

**Ministry of Defence
Defence Procurement Agency, ADRP2
Abbey Wood
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BS34 8JH**

OBSOLESCENCE NOTICE

All DTD specifications were declared obsolescent from 1st April 1999. All DTD 900 series approvals also lapsed at that time. The standards will no longer be updated but will be retained as obsolescent documents to provide for the servicing of existing equipment.

Further Guidance

The aim in declaring the specifications obsolescent is to recognise that the documents are not being updated and thus should be used with care by both purchaser and supplier. For example, a specification could contain valid technical information but may also contain type approval clauses that contradict procurement policy and/or use materials that do not comply with environmental legislation. The obsolescent specification can still be used as a basis for a purchase provided that the supplier and purchaser agree suitable changes to the specification within the purchase order/contract.

For the DTD 900 system, each specification has provided an MoD approved material and process. For these items, the declaration of obsolescence will constitute the termination of both the extant MoD approval and the continuing MoD assessment that had underpinned those approvals. Again, the technical content of the document remains valid and can be used by both purchaser and supplier as a basis for a contract but an acceptable (to the parties) approval/assessment procedure would be required.

Aircraft Material Specification

28-TON 12 PER CENT CHROMIUM CORROSION-RESISTANT STEEL TUBES

NOTE.— This specification is one of a series issued by the Ministry of Aviation, either to meet a limited requirement not covered by any existing British Standard for aircraft material or to serve as a basis for inspection of materials the properties and uses of which are not sufficiently developed to warrant submission to the British Standards Institution for standardisation.

Straight circular tubes

Bent circular tubes

Non-circular tubes

1. Chemical composition

| | | | | | | |
|-------------------|-----|-----|-----|-----|-----|---|
| Carbon | ... | ... | ... | ... | ... | not more than 0.15 per cent. |
| Silicon | ... | ... | ... | ... | ... | not more than 1.0 per cent. |
| Manganese | ... | ... | ... | ... | ... | not more than 1.0 per cent. |
| Nickel (residual) | ... | ... | ... | ... | ... | not more than 1.0 per cent. |
| Chromium | ... | ... | ... | ... | ... | not less than 12.0 nor more than 14.0 per cent. |
| Sulphur | ... | ... | ... | ... | ... | not more than 0.045 per cent. |
| Phosphorus | ... | ... | ... | ... | ... | not more than 0.045 per cent. |

2. Process of manufacture

Electric.

3. Inspection procedure

Sections 1 and 5 of British Standard T.100, but applied to all sizes of tubes.

4. Margins of manufacture

- 4.1. Circular tubes shall comply with the limits specified in Table 2 of British Standard T.100 (and not Table 3).
- 4.2. Non-circular tubes shall comply with the limits specified in the appropriate Table 4 to 7 of British Standard T.100.

5. Heat treatment

The tubes shall be delivered in the softened condition.

6. Mechanical tests

- 6.1. *Tensile test.*
 0.2 per cent. proof stress not less than 18 tons per sq. in.
 Tensile strength not less than 28 tons per sq. in.

6.2. *Flattening test.*

Circular tubes:—

Distance between inner sides of test piece, in direction of flattening 1T or ½ bore, whichever is the smaller.

Square and streamline tubes:—

Diagonal or major axis C, to be reduced by $\frac{0.9C}{T}$ per cent.

(e.g. if $\frac{C}{T}=80$, then the required reduction is 72 per cent).

6.3. *Bend Test* (alternative test).

Closed flat.

Approved for issue.

N. J. L. MEGSON,

Director of Materials Research and Development (Air).

Printed in England by Willsons (Printers) Ltd., Leicester, England
and published by
HER MAJESTY'S STATIONERY OFFICE
Price sixpence net