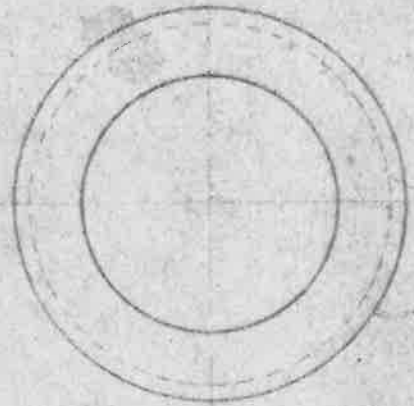
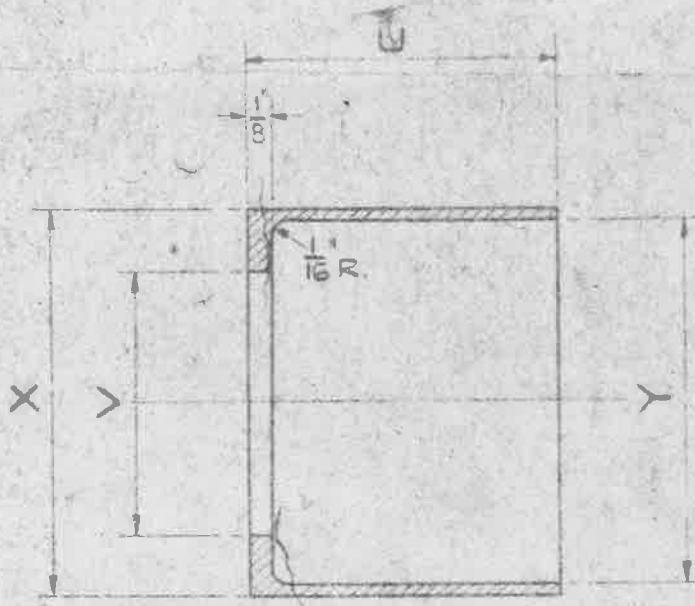


12.10.42.
T.S. 11/3. 62



OBSOLESCE, NO FURTHER MANUFACTURE, EXISTING STOCKS TO BE USED UP

MARK	Y	X	V	U	PIPE SCORE
1	$\frac{13}{16}$	$\frac{5}{16}$	$\frac{5}{16}$	$\frac{1}{4}$	$\frac{3}{8}$ A
2	$\frac{15}{16}$	$\frac{1}{8}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{1}{2}$ A
3	$\frac{1}{16}$	$\frac{3}{16}$	$\frac{9}{16}$	$\frac{1}{4}$	$\frac{5}{8}$ A
4	$\frac{3}{16}$	$\frac{5}{16}$	$\frac{1}{16}$	$\frac{1}{4}$	$\frac{3}{4}$ A
5	$\frac{5}{16}$	$\frac{7}{16}$	$\frac{13}{16}$	$\frac{1}{4}$	$\frac{7}{8}$ A
6	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{15}{16}$	$\frac{1}{4}$	1" A
7	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{13}{16}$	$\frac{3}{8}$	$\frac{1}{4}$ A
8	$\frac{7}{8}$	2	$\frac{17}{16}$	$\frac{9}{16}$	$\frac{1}{2}$ A
9	$\frac{15}{16}$	$\frac{1}{16}$	$\frac{5}{16}$	$\frac{1}{4}$	$\frac{3}{8}$ B
10	$\frac{1}{16}$	$\frac{3}{16}$	$\frac{7}{16}$	$\frac{1}{4}$	$\frac{1}{2}$ B
11	$\frac{3}{16}$	$\frac{5}{16}$	$\frac{9}{16}$	$\frac{1}{4}$	$\frac{5}{8}$ B
12	$\frac{5}{16}$	$\frac{7}{16}$	$\frac{11}{16}$	$\frac{1}{4}$	$\frac{3}{4}$ B
13	$\frac{7}{16}$	$\frac{9}{16}$	$\frac{13}{16}$	$\frac{1}{4}$	$\frac{7}{8}$ B
14	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{15}{16}$	$\frac{3}{8}$	1" B
15	$\frac{7}{8}$	2"	$\frac{13}{16}$	$\frac{9}{16}$	$\frac{1}{4}$ B
16	$2\frac{1}{8}$	$2\frac{1}{4}$	$\frac{7}{16}$	$\frac{5}{8}$	$\frac{1}{2}$ B

MATERIAL :- OIL RESISTING RUBBER.

METHOD OF MANUFACTURE :- MOULDED OR FABRICATED

NOTE :-

PIPE TYPE 'A' - SUCTION & PRESSURE SYSTEMS NOT EXCEEDING 5LB/0"

PIPE TYPE 'B' - PRESSURE SYSTEMS NOT EXCEEDING -15LB/0"

ISSUED BY
ROYAL
AIRCRAFT
ESTABLISHMENT

TITLE - END CONNECTION
FOR SELF SEALING FUEL HOSE
END CAP

ISSUE NO 1, 2, 3
ALTERED BY

DRAWN
G.T. Reynolds
CHECKED
APPROVED
TRADED
P.L.N.
26-3-42
311562