

SAF ✓

1st, December 1961

Reference P 247 CB/SG

FR 8/17

Mngr.....	Eng. Supt.....
Sec.....	A/F Mngr.....
Asst. Sec.....	Ch. Eng. A/D.....
Ch.....	Pers. Supt.....
Acct. 11 DEC 1961	Supply Sales
Stores.....	
Ansd.....	Init.....

ACTION COPY SENT TO ENGINE SUPT

MISSION AUSTRALIENNE
S.N.E.C.M.A.
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A/F MANAGER	SUPT. INSPECTION

Attention : the MANAGER

Subject : Project estimates.

Dear Sir,

Receipt is acknowledged of your letter M 129, on the above subject.

The costs of the lead in supplies should be available fairly soon, as it is intended to have all orders for these items placed as early in December as possible. There have been delays in preparation of the order lists for engines 32 to 41 due to changes in the L.O.P. by SNECMA, which have and will entail revision of the lists before the orders can be finalised.

This matter of L.O.P. changes and differences in standard between L.O.P. and B.o.M. have made the task of preparing firm order lists very difficult. However, the subject of modifications was dealt with at a meeting between SNECMA, the RAAF and ourselves on the 29th, and the specific L.O.P. which will be sealed and thereafter will be the subject of alteration only by formal action, has been settled.

The principle of working on typical components, with appropriate factors for number of parts and complexity, is agreed as being the only workable basis which can give results in the necessary time. It will be more difficult on the sheetmetal components, particularly those of SECAN origin, namely the nozzle support and the outer skins, as no production times are available for these items and it will probably be necessary for us to carry out detailed estimates of typical pressings etc. and typical assembly operations to use as a basis.

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We will be despatching a full L.O.P. marked up with the range of parts which have to be estimated, for engines 22-31 and 32-41, by January 5th, i.e. as soon as Messrs. JOHNSTON & WOODS can release the copy. It would be a serious embarrassment to have to mark up another copy, in the interim, due to necessity for them to amend the current L.O.P. and complete the assessing and ordering task.

SNECMA, so far as can be ascertained to date, do not have a summary of production hours, but their operation time sheets will give us a suitable basis on which to check their times and such items as "direct" and "indirect" times charged, on the typical components.

Mr. SAYERS is working on a list of typical components and Mr. TAGGART is endeavouring to obtain figures for assembly and test.

The assembly figures require some study, compared with our previous experience, due to the amount of machining carried out during assembly, some of which is done in the assembly dept. and some in the machine shop. The same applies to a lot of the balancing work on the rotor, which is done in the machine shop, as is some of the assembly work we would normally do in the assembly dept.

It is anticipated that I will be able to bring back with me, estimates of the local and overseas tooling programme.

The possibility of using similar AVON parts as a basis for arriving at production times, will have to be used with caution, a good example concerns the turbine blades, where SNECMA's metal removal rate on the aerofoil is much slower than in our AVON experience. Mr. PAGE has of necessity, been spending a considerable amount of time on the planning function, and this will continue for some time; however, he will endeavour to investigate as many of the typical components, chosen by Mr. SAYERS and advise progressively as to his findings.

Yours faithfully,



C. BELLWARD.

CB/SG