

# MEMORANDUM

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TO : VPA/TPE

DATE : 20 Feb. 1971

FROM : CP/RW-SGN

REF. No. CP-V-71-099

SUBJECT : Evaluation of Project Operations 204-B Program.

REFERENCE: VPA TPE B71 010115

- A. The 204B program in Saigon has six assigned aircraft. Two operate out of Da-Nang, two out of Can-Tho, and two out of Saigon. This is the normal operating set up and varies somewhat according to circumstances.

## DANANG UTILIZATION:

One aircraft stationed in Da-Nang works for Customer 9101 or CORDS. The second aircraft is assigned to Customer 9102 or Embassy. The 9101 aircraft is scheduled to fly 8 hrs each day at some location in I CORDS and usually flies more than the 8+00 scheduled hours. All normal daily schedules for CORDS are at the direction of FU/PSD Advisor at the various locations. The main work locations are Tam-Ky [redacted], Hoi-An [redacted], Quang-Ngai [redacted], Hue [redacted], and Quang-Tri [redacted]. Working for the PSD Advisor at these locations involves both passenger and cargo operations. The passengers are normally VN Troops of some description, National Police, ARVN, PF etc.

The Embassy aircraft does not work a set schedule. Missions are scheduled as needed. It is interesting to note that there is a large increase in flight time for the Embassy aircraft during the rainy season. This is due to the fact that many Embassy fixed-wing flights are aborted during the rainy season for weather reasons. When this happens the mission is re-scheduled for the 204B aircraft. Other Embassy missions are both cargo and passenger with a large percentage of VIPs. The total 204B time out of Da-Nang averages approximately 300 hrs. Of this approximately 90% is CORDS or 9101. The overall cargo operation averages 28% hazardous cargo.

## CAN-THO UTILIZATION:

Can-Tho 204B aircraft are also assigned one to each customer. The CORDS aircraft is utilized in the same manner as the Da-Nang, CORDS aircraft with the exception that several missions are flown for Phoenix each month. The Phoenix missions are usually flying inspection teams to various locations. The normal CORDS missions are out of Ca-Mau [redacted], Rach-Gia [redacted], Ben-Tre [redacted], Tra-Vinh [redacted], Ha-Tien [redacted], Chau-Doc [redacted] and Phuoc-Hoa Island [redacted]. Can-Tho CORDS aircraft are scheduled daily rather than a set schedule. The Embassy aircraft in Can-Tho does very little work. It is normally used for missions with the VN National Police. The total flight time out of Can-Tho is approximately 175 hours per month. Again approximately 90% of this time is for CORDS.

## SAIGON UTILIZATION:

The CORDS aircraft in Saigon has a pre-set schedule 8+00 hrs each day seven days a week. This aircraft usually flies more than the scheduled 8+00 hrs. It is utilized in both cargo and passenger operations. Two days each week missions originate at Saigon. Other missions originate at An-Loc [redacted], Song-Be [redacted], Ham-Tan [redacted], Tan-An [redacted], Xuan-Loc [redacted], Phu-Loi [redacted], and Bien-Hoa [redacted].

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Missions also include low level recons. and command and control operations for Province Chiefs in ARVN Military Operations. The second aircraft at Saigon flies some (very few) Embassy missions, extra CORDS missions, training missions, and is used as a maintenance "swap" aircraft. Total time out of Saigon averages 360 hrs of which 95% is CORDS.

Regarding aircraft utilization the following chart is interesting as it demonstrates the exposure time as compared to other programs. The statistics for this chart are taken from actual FSO's and are accurate. This chart covers a sixty day period, October and November of 1970.

<u>Program</u>	<u>Landings</u>	<u>Total Time</u>	<u>Average leg in min.</u>
204B	4967	1830	22 min.
PC6C	7349	3388	26 min.
VTB	3140	2086	39 min.
DHC4	10097	808	48 min.
C-47	687	623	63 min.
C-46	822	1250	96 min.

Also interesting is the following chart which shows the percentage of project pay that is paid on actual flight time comparing the C-47 program to the 204B program. This is over a 30 day period.

<u>Program</u>	<u>Block Hours</u>	<u>Flight Hours</u>	<u>Project Hours</u>	<u>Project % of Flight Hours</u>
204B	943	906	@ 77% 726	80%
C-47	380	307	@ 60% 258	84%

- B. Hazardous cargo for the 204B program includes fuel drums, Butane bottles, insecticides, hard rice, tear gas, and troops carrying loaded weapons and grenades. Grenades are usually carried hung from the uniform by the detonation lever.

DANANG:

Most of our sling cargo work is done out of Danang. Approximately 30% of cargo out of Danang is by cargo sling. Hazardous cargo averages 85% overall in Danang Operations.

CAN-THO:

Can-Tho Embassy missions are usually either inspection teams or VN National Police missions. All cargo on National Police missions is hazardous. CORDS missions are both cargo and passenger and of the cargo 25% is hazardous.

SAIGON:

The Saigon 204B operation is primarily a passenger, recon. operation and secondarily a cargo operation. However, most of the passengers are some type of VN Military and carry ammunition with them. The hazardous cargo operation out of Saigon averages 20%. The overall cargo operation averages 24% hazardous cargo.

- C. During the sixty day period the 204B made 4967 landings and take-offs. Of these 1065 were made to unimproved, unlisted landing areas. This means that over 20% of 204B program landings were made without benefit of any FIC briefing or any written information regarding security, obstacles, condition of surface etc. Of the 262 Heliports listed in the Tactical Aerodrome Directory, 55 show some form

of hazard. This gives us 22% marginal landing areas of those listed. However, the information given in the Tactical Aerodrome Directory regarding heliports is very sketchy and incomplete to say the least. For instance looking at a random FSO flown on 14 Feb. out of Tan-An (VH-665) we find the following differences between the Tactical Aerodrome Directory and actual conditions. There were 20 landings and take-offs. Of the 20 landing areas, 12 were listed in the TAD. Of these 12, all had obstacles, uneven touchdown areas, debris in landing area or some other hazard making the area marginal for landing. However, only 2 of these had any hazards listed in the TAD. My conservative estimate is that 90% of our landing zones are marginal.

- D. The 204B program I CORDS operations averages 50% remote area operation. This is based on criteria set up in message VPA TPE B71 010115. Saigon and Can-Tho operations average 70% remote area operation. The overall remote area operation averages 60%. This is based on a 15 minute reaction time and a 30 minute flight from SAR centers.

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cc: DFD/TPE  
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File