

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 244

AIRCRAFT SEALING WIRE

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BRIEF HISTORY

The ISO Recommendation R 244, *Aircraft Sealing Wire*, was drawn up by Technical Committee ISO/TC 20, *Aircraft*, the Secretariat of which is held by the British Standards Institution (B.S.I.).

Work on this question by the Technical Committee began in 1958 and led, in 1959, to the adoption of a Draft ISO Recommendation.

In August 1960, this Draft ISO Recommendation (No. 399) was circulated to all the ISO Member Bodies for enquiry. It was approved, subject to some editorial amendments, by the following Member Bodies:

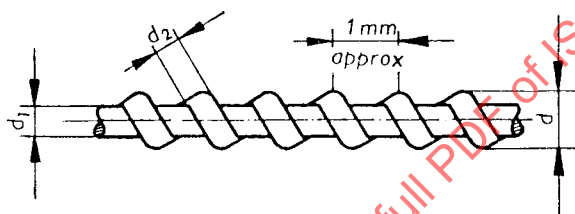
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No Member Body opposed the approval of the Draft.

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in February 1962, to accept it as an ISO RECOMMENDATION.

AIRCRAFT SEALING WIRE

1. Aircraft sealing wire should be made from zinc-coated soft steel of a tensile strength not greater than 30 kgf/mm² (19 tonf/in²).
2. The finished wire should have the construction, dimensions and other characteristics given in the following figure and table, the layer wire being laid over the core wire in either a left-hand or a right-hand direction.



Diameters						Sections d_1 and d_2 (approx.)	Maximum breaking strength (approx.)	Weight		Minimum hole diameter			
Finished wire d		Core wire d_1		Layer wire d_2				on 100 m	on 100 yd				
								mm	in			mm	in
0.8	0.03	0.30 +0.05	0.012 +0.002 (30 SWG)*	0.22 +0.03	0.009 +0.001 (34 SWG)*	0.12	0.0002	3.6	8	0.13	0.26	0.9	0.035

* Standard Wire Gauge

3. At room temperature, the finished wire should withstand, without breaking or cracking, bending through 180° over a mandrel of the same diameter as the finished wire.