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D.T.D. 34A

(Superseding D.T.D. Spec. No. 34)
March, 1928

General Specification ROCK ELM AS ROUGH TIMBER

NOTE.—The use of this Specification should increase the probability of the timber proving satisfactory for aircraft construction, but it is not to be assumed that material which passes this Specification will be acceptable when made up into finished parts for aircraft. The wood when prepared for such purposes will require to comply with the British Standard Specification V.8.

1. **Quality.** The timber shall be of the best description of what is generally termed tough Rock Elm from the United States of America, or Canada. Soft Elm shall not be accepted.
2. **Storage.** The timber shall have been kept under water, or if stored on shore, shall have been suitably covered to prevent sun or weather shakes developing.
3. **Freedom from Defects.** The timber shall be reasonably free from deleterious knots or shakes, curls, burrs, wane, or signs of prolonged weathering, blackheart, foxiness or any other defects.
4. **Straightness of Grain and Fibre.** The timber shall be straight in grain and fibre, and the maximum inclination to the length of the piece shall not exceed 1 in 15.
5. **Marking.** All timber accepted to this Specification shall be stamped with the Inspector's identification hammer stamp number and the chargeable superficial measurement agreed upon shall be marked on each plank or piece.

F. V. HOLT,

Air Commodore,
Director of Technical Development.

Price 8d. (Australian Currency).