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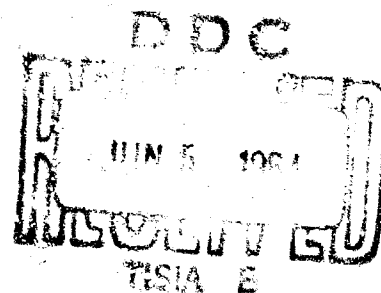
STRUCTURAL INTEGRITY,  
 ACCELERATED CORROSION  
 AND  
 FLOW CAPACITY TESTS  
 OF  
 PARKER AIRCRAFT COMPANY  
 VALVE, CHECK, ONE-INCH, AIRBORNE, FUEL  
 PARKER PART NUMBER 2630014  
 GO/A PART NUMBER 27-02402-5

WYLE LABORATORIES  
 EL SECONDO, CALIFORNIA

TEST REPORT  
 14985

CONTRACT NO. A1016941257

JANUARY 1964



PREPARED FOR  
**AIR FORCE BALLISTIC SYSTEMS DIVISION**  
**AIR FORCE SYSTEMS COMMAND**  
**UNITED STATES AIR FORCE**  
**NORTON AIR FORCE BASE**  
**SAN BERNARDINO, CALIFORNIA**

FOREWORD

THIS REPORT DESCRIBES THE TEST PROCEDURES USED AND THE TEST RESULTS OBTAINED FROM STRUCTURAL INTEGRITY, ACCELERATED CORROSION AND FLOW CAPACITY TESTS CONDUCTED ON TWO, ONE-INCH FUEL CHECK VALVES DESIGNED AND MANUFACTURED BY PARKER AIRCRAFT COMPANY. THE TEST PROGRAM WAS AUTHORIZED BY AIR FORCE CONTRACT NUMBER AFO4(094)-287 AND WAS CONDUCTED AS REQUIRED BY TEST DIRECTIVE NUMBER 21. THE AIR FORCE BALLISTIC SYSTEMS DIVISION SPONSORED THE PROGRAM. TESTING WAS PERFORMED AT WYLE LABORATORIES, EL SEGUNDO, CALIFORNIA.

THE FOLLOWING PERSONNEL DIRECTED THE PROGRAM:

BALLISTIC SYSTEMS DIVISION:      LT. COL. G. M. ROBERTSON  
BSBRG

SPACE TECHNOLOGY LABORATORIES:      L. JAHNSEN  
W. SCHAAL

WYLE LABORATORIES:      PAUL M. TURKHEIMER  
PROGRAM MANAGER

WALTER FRLY  
TEST ENGINEER

ABSTRACT

THE PURPOSE OF THIS TEST PROGRAM WAS TO DETERMINE THE STRUCTURAL INTEGRITY, RESISTANCE TO STRESS CORROSION CRACKING AND FLOW CAPACITY OF THE PARKER AIRCRAFT COMPANY FUEL CHECK VALVES, GO/A PART NUMBER 27-02402-5, (PARKER PART NUMBER 2630014).

TWO UNITS WERE SUBMITTED FOR TESTING. THE TEST PROGRAM CONSISTED OF DIAMETER MEASUREMENTS, ACCELERATED CORROSION, FLOW CAPACITY AND BURST PRESSURE TESTS.

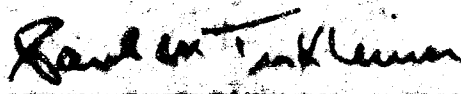
A 30-DAY ACCELERATED CORROSION TEST CAUSED SEVERE CORROSION OF THE BODY BASE METAL; BUT, THERE WAS NO EVIDENCE OF STRESS CORROSION CRACKING.

THE PRESSURE DROP WAS 5.2 PSI (ALLOWABLE IS 9 PSI) AT A WATER FLOW RATE OF 70 GPM.

THE BURST PRESSURE OF A UNIT FREE OF CORROSION WAS 5100 PSIG. A UNIT PREVIOUSLY SUBJECTED TO A 30-DAY ACCELERATED CORROSION TEST DEMONSTRATED A BURST PRESSURE OF 3650 PSIG. MINIMUM REQUIRED BURST PRESSURE IS 2400 PSIG.

A DETAILED DESCRIPTION OF ALL TESTS AND RESULTS, INCLUDING A LIST OF EQUIPMENT EMPLOYED IN THE PERFORMANCE OF THE TEST PROGRAM, IS PRESENTED IN THIS REPORT.

THIS REPORT HAS BEEN  
REVIEWED AND APPROVED  
FOR WYLE LABORATORIES

  
PAUL H. TURNHEIMER  
PROGRAM MANAGER

THIS REPORT HAS BEEN  
REVIEWED AND APPROVED  
BY THE COMMANDER:

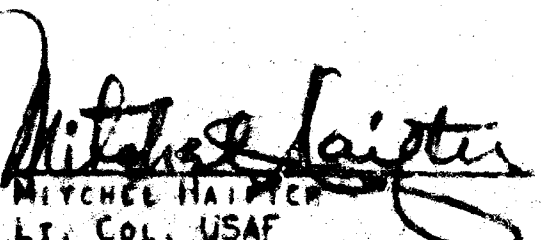
  
MITCHELL HAIFTER  
LT. COL. USAF  
CHIEF, PROPULSION  
TECHNOLOGY DIVISION

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SUMMARY

TWO FUEL CONTROL VALVE ASSEMBLIES HAVE BEEN SUBJECTED TO THE TEST PROGRAM DESCRIBED IN THIS REPORT. THE VALVE ASSEMBLIES WERE PARKER AIRCRAFT COMPANY PART NUMBER 2630014 (GO/A PART NUMBER 27-02402-E).

UNIT 1 WAS SUBJECTED TO A FLOW CAPACITY TEST AND A BURST PRESSURE TEST. THE FLOW CAPACITY TEST DEMONSTRATED THAT THE UNIT HAS A NET PRESSURE DROP OF 5.2 PSID AT A WATER FLOW RATE OF 70 GPM. THE ALLOWED PRESSURE DROP IS 9 PSID AT THE RATED FLOW OF 70 GPM OF WATER. THE BURST PRESSURE AT ROOM TEMPERATURE WAS 1100 PSIG. THE UNIT FAILED WHEN THE CIRCUMFERENTIAL WELD RUPTURED, ALLOWING THE BODY IN THE THREADED AREA TO ENLARGE RADIALLY, DECREASING THE THREAD ENGAGEMENT. SUBSEQUENTLY, THE BODY AND CAP SEPARATED IN THE AXIAL DIRECTION. A LOCAL CRACK OCCURRED IN THE WELD AT 2,300 PSIG AS EVIDENCED BY EXTERNAL LEAKAGE.

UNIT 2 WAS SUBJECTED TO AN ACCELERATED CORROSION TEST AND A BURST PRESSURE TEST. DURING THE 30-DAY ACCELERATED CORROSION TEST THERE WAS NO EVIDENCE OF EXTERNAL LEAKAGE AT THE PROOF PRESSURE OF 1600 PSIG, AND IT WAS ASSUMED THAT NO STRESS CORROSION CRACKING OCCURRED. CORROSION OF BASE MATERIAL WAS SEVERE AT LOCATIONS WHERE THE SURFACE FINISH WAS DAMAGED BY NORMAL HANDLING; E.G., WHERE WRENCHES WERE APPLIED TO THE BODY HEX. THE WELD FILLER MATERIAL SURFACE SHOWED UNIFORM CORROSION WITH NO PITTING. THE BURST PRESSURE FOLLOWING THE ACCELERATED CORROSION TEST WAS 3550 PSIG. FAILURE OCCURRED IN THE SAME MANNER AS DESCRIBED ABOVE. A LOCAL CRACK OCCURRED IN THE WELD AT AN INTERNAL PRESSURE OF 2200 PSIG AS EVIDENCED BY EXTERNAL LEAKAGE.

CONCLUSIONS AND RECOMMENDATIONSCONCLUSIONS

THE FLOW CHARACTERISTICS OF THE UNIT WERE SATISFACTORY. THE PRESSURE DROP ACROSS THE VALVE AT A FLOW RATE OF 70 GPM OF WATER WAS 5.2 PSID. THE ALLOWABLE PRESSURE DROP IS 9.0 PSID AT 70 GPM.

THE STRUCTURAL INTEGRITY OF THE UNIT WAS SATISFACTORY. THE BURST PRESSURES OF BOTH UNITS (ONE PIPE OF CORROSION, THE OTHER SUBJECTED TO A 30-DAY ACCELERATED CORROSION TEST) WERE WELL IN EXCESS OF THE SPECIFICATION REQUIREMENTS OF 2400 PSIG.

STRESS CORROSION CRACKING APPEARED TO BE ABSENT AS DEMONSTRATED BY NO EXTERNAL LEAKAGE AFTER A 30-DAY ACCELERATED CORROSION TEST.

RECOMMENDATIONS

NONE.

INTRODUCTION

TWO FUEL CHECK VALVES, GD/A PART NUMBER 27-02402-5 (PARKER PART NUMBER 2630014), WERE SUBJECTED TO STRUCTURAL INTEGRITY, FLOW CAPACITY AND ACCELERATED CORROSION TESTS IN ACCORDANCE WITH TEST DIRECTIVE NUMBER 21 OF AIR FORCE CONTRACT NUMBER AFD4(694)-287.

THE VALVE ASSEMBLIES WERE DESIGNED AND MANUFACTURED BY PARKER AIRCRAFT COMPANY, LOS ANGELES, CALIFORNIA. THE VALVE ASSEMBLIES ARE A REDESIGN OF GD/A PART NUMBER 27-02402-1 (PARKER PART NUMBER 111-595729), WHICH EMPLOYED A TEFLON SEALING ELEMENT BETWEEN BODY AND CAP. IN THE REDESIGNED UNIT, THE SEALING ELEMENT WAS ELIMINATED AND A STRUCTURAL WELD PROVIDED THE SEAL BETWEEN THE BODY AND CAP.

THE INTENT OF THE PROGRAM WAS TO INVESTIGATE THE FLOW CHARACTERISTIC, SUSCEPTIBILITY TO STRESS CORROSION CRACKING AND STRUCTURAL INTEGRITY OF THE REDESIGNED VALVE ASSEMBLY.

THE TEST PROCEDURES UTILIZED IN THIS PROGRAM ARE OUTLINED IN WYLE LABORATORIES TEST PROCEDURE NUMBER 0315, REVISION A, DATED DECEMBER 3, 1963, ATTACHED TO THIS REPORT AS APPENDIX "A".

DESCRIPTION OF TEST SPECIMENS

PART NAME: VALVE, CHECK, ONE-INCH, AIRBORNE, FUEL.

MANUFACTURER: PARKER AIRCRAFT COMPANY, LOS ANGELES, CALIF.

PARKER PART NUMBER: 2630014

GD/A PART NUMBER: 27-02402-5

NUMBER OF UNITS SUBMITTED FOR TESTING: TWO

THE UNITS WERE IDENTIFIED AS FOLLOWS:

<u>UNIT</u>	<u>PARKER SERIAL NUMBER</u>	<u>GD/A SERIAL NUMBER</u>
1	101	3050006
2	103	3050005



REQUIREMENTS, PROCEDURES AND RESULTS

EXAMINATION OF PRODUCT (BOTH UNITS)

UPON RECEIPT, THE TWO UNITS WERE VISUALLY INSPECTED TO DETERMINE IF SHIPPING AND HANDLING HAD CAUSED ANY DAMAGE THAT WOULD RENDER THE UNITS UNSUITABLE FOR TESTING. BOTH UNITS WERE FOUND TO BE FREE OF DAMAGE.

ARBITRARILY, THE UNITS WERE IDENTIFIED AS UNIT 1 AND UNIT 2 FOR TESTING PURPOSES. THE WRAP-AROUND LABELING WAS REMOVED FROM BOTH UNITS AND THE BODY DIAMETERS WERE MEASURED AT FOUR DIFFERENT LOCATIONS AS IDENTIFIED BY ~~FIGURE 1~~ THROUGH D ON FIGURE 1 OF APPENDIX A. BOTH UNITS WERE THEN SUBJECTED TO AN INTERNAL HELIUM PRESSURE OF 1600 PSIG (PROOF PRESSURE) FOR A PERIOD OF TEN MINUTES. DURING THIS PERIOD, THE UNITS WERE OBSERVED FOR EXTERNAL LEAKAGE BY SUBMERSION IN ISOPROPYL ALCOHOL. NO LEAKAGE WAS OBSERVED. AFTER THE INTERNAL PRESSURE WAS RETURNED TO ATMOSPHERIC PRESSURE, THE BODY DIAMETERS WERE MEASURED AGAIN. THE MEASURED DIAMETERS ARE TABULATED IN TABLE 1 UNDER CONDITIONS, "AS RECEIVED" AND "FOLLOWING PROOF PRESSURE." THE UNITS DID NOT DEFORM AS A RESULT OF THE PROOF PRESSURE TEST. SLIGHT CHANGES IN DIAMETERS ARE DUE TO MEASURING TOLERANCES.

REQUIREMENTS, PROCEDURES AND RESULTS (CONTINUED)FLOW CAPACITY TEST (UNIT 1)

UNIT 1 WAS SUBJECTED TO THE FLOW CAPACITY TEST DESCRIBED IN APPENDIX A, PARAGRAPH 6.2.

THE TEST RESULTS ARE GRAPHICALLY PRESENTED IN FIGURE 1.

AT A WATER FLOW RATE OF 70 GPM, THE PRESSURE DROP WAS DETERMINED TO BE 5.2 PSID.

## REQUIREMENTS, PROCEDURES AND RESULTS (Cont)

### ACCELERATED CORROSION TEST (UNIT 2)

FOLLOWING EXAMINATION OF PRODUCT, UNIT 2 WAS SUBJECTED TO THE ACCELERATED CORROSION TEST DESCRIBED IN APPENDIX A, PARAGRAPH 6.3. THIS TEST IS SIMILAR TO THE STRESS-CORROSION CRACKING TEST DESCRIBED IN SPECIFICATION MIL-A-20771A(493), PARAGRAPH 4.6.5.1.

THE UNIT WAS SUBJECTED TO THE WET-DRYING CYCLE FOR A PERIOD OF 30 DAYS. FROM THE 15TH DAY OF EXPOSURE TO COMPLETION OF THE TEST, A HELIUM LEAKAGE TEST AT PROOF PRESSURE OF 1800 PSIA WAS CONDUCTED DAILY. NO EXTERNAL LEAKAGE WAS DETECTED.

SURFACE DISCOLORATION DUE TO CORROSION WAS NOTICED AFTER A FEW DAYS OF EXPOSURE AT PLACES WHERE SURFACE COATING WAS IMPERFECT, OR DAMAGED BY HANDLING SUCH AS APPLICATION OF WRENCHES TO HEX. THE WELD FILLER MATERIAL LOST ITS ORIGINAL SURFACE COATING AFTER A FEW DAYS OF EXPOSURE.

AT THE COMPLETION OF TESTING, VISUAL INSPECTION SHOWED (1) SEVERE CORROSION OF THE HEX OF BODY AND CAP, AND UNIFORM SURFACE CORROSION OF THE WELD FILLER MATERIAL. PHOTOGRAPHS NUMBERS 1 AND 2 DEPICT THE UNIT AFTER 15 AND 30 DAYS OF EXPOSURE TO ACCELERATED CORROSION, RESPECTIVELY. STRESS-CORROSION CRACKING APPEARED TO BE ABSENT AS EVIDENCED BY NO EXTERNAL HELIUM LEAKAGE.

## REQUIREMENTS, PROCEDURES AND RESULTS (CONT)

### BURST PRESSURE TEST (UNIT 1)

FOLLOWING THE FLOW CAPACITY TEST, UNIT 1 WAS SUBJECTED TO THE BURST PRESSURE TEST DESCRIBED IN APPENDIX A, PARAGRAPH 6.4.1.

POST YIELD TYPE STRAIN GAUGES WERE ATTACHED TO THE VALVE BODY OUTER SURFACE AS SHOWN IN FIGURE 1 OF APPENDIX A. THE INTERNAL PRESSURE VFF US STRAIN RELATION AS EVALUATED FROM RECORDINGS IS SHOWN IN FIGURE 2.

DURING THE FIRST PHASE OF THE BURST PRESSURE TEST, THE INTERNAL PRESSURE WAS INCREASED FROM ZERO TO 2400 PSIG, SHOWN AS POINT A ON FIGURE 2. YIELDING OCCURRED AT THE LOCATIONS OF GAUGES 1 AND 2 (OVER THREADED PORTIONS OF BODY). THE PRESSURE WAS REDUCED TO ZERO PSIG, (POINT B OF FIGURE 1) AND A RESIDUAL STRAIN OF 780 MICROINCHES/INCH WAS RECORDED ON GAUGES 1 AND 2 WHICH IS COMPARABLE TO THE MEASURED INCREASE IN DIAMETER (TABLE 1). NO YIELDING OCCURRED ON GAUGES 3 AND 4.

FOR THE SECOND PHASE OF THE BURST PRESSURE TEST, THE STRAIN GAUGE RECORDING SCALE WAS CHANGED IN ANTICIPATION OF A LARGE STRAIN. THIS ARRANGEMENT DID NOT PERMIT ACCURATE READOUT BELOW 3300 MICROINCHES/INCH.

THE UNIT WAS REPRESSURIZED FROM ZERO TO 2800 PSIG WHEN LEAKAGE OCCURRED FROM A LOCALIZED AREA AT THE WELD AND PREVENTED FURTHER INCREASE IN PRESSURE WITH THE HYDRAULIC EQUIPMENT USED. THE PRESSURE WAS DECREASED TO ATMOSPHERIC PRESSURE AND THE SYSTEM CHANGED TO A PRESSURIZED GAS SOURCE TO OVERCOME THE EXISTING LEAKAGE. THE UNIT WAS REPRESSURIZED, AND AT AN INTERNAL PRESSURE OF 5100 PSIG, THE WELD RUPTURED AND THE CAP SEPARATED FROM THE BODY. IMMEDIATELY PRIOR TO FAILURE, A STRAIN OF 7100 MICROINCHES/INCH WAS RECORDED ON GAUGES 1 AND 2 (POINT C OF FIGURE 2). THE BODY ENLARGED IN A BELL MOUTH FASHION AT THE WELDED END. THE DIAMETER MEASUREMENT TAKEN AFTER RUPTURE CANNOT BE CONSIDERED RELIABLE. PHOTOGRAPH NUMBER 3 DEPICTS THE BODY AND CAP OF THE RUPTURED UNIT.

## REQUIREMENTS, PROCEDURES AND RESULTS (CONT)

### BURST PRESSURE TEST (UNIT 2)

FOLLOWING THE ACCELERATED CORROSION TEST, UNIT 2 WAS SUB-  
JECTED TO THE BURST PRESSURE TEST, DESCRIBED IN APPENDIX A,  
PARAGRAPH 6.4.2.

AS A RESULT OF THE CORRODED SURFACE, THE ATTACHMENT OF  
STRAIN GAUGES AND THE MEASUREMENT OF DIAMETERS WERE NOT  
PRACTICABLE.

THE UNIT WAS SLOWLY PRESSURIZED WITH HYDRAULIC FLUID FROM  
ZERO TO APPROXIMATELY 2200 PSIG WHEN LEAKAGE OCCURRED AT A  
LOCALIZED AREA OF THE WELD AND PREVENTED FURTHER PRESSURE  
INCREASE WITH THE HYDRAULIC EQUIPMENT USED. THE UNIT WAS  
CONNECTED TO AN ACCUMULATOR AND PRESSURIZED TO 2400 PSIG.  
THIS PRESSURE WAS MAINTAINED FOR A PERIOD OF ONE MINUTE  
AND THEN REDUCED TO ZERO. DURING A SUBSEQUENT  
REPRESSURIZATION WITH GAS, THE WELD RUPTURED AND THE CAP  
SEPARATED FROM THE BODY AT A PRESSURE OF 3650 PSIG.  
PHOTOGRAPH NUMBER 4 IS AN AXIAL VIEW OF THE RUPTURED PARTS.

TABLE NUMBER 1

PARKER AIRCRAFT COMPANY  
 VALVE, CHECK, ONE-INCH, AIRBORNE, FUEL  
 GO/A PART NUMBER 27-02402-5

DIAMETER MEASUREMENTS

UNIT	TEST	* DIAMETER (INCHES)			
		A	B	C	D
1	AS RECEIVED	1.8708	1.8707	1.8703	1.8704
1	FOLLOWING PROOF (1600 PSI)	1.8703	1.8703	1.8697	1.8700
1	FOLLOWING BURST (2400 PSIG)	**	1.8718	1.8692	**
1	FOLLOWING DESTRUCTIVE BURST (5100 PSIG)	**	1.8853	1.8695	**
2	AS RECEIVED	1.8714	1.8712	1.8717	1.8715
2	FOLLOWING PROOF (1600 PSIG)	1.8712	1.8710	1.8715	1.8714

NOTES: \* FOR DIAMETER LOCATION, SEE FIGURE 1 OF APPENDIX A.

\*\* LOCATION COVERED BY STRAIN GAGES

DIAMETER VARIATION OF 0.0005 INCH OR LESS ARE  
 MOST LIKELY DUE TO MEASURING INACCURACIES.

PASCAL AIRCRAFT COMPANY  
 VALVE, CHECK, OUT-INCH, AIRBORNE, RYAN  
 60/A PART NUMBER 27-02402-5  
 60/A SERIAL NUMBER 3020006

**FLOW CAPACITY TEST**

TEST MEDIUM: WATER  
 INLET PRESS: 15 TO 22 P.S.I.  
 WATER TEMP: 71 TO 82°F

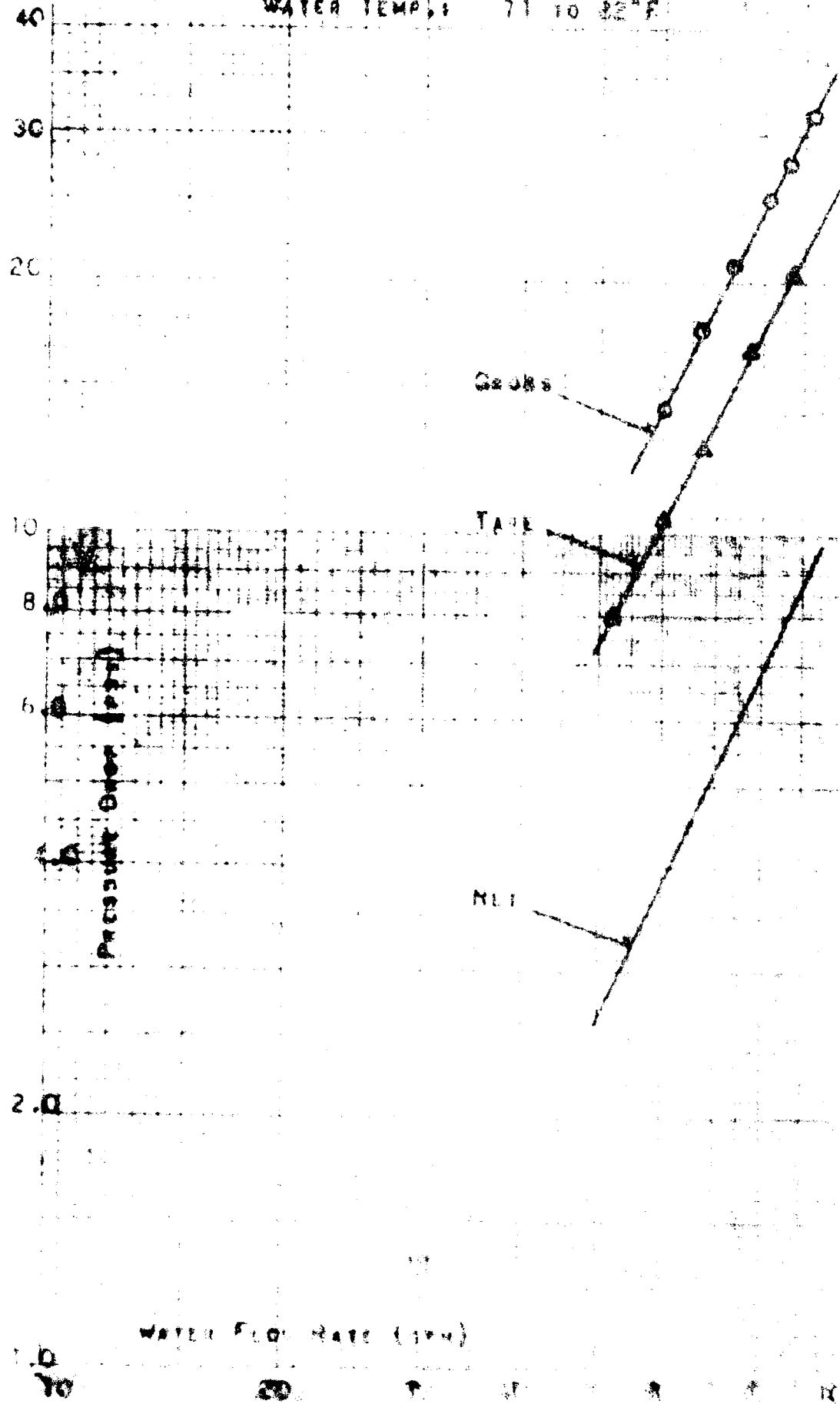
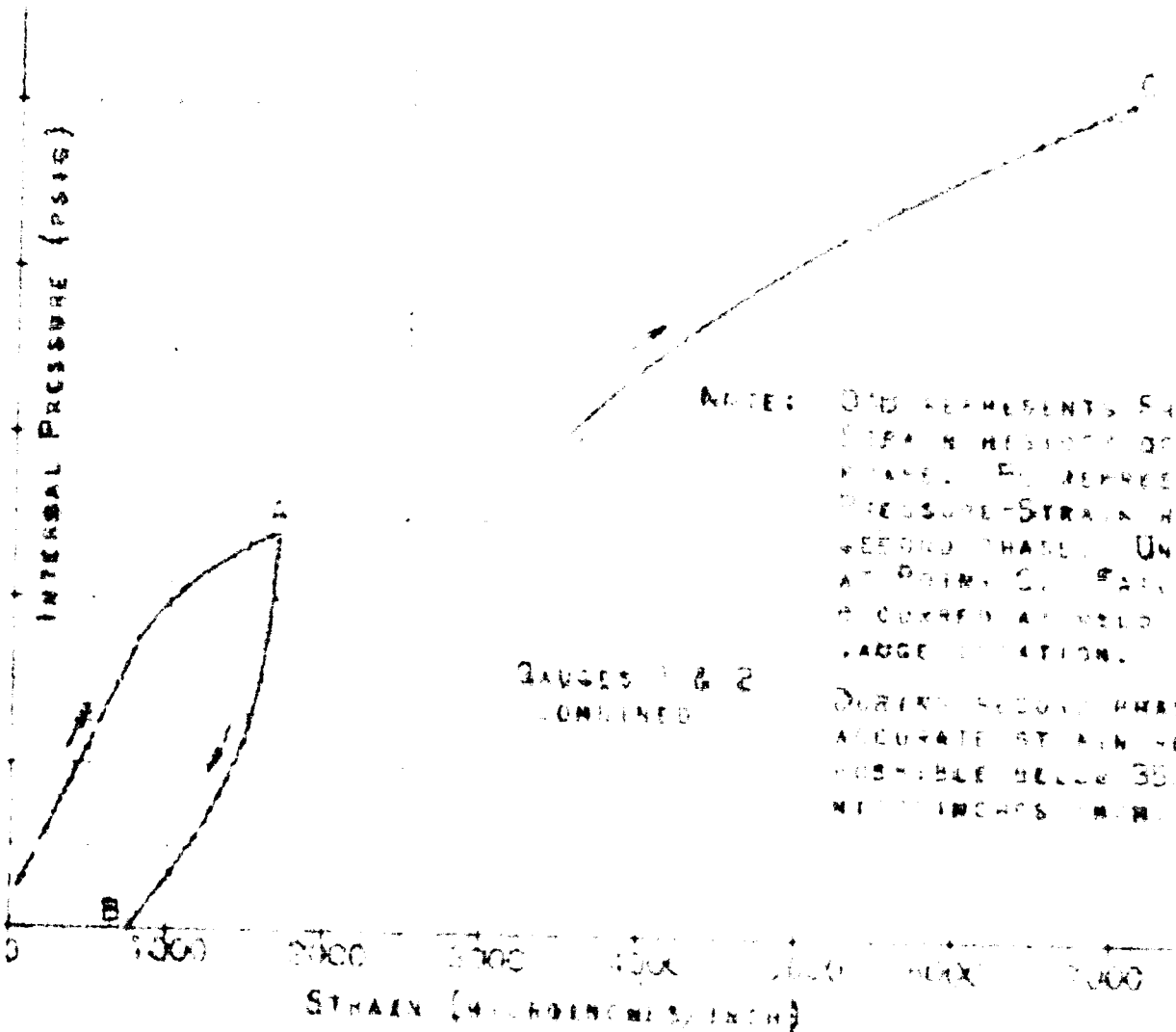


FIGURE NUMBER 2

PARKER AIRCRAFT COMPANY  
 VALVE, CHECK, ONE-INCH, AIRBORNE, FULL  
 PART NUMBER P2-32402-5  
 SERIAL NUMBER 101806

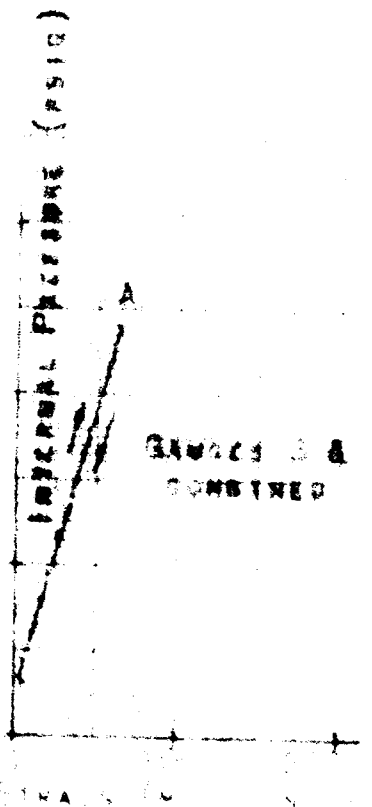
BURST PRESSURE TEST (UNIT 1)



GAUGES 1 & 2  
 COMBINED

NOTE: (A) REPRESENTS PRESSURE-STRAIN HISTORY OF FIRST PHASE. (B) REPRESENTS PRESSURE-STRAIN HISTORY OF SECOND PHASE. UNIT FAILED AT POINT C. FAILURE OCCURRED AT WELD AND NOT AT LARGE DIAMETER.

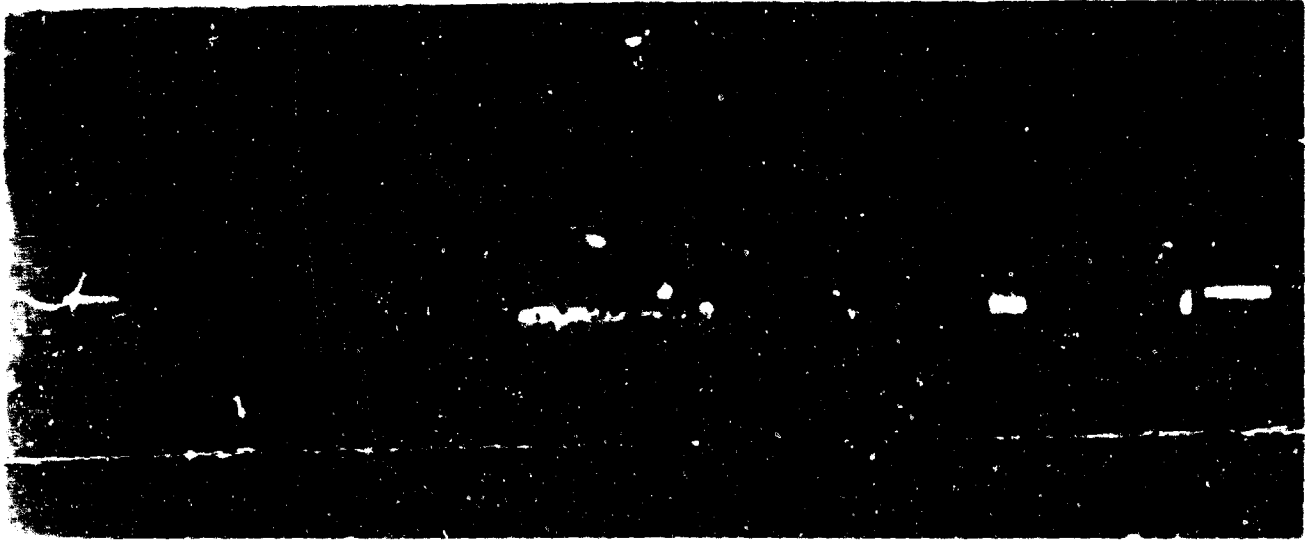
DURING SECOND PHASE NO ACCURATE STRAIN READOUT WAS POSSIBLE BELOW 3500 NEAR INCHES WELD.



GAUGES 3 & 4  
 COMBINED

NOTE: (A) REPRESENTS PRESSURE-STRAIN HISTORY OF FIRST PHASE. DURING SECOND PHASE OF BURST TEST, NO ACCURATE STRAIN READOUT WAS OBTAINED.

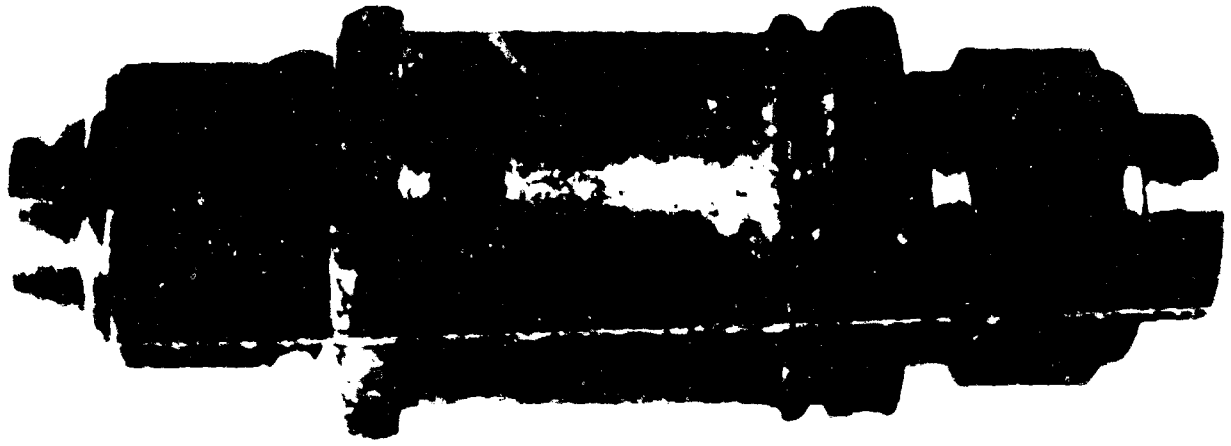




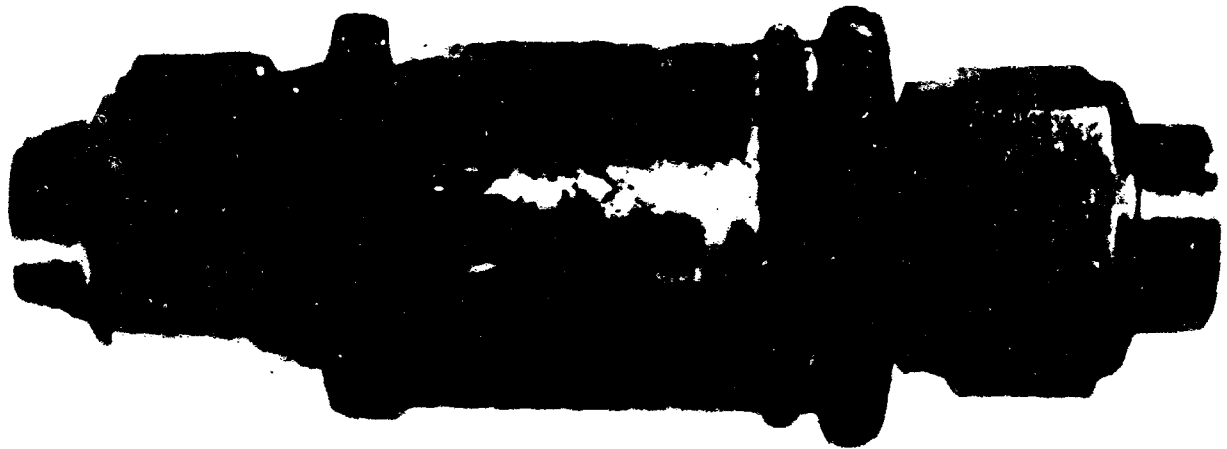
LOWER PHOTOGRAPH SHOWS  
OPPOSITE SIDE OF UPPER PHOTOGRAPH



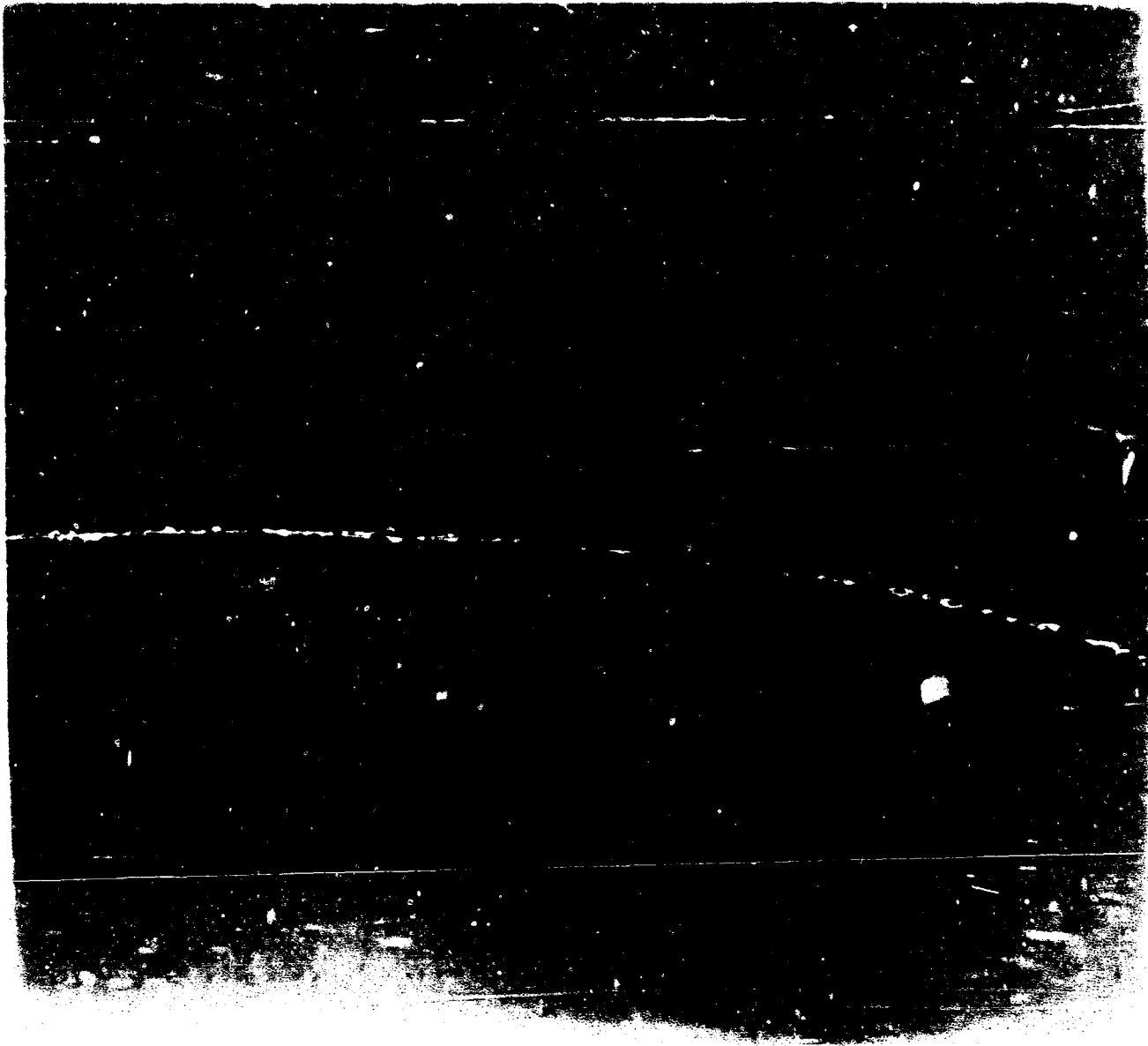
PHOTOGRAPH NUMBER 1  
PARKER AIRCRAFT COMPANY  
VALVE, CHECK, ONE-INCH AIRBORNE, FUEL  
OO/A PART NUMBER 27-02402-5  
ACCELERATED CORROSION TEST  
UNIT 2 AFTER 15 DAYS OF EXPOSURE



LOWER PHOTOGRAPH SHOWS  
PR SITE SIDE OF UPPER PHOTOGRAPH



ACCELERATED CORROSION TEST  
INITIATED AFTER 30 DAYS OF EXPOSURE  
GENERAL ELECTRIC COMPANY  
SARASOTA, FLORIDA  
PART NUMBER 7-09407-5



PHOTOGRAPH NUMBER 3  
HARKER AIRCRAFT COMPANY  
VALVE, CHECK, ONE-INCH AIRBORNE, FUEL  
GU/A PART NUMBER 27-02402-5  
BURST PRESSURE TEST, UNIT 1



PHOTOGRAPH NUMBER 1  
CARRIER AIRCRAFT IMPACT  
VALVE, CHECK, ONE INCH IN BURNER, 1/2  
30/1 PART NUMBER 1-02402-1  
BURST PRESSURE TEST, UNIT 2

## TEST CONDITIONS AND TEST EQUIPMENT

### TEST MEDIA

BUREAU OF MINES, GRADE A HELIUM WAS USED FOR THE PROOF PRESSURE TEST DURING EXAMINATION OF PRODUCT AND ALL SUBSEQUENT LEAKAGE TESTS.

TAP WATER AT APPROXIMATELY ROOM TEMPERATURE WAS USED DURING THE FLOW CAPACITY TEST.

HYDRAULIC OIL PER MILITARY SPECIFICATION MIL-H-5606A WAS USED FOR THE BURST PRESSURE TEST.

ISOPROPYL ALCOHOL WAS USED AS A SUBMERSION LIQUID FOR DETECTING EXTERNAL LEAKAGE.

### AMBIENT CONDITIONS

ALL TESTS WERE CONDUCTED WITH THE UNIT TABULATED AT PREVAILING LABORATORY TEMPERATURE OF 72.5°F.

INSTRUMENTATION AND EQUIPMENT

<u>APPARATUS</u>	<u>MANUFACTURER AND MODEL</u>	<u>DESCRIPTION</u>	<u>WYLE NUMBER</u>
<u>EXAMINATION OF PRODUCT</u>			
MICROMETER	STARRETT T2RL	1-2 INCH	6470
PRESSURE GAGE	ASHCROFT 1279-D	0-2000 PSI	61288
<u>FLOW CAPACITY TEST</u>			
FLOWMETER	A.O. SMITH S/N 163184	0-150 GPM	-
DIFFERENTIAL PRES- SURE GAGE	BARTON 227	0-60 PSI	4217
PRESSURE GAGE	ASHCROFT 1279-D	0- 50 PSI	3806
STOP WATCH	COMPASS	0-60 SEC. 0-15 MIN.	6532
TEMPERATURE BRIDGE	LEEDS & NORTHRUP 8693	-100F TO +500F	2250
<u>ACCELERATED CORROSION TEST</u>			
TEST CHAMBER	WYLE	AUTOMATIC	9503
PRESSURE GAGE	ASHCROFT 1279-D	0-2000 PSIG	61288
<u>BURST PRESSURE TEST</u>			
PRESSURE GAGE	ASHCROFT 1279-D	0-5000 PSIG	4445
PRESSURE GAGE	ASHCROFT 1279-D	0-10,000 PSIG	4483

INSTRUMENTATION AND EQUIPMENT (CONTINUED)

<u>APPARATUS</u>	<u>MANUFACTURER AND MODEL</u>	<u>DESCRIPTION</u>	<u>WYLE NUMBER</u>
<u>BLEST PRESSURE TEST (CONTINUED)</u>			
PRESSURE TRANSDUCER	STATHAN PIGATE	0-5,000 PSI	2916
STRAIN GAGE	U-L-M PA-3	POST YIELD TYPE	-
RECORDER	SANBORN 156-1000J	6 CHANNEL	2083
DECADE RESISTOR	GENERAL RADIO 1432P	0-1 MEGOHM	2083

TEST PLAN  
FOR  
STRUCTURAL INTEGRITY,  
ACCELERATED CORROSION  
AND  
FLOW CAPACITY TESTS  
OF  
PARKER AIRCRAFT COMPANY  
VALVE, CHECK, ONE-INCH, AIRBORNE, FUEL  
PARKER PART NUMBER 2630014  
GO/A PART NUMBER 27-02402-5  
FOR

AIR FORCE BALLISTIC SYSTEMS DIVISION  
AIR FORCE SYSTEMS COMMAND  
UNITED STATES AIR FORCE  
NORTON AIR FORCE BASE, SAN BERNARDINO, CALIFORNIA  
CONTRACT NUMBER AFC4(694)-287

APPROVED BY \_\_\_\_\_  
FOR \_\_\_\_\_

APPROVED BY \_\_\_\_\_  
FOR WYLE LABORATORIES

APPROVED BY \_\_\_\_\_  
FOR \_\_\_\_\_

APPROVED BY \_\_\_\_\_  
FOR WYLE LABORATORIES

APPROVED BY \_\_\_\_\_  
FOR \_\_\_\_\_

PREPARED BY *Walter J. ...*  
FOR WYLE LABORATORIES

REVISIONS

REV. NO.	DATE	PAGES AFFECTED	BY	APPL	DESCRIPTION OF CHANGES
A	12/3/83	4, 5, 6, 7, 8	<i>WJ</i>	<i>WJ</i>	GENERAL REVISION PER CUSTOMER'S REQUEST.



BSC-TDR-64-0

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## APPENDIX 7

WYLE LABORATORIES

35D-TDR-64-5  
PAGE 221.0 INTRODUCTION

THE PURPOSE OF THIS TEST PLAN IS TO DESCRIBE THE TEST METHODS TO BE EMPLOYED IN INVESTIGATING STRESS CORROSION CRACKING AND STRUCTURAL INTEGRITY OF SPECIFIC VALVES. THE TESTS ARE INTENDED TO YIELD INFORMATION RELATING TO STRESS CORROSION CRACKING, FLOW CAPACITY AND PRESSURE VERSUS STRAIN RELATION BEYOND PROOF PRESSURE. THE TEST PLAN IS BASED ON TEST DIRECTIVES PER REFERENCE 2.1.

2.0 REFERENCES

- 2.1 TEST DIRECTIVE NUMBER 21, CONTRACT AF04(694)-287.  
2.2 PARKER DRAWING NUMBER 2630014, REVISION A  
2.3 MIL-A-22771A (ASG) DATED 10 JANUARY 1963  
TITLE: "ALUMINUM-ALLOY FORGINGS, HEAT TREATED"

3.0 DESCRIPTION OF TEST SPECIMEN

PART NAME: VALVE, CHECK, 1-INCH, AIRBORNE, FUEL  
GD, A PART NUMBER: 27-02402-5  
PARKER PART NUMBER: 2630014  
MANUFACTURER: PARKER AIRCRAFT COMPANY  
A DIVISION OF PARKER-HANNIFIN CORPORATION  
5827 W. CENTURY BLVD.  
LOS ANGELES 45, CALIFORNIA

COMMENTS: ABOVE UNIT IS A REDESIGN OF PARKER PART  
NUMBER 1111-895729, GD, A PART NUMBER  
27-02405-1.

## APPENDIX A

REVISION (A)

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PAGE 234.0 TEST OUTLINE

TWO TEST SPECIMENS SHALL BE SUBJECTED TO THE FOLLOWING TESTS IN THE SEQUENCE LISTED BELOW:

4.1	<u>UNIT 1</u>	<u>PROC. PARAGRAPH REF.</u>
4.1.1	EXAMINATION OF PRODUCT	PARAGRAPH 6.1
4.1.2	FLOW CAPACITY TEST	PARAGRAPH 6.2
4.1.3	BURST PRESSURE TEST	PARAGRAPH 6.4.1
4.2	<u>UNIT 2</u>	
4.2.1	EXAMINATION OF PRODUCT	PARAGRAPH 6.1
4.2.2	ACCELERATED CORROSION TEST	PARAGRAPH 6.2
4.2.3	BURST PRESSURE TEST	PARAGRAPH 6.4.2

5.0 TEST CONDITION AND INSTRUMENTATION5.1 ATMOSPHERIC CONDITION

UNLESS OTHERWISE SPECIFIED ALL TESTS SHALL BE PERFORMED AT AN AMBIENT PRESSURE OF  $30.0 \pm 1.0$  INCHES OF MERCURY ABSOLUTE, AN AMBIENT TEMPERATURE OF  $70 \pm 20^\circ\text{F}$  AND A RELATIVE HUMIDITY OF  $50 \pm 20\%$ .

5.2 TEST MEDIUM

THE TEST MEDIA ARE CALLED OUT UNDER EACH TEST PARAGRAPH AND ARE AS FOLLOWS:

HELIUM - BUREAU OF MINES, GRADE A

WATER - TAP WATER AT ROOM TEMPERATURE

HYDRAULIC OIL - PER MILITARY SPECIFICATION MIL-H-5500A

5.3 INSTRUMENTATION

ASHCOFT BOURNOM TUBE GAGE OF SUITABLE RANGE,  
ACCURACY  $\pm 0.5\%$  FS

STATHAN PRESSURE TRANSDUCER PG10TC-5M-350, 0-5000 PSIG

A.O. SMITH TOTALIZING FLOWMETER MODEL S-35

MERCO-MERCURY MANOMETER, 0-15 PSIG

SARSON OCILLOGRAPH, MODEL 154-100B

STARBY MICROMETER, 1 TO 2 INCH RANGE

BALDWIN-LINA-HAMILTON BONDED STRAIN GAGE, TYPE PA-2

POST YIELD TYPE (MAXIMUM STRAIN 10%)

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PAGE 11TEST PROCEDUREEXAMINATION OF PRODUCT (UNIT 1 AND 2)

EACH UNIT SHALL BE VISUALLY INSPECTED AND MARKED FOR IDENTIFICATION. THE NAMEPLATE SHALL BE REMOVED. THE BODY OUTSIDE DIAMETER SHALL BE MEASURED AND RECORDED TO THE NEAREST 0.0005 INCH USING A MICROMETER AT THE LOCATIONS SHOWN IN FIGURE 1 OF THIS TEST PROCEDURE. AN INTERNAL HELIUM PRESSURE OF 1400 PSIG SHALL BE APPLIED TO THE OUTLET PORT AND THE EXTERNAL LEAKAGE OBSERVED WITH AN APPROVED LEAK DETECTING LIQUID FOR A PERIOD OF NOT LESS THAN 10 MINUTES. THE BODY OUTSIDE DIAMETER SHALL BE REMEASURED AND RECORDED PER FIGURE 1.

FLOW CAPACITY TEST (UNIT 1)

- 5.2.1 THE UNIT SHALL BE INSTALLED AS SHOWN IN FIGURE 2 AND SUBJECTED TO A WATER FLOW TEST IN THE FREE FLOW DIRECTION. WATER FLOW SHALL BE ESTABLISHED AT APPROXIMATELY FIVE EQUAL INCREMENTS BETWEEN 10 GPM AND 30 GPM. AT EACH FLOW INCREMENT, THE PRESSURE DROP ACROSS THE UNIT (GROSS  $\Delta P$ ), THE WATER FLOW RATE AND WATER TEMPERATURE SHALL BE MEASURED AND RECORDED.
- 5.2.2 THE UNIT SHALL THEN BE REMOVED FROM THE TEST SETUP AND AN ANR10-10 UNION SHALL BE UTILIZED TO CONNECT THE UPSTREAM AND DOWNSTREAM METROMETER SECTIONS. THE ABOVE FLOW TEST SHALL BE REPEATED. THE RESULTING PRESSURE DROP IS CONSIDERED TO BE THE SYSTEM OR TARE PRESSURE DROP.
- 5.2.3 THE GROSS PRESSURE DROP MINUS THE TARE PRESSURE DROP AT EQUAL FLOW RATES IS CONSIDERED TO BE THE NET PRESSURE DROP OF THE TEST SPECIMEN.
- 5.2.4 THE RESULTS SHALL BE PLOTTED ON APPROPRIATE LOGGED GRAPH PAPER.

**6.0 TEST PROCEDURE (CONTINUED)****6.3 ACCELERATED CORROSION TEST (UNIT 2)**

**6.3.1** THE SPECIMEN SHALL BE SUBJECTED TO A STRESS-CORROSION CRACKING TEST SIMILAR TO THAT DESCRIBED IN REFERENCE 2.3, PARAGRAPH 4.6.6.1.

**6.3.2** THE TEST SPECIMEN, UNPRESSURIZED AND WITH BOTH PORTS SEALED, SHALL BE EXPOSED TO A SOLUTION OF 2-1/2% (BY WEIGHT) OF NaCl IN WATER, AT ROOM TEMPERATURE, BY ALTERNATE IMMERSION IN THE SOLUTION AND EXPOSURE TO AIR. THE EXPOSURE CYCLE SHALL CONSIST OF A 10 MINUTE IMMERSION IN THE SOLUTION FOLLOWED BY A 0 MINUTE AIR DRYING PERIOD.

**6.3.3** THE IMMERSION-DRYING CYCLE SHALL BE REPEATED FOR A PERIOD OF THIRTY DAYS, OR UNTIL EXTERNAL LEAKAGE OCCURS, WHICHEVER IS EARLIER.

**6.3.4** AFTER 15 DAYS EXPOSURE TO ACCELERATED CORROSION TEST, AND EACH 24 HOUR PERIOD THEREAFTER, THE UNIT SHALL BE EXAMINED AND TESTED DURING THE DRYING PERIOD AS FOLLOWS:

REMOVE UNIT FROM CHAMBER. VISUALLY EXAMINE FOR SURFACE CHANGES AND CRACKS. APPLY AN INTERNAL HELIUM PRESSURE OF 1600 PSIG TO THE OUTLET PORT AND OBSERVE FOR EXTERNAL LEAKAGE WITH AN APPROVED LEAK DETECTING LIQUID FOR A PERIOD OF NOT LESS THAN 10 MINUTES.

IF LEAKAGE IS APPARENT, A DYE PENETRANT INSPECTION SHALL BE CONDUCTED. THE CUSTOMER SHALL BE INFORMED IMMEDIATELY OF THE RESULTS. DURING THE ACCELERATED CORROSION TESTS, PHOTOGRAPHS SHALL BE TAKEN AT SUITABLE INTERVALS TO DEPICT PROGRESSIVE CHANGES IN THE BODY EXTERNAL SURFACE.

TEST PROCEDURE (CONTINUED)URST PRESSURE (ES) (UNITS AND )UNIT 1

BONDED STRAIN GAUGES OF THE POST-YIELD TYPE SHALL BE ATTACHED TO THE BODY OUTSIDE DIAMETER WITH A SPECIAL ADHESIVE AT THE LOCATIONS SHOWN IN FIGURE 1. THE FLAPPEN SHALL BE LOCATED IN A PARTIALLY OPEN POSITION, AND THE INLET PORT CAPPLE SHALL BE COMPLETELY FILLED WITH HYDRAULIC FLUID. WITH THE INLET PORT CONNECTED TO A HYDRAULIC PRESSURE SOURCE, THE INTERNAL PRESSURE SHALL BE SLOWLY INCREASED (APPROX. 100 PSI/SEC) FROM ZERO TO 1000 PSIG AND HELD AT 1000 PSIG FOR ONE MINUTE. THE INTERNAL PRESSURE SHALL THEN BE DECREASED TO ZERO PSIG AT THE SAME RATE (APPROX. 100 PSI/SEC). WHILE AT ZERO PSIG, THE BODY OUTSIDE DIAMETER SHALL BE MEASURED AT LOCATIONS A, B, C, D, E, AND F SHOWN IN FIGURE 1.

THE INTERNAL PRESSURE SHALL BE INCREASED SLOWLY (APPROX. 100 PSI/SEC) FROM ZERO PSIG UNTIL THE UNIT RUPTURES OR TO 1000 PSIG, WHICHEVER OCCURS FIRST. IF THE UNIT RUPTURES, THE STRAIN GAUGES SHALL BE REMOVED AND PHOTOGRAPHS SHALL BE TAKEN TO DEPICT THE RUPTURE. IF NO RUPTURE OCCURS, THE PRESSURE SHALL BE DECREASED SLOWLY (APPROX. 100 PSI/SEC) FROM 1000 PSIG TO ZERO PSIG. THE STRAIN GAUGES SHALL BE REMOVED AND THE BODY OUTSIDE DIAMETER MEASURED AT LOCATIONS A, B, C, D, E, AND F SHOWN IN FIGURE 1.

THROUGHOUT THE TEST, WHEN THE STRAIN GAUGES ARE RIZED, THE INTERNAL PRESSURE AND THE OUTPUT OF THE STRAIN GAUGES SHALL BE RECORDED CONTINUOUSLY ON A GRAPHIC SCLEOGRAPH (CHART SPEED 100 IN/SEC). INTERNAL PRESSURE VERSUS STRAIN SHALL BE GRAPHICALLY PLOTTED.

UNIT 2

DUE TO THE EXPOSURE TO SALT SOLUTION ON THE SURFACE FINISH IS EXPECTED TO BE UNSATISFACTORY ATTACHMENT OF STRAIN GAUGES. FOR THIS REASON THE ABOVE PRESENTED TEST OF PARAGRAPH 1.1.1 SHALL BE REPEATED UNDER THE SAME TEST MEASUREMENTS WITH CAREFUL.

THROUGHOUT THE TEST, WHEN THE STRAIN GAUGES ARE RIZED, THE INTERNAL PRESSURE AND THE OUTPUT OF THE STRAIN GAUGES SHALL BE RECORDED CONTINUOUSLY ON A GRAPHIC SCLEOGRAPH (CHART SPEED 100 IN/SEC). INTERNAL PRESSURE VERSUS STRAIN SHALL BE GRAPHICALLY PLOTTED.

6.0 TEST PROCEDURE (CONTINUED)6.4 BURST PRESSURE TEST (UNITS 1 AND 2)6.4.1 UNIT 1

BONDED STRAIN GAUGES OF THE POST YIELD TYPE SHALL BE ATTACHED TO THE BODY OUTSIDE DIAMETER WITH A SPECIAL ADHESIVE AT THE LOCATIONS SHOWN IN FIGURE 1. THE FLAPPER SHALL BE BLOCKED IN A PARTIALLY OPEN POSITION, AND THE OUTLET PORT CAPPED. THE UNIT SHALL BE COMPLETELY FILLED WITH HYDRAULIC OIL. WITH THE INLET PORT CONNECTED TO A HYDRAULIC PRESSURE SOURCE, THE INTERNAL PRESSURE SHALL BE SLOWLY (APPROX. 50 PSI/SEC) INCREASED FROM ZERO TO 2400 PSIG AND HELD AT 2400 PSIG FOR ONE MINUTE. THE INTERNAL PRESSURE SHALL THEN BE DECREASED TO ZERO PSIG AT THE SAME RATE (APPROX. 50 PSI/SEC). WHILE AT ZERO PSIG, THE BODY OUTSIDE DIAMETER SHALL BE MEASURED AT LOCATIONS B AND C SHOWN IN FIGURE 1. THE INTERNAL PRESSURE SHALL BE INCREASED SLOWLY (APPROX. 50 PSI/SEC) FROM ZERO PSIG UNTIL THE UNIT RUPTURES OR TO 5000 PSIG, WHICHEVER OCCURS FIRST. IF THE UNIT RUPTURES, THE STRAIN GAUGES SHALL BE REMOVED AND PHOTOGRAPHS SHALL BE TAKEN TO DEPICT THE RUPTURE. IF NO RUPTURE OCCURS, THE PRESSURE SHALL BE DECREASED SLOWLY (APPROX. 50 PSI/SEC) FROM 5000 PSIG TO ZERO PSIG. THE STRAIN GAUGES SHALL BE REMOVED AND THE BODY OUTSIDE DIAMETER MEASURED AT LOCATIONS A, B, C, AND D SHOWN IN FIGURE 1.

THROUGHOUT THE TEST WHEN THE UNIT IS PRESSURIZED, THE INTERNAL PRESSURE AND THE OUTPUT OF THE STRAIN GAUGES SHALL BE RECORDED CONTINUOUSLY ON A SANBORN OSCILLOGRAPH (CHART SPEED 2.5 MM/SEC). INTERNAL PRESSURE VERSUS STRAIN SHALL BE GRAPHICALLY PLOTTED.

6.4.2 UNIT 2

DUE TO THE EXPOSURE TO SALTY SOLUTION THE SURFACE FINISH IS EXPECTED TO BE UNSUITABLE FOR ATTACHMENT OF STRAIN GAUGES. FOR THIS REASON THE BURST PRESSURE TEST OF PARAGRAPH 6.4.1 SHALL BE REPEATED EXCEPT THAT NO STRAIN MEASUREMENT WILL BE TAKEN.

THROUGHOUT THE TEST WHEN THE UNIT IS PRESSURIZED, THE INTERNAL PRESSURE SHALL BE RECORDED CONTINUOUSLY ON A SANBORN OSCILLOGRAPH. (CHART SPEED 2.5 MM/SEC).

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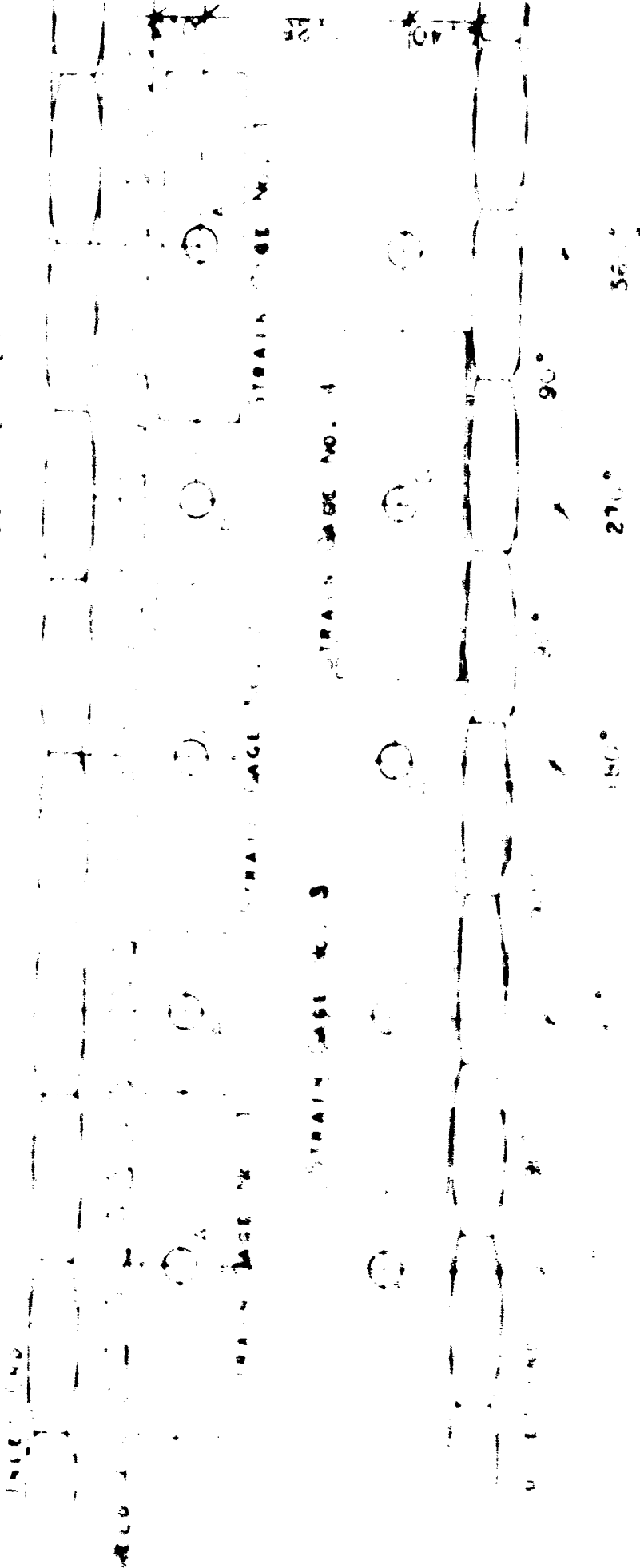


FIGURE 1

STRAIN GAGE LOCATIONS  
AND

DIAMETER MEASUREMENT

LOCATIONS OF STRAIN GAGES AND DIAMETER MEASUREMENTS



STRAIN GAGES NO. 1 AND NO. 2 COMBINED IN ONE BRIDGE CIRCUIT.  
 STRAIN GAGES NO. 3 AND NO. 4 COMBINED IN ONE BRIDGE CIRCUIT.  
 LOCATIONS AND ANGLES DESIGNATE DIAL INDICATOR DIAMETER MEASUREMENT.



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FIGURE 2

FLOW CAPACITY TEST SETUP

