First Airbus Industrie A310 wing planks are received (top left) at the Metal Improvement Co. shot-peening facility at Deeside, Wales, for treatment prior to being shipped to British Aerospace's Chester, England, assembly plant, where the completed A310 wings are assembled. The new facility in Wales can handle metal sheets up to 60 x 10 ft. and will be able to accept wing planks up to 80 ft. in length in the future. A310 wing plank (bottom left) moves through a general-purpose shot-peening machine at Deeside, where it is peened prior to being put in forming jibs for final peening treatment.

**A310 Wing Plank Work Transferred**

Deeside, Wales—Shot-peening of Airbus Industrie A310 wing planks is being transferred from Carlstadt, N.J., to a new factory being commissioned here by Metal Improvement Co. The new factory will be capable of handling planks 60 x 10 ft. and later will be able to take planks up to 80 ft. long, company officials said.

Metal Improvement Co., a subsidiary of Curtiss-Wright Corp., has been doing the shot-peening work on the A310, as well as on a number of other aircraft, at its factory at Carlstadt. As part of a plan to expand its European operations, the firm is moving the first few A310 wing planks through the new factory here as the work force is trained and machinery is being installed.

Eventually, the company expects to be doing six shipsets of A310 wings per month. Full production capability is planned for the end of 1983.

Under the present system, the wing planks are machined by Rockwell International in California, then shipped to Metal Improvement in New Jersey for shot-peening before being sent to the wing assembly facility in Britain. When the factory here is in full operation, the wing planks will be machined in France, sent here for shot-peening, then to the British Aerospace factory in Chester, England, where the wings are assembled.

The A310 wing is a good candidate for shot-peen-forming, according to Richard J. D. Tatton, division manager, because it tapers sharply from a thick root to a thin tip and has a pronounced double curvature in its design, with a high-radius spanwise curve. Tatton hopes that the A320 wing will be of a similar design, if the project goes ahead. ☐