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FRENCH GOVERNMENT UNITED AIRCRAFT

CORPORATION

Above, the Rolls-Royce ISnecma M45H (VFW 614). Below, the Snecmo/ Turbomeca Larzac (Franco-German trainer). Opposite page, the fi-R/ Turbomeca Adour (BAC-Breguet jaguar. Mitsubishi XT-2)

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Microturbo is leading European company for design, develop-ment and manufacture of ultra-small gas turbines for aero-space applications including, as minor products, the Lynx 1321b, 0.06kN turbojet for target drones and the Eclair 1761b, 0.08kN turbojet for drones and sailplanes. Is licensor to Plessey Co and Garrett-AiResearch for gas-turbine starters.

ROLLS ROYCE TURBOMECA INTERNATIONAL

Rolls-Royce Turbomeca International SA. Headquarters: Paris. Public company owned equally by Rolls-Royce Ltd and Turbo-meca SA. Engaged in aircraft turbine sales and service sup-port.
Essentially a secretariat, R-RT1 co-ordinates the international promotion of selected small engines from its parent com-panies, including sales and field support for such products as the Turbomeca Astazou turboprop.

SERMEL

Societe d'Etudes et de Recherches pour la H4ecanique, I'Elec-tricite et VElectronique, SARL. Headquarters: Toulouse. Public company owned by Bronzavia SA, aircraft electrical and acces-sories group. Engaged in manufacture of ultra-small gas tur-bines and other small devices for aerospace markets. Formed in 1969, Sermel has developed a series of ultra-small turbojets e.g. the 2201b, O.lOkN TRS 18 and 1441b, 0.07kN TRS 12 turbojet, and the 250 s.h.p., 186KW IMS 60 turboshaft with potential for drone applications.

SNECMA
Societe National d'Elude et de Construction de Moteurs d'Aviation. Headquarters: Paris. National corporation with ten per cent holding by United Aircraft Corporation. Engaged in aircraft and industrial turbine, electronic and hydraulic systems and landing gear manufacture, and nuclear engineer-ing. 1969 corporate sales down at Frl,570 million, £103 million. Employees 15,500.

Snecma, as the largest aero-engine design, development and manufacturing organisation on Continental Europe, has grown largely on the strength of a single product, the Atar series of military turbojets powering the Dassault Mirage in all its variants. After a period of declining sales, Atar pro-duction rose again in 1970 and was augmented by participa-- tion in Rolls-Royce Turbomeca Adour turbofan manufacture for the Jaguar programme. The company is also to partici-pate in component manufacture for the General Electric CF6-50A turbofans for the Airbus Industrie A-300B.

Four other engines, each with definitive applications, are under active development—the M53 military turbojet intended successor to the Atar, the Turbomeca/Snecma M49 Lar-zac military/commercial- turbofan, the Rolls-Royce/Snecma Olympus 593 turbojet for Concorde, and the Rolls-Royce/ Snecma M45H commercial turbofan. In addition, design study work is under way on the M56 20,0001b, 90kN to 25,0001b, 113kN commercial turbofan, and turboshaft derivatives of the M49 and M45H.

The potential exists therefore for Snecma (in collaboration with Rolls-Royce and Turbomeca) to greatly broaden its product range and markets during the 1970s, in strict contrast to its present major dependence on government R&D con-tracts and Dassault sales successes with the Mirage. Snecma also receives steady business from the overhaul and repair of P&W and GE commercial turbines in Europe. Representa-tive applications: VFW 614, 2XM45H (8,1901b, 37.15kN). Das-sault Mirage F, 1XM53 (18,7401b, 85 kN to 19,8401b, 90kN). Dassault Mirage F, 1XM53 (18,7401b, 85kN to 19,8401b, 90kN). Dassault Mirage 5, IX Atar 09K-50 (11,0231b, 50 kN or 15,8731b, 72kN).

TURBOMECA

Turbomeca SA. Headquarters: Bordes, Basses-Pyrenees. Pri-vate company owned largely by M J. R. Szydlowski, founder and director-general of Turbomeca. Engaged in aircraft and