

International Aircraft Materials Fire Test Working Group Meeting

Held at Airbus Industries, Hamburg, Germany

June 23-24, 2003

MONDAY, JUNE 23, 2003

Burnthrough Presentation and Discussion – R. Hill (for Tim Marker)

Two related presentations titled as follows:

Presentation Titled: "BT17"

Informational Material on Burnthrough Test:

Presentation Titled: "PresentationBTAC"

Printed Wiring Boards – J. Peterson (Boeing)

Presentation Title: "PWB Cert Proposal"

Radiant Heat Panel Discussions – P. Cahill

Informational Material on Radiant Panel Test:

Presentation Titled: "Radiant Panel Info"

Radiant Heat Panel Round Robin 5 Report:

Presentation Titled: "RoundRobin5"

Radiant Panel Hardware Maintenance – K. Tran

Presentation Titled: "MaintRadiantPanel"

Design of Experiments – Contact Steve Morgan at Boeing

See List of Attendees for his contact information

Fire in Hidden Areas Presentations and Update

Electrical Wiring:

Presentation Titled: "ElectricalWiring"

Lightweight Aircraft Seats – R. Hill (for Tim Marker)

Presentation Title: "Seatbase 2"

Contamination Issues

Heat Flux Calibration Update – R. Hill (for Dick Johnson)

Heat Flux Measurement Issues

See Presentation Titled: "DickJ 060803"

Handbook Test Method Updates/Reviews Discussion

Bunsen Burner Chapters (Chapters 1-4) – J. Peterson

See Presentation Titled: "Bunsen Burner Tests"

November 2004 Fire and Cabin Safety Research Conference

Call for Papers:

See Presentation Titled: "Call for Papers" for more information

TUESDAY, JUNE 24, 2003

Task Group Meetings

Burnthrough – Noel Spurlock (Boeing) presented Boeing's Thermal Acoustic Insulation Material Burnthrough Test Procedure. This will be sent to Tim Marker for review/comments, etc., and then send it out to the labs to set their test equipment up. Once labs are set up to these specs, a Round Robin will be conducted on two materials, and then Tim or someone from the FAA Technical Center will visit each lab to ensure all labs have their test apparatus set up the same.

Jim Davis and Noel Spurlock will jointly research the creation of a 'new' airflow meter(?) and send their findings to FAATC for review and prepare a presentation for the fall 2003 Materials Meeting.

Advisory Material: Randy Smith will put together a list of odd areas in the airplane and Boeing's proposed methods for complying with the proposed rule and send it to Tim Marker to review and to possibly be added to the advisory material as soon as possible. Randy will talk to Peter Busch of Airbus to try to collaborate this project with Airbus.

Task Group Summaries

Radiant Panel (Pat Cahill): There is no decision yet on the issue concerned. Pat has asked the Task Group members to send her a write up of their thoughts on this issue that she can discuss with Dick Hill and Jeff Gardlin.

Burnthrough Task Group (Dick Hill): Boeing presented its Thermal Acoustic Insulation test procedure. Tim Marker will review this information. If he agrees with it, this information will be sent to each participating lab and a Round Robin will be conducted on a couple of materials with a representative from the FAA Technical Center present during each set of tests to ensure every lab sets up and conducts the tests in the same manner.

Contamination Task Group (Matt Anglin): The survey letter was discussed and final modifications were made to the survey form. Matt will edit the letter to go along with the edited survey forms.

Seats – The lightweight seat cushions will be tested during the first week of August 2003 at the FAATC.

Seat Cushion Round Robin Update – P. Cahill

A list of all the materials involved and the samples tested by each lab was presented. The Results of this Round Robin were reviewed. More data will be presented during the fall 2003 Working Group meeting.

Presentation Titled: "SeatCushionRR"

Full Scale Tests of Lightweight Seat Cushions – Dick described the test program for these seat cushions. A diagram of the full-scale test configuration in the 707 test article was shown to the group. Graphs of some of the preliminary test results were presented and discussed.

Super Light Aircraft Seats – H. Nuessel (Lantal) Heiko described these new seat cushions and their benefits. A comparison was made of these seats to the ultra-light foam. Summary: low weight, significantly improved seating comfort, and variability, individual adjustability, safety (low emissions in case of fire. Lantal will participate in the full-scale tests at the FAA Technical Center.

Intumescent Paints –Mike Sinclair (Chane & Hunt)

Protection Breathing Masks - Fred Jameson (FML)

Next Meeting

Fall 2003 Seattle area, Washington, USA