

Headquarters
Australian Force
Vietnam
A.F.P.O. 1
c/o GPO SYDNEY
N.S.W. 2855

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23rd January, 1971

MAINTENANCE (INCLUDING TRAINING) OH58A
POSITION STUDY

Requirement

1. This paper is to clarify points listed as problem areas in Item 3 of the Minutes of the first meeting of the working group, with a view to placing options and recommended solutions before the group at its next meeting.
2. Members of the study group are ADME, 161 Indep Recce Flt, and RAAF SO Eng.

Points for Clarification

3. Equivalent Echelons of Maintenance.

We are required to gain maximum maintenance experience and this to include the equivalent of D Servicing.

- a. We must base our maintenance on the US echelon system, as all documents and publications are written around that system.
- b. We therefore need to train personal to perform:
 - (1) Organizational maintenance.
 - (2) Direct support maintenance.

4. Training Required for Aust Maint Personnel.

a. Air Frame Fitters

Air frame, hydraulic system, control system. 30 - 40 hrs classroom, 3 - 4 weeks OJT.

b. Engine Fitters (AC)

Engine, transmission, drive system. 20 hrs classroom, 3 - 4 weeks OJT.

c. Electrical Fitter (AC)

Aircraft electrical system, incl complete minigun system permanently fitted to aircraft; 10 hrs classroom, 3 - 4 weeks OJT.

d. Instrument Fitter (AC)

Aircraft instrument system, testing of individual instruments, minigun complete up to mounting point in aircraft. Other than minigun, 10 hrs classroom 3 - 4 weeks OJT. Minigun requirement to be determined.

c. Radio Mechanic

VHF FM, VHF AM sets, ADF, IFF, associated controls, tuners.

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40 hrs classroom, 3 - 4 weeks OJT.

f. Supervisor and Inspection training will be identical with that for tradesmen.

5. Continuation and Refresher Training.

a. New members coming to unit will require same as above.

b. If not available from US system training of replacements will have to be done by 161 Indep Recce Flt.

c. Continuation and refresher training will be done within the unit.

6. Form of Training

a. Classroom

b. OJT

} as shown above

7. Availability of Training In country.

a. OJT is available in country. We suggest:

(1) Air frame fitter - 3/17 Air Cav at DIEN (zeon).

(2) Engine fitter - same.

(3) Elec fitter - "

(4) Instr fitter - "

(5) Radio Mechanic - 388 Maint Co at Vung Tau.

b. Classroom Training will need to be determined from US Forces.

8. Phasing of Tradesmen through Training

a. Three successive groups each of 10 are necessary, each group being out of unit approximately five weeks.

b. Groups would be ready to support aircraft, 5 weeks, 10 weeks and 15 weeks after training commences.

c. If this is the limiting factor in the rate of introduction of aircraft, it is suggested that aircraft be introduced as follows,

(1) Two on completing first training group.

(2) Three on completion of second training group.

(3) Three on completion of third training group.

d. To remove more than 10 tradesmen from unit at any time would

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place operational restrictions on aircraft already in the unit because of the supervisory levels involved.

9. Levels of Maintenance Achievable

We can carry out Organisational and Direct Support Maintenance.

10. System of Maintenance Beyond our own Resources.

We must receive support from a General Support Unit.

a. We will use US documentation and procedures.

b. We suggest 388 Maint Co for ease of geographic access and because we already do business with this unit.

11. Specific Points on External Assistance to be covered in Leasing Agreement.

a. That US Documentation and Procedures will be used.

b. Payment for maintenance beyond our own resources, shall be covered by an element included in the initial hiring rate, unless already covered by some other agreement.

c. 161 Indep Recce Flt shall have direct access at all times to the General Support Unit allocated.

d. The designation of the General Support unit allocated.

e. Aircraft recovery will be in accordance with existing arrangements.

12. Supervisory Assistance Required and Duration

a. Supervisory assistance is required for the maintenance of engines, airframes and armament for three months after delivery of the first aircraft.

b. No assistance is required for other trades.

c. Regular visits on a continuing basis, from the manufacturers' field service representatives are desired.

Amended

Done W.C.

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