

16(5)
Letter No. M.305.

June 28th., 1962.

Mr. D. M. Carroll,
Chef de la Mission Australienne,
S. N. E. C. M. A.
70 Boulevard, Kellerman,
Paris 13eme,
FRANCE.

Dear Sir,

Subject:- Altitude Tests.

The general requirements for the ATAR Engine Altitude Tests are given in Chapter 12.5 of Test Schedule DT.61-11. Included in the Slave Return Circuit is a By-Pass Valve between the Turbo Pump and the Afterburner Fuel Control Unit.

This valve is provided with an adjustment to control the fuel delivery pressure of the Afterburner Pump within the range of 18 to 22 Kg/cm². However, from information given to Mr. E. Taggart by Mr. Colas and subsequently confirmed by Mr. Coleman, it appears that there is a connection between the by-pass valve and the dry engine Fuel Pump line. This is hard to understand unless the main fuel pressure is being used as a balance in a diaphragm type valve. It is therefore requested that S.N.E.C.M.A. supply a circuit diagram for the slave fuel return circuit giving the main design requirements including confirmation of the restrictor sizes. It would also be appreciated if a similar diagram could be provided for the reduced air pressure circuit used for this test. This should include details of the restrictor used in the air delivery line to the turbo pump.

Should the fuel by-pass valve have special design features not obtainable in a commercial valve, will you please arrange for procurement as a tooling item from S.N.E.C.M.A. or alternatively obtain details drawings so that the valve can be made at C.A.C.

Yours faithfully,

H.H. KNIGHT.

Manager

Per:

C. BELLWARD

WJM/VCM.
28.6.62.