

15 th, June, 1961

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

Our Reference C.B./AC. P.1.

COMMONWEALTH AIRCRAFT CORPORATION Pty Ltd.
Box 779 H. P.A.
Elisabeth Str.
MELBOURNE
AUSTRALIA

For the attention of - Mr H.H. KNIGHT

Dear Sir,

I attach a copy of my initial report on our arrival and the establishment of the office here at S.N.E.C.M.A. and also a report on the transport arrangements.

This letter will commence the P.- série and this prefix will be continued unless you advise us otherwise.

Yours faithfully

CB.
C. BELLWARD

16 th June, 1961

REPORT No 1 - C. BELLWARD . S.N.E.C.M.A.

TRANSIT-DEPARTURE Quantas Sydney, 9 th June. Arrive Paris 10 th. June.

The airways service was excellent but the trip was very tiring. Particularly on the night stages, it is suggested that it is preferable to remain in the aircraft during the 45 minute refuelling stops, as the plane is air conditioned whilst on the ground and some sleep may be possible. We found it almost impossible to sleep, in flight. There is very little to be seen on the ground at the night transit stops.

It is desirable to book in at the desk of the interconnecting airline at Rome, as promptly as possible. In our case this was Olympic airways, whose service is excellent. Lunch vouchers for Rome are available on request.

On arrival at Orly Aerodrome we were met by Messrs JONES, LAMONT, P. DUFF of Dept. of Supply and Messrs ROUDIL and DELORY, and Mlle FERLET from SNECMA, and subsequently taken to the hotel - the Hotel REYNOLDS
Rue Bertie Albrecht,
L'Etoile.

Bookings have been made there for 3 weeks approx., after which our accommodation has to be rearranged.

SUNDAY June 11 th.

A discussion was held with Mr. DUFF, during which he briefed me on the status of the Agreement and the general position. In this regard, all ordering etc.. will be dealt with through Australia House and it has been arranged that he and I will visit Australia Hse on Monday 26 th June to clarify procedures.

MONDAY June 12 th.

Messrs DUFF, SAYERS, MORLEY and myself were welcomed at SNECMA by :

Messrs ROUDIL
TESSIER

BLOCH
ABEL

Deputy Commercial Manager
of Contract Commercial Management (Licence
agreement)
Commercial Manager
Manager-Kellermann Plant

Messrs CHARON	Dep. Manager . Kellermann Plant (Prod. ⁿ)
FABRE	Licence Engineer
MARTIN	Head of Sales Dept.
Mlle FERLET	Interpreter.

After the welcome, a brief tour of the Kellermann works was made in the morning.

In the afternoon, Messrs MORLEY and SAYERS continued their inspection, whilst a meeting was held between :

Messrs CHARON, FABRE and TESSIER (S.N.E.C.M.A.)
DUFF and BELLWARD.

to attempt to finalise the appendix to the agreement defining the supply of technical data.

During this discussion and subsequently, we have been able to examine the S.N.E.C.M.A. documents equivalent to our List of Parts, Bill of material, Design Standards, etc..., and to see sample finished part drawings. Their system varies considerably from our own and seems to be based on the principle of double checking each item, of information. This involves considerable recapitulation and very bulky paperwork, but also appears to be very thorough and well controlled.

It was agreed that the List of Parts for the 9 C engine would be supplied, marked to show parts

- a) Partly different
- b) Totally different
- c) Common.

The set, not translated, so marked for our office use has been received on 15.6.61.

Subsequent to the 12 th, the following has occurred.

- 1.- Technical data appendix to the agreement has been completed, with Mr. DUFF.
- 2.- Visit made to the Embassy. Contacts made were as follows
 - a) G/C SUSANS and F/O O'BRIEN - RAAF MISSION.
 - b) Messrs LORD, MORRIS (accommodation and transport) and PORTER (expenses and claims).
- 3.- Continued study of technical data systems.
- 4.- Visit to Gennevilliers plant. M. DUFF and I concentrated on the compressor blade forging and processing section.
- 5.- A beginning has been made by Messrs MORLEY and SAYERS, with M. FABRE and M. BEHARD on terminology to assist S.N.E.C.M.A. to begin translation.
- 6.- Another tour of Kellermann plant.

- 7.- Further study of the Agreement and of our responsibilities arising therefrom.

GENERAL

S.N.E.C.M.A.

All S.N.E.C.M.A. people with whom we have dealt so far, have been very helpful and obviously wish this project to be successfully carried out. The language difficulty results in some loss of time in discussions, particularly on general matters.

On detailed technical points, M. FABRE, the Licence Engineer who is permanently assigned to the project and M. BEHARD, our engineer interpreter, are very capable and the loss of time should be considerably less.

OFFICE ACCOMODATION

We have been provided with excellent temporary office accomodation, stationery etc..., as necessary. Permanent office accomodation is being prepared, adjacent to M. FABRE's office and very good progress is being made on this work.

TYPING

A typiste will be provided in the near future.

HOTEL ACCOMODATION.

Bookings have been made by the Embassy for the second team, at the Hotel Pierre Premier de Serbie for 3 months and we believe we can also book at this hotel, if necessary.

TRANSLATION OF DATA

Mr. DUFF and S.N.E.C.M.A. had both been anticipating that translation of the component drawings would consist only of translation of notes and would not include conversion of dimensions to English units. We have explained that we require conversion of dimensions, but, to get this done in a reasonable time, it is believed that it will be necessary to accept a direct numerical conversion on each dimension, showing maximum and minimum size, specified to say 4 decimal places. S.N.E.C.M.A. do not consider that they can reduce the number of decimal places, in accordance with the importance of the dimension as

they do not have sufficient technical staff available for this task.

With regard to tolerances, even on open dimensions they work to a rather complex system, in which the tolerance, varies with the size of the particular dimension - increasing with increase in dimension size. These tolerances, where not shown directly on the drawing, are specified by a code and data sheets in the Design Standards. It is considered that this feature alone warrants the conversion of the dimensions by S.N.E.C.M.A., but we will probably have to carry out the reduction in number of decimal places and the "rounding-out" at C.A.C.

We are at present awaiting samples of "reproducible" drawings, demonstrating SNECMA's proposals, for discussion. S.N.E.C.M.A. wish to make the translations and the conversions, adjacent to the French text and dimensions where possible. An examination of a number of their drawings indicates that this should, in general, be quite acceptable, as there is sufficient space and clarity to permit this action. In the case where insufficient space exists, they propose to print the reproducible with an extension to provide the required space. They favour full size reproducible rather than 1/2 plate negatives and we have agreed to this. Typical samples, will be despatched as soon as possible.