

12-7a(2)
18-3-52

SUMMARY OF PROGRESS - "AVON" PROJECT.

(a) Schedule of Production:

The present delivery schedule of the first RA-3 engine (excluding the 40 complete imported engines) is March 1953 and the scheduled deliveries during 1953 are as follows:

	<u>For Month</u>	<u>Cumulative</u>
March	1	1
April	2	3
May	3	6
June	4	10
July	5	15
August	6	21
September	6	27
October	6	33
November	6	39
December	6	45

A range of major components has been purchased for twenty-five (25) engines and it has been assumed that five (5) sets of these will be allocated for spares. While the engine to be produced in March will contain the majority of C.A.C. produced parts, the 21st engine (delivered in August) will be the first engine containing all C.A.C. components.

It is not expected that any RA-7 engines can be produced before January 1954 and this is due to -

- (a) Non-availability of materials;
- (b) Lack of tooling.

(b) Materials:

All orders have been placed for materials for the RA-3 project and it appears that deliveries from overseas and local sources will meet requirements. Approximately 90% of the orders have been placed for the RA-7 project and the remainder will shortly be placed. Particular stress is being placed on developing local supplies for this project. It may be necessary to divert some of the materials from the RA-3 project to meet the early stages of the RA-7 programme.

(c) Equipment:

The following is a statement of the position in regard to major items of equipment.

<u>Source</u>	<u>Ordered</u>	<u>Received</u>
Ordered by G.A.C. from local agents (Company property)	26	13
D.A.P. purchases in U.K.	36	4
D.A.P. purchases from Australian agents.	32	7
Ordered by G.A.C. from local agents (Government property)	9	3
On loan from D.A.P.	5	4

It appears that in general, equipment will be available to meet our requirement, but some items will need constant "followup" to obtain satisfactory deliveries.

(d) Factory Rearrangements:

Two schemes for rearranging the factory have been prepared, the first based on 1½ engines/week and the second on 3 engines/week. The second scheme necessitates the building of a separate assembly department, so that the machine shop can be expanded. While the first scheme has been approved, no action is being taken pending a decision on the second scheme. Ample time is available to defer action on the rearrangement for two or three months.

(e) Planning:

Of 1,043 items requiring operational planning, 868 have been completed. Satisfactory progress is being made on the remainder, but they are generally of a more complex nature. Completion is expected by the scheduled date of August 1952.

(f) Tool Design:

It is expected that the combined efforts of the Melbourne and Lidcombe tool design offices will result in the completion of the RA-3 tool design programme by the end of January 1953, which is the scheduled date.

(g) Tool Manufacture:

Although use is being made of small toolrooms, the major sources of RA-3 tooling are -

C.A.C. Melbourne

C.A.C. Lidcombe

Rolls-Royce Limited

Taft-Pierce & M.B. Manufacturing Coy. in U.S.A.

Tooling to the value of approximately £(A)140,000 is being purchased from Rolls-Royce Ltd. and the U.S.A. tool manufacturers will provide about 35,000 man hours to the end of 1952.

The tool programme for the RA-3 can be divided into two groups -

- (i) Tooling for components which will be required for the first engine;
- (ii) Tooling for the components which will be required for the 21st engine.

The scheduled date for group (i) is December 1952 and to meet this, approximately twenty additional toolmakers are required almost immediately.

The scheduled date for group (ii) is the end of April 1953. Pending further progress on the operational planning, it is not possible to assess the total tooling involved, but it is apparent that full use will need to be made of all sources of tooling to meet this date. All capacity available in the production machine shop will be used to assist.

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