

with which your outfit is concerned. BuAer has set up standard specifications for all such publications and requires that manufacturers prepare and furnish them for their airplanes, engines, etc. The requirement is set forth in the contract for the airplanes, so there's no question about your getting these manufacturers' aids.

One Navy airplane has 27 separate assemblies which go to make up a complete wing including in a single unit both the left and right wings. One part of this overall assembly is the wing panel. The wing panel, in turn, is broken down into subassemblies, one of which is the wing beam assembly. This further is broken down into parts and pieces. Some items are given "left" and "right" designations, "L/R" designation meaning that there is one part for the left side and one for the right side.

Just to give you an idea of how many parts can be listed in the make-up of one plane—31 pages are devoted to the wing group alone! And this is only ONE group!

You find a listing of the required number of manufacturers' numbered parts for each particular size and modification of an engine. For instance, for the Wright R-2600-13 engine, you'll see that 56 nuts, Wright Part No. 33-D-16, are required. But that same part is used on quite a few other types and their modifications, so this particular parts listing becomes, in a sense, an interchangeability list.

You find that many parts also are given NAF and AN parts numbers. That means they have become standardized for use not only on Wright engines, but also in other aeronautical equipment.

Sometimes a manufacturer will be using a particular part which is identical to that being used by another manufacturer. Each has his own designated part number. But why should the Navy stock these parts which are identical in two different bins, carry two different stock cards, and have to deal with two different manufacturers to get them? That's when the Navy steps in