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Headquarters
Australian Force
Vietnam
A.F.P.O. 1
c/o GPO SYDNEY
N.S.W. 2890

23 January, 1971

RESPONSIBILITY - OH58A
POSITION PAPER

Requirement

1. The requirement is to produce an initial draft on the division of responsibility on all aspects of aircraft management resulting from hire of OH58A.

Responsibilities.2. Flying Training

a. We require the US Army to be responsible for conversion to type training, including associated ground school. Training will be required for eight pilots at present in the unit and all subsequent replacements at an approximate rate of four per six month period.

b. We require the US Army to be responsible for instructor pilot training, initially for two pilots ^(of the ten in base 74) and subsequently at the rate of one pilot per six month period.

3. Maintenance Training

a. US Army is responsible for conversion to type maintenance ^{US Army to deliver} training of Australian Army personnel at present in theatre. ^{units of 200}

b. Australian Army will be responsible conversion to type maintenance training of reinforcements coming to theatre in the future.

c. Australian Army will be responsible for continuation and refresher training.

4. Supervisory Assistance.

a. US Army must be responsible for the provision of supervisory assistance on maintenance of engines, airframes, and armament for three months after delivery of the first aircraft.

b. The Australian Army will provide all other supervision of maintenance tradesmen.

5. Quality Control.

a. The US Army must be responsible for quality control for the first three months after delivery of the first aircraft.

b. The Australian Army is to be responsible for quality control thereafter.

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6. Airworthiness.

a. The US Army is at all times to be responsible for the *control and* supervision of airworthiness of all aircraft on lease.

b. Australian Army is to be responsible for the performance of all maintenance tasks up to, and including, Direct Support Maintenance, to the standards required by the US Army.

7. Standards of Maintenance Management.

The US Army is to be responsible for the supervision of the standard of maintenance management applied to this aircraft.

8. Standards of Flying Safety.

The Royal Australian Air Force is, on behalf of the Australian Army, responsible for standards of flying safety.

9. Right of Access

The US Army, the Australian Army, and the Royal Australian Air Force are to have right of access to all leased aircraft at all times, for the purpose of inspections, investigations or any other reason.

D.T. Rennie Lt Col.

(D.T. RENNIE)
Lt Col
ADEME HQ AFV

Seen by

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Wing Commander
SO Eng HQ RAAFV

Date 25 JAN 71.....

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