



Manufacturers of Fine Stot Aircraft

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Using the Maule Fabric Tester

The Maule Fabric Tester is an inspection aid. Through its use, the inspector is certifying that in his judgment, based on FAA and industry standards, plus his training and experience, that the fabric is acceptable for return to service.

The fabric tester is calibrated to be used with the chart shown in the FAA Advisory Circular Document AC43.13.1B Change 1, ACCEPTABLE METHODS, TECHNIQUES AND PRATICES - AIRCRAFT INSPECTION AND REPAIR, Chapter 2, figure 2.1. This chart gives the minimum strength requirements for organic covers for aircraft. These figures were compiled using laboratory pull tests. The Maule fabric tester, through exhaustive testing, was calibrated to give an equivalent reading to pull tests.

To use the fabric tester with the least possible damage to the covering material, use the minimum acceptable figure on the chart taking into consideration the FAA guidelines. For example, a safe minimum reading should be 56 lbs. for Grade "A" Cotton.

The tester should be used at right angles to the surface and pushed straight until a reading of 56 is indicated just above the barrel line. If the fabric is not punctured and there is no visible damage beyond a small dent, the fabric can be considered as airworthy. The dent should pull out after exposure to sunlight. The tests should be performed in several places as varying exposure can cause strength differences. Follow any other recommendations of the aircraft and or fabric manufacturer.

In testing synthetic fabrics, use the same testing procedure for minimum strength. Most synthetics are inert substances damaged only by chemicals, but test carefully wherever battery acid fumes can reach.

In using the fabric tester to check wing struts, push the tester at a right angle to the surface to a reading of 80 lbs in accordance with page 4 of Maule Service Bulletin 11.

MAULE FABRIC TESTER Pat. Pend.

