

M.185

14th February, 1962

Mr. G.H. Foster,
Chef de la Mission Australienne,
S.N.E.C.M.A.,
70 Boulevard Kellerman,
Paris 13,
FRANCE.

Dear Sir,

Subject: Green Tested Engines

We acknowledge receipt of your P.403, on the above subject.

This matter had been raised with D.O.S. on the writer's return and we had received a teleprinter M.24562 from the Supply Attache providing cost and delivery delay.

A copy of a memo to D.O.S. is enclosed and we will advise you of any action which you may be required to take.

Referring to P.403 and the S.N.E.C.M.A. quotation, we were at a loss to understand the reference to "Such stripping will be effected in Australia in the presence of S.N.E.C.M.A. Quality Controllers". No such provision was envisaged by either C.A.C. or D.O.S. and the matter of S.N.E.C.M.A. personnel in Australia has still to be resolved.

The purpose of obtaining a green tested engine, was to permit immediate strip for familiarisation and checking of assembly and disassembly tools and equipment, rather than having to await testing of the first green engine here before stripping could commence. In all other respects the engine would be dealt with in the same fashion as the remaining green engines. The strip of the engine in question would, of course, be limited - for instance, we do not anticipate stripping the rotor assembly.

It had not been realised generally, that the fully tested engines from S.N.E.C.M.A. would be released on the basis of a single test, with strip easement, it having been assumed that the normal contractors test, strip, and acceptance test would be carried out. However, the agreement does cover the single test provision.

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Will you please discuss the reference on the S.N.E.C.M.A. quotation to "stripping in the presence of S.N.E.C.M.A. Quality Controllers" with S.N.E.C.M.A. and advise us whether they are insisting on this provision, which would presumably be at their cost unless the presence of a S.N.E.C.M.A. representative in Australia has been requested by D.O.S., for this or other purposes.

Yours faithfully,

H. H. KNIGHT

Manager

Per:


C. BELLWARD

CB/ER

Encl.

C.c.:

Mr. La Frank,
Secretary,

Mr. Bellward,
C.N.P.S. File.

COMMONWEALTH AIRCRAFT CORPORATION PTY. LTD.
MELBOURNE.

14th February, 1962

Mr. La Frank,
Resident Engineer,
Department of Supply,
C/o Commonwealth Aircraft Corporation Pty. Ltd.,
Larimer Street,
MELBOURNE.

Dear Sir,

Subject: Green Engine Engines - Atar

Further to my letter of 10th December, 1961, Teleprinter reference N.2562, it is considered that we should request one only Atar engine of the fifteen green engines, to be supplied tested. This would need to be the first green engine delivered and S.N.E.C.M.A. should be requested to make every endeavour to reduce the one month time delay.

Will you please advise whether this course has departmental approval and also whether any action regarding amendment to orders will be required by C.A.C.

Yours faithfully,

H. H. HIGHT

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C.C.:
Manager,
Mr. G.H. Foster

Fors

C. HIGHT

CH/M