

PROCEDURES AND GUIDANCE FOR THE MAINTENANCE OF JET INSTRUMENT FLYING TRAINERS AND FLIGHT SIMULATORS

(This EO replaces EO 00-50-11 dated 31 Aug 54)

PURPOSE

1 The purpose of this EO is to establish procedures and provide engineering guidance for the maintenance of jet instrument flying trainers and flight simulators.

GENERAL

2 To ensure maximum utilization of subject trainers, simulators and component mechanisms, the RCAF has negotiated contracts with the manufacturers, to provide such technical assistance as may be required by the user units. It is anticipated however that when the RCAF has sufficient trained personnel, proficient in the accomplishment of unit maintenance, it will become possible to dispense with field service representatives.

3 Equipment schedules are issued which detail the quantity and nature of spares available for unit maintenance and thus automatically define the degree of maintenance to be performed on the equipment.

PROCEDURES AND ENGINEERING GUIDANCE

MAINTENANCE

4 Jet instrument flying trainer, flight simulators and component mechanisms peculiar thereto will be maintained in accordance with the system of maintenance as defined herein.

Unit Maintenance

(a) Routine unit maintenance will consist of preventive maintenance operations performed only by specially trained Electrical Technicians (A), as serious damage to expensive and delicate equipment may otherwise result. Routine maintenance includes proper care, operation,

cleaning, servicing, daily and periodic inspections, completion of prescribed forms, embodiment of -6A Modifications, adjustments, minor repair and replacement of components or parts within the limitation of the Equipment Schedule, and accomplishment of instructions contained in EOs.

Contractor Maintenance

(b) This maintenance consists of installation of the equipment, calibration and servicing prior to final turn-over of the trainer/simulator to the unit, overhaul of trainer components and repairs determined to be beyond the maintenance capabilities of the unit.

Field Service Representatives

(c) FSRs are provided to render technical assistance to unit maintenance. They may be also used as instructors of maintenance courses, as and when directed by AMCHQ. The procedure to be followed by units when requesting FSRs is to send a "T" signal to AMCHQ attention ACA2 with information copy to parent CHQ, stating nature of trouble and estimated time for repair. For units operating simulators or trainers on the Continent or in UK, requests are to be made through 314 TSU with information copy to 1 Air Division and AMCHQ.

SUPPLY

5 Units are to demand spares strictly in accordance with the relevant Equipment Schedule. When the latter is not available pending publication, units are to demand all spares other than common electronic spares such as tubes, standard capacitors and resistors, by direct message to AMCHQ.

(a) For Units in the UK or on the Continent, such demands are to be directed to Air Div. HQ, for screening and actioning with an information copy to AMCHQ, (Ref. Air Div. Letter 46-60-1 (SOSUP/S1) 5 Oct 54).

in accordance with EO 00-15-15.

Form Stats 318

6 1 SD and 30 AMB are master Depots for spares behind jet instrument flying trainers and flight simulators.

9 Unsatisfactory Condition Report submission of this form is of paramount importance in the new field of jet instrument flying trainers and flight simulators. Form Stats 325 - Technical Failure Return does not apply to subject equipment, thus all "technical failures" are to be reported on UCRs, refer to EO 00-10-1.

7 Unserviceable components are to be reported by RERs in accordance with CAP 16, Vol. 1, Sec. Q12/12.

REPORTS

LOG BOOK

Form L60

10 RCAF Form L62 is the official log book for jet instrument flying trainers and flight simulators.

8 This is a monthly report to be submitted

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

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AMC/SACO/ACA