TO : NEDTC
Attn: [redacted]

FROM : SCR PHN

DATE : 2 December 1973

REF. No. : SCR/PHN73168

SUBJECT : Monthly Report - November 1973

The Khmer Air Force has once again undergone a change in Commanders for the second time this year. With this change as before there was a general shuffle of other Key Officers.

The change of some Key Officers appears to have generated considerable interest and it is hoped this will continue to expand to include other personnel.

A Fire Prevention Specialist was called in during the month to accomplish a survey of the KAF Fire Fighting capability and to make recommendations for upgrading this important section. The report will be discussed with the responsible Officers and Assistance will be given as required. One points of the report was the lack of organization of the department and it is felt this will have to be resolved prior to much improvement in the Fire Fighting department.

A Spookie Gun Ship was lost the first part of the month at a Northern field. It was reported that loss of control on take off was attributed as the primary course.

In general Air Base 111 maintenance continues to improve more so in some function than in others. The newly assigned Group Technique Aerienne (G.T.A.) appears to be getting a good grip on the problems and hopefully he will be able to rectify some of the problems that have been plaguing KAF for some time.

T-28 Section

During this reporting period the total number of aircraft possessed has been reduced to 26 fighters. Two(2) aircraft are missing, four(4) were ferried to Thai-Am for over "C" and TCTO compliance and one sent for CBD repair. T-28D 51-7839 which has to go to Thai-Am for TCTO compliance is still awaiting propeller change, work on this aircraft is delayed due workload on fighters.

Ten(10) periodic inspections were completed during the month along with four engine changes due premature failures.

With the Heavy Operational requirements it is unknown why eight(8) T-28 mechanics were re-assigned to other sections. Four(4) to EBU, three(3) to Maintenance Control and one(1) to U-1A. Four(4) of these eight(8) were trained on T-28 aircraft in Udorn. Those personnel should be returned to the T-28 Squadron.

The engine change on T-28B 54-137734 is delayed due lack of man-power. Problem areas remain the same as previously reported.

O-1A/O-1D Program

On 1 November six(6) O-1D aircraft departed Pochentong for Pilot training at Udorn Thailand, duration of training program is estimated at approximately 20 weeks.

Two(2) O-1D engines were changed during the month due high oil consumption. All O-1D aircraft are now equipped with at least two(2) rocket pods. Additionally two(2) more rocket pods will be installed on these aircraft when parts become available.

Crash damage repair on O-1D 57-2795 was delayed due lack of proper gage sheetmetal. Two small sheets of correct gage (.050 2024T3) were obtained from Air America Saigon and hopefully sheetmetal repair will be completed by 5 December 1973.

O-1D 51-12701 was test flown and released for operations on 14 November 1973 after flap modification.

C-123K Section

The month of November was a period of heavy activity for the C-123K Section. Major engine problems with both the recip and jet engines were encountered two(2) recip engines were changed due metal contaminations and four(4) jets (J-85) changed due to F.O.D. and compressor stalls. The urgent requirement for engines and the flow time in building up engines becomes a major problem in the EBU Shop which at present is short of manpower and talent.

Aircraft 54-0578 and 56-4377 both due for phase inspection departed 20 November and 21 November 1973 respectively after sitting on the ground for about one month waiting to be ferried to Thai-Am. They are expected to return early next month.

Another (C-123K) 54-0690 arrived 20 November. This aircraft had its jets replaced after only 4 days of operation due to one had F.O.D. and one for compressor stall's.

The first C-123K Phase Inspection to be peformed by the KAF started with aircraft 56-4387 10 November 1973. The progress of the inspection is very slow due to the limited personnel assigned. It is hoped that a regular crew will be assigned to this aircraft. Due to previously, stated engine problems, both jet engines and the right recip were cannibalized from aircraft 56-4387. All efforts will be made to complete this inspection before the year 1974.

The F.O.D. problem has been discussed with Squadron Commander to alert his Pilot's to use care while operating the jets. It appears that the majority of the F.O.D. is being incurred at the out fields of which some are unimproved stripe.

C-47 Section

Engine problems seriously affected this section aircraft availability. A few engines were saved by changing cylinders and replacing broken cylinder hold down studs. It is felt that most of these problems can be attributed to improper operation procedures such as over boost, over speed and prolonged ground running with the engine cowlings removed. These problems have been discussed with KAF personnel in the past and will be discussed once again.

Shortage of C-47 batteries also affected the overall aircraft availability. Presently two aircraft are NORS/G and two aircraft A/NORS for batteries.

AC-47 43-48805 crashed outstation, aircraft was damaged beyond repair. C-47 43-48960 has been added to the C-47 cargo squadron after dual engine, propeller, and wing center change and general inspection of fuselage. C-47 42-92295 is now undergoing extensive sheetmetal repair due corrosion on aft portion lower fuselage. Progress on this project is very slow due to sheetmetal workload in other squadrons.

C-47 43-49344 sustained sustantial damage due to hostile fire. Sheetmetal work has now been in progress for past seven(7) days and should be completed in two days.

Heavy Maintenance Section

The month of November was started with the re-arrangement of CED aircraft to the rear of hangar bay No. 2. It was also suggested to the OIC to make wing storage racks to prevent further damage to the wings that are laying on the hangar floor, as of the time of this writing no action has been taken by the OIC to comply with this request.

T-41 70-02052 crash damage repair has been completed the T-41 aircraft fuselage jig was used to complete the nose section repair to assure proper alignment of engine. The nose and main landing gear was installed to facilitate easy movement of the fuselage. Due to many parts missing a complete parts inventory will have to be made the question is, who will take the initiative to complete the inventory and re-assembly of the aircraft. T-41 71-01385 is presently installed in the jig and sheetmetal repair is now progress.

Completion of this repair dpends on availability of materials and manhours.

Aircraft O-1D 55-4738 and 57-2956 which were substantially damaged were cannibalized in order to complete the crash damage repair on O-1D 57-2795. It is felt that 55-4738 and 57-2956 are beyond economical repair and should be dropped from the O-1D aircraft inventory.

Renovation of the tool crib and provisions for storage of free stock is the next project for this section.

Aircraft Ground Equipment Section

Approximately forty(40) AGE units were received during the month of November 1973. With these additional units plus the backlog of equipment down for maintenance from previous months this section is in very poor shape in all respects.

Ground support equipment that is powered by gasoline engines are virtually being destroyed by the user's. The basic problem remains the same in this area, lack of and using improper octane gasoline. Until this problem is corrected by KAF this equipment can be expected to remain in the poor condition it is in now or perhaps the situation could get worse if that's possible.

Lack of skilled manpower is still the largest overall problem in this section,also lack of a priority system as to which equipment should be woked on first. Lack of tech. orders and parts is also presenting major problems.

Sheetmetal Section

Joint supervision performed on damage repair of the following aircraft number are:

1. O-1D aircraft 57-2795 - Hard landing, damage repair on jig, work completed 90% ETD 5 December 1973 for CBD damage then will require.

2. T-41 aircraft 70-02052 - Hard landing, damage repair of nose section in jig, work completed 16 November 1973.

3. T-28 aircraft 51-7494 - Battle damage in tail section with projectile passing thru RH elevator.

4. C-47 aircraft 43-49572 - Corrosion damage at RH bottom fuselage.

5. C-47 aircraft 45-1079 - Bullet damage on IN wing trailing edge bottom side, exist thru upper skin.

6. C-123K aircraft 55-4559 - RH cargo ramp actuating cylinder fitting attachment bracket broken off.

7. C-123K aircraft 54-0645 - Accident damage at forward RH fuselage.

8. AU-24A aircraft 72-1320 - Bullet damage at center wing bottom skin passing thru upper spar and skin.

9. AU-24A aircraft 72-1327 - Hard landing damage of tail wheel section, damaging RH wheel attachment bracket and causing wrinkling of upper skin panel of aircraft fuselage.

10. C-47 43-49344 - Bullet damage at lower and upper of center section skin, cutting off lower stringer and upper section of rib. One bullet hitting RH side of forward flange of front spur and another bullet hit the center RH side of fuselage passing thru troop seat. Repair is in progress.

11. AU-24A aircraft 72-1330 - Reinforced two(2) ribs at LH wing and splice lower skin panel, adjacent to rocket luncher, several rows of rivets loose. Damage is all due to heavy vibration cause by aircraft weapon.

Note: We would like to suggest that every aircraft of the same type, should be repaired the same way to avoid further damage.

Aside from accomplishments on damage repair, the following work was performed by shops.

1. Completed repair of one(1) LH wing for O-1D aircraft.
2. The construction of one(1) engine mount of AU-24A.
3. Manufacture of one(1) special tool for removing frozen screw.
4. Manufacture of four(4) each mounting stands for wing repair.
5. Two(2) special tools were received for sheetmetal and machine shop section, one arbor press and one electric drill press.

Section II Problem:

1. Slow arrival of aluminum sheet and paint for shop equipment.
2. Insufficient sheetmetal mechanics.

Airborn Radio Section

Equipment failures have somewhat declined this month compared to many previous months. This can be attributed to Line Service mechanics gaining experience and careful analysis which generally existed to only the very few during the past. Noted also was their growing interest among the group sections in their work.

Shop service record ending 27 November 1973:

Input	-	184 units,
Output	-	157 units,
NRTS/Repair Support	-	11 units plus 12 sub-modules,
AWP/Reparable balance forward	-	43 units.

C-47 No. 43-16254 modification of VHF Communication AN/ARC-3 to AN/ARC-134 (Wilcox-807A), and installation of FM Communication system AN/ARC-131 (FM-622A) was completed. Man hours - 73 manhours including ARC-134 harness fabrication.
A bench test-mockup for C-123K UHF Comm. system AN/ARC-34 was also completed.

On shop improvement., electrical layout was improved although not meeting required standard because of difficulties in obtaining U.S. type of electrical hardware locally. The rotted out windows will be repaired soon as lumber and other material are available.

The work benches are now being covered with rubber matting obtained from Udorn facility this should be of great benefit to the Technicians and prevent damage to the fragile radio/Nav. equipment.

Electrical/Instrument Section

The workload in this section increased due to numerous engine changes. Two(2) J-85-17 jet engines, one R-2800 engine, three(3) each R-1830-900 engines and four(4) R-1820-86 engines were build up. There are no Q.E.C. kits for the J-85 and R-2800 engines, therefore complete Q.E.C. must be removed from unserviceable engine and installed on serviceable engine. This process is very time consuming which is causing extended down time on C-123K aircraft. On the job training (OJT) for electricians on the J-85 and R-2800 engines were conducted in the EBU Shop during the entire month. It is suggested that additional electricians from the C-123K maintenance section be assigned to work in the EBU Shop. At the present time the three(3) electricians assigned to the EBU Shop are only familiar with C-47 and T-28 aircraft engines.

Electrical shop improvements are still in progress. Battery shops are near completion except for repair of windows frames and replacement of broken glass. Ceiling installation will be the next project in this shop.

Armament Section

The activities in this section remained busy during the month. Two(2) T-28D aircraft had problems with the gunnery system's, one(1) of these problems was corrected on the spot, while the remaining aircraft required considerable troubleshooting to correct the discripancy.

The MJ-1 bomb loaders are giving the most problems and it appears that the problem is self induced to some extent. The use of improper octane gasoline is causing major damage to engine's on the loaders in operation and the batteries are missing in other units. To add to the dilemma the drivers are not qualified to operate the units.

As indicated in previous reports the lack of electrical specialist for the gun systems is still causing delays in maintenance. Nearly all gun system malfunction are electrical problems.

There appears to be sufficient personnel assigned to this section at present, however, the skill level is relatively slow. Additionally there is in amount as in other department a definite management and organization problem. It is essential that this condition is improved in future.

It is imperative that armament be given a building to house the cleaning/repair shop so as to allow the present shop to be returned to the fire prevention division. This will be discussed with Base Commander at the earliest.

Engine Build-up Section

The workload this month increased sharply due to C-123K engine failures i.e. two(2) R-2800-99 and four(4) J85-17. One(1) R-2800 and one(1) J85-17 build-up was completed before the 25th, and another J85-17 is due to be completed before the 5th of December. Every effort is being made to complete these components early in December.

The backlog for T-28 engine build-up was completed this month when a T-28B model engine for aircraft 54-137734 was finished on the 24th, a total of five(5) engines were build-up this month. Sufficient R-1820 engines are now on hand to meet the requirements for the next several months.

C-47 engine build-ups are progressing smoothly, with one left hand engine still required for aircraft 51-12701. Two(2) more spares were started this month for the next 90D engine modification. This month four(4) engines were completed. There are now thirty four(34) serviceable engines on hand which is sufficient for the next six(6) to eight(8) months based on past usage.

The additional personnel requested several months ago have now been assigned to EBU shop effective 15th of November 1973. Seven(7) mechanics from various sections were re-assigned to relieve the increased workload. This increase in personnel should help to reduce, the excessive Q.E.C. build-up flown time. The skill level of the new mechanics is equivilant to a USAF03 level and instruction of these personnel are underway in the build-up of the various type engines, to include the C-123K R2800 and J85 Jet engine. This OJT will prove invaluable in the coming months since no formal instruction has been received on this type engines.

Maintenance Control Section

Overall activity in KAF Maintenance Control has been of routine nature and no major problems encountered during the month.

The following is a brief summary for the month of November 1973:

Heavy Services (PE/Phase Inspection) completed:

TYPE OF AIRCRAFT	TOTAL PE/PHASE INSPECTION COMPLETED
T-28B	3
T-28D	10
C-47	1
AC-47	5
UH-1H Gunship	3
UH-1H Slick	6
AU-24A	7
C-123K	2 at Thai-Am and 1 at Pochentong (in progress)
U-1A	0
O-1A	0
O-1B	2

TOTAL ENGINE CHANGES IN NOVEMBER 1973:

T-28B	1 (in progress)
T-28D	4
C-47	4
AC-47	1
UH-1H Gunship	0
UH-1H Slick	1

TOTAL ENGINE CHANGES IN NOVEMBER 1973:

O-1B	2
C-123K	4 Jets and 2 Reciprocating Engines
U-1A	0
O-1A	0
AU-24A	0

TOTAL FLIGHT TIMES:

T-28B	156.4 hours
T-28D	844.9 hours
C-47	307.1 hours
AC-47	440.9 hours
UH-1H Gunship	240.3 hours
UH-1H Slick	568.5 hours
O-1A	21.3 hours
C-123K	125.7 hours
O-1D	384.9 hours
AU-24A	485.6 hours
U-1A	0 (No fly during the month)
T-41	Unknown (No report from B/Bang)

Note: Flight times of aircraft assigned at outstation are not included on this report.

The following aircraft status was computed from the Daily Status Report being submitted to MEDTC:

TYPE OF AIRCRAFT	TOTAL A/C ASSIGNED TO KAF	AVERAGE POSSESS	O/R	NORS	NORM
T-28B	16	5	56%	0	44%
T-28D	43	31	60%	0	40%
C-47	15	14	39%	6%	55%
AC-47	11	10	61%	1%	38%
UH-1H/Guns	10	9	87%	0	13%
UH-1H	30	26	61%	7%	32%
U-1A	1	1	86%	0	14%
O-1A	13	13	72%	0	28%
O-1D	28	18	57%	0	43%
AU-24A	14	14	53%	14%	33%
C-123K	8	5	58%	7%	35%
T-41	14	14	Unk	Unk	Unk
Total	203	146			

AIRCRAFT STATUS THIS MONTH (NOVEMBER 1973)	LAST MONTH (OCTOBER 1973)
Total Fleet.....203	202
Fleet Average.....146	166
Operational Rate (O/R).....63%	58%
NORS Rate.....3%	6%
NORM Rate.....34%	36%

The following aircraft departed from Pochentong Air Base to out-country:

TYPE/Aircraft Number		Date Departed	Destination	Reason
O-1D	55-4689	1 November 1973	Udorn, Thailand	Pilot's Training
O-1D	57-2815	1 November 1973	Udorn, Thailand	Pilot's Training
O-1D	57-2887	1 November 1973	Udorn, Thailand	Pilot's Training
O-1D	57-2816	1 November 1973	Udorn, Thailand	Pilot's Training
O-1D	57-2969	1 November 1973	Udorn, Thailand	Pilot's Training
O-1D	57-2945	1 November 1973	Udorn, Thailand	Pilot's Training
T-28D	51-3706	20 November 1973	Thai-Am	TCTO Compliance
T-28D	51-7729	20 November 1973	Thai-Am	Over"G" Inspection
T-28D	51-153647	20 November 1973	Thai-Am	Over"G" Inspection
T-28D	51-153649	20 November 1973	Thai-Am	Over"G" Inspection
T-28D	51-153656	20 November 1973	Thai-Am	Damage repair
C-123K	54-0578	20 November 1973	Thai-Am	Phase Inspection
C-123K	56-4377	21 November 1973	Thai-Am	Phase Inspection
UH-1H	71-20274	28 November 1973	Thai-Am	Damage Repair

The following aircraft were dropped from the Aircraft Inventory in November:

Type/Aircraft Number		Reason
AC-47	43-48805	Crashed at Battambang on 6 November 1973
T-28D	51-7487	Location and status unknown
T-28D	51-7819	Location and status unknown
UH-1H	67-17604	Crashed at Takeo on 21 July 1973

Problems at this section remains the same with last month, the biggest problem is a communication system. Additionally, inadequate office space for the personnel and storage of work procedure sheets. Plans are underway to hopefully resolve th### in near future.

Technical Training Section

Section I - General

A group of 45 trainees, ESOT/16, from Battambang reported for OJT on the 9th of November however, their training was started on the 19th. One trainee had been hospitalized since arrival bringing down the total to 44. Career fields for this group are broken down as follows: Engine - 11, Radio - 14 and Electrical/Instruments - 19. At present, these students are given group instructions on general subjects such as Ground Safety, Air Force Technical Order System, Aircraft Hardware, and Handtools. After one month of instruction on general subjects, they will be subdivided and will undergo two months OJT on their respective specialties which will be covered by 30% classroom instruction and 70% practical instruction.

As usual, the English classes are conducted 4 hours daily even though the number of students had considerably decreased. English, class I will be tentatively completed around the 2nd week of December while English, class II may take up to the last week of January 1974.

The preparation of final examinations for English, Aircraft Hardware, and Handtools is in progress. So far, about 70% had been completed and should be ready prior to the completion of each subject.

Section II - Training accomplished

No of Students	Subject	Trng Hours	Type of Trng
10	English, class I	27½	Classroom/OJT
9	English, class II	23½	Classroom/OJT
44	AF T.O. System	69½	Classroom
44	A/C Hardware	66	Classroom
44	Ground Safety	52½	Classroom

Section III - Problems

The preparation of examination questionaires is an immediate problem. The Ditto machine at the Air America Office is not in good operable condition which resulted in the damage of the Ditto masters and the copy papers.

Lack of sufficient time for supervision and advisory duties. At present, the English classes take too much of my time. This situation had prevented me not only from visiting classes in session to observe and supervise new instructors but also from giving assistance to them especially during the preparation of lesson plans, test questions, etc as well, Request that a language instructors, particularly one who had studied Language at CONUS, be assigned to the Training Section to help me conduct the English classes which arescheduled next year.

Section IV - Plans

a. To continue the preparation of final examination questionaires.

b. To continue the preparation of the Master Test File.

c. To continue making lesson plans for the 1974 courses.

It has additional been discussed and recommended to MEMTC that a 20 man language lab be programmed for 111 Air Base Pochentong. It is felt the best/fastest method to upgrade the KAF Technicians is to teach them the English language which would allow them to read and understand the T.M.'s T.O.'s and other Technical Publications.

Supply

Progress, although slow continues in all areas of Supply for implemented projects of stock relocation and inventory of hand and special tooling.

Supply OIC's continue to be very receptive to recommendations provided for improvement in different areas and are functioning with a positive outlook that long existing problems can be improved and corrected in time for increased effectiveness in supporting maintenance requirements. Complete self-sufficiency, however, is a long time in coming and it is believed that this hoped for day will arrive sooner if KAF Headquarters provides all necessary support retaining present Base Supply Officers.

A primary problem in supporting maintenance is the lack of understanding of Supply procedures by Maintenance Officers and their seemingly unwillingless to seek help by discussing mutual problems, following up on priority requirements affecting their particular areas. Lack of maintenance pre-planning for future requirements for new equipments received and failure to follow procedures for establishment of stock levels results in deadlined equipment an excess number of priority requisitions, most requiring airlifts.

It is felt at this time Base Supply will and can respond in a timely manner to maintenance requirements but it is obivious that increased planning of requirements, and personal contact with Supply OIC's is necessary by Maintenance OIC's.

Lack of a suitable outside storage area for bulk stocks is slowing down and preventing progress in the stock relocation program. Completion of this area at the earliest date will allow for continued progress and eventual turn-over of two warehouses to maintenance for shops utilization. Any assistance that MSDTC can provide to KAF within the limits authorized is strongly recommended.

The problem of requisition cancellations due to non-receipt by AFIC and/or lost during passing actions to prime depots is a continuing problem with no noticable improvement after attempts to solve the problem. Resubmission of requirements places additional burdens on sections which have had a steady increase in normal activity, not to mention delays in receiving badly needed parts.

Numerous requisitions are also being rejected due to lack of funding. Primary cause appears to be time delays in receiving MCN reconcillation reports from AFIC which prevents timely adjustment of in country fund records prior to input of requirements for funding believed to be available.

Approximately $29,000 in value of fatigue uniforms have been received at Pechentong for KAF recently. This Advisor has been questioned by KAF MCO's (mechanics, guards, etc) if I can get them a new uniform. Apparently KAF does not have a distribution system to see that troops are issued uniforms. Since uniform issues are controlled by KAF Headquarters it is recommended that they be encouraged to initiate a squadron by squadron walk through for issues. It is felt that issue of all available uniforms immediately would help improve a low morale factor affecting work production and reduce pilferage which has been noted at the uniform sterage warehouse.

Turn-in of telecom spares for Base Supply control is taking place, with except of spares located at the telecom shop Supply room. Spares located in that area are excessive, include some equipments and are beyond what should be considered as minimum bench stocks. Since these are controlled by KAF Headquarters there is still a reluctance to return to Supply control.

Return of all motor pool been stocks to Supply control has approved and it is hoped this will take within the next thrity days. Other stocks from armament and POL will also be returned physically to Supply following vehicle parts. When these moves take place emphasis will be towrad establishment of stock levels which with the cooperation of each area will in time solve continious parts shortages for activities controlling their on stocks.

Original Signed By
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