ACTION COPY SENT TO ENGINE SUPT

Reference P 243 GHF/SG

30th November I96I

Mngr.		Eng. Supt.	
Sec.		A/F. Mngr.	
Asst. Sec.		Co. Eng. A/D.	
Ch. Acct.	11 DEC 1961	Pers. Supt.	Supply Sales
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S.N.E.C.M.A.
70, bld Kellermann
PARIS I3e
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COMMONWEALTH AIRCRAFT CORPORATION PTY.LTD.
BOX 779 H P.O.
Elizabeth St.

MELBOURNE
Australia

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SERV. ENGR	ASSMLY. SUPT.
QUAL. ENGR	FOUNDRY SUPT.
PROD. ENGR	METLGAL. SUPT.
MATL. ENGR	PROCESS SUPT.
CH. TL. DSGR	TOOL. PROD. SUPT.
CH. INSP. E. F.	TOOL. ROOM. SUPT.
A/F MANAGER	SUPT. INSPECTION

Attention the MANAGER.

Subject Missing letters.

Dear Sir,

With reference to your M 135, the following is the position on the letters not received :-

P 127 This number was allotted to a letter which was not issued, consequently this number is cancelled.

P 162 A letter on the subject of Wing Tank Corrosion was prepared on 23rd. october I96I by Mr. P. THOMPSON. This letter, not being in the ATAR series, was posted without any reference number identification, P 162 was inadvertently taken out for this letter, but was not used.

We are now forwarding copy of this letter, which Mr. THOMPSON has now identified as letter T 2.

P 174 A copy of this letter is enclosed. It is understood that the despatch of this particular letter was delayed.

Yours faithfully,

C. Bellward

GHF/SG

C. BELLWARD

6th. November 1961

Reference : P. 174 E3/PFT/AQ

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

FRANCE

COMMONWEALTH AIRCRAFT CORPORATION
BOX 779 H P.O.
ELIZABETH STREET
MELBOURNE

AUSTRALIA

ATTENTION : THE MANAGER
SUBJECT : TACK WELDING - COMBUSTION CHAMBER

Dear Sir,

Investigation into the assembly of the combustion chamber indicated the necessity of tack welding without producing defects, which will propagate into main spot welds. This is achieved by using a gimbal type welder with electronic control commonly known as slope control, estimated to cost £ 4000 - £ 5000.

On the 9C engine, the outer liner of the combustion chamber is joined tothe rear support section by spotwelding. It was considered the SNECMA tooling could be redesigned and a jig built at the approx. cost of £ 500 to carry out this operation on the proposed new P 300 STK welder. Although the handling of this jig would be difficult, the number of parts does not warrant the purchase of the tack welding machine, therefore we are proceeding with the redesigned jig.

Whilst this method of tackwelding may be quite satisfactory for the 9C engine, there is some doubt whether this technique can be employed on the 9K engine and it may be necessary if we commence the 9K program to purchase a suitable tackwelding machine similar to the one in current use at SNECMA.

Yours faithfully,

C. BELLIARD

T.2/PFT/

23th October 1961

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

FRANCE

T.2.

COMMONWEALTH AIRCRAFT CORPORATION
BOX 779 H P.O.
ELIZABETH STREET
MELBOURNE

AUSTRALIA

Attention : The Manager

Subject : Wing Tank Corrosion

Dear Sir,

Sq. Ld. Medley arrived in Paris and discussed the integral fuel tank corrosion problem with myself and Mr. Ricard of DASSAULT. He visited Nesault to examine the wing construction and sealing processes.

The corrosion problem exists throughout the United States and France and has now appeared in England. It was thought that the problem was confined to aircraft using overseas bases, therfore the AAF are not concerned with moisture content of their own fuel.

In England B.P. claim that fuel is less than 30 parts per million of water, however this should be taken cautiously as contaminatio will occur in high altitude flights.

Sq. Ld? Medley has examined a considerable number of C 130 aircraft and the corrosion appears to be only on the lower 75 S alloy skin. This lower skin is given a brush coat of Thiokol before the fill and drain coating of EC 776 which is a Buna base material with poor water resistance.

At the moment no corrosion has occured on the " Mirage " which has two layers of butadine acrylic nitrile on a 24 S alloy skin.

Lockhed have changed to the PRC 1005 and are experimenting with a polyurethane coating which is a catalised type of material and while it is extremely good in regard to corrosion, it cannot be used for a fill and drain.

Sq. Ld. Medley suggested that a Thiokol layer should be added to the Mirage sealing process, however I made it clear that this could

introduce the layer that may cause the corrosion. The skin could be removed on the Mirage, if corrosion is experienced.

The problem is being investigated by PRC of America and no doubt they will supply a suitable treatment which could be applied to the Mirage, if corrosion is experiencëd.

On the question of application conditions Sq. Ld. Medley found that Lockheed are having considerable trouble in assembling the wing within the pot life of the sealing compound and have installed a temperature controlled room.

It appears that a catalyst which cures faster with moisture is used to overcome the inconsistent cure rates of the lead dioxide catalyst.

Sq. Ld. Medley will be visiting the Lockheed plant again before returning to Australia where he will not doubt complete his report.

Yours faithfully,

P.F.F. THOMPSON

Enclosed technical data sheets PR I00 L and I4 3I in French and English.