

COSTS
ONE DOLLAR

MR. TAXPAYER GETS A BREAK...

A CASE HISTORY IN COOPERATION . . .

How Standardization Has Simplified Production and Procurement and Cut Costs in the Aircraft Engine and Propeller Industry.

SAVES
ONE MILLION
DOLLARS

1951/52
PR

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MILLIONS OF TAX DOLLARS are being saved annually through Air Force-Navy-Industry teamwork in standardizing aircraft engine and propeller utility parts. Over a million dollars will be saved this year by a single standard bolt and nut!

The Air Force-Navy-Industry (ANI) program has replaced thousands of individual company-manufactured parts with relatively few ANI standard designs, substantially reducing the variety of airplane engine and propeller parts and the quantities of these items used each year.

Builders and buyers of powerplants and propellers for military aircraft will use some 78 million fewer "hardware" parts in 1952 as a result of the ANI standards program.

This tremendous reduction in small parts inventory has greatly increased manufacturing efficiency and simplified the procurement of "spares" or replacement parts by the military services. The over-all effect of standardization has lowered the cost of aircraft now being furnished the Air Force and Navy.

Because of industry-wide usage, standard hardware items are produced in greater volume than company parts.

PROGRESS IN STANDARDS SINCE 1948



54,105
Committee (SAE)
Manhours



251
Completed
Designs



19,410
Standard
Parts

This, in turn, has lowered the per-unit cost of these items. A typical engine bolt and nut, costing \$2.63 before ANI standardization, are now manufactured for a dollar. Quantity usage this year will up the savings to an estimated million dollars.

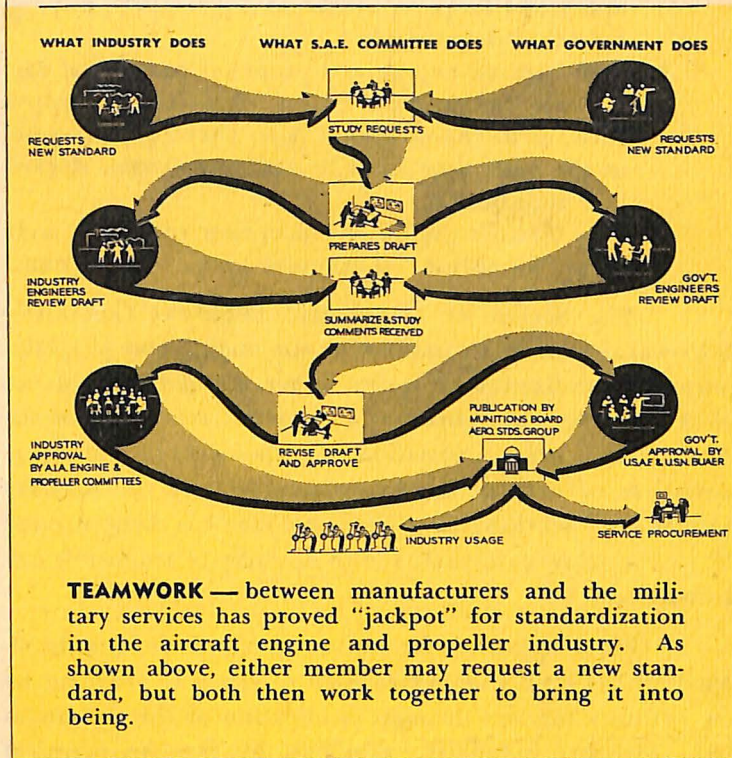
Other savings accrue indirectly from standardization. It has saved countless manhours in engine and propeller production, and has eliminated enough company designs and specifications to fill several warehouses. Valuable factory space has been reclaimed.

These achievements in standardization have been accomplished through the cooperative efforts of the aircraft engine and propeller industry and its principal consumers — the Air Force and the Navy (BuAer).

In the past four years, this team completed 251 designs which standardized 19,410 hardware parts previously made and stocked under the specifications of twelve individual companies. This year, over 29 million parts manufactured under ANI standards will be procured for the aircraft engine and propeller program.

This cooperation in standardization is continuing toward greater simplification, increased production efficiency and more savings in the years to come.

THE GENESIS OF AN ANI STANDARD



THE SAE COMMITTEE E-25 PROGRAM

THROUGH THE FORESIGHT of top leaders in industry and the military services, agreement was reached in 1947 to assign the responsibility for development of aircraft engine and propeller standards to the industry.

The ANI agreement is predicated on the following considerations:

1. A continuing, well-coordinated and technically sound standardization program, jointly subscribed

to by industry and the military services is a vital element in national defense.

2. Certain qualities are essential in aircraft engine and propeller parts which are not required in parts for other defense items.
3. Standardized engine and propeller parts must contain all the essential design, material and process features of the company parts they replace — and at the same time must be easily produced, stocked and maintained.
4. The aircraft engine and propeller industry's technical "know-how" is essential to such a program.

The Society of Automotive Engineers Committee E-25 was organized to implement the engine and propeller parts standardization program under the policy guidance of the Engine and Propeller Technical Committees of the Aircraft Industries Association. Composed as it is of representatives of each of the manufacturers and the military aeronautical services, the E-25 committee has demonstrated by its record to date what the philosophy of *teamwork* can accomplish.

Final approval for use of standard designs developed by the SAE Committee E-25 program is provided by the military services through publication of the designs as MS (Military Standard) drawings by the Aeronautical Standards Group.



TWO ONE DOLLAR

MR. TAXPAYER GETS A BREAK...

A CASE HISTORY IN COMPARISON...
How International Air Transport...
and Investment and Tax...
in the Aircraft Engine and Propeller Industry.

SIX PENCE ONE HUNDRED DOLLARS

*Aircraft Industries Association
610 Shoreham Building
Washington 5, D. C.*