

(Note: For blanket materials that cannot be installed in accordance with figure 7 above, the blankets must be installed in a manner approved by the FAA.)

(v) *Conditioning.* Condition the specimens at $70^{\circ} \pm 5^{\circ}\text{F}$ ($21^{\circ} \pm 2^{\circ}\text{C}$) and 55% $\pm 10\%$ relative humidity for a minimum of 24 hours prior to testing.

(d) *Preparation of apparatus.*

(1) Level and center the frame assembly to ensure alignment of the calorimeter and/or thermocouple rake with the burner cone.

(2) Turn on the ventilation hood for the test chamber. Do not turn on the burner blower. Measure the airflow of the test chamber using

a vane anemometer or equivalent measuring device. The vertical air velocity just behind the top of the upper insulation blanket test specimen must be 100 ± 50 ft/min (0.51 ± 0.25 m/s). The horizontal air velocity at this point must be less than 50 ft/min (0.25 m/s).

(3) If a calibrated flow meter is not available, measure the fuel flow rate using a graduated cylinder of appropriate size. Turn on the burner motor/fuel pump, after insuring that the igniter system is turned off. Collect the fuel via a plastic or rubber tube into the graduated cylinder for a 2-minute period. Determine the flow rate in gallons per

hour. The fuel flow rate must be 6.0 ± 0.2 gallons per hour (0.378 ± 0.0126 L/min).

(e) *Calibration.*

(1) Position the burner in front of the calorimeter so that it is centered and the vertical plane of the burner cone exit is 4 ± 0.125 inches (102 ± 3 mm) from the calorimeter face. Ensure that the horizontal centerline of the burner cone is offset 1 inch below the horizontal centerline of the calorimeter (figure 8). Without disturbing the calorimeter position, rotate the burner in front of the thermocouple rake, such that the middle thermocouple (number 4 of 7) is centered on the burner cone.