

D.O-S

HAK/SG P.479

ACTION COPY SENT TO ENGINE SUPT. SUPPLY SUPT. AL INTL 100

27th, March 1962

CIRCULATION / COPIES	
E.F. MNGR	FCT. ADM. SUPT.
DSGN. ENGR	MC. SHOP. SUPT.
DEV. ENGR	PRODUCN. SUPT.
SERV. ENGR	ASSM. Y. SUPT.
QUAL. ENGR	FOUNDRY SUPT.
PRDD. ENGR	METCAL. SUPT.
MATL. ENGR	PROCESS SUPT.
CH. TL. DSGR	TOOL. PROD. SUPT.
CH. INSP. E. F.	TOOL. ROOM. SUPT.
A/F MANAGER	SUPT. INSPECTION

FR 5/28

Mngr.....	Eng. Supt.....
Sec.....	Asst. Dir.....
Asst. Sec.....	Ch. Insp. A/D.....
Ch. Acct.....	Pers. Supt.....
Stores.....	Supply Sales.....
Ans.....	Init.....

2 APR 1962

AUSTRALIAN MISSION
S.N.E.C.M.A
70, bld Kellermann

PARIS 13e
France

COMMONWEALTH AIRCRAFT CORPORATION PTY. LTD.
BOX 779 H P.O.
Elizabeth st.

MELBOURNE
Australia

Attention : the MANAGER.

Subject : Anodising ATAR 9C aluminium alloy components.

Dear Sir,

LJS/

Receipt is acknowledged of your letter M 190 and details on the above subjected are noted.

Re authority to use chromic acid anodising in lieu of sulphuric acid anodising.

The official reply from SNECMA, ref. memo n° KL/6362 dated 26th, March on the above sbject has now been received and a copy is attached.

It will be noted that chromic acid anodising is not approved as an alternative to sulphuric acid anodising.

In regard to detection of surface defects, SNECMA have always used the sulphuric acid anodised surface for this purpose. Based on their background of experience they are at this stage satisfied that defects requiring evaluation at inspection will be apparent after this treatment.

Equipment details etc.. of the sulphuric acid anodising plant installed at SNECMA is being obtained, and will be the subject of further correspondence.

Yours faithfully,

G.H. Foster
G.H. FOSTER

Enclosed Bordereau de remise et bordereau d'expedition KL/LA 16.

P. W.
NOTED
CNPS

[Handwritten signature]

Altach 479
 SNECMA 9007.03.16.709 (1)

SNECMA

NOTE INTÉRIEURE

No KL/6362

Kellermann

EMETTEUR

KL

DESTINATAIRE

AUSTRALIAN MISSION

DATE

26th, March 62

RECEIVED

OBJET : Anodising of aluminium alloy compressor blades.

2 APR 1962

Dear Sir,

Please find hereunder in answer to your memo HAK/SC M 190/1 dated 26th, Feb. 62, translation of the reply received from our Inspection management.

1) In general, material specifications, heat treatment and surface treatment specifications called for in the 9 C engine definition have been the object of a technical validation during development tests of the engines. We cannot therefore accept, theoretically, the principle of any derogation in this matter without the sanction of satisfying tests permitting to fit up our specifications accordingly. Our licensees must therefore conform to the S.N.C.M.A issued specifications.

2) Concerning the particular request formulated :

2.1 According to the advice of our Metallurgical Office as specified in its memo dated 7th, March 1962, we consider sulphuric acid anodising preferable than chromic acid anodising for parts behaviour, particularly against erosion.

2.2 From the standpoint of surface defects detection by visual inspection, the operation sequence normally used for the ATAR engine :

- sulphuric acid anodising.
- potassium dichromate sealing (green - yellow colour).

offers a definite superiority on the sequence comprising a chromic acid anodising operation providing a light grey colour.

2.3 Consequently, we expressly dissuade our licensees from using chromic acid anodising in lieu of sulphuric acid anodising.

Signed : the Inspection Manager.

M. RICHER

Faithfully yours,

Licence Engineer, M. FABRE

Copy : CD
 KL