Appendix E

Minutes of A Society of Automotive Engineers
Industry/Government Subcommittee Meeting
February 2, 1983

Years before the TWA 800 explosion, a Boeing official states that Boeing has had cracking problems with extruded Teflon wiring. Extruded Teflon wiring was used for low-voltage fuel tank wiring in TWA 800.
E. **Captain Eaton Interface (Joint Logistics Command Activity)**

Dave Pielmeier reported that there had been no further activities pertaining to the meetings with Captain Eaton since the last meeting of the SAE AE-8D subcommittee.

The Air Force is examining their planes and gathering information about wire problems.

An Army report concerning aircraft wire problems has been prepared but has not been released.

NAC has submitted a wire report to NAVAIR which will probably be released by the end of February. The availability of the report will be announced by letter. Dave Pielmeier stated that the report will not present any surprises.

**ACTION ITEM:** Bob Noss was requested to obtain a copy of the NAC report from Dave Pielmeier as soon as the document becomes available. Bob will forward a copy of the report to SAE headquarters who will make a distribution to SAE AE-8D subcommittee members.

F. **Test Procedure for TFE Cracking Tendency**

Horst Kuettner discussed his "Proposed Addition to MIL-W-22759" dated 13 October 1982. This proposal describes the use of a torsion twist test to control cracking of extruded TFE insulated wires in sizes 18 and larger.

Following Horst's presentation, the committee members discussed the merits of replacing the wrap back test with a torsion twist test. Edith Bascou suggested that the twist test described in MIL-W-81381 should be given consideration.

Hank Studer of Boeing Aerospace stated that he did not believe that a torsion twist test should replace the wrap back test until more test data is available. Hank and M.J. Musga requested that a suitable test be developed by SAE AE-8D as quickly as possible. Boeing has had cracking problems with extruded TFE insulated wire for the past twelve years and they recently encountered a problem with cracking of FEP.

Jim Brack reported that cracking of FEP jackets on coaxial cables had been found at the Naval Avionics Center.

Dave Allen, who is serving on the task group along with Ron Peterson, Horst Kuettner and Hank Studer, informed the committee that DuPont is running tests and will have a report to present at a future meeting.

Ron Peterson has prepared a proposal to add the Torsion Twist Test to MIL-W-22759. His proposal, dated 13 January, 1983 is attached to the minutes of this meeting.