



## Gillpatch™ 1367P System

November 2005

### Description

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Gillpatch™ 1367P System is a low smoke and toxicity, fiberglass reinforced, phenolic laminate patch for repair of limited damage to cargo liner sandwich panels in Airbus aircraft – refer to specific Airbus AMM for application and limitations.

In other aircraft, Gillpatch 1367P may, also, be used to repair damaged laminate liner sidewalls in cargo compartment classes A, B, and E as defined by FAR 25.857.

### Applications

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- Approved for repair of Airbus cargo liner sandwich panel sidewalls with damage on one face only.  
Reference: Airbus Service Information Letter (SIL) 25-097 and Airbus AMM 25-00-00.
- Liner damage in cargo compartment classes A, B, and E of non-Airbus aircraft.

### Features

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- High mechanical strength, puncture resistance and corrosion resistance.
- Service temperature range: To 220°F.
- White Tedlar overlay on face side for surface reflectivity.
- Peel and stick application.

### Specifications

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- FAR 25.853 – Part 25, Appendix F, Part I, IV, and V.
- FAR 25.855 – Part 25, Appendix F, Part I
- Airbus Individual Product Specification IPS 08-07-002-02; Qualified on the Basis of AIMS 08-07-000, AIMS 08-07-002, and ABS 5666.
- M.C. Gill Corp. Airline Instruction Manual MCG-AIM-2001 for Airbus Aircraft

### Availability

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Thickness:	0.028", including pressure sensitive adhesive and release paper.
Length:	Sheets up to 168".
Width:	Sheets up to 72"
Color:	White on face side, pressure sensitive adhesive on back side.

### Construction

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Resin: Modified phenolic.  
Reinforcement: Woven glass cloth.  
Surface: 1 mil Tedlar overlay.

### Standard Tolerances

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Thickness:	+/- .005"
Length:	+ 0.5", - 0"
Width:	+ 0.5", - 0"
Warp Twist:	3% of dimension measured



## Alternative Gill Products

Product Number	Difference
Gillpatch™ III and Gillpatch III with Rivets Repair Systems	FAA approved for repair of cargo liner laminates in Classes B, C, and E cargo compartments and side panels in Airbus aircraft – meets requirements of FAR 25.855 (FAR part 25, Appendix F, Parts I and III). Gillpatch III With Rivets is approved to repair ceiling panels in Airbus Aircraft.
Gillpatch 6006	Fiberglass reinforced polyester laminate with a pressure sensitive adhesive on the back side. Thinner, lighter and lower cost. Approved for use only in Classes B and E cargo compartments as defined in FAR 25.857.
Gillpatch 6160	Gillpatch II Made obsolete by Gillpatch III. Original peel and stick patch meeting FAR Part 25, Appendix F, Part I and Part III (burn-through). Thicker, heavier and less flexible than Gillpatch III. No longer available.
Gillpatch 6167	Made obsolete by Gillpatch II. Fiberglass reinforced phenolic patch installed using monel rivets. Expensive, labor intensive to install.

## Properties of Gillpatch™ 1367P Repair Patch Typical Property Values

PROPERTY	UNITS	TEST METHOD	MEASUREMENT
Weight	lb/ft <sup>2</sup> (kg/m <sup>2</sup> )	GTP 085*	0.121 (0.59)
Thickness	inches (mm)	GTP 086*	0.013 (0.33)
Water Absorption	%	ASTM D 570	0.8
Impact Strength	ft-lb (N-m)	BSS 7326	11 (14.9)
Climbing Drum Peel, Interlaminar, Warp Fill	in-lb (N-m)/3 in width in-lb (N-m)/3 in width	BMS8-223	56 (6.3) ---
Edge Bearing Strength, Warp Fill	ksi (MPa) ksi (MPa)	BMS8-223	37 (255) 34 (234)
Tensile Strength Tensile Modulus	ksi (MPa) msi (GPa)	ASTM D 638	54.5 (375.8) 3.16 (21.8)
Flammability -60 Second Vertical Self-Extinguishing Time Burn Length Drip Extinguishing Time	seconds inches (mm) seconds	FAR Part 25, Appendix F, Part I	0 2.3 (57) None
45° Test, Flammability Extinguishing Time After Glow Time Flame Penetration	seconds seconds ---	FAR Part 25, Appendix F, Part I	0 1.7 None
Smoke Density, Flaming Mode	D <sub>s</sub> , 4 minutes	FAR Part 25, Appendix F, Part V	22
Flame Penetration, Oil Burner	---	FAR Part 25, Appendix F, Part III	No Penetration

\* M. C. Gill Corp. Test Procedure

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