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COMMONWEALTH AIRCRAFT CORPORATION

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MELBOURNE

PROPRIETARY LIMITED
REG. OFFICE AND WORKS:
LORIMER STREET
PORT MELBOURNE

CABLES & TELEGRAMS
"COMAIRCOR"
TELEPHONE: NJY 771

M. 226
DUPLICATE

26th March, 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: Supply of Drawing Office
Documentation.

Receipt is acknowledged of your letter P.442 on the above subject and we agree with the S.N.E.C.M.A. proposals as set out in paragraphs 2 and 3 of their "Note Interieure" No. KL/6227.

With regard to paragraph 4, we should like clarification of the sentence "These modifications sets should be incorporated according (to) a compulsory sequence which will be specified by the Drawing Office". It is assumed that the compulsory sequence refers mainly to the issue of the paper work.

Regarding paragraph 5, it seems that S.N.E.C.M.A. feel that, apart from the written data, some verbal background explanation will also be required.

It is our understanding that major modifications will be referred back directly to R.A.A.F. in Australia by the Air Attache's office for decision on incorporation. We also understand from the first Atar L.T.C. meeting held here recently, that we will be consulted here in such cases, in what will be virtually an L.M.C. meeting similar to those now held for Avon, but with the difference that we now receive Avon data direct from Rolls-Royce and prepare all the documentation for the meeting.

During the period whilst S.N.E.C.M.A. are manufacturing engines and parts for us, the Agreement calls for very prompt consideration of major modifications and taking into account transit time for data to and from France, there will be little time to

AIR MAIL prepare the proposed modifications in our current form.

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It will, therefore, be necessary for you to forward our copies of the modification data and your report of any verbal background data very promptly.

We would be pleased to have your comments on the foregoing.

We have just received the first batch of modifications to the L.O.P. despatched as airfreight parcel No. A.F.P. 60, reference letter P.435. These modifications and relevant L.O.P. sheets have not been translated and no drawings have been received which makes it difficult to decide what, if any, action should be taken regarding any affected drawings issued to planning and tool design. Would you please ensure that in future affected drawings are forwarded with modification data.

Yours faithfully,

H. H. KNIGHT
Manager

Per:



C. BELLWARD

CR/BR