

BM/SGN

MEMORANDUM

TO : SCP/TPE via BM/SGN

FROM : CP/SVN

SUBJECT : Monthly Report (June 1971).

DATE : 30 June 1971

REF. No. CP-V-71-311

After collecting notes and making up several pages of draft report, it all seemed to be a collection of deficiencies and problems which from past experience has indicated gets little attention and no action. Therefore it was decided to summarize and forget the details.

Theft, armed robbery and robbery by the National Police were all items of note during the month. The armed robbery was in an employee's driveway at noontime. The police were making a two o'clock in the morning house search and after they departed a number of items were found missing. Needless to say, nothing has been done on there or any other illegal acts, nor is anyone so optimistic as to believe anything ever will be done or even attempted to provide assistance.

Many man-hours have and are being expended getting ration and identification cards and re-registration of vehicles. Many copies of numerous forms and trips to downtown Saigon are time consuming, hazardous and completely frustrating. Leave, STO and official travel is potentially going to be a problem until the new visas are granted. It turned out that the problem was not the VN, but rather USAID who was holding up the process. Some of the applications dated back to March and were sitting in USAID without action. It is reported that the situation has improved, but there has been no indication of the "improvement" as yet.

Scheduling was put on the carpet to comply with the restrictions of the Flight Time Standards and get the training accomplished to have the C47s operational by the first of July. Mr. Reed Chase, who arrived from Vientiane to replace Frank Smith, who is leaving the company, has done a fine job thus far. With the resignation of one the experienced schedulers, as well as Gordon Smith, the number two scheduler, the section is operating short handed. In spite of this, there have been a minimum of serious problems and the schedule has required less (emergency) waivers that were needed in the past. Hopefully this will be a turning point in the overall shortcomings of the Scheduling Section, although as long as we are forced to comply with the limitations of the Flight Time Standards we will have problems in meeting the heavy loads the customer often has to impose to meet his requirements for student moves and other such surges in flying. It is the same old story of "feast and famine". If the time is spread out over the whole month it is easy to meet, but it just never comes out that way.

ASCP-A's visit to Saigon came at an appropriate time when the C47 "reactivation" was announced. His presence helped considerably in smoothing over some of the problems and "special considerations" required from FEPA to keep operating and still get the necessary C47 training out of the way. It is believed that he also gained a much better insight on some of the local problems and contentions

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which have to be constantly dealt with. It would be nice to think that more of the "headquarters" types might make similar visits. After all, there are so many more enjoyable places to make "official visits".

(CPSVN paid a visit to Taipei to sit in on the VN100 contract negotiations in regards to crew manning. Many problems were resolved otherwise in conference with SCP and ASCP-A.

FEPA continues to be the main source of information regarding what is going on and planned for the company (e.g. message "Walton F71/290001 from FEPA President to FEPA SVN/UTH/VTE). While the example is not a critical item, it is demoralizing that FEPA can advise their members of what is happening and the company does not so advise its managers and supervisors. This puts the managers and supervisors in the field, continuously on the defensive. We have no official sanction with which to debate or accept their published word.

cc: BM/SGN ✓
File

ORIGINAL SIGNED BY
F. M. TIDWELL
MED-SGN
F.M. Tidwell