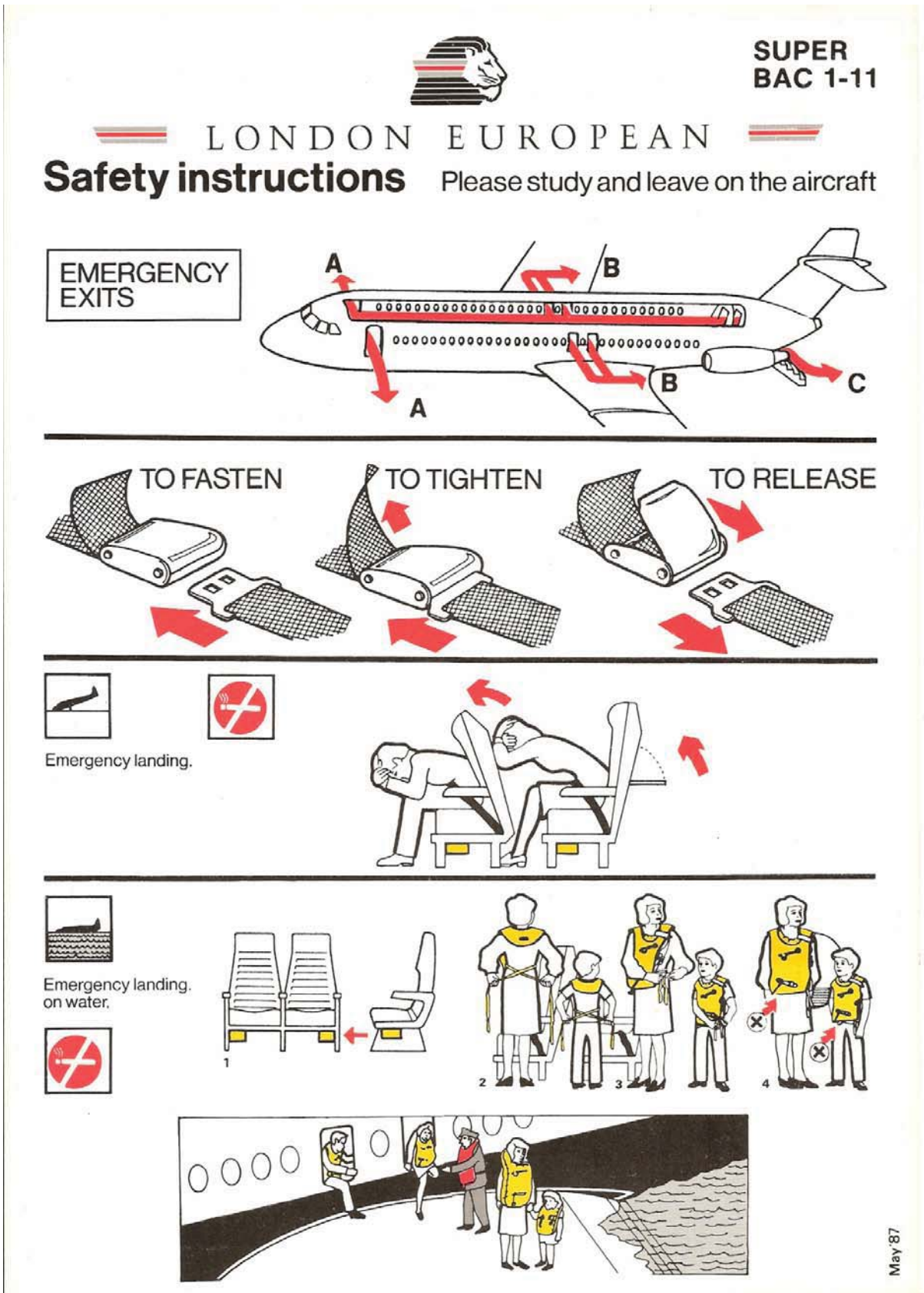


BRACE POSITIONS



Janus Airways Herald, c1984

Janus Airways formed at Lydd with two Viscounts, including the world's last 700 series, and a Herald. They renamed as Euroair in 1987.



London European Airways, BAC 1-11, 1987

London European Airways flew scheduled services from Luton to major European cities. In 1987 Ryanair bought an 85% stake in LEA to get its London to Europe route licences. It is believed the Irish government would not have awarded the licences to LEA, in order to protect Aer Lingus. In 1988 LEA was renamed as Ryanair Europe but it was wound up in 1989 after heavy losses. The safety card uses BA graphics as their aircraft were ex-BA.

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