DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

April 15, 1946

SAFETY REGULATION RELEASE NO. 202

SUBJECT: Revision of Section 04.43-15 of Civil Aeronautics Manual 04, July 1, 1944 Edition

PREPARED BY: Airframe and Equipment Engineering Division

A revision of Section 04.43-15 of Civil Aeronautics Manual 04, "Airplane Airworthiness," has recently been adopted.

In order to assist you in bringing your copies of Civil Aeronautics Manual 04 up-to-date, there is attached the revised material printed on blue paper.

The table presented supersedes that presently included in Section 04.43-15, and specifies acceptable types of wrap and wire diameters to be used as a function of the cable size and/or minimum cable breaking strength. In addition, notations covering safetying of swaged terminal parts and use of the double wrap procedure in Navy Specification PO-42A, Amendment No. 1, are given.

F. M. Lanter
Assistant Administrator for
Safety Regulation

Attachment
Distribution:
1,3,4,9a,13,16,16a
40 Tabs 1&3,40b

CAM 04.43-15. Delete the table shown on page 108 of CAM 04 dated July 1, 1944, and insert the following in lieu thereof:

TURNBUCKLE SAFETYING REQUIREMENTS

CABLE SIZE	MINIMUM CABLE BREAKING STRENGTH (LBS.)	TYPE OF WRAP	DIAMETER OF SAFETY WIRE	MATERIAL (ANNEALED CONDITION)
1/16	480	Single	.040	Copper, Brass, Galvanized or Tinned Steel, or Soft Iron
3/32	920	Single	.040	Copper, Brass, Galvanized or Tinned Steel, or Soft Iron
1/8	2000	Single	.040	Stainless Steel.
1/8	2000	Double	.040	Copper, Brass, Galvanized or Tinned Steel, or Soft Iron
5/32 & greater	2800 & greater	Double	.040	Galvanized or Tinned Steel, Soft Iron, or Stainless Steel
5/32 & greater	2800 & greater	Double	.051	Copper, Brass

NOTES:

1. The swaged and unswaged turnbuckle assemblies are covered by AN Standard Drawings.

2. Certain of the AN Std. swaged terminal parts specify a safety wire hole size of .047 in. This hole may be reamed sufficiently to accommodate the .040 and .051 diameter wires.

3. The double wrap procedure given in Navy Specification FO-42A, Amendment No. 1, may be used in lieu of the method shown below.

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