

C-5 Equipment & Seat Covers



★ CLIENT PROFILE

Air Mobility Command (AMC) is a Major Command of the U.S. Air Force. AMC is headquartered at Scott AFB, Illinois, east of St. Louis.

THE CHALLENGE

AMC was in need of customized interior aircraft seat covers and equipment covers for Troop, Relief Crew, and Flight Deck Compartments of the C-5 Galaxy A and B model aircraft. AMC had two challenges to overcome with the development of these aircraft equipment covers. The first one is that each C-5 seat cover design had to be customized and standardized. The second challenge AMC sought to overcome was that the equipment cover fabric which had originally been specified by C-5 Engineering was poor quality, loosely weaved fabric which was not comfortable during long mission flights and did not possess satisfactory flame resistant properties.

AMC first went to the Department of Defense (DoD) Stock Depot Supply system to identify a standardized design that would fit their C-5 equipment covers properly, but DoD's lead time was over 18 months to procure the total aircraft package of C-5 equipment and seat covers. AMC's transition time allotment was only 6 months.



AND THEN SOME...

AMC turned to FSM to address the challenges it faced. Since FSM President and craftsmen possessed over 14 years of combined experience working with equipment covers for the C-5 aircraft and our main office was located just 15 miles away from Dover Air Force Base, FSM was the perfect fit. FSM was able to identify all Military Specification fabrics, attachments, and hardware required, then quickly assess the customization process.

The seat, headrest and equipment covers that FSM designed met all Military specifications for being fireproof, tear proof and lightweight. Additionally, FSM Technical Engineering was able to locate an inherently fire retardant, polyester Trevira fabric that *exceeded* all requirements of Federal Aviation Regulation. The new Trevira fabric was several ounces per square yard lighter than the fabric being replaced yet stronger with higher tear resistance. The design process spanned over 3 months to complete while the material sourcing required 2 months to accomplish and another month for C-5 Engineering approval.

