Glider Oxygen Systems

Presented at the 2023
Soaring Society of America
Convention - Reno Nevada

http://aviation.derosaweb.net/presentations

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Thank you, John OHM Ω

Table of Contents

Why Do We Need Oxygen at High Altitudes?

1. Because we might die without it!
2. Because the FAA says we must!

Any Questions??

FAA FAR 91.211 - Supplemental Oxygen

Overview Summary

Supplemental Oxygen is required during;

- Flight of more than 30 minutes from 12,500 feet up to 14,000 feet for the entire flight crew
- Flight above 14,000 feet for the entire duration for the entire flight crew
- Flight above 15,000 feet unless all occupants of the aircraft are provided with supplemental oxygen

FAA FAR 91.211 - Supplemental Oxygen

Chapter and Verse

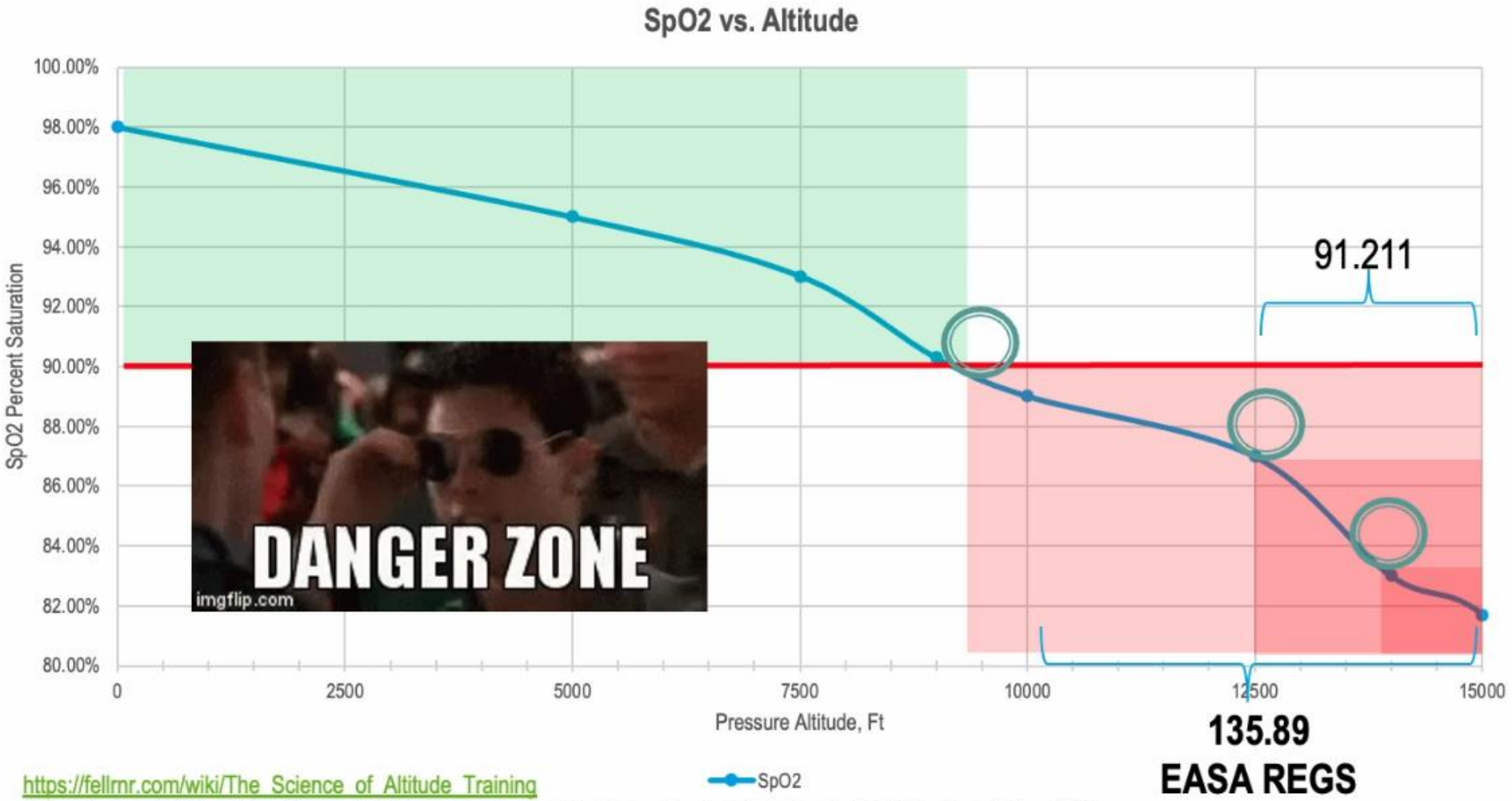
(a) General. No person may operate a civil aircraft of U.S. registry—

(1) At cabin pressure altitudes above 12,500 feet (MSL) up to and including 14,000 feet (MSL) unless the required minimum flight crew is provided with and uses supplemental oxygen for that part of the flight at those altitudes that is of more than 30 minutes duration; and

(2) At cabin pressure altitudes above 14,000 feet (MSL) unless the required minimum flight crew is provided with and uses supplemental oxygen during the entire flight time at those altitudes; and

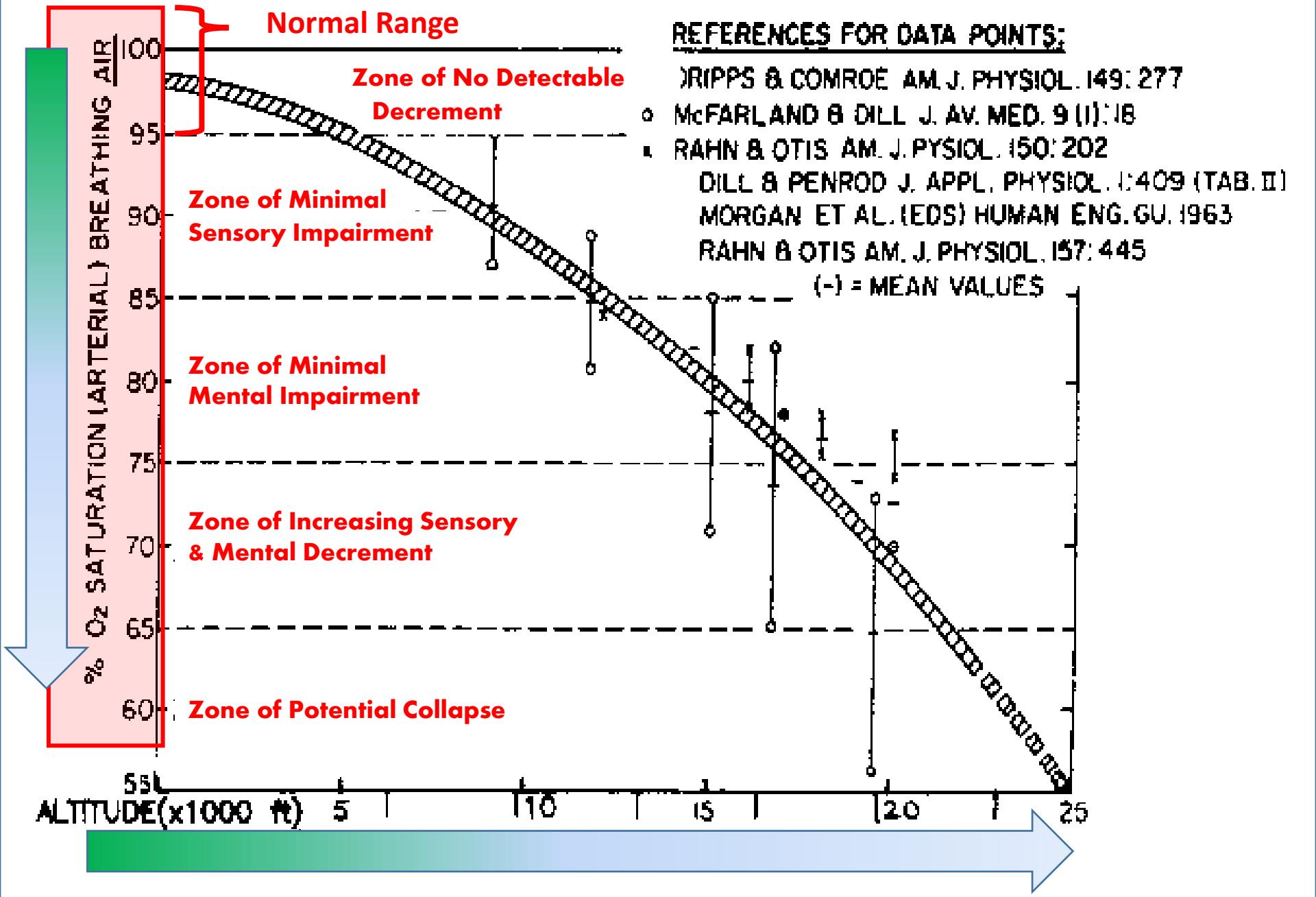
(3) At cabin pressure altitudes above 15,000 feet (MSL) unless each occupant of the aircraft is provided with supplemental oxygen.

Is 91.211 “Safe Enough”?



https://fellrnr.com/wiki/The_Science_of_Altitude_Training

"The Pilot: An Air Breathing Mammal," Mehler, Stanley R. MD, Human Factors Bulletin, Flight Safety Foundation, 1981


Normal Range
Zone of No Detectable Decrement
Zone of Minimal Sensory Impairment
Zone of Minimal Mental Impairment
Zone of Increasing Sensory & Mental Decrement
Zone of Potential Collapse
% O2 SATURATION (ARTERIAL) BREATHING AIR
100
95
90
85
80
75
70
65
60
55
ALTITUDE(x1000 ft)
5
10
15
20
25
REFERENCES FOR DATA POINTS:
)RIPPS & COMROE AM. J. PHYSIOL. 149: 277
McFARLAND & DILL J. AV. MED. 9 (1): 18
RAHN & OTIS AM. J. PYSIOL. 150: 202
DILL & PENROD J. APPL. PHYSIOL. 1: 409 (TAB. II)
MORGAN ET AL. (EDS) HUMAN ENG. GU. 1963
RAHN & OTIS AM. J. PHYSIOL. 157: 445
(-) = MEAN VALUES

Signs of Hypoxia

As the degree of hypoxia increases, the classic medical signs and symptoms include:

1. Euphoria
2. Increased response time
3. Impaired judgment
4. Drowsiness
5. Headache
6. Dizziness
7. Tingling in fingers and toes
8. Numbness
9. Blue fingernails and lips (cyanosis)
10. Limp muscles

← Seems that our evolution is not helping us determine if we might be dying!

← Easiest to detect?

The danger to aircrew of an insidious condition that causes euphoria and impaired mental ability without any warning signs such as pain or discomfort are self-evident!

http://www.cfinotebook.net/notebook/aeromedical-and-human-factors/hypoxia

FAA Oxygen "P.R.I.C.E." Check

PRESSURE: Ensure that there is enough oxygen pressure and quantity to complete the flight.

REGULATOR: Inspect the oxygen regulator for proper function. If you are using a continuous-flow system, ensure that the outlet assembly and plug-in coupling are compatible.

INDICATOR: Don the mask and check the flow indicator to ensure a steady flow of oxygen.

CONNECTIONS: Ensure that all connections are secured. This includes oxygen lines, plug-in coupling, and the mask.

EMERGENCY: Keep oxygen equipment in your aircraft ready to use for emergencies that require oxygen (e.g., hypoxia, smoke and fumes, rapid decompressions/decompression sickness). Also, brief passengers on the location of oxygen and how to use it.

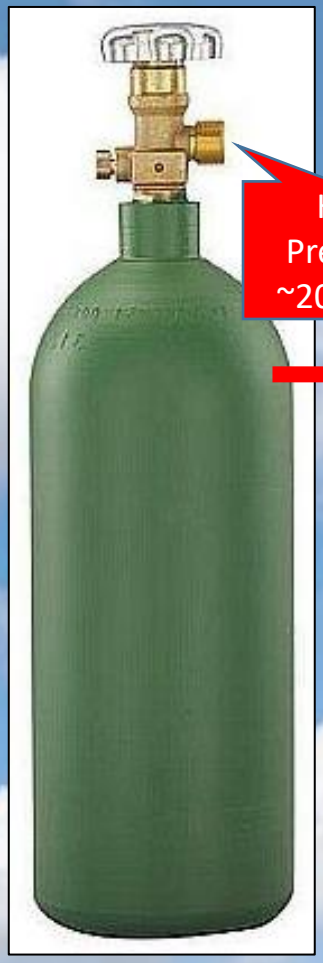
Source: https://medium.com/faa/no-air-up-there-dccde7f8debf

Components of Oxygen Systems

- Oxygen Tank
- Regulator
- Altitude Flow Control
- Oxygen Mask

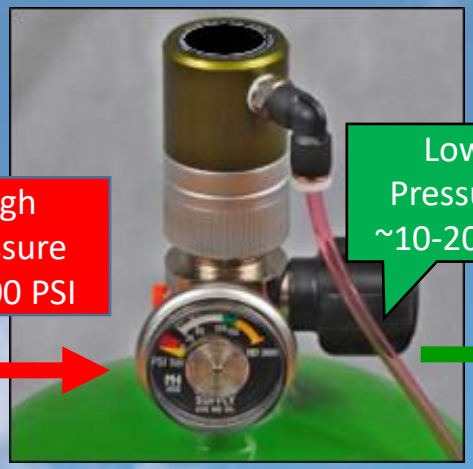
Basic Parts of an Oxygen System

High Pressure Oxygen Tank



High Pressure ~2000 PSI

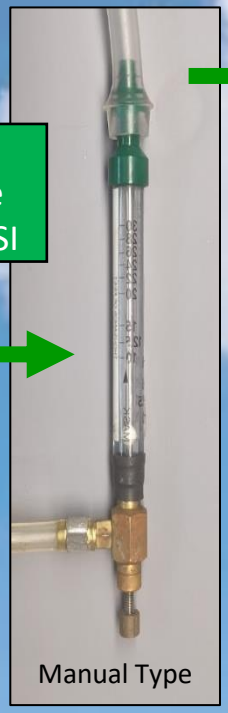
Oxygen Pressure Regulator



Low Pressure ~10-20 PSI

Regulators should never be removed until you have purged all oxygen from the system

Oxygen Flow Control Device By Altitude

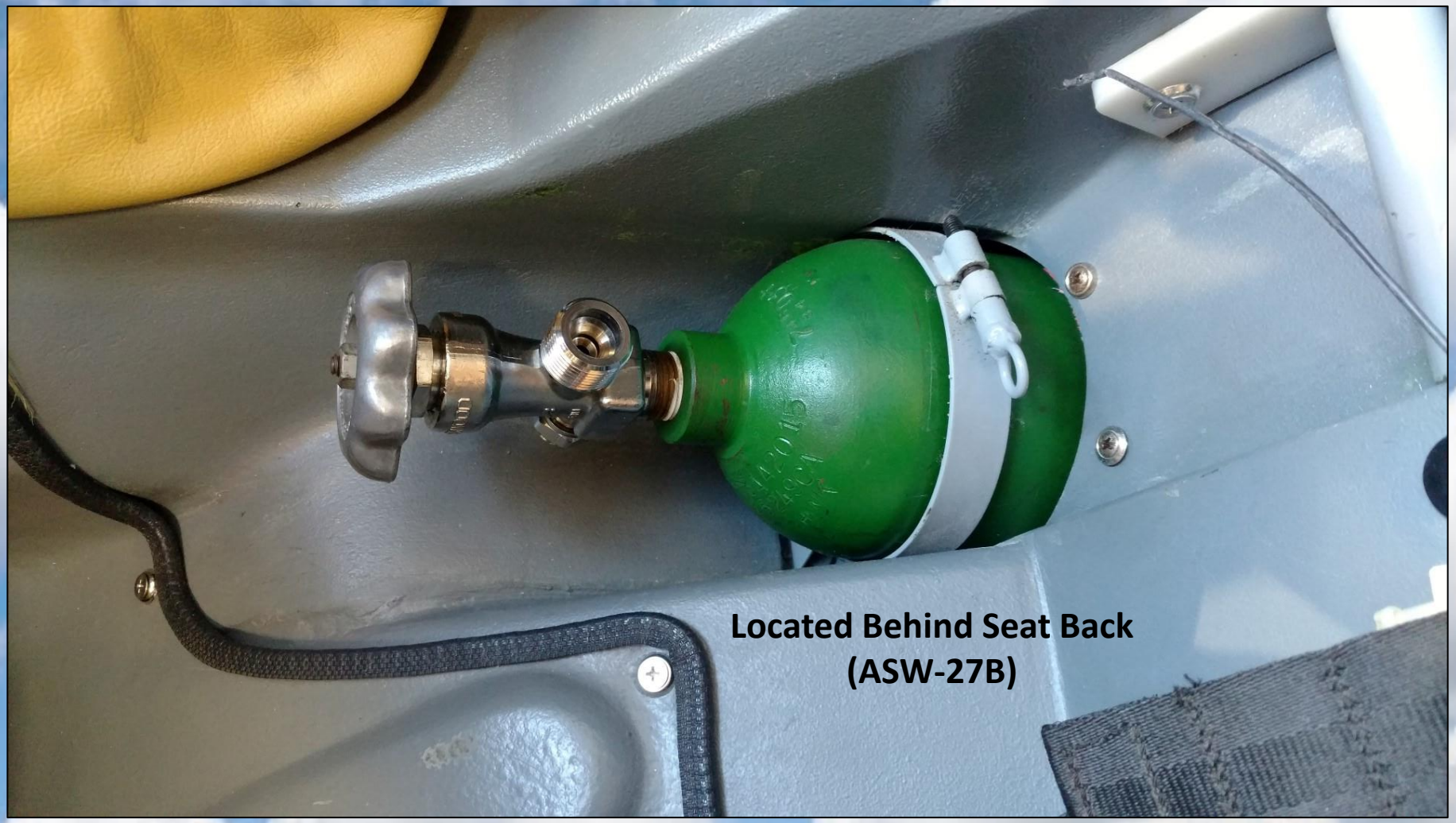


Manual Type

Standard Cannula

Proper use of cannulas shown in a later section

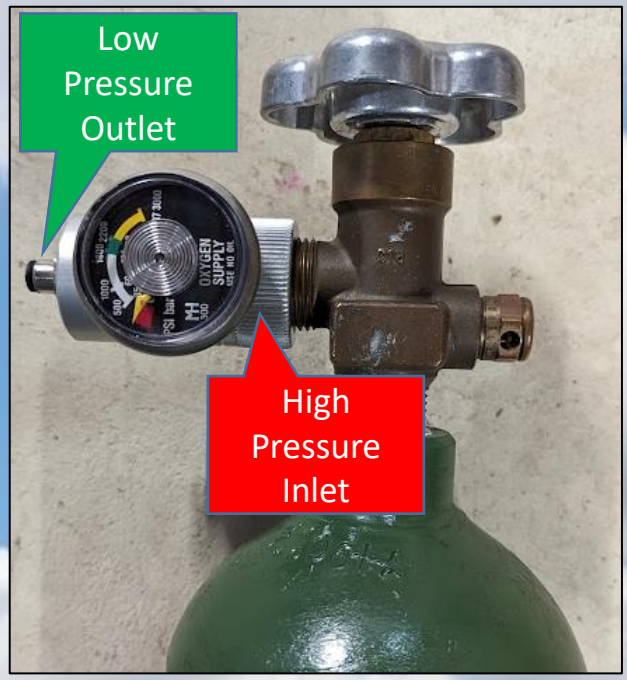
Oxygen Tank Typical Location in a Modern Glider



Oxygen Regulators

Your oxygen tank is under very high pressure (2000psi and above) which is dangerous and must be reduced to a breathable pressure level (~15psi). The Oxygen Pressure Regulator performs this most critically important oxygen pressure reduction.

The current aviation oxygen regulators come in many styles, some with (high pressure) gauges and some without, and some for use with a single mask and some that allow for multiple masks.



Altitude Flow Control

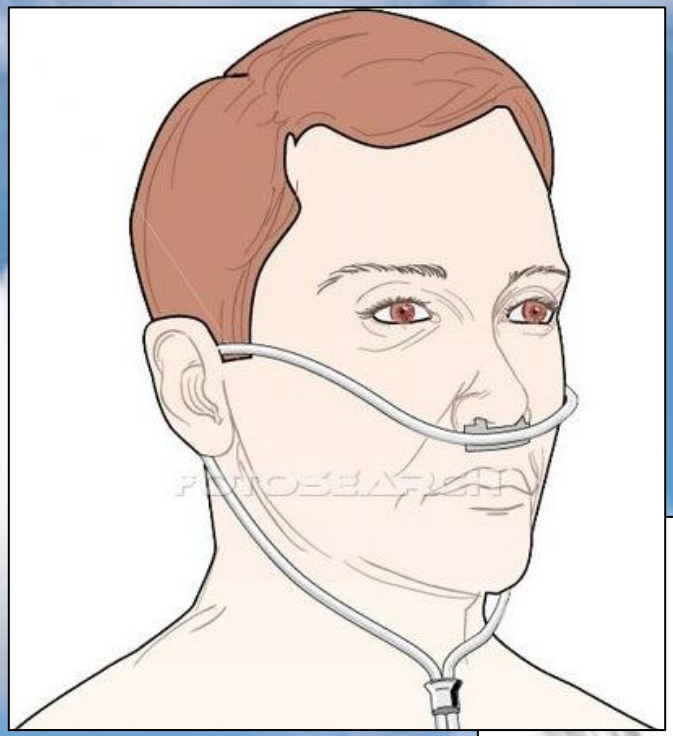
You need more oxygen the higher in altitude that you are traveling.

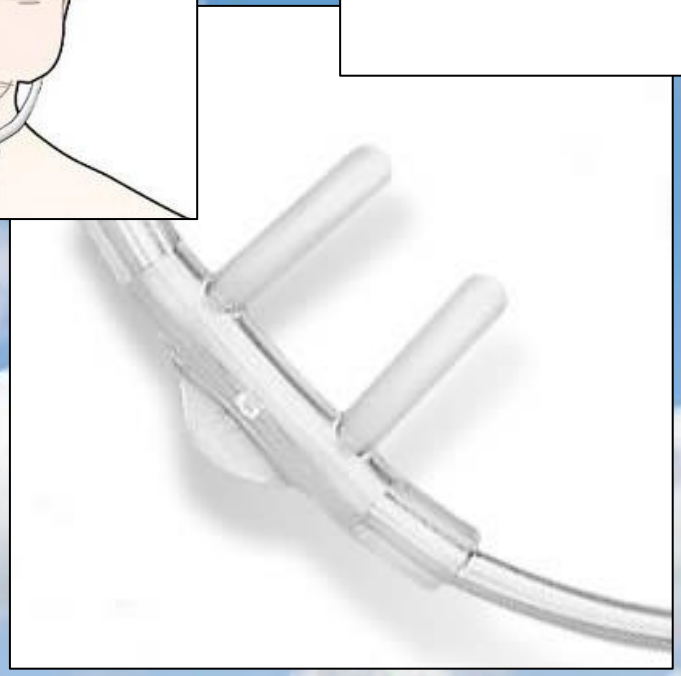
These devices control the flow, either manually or electronically, based on your current altitude.

Manual Oxygen Flow Control Device

Electronic Oxygen Flow Control Device

Standard Oxygen Nasal Cannulas & Masks





Proper use of cannulas shown in a later section

Oxygen Delivery Systems

- Good - Continuous Flow
- Better - Oxygen Saving Cannulas
- Best - Pulse Oxygen Systems

Oxygen Delivery Systems

Good

"Continuous Flow"

“Good” System - Continuous Flow

Oxygen Tank

Oxygen Regulator

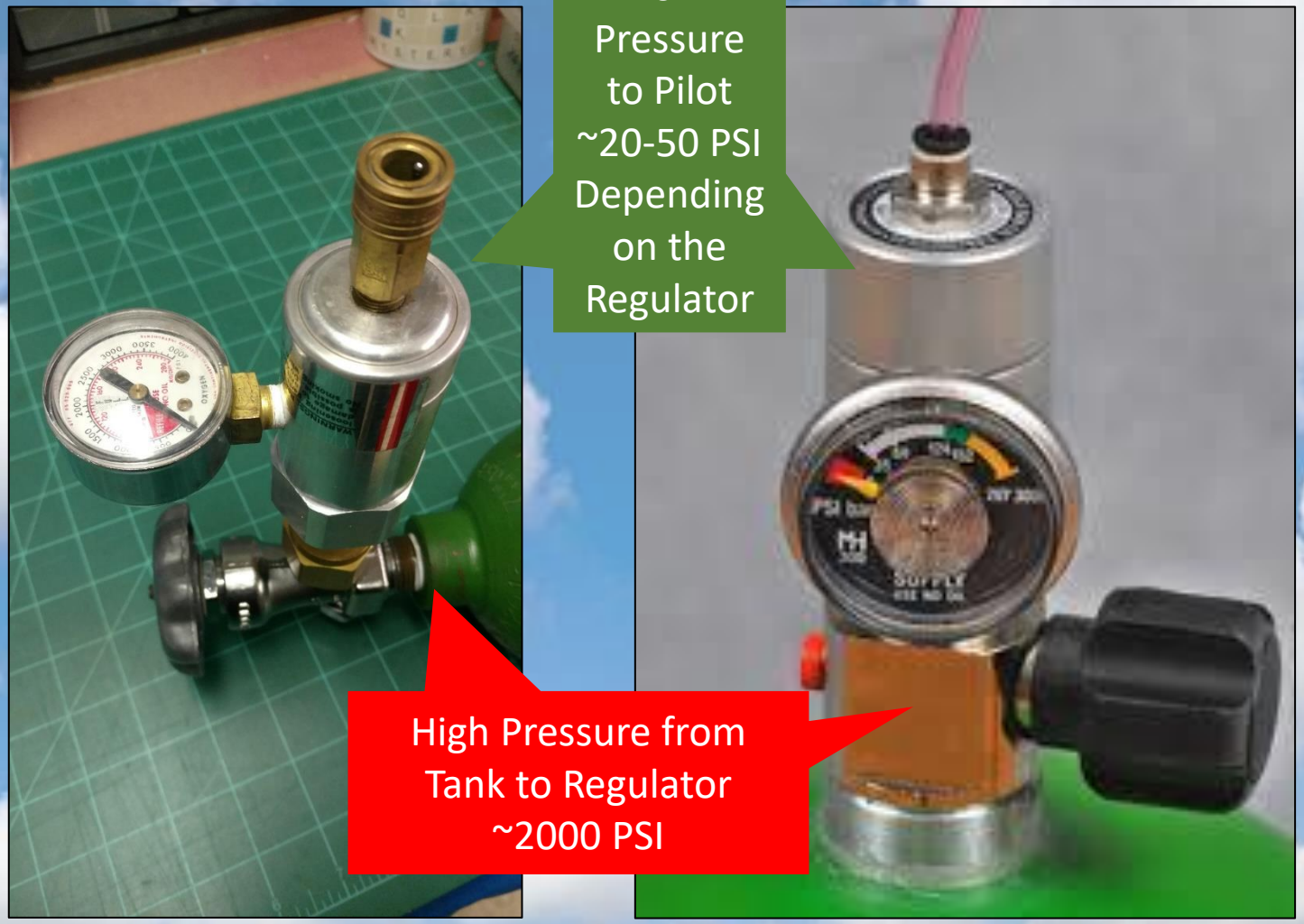
Manual Oxygen Flow Control Device

Standard Cannula

Continuous Flow Systems
Uses the <u>Greatest</u> Oxygen Amount

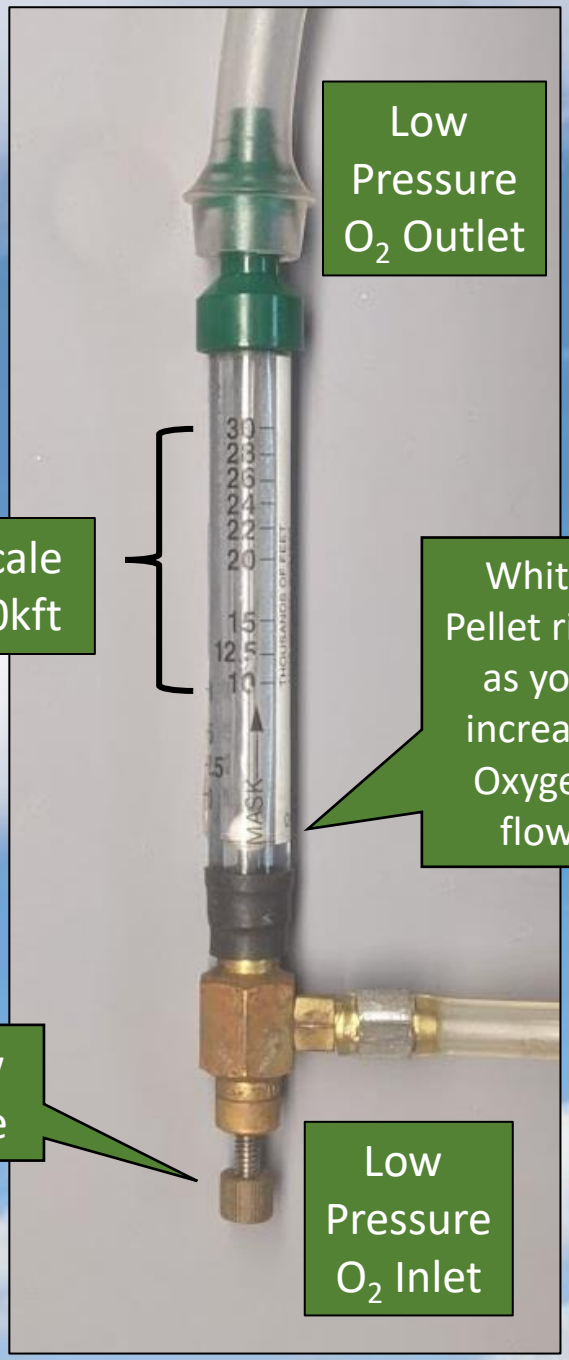
Oxygen Regulators

Lowers the Pressure to Allow the Pilot's Safe Use

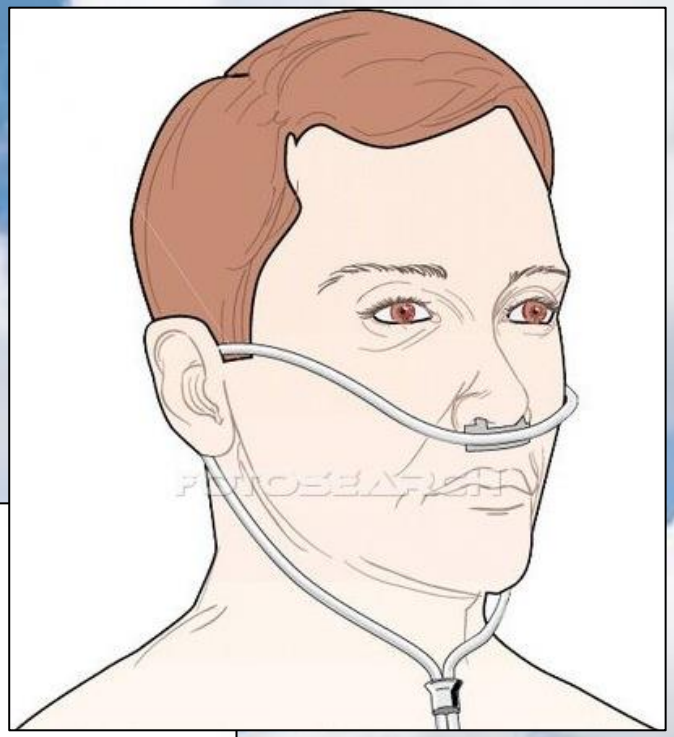


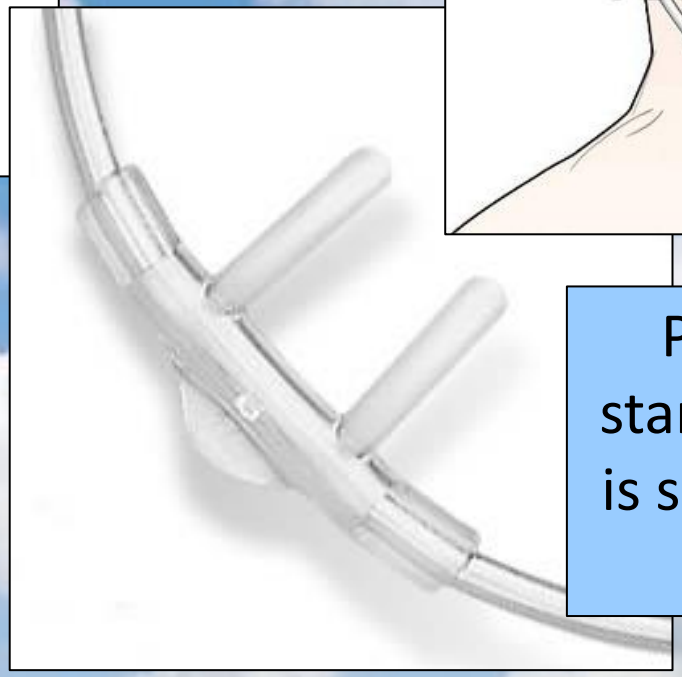
Oxygen Flow Monitoring and Control Based on Altitude

Simplest - Pellet Type



Standard Oxygen Nasal Cannulas

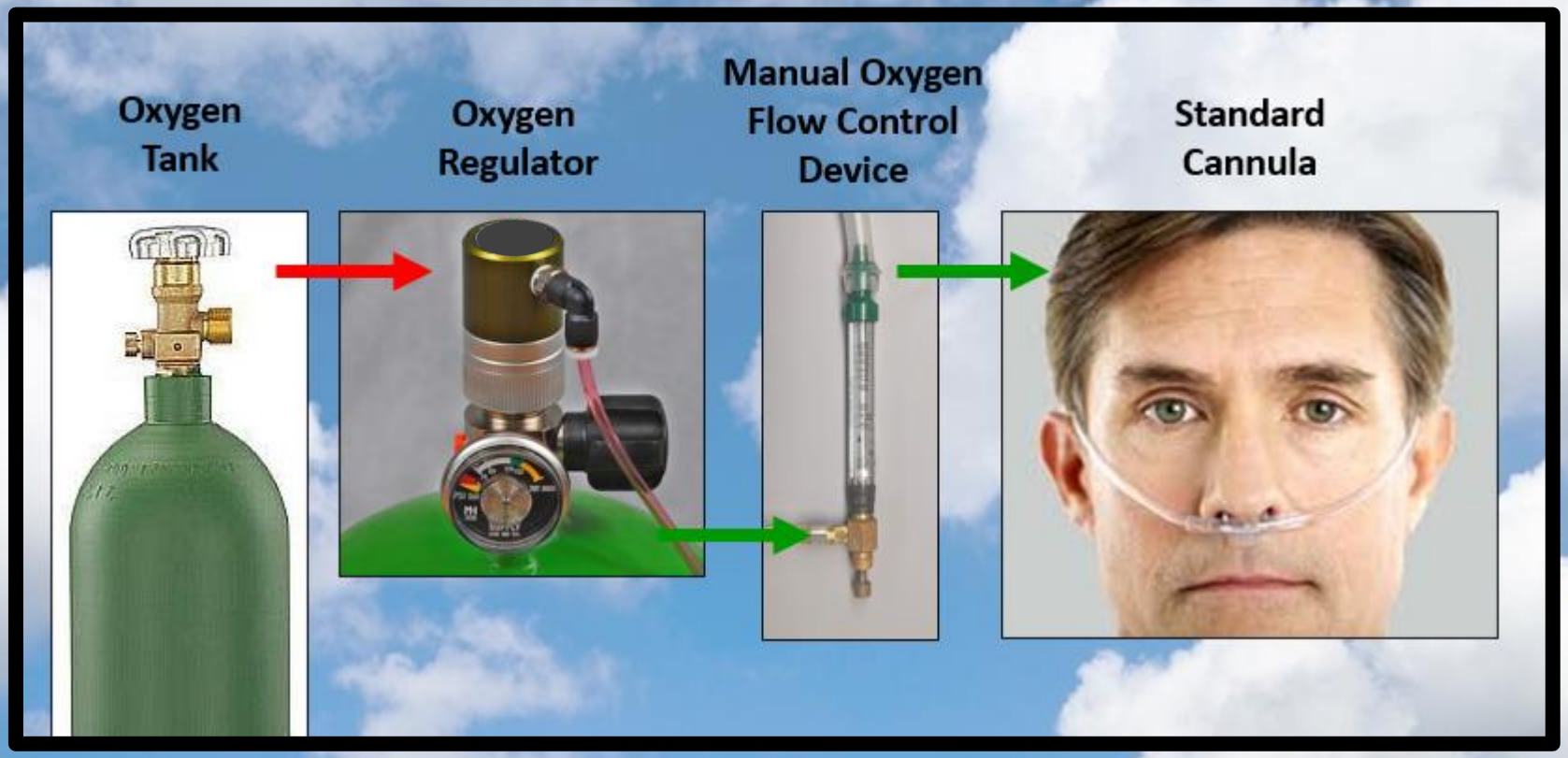




Wasteful!
Oxygen Flows Whether You Need it or Not!

Proper use of standard cannulas is shown in a later slide

Oxygen Delivery System - Continuous Flow



Pros

- Simplest System
- Least Expensive
- Uses Standard Cannula

Cons

- Greatest Oxygen Waste
- Manual Altitude Adjustment

Oxygen Delivery Systems

Better

“Oxygen Saver”

"Better" Continuous Flow System + Oxygen Saving

Oxygen Tank

Oxygen Regulator

Manual Oxygen flow control device

Oxygen Saving Nasal Cannula

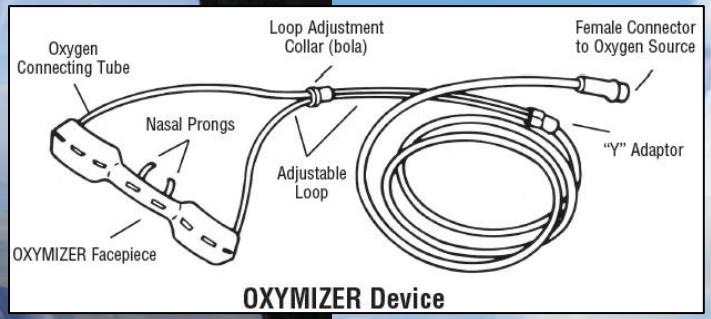
O_2 Saver Continuous Flow System
~50% Oxygen Conservation

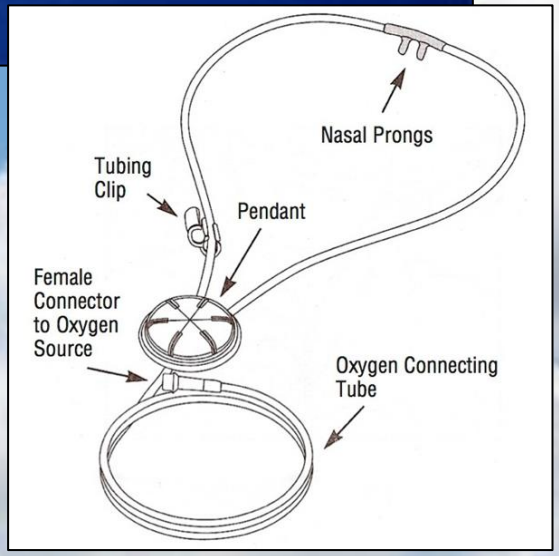
Oxysaver® & Oxymizer® Nasal Cannulas

This type of cannula "captures" some of the unused oxygen into the reservoir until your next breath. It isn't perfect but it helps!

Saves ~50% of Oxygen

2 Year Lifespan





Oxysaver® & Oxymizer® Nasal Cannulas

Pendant Model (P-224)

The reservoir for the **pendant model** is contained in a hard plastic circle-shaped chamber that rests on a patient's chest, under their clothing.

Mustache Model (O-224)

The reservoir for the **mustache model** is contained in a chamber in the facepiece that sits directly under a patient's nose.

Upon exhalation, the reservoir is thrust forward, creating a chamber that stores oxygen.

Exhalation

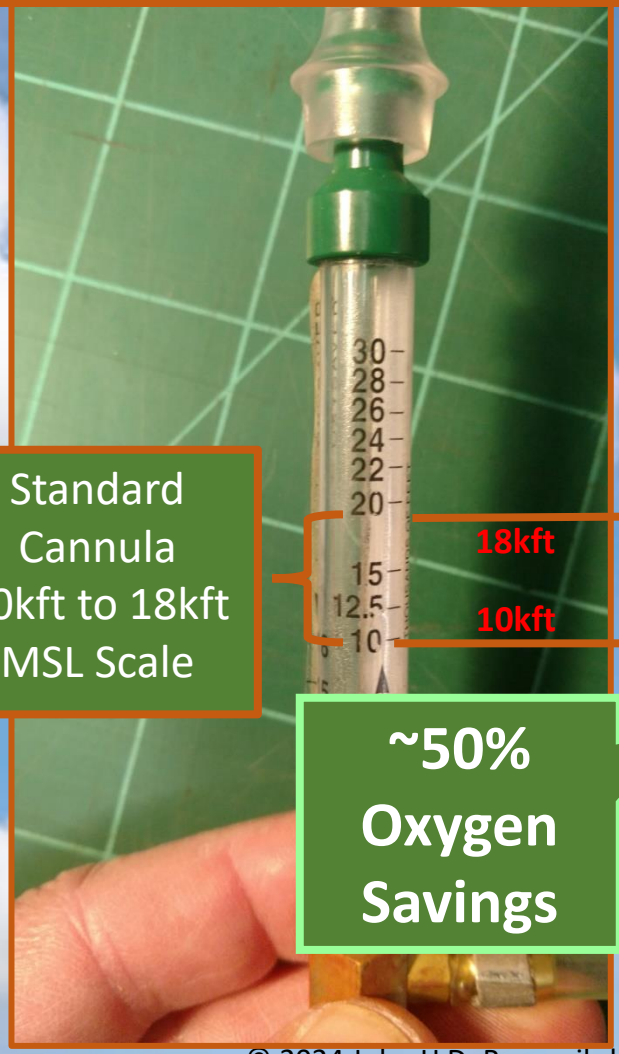
Upon inhalation, the membrane is drawn toward the patient, delivering a bolus of 80 – 100% pure oxygen in addition to continuous flow.

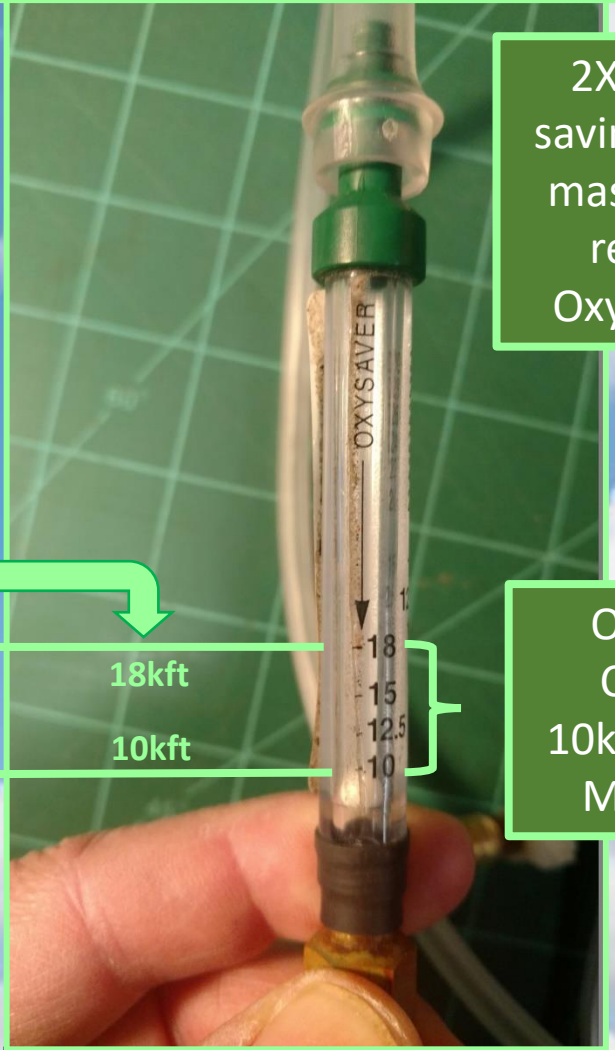
Inhalation

Oxysaver® & Oxymizer® Cannula use with Pellet Type Aerox Flowmeter

Standard Cannula

Oxysaver Cannula





Standard Cannula 10kft to 18kft MSL Scale

~50% Oxygen Savings

2X Oxygen savings due to mask's lower required Oxygen flow

Oxysaver Cannula 10kft to 18kft MSL Scale

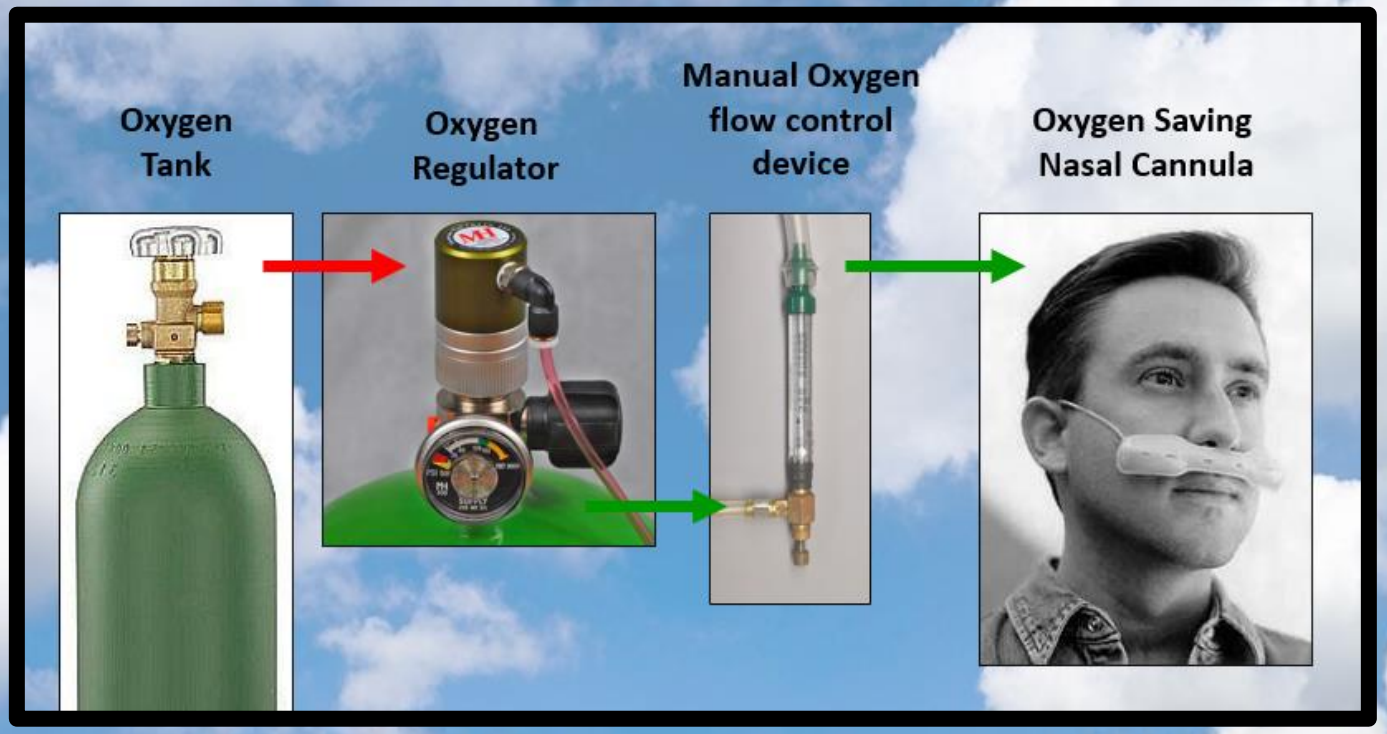
Oxysaver®
Saves Oxygen by a Factor of x4

DURATION* CHART FOR aerox SYSTEMS USING OXYSAVER® CANNULAS

	10,000 Ft. (MSL)					15,000 Ft. (MSL)					18,000 Ft. (MSL)				
Cylinder Size	A 180L 6CF	C 240L 9CF	D 400L 13CF	E-M 700L 22CF	F 1000L 33CF	A 180L 6CF	C 240L 9CF	D 400L 13CF	E-M 700L 22CF	F 1000L 33CF	A 180L 6CF	C 240L 9CF	D 400L 13CF	E-M 700L 22CF	F 1000L 33CF
Users	Hours of use					Hours of use					Hours of use				
1	12.0	16.0	26.7	46.7	66.7	6.7	8.9	14.8	25.9	37.0	4.6	6.2	10.3	17.9	25.6
2	6.0	8.0	13.3	23.3	33.3	3.3	4.4	7.4	13.0	18.5	2.3	3.1	5.1	9.0	12.8
3	4.0	5.3	8.9	15.6	22.2	2.2	3.0	4.9	8.6	12.3	1.5	2.1	3.4	6.0	8.5
4	3.0	4.0	6.7	11.7	16.7	1.7	2.2	3.7	6.5	9.3	1.2	1.5	2.6	4.5	6.4
5	2.4	3.2	5.3	9.3	13.3	1.3	1.8	3.0	5.2	7.4	0.9	1.2	2.1	3.6	5.1
6	2.0	2.7	4.4	7.8	11.1	1.1	1.5	2.5	4.3	6.2	0.8	1.0	1.7	3.0	4.3

* Approximate

Oxygen Delivery System – Oxygen Saving



Pros

- Simple System
- Inexpensive
- Saves ~50% Oxygen over standard cannulas

Cons

- Requires Specialized Cannula
- Manual Altitude Adjustment
- Wastes Some Oxygen

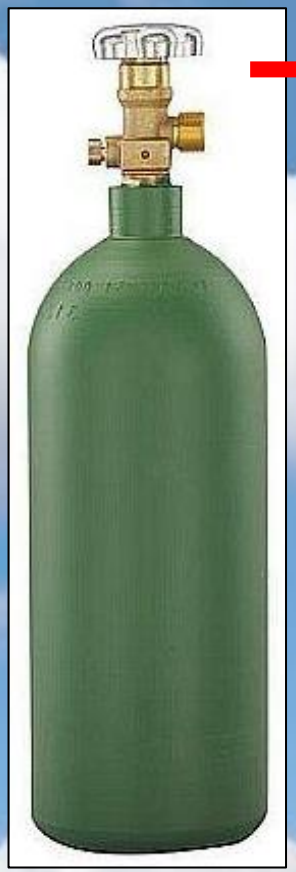
Oxygen Delivery Systems

Best

“Pulse Demand”

"Best" System - Pulse Demand Oxygen System

High Pressure Oxygen Tank



Oxygen Regulator

Electronic O_2 Flow Device

Standard Nasal Cannula

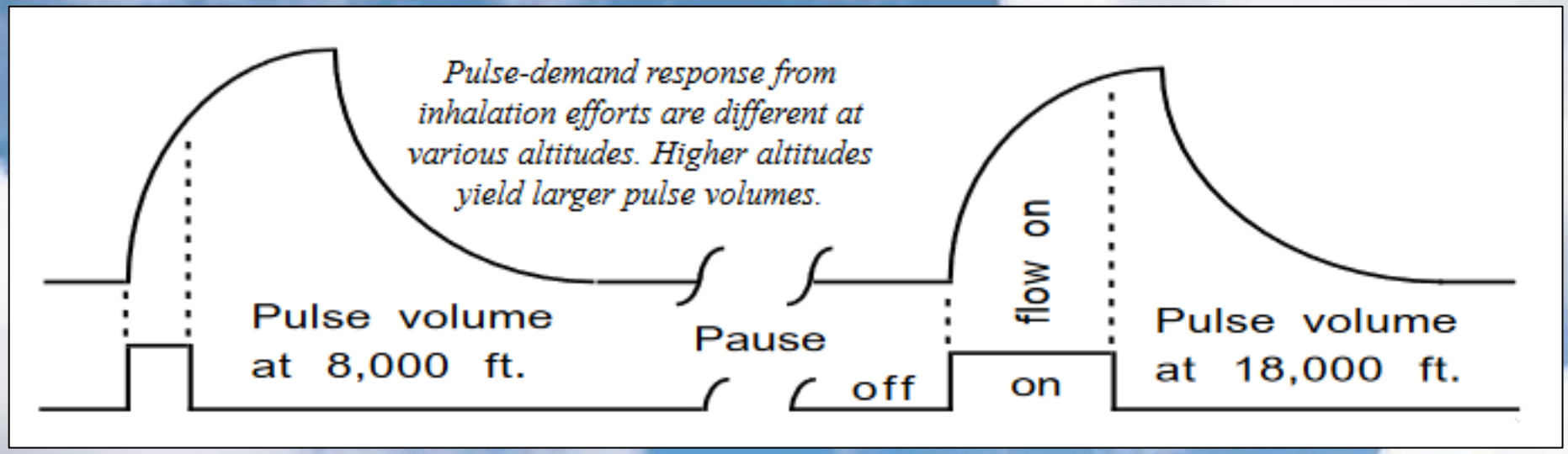
Note: Oxysaver cannulas do not help save any more oxygen

Oxygen is only provided when you take a breath!

Automatically adjusts for altitude!

~95% O_2 Conservation!

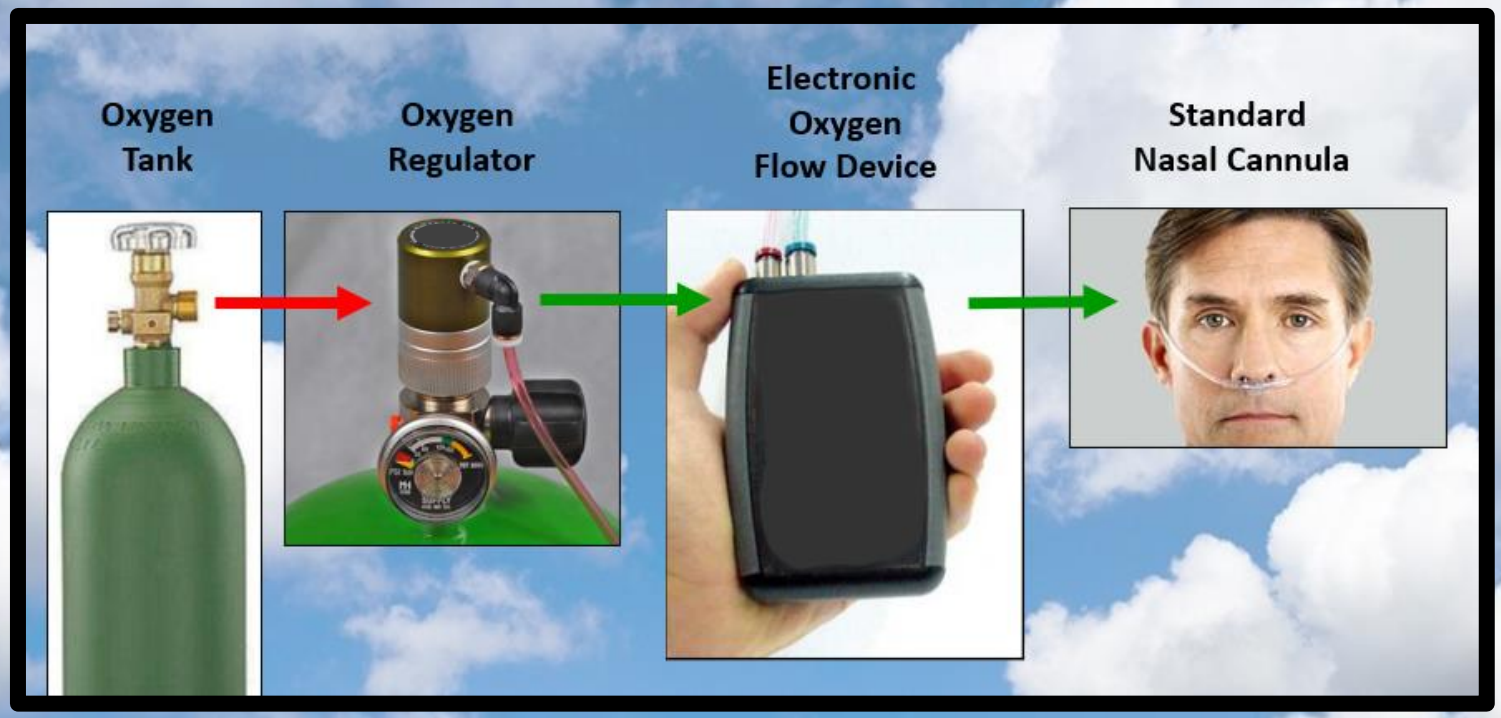
Altitude Pulse Demand O_2 Flow Control (Electronic Type)



Pulse Demand Systems Only Provides Oxygen When You Breathe In Saves >95% of Oxygen

Source: https://www.mhoxygen.com/2016/wp-content/uploads/EDS-Oxygen-Infomd.pdf

Oxygen Delivery System – Pulse Control



Pros

- Saves the Maximum O_2 (~95%)
- Automatic Altitude Adjustment
- Alarms given for issues
- Uses Standard Cannulas

Cons

- Expensive
- Complex System
- Power Source Required

Altitude Pulse Demand O_2 Flow Control

Mountain High System

https://www.mhoxygen.com

Uses a Standard Oxygen Nasal Cannula

Altitude Pulse Demand O_2 Flow Control

Mountain High System

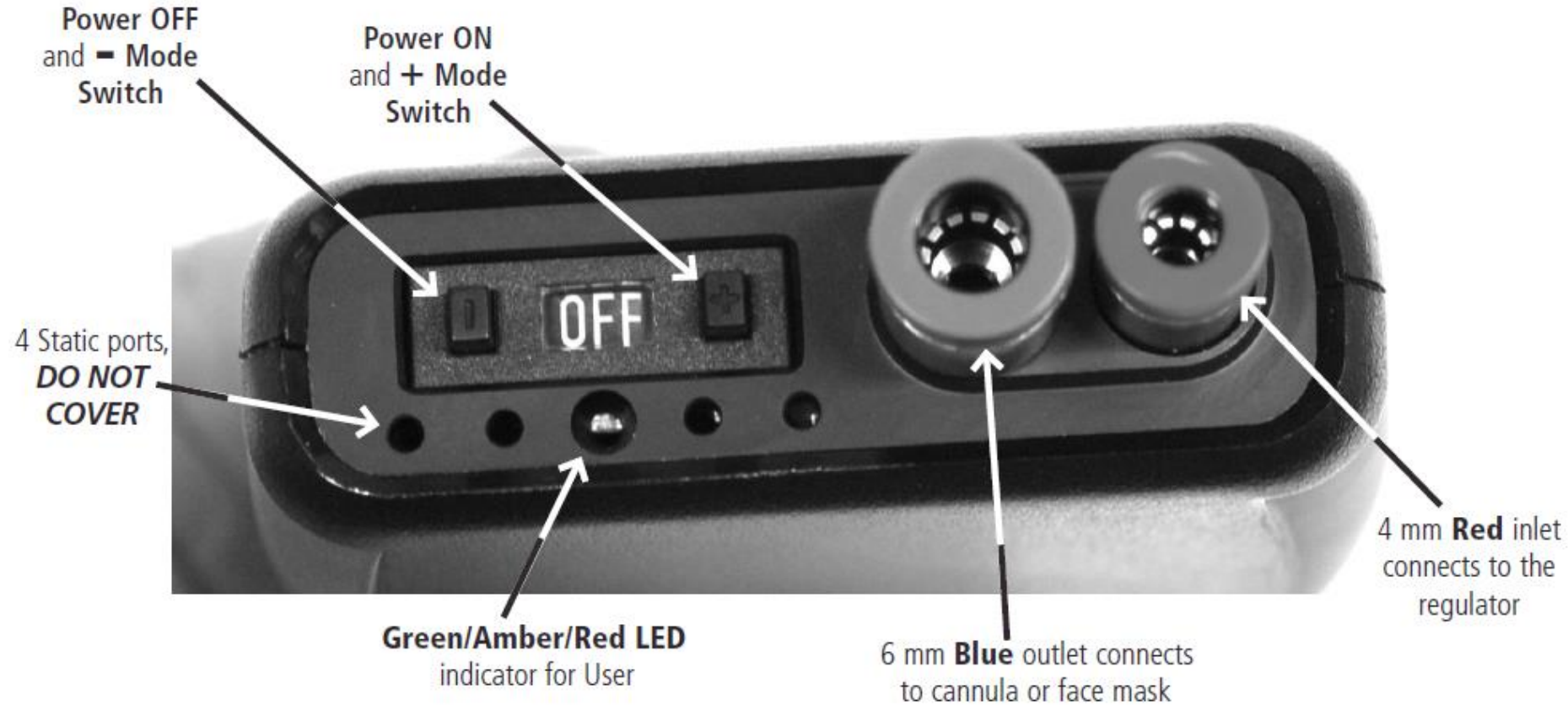
Single Place
EDS Model O_2D_1

Two Place
EDS Model O_2D_2

Second Generation

Altitude Pulse Demand O_2 Flow Control

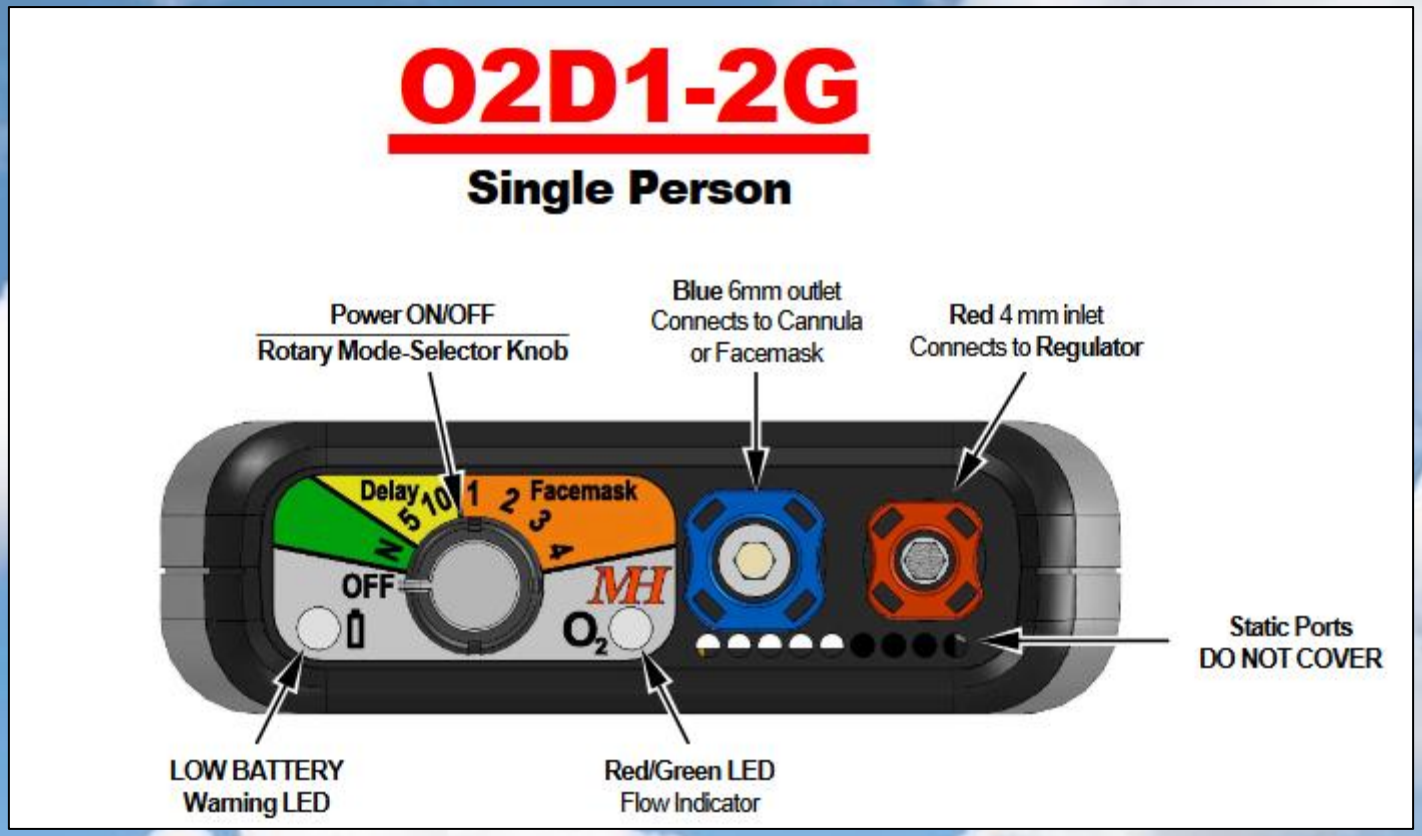
Mountain High - 1st Generation



Audible Alarms: Flow-Fault, Apnea & Tachypnea Sensing

Altitude Pulse Demand O_2 Flow Control

Moutain High – 2nd Generation



Audible Alarms: Flow-Fault, Apnea & Tachypnea Sensing

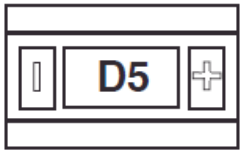
I start oxygen as soon as I am in the glider to help my "flat lander" acclima-tion.

Altitude Pulse Demand O_2 Flow Control

Mountain High System

D MODES: "Day" or "Delayed"

The *D5* setting will cause the MH EDS-O2D2 unit to delay oxygen flow until it senses a pressure altitude of 5,000 ft. and above. The *D10* setting delays oxygen flow until 10,000 ft. and above. NOTE: When the barometric pressure is low, it will start operation at a slightly lower altitude than when the barometric pressure is high.



Flow start: D5--5,000 ft., D10--10,000 ft. **Use with:** Cannula
Flow amount: Standard **Altitude Compensating?:** Yes

F MODES: "Face Mask"

The *F* mode settings *(F5, F10, F15, and F20)* are called the *"Face mask"* settings. They supplement the standard oxygen flow with a richer flow by adding approximately the selected number of feet (in thousands) to the MH EDS-O2D1's perceived altitude.

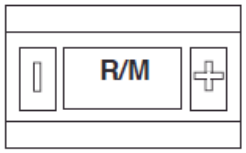
Flow start: All altitudes
Flow amount:
Enriched: F5 =Standard+5,000 ft
F10=Standard+10,000 ft
F15=Standard+15,000 ft.
F20=Standard+20,000 ft.

Use with: Cannula or face mask
Altitude Compensating?: Yes

Example: If you are at a pressure altitude of 5,000 ft. and select the F10 setting you will receive the effective flow rate of 5,000 + 10,000 = 15,000 ft. The "F" modes are useful for people for whom the standard oxygen supply does not achieve the desired blood oxygen saturation or for those who prefer to use a face mask rather than a cannula.

R/M: "Reserve/Manual"

This last switch setting, *R/M,* for *"Reserve" or "Manual"* provides the maximum oxygen flow regardless of altitude. The pulse duration does not vary with altitude.



Flow start: All altitudes **Use with:** Cannula or face mask
Flow amount: Maximum **Altitude Compensating?**: No

Model Number	Pressure PSI	Capacity Cu. Ft. /Liters	Diameter	Length	(Empty) Weight	10,000 Ft. *MH4	10,000 Ft. *MH3	10,000 Ft. °EDS	15,000 Ft. *MH4	15,000 Ft. *MH3	15,000 Ft. °EDS	18,000 Ft. *MH4	18,000 Ft. *MH3	18,000 Ft. °EDS	20,000 Ft. *MH4	20,000 Ft. **EDS	25,000 Ft. *MH4	25,000 Ft. **EDS
AL-113	2216	4.0/113	3.2in/8.1cm	8.3in/21cm	1.7lb/0.8kg	1.6	4.7	6.9	1.1	2.6	3.4	0.9	2.0	2.6	0.8	1.8	0.6	1.2
AL-180	2216	5.8/165	3.2in/8.1cm	11.8in/30cm	2.7lb/1.2kg	2.3	6.9	10.1	1.6	3.8	4.9	1.3	2.9	3.8	1.2	2.6	0.8	1.7
AL-248	2015	8.8/248	4.4in/11.1cm	10.6in/27cm	3.8lb/1.7kg	3.5	10.3	15.2	2.4	5.7	7.4	2.0	4.3	5.7	1.8	3.9	1.3	2.6
AL-415	2015	14.7/415	4.4in/11.1cm	16.2in/41.0cm	5.4lb/2.5kg	5.8	17.2	25.4	4.0	9.5	12.3	3.4	7.2	9.6	3.0	6.6	2.1	4.3
AL-647	2216	22.8/647	5.3 in/ 13.3cm	16.5in/42.0cm	8.4lb/3.8kg	9.1	26.9	39.6	6.3	14.8	19.2	5.3	11.3	14.9	4.6	10.3	3.3	6.7
AL-682	2015	24.1/682	4.4 in/11.1cm	25.6in/65.0cm	8.2lb/3.7kg	9.6	28.3	41.8	6.6	15.6	20.2	5.6	11.9	15.7	4.9	10.8	3.5	7.0
CFF-480	3000	18.2/515	4.5 in/11.4cm	14.4in/36.5cm	3.7lb/1.7kg	7.2	21.4	31.6	5.0	11.8	15.3	4.2	9.0	11.9	3.7	8.2	2.6	5.3
CFFC-048	2216	48.2/1365	6.8 in/17.2 cm	19.7 in/50.0cm	6.2lb/2.8kg	19.1	56.7	83.6	13.2	31.2	40.5	11.2	23.8	31.5	9.8	21.6	7.0	14.1
CFFC-022	1850	22.0/623	5.20 in/13.2cm	19.9in/50.5cm	3.6lb/1.6kg	8.7	25.9	38.2	6.0	14.2	18.5	5.1	10.8	14.4	4.5	9.9	3.2	6.4
KF-011	1850	11.0/311	3.62 in/9.3cm	19.1in/48.5cm	2.0lb/0.9kg	4.4	12.9	19.1	3.0	7.1	9.2	2.5	5.4	7.2	2.2	4.9	1.6	3.2
KF-077**	1850	77.0/2180	7.60 in/19.4cm	29.5in/75.0cm	11.4lb/5.2kg	30.5	90.6	133.6	21.1	49.8	64.7	17.8	38.0	50.3	15.7	34.5	11.1	22.5
KF-115**	1850	115.0/3257	9.10 in/23.1cm	31.5in/80.0cm	16.6lb/7.5kg	45.6	135.4	199.6	31.6	74.5	96.6	26.6	56.7	75.2	23.4	51.56	16.7	33.6

:

& MH4 are the Mountain High portable adjustable flowmeters. *MH3 uses Oxymizer cannula scale.

Flows at the standard protocol of 1.0 liter/minute per 10,000 ft. with facemask.

s Electronic Delivery System.

alculated with cannula and N, D5, D10 mode.

alculated with facemask and F Mode.

uminum cylinders are manufactured with alloy 6061-T6, and are DOT 3AL rated and in compliance with Transport Canada.

ylinders have an aluminum core with carbon filament fiber wrap and are DOT-SP 10945-2216 rated and comply with Transport Canada.

linders have an aluminum core with fiber wrap and are DOT SP 11005-3000 and comply with Transport Canada.

inders ar

inder leng

06/2017 - *Specifications and prices subject to change without notice.*

MH
Aviation Oxygen Systems
MOUNTAIN HIGH
Equipment & Supply Company

Toll Free: 800-468-8185
Telephone: 541-548-7500
Fax: 541-923-4141
sales@mhoxygen.com
www.MHoxygen.com

Redmond OR 97756-7537

Source: https://www.mhoxygen.com/2016/wp-content/uploads/Cyl-Dimensions-Chart-6_17-md.pdf.pdf

Altitude Pulse Demand O_2 Flow Control

Shown at the 2023 Soaring Society of America Convention

Aithre* AVI System

https://aithreaviation.com

Single Place

Two Place

*** Pronounced "Eye-thra"**

Altitude Pulse Demand O_2 Flow Control

Aithre AVI – General System Schematic

- Bluetooth Connections
- iPhone App Control & Logging
- Optional Equipment;
  - Instrument Panel Oxygen Switch & Connections
  - Instrument Panel Touch Screen
  - Carbon Monoxide (CO) Sensor
  - Oximeter Input

Boom Cannula and Adaptor

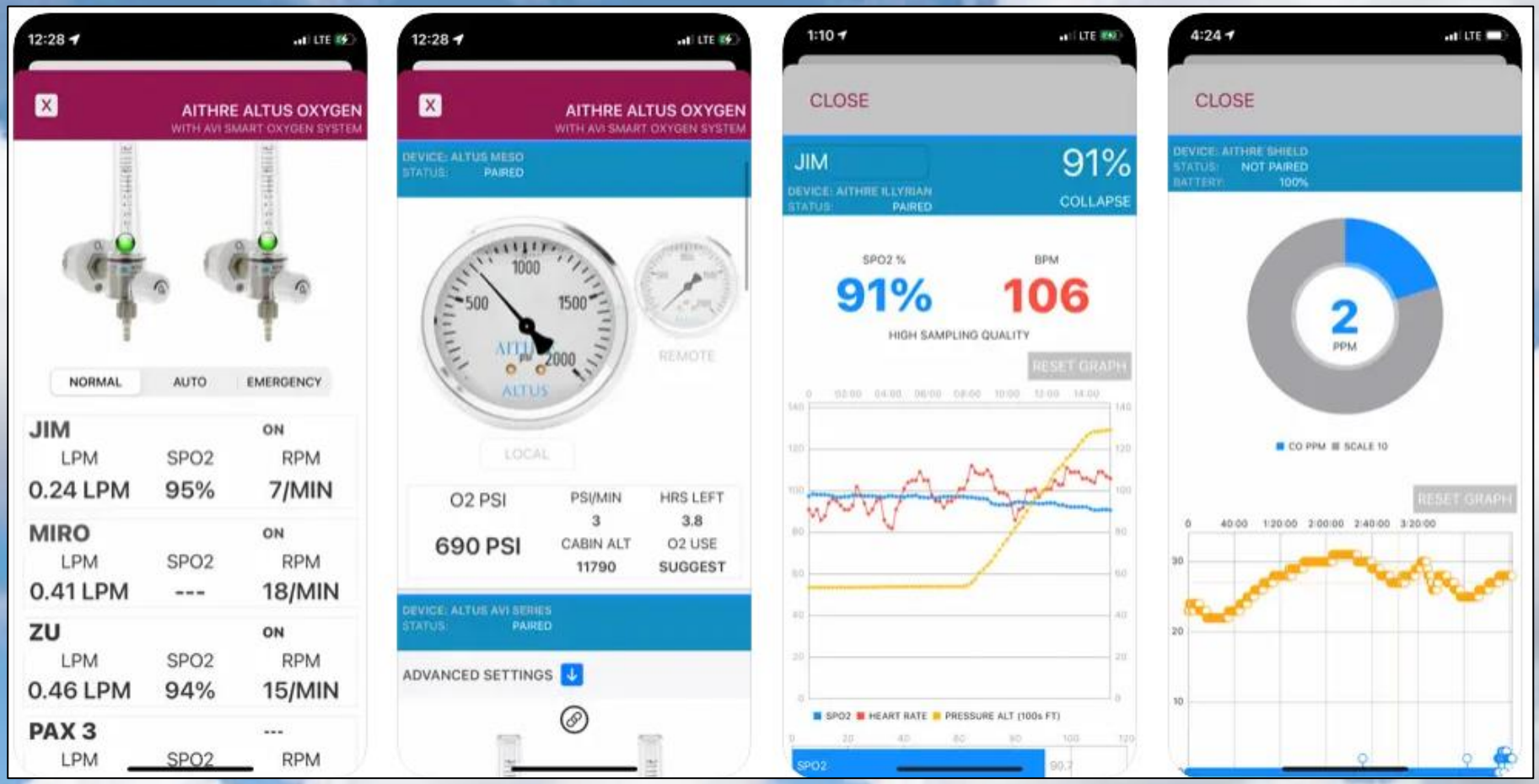
The first boom cannula with Illyrian support.

Elegant Panel Placards

Push-button and cannula placards make your panel sharp.

Altitude Pulse Demand O_2 Flow Control

Aithre AVI - iPhone Application



Altitude Pulse Demand O_2 Flow Control

Aithre Instrument Panel Equipment

Altitude Pulse Demand O_2 Flow Control

MH Oxygen.com
Aviation Oxygen Systems

- **Cost*:** $1043 (single place)
- **Pros**
  - Alarms
  - Compact shape
  - Internally Powered (AA Batteries)
- **Cons**
  - No Bluetooth
  - No Logging
  - Requires MH Regulator

AITHRE

- **Cost*:** $1093 (single place)
- **Pros**
  - Alarms
  - iPhone App Integration
  - Bluetooth
  - Optional Equipment
    - Panel O_2 Switch
    - Oximeter Input
    - Cabin CO Sensor
- **Cons**
  - Less compact shape
  - Externally Powered (12Vdc)
  - Requires Aithre Regulator

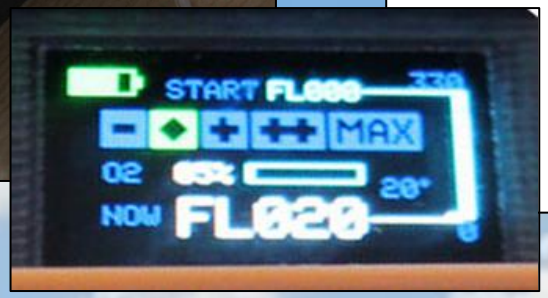
*With manufacturer's regulator & 47 liter oxygen tank

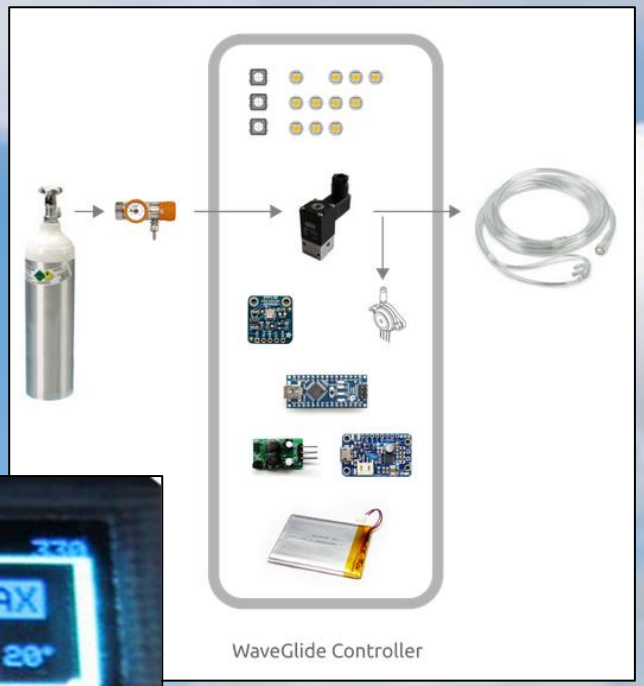
Altitude Pulse Demand O_2 Flow Control

Build Your Own Pulse System?????

http://nortd.github.io/WaveGlide

http://sgbaselfricktal.ch/sauerstoff-im-segelflug/





Additional Oxygen System Information

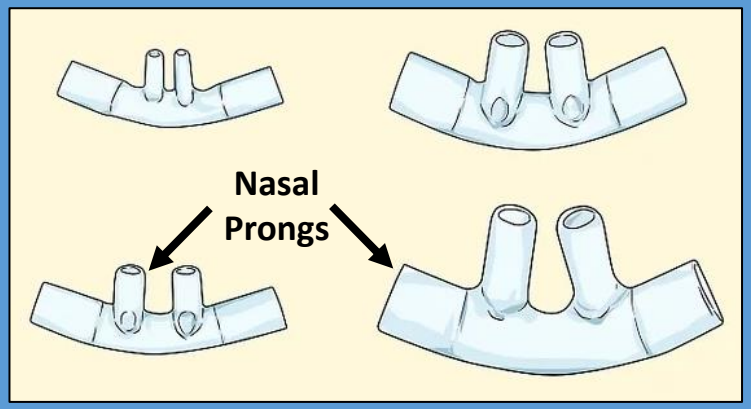
Oxygen Equipment Resources

- **New Equipment**
  - http://mhoxygen.com
  - http://aithreaviation.com
  - http://craggyaero.com
  - https://cumulus-soaring.com
  - http://wingsandwheels.com
  - http://aircraftspruce.com
- **Used**
  - https://www.mhoxygen.com/closeout-refurbished/
  - http://glidersource.com
- **Repair and Testing**
  - https://www.mhoxygen.com/technical-services/
  - http://aithreaviation.com

Proper Use of a Nasal Cannula

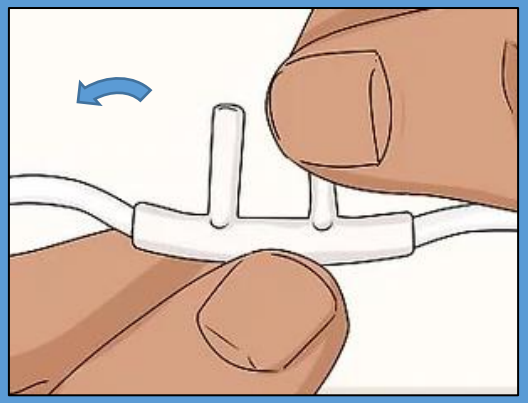
How to Use a Nasal Cannula

Nasal prongs must fit correctly into your nostrils to properly conserve and deliver oxygen



Step 1 - Purchase the appropriately sized nasal prongs for your nostril size. This minimizes escaping oxygen and for reliable triggering of pulse systems.

- Larger prongs are better unless uncomfortable.
- Only use “low flow” cannulas.

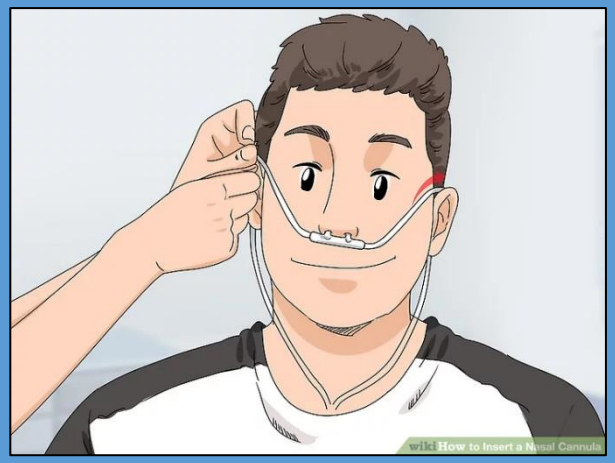


Step 2 - The nasal prongs are curved. Insert them so that they curve into and toward the bottom of your nostrils.

Source: https://www.wikihow.com/Insert-a-Nasal-Cannula

How to Use a Nasal cannula

Routing of the Oxygen Delivery Tubes



Step 3 – Loop the tubes up and over both ears

Step 4 – Move the slider towards your chin

Note

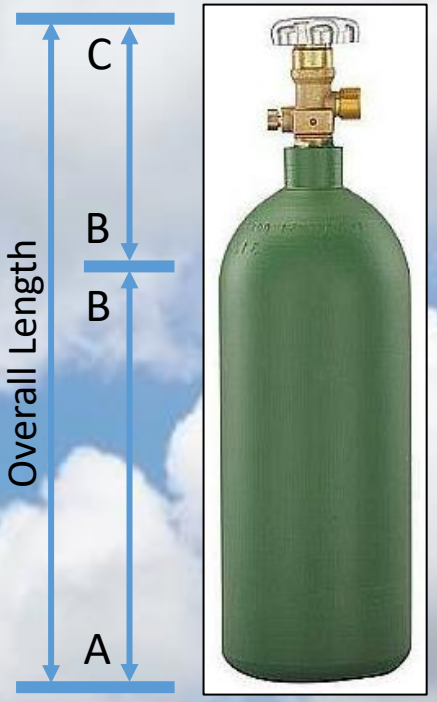
Some pilots report that alternate methods of wearing a cannula from what is described herein provides better oxygen flow for them.

Source: https://www.wikihow.com/Insert-a-Nasal-Cannula

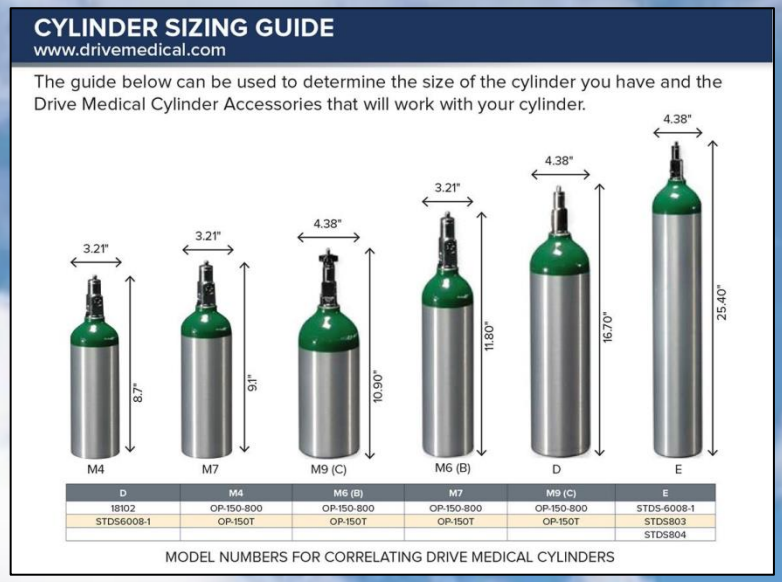
Oxygen Tanks – Searching for the Right Size

If your glider did not come with a properly size oxygen bottle, then you will need to find one. Finding the correct size can be an effort especially for metric sizes. Try these steps and ideas to locate a tank.

- ❑ The easiest way to determine the correct size bottle is by locating an owner of your same model of glider and ask them to measure their tank using the ideas shown below. If not, then use the following steps;
- ❑ Determining the overall length of the bottle you will need.
  - Measure the depth of your glider's oxygen tank sleeve. This represents the part of the bottle from A to B shown at right.
  - Then add something for the distance from B to C (~8" with a CGA-540 valve) to estimate the overall length of A to C.
- ❑ Determining the thickest diameter of the bottle that will fit.
  - Generally, this is by measuring the I.D. of your O_2 tank sleeve. Note: that many non-US glider sleeves are made to fit 100mm (~4") metric O_2 bottles.
  - The easy way to directly measure a bottle is by using a tailor's cloth tape (not a common metal tape measure) or wrapping a piece of paper around the bottle (mark and then measure).
- ❑ Armed with the length and diameter you can start your search. I found that a likely source of used bottles of various sizes is by visiting a local oxygen provider (AirGas, etc) and look through their inventory. Or by asking eBay sellers to determine the size of their bottle for sale using the same steps as shown above.



Oxygen Tanks – Many Different Sizes



D	M4	M6 (B)	M7	M9 (C)	E
18102	OP-150-800	OP-150-800	OP-150-800	OP-150-800	STDS-6008-1
STDS6008-1	OP-150T	OP-150T	OP-150T	OP-150T	STDS803
					STDS804

Oxygen Tanks – Construction Types

Steel
Lifespan Unlimited*
Test every 5 years*

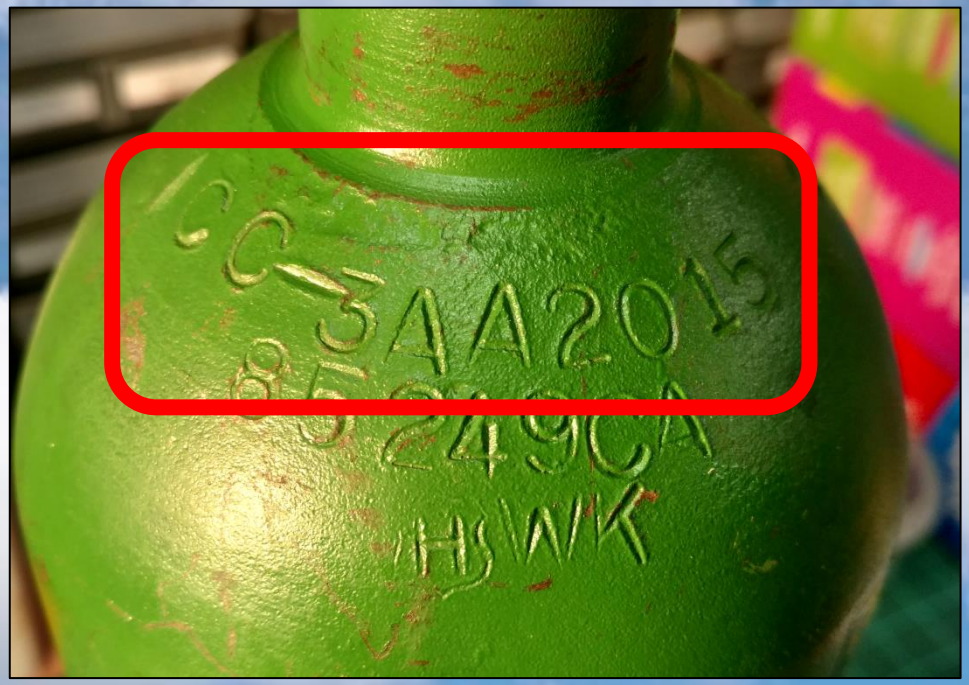
Aluminum
Lifespan Unlimited*
Test every 5 years*

Carbon Fiber
Lifespan 15 years*
Test every 5 years*

* Per AeroOx Web Site

Get Yours Tested Before Next Flying Season!

US Steel Oxygen Tank Markings



DOT (ICC*) Specification "3AA2015"

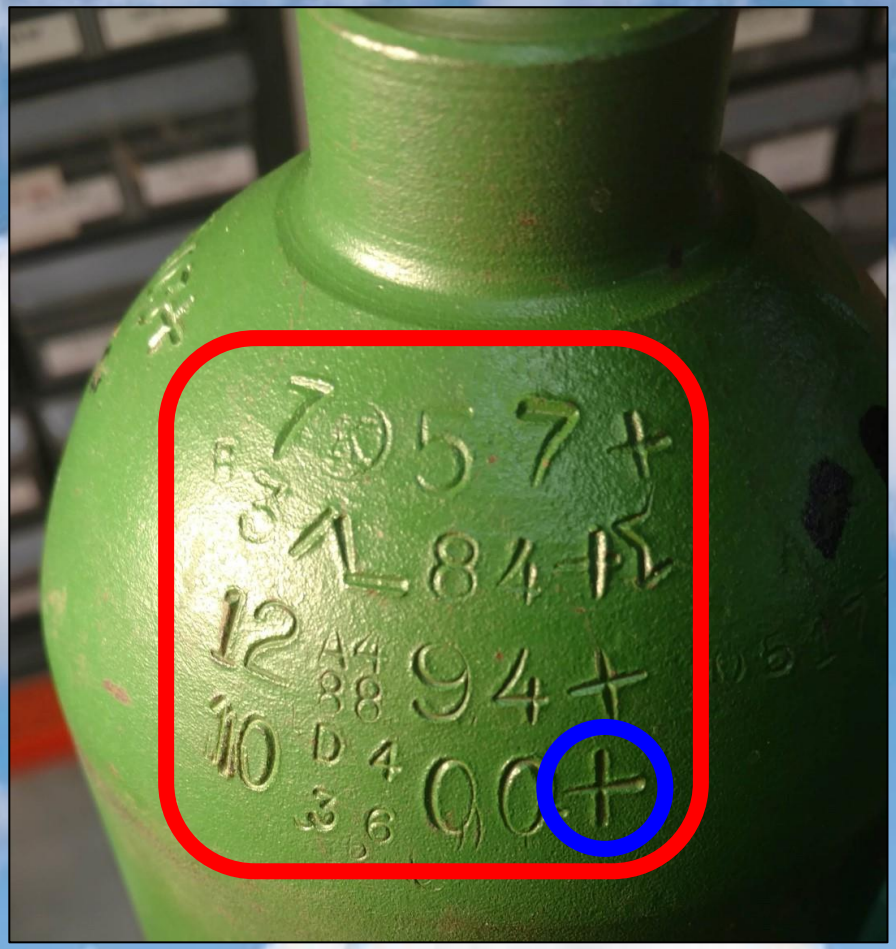
"3AA" is the specification (steel)
"2015" is the max service pressure

More Details

- **https://www.mhoxygen.com/2016/wp-content/uploads/Oxygen_Cylinder_Markings.pdf**
- **http://www.esabna.com/euweb/oxy_handbook/589oxy3_10.htm**
- **https://www.eiga.eu/publications/eiga-documents/doc-3619-catalogue-of-control-marks-on-cylinders/**

* Prior to the federal Department of Transportation (DOT) there was the Interstate Commerce Commission (ICC)

US Steel Oxygen Tank Markings



Hydrostatic Testing Date(s)

← Examples Shown at left

7 57 = July 1957

3 84 = March 1984

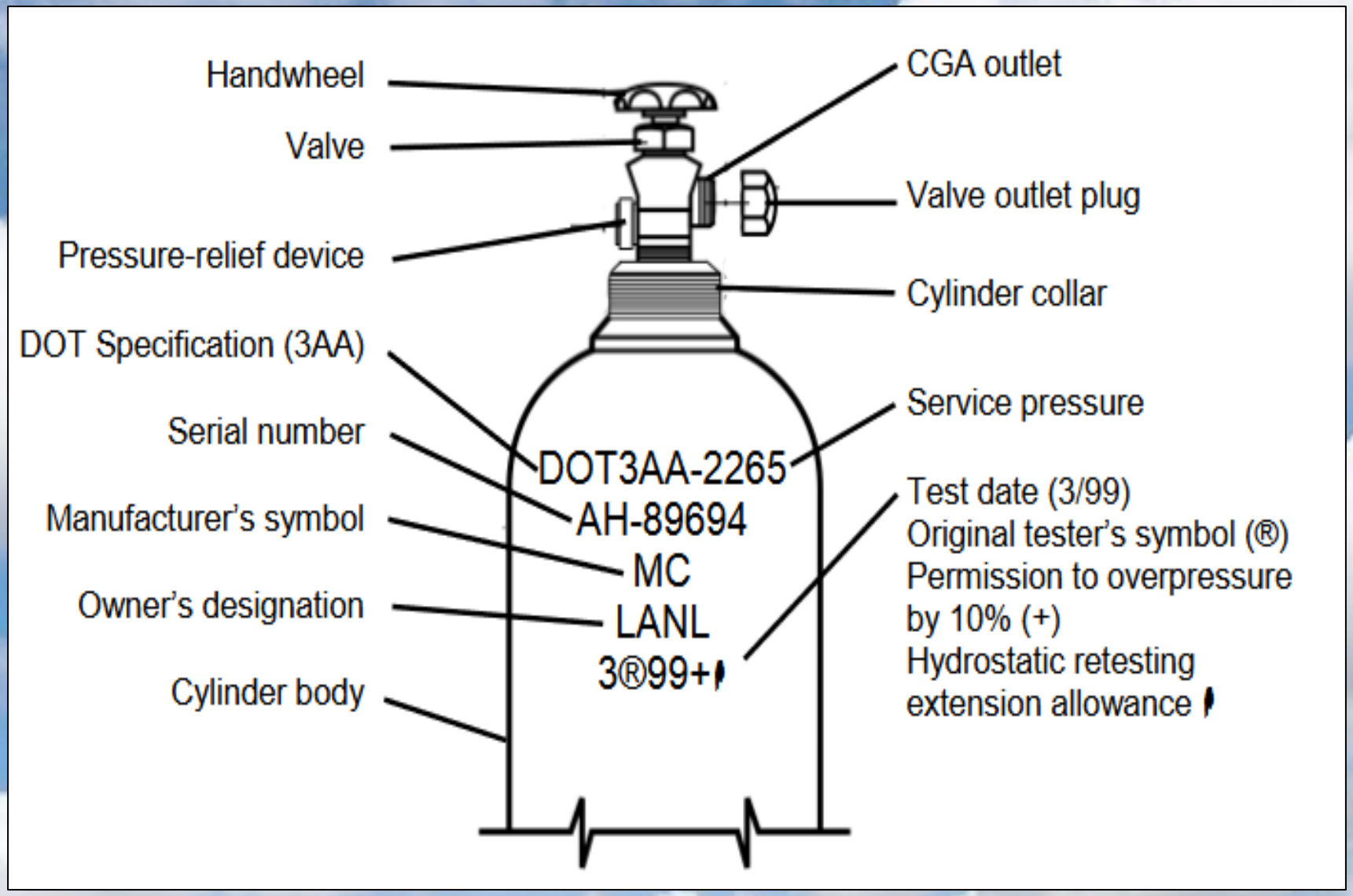
12 94 = Dec 1994

10 00 = Oct 2000

The "+" symbol following the year indicates that the cylinder's maximum service pressure can be 10% above 2015 PSI → 2216.5 PSI

The numbers, letters and/or symbols between the month and the date identifies the inspector who did the hydrostatic testing

US Steel Oxygen Tank Details



Basic Parts of an Oxygen System

NOTE: There are many types of Oxygen Tank valves.
This presentation will deal primarily with the CGA-540 type of valve.

CGA-540
O2 Valve

Common Oxygen Tank Valve Types

CGA-540

Common for US Aviation

CGA-870

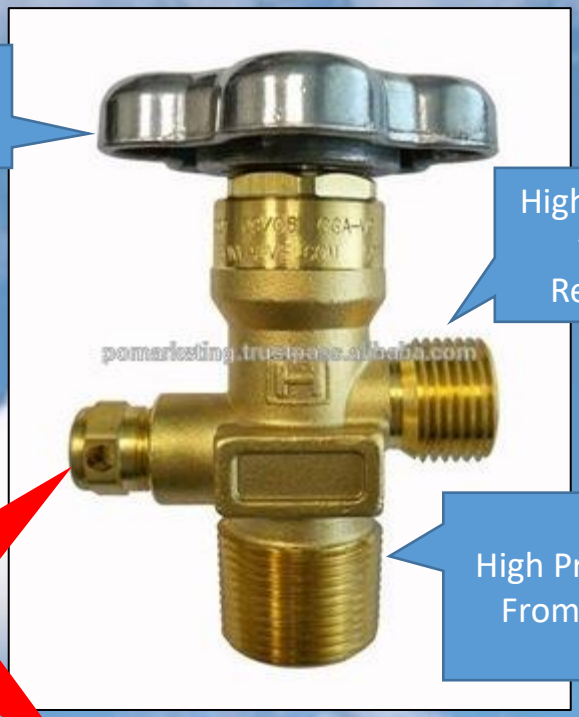
Common for Medical Use

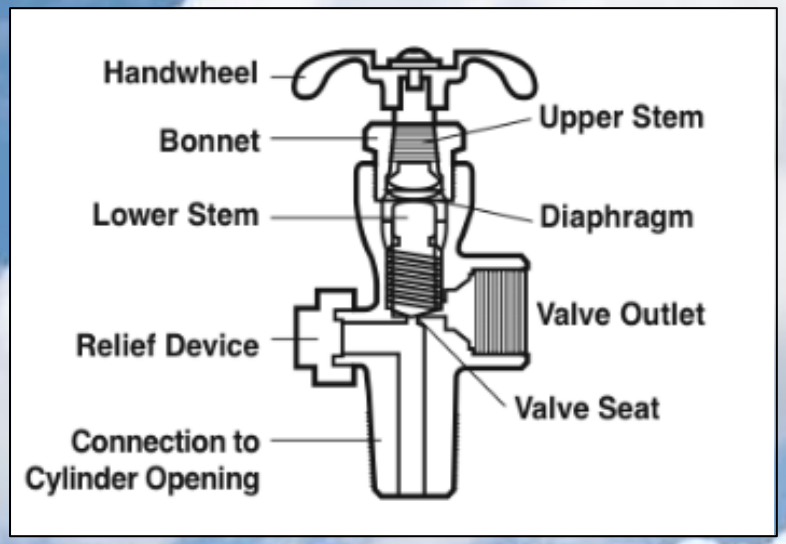
DIN477-9

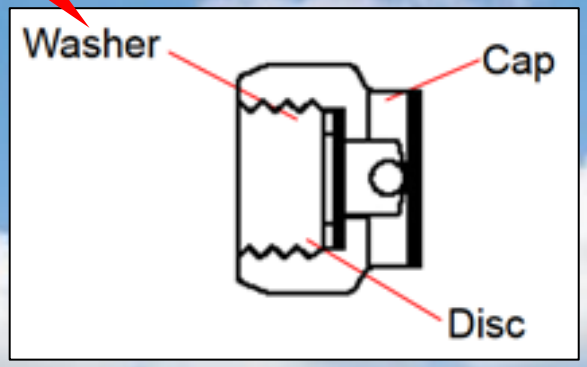
Common Metric

Mountain High can supply regulators and adapters for these metric valves

Commonly Used CGA-540 Valve Assembly





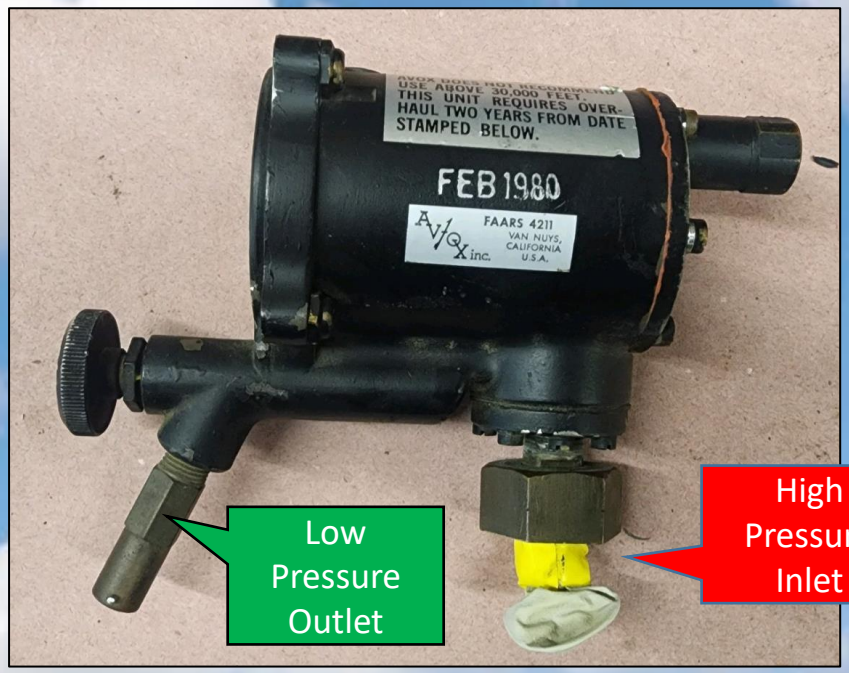


Commonly Used CGA-540 Valve - Disassembled

Vintage Oxygen Regulator

Blast from the Past - A Vintage Oxygen Regulator

This 1960's* era vintage regulator has a high pressure inlet that is "hard piped" directly to the oxygen bottle. It has a low pressure outlet to the pilot's mask. This regulator has a dual gauge which shows both the oxygen cylinder's high pressure level and a flow Indicator of the continuous low pressure oxygen rate set for the aircraft's current altitude by the large black knob.

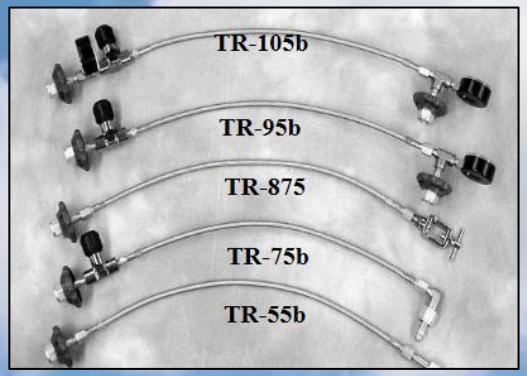


* The "Feb 1980" date is the last time the unit was tested.

Refilling Oxygen Bottles at a Gliderport

Typical Refilling (Trans-Filling) at a Gliderport

Trans-Filling Oxygen Bottles, Carts, Hoses, Valves and Adapters



From ➔ To

Glider High Pressure Oxygen Bottle

Courtesy of http://www.craggyaero.com/mh_transfillers.htm

Typical Refilling (Trans-Filling) at a Gliderport

Two Large Commercial O_2 Tanks

O2 Tank 1
"Low Pressure"
use for initial fill
(~90% Full)

Step 1

Step 2

O2 Tank 2
Secondary
"High Pressure"
used to "Top-off"
the tank to
highest pressure

Glider O_2 Tank

Oximeters

Oximeter Fingertip O_2 Level Testing

LCD Type – Best in Full Sunlight

OLED Type – Shade Use Only

Inexpensive $15-$40

eBay, Amazon, Walmart, etc.

Get One & Use It During Flight!

Oximeter Fingertip O_2 Level Testing

Alarm Monitoring and Date Logging

SORRY - OLED Type – Shade Use Only

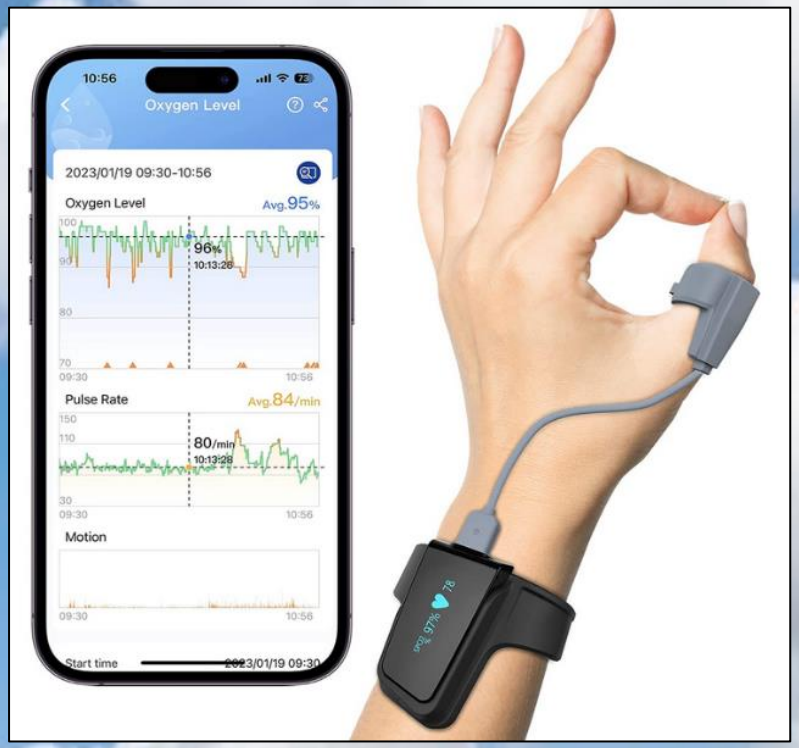
More Expensive ~$150

Get One & Use It During Flight!

Oximeter Fingertip O_2 Level Testing

Alarm Monitoring and Date Logging

SORRY - OLED Type – Shade Use Only



More Expensive ~$200+

Watch Type O_2 Level Testing

Alarm Monitoring and Date Logging

SORRY - OLED Type – Shade Use Only

Garmin Aviator

I kept getting "hold still" warnings

Most Expensive $600+

Get One & Use It During Flight!

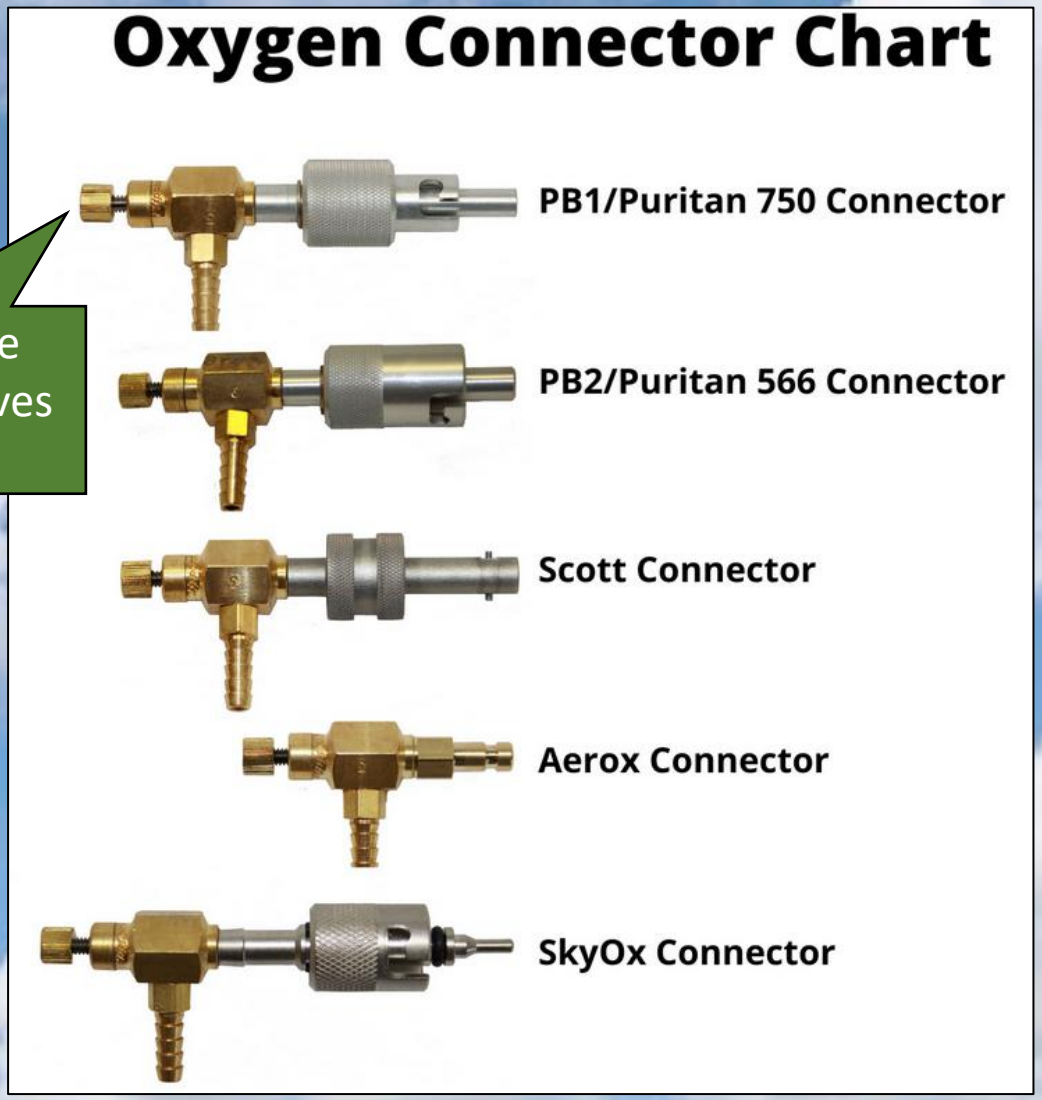
Miscellaneous Information

High Altitude Oxygen Masks

Commonly used above 18,000ft
often during wave flight

Connectors Between Regulator & Flow Monitoring Device

Manual Altitude Flow Control Valves (on all types)



Source: https://www.aerox.com/identify-your-connector

The Future?

Portable Concentrators of Free Oxygen

The Future?

Concentrators of Free Oxygen

https://aithreaviation.com/products/aithre-turbo-oxygen-maker

"The Aithre Turbo Oxygen Maker is the World's first oxygen generator optimized specifically for light aircraft and general aviation."

Signs of Hypoxia YES, AGAIN!

As the degree of hypoxia increases, the classic medical signs and symptoms include:

- **Euphoria**
- **Increased response time**
- **Impaired judgment**
- **Drowsiness**
- **Headache**
- **Dizziness**
- **Tingling in fingers and toes**
- **Numbness**
- **Blue fingernails and lips (cyanosis)**
- **Limp muscles**

The danger to aircrew of an insidious condition that causes euphoria and impaired mental ability without any warning signs such as pain or discomfort are self-evident!

http://www.cfinotebook.net/notebook/aeromedical-and-human-factors/hypoxia

My Personal Oxygen System

Online Resources

- Manufacturers
  - Mountain High – Aviation Oxygen Products
  - Aerox/SkyOx - Aviation Oxygen Systems
  - Aithre - aithreaviation.com
- Learning Resources
  - DG-Aviation - The Correct Usage of Oxygen
  - FAA - Oxygen Equipment Use in General Aviation Operations
  - CFI Notebook - Aviation Supplemental Oxygen
  - Skybrary - Aircraft Oxygen Systems
- Other Miscellaneous Documentation
  - https://aviation.derosaweb.net/oxygen/documents/

See My Other Presentations

- Glider Electrical Wiring
- Transceiver Troubleshooting
- Oxygen Systems
- Working with Glider Air Lines
- Sailplane Wiring
- Trailer Wiring & LED Lights
- Trailer Chains
- Pilot Relief Systems
- Battery Testing
- Spar Alignment Tool
- L'Hotellier Fittings
- Carbon Fiber Panels
- IGC Filename Decoding
- Blanik L-23 Strut Work
- Survival & Bailout Kits
- Removing Painted Contest IDs

http://aviation.derosaweb.net/presentations

Let me know of any comments!
jhderosa@yahoo.com

84