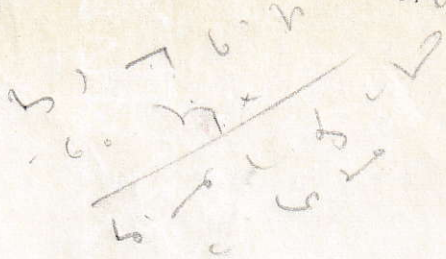


78-4

The Secretary

Referred to by Aircraft Dept  
at Operations Conf. 9-11-43



November 9, 1943.

THE MANAGER

AIRCRAFT SUPERINTENDENT

PRODUCTION PROGRAMME FOR CURRENT COMMITMENTS.

On 22nd September our Production commitments were listed in order of priority, the purpose being to accelerate the manufacture and delivery of spares against old and new orders, and to curtail the rate of production of finished aircraft.

The priorities then agreed to still hold, but it has been difficult to operate these priorities in the fabricating departments on account of the vast quantities of detailed parts. The problem is purely an internal one in the Aircraft Factory and its solution depends on the system adopted for scheduling and progressing.

Our scheduling section is still undeveloped, and in any case the present work in hand does not lend itself to long range scheduling, with the result that the control of the work in the fabricating departments and machine shop has depended almost entirely on the activities and initiative of progress officers, guided by the Acting Production Superintendent day by day.

This method of working over the last six weeks has resulted in a lack of balance and serious shortages for production aircraft.

Moreover, the distribution of labour needs closer control, particularly in regard to the Bomber. As reported at the Operations Conference on October 26th, the labour on the Bomber must be provided wherever such work awaits action, and the spares output may be affected in consequence.

Discussions therefore have taken place between Mr. Tweedle, Mr. Stancliffe, Mr. Lodge, and myself, and it is considered necessary to re-adjust the method of manufacture in the fabricating departments on the following lines:

1. Sufficient parts for the assembly of three Boomerangs per week and two Wirraways per week will be rigidly policed so that no shortages occur.

2.

2. Parts for 20 Bombers will be accelerated wherever possible and no hold-up must be allowed on these items on account of pressure of other work.
3. Remaining work in the factory will be allotted to Spares manufacture, Sales Orders and the Beaufort Project.

The method of policing this procedure will be in the hands of the Scheduling Section and Progress Officers working jointly. The Scheduling Section, at the same time, will concentrate on establishing a system with the QAL7 in view.

The weekly quantity of Spares manufactured will not be seriously affected, but this system will inevitably lead to more careful selection of Spares items, and it is probable that the Sales Department will not receive the service on certain particular items that they have enjoyed over the last six weeks.

  
AIRCRAFT SUPERINTENDENT

HAF/PB  
CC: Secretary.

November 9, 1943.

## AIRCRAFT SUPERINTENDENT

Programming:

I have received your note of 29th October requesting details of our production rate for our current contracts, this information being required for submission to Lend-Lease Mission, Washington, as justification for our Ball and Roller Bearing requirements.

Experience has shown that aircraft manufacturing schedules provided for a specific purpose, such as programming for certain materials, are liable to get into the hands of other authorities to be used for purposes not originally intended.

I give below, therefore, the information already sent by the Manager to the Secretary of the Department of Aircraft Production on the 18th August 1943 in reply to a Department of Aircraft Production letter of August 9th, in connection with a similar request.

CALL BOMBER:

January 1944 - 1  
February 1944 - 1  
Thereafter 4 per month to a total of 20 aircraft.  
Further Bombers at the rate of 8 per month, if required.

BOOMERANG:

24 per month

WIRRAWAY:

20 per month

As a general rule it may be said that raw materials are required at least six months ahead of delivery dates; engines and accessory parts three months ahead.

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AIRCRAFT SUPERINTENDENT

HAF/PB

cc: Manager, Secretary, ✓  
Factory Superintendent,  
Production Superintendent