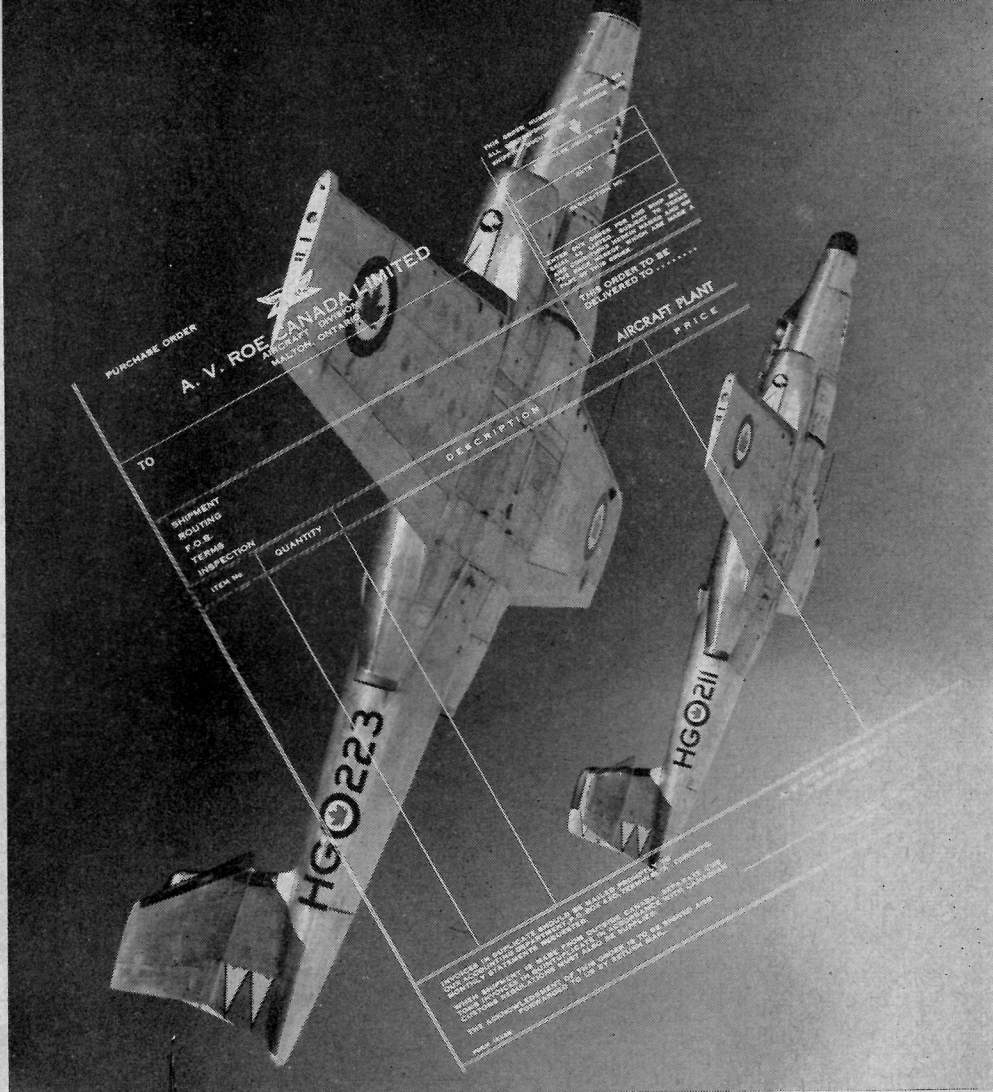


HARVEY SMITH



Procurement For A Jet Fighter

By Harvey Smith,
General Works Manager,
Aircraft Division, Avro Canada

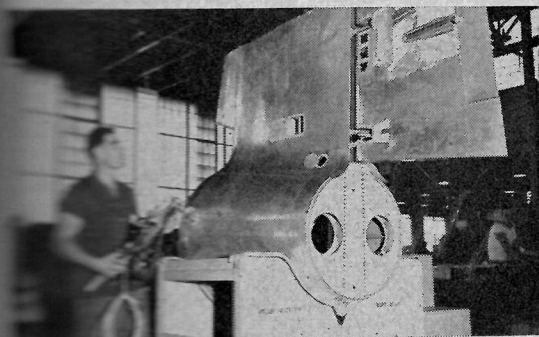
DESIGN, development, and eventual peak production of a modern highly stressed jet fighter entails a procurement program which reaches into a large variety of industries. Procurement at A. V. Roe Canada's Aircraft Division is

geared to obtain the best in specified material at the lowest possible cost.

Since all items, including standard parts, used in aircraft must meet detailed specifications, and all companies supplying these parts must have RCAF or Avro inspection approval, it follows that the majority of proprietary and subcontract procurement contracts are let by our

company on the basis of tender-and-price-bid from competitive suppliers. Generally, the supplier offering the lowest cost to us gets the contract on a fixed price basis. However, transportation, duties, and handling costs are considered in determining the best price.

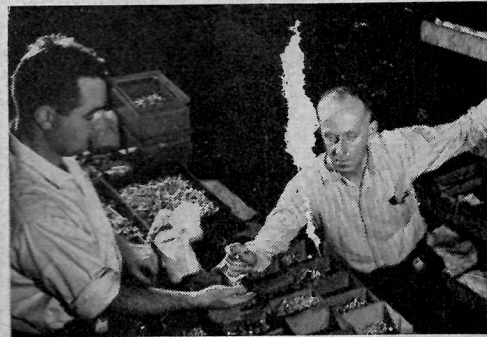
It is our policy in the Aircraft
(Continued on page 110)



FABRICATED MATERIALS



RAW MATERIAL.



NUTS AND BOLTS.

over-size pneumatic tube system connecting it with the various points in the warehouse. A tube can cover the mile-long pneumatic system in one minute.

The new supply depot is a far cry from the old U. S. wartime huts it formerly occupied. It still is located at the RCAF Namao base which is part of Station Edmonton.

RCAF officials say the aim of good warehousing is to handle materials with a minimum of space and a minimum number of manhours. They believe they have the answer to that in the new warehouse.

AVRO PROCUREMENT

(Continued from page 45)

Division, always to purchase goods and materials manufactured in Canada if at all possible, providing the price and delivery are reasonable. These latter considerations are important!

Purchases in the United Kingdom are made with the proviso that the items be manufactured in Canada within a specified period of time. The reason for this, of course, is to eliminate trans-oceanic supply lines

in the event of a national emergency. Many of our sources of supply in the United States are following the same pattern on a voluntary basis, but for different reasons. Key American firms are glad of the opportunity to establish branches or subsidiaries in Canada, not only for sound economic reasons, but to disperse sources of supply for priority military equipment. This minimizes the possibility of crippling an entire industry through a single source being bombed out.

Wherever possible, Avro's Aircraft Division obtains at least three quotations for any item or job it needs—and the lowest price is always accepted unless there are extenuating circumstances concerning delivery or acceptable Canadian competition. Any and all companies requesting opportunities to quote on Aircraft Division contracts are allowed to do so. This includes all mill supply, office supply, design and production procurement.

Canadian taxpayers would be delighted if they could see how far the Aircraft Division stretches a defense procurement dollar. This tight budget control is under the constant watch of the Department of Defense Production, and no individual purchase order for material valued over \$10,000 can be issued without DDP approval. The only exception to this policy is when procuring "off-the-shelf" items.

Aircraft Division issues the following different types of orders:

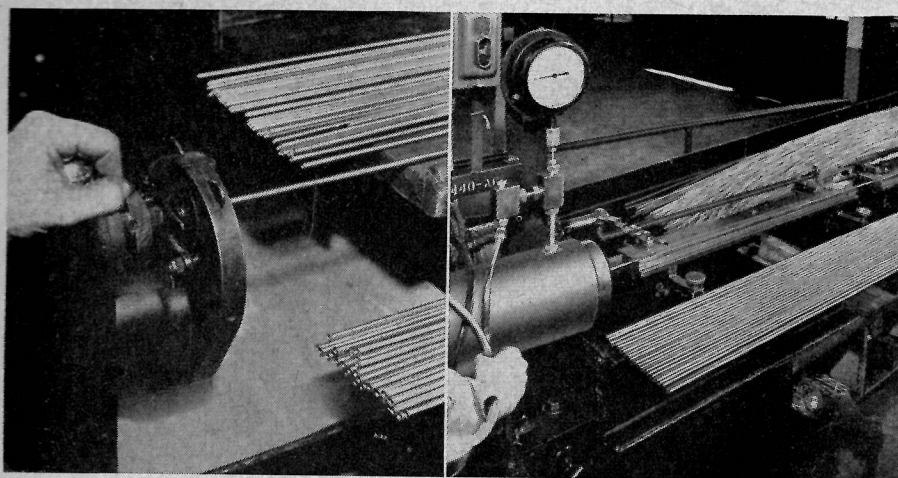
- (1) Fixed Price Contract—as a result of competitive tenders.
- (2) Cost Plus—a percentage.
- (3) Cost Plus—a fixed fee—estimated on a slightly higher percentage due to an unusual risk element.
- (4) Target Price—where a percentage of savings resulting from unexpected efficiency is split between Avro Canada and the supplier concerned.

Subcontracts are let by calling for tenders, as mentioned previously. However, it is not uncommon in the procurement of one proprietary unit to issue separate contracts for design, construction, testing, tooling and processing.

Fixed price is the basis on which at least 95% of the Aircraft Division's purchase orders are issued. Proper liaison and expediting action is established immediately a contract is let, since meeting anticipated delivery schedules is vital.

Avro Canada's Aircraft Division is fully responsible for the procure-

SUPERIOR—first choice for aircraft tubing



100% flare testing and hydrostatic tests at pressures up to 15,000 psi. are two of the reasons for the success of Superior hydraulic tubing in aircraft applications.

The high uniform quality of Superior bright-finish stainless steel tubing is earning it increasingly wider use for hydraulic, fuel and oil lines in military and commercial aircraft. Superior also produces carbon steel tubing for oil and breather lines in air-cooled engines, alloy steel for push rods and structural parts, high strength corrosion and heat-resistant stainless and nickel alloys for jet engine and after burner fuel and oil lines and nozzles, instruments, thermocouples, etc.

Write for technical article "Tips on Stainless for Aircraft Hydraulics" and Stainless Catalog Section #20. Superior Tube Co., 2001 Germantown Ave., Norristown, Pa., U.S.A.

Superior
TUBE COMPANY

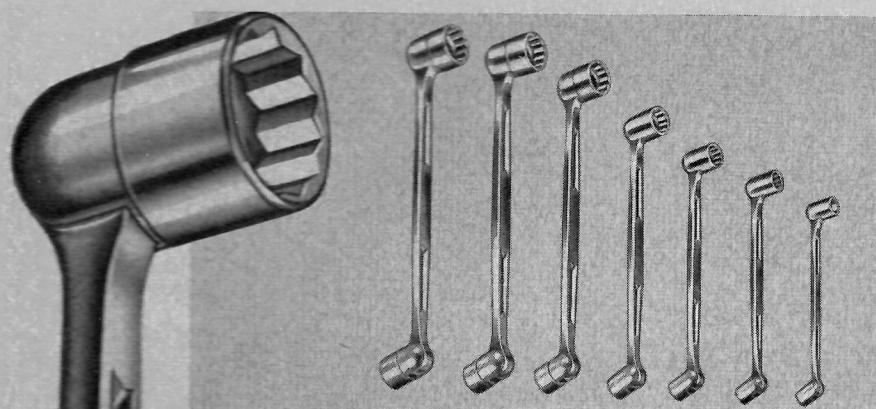
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Snap-on Flex-Head wrenches are widely used for assembly and maintenance operations... real time savers for such service as locking and unlocking milling machine jigs and tightening flange bolts. The set illustrated provides all wrench sizes from $\frac{3}{8}$ " to $\frac{7}{8}$ ", with the most widely used sizes duplicated in different handles. Available through Snap-on factory branch warehouses in principal industrial centers. For special Industrial catalog and General catalog of 4,000 Snap-on hand and bench tools, write

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ment of all material used on its products—except armament and related equipment, which is supplied by the RCAF. Air Material Command, represented by resident technical services detachments, approves all purchases from the technical aspect, while the Department of Defense Production approves the expenditure.

ABERCORN AERO

(Continued from page 58)

nuts, of an all-metal type with temperature ranges as high as 1600 deg. F. They are used primarily on exhaust stacks of most engines as well as after-burners for jets. Some 20 United States aircraft manufacturers have designated their own part numbers for this product.

The Kaynar Company, Kaylock Division, produce AN anchor, fixed, floating and straight gang channels. Recent developments include exceptionally lightweight hexagon lock nuts to AN standards. Also recently developed are miniature types of floating and anchor nuts having approximately 20% of the weight of the normal standards.

R.F.D. Company Limited are specialists in air-sea rescue equipment of all kinds, other main products being barrage and parachute training balloons; high speed and winged targets; flotation gear; dinghies; life-jackets; gunnery training devices. The company has designed recently a marine type dinghy, which has now been approved by the U.K. Ministry of Transport and Civil Aviation. They are the design authority for air-sea rescue equipment approved by both M.O.S., M.O.T. and A.R.B. and is also fully approved for inspection under all British Government departments.

Schermuly aeronautical products have been famous since 1897 for their pyrotechnic life-saving equipment. A large proportion of the most advanced stores now in general use throughout the world have originated in their Research and Experimental Departments. In the last world war they designed and produced such well known devices as the P.A.C. Rocket which did so much to protect ships and airfields from low dive-bombing attacks, the line-throwing rockets fitted to the airborne lifeboats of the Air-Sea Rescue Squadrons of the RAF and the Kite-launching rockets for use from dinghies and lifeboats.

In a for suc flake terror propor tion a Pathfin able "S power. tion th graphe strikin for ch during

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