

NOTE.—The Association desires to call attention to the fact that this Specification is intended to include the technical provisions necessary for the supply of the material herein referred to, but does not purport to comprise all the necessary provisions of a contract.

British Engineering Standards Association.

Incorporated by Royal Charter 1929.

British Standard Specification for Aircraft Material.

FLAX SEWING CORD FOR PARACHUTE HARNESS.

1. **Description.** (a) The cord shall be made of flax fibre.
 - (b) The weight of the yarn shall have been reduced by not less than 12½ per cent. by boiling.
 - (c) The cord shall be composed of 8 threads twisted together with 36 ± 2 turns per foot.
 - (d) The cord shall be supplied in 1 lb. balls, cops or spools.
2. **Weight and Strength.** The weight and minimum breaking strength, when determined by the methods described in Appendices I and II, shall comply with the following requirements:—

Weight per 100 yards	-	not less than 2.0 oz., nor more than 2.5 oz.
Minimum Breaking Strength	-	not less than 55 lb.
3. **Selection of Test Samples.** The balls, cops or spools shall be grouped in parcels of not more than 10. One ball, cop or spool shall be selected by the Inspector from each parcel and a test sample cut therefrom as required by the Inspector.

APPENDIX I.

Method for the Determination of Weight.

The specimens shall be subjected for 1 minute to a load of 5 oz. and the weight of a ten foot length of the stretched cord be determined.

The measuring and weighing shall be carried out under ordinary atmospheric conditions, but in cases of dispute, the specimens shall be conditioned for not less than 24 hours in an atmosphere with a relative humidity of 65 per cent. and a temperature of 70°F. (21.1°C.), and then tested under the same conditions.

APPENDIX II.

Method for the Determination of Breaking Strength.

Five specimens shall be cut from each sample and shall be soaked in water for two hours, after which the excess of adhering water shall be drained off. They shall then be fixed in an approved testing machine so that the length between the supports is not less than 10 inches. The load shall be uniformly applied at such a rate that the specified breaking load is reached in approximately one minute after the commencement of the application of the load.

This Specification was approved by the Aircraft Industry Committee on 23rd September, 1930, and published by the authority of the Council of the Association as a British Standard on 27th October, 1930.

NOTE.

In order to keep abreast of progress in the Industries concerned, the British Standard Specifications are subjected to periodical review.

Suggestions for improvements, addressed to the Director of the British Engineering Standards Association, 28 Victoria Street, London, S.W., 1, will be welcomed at all times. They will be recorded and in due course brought to the notice of the Committees charged with the revision of the Specifications to which they refer.

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