

DDV

O/Ref : P. 383 G.H.F/AQ

ACTION COPY SENT
TO ENGINE SUPT

30th, January 1962

MISSION AUSTRALIENNE
S. N. E. C. M. A.
70, Bd. Kellermann
PARIS 13ème

COMMONWEALTH AIRCRAFT CORPORATION
BOX 779 H P.O.
Elizabeth street
MELBOURNE

AUSTRALIA

FRANCE

FR 3/5

Mngr.....	Fin. Supt.....	
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Ch. Acct.....	5 FEB 1962	Supply Sales
Stores.....		
Ansd.....	Init.....	

Attention : The Manager

Subject : Synthetic Lubricating oil
Atar 9C3 Engine

Dear Sir,

The lubricating oil specified for use with the Atar 9C3 engine is Norme Air 5313 (N.A.T.O. 0-I48). Esso Aviation Turbo-oil I5 and MIL-L-7808 also conform with 0.I48.

The Air Attaches office has raised with SNECMA the question of standardising on 35 c.s. synthetic oil, ie D. Enq. R. D. 2487 or E.T.O.35 (K. 48).

SNECMA have advised that they have operated Atar engines only on I5 c.s. oil, ie to specifications MIL-L 7808 D or Esso TJ.I5, but would be prepared to undertake a special engine test of I20 hours duration in order to establish that the heavier grade of oil would be satisfactory. The RAAF have intimated that the low temperature starting characteristics of the engine are not considered to be important for the Australian role, and they have requested SNECMA to provide a quotation of the cost of carrying out such a test.

At this date, the quotation and technical details of the proposal test are still awaited. Now that E.T.O. 35 (K. 48) has been standardised in Australia, it follows that stocks of MIL-L-7808 C held there would be subject to disposal but we understand that stocks will be held until such time as this matter of lubricating oil choice for the Atar is finalised.

Current French Air Ministry documents still refer to MIL-L-7808 C which is suitable for the engine.

It follows that irrespective of the final choice of lubricating oil adequate stocks of both I5 cs (MIL-L-7808 C) and 35 c.s. (E.T.O. 35 K.48) oil should be available in Australia for initial engine testing.

Yours faithfully,

G.H. Foster

G.H. FOSTER

NOTED
CNPS

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