

100° Countersunk head steel rivets for aircraft

UDC 621.884:669.14:629.13

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Foreword

This British Standard forms part of a series for rivets, prepared at the request of the aircraft industry. It provides for rivets with 100° angle countersunk heads controlled by the “flushness tolerance” method first used for countersunk head fasteners in BS 1981, “*Unified machine screws and machine screw nuts*,” and later adopted in BS SP 68 – 71, “*100° countersunk precision head aluminium and aluminium alloy rivets for aircraft*.”

In general, the aim has been to provide in this British Standard for a range of rivets equivalent to those manufactured in accordance with the American specification AN.426. The rivet heads and shanks are not of the same degree of precision as those specified in BS SP 68 to 71, although they are more closely controlled than in countersunk head steel rivets hitherto used in aircraft. The practicability of producing countersunk precision head steel rivets is to be studied.

NOTE The figures in British units are to be regarded as the standard. A table is given in Appendix C to provide a ready means of calculating the approximate millimetre equivalents of the inch dimensions. More accurate conversions should be based on the tables in BS 350.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

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Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 5 and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

Amendments issued since publication

Amd. No.	Date	Comments
4087	February 1961	
473	March 1970	Indicated by a sideline in the margin

This British Standard, having been approved by the Aircraft Industry Standards Committee and endorsed by the Chairman of the Engineering Divisional Council, was published under the authority of the General Council of the Institution on 31 March 1959

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The following BSI references relate to the work on this standard:—
Committee reference ACE/14
Draft for comment CY (ACE) 4234

ISBN 0 580 34419 3

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