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THE M.C. GILL DOORWAY

"We try hard enough to make it happen"

M.C. GILL CORP., 4056 EASY ST., EL MONTE, CA 91731 • PHONE (818) 443-4022 • FAX (818) 350-5880 • FAX (818) 279-6051

What more can anyone ask...?

If you think about it, we're sure you could come up with something—*and that's good*—because it means you're not satisfied—always looking for something a little better. It's what we mean when we run our feature, "What Have You Done For Me Lately?"

We're not satisfied either. We always try to offer our customers a little something extra. It's what keeps our juices flowing.

Here's something more...

Eleven different types of flooring panels qualified to Boeing Commercial Airplane Group's specifications.

The M.C. Gill Corporation becomes the first and only company to have qualified both Flooring Panels AND Cargo Liner for all Big Three aircraft manufacturers, i.e. Airbus, Boeing and McDonnell Douglas.

If your airline operates aircraft from any or all of the Big Three flying today—or if your company maintains and repairs the equipment—no matter what the mix, you can now rely on ONE dependable and mature source for your panel and liner requirements for maintenance and replacement.

Gillfloors Now

THE BOEING QUALIFICATION

On October 12, 1995, the M.C. Gill Corporation received formal notification from the Materiel Division of the Boeing Commercial Airplane Group that based on qualification testing of all of the various floor panels (Gillfloor 4417, 4409, 5424) the company is now qualified to BMS 4-17, 4-20, and 4-23 specifications respectively.

BOEING WASN'T THE FIRST

Over the years, similar qualifications have been painstakingly achieved for specifications at, among others, Airbus Industrie, British Aerospace, Cessna, deHavilland, Embraer, Falcon Jet, Fokker, Learjet, Lockheed, McDonnell Douglas, and Raytheon/Beech. Now, we can add eleven different types of Flooring Panels for ALL Boeing 700 series aircraft, including the new 777.

A One stop shopping center

Given the recent trend towards working with fewer mutual interest suppliers, the M.C. Gill Corp. could become your *one stop shopping center* for Flooring and Liner...for any of Airbus' A300 series, Boeing's 700 series, Douglas' DC- and MD- series currently flying... a total of almost 20 different aircraft models with innumerable variations and configurations. Almost 50 different Flooring Panels and Cargo Liners with the number of types, grades and classes resulting in approximately 100 different options! So, now that the last brick is in place you have a single reliable source that enables you to fill all your Flooring and Liner needs quickly and trouble-free.

Qualify For All "Big Three" Aircraft *

Each of eleven types of Flooring Panels had to demonstrate, depending on end use in the aircraft, certain values for a number of different properties but there was degree of latitude left to our Research and Development Group (R&D) for the panel constructions. For example, the types of core materials were specified for all panels and the types of resin systems for some, but facings, some resins and adhesives were left to the R&D's ingenuity.

Because M.C. Gill manufactures its own prepreg for facings, core material and adhesives, we had a degree of latitude to tailor the construction and achieve the optimum raw material mix to meet the specification requirements. The success of those constructions are evidenced by the data shown in Tables 1, 2, and 3 (see pages 6 and 7).

Simplification rides with the time and money-saving benefits our customers will now enjoy:

- Inventory record keeping is simpler; thus minimizing inventory problems; and investment is reduced resulting in BIG dollar savings;
- Only ONE source inspection for a multitude of products;
- Only ONE purchase order need be issued;
- Accounts payable receives only ONE invoice and writes only ONE check;
- The ONE phone number you need to remember is 818-443-4022...the ONE fax number is 818-350-5880.

And these added benefits:

- Your costs are reduced if you have only ONE vendor to control and the quality of only ONE product line to monitor; and, best of all,
- The M.C. Gill Corporation is the ONE company that offers these advantages; the ONE that has been in the Cargo Liner and Flooring Panel business for more than 50 years; the ONE whose experience and commitment to quality and customer satisfaction is nonpariel; the ONE who is concerned about you and your problems; and, the ONE that is always there to help you.

With all that you'd be justified in wondering why we didn't pose the birds on the cover with one "toe" pointed skyward proclaiming we're #1. We're a bit tired of that gesture and besides, we'd rather you acknowledge it instead of us.

* *How well do you know your aircraft? Can you identify the above aircraft silhouettes? See answers on back page.*

We qualified eleven more floorings to make specifying easier!

Being placed on the QPL (Qualified Products List) at Boeing or any OEM does not come easily for anyone. We know, because of the many Flooring Panels and Cargo Liners we have qualified over the years. However, qualifying eleven different types of flooring at the same time was a major undertaking for M.C. Gill.

Over a 16 month period more than 20 M.C. Gill Production, Research and New Product Development employees spent a total of well over 5,000 man-hours manufacturing and testing 4,600+ samples. Added to that was the expense of the people at Boeing to review test results; and to observe production and testing procedures at M.C. Gill's El Monte facility. Moreover, Boeing conducts all flammability related tests in Seattle—60 second vertical and 45°, in this case. This required 300 samples.

And, as competent Research and Development (R&D) practice dictates, we pre-tested all products before sending them to Boeing. All samples tested here and in Seattle passed burn-related tests the first time around.

Traceability a Key Qualification Element

The ability to meet specification property values is only part of the qualification process. The Boeing Commercial Airplane Group requires its suppliers to establish a comprehensive documentation system to ensure traceability as part of its D1-9000 Advanced Quality System (AQS). In the summer of 1992, M.C. Gill received notification from Boeing that "M.C. Gill has demonstrated procedural compliance to all sections of D1-9000 and on-site compliance to sections 2.1 and 2.2, and is hereby qualified to the document." Essentially, that means that M.C. Gill's quality procedures and

system have met Boeing's requirements regarding the certification of our products for use in their aircraft. We qualified for and received this approval in conjunction with the sale of the Cargo Liners we manufacture. As a result, we became very familiar with Boeing's requirements for the PCD (Process Control Documentation) and SPC (Statistical Process Control) elements of a quality system.

The technician in the background is conducting an "in-plane" shear test using samples from the cart load (foreground) that were prepared for mechanical testing.

More test samples consisting of some that have already undergone testing and have been bundled and marked for retention; others placed in test fixtures; and, some raw stock still requiring further preparation.

Qualified OEM and Replacement Parts

The magnitude of the qualification effort was well worth the time and money spent—both to our customers and us. The M.C. Gill Corporation has been added to Boeing's Qualified Products List which means the company is a qualified supplier for original equipment Flooring Panels for all Boeing aircraft.

Perhaps the biggest beneficiary are those airlines operating Boeing aircraft. They now can use M.C. Gill panels for repair and maintenance parts and be secure in the knowledge that the material meets or exceeds Boeing's exacting specifications. Moreover, they are assured that these Flooring Panels are made to the same standards of quality as every other M.C. Gill product...whose in-service performance is the result of more than 50 years experience...*and there is no substitute for experience!*

The final count. M.C. Gill lab technicians checking and recording the test samples that were shipped to Boeing for burn-related testing.

The Basic Three

The three basic panels that now appear on Boeing's QPL are Gillfloor 4417, qualified to BMS 4-17; Gillfloor 4409, qualified to BMS 4-20; and Gillfloor 5424, qualified to BMS 4-23.

Gillfloor 4417

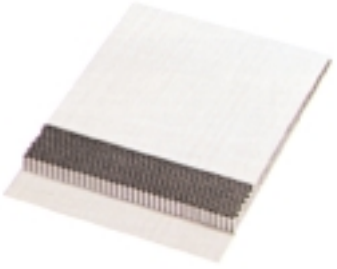
4417 is qualified to BMS 4-17, Types I through VI and Drawing 6915779, Type V. Depending on the Type, the panels are used as flooring in low traffic areas (Ty I), aisles and entries (Ty II), and galleys or other highly loaded areas (Ty III, V, and VI) and as cargo compartment flooring (Ty IV). The panels are constructed from unidirectional fiberglass reinforced epoxy facings bonded to an aramid honeycomb core.

Gillfloor 4409

4409 is qualified to BMS 4-20, Types II and III (Type I is obsolete). Both Type II and III are used as flooring in the passenger compartment; Type II in heavy traffic areas such as aisles, galleys and entries, and Type III in low traffic areas such as under seats.

The panels are constructed from unidirectional carbon reinforced phenolic facings bonded to an aramid honeycomb core. The top facing is covered with a thin layer of fiberglass to prevent galvanic corrosion.

Gillfloor 4409 is the first and, as of this writing, the only flooring panel qualified to BMS 4-20 that has low smoke emission characteristics. Because phenolic resin is a key construction ingredient, the highly desirable low smoke option is now available. These panels are lighter in weight than other floor panels, and the carbon facings make them very stiff.



Gillfloor 5424

5424 is qualified to BMS 4-23, Types I and II. Both panels are for interior flooring applications where superior impact resistance is required such as passenger flooring, galley panels, component containers, and bulkhead panels. The panels are constructed from high impact fiberglass epoxy facings bonded to heavy-duty aluminum honeycomb core.

The last brick is in place... reap the benefits.

The "last brick" symbolizes M.C. Gill's flooring panel qualifications for Boeing. It completes the company's "wall," i.e., conformance to all applicable specifications for flooring and baggage compartment liner in Airbus, Boeing, and McDonnell Douglas aircraft. Operators of these aircraft can enjoy the benefit of dealing with one supplier for all these products. Moreover, they can rest easy and feel secure in the knowledge that that supplier is one with 50+ years of experience and know-how... and will be there to back the products it sells.

TABLE 1

The data in Table 1 (and Tables 2 and 3 that follow) show two different property values for each Type. The first is the typical average value attained by the M.C. Gill Corp.'s test samples and the second, in ( )'s, are the BMS specification values.

Properties of Gillfloor 4417
Types I, II, III, IV, V, VI, and Drawing 69B15779, Type V
TYPICAL AVERAGE VALUES (SPECIFICATION VALUES)

PROPERTY	TEST METHOD	Type I	Type II	Type III	Type IV	Type V	Type VI	Type V*
Mechanical								
Long beam	ASTM C 393							
Lead/lbs.		273 (230)	291 (230)	382 (320)	518 (230)	578 (450)	407 (300)	578 (450)
Deflection/in.		.796 (.85)	.792(.85)	.540 (.85)	.261 (.31)	.435 (.50)	.565 (.60)	.435 (.50)
After humidity exposure: Load/lbs.		244 (200)	252 (200)	355 (280)	460 (200)	480 (350)	316 (250)	480 (NR)
Panel shear, lbs.	ASTM C 393	585 (360)	953 (585)	1086 (585)	840 (360)	1172 (850)	1042 (850)	1172 (1000)
Sandwich peel, in/lbs.	ASTM D 1781	32 (25)	35 (25)	31 (25)	32 (25)	39 (25)	36 (25)	39 (30)
After humidity exposure: Sandwich peel, in/lbs.		39 (30)	52 (30)	49 (30)	50 (30)	49 (30)	49 (30)	49 (30)
In-plane shear, in/lbs.	BMS 4-17	385(300)	444 (312)	382 (360)	408 (NR)	906 (500)	517 (400)	906 (400)
Insert shear, in/lbs.	BMS 4-17	1839 (840)	1957 (840)	1931 (840)	1719 (840)	2335 (840)	2132 (840)	2335 (840)
Core compression, psi	ASTM C 365	846 (600)	2030 (1600)	2326 (1600)	771 (600)	3523 (2500)	2597 (2200)	3523 (1800)
Roller cart test, lb/wheel	BMS 4-17	98	120/158	120/158	98	168/198	158/198	168/198
Number of cycles		83,964**	121,020/38,427**	120,001/35,083**	83,804**	125,023/35,396**	122,853/35,069**	125,023/35,396**
		(80,000)	(120,000/35,000)	(120,000/35,000)	(80,000)	(125,000/35,000)	(120,000/35,000)	(125,000/35,000)
Physical								
Weight, psf, max.	BMS 4-17	.515 (.52)	.628 (.64)	.758 (.78)	.637 (.65)	1.006 (1.10)	.771 (.80)	1.006 (1.025)
Impact strength, ft/lbs.	ASTM D 3029	131 (35)	108 (35)	166 (35)	127 (35)	170 (45)	151 (35)	170 (120)
Flammability: 60 second vertical	FAR 25, App. F, Part I							
Self-extinguishing time, secs.		2.8 (12)	3.8 (12)	7.9 (12)	1.3 (12)	3.2 (12)	6.6 (12)	3.2 (0)
Burn length, in.		2.1 (5)	2.0 (5)	1.8 (5)	2.1 (5)	1.8 (5)	1.8 (5)	1.8 (3)
Drip extinguishing time, secs.		0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
45 degree Self-extinguishing time/secs.		1.8 (15)	2.4 (15)	2.8 (15)	2.1 (15)	1.0 (15)	3.3 (15)	1.0 (7)
Penetration		None (None)	None (None)	None (None)	None (None)	None (None)	None (None)	None (None)
Glow time/secs.		0 (10)	0 (10)	0 (10)	0 (10)	0 (10)	0 (10)	0 (10)

*Drawing 69B15779, Type V. **No failure NR means Not Required

TABLE 2

PROPERTIES OF GILLFLOOR 4409 Types II and III (Type I is obsolete)

Type II - Based on 0.4" thick panel with .010"/.010" facings and core at 9.0 pcf density			
Property	Test Method	Typical Average Values (Specification Values)	
Mechanical			
Long beam bending, lb., min.	MIL-STD 401B	346	(230)
Long beam bending, deflection, in., max.	MIL-STD 401B	.406	(.550)
Long beam bending, humidity aged, lb., min.	MIL-STD 401B	302	(200)
Sandwich peel, in-lb/3 in. width	MIL-STD 401B	21.7	(17)
Sandwich peel, humidity aged, in-lb/3 in. width	MIL-STD 401B	18	(12)
Flatwise compressive strength, psi	MIL-STD 401B	1947	(1400)
Insert shear, lb.	BMS 4-20	1431	(840)
In-plane shear, lb/in	BMS 4-20	358	(312)
Panel shear, lb.	ASTM C 393	816	(585)
Physical			
Weight, psf	BMS 4-20	.551	(.58)
Impact strength, in-lb	BMS 4-20	19.7	(6)
Flammability:	FAR 25, App. F, Part I		
60 sec. vertical			
Self-extinguishing time, secs.		4.2	(15)
Burn length, in.		.9	(6)
Drip extinguishing time, secs.		0	(3)
45 degree			
Self-extinguishing time, secs.		0.4	(15)
Penetration		None	(None)
Glow time, secs.		0	(10)
Roller cart, lb/wheel	BMS 4-20	128/158	128/158
Number of cycles		120,076/36,791 No Failure	(120,000/35,000)
Optical density	BSS7238	44	(200)
Toxic gas emission, ppm	BSS7239		
HCN		0	(150)
HF		1	(200)
HCl		0	(500)
SO2		0	(100)
HBr		0	(200)
NOx		0	(100)

Type III - Based on 0.4" thick panel with .010"/.010" facings and core at 9.0 pcf density			
Property	Test Method	Typical Average Values (Specification Values)	
Mechanical			
Long beam bending, lb., min.	MIL-STD 401B	269	(230)
Long beam bending, deflection, in., max.	MIL-STD 401B	.419	(.575)
Long beam bending, humidity aged, lb., min.	MIL-STD 401B	279	(200)
Sandwich peel, in-lb/3 in. width	MIL-STD 401B	22.1	(17)
Sandwich peel, humidity aged, in-lb 3 in. width	MIL-STD 401B	19	(12)
Flatwise compressive strength, psi	MIL-STD 401B	814	(600)
Insert shear, lb.	BMS 4-20	1322	(840)
In-plane shear, lb/in	BMS 4-20	340	(300)
Panel shear, lb.	ASTM C 393	532	(360)
Physical			
Weight, psf	BMS 4-20	.44	(.46)
Impact strength, in-lb	BMS 4-20	20	(6)
Flammability:	FAR 25, App. F, Part I		
60 sec. vertical			
Self-extinguishing time, secs.		3.4	(15)
Burn length, in.		1.2	(6)
Drip extinguishing time, secs.		0	(3)
45 degree			
Self-extinguishing time, secs.		0.4	(15)
Penetration		None	(None)
Glow time, secs.		0	(10)
Roller cart, lb/wheel	BMS 4-20	98	98
Number of cycles		82,300 No Failure	(80,000)
Optical density	BSS7238	43.8	(200)
Toxic gas emission, ppm	BSS7239		
HCN		0	(150)
HF		1	(200)
HCl		0	(500)
SO2		0	(100)
HBr		0	(200)
NOx		0	(100)

TABLE 3

PROPERTIES OF GILLFLOOR 5424 Types I and II

Type I - Based on .40 thick panel with .015"/.015" facings and .370" thick core at 8.1 pcf			
Property	Test Method	Typical Average Values (Specification Values)	
Mechanical			
Long beam bending, lb., min.	MIL-STD 401B	283	(235)
Long beam bending, deflection, in., max.	MIL-STD 401B	.739	(.85)
Long beam bending, humidity aged, lb., min.	MIL-STD 401B	246	(200)
Sandwich peel, in-lb/3 in. width	MIL-STD 401B	40	(30)
Sandwich peel, humidity aged, in-lb/3 in. width	MIL-STD 401B	50	(30)
Flatwise compressive strength, psi	MIL-STD 401B	1086	(750)
Insert shear, lb.	BMS 4-23	1952	(840)
Panel shear, lb.	BMS 4-23	820	(500)
In-plane shear, lb/in	BMS 4-23	455	(350)
Physical			
Weight, psf	BMS 4-23	.543	(.55)
Impact strength, in-lb	BMS 4-23	111	(40)
Flammability:	FAR 25, App. F, Part I		
60 sec. vertical			
Self-extinguishing time, secs.		0	(10)
Burn length, in.		1	(3)
Drip extinguishing time, secs.		0	(0)
45 degree			
Self-extinguishing time, secs.		0	(2)
Penetration		None	(None)
Glow time, secs.		0	(0)
Roller cart, lb/wheel	BMS 4-23	158	158
Number of cycles		83,570	(80,000)
		No Failure	

Type II - Based on .40" thick panel with .015"/.015" facings and .370" thick core at 8.5 pcf			
Property	Test Method	Typical Average Values (Specification Values)	
Mechanical			
Long beam bending, lb., min.	MIL-STD 401B	314	(240)
Long beam bending, deflection, in., max.	MIL-STD 401B	.679	(.80)
Long beam bending, humidity aged, lb., min.	MIL-STD 401B	267	(200)
Sandwich peel, in-lb/3 in. width	MIL-STD 401B	42	(30)
Sandwich peel, humidity aged, in-lb/3 in. width	MIL-STD 401B	54	(30)
Flatwise compressive strength, psi	MIL-STD 401B	1777	(1400)
Insert shear, lb.	BMS 4-23	2023	(840)
Panel shear, lb.	BMS 4-23	1179	(800)
In-plane shear, lb/in	BMS 4-23	451	(380)
Physical			
Weight, psf	BMS 4-23	.633	(.64)
Impact strength, in-lb	BMS 4-23	172	(60)
Flammability:	FAR 25, App. F, Part I		
60 sec. vertical			
Self extinguishing time, secs.		.2	(10)
Burn length, in.		.9	(3)
Drip extinguishing time, secs.		0	(0)
45 degree			
Self-extinguishing time, secs.		2	(2)
Penetration		None	(None)
Glow time, secs.		0	(0)
Roller cart, lb/wheel	BMS 4-23	250	250
Number of cycles		121,652	(120,000)
		No Failure	

This quick reference guide lists passenger aircraft by manufacturer model, application, specification, and qualified M.C. Gill product (s). We have included only those products that are most current and are qualified to the manufacturers' most recent specification revision in our files.

QUICK RE

M.C. GILL PRODUCTS QUALIFIED TO MAJOR AIR

Airframe Mfg. & Aircraft Model	Application and Location	Specification	M.C. Gill Part Number
AIRBUS INDUSTRIE			
A300/A300-600, and A310	Passenger flooring	TL53/5000/79, Ty 1	4105A
	Passenger flooring	TL53/5000/79, Ty 2	4105B
A320 and A321	Passenger flooring	5360M1B000100	4205
	Cargo flooring, containerized	5360M1B000100	4322
A300/A300-600, A310, A320, A321, A330, and A340	Cargo flooring, bulk	5360M1B000100	4323
BOEING			
All 700 Series	Cargo liner	BMS 8-2 Cl 2	1366/1366T
	Cargo liner	BMS 8-223 Cl 2	1367/1367A
777	Cargo liner	BMS 8-223 Cl 4	1367B
737	Cargo liner (lower sidewall)	BMS 8-2 Cl 3	1076B
747	Cargo liner (ceiling only)	BMS 8-2 Cl 1	1076A
	Cargo liner	BMS 8-100	1108
All 700 Series	Nomex® honeycomb core	BMS 8-124 Cl 4	Gillcore HD
	Passenger and cargo flooring	BMS 4-17	4417, Ty I thru Ty VI and Drawing 6815779 (Ty V)
747-400, 767-200/-300, and 777	Passenger flooring	BMS 4-20	4409, Ty II and Ty III
737 and 757	Passenger flooring	BMS 4-23	5424, Ty I and Ty II
	Cargo flooring-entry	BMS 7-326	5433B
777	Aft cargo flooring	BMS 7-326	5433B

Airframe Mfg. & Aircraft Model	Application and Location	Specification	M.C. Gill Part Number
BRITISH AEROSPACE			
146-200/300, ATP, and 1000	Passenger flooring, under seat	BAeR 3231	4109 Gr L
	Passenger flooring, aisle	BAeR 3231	4109 Gr M
	Passenger flooring	BAeR 3247	4109C
	Passenger flooring	BAeR 3247	4109D
	Cargo flooring	BAeR 3232	4004A
	(Note: Customer should specify core density when ordering to BAeR 3232.)		
Jetstream 31/41	Passenger flooring, under seat	MAT 006, Ty1, Ty 2 and Ty 3	4004B, Ty 1, Ty 2 and Ty 3
	Passenger flooring, aisle	MAT 003, Ty 1 and Ty 2	4017A Ty 1, and Ty2
	Passenger flooring	MAT 003	4017T
deHAVILLAND			
Dash 8	Cargo Liner	DHMS P1.42 CL A	1366 and 1566
EMBRAER			
EMB-110, 120, and 123	Passenger flooring, aisle	FAR 25.853	4009
	Galley/bulkhead	MEP-15-017	4117
	Galley/bulkhead	MEP-02-011	5040
	Galley/bulkhead	MEP-15-031, Ty 2	4017F y 2
FOKKER			
100	Passenger flooring, under seat	FoN1-4350CC102, 102S, 102T	4018, 4018S, and 4018T
	Passenger flooring, aisle	FoN1-4354DD120	4019
LEARJET			
All models	Passenger flooring	LES 1149	4000/4001
	Passenger flooring	LES 1189	5040
	Passenger flooring	LES 1227	4201
	Bulkheads	LES 1247	4101
	Bulkheads	LES 1277	5101

Reprints of this Quick Reference Guide can be obtained by contacting the Marketing Services Department at 4056 Easy Street, El Monte, CA 91731. Phone 818-443-4022; or Fax 818-350-5880.

FERENCE

FRAME MANUFACTURERS' SPECIFICATIONS

We have not included superseded specifications nor, unless necessary, such details as product type and grade, honeycomb core cell sizes or densities. Our Customer Service Representatives will be pleased to provide this information. You may reach them by calling (818) 443-4022 or fax (818) 350-5880.

Airframe Mfg. & Aircraft Model	Application and Location	Specification	M.C. Gill Part Number
LOCKHEED			
L-1011	Bulkhead/galley/ shelving panels	LAC-C-28-917	4030L
	Bulkhead/galley/panels	LAC-C-28-1145	4030A
	Passenger flooring, aisle/under seat	LAC-C-28-1386	4017L
	Passenger flooring/ pressure bulkhead	LAC-C-28-1147	4088
	Galley/interior	LAC-C-28-1247	5017
	Passenger flooring/ bulkhead/shelving	LCM 28-1033 STM 28-003A	5020 5320
	Galley/bulkhead/ ceiling	LAC-LS60204	4122
	Cargo compartment flooring	LAC-C-22-1356	5033/5034
	Cargo compartment flooring	LAC-C-22-1356	7133/7134
	Cargo liner	LAC-C-22-1249 Cl 3	1366/1367
	Cargo liner	LAC-C-22-1249 Cl 3	1366T
	Cargo liner	LAC-C-22-1249 Cl 1	1138
	Nomex honeycomb core	STM 28-105	Gillcore HD
MCDONNELL DOUGLAS			
All models	Cargo liner	DMS 2226 Ty 1	1167/1167A
	Cargo liner	DMS 2226 Ty 2	1167B
	Cargo liner	DMS 2419 Cl 1	1367A *
	Nomex honeycomb core	DMS 1974 Gr A	Gillcore HD
MD-80, MD-90, DC-10 and MD-11	Passenger flooring, aisle	Dwg 7954400 Ty 1	4509 Ty 1
	Passenger flooring, under seat	Dwg 7954400 Ty 2	4509 Ty 2
DC-9, 50 series, MD-80, and DC-10	Passenger flooring, aisle/under seat	Dwg BZZ 7002	4017T
DC-9 and early MD-80's	Cargo liner	DMS 1946 Ty 1/Ty 2	1100/1100G

* 1367A is interchangeable with all other Douglas cargo liner specifications for thicknesses up to and including .040".

Airframe Mfg. & Aircraft Model	Application and Location	Specification	M.C. Gill Part Number
MCDONNELL DOUGLAS (CONT'D)			
MD-80/MD-90 series	Passenger flooring, aisle	Dwg BZZ 7002	4017T
	Passenger flooring, under seat	Dwg S3932194	4106A
	Passenger flooring, aisle	Dwg 7954400 Ty 1	4109 Ty 1 or 4509 Ty 1
	Passenger flooring, under seat	Dwg 7954400 Ty 2	4109 Ty 2 or 4509 Ty 2
	Cargo flooring	Dwg S00096	5242
	Cargo flooring	Dwg S00486	5042C
DC-10 series	Passenger flooring, galley	Dwg S3933941	4022B
	Passenger flooring, lavatory/entry	Dwg S3933942	4022C
	Passenger flooring, aisle/under seat	Dwg BZZ 7002	4017 Ty 1 and Ty 2
	Passenger flooring, aisle	Dwg 7954400 Ty 1	4109 Ty 1 or 4509 Ty 1
	Passenger flooring, under seat	Dwg 7954400Ty 2	4109 Ty 2 or 4509 Ty 2
	Cargo flooring	Dwg 3932195	5042B
	Cargo liner	DMS 1946 Ty 1/Ty 2	1100/1100G
MD-11 series	Passenger flooring aisle	Dwg 7954400 Ty 1	4109 Ty 1 or 4509 Ty 1
	Passenger flooring, under seat	Dwg 7954400 Ty 2	4109 Ty 2 or 4509 Ty 2
	Cargo flooring	Dwg 7954401	4004
	Note: Specification (Dwg) call-out identifies facing thickness for the following three products—check with our Customer Service representative if you are unsure.		
	Cargo flooring	Dwg S3932193	5042B
	Cargo flooring	Dwg S3932195	5042B
	Cargo flooring (low traffic)	Dwg S4931863	5042B
C-17	Crew flooring	Dwg 9D0059	4022A
	Passenger flooring	Dwg 9D0207	4109 Ty 1 or 4509 Ty 1 4109 Ty 2 or 4509 Ty 2

IF 1991 WAS A GOOD YEAR...

It marked the first flight of the McDonnell Douglas MD-11 using Gillfloor 4109 for Passenger Compartment and Cockpit Flooring, resulting in a weight savings per aircraft of 350 pounds over the panel previously used.

...AND 1994 WAS BETTER...

We had signed a contract with McDonnell Douglas/ Salt Lake City to provide Fabricated Flooring Panels for the MD-80 and MD-90. We had been supplying fabricated panels to Douglas/Long Beach for their portion of the MD-80/MD-90 flooring for almost a year when we signed the contract. Now, the entire floor is 100% Gill in both models .

...THEN 1995 WAS OUTSTANDING!

Go to the head of the class if you see a pattern developing here. Early in November '95, the M.C. Gill Corporation entered into a long term contract with McDonnell Douglas/Long Beach to provide Fabricated Flooring Panels for the Passenger and Cargo Compartments of the MD-11.

GILLFLOOR®

THE MATERIAL OF CHOICE

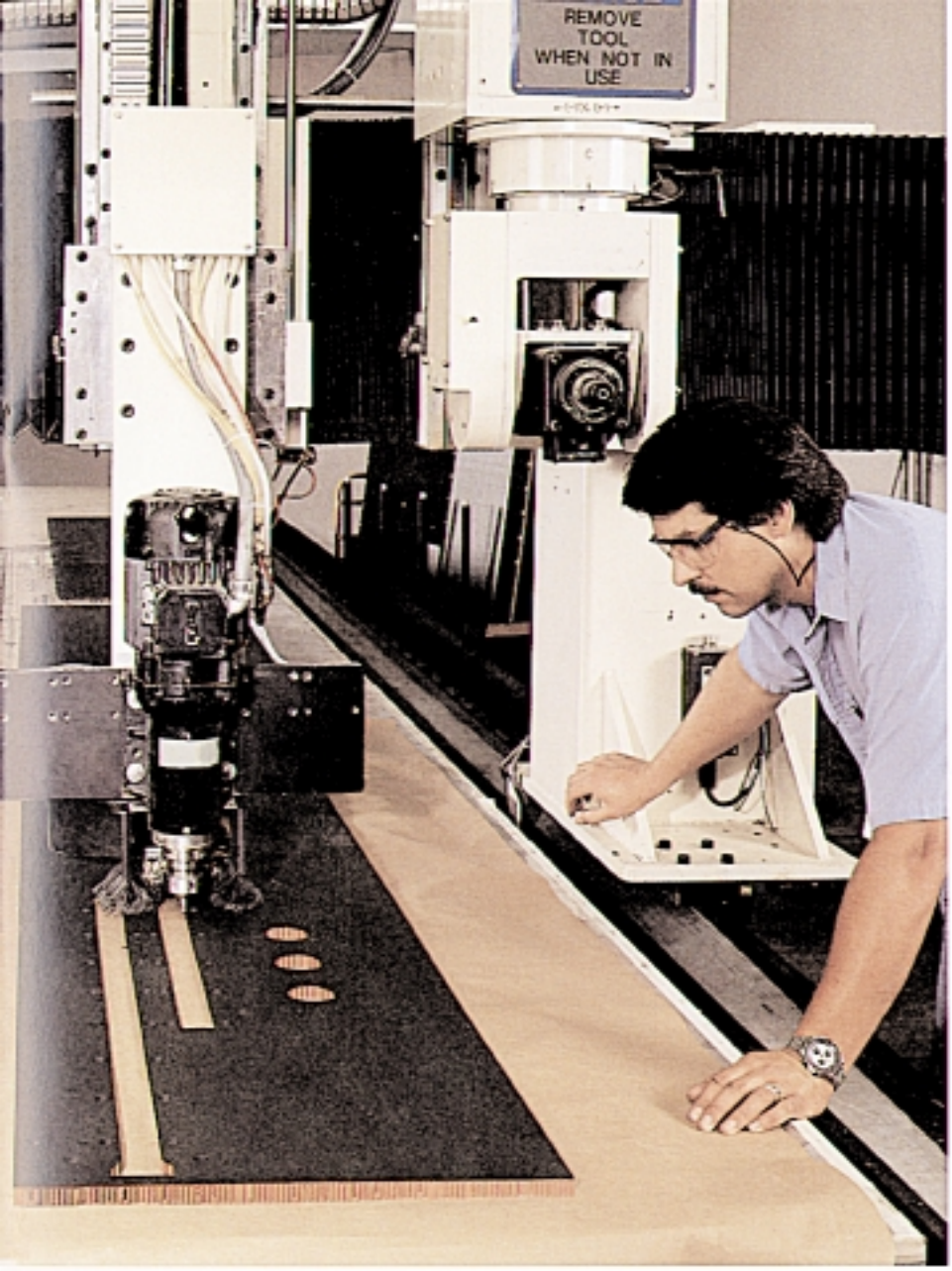
In the MD-11 McDonnell Douglas chose Gillfloor 4509 for the passenger compartment and Gillfab 5042B for the cargo hold. The former is virtually the same as Gillfloor 4109 except that 4509 utilizes a phenolic adhesive instead of the epoxy used in the 4109. The phenolic adhesive is low smoke and its use eliminates one step in pressing the panel. It also shortens production time and makes for a more economical product. Property values for the two carbon faced/Nomex honeycomb core panels are identical. Gillfab 5042B is an aluminum-faced end grain balsa wood core sandwich panel that has become a cargo compartment flooring standard because of its durability and ease of repair. Both panels are fabricated on our 5-axis Computer Numerically Controlled (CNC) profiler and Computer Aided Design (CAD) system at the same M.C. Gill facility as those manufactured for the MD-80/MD-90.

Vertical Integration Means Customer Satisfaction

The M.C. Gill Corporation realized long ago that to maintain its leadership in the manufacture of Cargo Liner and Flooring Panels, it had to offer more than just raw stock material. This realization dovetailed with another of the company's long term goals — vertical integration. It enables us to provide the OEM and replacement markets with additional services; allows us to more closely control







▲ *The MD-11 Contract Team. From left, Monica DeCillis, Douglas Buyer; Larry Russell, M.C. Gill Sales Director, OEM; M.C. Gill Corp.; Alan Webb, Douglas Buyer; M.C. Gill; and, Andrew DiGirgis, Douglas Coordinator.*

◀ *Production Supervisor monitoring CNC Fabrication of Gillfloor 4509.*

the quality of the finished product; and does not leave us (and our ultimate customers) at the mercy of outside suppliers who may or may not be as concerned with delivery dates as we are.

As the Summer 1994 Doorway pointed out, the room housing the CNC/CAD system was deliberately constructed with a provision for a second profiler when demand warranted. With the MD-11 contract, that day is not far off. We will continue to upgrade and add new equipment as demand dictates. And if, by so doing, it means we can continue to provide our customers with consistently high quality products at competitive prices and in a timely fashion.

It has always been our policy to do so and it's one of the primary reasons we were able to celebrate our 50th Anniversary last September. There is no substitute for fifty years of experience and know how!

It's no coincidence that M.C. Gill flooring panels and cargo liner are installed on every airplane that rolls off the Douglas production line.





NEWS FLASH

Gillfab 4323, originally approved for Airbus Industrie's A320 and A321 aircraft, has now been qualified as replacement bulk cargo flooring for the A300, A300-600, A310, A330, and A340. Gillfab 4323 is a low-smoke flooring panel constructed from glass cloth reinforced phenolic facing sheets bonded to a Nomex honeycomb core and is qualified to Airbus Industrie's S360M1B000100 specification. See quick reference table on page 8.

THE FUNNY SIDE

You know your best days are behind you when:

...You sit in a rocking chair but can't get it going.

...Your little black book contains only names that end in M.D.

...Your kids look middle-aged.

...You get winded playing cards.

...You have too much room in the house and not enough in the medicine cabinet.

...You look forward to a dull evening at home.

...You know what LSMFT means.

★★★★

Go the extra mile. It's rarely crowded.

★★★★

A good listener may be thinking of something else.

★★★★

Sometimes we can't imagine how our lives could get more frustrating or complicated. Unfortunately Congress can.

★★★★

People who complain about the way the ball bounces have usually dropped it.

★★★★

What if there was no such thing as a hypothetical question?

★★★★

Good judgement comes from experience. Experience comes from bad judgement.

In a perfect world:

...Professional athletes would complain about teachers signing contracts that paid them millions of dollars.

...Potato chips would have calories but if you ate them with dip, their calories would be neutralized;

...Winning would be a nice thing, but that's about all.

...A kid who always closed a door softly would be told, "Go back and slam the door."

★★★★

Human beings seem to be getting stronger. It used to take two adults to carry $80 worth of groceries. Now a ten-year old can do it.

Trivia

Bubble gum was first introduced in 1906 and was called Blibber-Blubber.

★★★★

Yonge Street in Toronto is the longest in the world at about 1,200 miles.

★★★★

A domestic house cat has four canine teeth.

★★★★

In 1990, students from Mankato State University in Minnesota drove the first solar powered car up Pikes Peak.

★★★★

A 747's fuel capacity is more than 57,000 gallons.

★★★★

A ton of coal will provide the same amount of energy as one full cord of seasoned firewood.

★★★★

The average temperature at the South Pole is -56°F. At the North Pole the average is 35° warmer.

★★★★

20 percent of the world's raisins are produced within a 50 mile radius of Fresno, California.

★★★★

There is enough phosphorus in the human body to make 2,000 match tips and iron to make one small nail.

Answers

To How Well You Know Your Aircraft

(from pages 2 and 3)

★★★★

Top row (from left to right) 737, A310, L1011, A320, 757, DC-10, A321, MD-11

★★★★

Bottom row (from left to right) MD-80, A300, 727, DC-9, 747, 767, 707