

TSBPR4M6(E)

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Designations for Jet Propulsion Engines

General Electric Company
1 River Road
Schenectady 5, New York

Thru: AAF Plant Representative

1. Representatives of the Navy Bureau of Aeronautics and of the Air Technical Services Command have agreed on the following general system of designating aircraft jet propulsion engines:

a. The system will be composed of two parts separated by a dash. The first part will consist of a letter(s) describing the general nature of the engine and a number designating the serial acceptance of the type. The second part shall consist of a number designating model under the basic type. The letters to be used in the first part of the designation are as follows with definitions as shown:

- (1) J – Jet engine (without propeller)
T – Jet Engine (with propeller)
R – Rocket
PJ – Intermittent Jet Engine (Example: Buzz Bomb Engine)
RJ – Ram Jet engine

b. The odd numbers for the first and second parts of the designations will be used by the Army and the even numbers by the Navy. A particular engine will be identified by the same designation for both the AAF and the Bureau of Aeronautics. The number designating the engine type will begin with the number 30 in order to avoid confusion with some Navy airplane designations in which the new letters are used. Examples of this system are as follows:

- (1) J31-1 – First Army model of first Army type of a jet engine (without propeller)
J31-2 – First Navy model of first Army type of a jet engine (without propeller)
J31-3 – Second Army model of first Army type of a jet engine (without propeller)
J30-1 – First Army model of first Navy type of a jet engine (without propeller)

2. Specific model and type designations in accordance with the above system have been assigned I-16 and I-40 units as follows:

a. Engines previously known as I-16 type are designated J31. The J31 designation will likewise be used on units previously known as I-A, I-14, and I-18 types since these types do not differ in major respects from the I-16 units. I-16-1 and I-16-1A models will, in the future, be known as J31-1 model, I-16-3 and I-16-3A models become J31-3, I-16-5 model becomes J31-5, and I-16-7 model becomes J31-7.

b. Engines previously known as I-40 type are redesignated type J33. Model numbers remain as previously assigned, that is, I-40-3 become J33-3, I-40-9 becomes J33-9, etc.

3. Assignment of new designations for Navy models (such as I-16-2, I-16-4, etc.) will await information from the Bureau of Aeronautics as to specific model numbers assigned.

4. In general, different model designations of engines will be assigned to each new engine which differs in rating, which is non-interchangeable with respect to the airplanes installation from all previous models, or which have less important differences making desirable recognition for purposes of supply, maintenance, etc.

5. It is the desire of the ATSC to direct issuance of a contract change notification specifying use of the new designations given above on all current contracts as soon as possible and not later than 15 May, 1945, unless such action would cause delay in the delivery of units on contract or requires the scrapping of large quantities of data plates. The comments of your company as to whether or not present stocks of data plates may be restamped with the new designations and the date at which engines could be delivered bearing the new designation without causing undo delay or losses due to scrapping are requested by return mail.

FOR THE DIRECTOR

M.J. KEMPLER
Colonel, Air Corps
Actg. Chief, Production Section
Production Division

cc: AAFFR

CG, Eastern Dist.
BuAer-Washington, Att: AER-E-423

TSEPL5H (Mr. V.E. Newman)
TSEPL5E (G.E. Project Office)
TSESE404 (Mr. John W. Beary)
TSEPL5G (Att: Col. Wassell)

Note: This same letter sent to
G.E. Co., West Lyon, Mass
And Allison Div., Indianapolis