

BM/SGN

MEMORANDUM

TO : SCP-TPE via BM-SGN

DATE : 12 June 1971

FROM : CP-SVN

REF. No. CP-V-71-286

SUBJECT : Monthly Report (May 1971)

1. Crew Scheduling problems continued to plague the department throughout the month. There would be no purpose served to elaborate on the situation as it has been discussed and cussed at great length verbally and in writing. It just boils down to not being able to get six gallons out of a five gallon can. You either have to change the requirement or get another can. No amount of scheduling changes can correct the problem. When all the pilots have run out of time, the schedule can either be cancelled or someone grant a waiver.
2. FEPA continues to operate with a free hand and apparently full support and backing from the company. That they are immune from serious criticism becomes ever more evident with every situation. That they are completely supported by the general membership is seriously doubted as there is much evidence to the contrary. However, a few leaders have joined together and are completely dominating the actions and decisions of the whole pilot group in Saigon. They appear to be immune from any serious criticism by management without their own concurrence.
3. We now have five pilots on extended sick leave and their return is indefinite. The instances of becoming sick and grounded has increased with the necessity of cutting down on scheduled time off. Several have become ill in time to make the week-end and are well again by the first of the week. With the limitations placed on how much they are permitted to fly, this is a convenient way to have the week-ends off. When there were no such severe restrictions, it was very seldom that pilots were sick except when it was readily apparent that they should be in bed. The present system creates a situation where loyalty and a desire to do the right thing result in the individual being penalized rather than rewarded.
4. On two different occasions R/W First Officers were going to be sent directly to SGN without ground school. If the school is to be held here, this is of no consequence whether they have G/S or not. If the requirement is to be met elsewhere it is almost a necessity that the school be held prior to coming to SGN. The present visa situation makes any other action impractical. After arrival we must plan on one or two months in country until a final multiple entry/exit visa is received.
5. The revision of the crew rest policy to permit 12 hours rest for a nine hour day provided some relief for the 204-B program working out of Danang. Other than that it was a step in the right direction but not nearly enough relief from the other restrictions of the Flight Time Standards policy.

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6. The Chief Pilot/FW made two trips out of country during the month. One to VTE to attend the C46 Manual conference and another to TPE regarding the new contract and some of the scheduling problems with which we are confronted.
7. In summary, the month was frustrating but relatively uneventful as far as anything of a spectacular nature. No one was particularly sorry to see it past. On the other hand it could certainly have been worse. (Presumably).

ORIGINAL SIGNED BY
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cc: BM-SGN
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