

ALL SHARP EDGES AND BURRS TO BE REMOVED.

A.G.S.1108 - * TO BE LEGIBLY & DURABLY MARKED ON THIS OR OPPOSITE FACE, (* MARK)

THE MATERIAL TO BE LIGHT ALLOY, TO D.T.D. 423. (LATEST ISSUE)

FINISH:-- TO BE ANODISED TO SPEC: D.T.D. 910. (LATEST ISSUE)

NOTES:-- SCREW THREADS TO B.S. SPEC: N° 84 (LATEST ISSUE)

MEDIUM FIT, TRUNCATED

FOR ARRANGEMENT OF PIPE JOINT, SEE A.G.S. N° 1101.

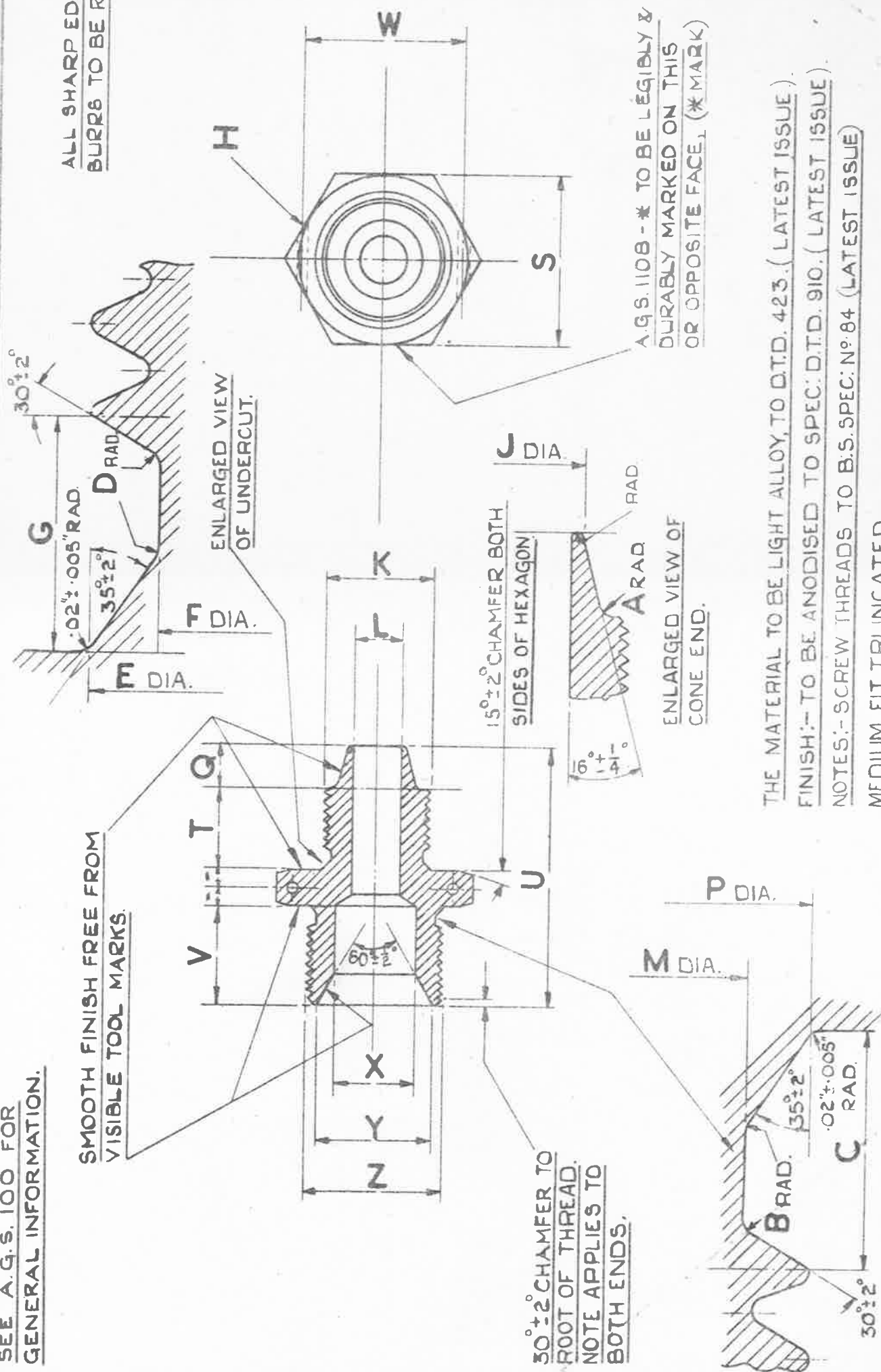
WORKING PRESSURE:-- 500LB./SQ. IN. FOR SIZES $\frac{3}{8}$ TO 1" B.S.P.

SEE A.G.S. 100 FOR GENERAL INFORMATION.

SMOOTH FINISH FREE FROM VISIBLE TOOL MARKS.

30°±2° CHAMFER TO ROOT OF THREAD. NOTE APPLIES TO BOTH ENDS.

ENLARGED VIEW OF UNDERCUT.



ISSUED BY THE ROYAL AIRCRAFT ESTABLISHMENT.

TITLE:- PIPE COUPLINGS. (LIGHT ALLOY) REDUCING UNION (CONE TO NIPPLE TYPE) SM 856

DRAWN C.T. Reynolds.

TRACED H.S. Johnson.

ISSUE NO	2	3	4	5	6
ALTER ^N NO					
MOD N°	AGS/609	AGS/417	A.S/AGS/663	AS/ACS/969	AS/ACS/988

CHECKED [Signature]

APPROVED [Signature] 29/10/45

MARK	% DIA. OF PIPES	Z	Y	X	W	V	U	T	S	Q	P	M	L	K	J	H	G	F	E	D	C	B
A	5" x 3" 8	5" 8	76" 8	1" 2	1.06	70	1.05	53	1.092	.32	.91	.80	1" 4	3" 8	.333	1" 16	.14	.58	.66	.01	.18	.015
B	5" x 1" 2	5" 8	76" 8	1" 2	1.06	70	1.92	60	1.092	.32	.91	.80	3" 8	1" 2	.438	1" 16	.10	.72	.83	.015	.18	.015
C	3" x 1" 2	3" 4	90" 8	5" 8	1.26	75	1.97	60	1.292	.32	1.05	.94	3" 8	1" 2	.438	.076 (N849)	.18	.72	.83	.015	.18	.015

ISSUED BY
ROYAL
AIRCRAFT
ESTABLISHMENT

TITLE:- PIPE COUPLINGS.
(LIGHT ALLOY)
REDUCING UNION, (CONE TO NIPPLE TYPE)

DRAWN
CT Reynolds
TRACED
CHECKED
APPROVED

ISSUE No X 2
ALTER No
MOD No AS/AGS
AGS/609 877

MARK	% DIA. OF PIPES	Z	Y	X	W	V	U	T	S		Q	P	M	L	K	J	H	G	F	E	D	C	B	A
		B.S.P. THREAD	+005 -0	DIA. DRILL	+01 -0	+01 -0	+015 -0	+01 -0	MIN	MAX	+01 -0	+0 -01	+0 -005	DIA DRILL	B.S.P. THREAD	+010 -0	DIA. DRILL	+01 -0	+0 -005	+0 -01	+005 -0	+01 -0	+005 -0	+005 -0
A	5" x 8	5" 8	.76"	1" 2	1.06	.70	1.85	.53	1.092	1.100	.32	.91	.80	1" 4	3" 8	.333	1" 16	.14	.58	.66	.03	.18	.04	.04
B	5" x 8	5" 8	.76"	1" 2	1.06	.70	1.92	.60	1.092	1.100	.32	.91	.80	3" 8	1" 2	.438	1" 16	.18	.72	.83	.04	.18	.04	.06
C	3" x 4	3" 4	.90"	5" 8	1.26	.75	1.97	.60	1.292	1.300	.32	1.05	.94	3" 8	1" 2	.438	.076 (N940)	.18	.72	.83	.04	.18	.04	.06

ISSUED BY
ROYAL
AIRCRAFT
ESTABLISHMENT

TITLE:- PIPE COUPLINGS.
(LIGHT ALLOY).
REDUCING UNION, (CONE TO NIPPLE TYPE)

ISSUE NO	X	Z	3		
ALTER ^N NO					
MOD N ^o	AGS/609	AS/AGS 877	AS/AGS 969		

DRAWN
G.T. Reynolds

CHECKED
J.M. Moore

TRACED
J.M. Moore

APPROVED
J.M. Moore 29/10/45

A.G.S. 110 B. SHEET 1.

10	11	12	13
14	15	16	17

SM 2024

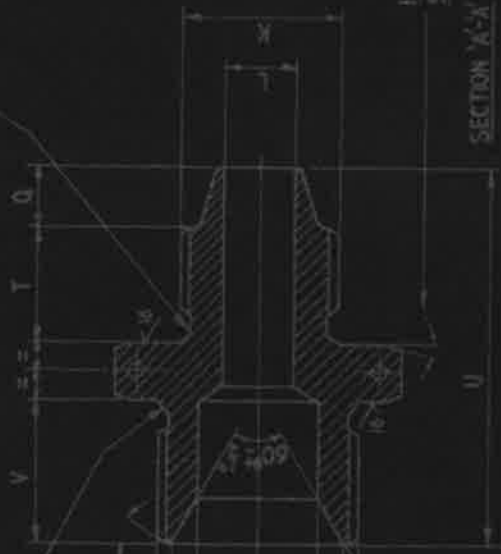


ENLARGED VIEW OF UNDERCUT



PART HERE

30° ± 2° CHAMFER TO ROOT OF THREAD. NOTE APPLIES TO BOTH ENDS.



SECTION 'A-A'



ENLARGED VIEW OF COME END

NOTES:
SEE A.G.S. 100 FOR GENERAL INFORMATION.
NOTES: SCREW THREADS TO U.S. SPEC. W. 2.77.9
MEDIUM FIT TRUNCATED
FOR ARRANGEMENT OF PIPE JOINT. SEE A.G.S. N° 110 I
WORKING PRESSURE 500 LB./SQ. IN. FOR SIZES 1/2 TO 1.5 S.P.E.

HT	PT	ALUMINUM	ALLOY	DISCREPANCY	MATERIAL APPROVAL
DATE	NO. PART	REV.	BY	DATE	APPROVED
10/10/50	2-1	1	SM	10/10/50	THIRD ANGLE PROJECTION
10/10/50	2-1	1	SM	10/10/50	A.G.S. 110 B - SHEET 1

A.G.S. 1108-SHEET 2

REVISION NO. 4 P.C.

SM 2027

M A R K	O/DIA. OF PIPES.	A	B	C	D	E	F	G	H	J	K	L	M	P	Q	S	T	U	V	W	X	Y	Z
		ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL	ASPE. THD.	DIA. DRILL
A	5/8 X 3/8	.045	.190	.035	.660	.580	.150	1/16	1/16	.343	3/8	1/4	.800	.910	.330	1.000	.540	1.885	.710	.070	1/2	.765	5/8
B	5/8 X 1/2	.065	.045	.190	.045	.830	.720	.190	1/16	.446	1/2	3/8	.800	.910	.330	1.000	.610	1.935	.710	.070	1/2	.765	5/8
C	3/4 X 1/2	.065	.045	.190	.045	.830	.720	.190	NB48	.446	1/2	3/8	.940	1.050	.330	1.300	.610	1.965	.760	.270	3/8	.905	3/4
		.055	.180	.035	.820	.715	.180	1/16	1/16	.438	1/2	3/8	.935	1.040	.320	1.292	.590	1.935	.740	.250	3/8	.895	3/4

REF.	DRAWING OR PART NO.	SCALE	DESCRIPTION	MATERIAL—REMARKS

HT	PT
DATE	DATE
1/2/24	1/2/24

DESIGNED	DRAWN	TRACED	ORDERED	APPROVED FOR
F.A.C.	F.A.C.	F.A.C.	F.A.C.	F.A.C.

DESIGNED BY THE SOCIETY OF BRITISH AIRCRAFT ENGINEERS LTD.,
18, KING STREET, ST. JAMES, LONDON, W.1.

A.G.S. 1108 - SHEET 2

THIS IS A PHOTOGRAPHIC REDUCTION. DRAWING MUST NOT BE SCALED.